



Metro

Los Angeles County Metropolitan Transportation Authority

Countywide Financial Forecasting Model FY 2005 – FY 2040

2009 Long Range Transportation Plan

Adopted October 22, 2009

For Planning Purposes Only

**Countywide Planning and Development
Programming and Policy Analysis
Regional Programming Section**

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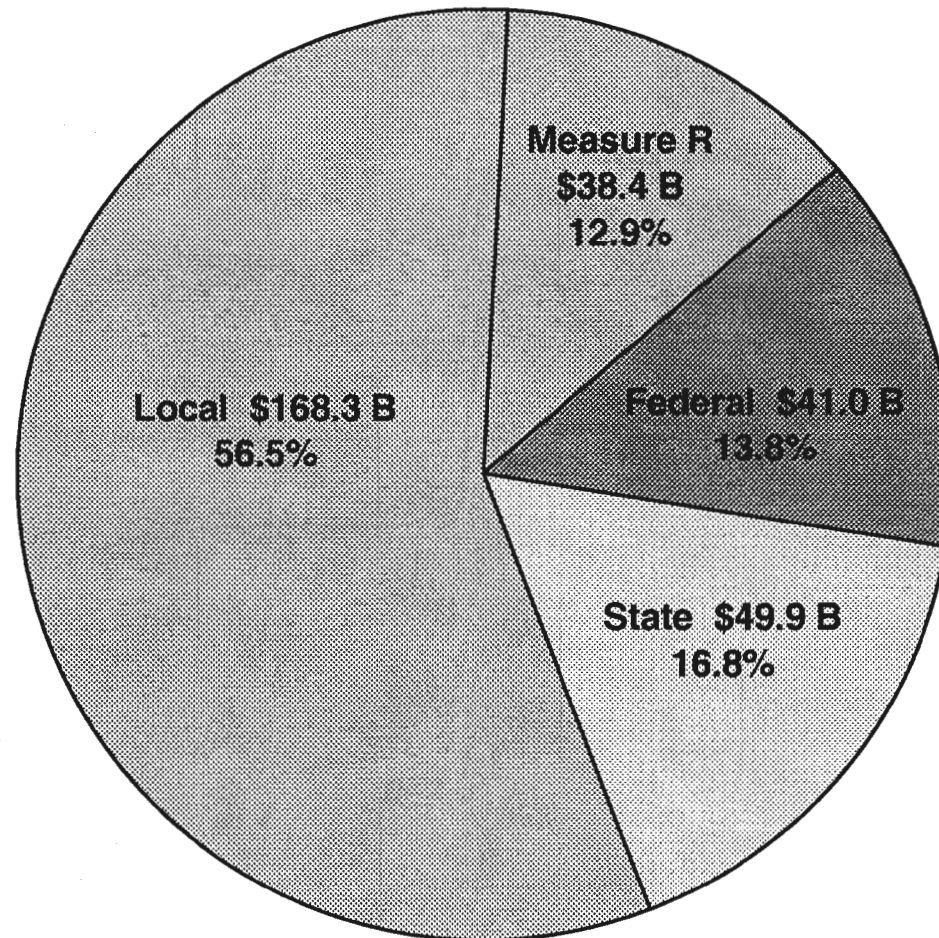
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2009 Long Range Transportation Plan, October 2009

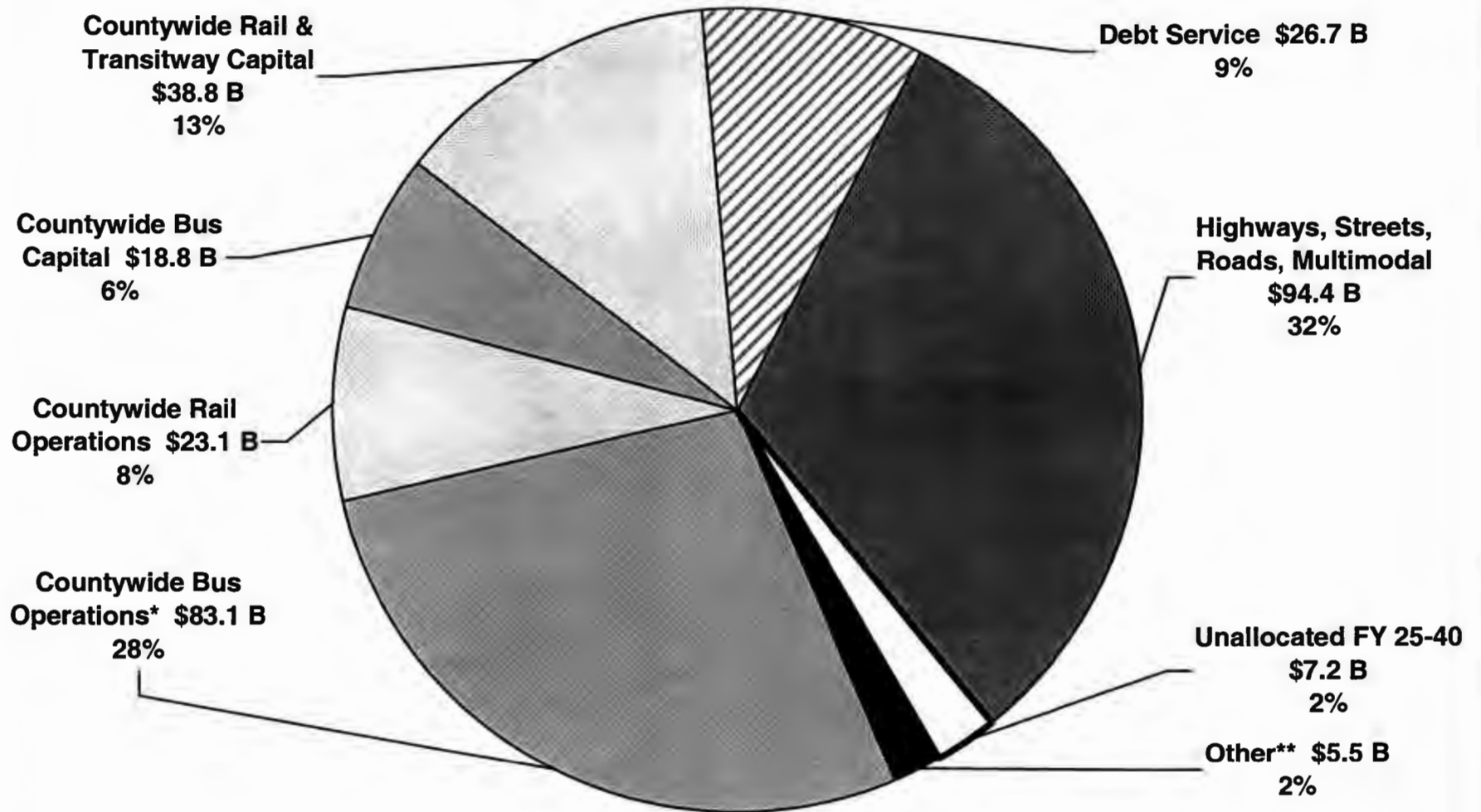
Summary of Sources



\$297.6 Billion Total
FY 2005 - FY 2040

2009 Long Range Transportation Plan, October 2009

Summary of Uses (FY 2005 - FY 2040)



**\$297.6 Billion Total
FY 2005 - FY 2040**

* \$0.4 B Bus/Rail/ADA Operations deficit is deducted from Bus Operations for purposes of this chart.
 ** "Other" includes regional security, safety net program, agency-wide capital, and regulatory oversight.

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 w/o Beg Bal | Total '05-'40 with Beg Bal | Alloc % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Beg Bal | 2009 2010 | 2010 2011 |
|--|------------------------------|-------------------------------|--------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|
| Local | | | | | | | | | | |
| 1 Proposition A (gross) | 43,922.6 | \$ 44,111.1 | 14.8% | 3,303.2 | 7,997.0 | 12,698.8 | 19,923.6 | 188.5 | 613.6 | 640.9 |
| 2 Proposition C (gross) | 43,933.7 | 44,679.1 | 15.0% | 3,303.7 | 7,999.1 | 12,702.2 | 19,928.8 | 745.3 | 613.8 | 641.1 |
| 3 TDA (gross) | 21,911.4 | 22,130.8 | 7.4% | 1,668.8 | 3,985.3 | 6,328.5 | 9,928.9 | 219.3 | 305.8 | 319.4 |
| 4 Fare Revenues - Metro Bus and Rail | 22,565.7 | 22,565.7 | 7.6% | 1,467.7 | 4,729.3 | 6,736.9 | 9,631.8 | | 333.0 | 396.5 |
| 5 Fare Revenues - non-Metro bus | 4,418.8 | 4,418.8 | 1.5% | 384.3 | 1,042.6 | 1,285.4 | 1,706.5 | | 91.9 | 95.2 |
| 6 Fare Revenues - Metrolink | 2,027.7 | 2,027.7 | 0.7% | 139.2 | 488.0 | 601.7 | 798.8 | | 42.0 | 43.5 |
| 7 Lease and Leaseback Revenues | 625.3 | 778.9 | 0.3% | 67.5 | 144.7 | 177.5 | 235.6 | 153.6 | 16.5 | 13.4 |
| 8 LTF General Revenues (no revenue sheet) | 8.7 | 8.7 | 0.0% | 8.7 | - | - | - | | - | - |
| 9 Local Agency Contributions - Highway | 69.0 | 69.0 | 0.0% | 65.5 | 3.5 | - | - | | 1.2 | 1.0 |
| 10 Local Agency Contributions - Transit | 578.6 | 601.7 | 0.2% | 68.8 | 204.0 | 111.1 | 194.7 | 23.2 | 1.1 | 42.5 |
| 11 Local Agency Street and Road Funds (no rev sheet) | 43.2 | 43.2 | 0.0% | 6.0 | 12.0 | 12.0 | 13.2 | | 1.2 | 1.2 |
| 12 Net Financing: Highways (Prop C 25%) | 2,901.0 | 2,901.0 | 1.0% | 61.5 | 2,167.8 | 671.7 | - | - | - | 413.5 |
| 13 Net Financing: Rail Capital (Prop A 35%) | 5,573.0 | 5,594.1 | 1.9% | 126.0 | 1,613.0 | 1,680.0 | 2,154.0 | 21.1 | 105.0 | 143.1 |
| 14 Net Financing: Rail Capital (Prop C 40%) | 19.8 | 19.8 | 0.0% | 19.8 | - | - | - | | - | - |
| 15 Net Financing: Rail Capital (Measure R 35%) | 1,688.5 | 1,688.5 | 0.6% | - | 1,688.5 | - | - | | - | - |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds | 925.0 | 925.0 | 0.3% | - | 205.0 | 380.0 | 340.0 | | - | 25.0 |
| 17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds | 1,037.5 | 1,037.5 | 0.3% | 2.5 | 250.0 | 325.0 | 460.0 | | - | - |
| 18 Net Financing: Commuter Rail Capital (Prop C 10%) | 1,118.4 | 1,118.4 | 0.4% | - | 377.9 | 451.9 | 288.6 | | - | 44.4 |
| 19 Net Financing: Highway Capital (Measure R 20%) | 724.2 | 724.2 | 0.2% | - | 724.2 | - | - | | - | 88.8 |
| 20 Net Financing: Measure R 2% Commercial Paper | 327.6 | 327.6 | 0.1% | - | 324.9 | 2.7 | - | | - | - |
| 21 Financing: Measure R 35% Bridge Loan Commercial Pap | - | - | 0.0% | - | - | - | - | | - | - |
| 22 Other - General, Advertising, Other Misc. | 1,608.9 | 1,608.9 | 0.5% | 253.1 | 367.8 | 424.5 | 563.5 | - | 40.2 | 32.6 |
| 23 HOV Violation Fund (no revenue sheet) | 16.8 | 16.8 | 0.0% | 2.6 | 4.1 | 4.6 | 5.5 | | 0.5 | 0.4 |
| 24 Interest Earnings on Prop A funds | 121.3 | 121.3 | 0.0% | 12.8 | 35.0 | 35.0 | 38.5 | | 3.5 | 3.5 |
| 25 Interest Earnings on Prop C funds | 418.1 | 418.1 | 0.1% | 48.6 | 119.2 | 119.2 | 131.1 | | 11.9 | 11.9 |
| 26 Interest Earnings on TDA funds | 103.9 | 103.9 | 0.0% | 20.0 | 24.4 | 26.8 | 32.7 | | 2.4 | 2.4 |
| 27 Interest Earnings on STA-Op Rev Share funds | 12.9 | 12.9 | 0.0% | 2.1 | 2.4 | 4.0 | 4.4 | | - | - |
| 28 Transit Corridor Bridge Loan Proceeds | (0.0) | (0.0) | 0.0% | 66.3 | (66.3) | - | - | | (66.3) | - |
| 29 LONP Reimbursements Fund 3562 | 428.9 | 428.9 | 0.1% | 428.9 | - | - | - | | - | - |
| 30 Prop A Lapsed transferred to Prop C 40% | 18.2 | 18.2 | 0.0% | 18.2 | - | - | - | | - | - |
| 31 Measure R Sales Tax | 38,348.6 | 38,348.6 | 12.9% | - | 7,828.6 | 12,698.8 | 17,821.2 | | 445.2 | 640.9 |
| 32 Tolls/PPP | 9,370.0 | 9,370.0 | 3.1% | - | 2,375.0 | 4,809.0 | 2,186.0 | | - | - |
| 33 Railroads | 20.0 | 20.0 | 0.0% | - | 20.0 | - | - | | - | 2.0 |
| 34 Container Fees | 360.0 | 360.0 | 0.1% | - | 240.0 | 120.0 | - | | - | - |
| 35 Subtotal Local Revenue Sources | 205,247.4 | 206,598.5 | 69.4% | 11,546.1 | 44,907.0 | 62,407.1 | 86,387.2 | 1,351.0 | 2,562.6 | 3,603.2 |
| 36 State | | | | | | | | | | |
| 37 Air Quality Vehicle Registration Fee (AB 2766) | 26.0 | 27.2 | 0.0% | 4.0 | 8.0 | 6.0 | 8.0 | 1.2 | - | 4.0 |
| 38 Environmental Enhancement & Mitigation | 34.0 | 34.0 | 0.0% | 3.0 | 10.0 | 10.0 | 11.0 | | 1.0 | 1.0 |
| 39 Interregional Improvement Program Funds (IIP) | 391.7 | 391.7 | 0.1% | 248.6 | 143.2 | - | - | | 38.9 | 24.5 |
| 40 Misc. State Grants-Admin (no revenue sheet) | 0.2 | 0.2 | 0.0% | 0.2 | - | - | - | | - | - |
| 41 Other State (no revenue sheet) | 0.1 | 0.1 | 0.0% | 0.1 | - | - | - | | - | - |
| 42 Proposition 42-Cities (no revenue sheet) | 6,023.1 | 6,023.1 | 2.0% | 138.0 | 1,551.9 | 1,861.7 | 2,471.5 | | 140.7 | 144.3 |
| 43 Regional Improvement Program Funds (RIP) | 5,716.2 | 5,840.4 | 2.0% | 1,494.2 | 1,072.1 | 1,500.0 | 1,650.0 | 124.2 | 139.9 | 60.1 |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'10 w/o Beg Bal | Total '05-'10 with Beg Bal | Alloc % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Beg Bal | 2009 2010 | 2010 2011 |
|---|------------------------------|-------------------------------|---------------|------------------|------------------|------------------|------------------|----------------|----------------|----------------|
| 44 SAFE | 373.2 | 373.2 | 0.1% | 83.1 | 92.7 | 94.0 | 103.4 | | 9.2 | 9.2 |
| 45 SHOPP | 6,302.0 | 6,302.0 | 2.1% | 1,124.0 | 1,618.0 | 1,690.0 | 1,870.0 | | 160.0 | 160.0 |
| 46 STA - Operator Revenue Share | 1,992.3 | 1,992.3 | 0.7% | 228.9 | 311.1 | 613.1 | 839.2 | - | - | - |
| 47 STA - Population Share | 1,686.4 | 1,700.9 | 0.6% | 190.9 | 263.9 | 520.0 | 711.7 | 14.5 | - | - |
| 48 Proposition 1B State Infrastructure Bonds | 4,987.9 | 4,987.9 | 1.7% | 1,152.3 | 3,835.5 | - | - | | 712.0 | 1,047.4 |
| 49 High Speed Rail Bonds voted 11-4-08 | 240.9 | 240.9 | 0.1% | - | 240.9 | - | - | | - | 30.0 |
| 50 State Gas Tax Subventions to Cities (no rev sheet) | 9,496.8 | 9,496.8 | 3.2% | 1,319.0 | 2,638.0 | 2,638.0 | 2,901.8 | | 263.8 | 263.8 |
| 51 State Highway Acct (Caltrans Ops) (no rev sheet) | 8,709.8 | 8,709.8 | 2.9% | 799.0 | 1,926.7 | 2,466.3 | 3,517.8 | | 172.0 | 176.3 |
| 52 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 267.4 | 267.4 | 0.1% | 45.5 | 64.9 | 69.1 | 87.9 | | 10.2 | 5.9 |
| 53 Traffic Congestion Relief Allocations | 947.7 | 947.7 | 0.3% | 472.1 | 475.6 | - | - | - | 123.1 | 25.2 |
| 54 High Speed Rail Bonds | 200.0 | 200.0 | 0.1% | - | 135.0 | 65.0 | - | | - | 15.0 |
| 55 Public Utilities Commission | 5.0 | 5.0 | 0.0% | - | 5.0 | - | - | | - | 3.0 |
| 56 State Programs | 2,353.0 | 2,353.0 | 0.8% | - | 376.8 | 1,333.5 | 642.7 | | - | - |
| 57 SHOPP (Additional) | 51.0 | 51.0 | 0.0% | - | - | 26.0 | 25.0 | | - | - |
| 58 Subtotal State Revenue Sources | 49,804.8 | 49,944.7 | 16.8% | 7,302.8 | 14,769.3 | 12,892.7 | 14,840.1 | 139.9 | 1,770.7 | 1,969.7 |
| 59 Federal | | | | | | | | | | |
| 60 American Recovery and Reinvestment Act (ARRA) | 787.5 | 787.5 | 0.3% | 316.0 | 471.5 | - | - | | 413.3 | 58.2 |
| 61 ARRA -Caltrans share (no rev sheet) | 89.9 | 89.9 | 0.0% | - | 89.9 | - | - | | 89.9 | - |
| 62 Clean Fuel Prog-see Sec 5309 Bus below | - | - | 0.0% | - | - | - | - | | - | - |
| 63 CMAQ (Congestion Mitigation & Air Quality) | 3,245.9 | 3,285.1 | 1.1% | 689.5 | 1,176.4 | 720.0 | 660.0 | 39.2 | 196.4 | 120.0 |
| 64 Homeland Security Grants | 80.4 | 80.4 | 0.0% | 18.4 | 20.0 | 20.0 | 22.0 | - | 2.0 | 2.0 |
| 65 ITS-Bus Preferential Signal System (no rev sheet) | - | - | 0.0% | - | - | - | - | | - | - |
| 66 Misc. Federal Grants-Admin (no rev sheet) | 0.5 | 0.5 | 0.0% | 0.5 | - | - | - | | - | - |
| 67 Other Federal Funds-Highway Earmarks | 636.5 | 636.5 | 0.2% | 526.8 | 109.8 | - | - | | 41.0 | 31.6 |
| 68 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | 0.8 | 0.8 | 0.0% | 0.8 | - | - | - | | - | - |
| 69 RSTP (Regional Surface Transportation Prog) | 4,730.5 | 4,831.6 | 1.6% | 508.9 | 1,171.9 | 1,341.6 | 1,708.0 | 101.1 | 114.2 | 110.7 |
| 70 Section 5307 Urbanized Area Formula | 9,957.9 | 10,162.2 | 3.4% | 1,052.6 | 2,465.4 | 2,833.1 | 3,606.8 | 204.3 | 231.4 | 234.6 |
| 71 Section 5309 Bus and Bus-Related Facilities (earmarks) | 442.2 | 442.2 | 0.1% | 126.4 | 231.8 | 40.0 | 44.0 | | 153.7 | 46.1 |
| 72 Section 5309 Fixed Guideway Modernization | 1,723.5 | 1,765.1 | 0.6% | 181.1 | 425.7 | 491.3 | 625.5 | 41.6 | 38.2 | 40.7 |
| 73 Section 5309 New Starts | 4,664.0 | 4,664.0 | 1.6% | 400.2 | 1,672.2 | 644.0 | 1,947.6 | - | 74.0 | - |
| 74 Section 5309 Small Starts and Very Small Starts | 38.5 | 38.5 | 0.0% | 1.1 | 37.4 | - | - | | 13.6 | 15.7 |
| 75 Section 5310 Elderly/Disabled (capital) | 16.6 | 16.6 | 0.0% | 4.2 | 4.0 | 4.0 | 4.4 | | 0.4 | 0.4 |
| 76 Section 5316 Job Access and Reverse Commute (JARC) | 6.7 | 6.7 | 0.0% | 6.7 | - | - | - | | - | - |
| 77 Section 5340 Growing States and High Density | 288.3 | 288.3 | 0.1% | 26.8 | 72.4 | 83.2 | 105.9 | - | 6.8 | 6.9 |
| 78 Safe Routes to Schools | 11.2 | 11.2 | 0.0% | - | 11.2 | - | - | | 3.0 | 6.3 |
| 79 TE-Transportation Enhancements | 571.8 | 571.8 | 0.2% | 78.4 | 144.2 | 155.0 | 194.2 | - | 23.7 | 11.8 |
| 80 Cap and Trade | 190.0 | 190.0 | 0.1% | - | 130.0 | 60.0 | - | | - | - |
| 81 Federal Railroad Administration | 2.0 | 2.0 | 0.0% | - | 2.0 | - | - | | - | - |
| 82 Federal Formula Funds (Additional) | 3,370.9 | 3,370.9 | 1.1% | - | 723.1 | 2,116.8 | 531.0 | | - | - |
| 83 Federal HPP Earmarks | 2,406.0 | 2,406.0 | 0.8% | - | 1,410.2 | 795.8 | 200.0 | | 32.2 | 100.6 |
| 84 Metropolitan Mobility and Access Program | 1,636.0 | 1,636.0 | 0.5% | - | 1,074.0 | 336.0 | 226.0 | | - | 169.0 |
| 85 Freight Program | 2,758.0 | 2,758.0 | 0.9% | - | 1,511.9 | 896.1 | 350.0 | | - | 89.0 |
| 86 Federal High Speed Rail assumed (no rev sheet) | 3,000.0 | 3,000.0 | 1.0% | - | 2,850.0 | 150.0 | - | | - | 75.0 |
| 87 Subtotal Federal Revenue Sources | 40,655.5 | 41,041.7 | 13.8% | 3,938.3 | 15,804.9 | 10,686.8 | 10,225.4 | 386.2 | 1,433.8 | 1,118.6 |
| 88 TOTAL REVENUE SOURCES | 295,707.7 | 297,584.9 | 100.0% | 22,787.2 | 75,481.2 | 85,986.6 | 111,452.7 | 1,877.2 | 5,767.1 | 6,691.5 |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| Local | | | | | | | | | | | |
| 1 Proposition A (gross) | 674.3 | 721.0 | 777.8 | 824.9 | 871.8 | 914.0 | 956.9 | 1,001.8 | 1,046.8 | 1,095.5 | 1,146.6 |
| 2 Proposition C (gross) | 674.4 | 721.2 | 778.0 | 825.1 | 872.0 | 914.3 | 957.2 | 1,002.0 | 1,047.1 | 1,095.8 | 1,146.9 |
| 3 TDA (gross) | 336.0 | 359.3 | 387.6 | 411.1 | 434.5 | 455.5 | 476.9 | 499.2 | 521.7 | 545.9 | 571.4 |
| 4 Fare Revenues - Metro Bus and Rail | 400.2 | 459.8 | 463.5 | 503.0 | 513.7 | 534.2 | 545.7 | 579.6 | 593.1 | 614.5 | 619.7 |
| 5 Fare Revenues - non-Metro bus | 97.8 | 100.0 | 102.4 | 105.1 | 107.6 | 110.6 | 114.8 | 117.1 | 119.3 | 121.6 | 123.7 |
| 6 Fare Revenues - Metrolink | 45.0 | 46.6 | 48.2 | 49.9 | 51.6 | 52.6 | 53.7 | 54.8 | 55.8 | 56.9 | 57.9 |
| 7 Lease and Leaseback Revenues | 12.2 | 12.8 | 13.4 | 14.1 | 14.8 | 15.5 | 15.8 | 16.2 | 16.5 | 16.8 | 17.1 |
| 8 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 9 Local Agency Contributions - Highway | 1.3 | - | - | - | - | - | - | - | - | - | - |
| 10 Local Agency Contributions - Transit | 6.9 | 19.0 | 42.8 | 21.9 | 24.0 | 23.7 | 16.3 | 5.9 | 8.3 | 12.5 | 5.8 |
| 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%) | 458.0 | 370.8 | 382.3 | 214.8 | 112.1 | 84.8 | 98.7 | 32.8 | 65.2 | 27.7 | 29.0 |
| 13 Net Financing: Rail Capital (Prop A 35%) | 150.0 | 160.0 | 250.0 | 284.9 | 130.0 | 130.0 | 130.0 | 130.0 | 160.0 | 180.0 | 140.0 |
| 14 Net Financing: Rail Capital (Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - |
| 15 Net Financing: Rail Capital (Measure R 35%) | - | 58.8 | 329.9 | 508.0 | 392.4 | 280.8 | 118.7 | - | - | - | - |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds | - | - | 20.0 | 30.0 | 30.0 | 10.0 | 30.0 | 60.0 | 90.0 | 60.0 | 30.0 |
| 17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds | 35.0 | 55.0 | 40.0 | 40.0 | - | - | 20.0 | 60.0 | 60.0 | 60.0 | 45.0 |
| 18 Net Financing: Commuter Rail Capital (Prop C 10%) | 58.8 | 37.4 | 50.0 | 52.0 | 45.6 | 28.0 | 30.8 | 31.1 | 47.8 | 36.6 | 38.4 |
| 19 Net Financing: Highway Capital (Measure R 20%) | 129.5 | 123.3 | 92.6 | 95.7 | 104.8 | 89.7 | - | - | - | - | - |
| 20 Net Financing: Measure R 2% Commercial Paper | - | - | - | 104.3 | 88.7 | 98.4 | 23.8 | 9.8 | 2.7 | - | - |
| 21 Financing: Measure R 35% Bridge Loan Commercial Pap | - | - | - | - | - | - | - | - | - | - | - |
| 22 Other - General, Advertising, Other Misc. | 35.2 | 36.6 | 36.7 | 36.3 | 36.4 | 37.1 | 37.9 | 38.7 | 39.4 | 40.1 | 40.8 |
| 23 HOV Violation Fund (no revenue sheet) | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 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 | 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 | 11.9 |
| 26 Interest Earnings on TDA funds | 2.4 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 | 2.5 | 2.5 | 2.6 | 2.6 | 2.6 |
| 27 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 |
| 28 Transit Corridor Bridge Loan Proceeds | - | - | - | - | - | - | - | - | - | - | - |
| 29 LONP Reimbursements Fund 3562 | - | - | - | - | - | - | - | - | - | - | - |
| 30 Prop A Lapsed transferred to Prop C 40% | - | - | - | - | - | - | - | - | - | - | - |
| 31 Measure R Sales Tax | 674.3 | 721.0 | 777.8 | 824.9 | 871.8 | 914.0 | 956.9 | 1,001.8 | 1,046.8 | 1,095.5 | 1,146.6 |
| 32 Tolls/PPP | - | - | 53.0 | 119.0 | 479.0 | 546.0 | 617.0 | 561.0 | 502.0 | 439.0 | 546.0 |
| 33 Railroads | 5.0 | 3.0 | - | - | - | - | 10.0 | - | - | - | - |
| 34 Container Fees | - | - | - | - | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | - |
| 35 Subtotal Local Revenue Sources | 3,813.3 | 4,024.9 | 4,665.8 | 5,084.8 | 5,260.7 | 5,319.2 | 5,291.0 | 5,281.4 | 5,502.5 | 5,578.5 | 5,725.0 |
| 36 State | | | | | | | | | | | |
| 37 Air Quality Vehicle Registration Fee (AB 2766) | - | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| 38 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 |
| 39 Interregional Improvement Program Funds (IIP) | 9.7 | 66.7 | 1.7 | 1.7 | - | - | - | - | - | - | - |
| 40 Misc. State Grants-Admin (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 41 Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 42 Proposition 42-Cities (no revenue sheet) | 147.6 | 150.6 | 153.6 | 156.6 | 159.8 | 162.9 | 166.2 | 169.5 | 172.8 | 176.1 | 179.1 |
| 43 Regional Improvement Program Funds (RIP) | 156.1 | 87.1 | 14.4 | 14.4 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
| 44 SAFE | 9.2 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.4 | 9.4 | 9.4 |
| 45 SHOPP | 160.0 | 160.0 | 162.0 | 162.0 | 162.0 | 162.0 | 165.0 | 165.0 | 165.0 | 165.0 | 170.0 |
| 46 STA - Operator Revenue Share | - | - | 49.2 | 50.2 | 51.3 | 52.4 | 53.5 | 54.6 | 55.7 | 56.9 | 58.1 |
| 47 STA - Population Share | - | - | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 | 47.3 | 48.3 | 49.3 |
| 48 Proposition 1B State Infrastructure Bonds | 908.5 | 653.9 | 473.8 | 40.0 | - | - | - | - | - | - | - |
| 49 High Speed Rail Bonds voted 11-4-08 | 30.0 | 30.0 | 138.2 | 12.7 | - | - | - | - | - | - | - |
| 50 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 |
| 51 State Highway Acct (Caltrans Ops) (no rev sheet) | 180.7 | 185.2 | 189.8 | 194.6 | 199.4 | 204.4 | 209.5 | 214.8 | 220.1 | 225.6 | 231.3 |
| 52 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 5.9 | 5.9 | 6.0 | 6.0 | 6.1 | 6.2 | 6.3 | 6.4 | 6.5 | 6.6 | 6.7 |
| 53 Traffic Congestion Relief Allocations | 38.1 | 38.1 | 73.0 | 38.1 | 57.1 | 67.4 | 15.4 | - | - | - | - |
| 54 High Speed Rail Bonds | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 5.0 |
| 55 Public Utilities Commission | - | - | - | - | - | - | 2.0 | - | - | - | - |
| 56 State Programs | - | - | - | - | 85.7 | 85.7 | 102.7 | 102.7 | 97.7 | 86.5 | 145.0 |
| 57 SHOPP (Additional) | - | - | - | - | - | - | - | - | 8.0 | 9.0 | 9.0 |
| 58 Subtotal State Revenue Sources | 1,925.5 | 1,666.6 | 1,592.5 | 1,010.1 | 1,204.1 | 1,224.5 | 1,207.1 | 1,198.4 | 1,212.3 | 1,215.2 | 1,277.7 |
| 59 Federal | | | | | | | | | | | |
| 60 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - | - | - |
| 61 ARRA -Caltrans share (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 62 Clean Fuel Prog-see Sec 5309 Bus below | | | | | | | | | | | |
| 63 CMAQ (Congestion Mitigation & Air Quality) | 120.0 | 120.0 | 120.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 80.0 | 80.0 | 80.0 |
| 64 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 |
| 65 ITS-Bus Preferential Signal System (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 66 Misc. Federal Grants-Admin (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 67 Other Federal Funds-Highway Earmarks | 16.0 | 21.2 | - | - | - | - | - | - | - | - | - |
| 68 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 69 RSTP (Regional Surface Transportation Prog) | 112.7 | 114.3 | 115.9 | 117.5 | 119.1 | 120.8 | 122.5 | 124.2 | 125.9 | 127.7 | 129.5 |
| 70 Section 5307 Urbanized Area Formula | 237.9 | 241.3 | 244.6 | 248.1 | 251.5 | 255.1 | 258.6 | 262.2 | 265.9 | 269.6 | 273.4 |
| 71 Section 5309 Bus and Bus-Related Facilities (earmarks) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 72 Section 5309 Fixed Guideway Modernization | 41.3 | 41.8 | 42.4 | 43.0 | 43.6 | 44.2 | 44.9 | 45.5 | 46.1 | 46.8 | 47.4 |
| 73 Section 5309 New Starts | 110.8 | 205.0 | 241.0 | 271.0 | 282.0 | 243.5 | 196.0 | 49.0 | 54.0 | 49.0 | 90.0 |
| 74 Section 5309 Small Starts and Very Small Starts | 8.2 | - | - | - | - | - | - | - | - | - | - |
| 75 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 |
| 76 Section 5316 Job Access and Reverse Commute (JARC) | - | - | - | - | - | - | - | - | - | - | - |
| 77 Section 5340 Growing States and High Density | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 |
| 78 Safe Routes to Schools | 1.9 | - | - | - | - | - | - | - | - | - | - |
| 79 TE-Transportation Enhancements | 13.0 | 13.2 | 13.0 | 13.1 | 13.8 | 14.0 | 14.2 | 14.4 | 14.6 | 14.8 | 15.0 |
| 80 Cap and Trade | - | - | - | - | 30.0 | 40.0 | 30.0 | 30.0 | 30.0 | 30.0 | - |
| 81 Federal Railroad Administration | - | - | 1.0 | - | - | - | 1.0 | - | - | - | - |
| 82 Federal Formula Funds (Additional) | - | - | 30.0 | 33.0 | 159.0 | 159.0 | 173.1 | 169.0 | 176.4 | 154.5 | 223.0 |
| 83 Federal HPP Earmarks | 110.0 | 119.4 | 148.8 | 205.0 | 227.0 | 210.3 | 168.4 | 88.5 | 85.8 | 86.0 | 106.0 |
| 84 Metropolitan Mobility and Access Program | 177.0 | 176.0 | 174.0 | 178.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 32.0 |
| 85 Freight Program | 89.0 | 91.0 | 93.0 | 133.0 | 180.2 | 239.2 | 351.0 | 246.5 | 186.1 | 128.0 | 97.0 |
| 86 Federal High Speed Rail assumed (no rev sheet) | 150.0 | 300.0 | 350.0 | 400.0 | 450.0 | 500.0 | 425.0 | 200.0 | 150.0 | - | - |
| 87 Subtotal Federal Revenue Sources | 1,201.2 | 1,456.6 | 1,587.3 | 1,755.4 | 1,920.0 | 1,989.9 | 1,948.7 | 1,393.4 | 1,279.0 | 1,050.7 | 1,107.8 |
| 88 TOTAL REVENUE SOURCES | 6,940.1 | 7,148.1 | 7,845.6 | 7,850.3 | 8,384.9 | 8,533.7 | 8,446.8 | 7,873.3 | 7,993.8 | 7,844.3 | 8,110.4 |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | |
| Local | | | | | | | | | | | | |
| 1 Proposition A (gross) | 1,198.2 | 1,248.1 | 1,296.2 | 1,344.1 | 1,391.4 | 1,440.6 | 1,491.4 | 1,542.8 | 1,592.9 | 1,642.2 | 1,693.9 | |
| 2 Proposition C (gross) | 1,198.5 | 1,248.4 | 1,296.5 | 1,344.4 | 1,391.8 | 1,441.0 | 1,491.7 | 1,543.2 | 1,593.3 | 1,642.6 | 1,694.3 | |
| 3 TDA (gross) | 597.1 | 622.0 | 646.0 | 669.8 | 693.4 | 717.9 | 743.2 | 768.8 | 793.8 | 818.4 | 844.1 | |
| 4 Fare Revenues - Metro Bus and Rail | 640.4 | 645.8 | 683.5 | 689.3 | 730.5 | 745.1 | 774.8 | 781.5 | 803.8 | 810.6 | 837.0 | |
| 5 Fare Revenues - non-Metro bus | 125.7 | 127.5 | 129.3 | 131.2 | 133.3 | 135.7 | 138.3 | 140.9 | 143.5 | 146.1 | 148.9 | |
| 6 Fare Revenues - Metrolink | 58.8 | 59.7 | 60.5 | 61.4 | 62.4 | 63.5 | 64.7 | 65.9 | 67.2 | 68.4 | 69.7 | |
| 7 Lease and Leaseback Revenues | 17.4 | 17.6 | 17.8 | 18.1 | 18.4 | 18.7 | 19.1 | 19.4 | 19.8 | 20.2 | 20.6 | |
| 8 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | |
| 9 Local Agency Contributions - Highway | - | - | - | - | - | - | - | - | - | - | - | |
| 10 Local Agency Contributions - Transit | 9.0 | 13.0 | 12.7 | 18.5 | 12.1 | 8.8 | 10.5 | 13.8 | 16.5 | 20.5 | 28.3 | |
| 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%) | 48.0 | 59.0 | 80.7 | 144.4 | 165.2 | 52.5 | - | - | - | - | - | |
| 13 Net Financing: Rail Capital (Prop A 35%) | 180.0 | 160.0 | 180.0 | 160.0 | 200.0 | 200.0 | 120.0 | 300.0 | 300.0 | 300.0 | 300.0 | |
| 14 Net Financing: Rail Capital (Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - | |
| 15 Net Financing: Rail Capital (Measure R 35%) | - | - | - | - | - | - | - | - | - | - | - | |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds | 30.0 | 30.0 | 30.0 | - | 30.0 | 80.0 | - | 30.0 | 80.0 | 50.0 | 30.0 | |
| 17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds | - | - | - | - | 60.0 | 70.0 | 30.0 | 30.0 | 70.0 | 70.0 | 60.0 | |
| 18 Net Financing: Commuter Rail Capital (Prop C 10%) | 40.3 | 42.9 | 44.4 | 46.6 | 49.2 | 51.6 | 54.3 | 57.1 | 43.4 | 45.4 | 48.8 | |
| 19 Net Financing: Highway Capital (Measure R 20%) | - | - | - | - | - | - | - | - | - | - | - | |
| 20 Net Financing: Measure R 2% Commercial Paper | - | - | - | - | - | - | - | - | - | - | - | |
| 21 Financing: Measure R 35% Bridge Loan Commercial Pap | - | - | - | - | - | - | - | - | - | - | - | |
| 22 Other - General, Advertising, Other Misc. | 41.5 | 42.1 | 42.7 | 43.3 | 44.0 | 44.8 | 45.7 | 46.5 | 47.4 | 48.3 | 49.2 | |
| 23 HOV Violation Fund (no revenue sheet) | 0.4 | 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 | 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 | 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 | 2.9 | |
| 27 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 | |
| 28 Transit Corridor Bridge Loan Proceeds | - | - | - | - | - | - | - | - | - | - | - | |
| 29 LONP Reimbursements Fund 3562 | - | - | - | - | - | - | - | - | - | - | - | |
| 30 Prop A Lapsed transferred to Prop C 40% | - | - | - | - | - | - | - | - | - | - | - | |
| 31 Measure R Sales Tax | 1,198.2 | 1,248.1 | 1,296.2 | 1,344.1 | 1,391.4 | 1,440.6 | 1,491.4 | 1,542.8 | 1,592.9 | 1,642.2 | 1,693.9 | |
| 32 Tolls/PPP | 546.0 | 546.0 | 546.0 | 546.0 | 546.0 | 296.0 | 296.0 | 225.0 | 225.0 | 225.0 | 228.0 | |
| 33 Railroads | - | - | - | - | - | - | - | - | - | - | - | |
| 34 Container Fees | - | - | - | - | - | - | - | - | - | - | - | |
| 35 Subtotal Local Revenue Sources | 5,949.0 | 6,130.2 | 6,382.6 | 6,581.6 | 6,939.3 | 6,827.2 | 6,791.3 | 7,128.1 | 7,409.7 | 7,570.1 | 7,767.0 | |
| 36 State | | | | | | | | | | | | |
| 37 Air Quality Vehicle Registration Fee (AB 2766) | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | |
| 38 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 | |
| 39 Interregional Improvement Program Funds (IIP) | - | - | - | - | - | - | - | - | - | - | - | |
| 40 Misc. State Grants-Admin (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | |
| 41 Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | |
| 42 Proposition 42-Cities (no revenue sheet) | 182.1 | 184.6 | 187.2 | 190.0 | 193.1 | 196.5 | 200.3 | 204.1 | 207.8 | 211.6 | 215.6 | |
| 43 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 | |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|
| (\$ in millions) | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| 44 SAFE | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| 45 SHOPP | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| 46 STA - Operator Revenue Share | 59.3 | 60.6 | 61.8 | 63.1 | 64.5 | 65.8 | 67.2 | 68.6 | 70.0 | 71.5 | 73.0 |
| 47 STA - Population Share | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 | 59.4 | 60.7 | 61.9 |
| 48 Proposition 1B State Infrastructure Bonds | - | - | - | - | - | - | - | - | - | - | - |
| 49 High Speed Rail Bonds voted 11-4-08 | - | - | - | - | - | - | - | - | - | - | - |
| 50 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 |
| 51 State Highway Acct (Caltrans Ops) (no rev sheet) | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 | 288.8 | 296.1 | 303.5 |
| 52 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 | 7.8 |
| 53 Traffic Congestion Relief Allocations | - | - | - | - | - | - | - | - | - | - | - |
| 54 High Speed Rail Bonds | 5.0 | 5.0 | 10.0 | 10.0 | - | - | - | - | - | - | - |
| 55 Public Utilities Commission | - | - | - | - | - | - | - | - | - | - | - |
| 56 State Programs | 145.0 | 145.0 | 140.0 | 140.0 | 140.0 | 133.5 | 160.8 | 160.3 | 57.1 | 50.3 | 75.0 |
| 57 SHOPP (Additional) | - | - | - | - | - | - | - | - | - | - | 25.0 |
| 58 Subtotal State Revenue Sources | 1,279.7 | 1,292.6 | 1,301.7 | 1,313.2 | 1,317.2 | 1,321.3 | 1,361.7 | 1,376.6 | 1,285.0 | 1,292.0 | 1,358.0 |
| 59 Federal | | | | | | | | | | | |
| 60 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - | - | - |
| 61 ARRA -Caltrans share (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 62 Clean Fuel Prog-see Sec 5309 Bus below | | | | | | | | | | | |
| 63 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 | 60.0 |
| 64 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 |
| 65 ITS-Bus Preferential Signal System (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 66 Misc. Federal Grants-Admin (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 67 Other Federal Funds-Highway Earmarks | - | - | - | - | - | - | - | - | - | - | - |
| 68 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 69 RSTP (Regional Surface Transportation Prog) | 131.3 | 133.1 | 135.0 | 136.9 | 138.8 | 140.7 | 142.7 | 144.7 | 146.7 | 148.8 | 150.9 |
| 70 Section 5307 Urbanized Area Formula | 277.2 | 281.1 | 285.1 | 289.0 | 293.1 | 297.2 | 301.4 | 305.6 | 309.9 | 314.2 | 318.6 |
| 71 Section 5309 Bus and Bus-Related Facilities (earmarks) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 72 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 | 55.3 |
| 73 Section 5309 New Starts | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | 200.0 | 200.0 | 200.0 | 200.0 |
| 74 Section 5309 Small Starts and Very Small Starts | - | - | - | - | - | - | - | - | - | - | - |
| 75 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 |
| 76 Section 5316 Job Access and Reverse Commute (JARC) | - | - | - | - | - | - | - | - | - | - | - |
| 77 Section 5340 Growing States and High Density | 8.1 | 8.3 | 8.4 | 8.5 | 8.6 | 8.7 | 8.8 | 9.0 | 9.1 | 9.2 | 9.4 |
| 78 Safe Routes to Schools | - | - | - | - | - | - | - | - | - | - | - |
| 79 TE-Transportation Enhancements | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 | 16.8 | 17.0 | 17.2 |
| 80 Cap and Trade | - | - | - | - | - | - | - | - | - | - | - |
| 81 Federal Railroad Administration | - | - | - | - | - | - | - | - | - | - | - |
| 82 Federal Formula Funds (Additional) | 223.0 | 223.0 | 223.0 | 223.0 | 223.0 | 224.0 | 223.9 | 53.0 | 53.0 | 53.0 | 55.0 |
| 83 Federal HPP Earmarks | 106.0 | 106.0 | 106.0 | 100.0 | 100.0 | - | - | - | - | - | 100.0 |
| 84 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 | 25.0 |
| 85 Freight Program | 97.0 | 97.0 | 97.0 | 97.0 | 97.0 | - | - | 11.0 | 22.0 | 33.0 | 84.0 |
| 86 Federal High Speed Rail assumed (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 87 Subtotal Federal Revenue Sources | 1,124.4 | 1,136.0 | 1,142.9 | 1,124.8 | 1,060.7 | 826.8 | 833.9 | 881.2 | 899.6 | 918.1 | 1,081.7 |
| 88 TOTAL REVENUE SOURCES | 8,353.1 | 8,558.8 | 8,827.3 | 9,019.5 | 9,317.2 | 8,975.3 | 8,986.9 | 9,385.9 | 9,594.3 | 9,780.3 | 10,206.7 |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Local | | | | | | | |
| 1 Proposition A (gross) | 1,747.3 | 1,801.9 | 1,859.1 | 1,919.2 | 1,981.1 | 2,040.9 | 2,102.4 |
| 2 Proposition C (gross) | 1,747.8 | 1,802.3 | 1,859.6 | 1,919.7 | 1,981.6 | 2,041.4 | 2,102.9 |
| 3 TDA (gross) | 870.8 | 898.0 | 926.5 | 956.4 | 987.3 | 1,017.1 | 1,047.7 |
| 4 Fare Revenues - Metro Bus and Rail | 844.2 | 872.6 | 892.1 | 926.0 | 934.0 | 960.8 | 969.1 |
| 5 Fare Revenues - non-Metro bus | 151.7 | 154.7 | 157.8 | 160.9 | 164.2 | 167.3 | 170.5 |
| 6 Fare Revenues - Metrolink | 71.0 | 72.4 | 73.8 | 75.3 | 76.8 | 78.3 | 79.8 |
| 7 Lease and Leaseback Revenues | 20.9 | 21.4 | 21.8 | 22.2 | 22.7 | 23.1 | 23.5 |
| 8 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - |
| 9 Local Agency Contributions - Highway | - | - | - | - | - | - | - |
| 10 Local Agency Contributions - Transit | 24.4 | 23.0 | 21.5 | 15.3 | 21.7 | 9.6 | - |
| 11 Local Agency Street and Road Funds (no rev sheet) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 12 Net Financing: Highways (Prop C 25%) | - | - | - | - | - | - | - |
| 13 Net Financing: Rail Capital (Prop A 35%) | 160.0 | 139.3 | 158.4 | 198.3 | 298.1 | - | - |
| 14 Net Financing: Rail Capital (Prop C 40%) | - | - | - | - | - | - | - |
| 15 Net Financing: Rail Capital (Measure R 35%) | - | - | - | - | - | - | - |
| 16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | - | - |
| 17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds | 80.0 | 80.0 | 20.0 | 20.0 | 30.0 | - | - |
| 18 Net Financing: Commuter Rail Capital (Prop C 10%) | 49.0 | 45.1 | - | - | - | - | - |
| 19 Net Financing: Highway Capital (Measure R 20%) | - | - | - | - | - | - | - |
| 20 Net Financing: Measure R 2% Commercial Paper | - | - | - | - | - | - | - |
| 21 Financing: Measure R 35% Bridge Loan Commercial Paper | - | - | - | - | - | - | - |
| 22 Other - General, Advertising, Other Misc. | 50.1 | 51.1 | 52.1 | 53.1 | 54.2 | 55.3 | 56.3 |
| 23 HOV Violation Fund (no revenue sheet) | 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 |
| 25 Interest Earnings on Prop C funds | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 |
| 26 Interest Earnings on TDA funds | 2.9 | 3.0 | 3.0 | 3.0 | 3.1 | 3.1 | 3.1 |
| 27 Interest Earnings on STA-Op Rev Share funds | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 28 Transit Corridor Bridge Loan Proceeds | - | - | - | - | - | - | - |
| 29 LONP Reimbursements Fund 3562 | - | - | - | - | - | - | - |
| 30 Prop A Lapsed transferred to Prop C 40% | - | - | - | - | - | - | - |
| 31 Measure R Sales Tax | 1,747.3 | 1,801.9 | 1,859.1 | 1,919.2 | 1,981.1 | 2,040.9 | - |
| 32 Tolls/PPP | 385.0 | 454.0 | 216.0 | 111.0 | 58.0 | 59.0 | - |
| 33 Railroads | - | - | - | - | - | - | - |
| 34 Container Fees | - | - | - | - | - | - | - |
| 35 Subtotal Local Revenue Sources | 8,000.1 | 8,268.0 | 8,168.2 | 8,347.2 | 8,641.6 | 8,514.3 | 6,572.9 |
| 36 State | | | | | | | |
| 37 Air Quality Vehicle Registration Fee (AB 2766) | - | - | 2.0 | - | - | 2.0 | - |
| 38 Environmental Enhancement & Mitigation | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 39 Interregional Improvement Program Funds (IIP) | - | - | - | - | - | - | - |
| 40 Misc. State Grants-Admin (no revenue sheet) | - | - | - | - | - | - | - |
| 41 Other State (no revenue sheet) | - | - | - | - | - | - | - |
| 42 Proposition 42-Cities (no revenue sheet) | 219.8 | 224.1 | 228.5 | 233.1 | 237.8 | 242.3 | 246.9 |
| 43 Regional Improvement Program Funds (RIP) | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |

LACMTA Financial Forecasting Model
Countywide Revenue Sources Summary
2009 LRTP Baseline 10/22/09

| | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|
| (\$ in millions) | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 44 SAFE | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| 45 SHOPP | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| 46 STA - Operator Revenue Share | 74.6 | 76.1 | 77.7 | 79.4 | 81.0 | 82.7 | 84.5 |
| 47 STA - Population Share | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| 48 Proposition 1B State Infrastructure Bonds | - | - | - | - | - | - | - |
| 49 High Speed Rail Bonds voted 11-4-08 | - | - | - | - | - | - | - |
| 50 State Gas Tax Subventions to Cities (no rev sheet) | 263.8 | 263.8 | 263.8 | 263.8 | 263.8 | 263.8 | 263.8 |
| 51 State Highway Acct (Caltrans Ops) (no rev sheet) | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| 52 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 7.9 | 8.0 | 8.1 | 8.2 | 8.3 | 8.4 | 8.6 |
| 53 Traffic Congestion Relief Allocations | - | - | - | - | - | - | - |
| 54 High Speed Rail Bonds | - | - | - | - | - | - | - |
| 55 Public Utilities Commission | - | - | - | - | - | - | - |
| 56 State Programs | 100.0 | 109.6 | 90.4 | - | - | - | - |
| 57 SHOPP (Additional) | - | - | - | - | - | - | - |
| 58 Subtotal State Revenue Sources | 1,370.7 | 1,395.4 | 1,393.6 | 1,317.1 | 1,333.4 | 1,351.8 | 1,366.5 |
| 59 Federal | | | | | | | |
| 60 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - |
| 61 ARRA -Caltrans share (no rev sheet) | - | - | - | - | - | - | - |
| 62 Clean Fuel Prog-see Sec 5309 Bus below | - | - | - | - | - | - | - |
| 63 CMAQ (Congestion Mitigation & Air Quality) | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| 64 Homeland Security Grants | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 65 ITS-Bus Preferential Signal System (no rev sheet) | - | - | - | - | - | - | - |
| 66 Misc. Federal Grants-Admin (no rev sheet) | - | - | - | - | - | - | - |
| 67 Other Federal Funds-Highway Earmarks | - | - | - | - | - | - | - |
| 68 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | - | - | - | - | - | - | - |
| 69 RSTP (Regional Surface Transportation Prog) | 153.0 | 155.1 | 157.3 | 159.5 | 161.7 | 164.0 | 166.3 |
| 70 Section 5307 Urbanized Area Formula | 323.1 | 327.6 | 332.2 | 336.8 | 341.5 | 346.3 | 351.2 |
| 71 Section 5309 Bus and Bus-Related Facilities (earmarks) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 72 Section 5309 Fixed Guideway Modernization | 56.0 | 56.8 | 57.6 | 58.4 | 59.2 | 60.1 | 60.9 |
| 73 Section 5309 New Starts | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | - |
| 74 Section 5309 Small Starts and Very Small Starts | - | - | - | - | - | - | - |
| 75 Section 5310 Elderly/Disabled (capital) | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 76 Section 5316 Job Access and Reverse Commute (JARC) | - | - | - | - | - | - | - |
| 77 Section 5340 Growing States and High Density | 9.5 | 9.6 | 9.8 | 9.9 | 10.0 | 10.2 | 10.3 |
| 78 Safe Routes to Schools | - | - | - | - | - | - | - |
| 79 TE-Transportation Enhancements | 17.4 | 17.6 | 17.8 | 18.0 | 18.3 | 18.6 | 18.9 |
| 80 Cap and Trade | - | - | - | - | - | - | - |
| 81 Federal Railroad Administration | - | - | - | - | - | - | - |
| 82 Federal Formula Funds (Additional) | 52.8 | 142.6 | 52.8 | 52.8 | 7.2 | 8.8 | - |
| 83 Federal HPP Earmarks | 16.7 | 16.7 | 16.7 | 16.7 | 16.6 | 16.6 | - |
| 84 Metropolitan Mobility and Access Program | 22.5 | 81.7 | 22.5 | 8.3 | - | - | - |
| 85 Freight Program | 33.3 | 33.3 | 33.3 | 33.3 | 33.3 | 33.5 | - |
| 86 Federal High Speed Rail assumed (no rev sheet) | - | - | - | - | - | - | - |
| 87 Subtotal Federal Revenue Sources | 950.7 | 1,107.4 | 965.8 | 923.1 | 899.4 | 924.4 | 674.0 |
| 88 TOTAL REVENUE SOURCES | 10,321.4 | 10,770.7 | 10,527.7 | 10,587.5 | 10,874.3 | 10,790.5 | 8,613.4 |

LACMTA Financial Forecasting Model

Countywide Uses Summary

2009 LRTP Baseline 10/22/09

| | Plan | % of | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 |
|--|------------------|--------------|----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|
| Uses Allocated (\$ in millions) | Total | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 |
| 1 Countywide Bus Operations | | | | | | | | | | |
| 2 Bus Operations - Metro (<i>Bus/Rail/ADA Ops Deficit deducted here</i>) | \$ 50,823.0 | 17.1% | \$ 4,432.3 | \$ 10,987.2 | \$ 14,812.9 | \$ 20,590.6 | \$ 911.1 | \$ 953.2 | \$ 941.9 | \$ 969.9 |
| 3 Bus Operations - Municipal & Non-Metro Operators | 24,097.4 | 8.1% | 1,838.1 | 4,902.7 | 7,015.1 | 10,341.5 | 403.7 | 428.4 | 440.6 | 452.3 |
| 4 Other Eligible Operators (Prop A 40% Alloc) | 988.1 | 0.3% | 104.1 | 233.1 | 279.7 | 371.3 | 21.1 | 21.7 | 22.2 | 22.6 |
| 5 Paratransit - (ASI Operations) | 5,119.4 | 1.7% | 413.9 | 1,230.2 | 1,491.4 | 1,984.0 | 105.0 | 114.4 | 117.1 | 119.6 |
| 6 Paratransit (TDA Article 8) | 1,157.6 | 0.4% | 86.6 | 209.6 | 334.7 | 526.7 | 16.0 | 16.7 | 17.6 | 18.9 |
| 7 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 870.8 | 0.3% | 99.0 | 151.9 | 241.3 | 378.5 | 11.7 | 12.2 | 12.8 | 13.7 |
| 8 Subtotal Countywide Bus Operations | 83,056.3 | 27.9% | 6,973.9 | 17,714.7 | 24,175.1 | 34,192.6 | 1,468.6 | 1,546.6 | 1,552.3 | 1,597.0 |
| 9 Rail Operations - Metro | 18,829.2 | 6.3% | 1,135.2 | 3,397.8 | 5,669.4 | 8,626.8 | 257.7 | 295.4 | 304.1 | 311.9 |
| 10 Rail Operations - Metrolink | 4,265.0 | 1.4% | 302.7 | 907.7 | 1,222.9 | 1,831.7 | 77.0 | 79.8 | 82.8 | 85.9 |
| 11 Subtotal Countywide Rail Operations | 23,094.1 | 7.8% | 1,437.9 | 4,305.4 | 6,892.3 | 10,458.5 | 334.7 | 375.2 | 386.9 | 397.8 |
| 12 Total Countywide Operations | 106,150.5 | 35.7% | 8,411.8 | 22,020.1 | 31,067.3 | 44,651.1 | 1,803.3 | 1,921.8 | 1,939.2 | 1,994.7 |
| 13 Bus Capital - Metro | 10,335.3 | 3.5% | 991.7 | 2,527.9 | 2,894.2 | 3,921.5 | 349.2 | 215.0 | 211.6 | 196.8 |
| 14 Bus Capital - HOT Lanes Transit Capital | 210.6 | 0.1% | 21.1 | 189.6 | - | - | 147.5 | 42.1 | - | - |
| 15 Bus Capital - Municipal & Non-Metro Operators | 8,246.4 | 2.8% | 828.7 | 1,921.9 | 2,283.7 | 3,212.0 | 199.2 | 200.7 | 203.2 | 205.7 |
| 16 Bus Capital - Paratransit (ASI) | 16.5 | 0.0% | 2.5 | 4.5 | 4.5 | 5.0 | 0.5 | 0.5 | 0.5 | 0.5 |
| 17 Bus Capital - Paratransit - Other Operators | 2.0 | 0.0% | 2.0 | - | - | - | - | - | - | - |
| 18 Total Countywide Bus Capital | 18,810.9 | 6.3% | 1,846.0 | 4,644.0 | 5,182.5 | 7,138.5 | 696.3 | 458.3 | 415.3 | 402.9 |
| 19 Rail Capital - Major New Projects | 20,321.6 | 6.8% | 1,312.3 | 8,025.2 | 3,692.4 | 7,291.7 | 486.3 | 662.9 | 701.1 | 980.6 |
| 20 Rail Capital - potential reserve for Expo Phase II | 177.6 | 0.1% | - | 177.6 | - | - | - | - | - | 95.7 |
| 21 Rail Capital - Measure R TBD (Escalation Reserve) | 0.0 | 0.0% | - | 126.3 | (39.3) | (87.0) | 63.6 | 113.2 | 21.4 | (198.3) |
| 22 Rail Capital - Metro Rail Miscellaneous System Improvements | 36.1 | 0.0% | 36.1 | - | - | - | - | - | - | - |
| 23 Rail Capital - Misc. Red, Blue & Green Improvements | 243.8 | 0.1% | 81.1 | 83.4 | 79.3 | - | 21.4 | 15.0 | 15.0 | 15.0 |
| 24 Rail Capital - Eastside LRT Access | 30.0 | 0.0% | - | 30.0 | - | - | - | 5.0 | 10.0 | 15.0 |
| 25 Rail Capital - Systemwide | 66.4 | 0.0% | 66.4 | - | - | - | - | - | - | - |
| 26 Rail Capital - Metro System Improvements - New | 531.1 | 0.2% | - | 524.4 | 6.7 | - | 8.8 | 12.6 | 13.3 | 21.8 |
| 27 Rail Capital - Metro System Improvements (ARRA and future TBD) | 222.9 | 0.1% | - | 81.0 | - | 141.9 | 81.0 | - | - | - |
| 28 Rail Capital - Metro Rail Vehicles | 426.0 | 0.1% | 69.1 | 259.0 | 97.8 | - | 38.1 | 33.8 | 94.2 | 19.8 |
| 29 Rail Capital - Metro Wayside Systems, Facilities Maint, Vehicle Maint | 1,435.4 | 0.5% | 35.7 | 158.7 | 592.5 | 648.5 | - | - | - | - |
| 30 Rail Capital - Rehab & Replacement | 9,206.4 | 3.1% | 171.1 | 1,471.8 | 2,209.7 | 5,353.8 | 83.9 | 83.4 | 123.2 | 191.0 |
| 31 Contingency for rail yards and rail cars | 225.0 | 0.1% | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - |
| 32 Transit Project Studies and Planning | 75.5 | 0.0% | 0.5 | 25.0 | 50.0 | - | - | 15.0 | 10.0 | - |
| 33 Rail Capital - non-Metro | 73.4 | 0.0% | 73.4 | - | - | - | - | - | - | - |
| 34 Rail Capital - Intercity Rail | 50.0 | 0.0% | 20.0 | 30.0 | - | - | 10.0 | 10.0 | 10.0 | - |
| 35 Rail Capital - Transit System Safety & Security | 109.8 | 0.0% | 36.6 | 73.2 | - | - | 18.3 | 18.3 | 18.3 | 18.3 |
| 36 Misc Transit Modernization Projects TBD | 118.6 | 0.0% | - | 118.6 | - | - | - | 18.3 | 45.0 | 55.3 |
| 37 Misc Transit Projects TBD (SLPP) | 42.8 | 0.0% | 4.4 | 38.5 | - | - | 10.2 | 5.0 | 9.0 | 14.3 |
| 38 Rail Capital - High Speed Rail | 3,000.0 | 1.0% | - | 2,850.0 | 150.0 | - | - | 75.0 | 150.0 | 300.0 |
| 39 Rail Capital - Metrolink | 2,438.9 | 0.8% | 114.5 | 723.4 | 774.0 | 827.0 | 41.0 | 102.3 | 90.3 | 92.6 |
| 40 Total Countywide Rail Capital | 38,831.2 | 13.0% | 2,021.1 | 15,021.1 | 7,613.0 | 14,175.9 | 967.7 | 1,229.8 | 1,370.8 | 1,621.0 |
| 41 Subtotal Transit Capital | 57,642.0 | 19.4% | 3,867.0 | 19,665.1 | 12,795.5 | 21,314.4 | 1,664.0 | 1,688.1 | 1,786.1 | 2,023.9 |
| 42 Highway/Multimodal/Streets and Roads | | | | | | | | | | |
| 43 Regional Surface Transportation Improvements (RSTI) incl SR-138 | 1,127.9 | 0.4% | 381.3 | 625.9 | 120.8 | - | 104.6 | 57.9 | 52.7 | 131.6 |
| 44 Transit Capital (including some Metrolink through CFP) | 125.7 | 0.0% | 90.7 | 35.0 | - | - | 9.6 | 16.9 | 8.5 | - |
| 45 Signal Synchronization | 199.2 | 0.1% | 117.6 | 81.6 | - | - | 28.6 | 23.5 | 29.5 | - |
| 46 Bikeways & Pedestrian Improvements | 36.8 | 0.0% | 36.7 | 0.1 | - | - | 0.1 | - | - | - |
| 47 Transportation Enhancements | 69.5 | 0.0% | 54.4 | 15.1 | - | - | 15.1 | - | - | - |
| 48 Transportation Demand Management (TDM) | 16.5 | 0.0% | 10.5 | 5.9 | - | - | 0.1 | 5.8 | - | - |
| 49 Regionally Significant | 28.8 | 0.0% | 24.9 | 4.0 | - | - | 4.0 | - | - | - |
| 50 Supplemental 2007 | 92.9 | 0.0% | 35.1 | 57.8 | - | - | 33.1 | 19.7 | 5.0 | - |

LACMTA Financial Forecasting Model

Countywide Uses Summary

2009 LRTP Baseline 10/22/09

| Uses Allocated (\$ in millions) | Plan | % of | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 |
|---|-----------------|--------------|----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|
| | Total | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 |
| 51 2007 Call for Projects | 454.5 | 0.2% | 19.5 | 434.9 | - | - | 23.0 | 99.2 | 91.2 | 70.5 |
| 52 Future Call for Projects | 3,590.0 | 1.2% | - | 845.0 | 2,504.0 | 241.0 | - | - | 21.0 | 53.5 |
| 53 Subtotal Call for Projects (CFP) | 5,741.8 | 1.9% | 770.7 | 2,105.4 | 2,624.8 | 241.0 | 218.3 | 223.0 | 207.9 | 255.6 |
| 54 Freeways and Highways | 32,488.9 | 10.9% | 1,719.2 | 11,641.1 | 12,410.5 | 6,718.1 | 799.8 | 1,197.6 | 1,080.7 | 935.7 |
| 55 Measure R Projects to be allocated | 0.0 | 0.0% | - | 0.0 | (0.0) | 0.0 | 25.9 | (25.9) | (0.0) | 0.0 |
| 56 Measure R to be transferred to West Santa Ana Branch | 185.0 | 0.1% | - | - | 185.0 | - | - | - | - | - |
| 57 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | 88.8 | 0.0% | - | - | - | 88.8 | - | - | - | - |
| 58 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 | - | - | - | - |
| 59 I-5 Carmentita Interchange (\$106 to 710-South) | 106.0 | 0.0% | - | - | - | 106.0 | - | - | - | - |
| 60 Alameda Corridor East | 1,317.8 | 0.4% | 311.0 | 1,006.8 | - | - | 86.0 | 168.2 | 187.4 | 113.4 |
| 61 Retrofit Soundwalls | 2,400.0 | 0.8% | 64.7 | 478.8 | 948.0 | 908.5 | 29.7 | 68.1 | 77.2 | 43.5 |
| 62 Miscellaneous Projects | 32.4 | 0.0% | 3.1 | 29.3 | - | - | - | - | - | - |
| 63 Expo Phase II Bikeway (in addition to prior Call for Projects funding) | 10.0 | 0.0% | - | 10.0 | - | - | - | - | - | - |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3) | 433.9 | 0.1% | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 |
| 65 SHOPP | 6,302.0 | 2.1% | 1,124.0 | 1,618.0 | 1,690.0 | 1,870.0 | 160.0 | 160.0 | 160.0 | 160.0 |
| 66 Environmental Enhancement & Mitigation (EEM) | 34.0 | 0.0% | 3.0 | 10.0 | 10.0 | 11.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 67 High Priority Projects - earmarks (other projects) | 212.6 | 0.1% | 212.6 | - | - | - | - | - | - | - |
| 68 Transportation Improvement Program Project earmarks (other projects) | 3.0 | 0.0% | 3.0 | - | - | - | - | - | - | - |
| 69 Gerald Desmond Bridge (earmark) | 100.0 | 0.0% | 100.0 | - | - | - | - | - | - | - |
| 70 BNSF Grade Separations | 270.0 | 0.1% | - | 170.0 | 100.0 | - | 0.1 | 16.9 | 17.0 | 18.0 |
| 71 Other Projects from Prop 1B Bonds | 1,587.0 | 0.5% | 490.0 | 1,097.0 | - | - | 220.0 | 220.0 | 220.0 | 225.0 |
| 72 Local Roads Rehabilitation (Prop 1B) | 500.0 | 0.2% | 70.0 | 430.0 | - | - | 50.0 | 100.0 | 90.0 | 75.0 |
| 73 Regional Integration of Intelligent Transportation Systems (ITS) | 38.1 | 0.0% | 1.1 | 17.0 | 18.0 | 2.0 | 1.8 | 1.6 | 1.7 | 1.7 |
| 74 Safe Routes to Schools Projects | 11.2 | 0.0% | - | 11.2 | - | - | 3.0 | 6.3 | 1.9 | - |
| 75 Rapid Bus Projects Subsidies | 106.6 | 0.0% | 60.5 | 46.1 | - | - | 16.2 | 18.4 | 11.6 | - |
| 76 Highway-Railroad Crossing Safety-Prop 1B | 13.0 | 0.0% | - | 13.0 | - | - | 13.0 | - | - | - |
| 77 Highway Safety-SHOPP-Prop 1B (no project sheet) | 75.0 | 0.0% | 50.0 | 25.0 | - | - | 25.0 | - | - | - |
| 78 Highway Safety-Signal Synchron LA City-Prop 1B | 150.0 | 0.1% | 60.0 | 90.0 | - | - | 30.0 | 30.0 | 30.0 | - |
| 79 Local Street Improvements - City and County ARRA | 327.6 | 0.1% | 316.0 | 11.6 | - | - | 11.6 | - | - | - |
| 80 Wilshire Bus Only Lane | 28.8 | 0.0% | 1.1 | 27.7 | - | - | 14.6 | 10.0 | 3.2 | - |
| 81 Subtotal Highway Capital Including CFP | 52,817.0 | 17.7% | 5,392.8 | 18,916.5 | 18,111.7 | 10,396.0 | 1,711.9 | 2,201.5 | 2,096.1 | 1,836.0 |
| 82 Freeway Service Patrol | 1,025.9 | 0.3% | 125.8 | 247.5 | 284.2 | 368.4 | 26.8 | 23.1 | 23.4 | 23.7 |
| 83 SAFE Call Boxes | 302.5 | 0.1% | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 |
| 84 Local Roads Rehabilitation | 15,563.9 | 5.2% | 1,463.8 | 4,201.9 | 4,511.7 | 5,386.5 | 405.7 | 409.3 | 412.6 | 415.6 |
| 85 Caltrans L.A. County Operations and Administration | 8,709.8 | 2.9% | 799.0 | 1,926.7 | 2,466.3 | 3,517.8 | 172.0 | 176.3 | 180.7 | 185.2 |
| 86 Rideshare | 556.5 | 0.2% | 24.8 | 106.8 | 182.1 | 242.8 | 6.7 | 10.0 | 10.4 | 12.3 |
| 87 Subtotal | 26,158.6 | 8.8% | 2,472.1 | 6,571.2 | 7,518.4 | 9,596.9 | 634.1 | 625.9 | 634.3 | 644.0 |
| 88 Highway Project Development Support | 479.8 | 0.2% | 48.6 | 127.7 | 137.7 | 165.8 | 12.3 | 12.5 | 12.5 | 12.8 |
| 89 Local Roads (Props A and C Local Return) - not on Hwy Summary | 8,142.5 | 2.7% | 612.3 | 1,482.5 | 2,354.2 | 3,693.5 | 113.8 | 118.8 | 125.0 | 133.7 |
| 90 Local Roads (STPL) - not on Hwy Summary | 1,141.2 | 0.4% | 158.5 | 317.0 | 317.0 | 348.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| 91 Measure R Local Return - Highway Assumed - not on Hwy Summary | 5,666.0 | 1.9% | - | 1,156.7 | 1,876.3 | 2,633.1 | 65.8 | 94.7 | 99.6 | 106.5 |
| 92 Subtotal Highway Operations | 41,588.1 | 14.0% | 3,291.5 | 9,655.1 | 12,203.5 | 16,438.0 | 857.6 | 883.6 | 903.1 | 928.8 |
| 93 Total Highway/Multimodal/Streets and Roads | 94,405.1 | 31.7% | 8,684.3 | 28,571.6 | 30,315.3 | 26,834.0 | 2,569.5 | 3,085.0 | 2,999.2 | 2,764.8 |
| 94 Debt Service | | | | | | | | | | |
| 95 Prop C 40% Admin Debt Service | 102.6 | 0.0% | 73.2 | 29.4 | - | - | 14.8 | 14.6 | - | - |
| 96 Bus Facil Cap Debt Serv-Prop C 40% | - | 0.0% | - | - | - | - | - | - | - | - |
| 97 Bus Facil Cap Debt Serv-Prop C 40% 12-Yr Bonds | 1,279.0 | 0.4% | - | 102.0 | 547.5 | 629.5 | - | 3.3 | 3.3 | 3.3 |
| 98 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds | 1,111.2 | 0.4% | - | 81.0 | 314.1 | 716.0 | - | - | 1.3 | 4.7 |
| 99 Bus Facil Cap COP Debt Service - Section 5307 | 0.3 | 0.0% | 0.3 | - | - | - | - | - | - | - |
| 100 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 9,432.1 | 3.2% | 757.2 | 2,148.8 | 2,615.1 | 3,911.1 | 165.8 | 167.3 | 177.8 | 189.3 |
| 101 Rail Capital Debt Service-Prop C 40% | 1,562.2 | 0.5% | 331.3 | 660.1 | 466.7 | 104.1 | 65.0 | 65.2 | 65.4 | 65.6 |
| 102 Prop A 40% Debt Service | 64.4 | 0.0% | 8.4 | 23.0 | 19.8 | 13.2 | 2.3 | 2.3 | 2.3 | 2.3 |

LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| | | Plan | % of | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 |
|--|---|---------------------|---------------|--------------------|--------------------|--------------------|---------------------|-------------------|-------------------|-------------------|-------------------|
| Uses Allocated (\$ in millions) | | Total | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 |
| 103 | Commuter Rail Debt Service-Prop C 10% | 1,682.3 | 0.6% | 52.1 | 252.6 | 506.2 | 871.5 | 11.9 | 12.9 | 16.8 | 20.4 |
| 104 | Highway Debt Serv-Prop C 25% | 6,225.1 | 2.1% | 185.7 | 1,387.7 | 2,168.0 | 2,483.6 | 39.2 | 54.6 | 87.2 | 118.4 |
| 105 | Subtotal Props A & C Debt Service | 21,459.3 | 7.2% | 1,408.2 | 4,684.5 | 6,637.4 | 8,729.1 | 299.0 | 320.3 | 354.1 | 404.0 |
| 106 | Measure R 2% Debt Service Commercial Paper | 516.8 | 0.2% | - | 59.5 | 248.2 | 209.2 | - | - | - | - |
| 107 | Measure R 20% Highway Debt Service | 1,332.2 | 0.4% | - | 293.6 | 532.6 | 506.0 | - | 3.1 | 10.7 | 19.6 |
| 108 | Measure R 35% Transit Debt Service | 3,281.9 | 1.1% | - | 565.0 | 1,429.9 | 1,286.9 | - | - | - | 2.4 |
| 109 | Subtotal Measure R Debt Service | 5,130.9 | 1.7% | - | 918.1 | 2,210.7 | 2,002.1 | - | 3.1 | 10.7 | 22.0 |
| 110 | GARVEE Bond Debt Service & C of I | 94.1 | 0.0% | 42.5 | 51.6 | - | - | 8.6 | 8.6 | 8.6 | 8.6 |
| 111 | Total Debt Service | 26,684.3 | 9.0% | 1,450.7 | 5,654.3 | 8,848.1 | 10,731.2 | 307.7 | 332.0 | 373.4 | 434.6 |
| 112 | Other | | | | | | | | | | |
| 113 | ROW Security (Prop C 10%) | 93.7 | 0.0% | 8.7 | 22.4 | 26.9 | 35.7 | 2.0 | 2.1 | 2.1 | 2.2 |
| 114 | Agency-wide Capital | 706.2 | 0.2% | 85.2 | 168.9 | 196.2 | 255.9 | 18.0 | 15.4 | 15.8 | 16.0 |
| 115 | Admin Overhead | 4,310.3 | 1.4% | 325.0 | 855.7 | 1,258.6 | 1,870.9 | 76.4 | 70.5 | 74.0 | 77.6 |
| 116 | Immediate Needs and General Relief Token Program | 385.6 | 0.1% | 43.0 | 110.5 | 110.5 | 121.6 | 11.1 | 11.1 | 11.1 | 11.1 |
| 117 | Total Other | 5,495.8 | 1.8% | 461.9 | 1,157.5 | 1,592.2 | 2,284.1 | 107.4 | 99.0 | 102.9 | 106.8 |
| 118 | Subtotal, Uses Allocated | 290,377.6 | 97.6% | 22,875.8 | 77,068.6 | 84,618.5 | 105,814.8 | 6,451.9 | 7,126.0 | 7,200.8 | 7,324.8 |
| 119 | Cumulative Uses Allocated | 290,377.6 | | 22,875.8 | 58,858.4 | 149,272.2 | 193,535.6 | 29,327.6 | 36,453.6 | 43,654.4 | 50,979.2 |
| 120 | Municipal Operators' Capital Balance | 0.0 | 0.0% | 0.0 | (0.0) | 0.0 | 0.0 | 26.3 | (14.0) | (9.7) | (2.6) |
| 121 | Municipal Operators' Operations Balance | 0.0 | 0.0% | 27.6 | (27.6) | - | - | (27.6) | 1.6 | (1.1) | (0.3) |
| 122 | Metro Uses Surplus/(Deficit) | | | | | | | | | | |
| 123 | Admin Balance | 0.0 | 0.0% | 3.1 | (3.1) | (0.0) | - | (2.9) | (0.2) | (0.0) | 0.0 |
| 124 | Agencywide Balance | 0.0 | 0.0% | - | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - |
| 125 | Metro Bus Operations Balance | (396.0) | -0.1% | 16.9 | (412.9) | 0.0 | - | 26.0 | (116.7) | (114.4) | (116.8) |
| 126 | Metro Rail Operations Balance | - | 0.0% | 11.4 | (11.4) | - | - | (11.3) | (0.1) | - | - |
| 127 | Metro Bus Capital Balance | (0.0) | 0.0% | 0.0 | (0.0) | (0.0) | - | 12.2 | (12.1) | (0.1) | - |
| 128 | Subtotal Metro Uses Surplus/(Deficit) | (396.0) | -0.1% | 31.5 | (427.4) | (0.0) | 0.0 | 24.0 | (129.1) | (114.5) | (116.8) |
| 129 | Cumulative Metro Surplus/(Deficit) | (396.0) | | 31.5 | (396.0) | (396.0) | (396.0) | 55.5 | (73.7) | (188.2) | (305.0) |
| 130 | Unallocated Regional Program Funds - Future Projs | | | | | | | | | | |
| 131 | Regional Improvement Program Funds (RIP) | 299.9 | 0.1% | 231.3 | (231.3) | - | 299.9 | (150.9) | (63.0) | 2.5 | (19.8) |
| 132 | CMAQ | 479.9 | 0.2% | 224.3 | (224.3) | (0.0) | 479.9 | (173.5) | (33.4) | (17.4) | 0.0 |
| 133 | RSTP | 366.1 | 0.1% | 0.0 | - | - | 366.1 | - | - | - | - |
| 134 | TDA | 0.0 | 0.0% | 119.9 | (119.9) | - | - | (57.8) | (28.0) | (21.1) | (13.0) |
| 135 | TE-Federal Transportation Enhancements | 177.6 | 0.1% | - | 0.0 | - | 177.6 | 1.9 | 0.0 | - | (1.9) |
| 136 | STA-State Transit Assistance Population Share | 0.0 | 0.0% | 0.0 | - | - | - | - | - | - | - |
| 137 | STA-State Transit Assistance Operator Revenue Share | 0.0 | 0.0% | 0.0 | - | - | - | - | - | - | - |
| 138 | Air Quality Vehicle Registration Fee (AB 2766) | - | 0.0% | - | - | - | - | - | - | - | - |
| 139 | SAFE | - | 0.0% | 13.7 | (13.7) | - | - | (13.7) | - | - | - |
| 140 | Section 5307 Urbanized Formula Grants | 0.0 | 0.0% | 0.0 | - | - | - | - | - | - | - |
| 141 | Section 5309 New Starts | - | 0.0% | - | - | - | - | - | - | - | - |
| 142 | Section 5309 Fixed Guideway Modernization | - | 0.0% | - | - | - | - | - | - | - | - |
| 143 | Lease Revenues | 0.0 | 0.0% | 88.0 | (88.0) | - | - | 6.5 | (0.5) | (1.2) | (4.0) |
| 144 | Traffic Congestion Relief Program (TCRP) | (0.0) | 0.0% | 33.5 | (33.6) | - | - | (33.6) | - | - | - |
| 145 | LONP Reimbursements | 0.0 | 0.0% | 327.1 | (327.1) | - | - | (20.6) | (99.4) | (40.6) | (48.3) |
| 146 | State Infrastructure Prop 1B Bonds | 0.0 | 0.0% | 173.9 | (173.9) | - | - | 41.3 | (34.6) | (96.7) | (76.6) |
| 147 | Proposition C 10% Available for Projects | 0.0 | 0.0% | 34.0 | (34.0) | (0.0) | 0.0 | (32.6) | (1.3) | 14.7 | (14.7) |
| 148 | Proposition C 25% Highways | 1,839.3 | 0.6% | 171.2 | (171.1) | 1.6 | 1,837.6 | (163.3) | (7.8) | 0.0 | 0.0 |
| 149 | Prop A 35% Bonds Available for Rail Capital | 0.0 | 0.0% | 14.2 | (14.2) | (0.0) | (0.0) | 34.5 | (48.6) | (0.0) | (0.0) |
| 150 | Other (Advertising) | 0.0 | 0.0% | 35.6 | (35.6) | - | - | (2.5) | 0.5 | (33.6) | - |
| 151 | Proposition C 40% Cash | 4,044.2 | 1.4% | 262.5 | (61.6) | 1,366.5 | 2,476.7 | (143.3) | (50.5) | (56.3) | 4.5 |
| 152 | Subtotal Unallocated Regional Program Funds-Future Projs | 7,207.2 | 2.4% | 1,729.4 | (1,528.2) | 1,368.1 | 5,637.9 | (707.5) | (366.7) | (249.7) | (173.7) |
| 153 | Cumulative Unallocated Regional Program Funds | 7,207.2 | | 1,729.4 | 198.3 | 561.0 | 1,982.4 | 1,021.8 | 655.1 | 405.5 | 231.7 |
| 154 | Total without deducting deficit | \$ 297,584.8 | 100.0% | \$ 24,605.2 | \$ 75,540.3 | \$ 85,986.6 | \$ 111,452.7 | \$ 5,770.7 | \$ 6,745.2 | \$ 6,941.3 | \$ 7,148.5 |

LACMTA Financial Forecasting Model

Countywide Uses Summary

2009 LRTP Baseline 10/22/09

| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Uses Allocated (\$ in millions) | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 1 Countywide Bus Operations | | | | | | | | | | |
| 2 Bus Operations - Metro (<i>Bus/Rail/ADA Ops Deficit deducted here</i>) | \$ 1,039.1 | \$ 1,165.8 | \$ 1,203.7 | \$ 1,241.5 | \$ 1,265.5 | \$ 1,295.4 | \$ 1,320.2 | \$ 1,345.4 | \$ 1,368.7 | \$ 1,391.2 |
| 3 Bus Operations - Municipal & Non-Metro Operators | 476.7 | 498.2 | 519.5 | 539.7 | 561.4 | 581.9 | 602.5 | 624.5 | 647.1 | 669.7 |
| 4 Other Eligible Operators (Prop A 40% Alloc) | 23.1 | 23.5 | 24.0 | 24.5 | 25.0 | 25.5 | 26.0 | 26.5 | 26.9 | 27.4 |
| 5 Paratransit - (ASI Operations) | 122.2 | 124.9 | 127.7 | 130.4 | 133.1 | 135.7 | 138.4 | 141.1 | 143.5 | 145.8 |
| 6 Paratransit (TDA Article 8) | 20.4 | 21.6 | 22.9 | 24.0 | 25.1 | 26.3 | 27.5 | 28.8 | 30.2 | 31.6 |
| 7 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 |
| 8 Subtotal Countywide Bus Operations | 1,696.3 | 1,849.8 | 1,914.4 | 1,977.5 | 2,028.3 | 2,083.9 | 2,134.5 | 2,187.0 | 2,238.2 | 2,288.4 |
| 9 Rail Operations - Metro | 324.5 | 327.2 | 370.2 | 355.4 | 395.1 | 456.4 | 502.2 | 518.3 | 527.3 | 536.0 |
| 10 Rail Operations - Metrolink | 89.1 | 92.4 | 95.9 | 98.6 | 101.6 | 104.5 | 107.6 | 110.7 | 113.9 | 117.0 |
| 11 Subtotal Countywide Rail Operations | 413.6 | 419.6 | 466.1 | 454.0 | 496.6 | 560.9 | 609.8 | 629.1 | 641.2 | 653.0 |
| 12 Total Countywide Operations | 2,109.8 | 2,269.4 | 2,380.5 | 2,431.5 | 2,524.9 | 2,644.9 | 2,744.3 | 2,816.1 | 2,879.4 | 2,941.4 |
| 13 Bus Capital - Metro | 202.1 | 207.7 | 238.1 | 243.7 | 310.0 | 353.7 | 394.1 | 312.3 | 305.1 | 222.8 |
| 14 Bus Capital - HOT Lanes Transit Capital | - | - | - | - | - | - | - | - | - | - |
| 15 Bus Capital - Municipal & Non-Metro Operators | 174.2 | 176.9 | 184.9 | 187.3 | 193.5 | 196.2 | 204.1 | 207.1 | 215.5 | 218.7 |
| 16 Bus Capital - Paratransit (ASI) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 17 Bus Capital - Paratransit - Other Operators | - | - | - | - | - | - | - | - | - | - |
| 18 Total Countywide Bus Capital | 376.7 | 385.1 | 423.4 | 431.4 | 504.0 | 550.4 | 598.6 | 519.9 | 521.0 | 442.0 |
| 19 Rail Capital - Major New Projects | 1,190.4 | 1,310.4 | 1,044.9 | 907.9 | 599.1 | 141.7 | 275.9 | 416.7 | 191.0 | 298.3 |
| 20 Rail Capital - potential reserve for Expo Phase II | 81.9 | - | - | - | - | - | - | - | - | - |
| 21 Rail Capital - Measure R TBD (Escalation Reserve) | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 126.2 | (5.7) | (120.6) | 147.1 | 80.7 |
| 22 Rail Capital - Metro Rail Miscellaneous System Improvements | - | - | - | - | - | - | - | - | - | - |
| 23 Rail Capital - Misc. Red, Blue & Green Improvements | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - | - | - | - | 19.8 |
| 24 Rail Capital - Eastside LRT Access | - | - | - | - | - | - | - | - | - | - |
| 25 Rail Capital - Systemwide | - | - | - | - | - | - | - | - | - | - |
| 26 Rail Capital - Metro System Improvements - New | 93.3 | 124.1 | 107.5 | 104.6 | 25.3 | 13.1 | 6.7 | - | - | - |
| 27 Rail Capital - Metro System Improvements (ARRA and future TBD) | - | - | - | - | - | - | - | - | - | - |
| 28 Rail Capital - Metro Rail Vehicles | - | - | 10.2 | 31.2 | 31.7 | - | - | - | - | - |
| 29 Rail Capital - Metro Wayside Systems, Facilities Maint, Vehicle Maint | - | - | - | 51.8 | 52.9 | 54.0 | 55.0 | 56.0 | 57.0 | 58.0 |
| 30 Rail Capital - Rehab & Replacement | 228.6 | 169.3 | 151.2 | 135.3 | 132.9 | 173.0 | 200.6 | 250.3 | 164.9 | 255.1 |
| 31 Contingency for rail yards and rail cars | - | - | - | - | - | - | - | - | - | - |
| 32 Transit Project Studies and Planning | - | - | - | - | - | - | - | - | - | - |
| 33 Rail Capital - non-Metro | - | - | - | - | - | - | - | - | - | - |
| 34 Rail Capital - Intercity Rail | - | - | - | - | - | - | - | - | - | - |
| 35 Rail Capital - Transit System Safety & Security | - | - | - | - | - | - | - | - | - | - |
| 36 Misc Transit Modernization Projects TBD | - | - | - | - | - | - | - | - | - | - |
| 37 Misc Transit Projects TBD (SLPP) | - | - | - | - | - | - | - | - | - | - |
| 38 Rail Capital - High Speed Rail | 350.0 | 400.0 | 450.0 | 500.0 | 425.0 | 200.0 | 150.0 | - | - | - |
| 39 Rail Capital - Metrolink | 106.4 | 72.9 | 64.6 | 48.9 | 51.0 | 53.7 | 71.2 | 60.9 | 64.2 | 67.5 |
| 40 Total Countywide Rail Capital | 2,055.6 | 2,081.7 | 1,831.4 | 1,782.7 | 1,318.8 | 761.7 | 753.7 | 663.4 | 624.3 | 779.3 |
| 41 Subtotal Transit Capital | 2,432.3 | 2,466.8 | 2,254.8 | 2,214.1 | 1,822.8 | 1,312.1 | 1,352.3 | 1,183.2 | 1,145.3 | 1,221.3 |
| 42 Highway/Multimodal/Streets and Roads | | | | | | | | | | |
| 43 Regional Surface Transportation Improvements (RSTI) incl SR-138 | 65.4 | 18.2 | 39.1 | 16.0 | 69.4 | 71.0 | 67.0 | 32.2 | 21.7 | - |
| 44 Transit Capital (including some Metrolink through CFP) | - | - | - | - | - | - | - | - | - | - |
| 45 Signal Synchronization | - | - | - | - | - | - | - | - | - | - |
| 46 Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - |
| 47 Transportation Enhancements | - | - | - | - | - | - | - | - | - | - |
| 48 Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - |
| 49 Regionally Significant | - | - | - | - | - | - | - | - | - | - |
| 50 Supplemental 2007 | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| Uses Allocated (\$ in millions) | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| 51 2007 Call for Projects | 47.3 | 48.8 | 55.0 | - | - | - | - | - | - | - |
| 52 Future Call for Projects | 115.1 | 140.4 | 102.6 | 114.4 | 149.8 | 148.2 | 291.2 | 288.7 | 305.9 | 270.0 |
| 53 Subtotal Call for Projects (CFP) | 227.8 | 207.4 | 196.7 | 130.4 | 219.2 | 219.2 | 358.2 | 320.9 | 327.6 | 270.0 |
| 54 Freeways and Highways | 885.1 | 877.0 | 1,456.0 | 1,490.5 | 1,544.0 | 1,374.8 | 1,248.0 | 1,078.4 | 1,143.4 | 1,245.3 |
| 55 Measure R Projects to be allocated | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 |
| 56 Measure R to be transferred to West Santa Ana Branch | - | - | - | - | - | - | - | 61.0 | 62.0 | 62.0 |
| 57 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | - | - |
| 58 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - |
| 59 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | - | - |
| 60 Alameda Corridor East | 110.6 | 101.2 | 80.0 | 80.0 | 80.0 | - | - | - | - | - |
| 61 Retrofit Soundwalls | 32.1 | 4.7 | 51.5 | 103.0 | 36.0 | 33.0 | 34.0 | 34.0 | 110.0 | 110.0 |
| 62 Miscellaneous Projects | 21.3 | 8.0 | - | - | - | - | - | - | - | - |
| 63 Expo Phase II Bikeway (in addition to prior Call for Projects funding) | 10.0 | - | - | - | - | - | - | - | - | - |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3) | 7.6 | 8.1 | 8.6 | 9.0 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 |
| 65 SHOPP | 162.0 | 162.0 | 162.0 | 162.0 | 165.0 | 165.0 | 165.0 | 165.0 | 170.0 | 170.0 |
| 66 Environmental Enhancement & Mitigation (EEM) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 67 High Priority Projects - earmarks (other projects) | - | - | - | - | - | - | - | - | - | - |
| 68 Transportation Improvement Program Project earmarks (other projects) | - | - | - | - | - | - | - | - | - | - |
| 69 Gerald Desmond Bridge (earmark) | - | - | - | - | - | - | - | - | - | - |
| 70 BNSF Grade Separations | 18.0 | 23.0 | 23.0 | 24.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| 71 Other Projects from Prop 1B Bonds | 212.0 | - | - | - | - | - | - | - | - | - |
| 72 Local Roads Rehabilitation (Prop 1B) | 75.0 | 40.0 | - | - | - | - | - | - | - | - |
| 73 Regional Integration of Intelligent Transportation Systems (ITS) | 1.7 | 1.8 | 1.8 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 |
| 74 Safe Routes to Schools Projects | - | - | - | - | - | - | - | - | - | - |
| 75 Rapid Bus Projects Subsidies | - | - | - | - | - | - | - | - | - | - |
| 76 Highway-Railroad Crossing Safety-Prop 1B | - | - | - | - | - | - | - | - | - | - |
| 77 Highway Safety-SHOPP-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - |
| 78 Highway Safety-Signal Synchron LA City-Prop 1B | - | - | - | - | - | - | - | - | - | - |
| 79 Local Street Improvements - City and County ARRA | - | - | - | - | - | - | - | - | - | - |
| 80 Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - |
| 81 Subtotal Highway Capital including CFP | 1,764.1 | 1,434.2 | 1,980.6 | 2,001.5 | 2,071.2 | 1,819.5 | 1,833.2 | 1,687.8 | 1,842.0 | 1,886.9 |
| 82 Freeway Service Patrol | 24.1 | 24.5 | 24.9 | 25.3 | 25.7 | 26.1 | 26.6 | 27.0 | 27.4 | 27.8 |
| 83 SAFE Call Boxes | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.4 | 7.4 | 7.4 | 7.4 |
| 84 Local Roads Rehabilitation | 418.6 | 421.6 | 424.8 | 427.9 | 431.2 | 434.5 | 437.8 | 441.1 | 444.1 | 447.1 |
| 85 Caltrans L.A. County Operations and Administration | 189.8 | 194.6 | 199.4 | 204.4 | 209.5 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 |
| 86 Rideshare | 6.1 | 6.5 | 12.4 | 13.0 | 15.1 | 14.2 | 14.8 | 15.4 | 16.0 | 18.5 |
| 87 Subtotal | 645.8 | 654.5 | 668.8 | 677.9 | 688.9 | 697.0 | 706.7 | 716.6 | 726.2 | 737.8 |
| 88 Highway Project Development Support | 12.7 | 12.8 | 12.9 | 13.0 | 13.1 | 13.2 | 13.3 | 13.4 | 13.5 | 13.6 |
| 89 Local Roads (Props A and C Local Return) - not on Hwy Summary | 144.2 | 152.9 | 161.6 | 169.4 | 177.4 | 185.7 | 194.1 | 203.1 | 212.6 | 222.1 |
| 90 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 |
| 91 Measure R Local Return - Highway Assumed - not on Hwy Summary | 114.9 | 121.9 | 128.8 | 135.0 | 141.4 | 148.0 | 154.7 | 161.9 | 169.4 | 177.0 |
| 92 Subtotal Highway Operations | 949.3 | 973.8 | 1,003.8 | 1,027.1 | 1,052.5 | 1,075.6 | 1,100.4 | 1,126.6 | 1,153.5 | 1,182.3 |
| 93 Total Highway/Multimodal/Streets and Roads | 2,713.4 | 2,408.0 | 2,984.4 | 3,028.6 | 3,123.7 | 2,895.1 | 2,933.6 | 2,814.4 | 2,995.5 | 3,069.2 |
| 94 Debt Service | | | | | | | | | | |
| 95 Prop C 40% Admin Debt Service | - | - | - | - | - | - | - | - | - | - |
| 96 Bus Facil Cap Debt Serv-Prop C 40% | - | - | - | - | - | - | - | - | - | - |
| 97 Bus Facil Cap Debt Serv-Prop C 40% 12-Yr Bonds | 6.0 | 10.0 | 14.0 | 15.3 | 19.3 | 27.3 | 39.3 | 47.3 | 51.3 | 52.0 |
| 98 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds | 8.3 | 11.3 | 12.8 | 12.8 | 13.5 | 16.5 | 21.0 | 25.5 | 29.4 | 31.1 |
| 99 Bus Facil Cap COP Debt Service - Section 5307 | - | - | - | - | - | - | - | - | - | - |
| 100 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 204.5 | 224.9 | 240.3 | 249.8 | 259.8 | 269.3 | 280.0 | 292.9 | 302.4 | 216.3 |
| 101 Rail Capital Debt Service-Prop C 40% | 65.8 | 66.2 | 66.4 | 66.6 | 66.8 | 67.0 | 67.3 | 67.5 | 67.8 | 68.1 |
| 102 Prop A 40% Debt Service | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 1.9 | 1.9 |

LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
| Uses Allocated (\$ in millions) | | | | | | | | | | |
| 103 Commuter Rail Debt Service-Prop C 10% | 23.6 | 27.5 | 31.1 | 33.9 | 36.1 | 38.4 | 41.4 | 44.6 | 47.4 | 50.4 |
| 104 Highway Debt Serv-Prop C 25% | 146.6 | 170.6 | 182.5 | 189.9 | 196.9 | 201.9 | 205.6 | 209.2 | 211.4 | 214.4 |
| 105 Subtotal Props A & C Debt Service | 457.1 | 512.7 | 549.3 | 570.5 | 594.7 | 622.8 | 657.0 | 689.3 | 711.7 | 634.2 |
| 106 Measure R 2% Debt Service Commercial Paper | - | 5.2 | 6.8 | 11.8 | 17.3 | 18.4 | 18.6 | 21.6 | 22.6 | 23.6 |
| 107 Measure R 20% Highway Debt Service | 27.5 | 34.5 | 42.1 | 49.7 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 |
| 108 Measure R 35% Transit Debt Service | 18.2 | 52.9 | 90.9 | 120.0 | 137.6 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 |
| 109 Subtotal Measure R Debt Service | 45.7 | 92.6 | 139.8 | 181.5 | 208.2 | 214.6 | 214.9 | 217.8 | 218.8 | 219.9 |
| 110 GARVEE Bond Debt Service & C of I | 8.6 | 8.6 | - | - | - | - | - | - | - | - |
| 111 Total Debt Service | 511.3 | 613.9 | 689.1 | 752.0 | 802.9 | 837.4 | 871.9 | 907.1 | 930.6 | 854.1 |
| 112 Other | | | | | | | | | | |
| 113 ROW Security (Prop C 10%) | 2.2 | 2.3 | 2.3 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 |
| 114 Agency-wide Capital | 16.5 | 16.8 | 17.1 | 17.4 | 17.7 | 18.0 | 18.4 | 18.7 | 19.0 | 19.2 |
| 115 Admin Overhead | 82.6 | 86.9 | 91.2 | 95.1 | 98.9 | 102.8 | 106.7 | 110.9 | 115.3 | 119.7 |
| 116 Immediate Needs and General Relief Token Program | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| 117 Total Other | 112.4 | 117.0 | 121.7 | 125.9 | 130.1 | 134.3 | 138.6 | 143.2 | 147.9 | 152.6 |
| 118 Subtotal, Uses Allocated | 7,879.2 | 7,875.1 | 8,430.5 | 8,552.1 | 8,404.4 | 7,823.8 | 8,040.6 | 7,864.0 | 8,098.7 | 8,238.6 |
| 119 Cumulative Uses Allocated | 58,858.4 | 66,733.5 | 75,164.1 | 83,716.2 | 92,120.6 | 99,944.4 | 107,985.0 | 115,849.0 | 123,947.6 | 132,186.3 |
| 120 Municipal Operators' Capital Balance | (0.0) | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 |
| 121 Municipal Operators' Operations Balance | (0.1) | - | - | - | - | - | - | - | - | - |
| 122 Metro Uses Surplus/(Deficit) | | | | | | | | | | |
| 123 Admin Balance | (0.0) | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | - | - | - |
| 124 Agencywide Balance | 0.0 | (0.0) | (0.0) | (0.0) | 0.0 | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 |
| 125 Metro Bus Operations Balance | (91.0) | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | - | - | - | - |
| 126 Metro Rail Operations Balance | - | - | - | - | - | - | - | - | - | - |
| 127 Metro Bus Capital Balance | - | - | 0.0 | - | - | 0.0 | (0.0) | (0.0) | - | - |
| 128 Subtotal Metro Uses Surplus/(Deficit) | (91.0) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | (0.0) | 0.0 |
| 129 Cumulative Metro Surplus/(Deficit) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) |
| 130 Unallocated Regional Program Funds - Future Projs | | | | | | | | | | |
| 131 Regional Improvement Program Funds (RIP) | 0.0 | 0.0 | 0.0 | - | - | - | - | - | - | - |
| 132 CMAQ | (0.0) | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | - |
| 133 RSTP | - | - | - | - | - | - | - | - | - | - |
| 134 TDA | - | - | - | - | - | - | - | - | - | - |
| 135 TE-Federal Transportation Enhancements | - | - | - | - | - | - | - | - | - | - |
| 136 STA-State Transit Assistance Population Share | - | - | - | - | - | - | - | - | - | - |
| 137 STA-State Transit Assistance Operator Revenue Share | - | - | - | - | - | - | - | - | - | - |
| 138 Air Quality Vehicle Registration Fee (AB 2766) | - | - | - | - | - | - | - | - | - | - |
| 139 SAFE | - | - | - | - | - | - | - | - | - | - |
| 140 Section 5307 Urbanized Formula Grants | - | - | - | - | - | - | - | - | - | - |
| 141 Section 5309 New Starts | - | - | - | - | - | - | - | - | - | - |
| 142 Section 5309 Fixed Guideway Modernization | - | - | - | - | - | - | - | - | - | - |
| 143 Lease Revenues | (11.0) | (3.5) | (25.0) | (25.0) | (24.5) | - | - | - | - | - |
| 144 Traffic Congestion Relief Program (TCRP) | 0.0 | - | - | - | - | - | - | - | - | - |
| 145 LONP Reimbursements | (35.8) | (8.0) | (34.0) | (40.1) | - | (0.4) | - | - | - | - |
| 146 State Infrastructure Prop 1B Bonds | (7.4) | - | - | - | - | - | - | - | - | - |
| 147 Proposition C 10% Available for Projects | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) |
| 148 Proposition C 25% Highways | (0.0) | (0.1) | 0.0 | (0.0) | 0.0 | (0.0) | 0.1 | (0.1) | (0.0) | (0.0) |
| 149 Prop A 35% Bonds Available for Rail Capital | 0.0 | - | - | (0.0) | - | 0.0 | - | - | - | - |
| 150 Other (Advertising) | - | - | - | - | - | - | - | - | - | - |
| 151 Proposition C 40% Cash | 20.6 | (13.3) | 13.2 | 46.7 | 66.8 | 50.0 | (46.9) | (19.6) | 11.8 | 114.5 |
| 152 Subtotal Unallocated Regional Program Funds-Future Projs | (33.5) | (24.9) | (45.7) | (18.5) | 42.4 | 49.5 | (46.8) | (19.7) | 11.7 | 114.5 |
| 153 Cumulative Unallocated Regional Program Funds | 198.3 | 173.4 | 127.7 | 109.2 | 151.6 | 201.1 | 154.3 | 134.7 | 146.4 | 260.9 |
| 154 Total without deducting deficit | \$ 7,845.8 | \$ 7,850.3 | \$ 8,384.8 | \$ 8,533.7 | \$ 8,446.8 | \$ 7,873.3 | \$ 7,993.8 | \$ 7,844.3 | \$ 8,110.4 | \$ 8,353.1 |

LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| Uses Allocated (\$ in millions) | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| 1 Countywide Bus Operations | | | | | | | | | | |
| 2 Bus Operations - Metro <i>(Bus/Rail/ADA Ops Deficit deducted here)</i> | \$ 1,432.0 | \$ 1,499.5 | \$ 1,562.7 | \$ 1,587.9 | \$ 1,636.9 | \$ 1,668.3 | \$ 1,700.0 | \$ 1,731.3 | \$ 1,763.2 | \$ 1,796.5 |
| 3 Bus Operations - Municipal & Non-Metro Operators | 691.3 | 712.5 | 733.7 | 755.1 | 777.6 | 801.1 | 824.8 | 848.1 | 871.2 | 895.4 |
| 4 Other Eligible Operators (Prop A 40% Alloc) | 27.7 | 28.1 | 28.5 | 29.0 | 29.5 | 30.1 | 30.7 | 31.2 | 31.8 | 32.4 |
| 5 Paratransit - (ASI Operations) | 147.9 | 150.0 | 152.2 | 154.7 | 157.4 | 160.5 | 163.5 | 166.6 | 169.7 | 172.9 |
| 6 Paratransit (TDA Article 8) | 32.9 | 34.2 | 35.4 | 36.7 | 38.0 | 39.4 | 40.7 | 42.1 | 43.4 | 44.8 |
| 7 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 | 30.3 | 31.2 | 32.2 |
| 8 Subtotal Countywide Bus Operations | 2,355.6 | 2,448.9 | 2,538.2 | 2,589.8 | 2,666.9 | 2,727.6 | 2,789.0 | 2,849.6 | 2,910.5 | 2,974.2 |
| 9 Rail Operations - Metro | 545.3 | 551.2 | 559.3 | 605.6 | 654.3 | 669.8 | 682.5 | 695.1 | 710.4 | 721.3 |
| 10 Rail Operations - Metrolink | 120.2 | 123.5 | 126.9 | 130.5 | 134.3 | 138.4 | 142.5 | 146.8 | 151.2 | 155.8 |
| 11 Subtotal Countywide Rail Operations | 665.5 | 674.6 | 686.1 | 736.1 | 788.6 | 808.2 | 825.1 | 842.0 | 861.7 | 877.2 |
| 12 Total Countywide Operations | 3,021.1 | 3,123.6 | 3,224.3 | 3,325.9 | 3,455.5 | 3,535.8 | 3,614.1 | 3,691.5 | 3,772.1 | 3,851.4 |
| 13 Bus Capital - Metro | 237.5 | 217.6 | 181.6 | 302.6 | 471.4 | 249.2 | 264.7 | 508.6 | 402.0 | 329.2 |
| 14 Bus Capital - HOT Lanes Transit Capital | - | - | - | - | - | - | - | - | - | - |
| 15 Bus Capital - Municipal & Non-Metro Operators | 226.9 | 229.9 | 238.1 | 241.0 | 249.5 | 252.9 | 261.5 | 264.9 | 273.5 | 277.0 |
| 16 Bus Capital - Paratransit (ASI) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 17 Bus Capital - Paratransit - Other Operators | - | - | - | - | - | - | - | - | - | - |
| 18 Total Countywide Bus Capital | 464.9 | 448.0 | 420.1 | 544.1 | 721.3 | 502.5 | 526.6 | 773.9 | 676.0 | 606.7 |
| 19 Rail Capital - Major New Projects | 437.6 | 420.9 | 604.3 | 400.6 | 295.8 | 351.4 | 460.5 | 560.2 | 686.0 | 941.3 |
| 20 Rail Capital - potential reserve for Expo Phase II | - | - | - | - | - | - | - | - | - | - |
| 21 Rail Capital - Measure R TBD (Escalation Reserve) | (42.3) | 0.7 | (169.4) | (16.8) | 56.7 | 30.3 | 132.2 | 73.5 | (40.7) | (251.9) |
| 22 Rail Capital - Metro Rail Miscellaneous System Improvements | - | - | - | - | - | - | - | - | - | - |
| 23 Rail Capital - Misc. Red, Blue & Green Improvements | 19.8 | 19.8 | 19.8 | - | - | - | - | - | - | - |
| 24 Rail Capital - Eastside LRT Access | - | - | - | - | - | - | - | - | - | - |
| 25 Rail Capital - Systemwide | - | - | - | - | - | - | - | - | - | - |
| 26 Rail Capital - Metro System Improvements - New | - | - | - | - | - | - | - | - | - | - |
| 27 Rail Capital - Metro System Improvements (ARRA and future TBD) | - | - | - | - | - | - | - | - | - | - |
| 28 Rail Capital - Metro Rail Vehicles | - | - | - | 45.4 | 52.4 | - | - | - | - | - |
| 29 Rail Capital - Metro Wayside Systems, Facilities Maint, Vehicle Maint | 58.8 | 59.6 | 60.5 | 61.4 | 62.5 | 63.7 | 64.9 | 66.1 | 67.4 | 68.6 |
| 30 Rail Capital - Rehab & Replacement | 230.3 | 281.9 | 217.0 | 204.2 | 198.1 | 207.4 | 362.2 | 509.1 | 532.4 | 522.5 |
| 31 Contingency for rail yards and rail cars | - | - | - | - | - | - | - | - | - | - |
| 32 Transit Project Studies and Planning | - | 14.6 | 13.2 | 14.9 | 7.3 | - | - | - | - | - |
| 33 Rail Capital - non-Metro | - | - | - | - | - | - | - | - | - | - |
| 34 Rail Capital - Intercity Rail | - | - | - | - | - | - | - | - | - | - |
| 35 Rail Capital - Transit System Safety & Security | - | - | - | - | - | - | - | - | - | - |
| 36 Misc Transit Modernization Projects TBD | - | - | - | - | - | - | - | - | - | - |
| 37 Misc Transit Projects TBD (SLPP) | - | - | - | - | - | - | - | - | - | - |
| 38 Rail Capital - High Speed Rail | - | - | - | - | - | - | - | - | - | - |
| 39 Rail Capital - Metrolink | 71.0 | 83.1 | 85.6 | 87.9 | 90.1 | 92.4 | 94.6 | 95.5 | 97.2 | 98.8 |
| 40 Total Countywide Rail Capital | 775.2 | 880.6 | 831.0 | 797.6 | 762.9 | 745.2 | 1,114.4 | 1,304.5 | 1,342.2 | 1,379.4 |
| 41 Subtotal Transit Capital | 1,240.1 | 1,328.6 | 1,251.1 | 1,341.7 | 1,484.2 | 1,247.7 | 1,641.1 | 2,078.4 | 2,018.1 | 1,986.1 |
| 42 Highway/Multimodal/Streets and Roads | | | | | | | | | | |
| 43 Regional Surface Transportation Improvements (RSTI) incl SR-138 | - | - | - | - | - | - | - | - | - | - |
| 44 Transit Capital (including some Metrolink through CFP) | - | - | - | - | - | - | - | - | - | - |
| 45 Signal Synchronization | - | - | - | - | - | - | - | - | - | - |
| 46 Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - |
| 47 Transportation Enhancements | - | - | - | - | - | - | - | - | - | - |
| 48 Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - |
| 49 Regionally Significant | - | - | - | - | - | - | - | - | - | - |
| 50 Supplemental 2007 | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model

Countywide Uses Summary

2009 LRTP Baseline 10/22/09

| Uses Allocated (\$ in millions) | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| 51 2007 Call for Projects | - | - | - | - | - | - | - | - | - | - |
| 52 Future Call for Projects | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 | - | - | - |
| 53 Subtotal Call for Projects (CFP) | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 | - | - | - |
| 54 Freeways and Highways | 1,380.4 | 1,447.1 | 1,462.1 | 1,507.6 | 973.9 | 924.5 | 702.1 | 660.3 | 653.6 | 872.4 |
| 55 Measure R Projects to be allocated | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | 0.0 |
| 56 Measure R to be transferred to West Santa Ana Branch | - | - | - | - | - | - | - | - | - | - |
| 57 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | - | - |
| 58 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - |
| 59 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | - | - |
| 60 Alameda Corridor East | - | - | - | - | - | - | - | - | - | - |
| 61 Retrofit Soundwalls | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 131.0 | 123.5 | 115.0 |
| 62 Miscellaneous Projects | - | - | - | - | - | - | - | - | - | - |
| 63 Expo Phase II Bikeway (in addition to prior Call for Projects funding) | - | - | - | - | - | - | - | - | - | - |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3) | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 | 15.8 | 16.2 | 16.8 |
| 65 SHOPP | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| 66 Environmental Enhancement & Mitigation (EEM) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 67 High Priority Projects - earmarks (other projects) | - | - | - | - | - | - | - | - | - | - |
| 68 Transportation Improvement Program Project earmarks (other projects) | - | - | - | - | - | - | - | - | - | - |
| 69 Gerald Desmond Bridge (earmark) | - | - | - | - | - | - | - | - | - | - |
| 70 BNSF Grade Separations | 15.0 | 15.0 | 10.0 | - | - | - | - | - | - | - |
| 71 Other Projects from Prop 1B Bonds | - | - | - | - | - | - | - | - | - | - |
| 72 Local Roads Rehabilitation (Prop 1B) | - | - | - | - | - | - | - | - | - | - |
| 73 Regional Integration of Intelligent Transportation Systems (ITS) | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | - | - | - |
| 74 Safe Routes to Schools Projects | - | - | - | - | - | - | - | - | - | - |
| 75 Rapid Bus Projects Subsidies | - | - | - | - | - | - | - | - | - | - |
| 76 Highway-Railroad Crossing Safety-Prop 1B | - | - | - | - | - | - | - | - | - | - |
| 77 Highway Safety-SHOPP-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - |
| 78 Highway Safety-Signal Synchron LA City-Prop 1B | - | - | - | - | - | - | - | - | - | - |
| 79 Local Street Improvements - City and County ARRA | - | - | - | - | - | - | - | - | - | - |
| 80 Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - |
| 81 Subtotal Highway Capital including CFP | 1,918.1 | 1,973.2 | 2,023.9 | 2,036.5 | 1,457.5 | 1,452.7 | 1,241.3 | 978.1 | 964.3 | 1,175.2 |
| 82 Freeway Service Patrol | 28.2 | 28.6 | 29.0 | 29.4 | 29.9 | 30.3 | 30.8 | 31.3 | 31.8 | 32.3 |
| 83 SAFE Call Boxes | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| 84 Local Roads Rehabilitation | 449.6 | 452.2 | 455.0 | 458.1 | 461.5 | 465.3 | 469.1 | 472.8 | 476.6 | 480.6 |
| 85 Caltrans L.A. County Operations and Administration | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 | 288.8 | 296.1 | 303.5 |
| 86 Rideshare | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 | 22.1 | 22.1 | 22.1 | 22.1 |
| 87 Subtotal | 745.6 | 755.4 | 765.5 | 776.1 | 789.3 | 799.2 | 811.2 | 822.5 | 834.0 | 845.9 |
| 88 Highway Project Development Support | 13.7 | 13.8 | 13.9 | 14.0 | 14.1 | 14.2 | 14.4 | 14.5 | 14.6 | 14.8 |
| 89 Local Roads (Props A and C Local Return) - not on Hwy Summary | 231.4 | 240.3 | 249.2 | 257.9 | 267.1 | 276.5 | 286.0 | 295.3 | 304.4 | 314.0 |
| 90 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 |
| 91 Measure R Local Return - Highway Assumed - not on Hwy Summary | 184.4 | 191.5 | 198.6 | 205.6 | 212.9 | 220.3 | 227.9 | 235.3 | 242.6 | 250.3 |
| 92 Subtotal Highway Operations | 1,206.8 | 1,232.8 | 1,258.8 | 1,285.4 | 1,315.0 | 1,342.0 | 1,371.2 | 1,399.3 | 1,427.4 | 1,456.7 |
| 93 Total Highway/Multimodal/Streets and Roads | 3,124.9 | 3,205.9 | 3,282.8 | 3,321.9 | 2,772.5 | 2,794.7 | 2,612.5 | 2,377.4 | 2,391.7 | 2,631.9 |
| 94 Debt Service | | | | | | | | | | |
| 95 Prop C 40% Admin Debt Service | - | - | - | - | - | - | - | - | - | - |
| 96 Bus Facil Cap Debt Serv-Prop C 40% | - | - | - | - | - | - | - | - | - | - |
| 97 Bus Facil Cap Debt Serv-Prop C 40% 12-Yr Bonds | 56.0 | 60.0 | 57.3 | 57.3 | 64.0 | 62.7 | 62.7 | 65.4 | 60.0 | 56.0 |
| 98 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds | 31.1 | 31.1 | 31.1 | 33.4 | 38.3 | 42.0 | 44.3 | 48.0 | 53.3 | 58.1 |
| 99 Bus Facil Cap COP Debt Service - Section 5307 | - | - | - | - | - | - | - | - | - | - |
| 100 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 228.9 | 241.6 | 254.2 | 267.6 | 266.0 | 265.2 | 272.0 | 294.5 | 316.9 | 337.7 |
| 101 Rail Capital Debt Service-Prop C 40% | 68.3 | 34.0 | 34.3 | 22.3 | 22.3 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| 102 Prop A 40% Debt Service | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |

LACMTA Financial Forecasting Model

Countywide Uses Summary

2009 LRTP Baseline 10/22/09

| | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| Uses Allocated (\$ in millions) | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 |
| 103 Commuter Rail Debt Service-Prop C 10% | 53.5 | 46.6 | 50.0 | 53.6 | 57.3 | 61.3 | 65.5 | 69.3 | 72.6 | 76.1 |
| 104 Highway Debt Serv-Prop C 25% | 218.5 | 207.0 | 215.6 | 222.8 | 231.0 | 232.5 | 232.4 | 232.4 | 232.4 | 232.4 |
| 105 Subtotal Props A & C Debt Service | 658.3 | 622.2 | 644.5 | 658.9 | 680.7 | 680.6 | 693.7 | 726.4 | 752.1 | 777.3 |
| 106 Measure R 2% Debt Service Commercial Paper | 24.6 | 25.5 | 26.5 | 27.4 | 28.4 | 29.4 | 30.4 | 31.4 | 32.4 | 33.4 |
| 107 Measure R 20% Highway Debt Service | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 |
| 108 Measure R 35% Transit Debt Service | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 |
| 109 Subtotal Measure R Debt Service | 220.8 | 221.8 | 222.7 | 223.7 | 224.6 | 225.6 | 226.6 | 227.6 | 228.6 | 229.6 |
| 110 GARVEE Bond Debt Service & C of I | - | - | - | - | - | - | - | - | - | - |
| 111 Total Debt Service | 879.1 | 844.0 | 867.2 | 882.6 | 905.4 | 906.2 | 920.4 | 954.1 | 980.7 | 1,006.9 |
| 112 Other | | | | | | | | | | |
| 113 ROW Security (Prop C 10%) | 2.7 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 | 3.0 | 3.1 | 3.1 |
| 114 Agency-wide Capital | 19.5 | 19.7 | 20.0 | 20.3 | 20.6 | 21.0 | 21.3 | 21.7 | 22.0 | 22.4 |
| 115 Admin Overhead | 124.0 | 128.1 | 132.2 | 136.3 | 140.5 | 145.0 | 149.4 | 153.8 | 158.1 | 162.7 |
| 116 Immediate Needs and General Relief Token Program | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| 117 Total Other | 157.2 | 161.5 | 166.0 | 170.4 | 175.0 | 179.9 | 184.8 | 189.5 | 194.3 | 199.2 |
| 118 Subtotal, Uses Allocated | 8,422.4 | 8,663.6 | 8,791.4 | 9,042.5 | 8,792.5 | 8,664.3 | 8,972.8 | 9,290.9 | 9,356.9 | 9,675.5 |
| 119 Cumulative Uses Allocated | 140,608.6 | 149,272.2 | 158,063.6 | 167,106.0 | 175,898.5 | 184,562.8 | 193,535.6 | 202,826.5 | 212,183.4 | 221,858.9 |
| 120 Municipal Operators' Capital Balance | 0.0 | (0.0) | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 |
| 121 Municipal Operators' Operations Balance | - | - | - | - | - | - | - | - | - | - |
| 122 Metro Uses Surplus/(Deficit) | | | | | | | | | | |
| 123 Admin Balance | - | - | - | - | - | - | - | - | - | - |
| 124 Agencywide Balance | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 | (0.0) | (0.0) |
| 125 Metro Bus Operations Balance | - | - | 0.0 | - | - | - | - | - | - | - |
| 126 Metro Rail Operations Balance | - | - | - | - | - | - | - | - | - | - |
| 127 Metro Bus Capital Balance | - | - | - | - | - | - | - | - | - | - |
| 128 Subtotal Metro Uses Surplus/(Deficit) | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 | (0.0) | (0.0) |
| 129 Cumulative Metro Surplus/(Deficit) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) |
| 130 Unallocated Regional Program Funds - Future Projs | | | | | | | | | | |
| 131 Regional Improvement Program Funds (RIP) | - | - | - | - | - | - | - | - | - | - |
| 132 CMAQ | - | - | - | 0.0 | (0.0) | (0.0) | 0.0 | 32.3 | 60.0 | 60.0 |
| 133 RSTP | - | - | - | - | - | - | - | 34.4 | 35.0 | 35.5 |
| 134 TDA | - | - | - | - | - | - | - | - | - | - |
| 135 TE-Federal Transportation Enhancements | - | - | - | - | - | - | - | 16.8 | 17.0 | 17.2 |
| 136 STA-State Transit Assistance Population Share | - | - | - | - | - | - | - | - | - | - |
| 137 STA-State Transit Assistance Operator Revenue Share | - | - | - | - | - | - | - | - | - | - |
| 138 Air Quality Vehicle Registration Fee (AB 2766) | - | - | - | - | - | - | - | - | - | - |
| 139 SAFE | - | - | - | - | - | - | - | - | - | - |
| 140 Section 5307 Urbanized Formula Grants | - | - | - | - | - | - | - | - | - | - |
| 141 Section 5309 New Starts | - | - | - | - | - | - | - | - | - | - |
| 142 Section 5309 Fixed Guideway Modernization | - | - | - | - | - | - | - | - | - | - |
| 143 Lease Revenues | - | - | - | - | - | - | - | - | - | - |
| 144 Traffic Congestion Relief Program (TCRP) | - | - | - | - | - | - | - | - | - | - |
| 145 LONP Reimbursements | - | - | - | - | - | - | - | - | - | - |
| 146 State Infrastructure Prop 1B Bonds | - | - | - | - | - | - | - | - | - | - |
| 147 Proposition C 10% Available for Projects | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | (0.0) | 0.0 | 1.5 |
| 148 Proposition C 25% Highways | 0.1 | (0.0) | 0.0 | 0.0 | (0.1) | 1.6 | 16.5 | 117.0 | 128.6 | 140.8 |
| 149 Prop A 35% Bonds Available for Rail Capital | - | 0.0 | (0.0) | 0.0 | (0.0) | - | - | - | - | - |
| 150 Other (Advertising) | - | - | - | - | - | - | - | - | - | - |
| 151 Proposition C 40% Cash | 136.3 | 163.7 | 228.2 | 274.7 | 182.9 | 321.0 | 396.6 | 102.9 | 182.7 | 276.3 |
| 152 Subtotal Unallocated Regional Program Funds-Future Projs | 136.4 | 163.7 | 228.2 | 274.8 | 182.8 | 322.6 | 413.2 | 303.4 | 423.3 | 531.2 |
| 153 Cumulative Unallocated Regional Program Funds | 397.3 | 561.0 | 789.1 | 1,063.9 | 1,246.7 | 1,569.3 | 1,982.4 | 2,285.8 | 2,709.1 | 3,240.4 |
| 154 Total without deducting deficit | \$ 8,558.8 | \$ 8,827.3 | \$ 9,019.5 | \$ 9,317.2 | \$ 8,975.3 | \$ 8,986.9 | \$ 9,385.9 | \$ 9,594.3 | \$ 9,780.3 | \$ 10,206.7 |

LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Uses Allocated (\$ in millions) | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 1 Countywide Bus Operations | | | | | | | |
| 2 Bus Operations - Metro (<i>Bus/Rail/ADA Ops Deficit deducted here</i>) | \$ 1,831.0 | \$ 1,866.6 | \$ 1,903.5 | \$ 1,941.6 | \$ 1,981.0 | \$ 2,018.9 | \$ 2,056.9 |
| 3 Bus Operations - Municipal & Non-Metro Operators | 920.4 | 946.0 | 972.7 | 1,000.7 | 1,029.6 | 1,057.5 | 975.1 |
| 4 Other Eligible Operators (Prop A 40% Alloc) | 33.0 | 33.7 | 34.3 | 35.0 | 35.7 | 36.4 | 37.1 |
| 5 Paratransit - (ASI Operations) | 176.2 | 179.7 | 183.2 | 186.9 | 190.7 | 194.4 | 200.1 |
| 6 Paratransit (TDA Article 8) | 46.2 | 47.6 | 49.2 | 50.8 | 52.4 | 54.0 | 55.6 |
| 7 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%) | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| 8 Subtotal Countywide Bus Operations | 3,040.1 | 3,107.9 | 3,178.3 | 3,251.5 | 3,327.0 | 3,399.9 | 3,364.7 |
| 9 Rail Operations - Metro | 735.2 | 749.5 | 820.8 | 851.8 | 869.0 | 885.7 | 905.5 |
| 10 Rail Operations - Metrolink | 160.6 | 165.6 | 170.8 | 176.1 | 181.7 | 187.3 | 193.2 |
| 11 Subtotal Countywide Rail Operations | 895.8 | 915.1 | 991.5 | 1,027.9 | 1,050.7 | 1,073.0 | 1,098.7 |
| 12 Total Countywide Operations | 3,935.9 | 4,022.9 | 4,169.8 | 4,279.4 | 4,377.8 | 4,472.9 | 4,463.4 |
| 13 Bus Capital - Metro | 403.0 | 426.2 | 331.8 | 365.9 | 390.3 | 233.8 | 265.9 |
| 14 Bus Capital - HOT Lanes Transit Capital | - | - | - | - | - | - | - |
| 15 Bus Capital - Municipal & Non-Metro Operators | 286.0 | 289.9 | 299.2 | 303.6 | 313.4 | 317.8 | 325.1 |
| 16 Bus Capital - Paratransit (ASI) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 17 Bus Capital - Paratransit - Other Operators | - | - | - | - | - | - | - |
| 18 Total Countywide Bus Capital | 689.5 | 716.5 | 631.5 | 669.9 | 704.2 | 552.1 | 591.4 |
| 19 Rail Capital - Major New Projects | 808.9 | 767.3 | 720.6 | 510.8 | 723.7 | 1,112.5 | - |
| 20 Rail Capital - potential reserve for Expo Phase II | - | - | - | - | - | - | - |
| 21 Rail Capital - Measure R TBD (Escalation Reserve) | 0.0 | 0.0 | 0.0 | 186.2 | 13.1 | (199.3) | - |
| 22 Rail Capital - Metro Rail Miscellaneous System Improvements | - | - | - | - | - | - | - |
| 23 Rail Capital - Misc. Red, Blue & Green Improvements | - | - | - | - | - | - | - |
| 24 Rail Capital - Eastside LRT Access | - | - | - | - | - | - | - |
| 25 Rail Capital - Systemwide | - | - | - | - | - | - | - |
| 26 Rail Capital - Metro System Improvements - New | - | - | - | - | - | - | - |
| 27 Rail Capital - Metro System Improvements (ARRA and future TBD) | - | - | 24.8 | 37.8 | 39.0 | 40.2 | - |
| 28 Rail Capital - Metro Rail Vehicles | - | - | - | - | - | - | - |
| 29 Rail Capital - Metro Wayside Systems, Facilities Maint, Vehicle Maint | 69.9 | 71.3 | 47.7 | 36.4 | 36.7 | 38.9 | 80.5 |
| 30 Rail Capital - Rehab & Replacement | 386.3 | 336.8 | 370.5 | 415.4 | 435.2 | 596.1 | 887.4 |
| 31 Contingency for rail yards and rail cars | - | - | - | - | - | - | - |
| 32 Transit Project Studies and Planning | - | - | - | - | - | - | - |
| 33 Rail Capital - non-Metro | - | - | - | - | - | - | - |
| 34 Rail Capital - Intercity Rail | - | - | - | - | - | - | - |
| 35 Rail Capital - Transit System Safety & Security | - | - | - | - | - | - | - |
| 36 Misc Transit Modernization Projects TBD | - | - | - | - | - | - | - |
| 37 Misc Transit Projects TBD (SLPP) | - | - | - | - | - | - | - |
| 38 Rail Capital - High Speed Rail | - | - | - | - | - | - | - |
| 39 Rail Capital - Metrolink | 100.6 | 93.9 | 58.9 | 57.0 | 60.8 | 64.2 | 5.5 |
| 40 Total Countywide Rail Capital | 1,365.7 | 1,269.3 | 1,222.5 | 1,243.5 | 1,308.4 | 1,652.6 | 973.4 |
| 41 Subtotal Transit Capital | 2,055.2 | 1,985.9 | 1,854.0 | 1,913.4 | 2,012.7 | 2,204.7 | 1,564.8 |
| 42 Highway/Multimodal/Streets and Roads | | | | | | | |
| 43 Regional Surface Transportation Improvements (RSTI) incl SR-138 | - | - | - | - | - | - | - |
| 44 Transit Capital (including some Metrolink through CFP) | - | - | - | - | - | - | - |
| 45 Signal Synchronization | - | - | - | - | - | - | - |
| 46 Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - |
| 47 Transportation Enhancements | - | - | - | - | - | - | - |
| 48 Transportation Demand Management (TDM) | - | - | - | - | - | - | - |
| 49 Regionally Significant | - | - | - | - | - | - | - |
| 50 Supplemental 2007 | - | - | - | - | - | - | - |

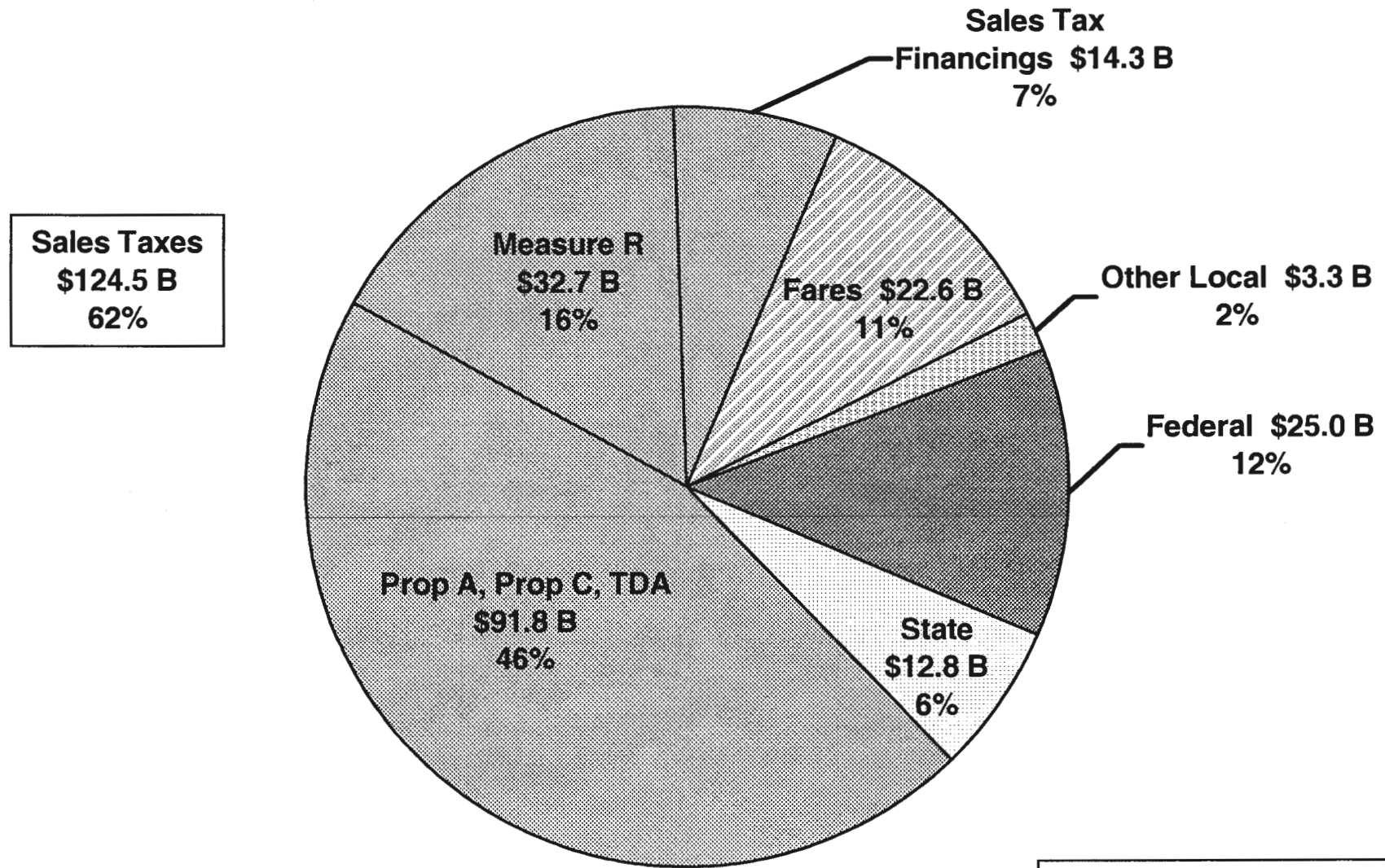
LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| Uses Allocated (\$ in millions) | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 51 2007 Call for Projects | - | - | - | - | - | - | - |
| 52 Future Call for Projects | - | - | - | - | - | - | - |
| 53 Subtotal Call for Projects (CFP) | - | - | - | - | - | - | - |
| 54 Freeways and Highways | 901.3 | 1,139.6 | 744.7 | 547.0 | 294.5 | 202.8 | - |
| 55 Measure R Projects to be allocated | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | (0.0) | - |
| 56 Measure R to be transferred to West Santa Ana Branch | - | - | - | - | - | - | - |
| 57 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | 88.8 | - | - |
| 58 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | 253.5 | - |
| 59 I-5 Carmerita Interchange (\$106 to 710-South) | - | - | - | - | 68.9 | 37.2 | - |
| 60 Alameda Corridor East | - | - | - | - | - | - | - |
| 61 Retrofit Soundwalls | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| 62 Miscellaneous Projects | - | - | - | - | - | - | - |
| 63 Expo Phase II Bikeway (in addition to prior Call for Projects funding) | - | - | - | - | - | - | - |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3) | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| 65 SHOPP | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| 66 Environmental Enhancement & Mitigation (EEM) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 67 High Priority Projects - earmarks (other projects) | - | - | - | - | - | - | - |
| 68 Transportation Improvement Program Project earmarks (other projects) | - | - | - | - | - | - | - |
| 69 Gerald Desmond Bridge (earmark) | - | - | - | - | - | - | - |
| 70 BNSF Grade Separations | - | - | - | - | - | - | - |
| 71 Other Projects from Prop 1B Bonds | - | - | - | - | - | - | - |
| 72 Local Roads Rehabilitation (Prop 1B) | - | - | - | - | - | - | - |
| 73 Regional Integration of Intelligent Transportation Systems (ITS) | - | - | - | - | - | - | - |
| 74 Safe Routes to Schools Projects | - | - | - | - | - | - | - |
| 75 Rapid Bus Projects Subsidies | - | - | - | - | - | - | - |
| 76 Highway-Railroad Crossing Safety-Prop 1B | - | - | - | - | - | - | - |
| 77 Highway Safety-SHOPP-Prop 1B (no project sheet) | - | - | - | - | - | - | - |
| 78 Highway Safety-Signal Synchron LA City-Prop 1B | - | - | - | - | - | - | - |
| 79 Local Street Improvements - City and County ARRA | - | - | - | - | - | - | - |
| 80 Wilshire Bus Only Lane | - | - | - | - | - | - | - |
| 81 Subtotal Highway Capital including CFP | 1,089.6 | 1,397.4 | 1,053.6 | 857.4 | 762.7 | 684.5 | 191.8 |
| 82 Freeway Service Patrol | 32.9 | 33.4 | 34.0 | 34.6 | 35.2 | 35.7 | 36.3 |
| 83 SAFE Call Boxes | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| 84 Local Roads Rehabilitation | 484.8 | 489.1 | 493.5 | 498.1 | 502.8 | 507.3 | 511.9 |
| 85 Caltrans L.A. County Operations and Administration | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| 86 Rideshare | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| 87 Subtotal | 858.2 | 870.8 | 883.7 | 897.1 | 910.8 | 924.5 | 938.4 |
| 88 Highway Project Development Support | 14.9 | 15.0 | 15.2 | 15.4 | 15.5 | 15.7 | 15.8 |
| 89 Local Roads (Props A and C Local Return) - not on Hwy Summary | 323.9 | 334.0 | 344.6 | 355.8 | 367.3 | 378.3 | 389.7 |
| 90 Local Roads (STPL) - not on Hwy Summary | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| 91 Measure R Local Return - Highway Assumed - not on Hwy Summary | 258.2 | 266.2 | 274.7 | 283.6 | 292.7 | 301.5 | - |
| 92 Subtotal Highway Operations | 1,486.9 | 1,517.8 | 1,550.0 | 1,583.5 | 1,618.0 | 1,651.7 | 1,375.7 |
| 93 Total Highway/Multimodal/Streets and Roads | 2,576.4 | 2,915.2 | 2,603.5 | 2,440.9 | 2,380.7 | 2,336.3 | 1,567.5 |
| 94 Debt Service | | | | | | | |
| 95 Prop C 40% Admin Debt Service | - | - | - | - | - | - | - |
| 96 Bus Facil Cap Debt Serv-Prop C 40% | - | - | - | - | - | - | - |
| 97 Bus Facil Cap Debt Serv-Prop C 40% 12-Yr Bonds | 56.0 | 56.0 | 56.0 | 56.0 | 60.0 | 56.0 | 45.3 |
| 98 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds | 63.4 | 69.4 | 73.1 | 74.6 | 76.5 | 77.6 | 77.6 |
| 99 Bus Facil Cap COP Debt Service - Section 5307 | - | - | - | - | - | - | - |
| 100 Rail Capital Debt Service-Prop A 35% (including commercial paper) | 354.9 | 366.1 | 377.2 | 379.4 | 398.0 | 409.2 | 405.3 |
| 101 Rail Capital Debt Service-Prop C 40% | 15.0 | 14.4 | 13.6 | 0.3 | 0.3 | 0.3 | 0.3 |
| 102 Prop A 40% Debt Service | 1.9 | 1.9 | 1.9 | - | - | - | - |

LACMTA Financial Forecasting Model
Countywide Uses Summary
2009 LRTP Baseline 10/22/09

| | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|------------|
| Uses Allocated (\$ in millions) | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 103 Commuter Rail Debt Service-Prop C 10% | 79.8 | 83.3 | 85.0 | 85.0 | 85.0 | 85.0 | 85.0 |
| 104 Highway Debt Serv-Prop C 25% | 232.4 | 232.4 | 232.4 | 216.4 | 214.1 | 213.0 | 213.0 |
| 105 Subtotal Props A & C Debt Service | 803.3 | 823.5 | 839.3 | 811.8 | 833.9 | 841.2 | 826.5 |
| 106 Measure R 2% Debt Service Commercial Paper | 34.4 | 35.5 | 11.8 | 0.0 | 0.0 | 0.0 | - |
| 107 Measure R 20% Highway Debt Service | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 26.6 | - |
| 108 Measure R 35% Transit Debt Service | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | - | - |
| 109 Subtotal Measure R Debt Service | 230.7 | 231.8 | 208.0 | 196.3 | 196.3 | 26.6 | - |
| 110 GARVEE Bond Debt Service & C of I | - | - | - | - | - | - | - |
| 111 Total Debt Service | 1,034.0 | 1,055.2 | 1,047.3 | 1,008.0 | 1,030.2 | 867.8 | 826.5 |
| 112 Other | | | | | | | |
| 113 ROW Security (Prop C 10%) | 3.2 | 3.2 | 3.3 | 3.4 | 3.4 | 3.5 | 3.6 |
| 114 Agency-wide Capital | 22.8 | 23.2 | 23.6 | 24.1 | 24.5 | 24.9 | 25.4 |
| 115 Admin Overhead | 167.4 | 172.1 | 177.2 | 182.4 | 187.8 | 193.1 | 166.9 |
| 116 Immediate Needs and General Relief Token Program | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| 117 Total Other | 204.4 | 209.6 | 215.1 | 220.9 | 226.8 | 232.5 | 206.9 |
| 118 Subtotal, Uses Allocated | 9,805.9 | 10,188.9 | 9,889.8 | 9,862.6 | 10,028.1 | 10,114.3 | 8,629.2 |
| 119 Cumulative Uses Allocated | 231,664.8 | 241,853.7 | 251,743.5 | 261,606.0 | 271,634.2 | 281,748.4 | 290,377.6 |
| 120 Municipal Operators' Capital Balance | (0.0) | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | (0.0) |
| 121 Municipal Operators' Operations Balance | - | - | - | - | - | - | - |
| 122 Metro Uses Surplus/(Deficit) | | | | | | | |
| 123 Admin Balance | - | - | - | - | - | - | - |
| 124 Agencywide Balance | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 |
| 125 Metro Bus Operations Balance | - | - | - | - | - | 66.8 | (66.8) |
| 126 Metro Rail Operations Balance | - | - | - | - | - | - | - |
| 127 Metro Bus Capital Balance | - | - | - | - | - | - | - |
| 128 Subtotal Metro Uses Surplus/(Deficit) | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | 66.8 | (66.8) |
| 129 Cumulative Metro Surplus/(Deficit) | (396.0) | (396.0) | (396.0) | (396.0) | (396.0) | (329.2) | (396.0) |
| 130 Unallocated Regional Program Funds - Future Projs | | | | | | | |
| 131 Regional Improvement Program Funds (RIP) | - | - | - | 14.6 | 15.1 | 135.1 | 135.1 |
| 132 CMAQ | 60.0 | 60.0 | 37.4 | 29.4 | 28.8 | 52.0 | 60.0 |
| 133 RSTP | 36.0 | 36.4 | 36.9 | 37.3 | 37.7 | 38.2 | 38.7 |
| 134 TDA | - | - | - | - | - | - | - |
| 135 TE-Federal Transportation Enhancements | 17.4 | 17.6 | 17.8 | 18.0 | 18.3 | 18.6 | 18.9 |
| 136 STA-State Transit Assistance Population Share | - | - | - | - | - | - | - |
| 137 STA-State Transit Assistance Operator Revenue Share | - | - | - | - | - | - | - |
| 138 Air Quality Vehicle Registration Fee (AB 2766) | - | - | - | - | - | - | - |
| 139 SAFE | - | - | - | - | - | - | - |
| 140 Section 5307 Urbanized Formula Grants | - | - | - | - | - | - | - |
| 141 Section 5309 New Starts | - | - | - | - | - | - | - |
| 142 Section 5309 Fixed Guideway Modernization | - | - | - | - | - | - | - |
| 143 Lease Revenues | - | - | - | - | - | - | - |
| 144 Traffic Congestion Relief Program (TCRP) | - | - | - | - | - | - | - |
| 145 LONP Reimbursements | - | - | - | - | - | - | - |
| 146 State Infrastructure Prop 1B Bonds | - | - | - | - | - | - | - |
| 147 Proposition C 10% Available for Projects | (0.4) | 2.2 | (2.0) | (0.3) | (0.3) | (0.3) | (0.3) |
| 148 Proposition C 25% Highways | 153.4 | 166.2 | 179.7 | 210.0 | 226.9 | 242.1 | 256.6 |
| 149 Prop A 35% Bonds Available for Rail Capital | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | (0.0) | - |
| 150 Other (Advertising) | - | - | - | - | - | - | - |
| 151 Proposition C 40% Cash | 249.2 | 299.4 | 368.1 | 415.9 | 519.8 | 123.8 | (458.0) |
| 152 Subtotal Unallocated Regional Program Funds-Future Projs | 515.6 | 581.9 | 637.9 | 724.8 | 846.2 | 609.4 | 51.0 |
| 153 Cumulative Unallocated Regional Program Funds | 3,755.9 | 4,337.8 | 4,975.7 | 5,700.5 | 6,546.7 | 7,156.2 | 7,207.2 |
| 154 Total without deducting deficit | \$ 10,321.4 | \$ 10,770.7 | \$ 10,527.7 | \$ 10,587.5 | \$ 10,874.3 | \$ 10,723.7 | \$ 8,680.2 |

Metro-Controlled Federal, State, and Local Revenue Forecast 2009 Long Range Transportation Plan

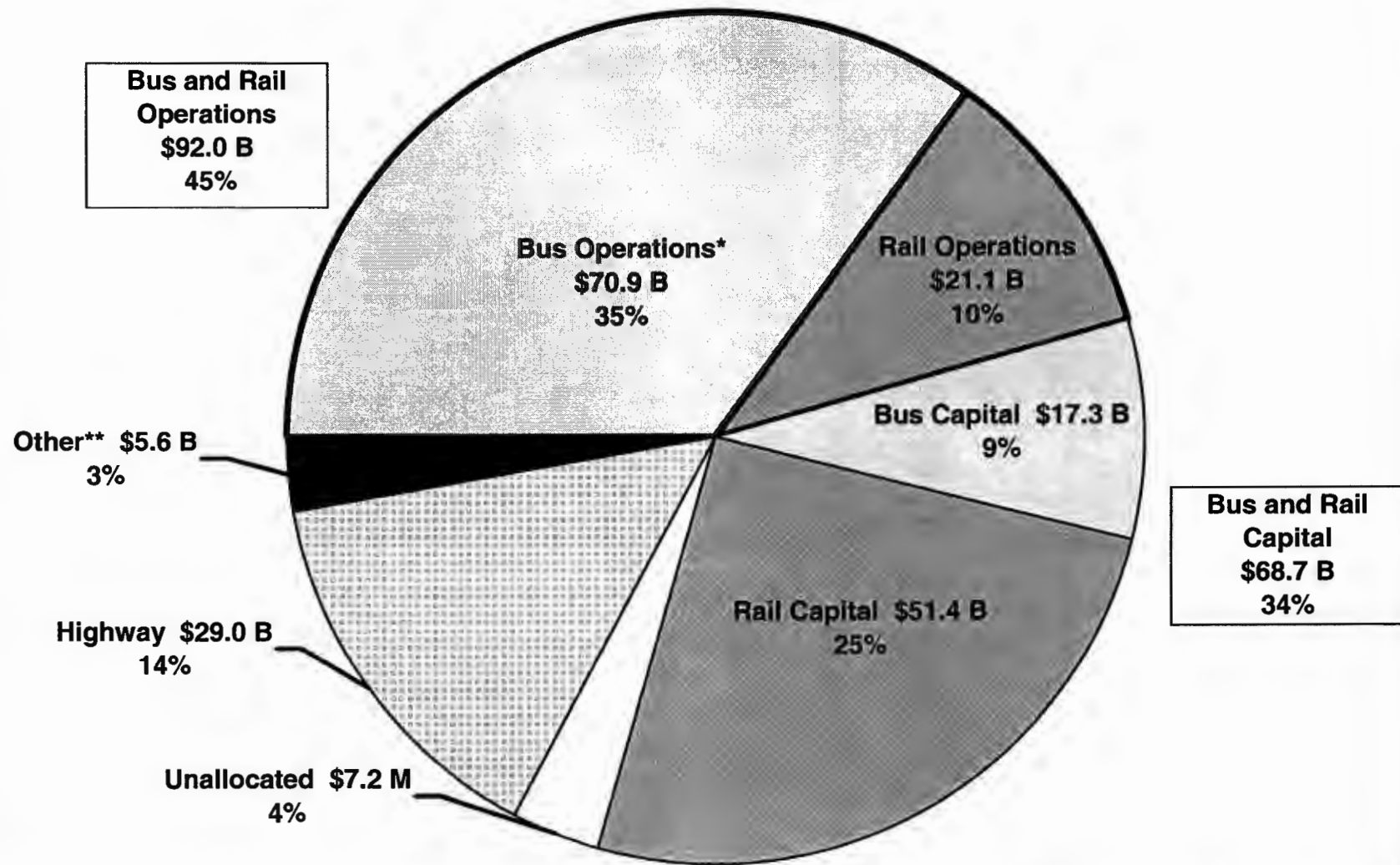


Sales Taxes
\$124.5 B
62%

\$202.5 Billion Total
FY 2005 - FY 2040

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

Summary of Metro-Controlled Uses by Mode 2009 Long Range Transportation Plan



**\$202.5 Billion Total
FY 2005 - FY 2040**

* \$0.4 B Bus/Rail/ADA Operations deficit is deducted from Bus Operations for purposes of this chart.
 ** "Other" includes regional security, safety net program, agency-wide capital, and regulatory oversight.

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 (\$ in millions) | Total '05-'10 w/o Beg Bal | Total '05-'10 with Beg Bal | Alloc % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Beg Bal | 2009 2010 | 2010 2011 |
|---|--|---|----------------|--------------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------------|----------------------------|----------------------------|
| Sources Belonging to/Programmed by Metro Board | | | | | | | | | | |
| Local | | | | | | | | | | |
| 1 Proposition A (without 25% Local Return) | 33,491.0 | \$ 33,679.5 | 16.6% | 2,518.7 | 6,097.7 | 9,682.9 | 15,191.7 | 188.5 | 467.9 | 488.7 |
| 2 Proposition C (without 20% Local Return) | 35,278.8 | 36,024.1 | 17.8% | 2,652.9 | 6,423.3 | 10,199.8 | 16,002.8 | 745.3 | 492.9 | 514.8 |
| 3 TDA (gross) | 21,911.4 | 22,130.8 | 10.9% | 1,668.8 | 3,985.3 | 6,328.5 | 9,928.9 | 219.3 | 305.8 | 319.4 |
| 4 Fare Revenues - Metro Bus and Rail | 22,565.7 | 22,565.7 | 11.1% | 1,467.7 | 4,729.3 | 6,736.9 | 9,631.8 | - | 333.0 | 396.5 |
| 5 Lease and Leaseback Revenues | 625.3 | 778.9 | 0.4% | 67.5 | 144.7 | 177.5 | 235.6 | 153.6 | 16.5 | 13.4 |
| 6 LTF General Revenues (no revenue sheet) | 8.7 | 8.7 | 0.0% | 8.7 | - | - | - | - | - | - |
| 7 Financing: Highways (Prop C 25%) (net) | 2,901.0 | 2,901.0 | 1.4% | 61.5 | 2,167.8 | 671.7 | - | - | - | 413.5 |
| 8 Financing: Rail Capital (Prop A 35%) (net) | 5,573.0 | 5,594.1 | 2.8% | 126.0 | 1,613.0 | 1,680.0 | 2,154.0 | 21.1 | 105.0 | 143.1 |
| 9 Financing: Rail Capital (Prop C 40%) (net) | 19.8 | 19.8 | 0.0% | 19.8 | - | - | - | - | - | - |
| 10 Financing: Bus Facilities Cap (Prop C 40%) (net) | 1,962.5 | 1,962.5 | 1.0% | 2.5 | 455.0 | 705.0 | 800.0 | - | - | 25.0 |
| 11 Financing: Additional Prop C40% (net) | - | - | 0.0% | - | - | - | - | - | - | - |
| 12 Financing: Commuter Rail Cap (Prop C 10%) (net) | 1,118.4 | 1,118.4 | 0.6% | - | 377.9 | 451.9 | 288.6 | - | - | 44.4 |
| 13 Financing: Measure R 35% (net) | 1,688.5 | 1,688.5 | 0.8% | - | 1,688.5 | - | - | - | - | - |
| 14 Financing: Measure R 20% (net) | 724.2 | 724.2 | 0.4% | - | 724.2 | - | - | - | - | 88.8 |
| 15 Financing: Measure R 2% (net) | 327.6 | 327.6 | 0.2% | - | 324.9 | 2.7 | - | - | - | - |
| 16 Other - General, Advertising, Other Misc. | 1,398.9 | 1,398.9 | 0.7% | 196.4 | 353.6 | 364.7 | 484.2 | - | 38.2 | 27.4 |
| 17 HOV Violation Fund (no revenue sheet) | 16.8 | 16.8 | 0.0% | 2.6 | 4.1 | 4.6 | 5.5 | - | 0.5 | 0.4 |
| 18 Interest Earnings on Prop A funds | 121.3 | 121.3 | 0.1% | 12.8 | 35.0 | 35.0 | 38.5 | - | 3.5 | 3.5 |
| 19 Interest Earnings on Prop C funds | 418.1 | 418.1 | 0.2% | 48.6 | 119.2 | 119.2 | 131.1 | - | 11.9 | 11.9 |
| 20 Interest Earnings on TDA funds | 103.9 | 103.9 | 0.1% | 20.0 | 24.4 | 26.8 | 32.7 | - | 2.4 | 2.4 |
| 21 Interest Earnings on STA-Op Rev Share funds | 12.9 | 12.9 | 0.0% | 2.1 | 2.4 | 4.0 | 4.4 | - | - | - |
| 22 Transit Corridor Bridge Loan Proceeds | (0.0) | (0.0) | 0.0% | 66.3 | (66.3) | - | - | - | (66.3) | - |
| 23 Prop A Lapsed transferred to Prop C 40% | 18.2 | 18.2 | 0.0% | 18.2 | - | - | - | - | - | - |
| 24 LONP Reimbursement Fund 3562 | 428.9 | 428.9 | 0.2% | 428.9 | - | - | - | - | - | - |
| 25 Measure R Sales Tax without Local Return | 32,682.6 | 32,682.6 | 16.1% | - | 6,671.9 | 10,822.6 | 15,188.1 | - | 379.4 | 546.2 |
| 26 Total Metro Local Revenue Sources | 163,397.6 | 164,725.5 | 81.3% | 9,390.2 | 35,876.0 | 48,013.6 | 70,117.9 | 1,327.9 | 2,090.8 | 3,039.5 |
| 27 State | | | | | | | | | | |
| 28 Air Quality Vehicle Registration Fee (AB 2766) | 26.0 | 27.2 | 0.0% | 4.0 | 8.0 | 6.0 | 8.0 | 1.2 | - | 4.0 |
| 29 Misc. State Grants-Admin (no revenue sheet) | 0.2 | 0.2 | 0.0% | 0.2 | - | - | - | - | - | - |
| 30 Other State (no revenue sheet) | 0.1 | 0.2 | 0.0% | 0.1 | - | - | 0.1 | - | - | - |
| 30 Regional Improvement Program Funds (RIP) | 5,716.2 | 5,840.4 | 2.9% | 1,494.2 | 1,072.1 | 1,500.0 | 1,650.0 | 124.2 | 139.9 | 60.1 |
| 31 STA - Operator Revenue Share | 1,992.3 | 1,992.3 | 1.0% | 228.9 | 311.1 | 613.1 | 839.2 | - | - | - |
| 32 STA - Population Share | 1,686.4 | 1,700.9 | 0.8% | 190.9 | 263.9 | 520.0 | 711.7 | 14.5 | - | - |
| 33 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 267.4 | 267.4 | 0.1% | 45.5 | 64.9 | 69.1 | 87.9 | - | 10.2 | 5.9 |
| 34 State Prop 1B Bonds (CMIA, PTMISEA, Secur, SLPP) | 2,587.2 | 2,587.2 | 1.3% | 288.4 | 2,298.8 | - | - | - | 310.7 | 708.4 |
| 35 Traffic Congestion Relief Program Allocations | 411.4 | 411.4 | 0.2% | 181.8 | 229.6 | - | - | - | 137.1 | - |
| 36 Total Metro State Revenue Sources | 12,687.3 | 12,827.3 | 6.3% | 2,434.0 | 4,248.4 | 2,708.1 | 3,296.9 | 139.9 | 598.0 | 778.4 |
| 37 Federal | | | | | | | | | | |
| 38 American Recovery and Reinvestment Act (ARRA) | 438.8 | 438.8 | 0.2% | - | 438.8 | - | - | - | 380.6 | 58.2 |
| 39 ARRA -Caltrans share (no rev sheet) | 89.9 | 89.9 | 0.0% | - | 89.9 | - | - | - | 89.9 | - |
| 40 CMAQ (Congestion Mitigation & Air Quality) | 3,245.9 | 3,285.1 | 1.6% | 689.5 | 1,176.4 | 720.0 | 660.0 | 39.2 | 196.4 | 120.0 |
| 41 Homeland Security Grants (Metro) | 80.4 | 80.4 | 0.0% | 18.4 | 20.0 | 20.0 | 22.0 | - | 2.0 | 2.0 |
| 42 ITS-Bus Pref. Signl. Syst. (no rev sheet) | - | - | 0.0% | - | - | - | - | - | - | - |
| 43 Misc. Fed. Grants-Metro Admin (no rev sheet) | 0.5 | 0.5 | 0.0% | 0.5 | - | - | - | - | - | - |
| 44 RSTP (Regional Surface Transportation Prog) w/o STPL | 3,589.3 | 3,690.4 | 1.8% | 350.4 | 854.9 | 1,024.6 | 1,359.3 | 101.1 | 82.5 | 79.0 |

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 | Total '05-'40 | Total '05-'40 | | Years | Years | Years | Years | Beg | 2009 | 2010 |
|---|----------------------|----------------------|----------------|--------------------|--------------------|--------------------|---------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | w/o Beg Bal | with Beg Bal | Alloc % | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Bal | 2010 | 2011 |
| 45 Section 5307 (excluding Other UZAs) | 9,513.3 | 9,717.7 | 4.8% | 1,001.3 | 2,356.5 | 2,708.0 | 3,447.5 | 204.3 | 221.2 | 224.3 |
| 46 Section 5309 Bus and Bus-Related Facilities (earmarks) | 367.3 | 367.3 | 0.2% | 51.6 | 231.8 | 40.0 | 44.0 | - | 153.7 | 46.1 |
| 47 Section 5309 Fixed Guideway Modernization | 1,723.5 | 1,765.1 | 0.9% | 181.1 | 425.7 | 491.3 | 625.5 | 41.6 | 38.2 | 40.7 |
| 48 Section 5309 New Starts | 4,664.0 | 4,664.0 | 2.3% | 400.2 | 1,672.2 | 644.0 | 1,947.6 | - | 74.0 | - |
| 49 Section 5309 Small Starts and Very Small Starts | 38.5 | 38.5 | 0.0% | 1.1 | 37.4 | - | - | - | 13.6 | 15.7 |
| 50 Section 5316 JARC | 6.7 | 6.7 | 0.0% | 6.7 | - | - | - | - | - | - |
| 51 Section 5340 Growing States and High Density | 273.4 | 273.4 | 0.1% | 25.4 | 68.7 | 78.9 | 100.4 | - | 6.4 | 6.5 |
| 52 TE-Transportation Enhancements | 571.8 | 571.8 | 0.3% | 78.4 | 144.2 | 155.0 | 194.2 | - | 23.7 | 11.8 |
| 53 Total Metro Federal Revenue Sources | 24,603.3 | 24,989.5 | 12.3% | 2,804.5 | 7,516.4 | 5,881.7 | 8,400.6 | 386.2 | 1,282.2 | 604.3 |
| 54 Total Metro Revenue Sources | 200,688.2 | \$ 202,542.3 | 100.0% | \$ 14,628.7 | \$ 47,640.9 | \$ 56,603.4 | \$ 81,815.4 | 1,854.0 | 3,970.9 | 4,422.2 |
| 55 Sources Belonging to/Programmed by Other Agencies | | | | | | | | | | |
| 56 Local | | | | | | | | | | |
| 57 Proposition A 25% Local Return | 10,431.6 | 10,431.6 | 15.0% | 784.5 | 1,899.3 | 3,016.0 | 4,731.8 | - | 145.7 | 152.2 |
| 58 Proposition C 20% Local Return | 8,654.9 | 8,654.9 | 12.5% | 650.8 | 1,575.8 | 2,502.3 | 3,926.0 | - | 120.9 | 126.3 |
| 59 Measure R 15% Local Return | 5,666.0 | 5,666.0 | 8.2% | 0.0 | 1,156.7 | 1,876.3 | 2,633.1 | - | 65.8 | 94.7 |
| 60 Fare Revenues - non-Metro bus | 4,418.8 | 4,418.8 | 6.4% | 384.3 | 1,042.6 | 1,285.4 | 1,706.5 | - | 91.9 | 95.2 |
| 61 Fare Revenues - Metrolink | 2,027.7 | 2,027.7 | 2.9% | 139.2 | 488.0 | 601.7 | 798.8 | - | 42.0 | 43.5 |
| 62 Advertising, Other Misc. | 210.0 | 210.0 | 0.3% | 21.1 | 49.8 | 59.8 | 79.3 | - | 4.5 | 4.6 |
| 63 Local Agency Call for Projects Match | 69.0 | 69.0 | 0.1% | 65.5 | 3.5 | - | - | - | 1.2 | 1.0 |
| 64 Local Agency/Public Private Joint Venture (Transit) | 578.6 | 601.7 | 0.9% | 68.8 | 204.0 | 111.1 | 194.7 | 23.2 | 1.1 | 42.5 |
| 65 Local Agency Street and Road Funds (no rev sheet) | 43.2 | 43.2 | 0.1% | 6.0 | 12.0 | 12.0 | 13.2 | - | 1.2 | 1.2 |
| 66 Total Other Agencies' Local Revenue Sources | 32,099.8 | 32,123.0 | 46.3% | 2,120.2 | 6,431.6 | 9,464.6 | 14,083.3 | 23.2 | 474.4 | 561.2 |
| 67 State | | | | | | | | | | |
| 68 Environmental Enhancement & Mitigation | 34.0 | 34.0 | 0.0% | 3.0 | 10.0 | 10.0 | 11.0 | - | 1.0 | 1.0 |
| 69 GARVEE Bond Proceeds | - | - | 0.0% | - | - | - | - | - | - | - |
| 70 Interregional Improvement Program Funds (IIP) | 391.7 | 391.7 | 0.6% | 248.6 | 143.2 | - | - | - | 38.9 | 24.5 |
| 71 Proposition 42-Cities (no revenue sheet) | 6,023.1 | 6,023.1 | 8.7% | 138.0 | 1,551.9 | 1,861.7 | 2,471.5 | - | 140.7 | 144.3 |
| 72 SAFE | 373.2 | 373.2 | 0.5% | 83.1 | 92.7 | 94.0 | 103.4 | - | 9.2 | 9.2 |
| 73 SHOPP | 6,302.0 | 6,302.0 | 9.1% | 1,124.0 | 1,618.0 | 1,690.0 | 1,870.0 | - | 160.0 | 160.0 |
| 74 State Infrastructure Bonds (Prop 1B) | 2,400.6 | 2,400.6 | 3.5% | 863.9 | 1,536.7 | - | - | - | 401.3 | 339.0 |
| 75 High Speed Rail Bonds | 240.9 | 240.9 | 0.3% | - | 240.9 | - | - | - | - | 30.0 |
| 76 TCRP - Highway projects | 536.3 | 536.3 | 0.8% | 256.7 | 279.6 | - | - | - | 19.5 | 25.2 |
| 77 State Gas Tax Subventions to Cities (no rev sheet) | 9,496.8 | 9,496.8 | 13.7% | 1,319.0 | 2,638.0 | 2,638.0 | 2,901.8 | - | 263.8 | 263.8 |
| 78 State Highway Account-Caltrans Ops (no revenue sheet) | 8,709.8 | 8,709.8 | 12.6% | 799.0 | 1,926.7 | 2,466.3 | 3,517.8 | - | 172.0 | 176.3 |
| 79 Total Other Agencies' State Revenue Sources | 34,508.5 | 34,508.5 | 49.8% | 4,835.2 | 10,037.6 | 8,760.1 | 10,875.6 | - | 1,206.4 | 1,173.3 |
| 80 Federal | | | | | | | | | | |
| 81 American Recovery and Reinvestment Act (ARRA) | 348.7 | 348.7 | 0.5% | 316.0 | 32.7 | - | - | - | 32.7 | - |
| 82 Other Federal Funds-Highway Earmarks | 636.5 | 636.5 | 0.9% | 526.8 | 109.8 | - | - | - | 41.0 | 31.6 |
| 83 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | 0.8 | 0.8 | 0.0% | 0.8 | - | - | - | - | - | - |
| 84 RSTP - STP-L | 1,141.2 | 1,141.2 | 1.6% | 158.5 | 317.0 | 317.0 | 348.7 | - | 31.7 | 31.7 |
| 85 Section 5309 Bus and Bus-Related Facilities (earmarks) | 74.8 | 74.8 | 0.1% | 74.8 | - | - | - | - | - | - |
| 86 Section 5307 (Other UZAs) | 444.6 | 444.6 | 0.6% | 51.3 | 108.9 | 125.1 | 159.3 | - | 10.2 | 10.4 |
| 87 Section 5310 Elderly/Disabled (cap) (no rev sheet) | 16.6 | 16.6 | 0.0% | 4.2 | 4.0 | 4.0 | 4.4 | - | 0.4 | 0.4 |
| 88 Section 5340 Growing States and High Density | 14.9 | 14.9 | 0.0% | 1.4 | 3.7 | 4.3 | 5.5 | - | 0.4 | 0.4 |
| 89 Safe Routes to Schools | 11.2 | 11.2 | 0.0% | 0.0 | 11.2 | 0.0 | 0.0 | - | 3.0 | 6.3 |
| 90 Total Other Agencies' Federal Revenue Sources | 2,689.3 | 2,689.3 | 3.9% | 1,133.8 | 587.3 | 450.4 | 517.8 | - | 119.4 | 80.7 |
| 91 Total Other Agencies' Revenue Sources | 69,297.6 | \$ 69,320.8 | 100.0% | 8,089.3 | 17,056.6 | 18,675.0 | 25,476.8 | 23.2 | \$ 1,800.1 | \$ 1,815.2 |
| 92 GRAND TOTAL REVENUE SOURCES | 269,985.8 | \$ 271,863.1 | | \$ 22,718.0 | \$ 64,697.4 | \$ 75,278.4 | \$ 107,292.1 | \$ 1,877.2 | 5,771.0 | 6,237.4 |

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| Sources Belonging to/Programmed by Metro Board | | | | | | | | | |
| Local | | | | | | | | | |
| 1 Proposition A (without 25% Local Return) | 514.1 | 549.7 | 593.1 | 629.0 | 664.8 | 697.0 | 729.7 | 763.8 | 798.2 |
| 2 Proposition C (without 20% Local Return) | 541.6 | 579.1 | 624.7 | 662.6 | 700.2 | 734.2 | 768.6 | 804.6 | 840.8 |
| 3 TDA (gross) | 336.0 | 359.3 | 387.6 | 411.1 | 434.5 | 455.5 | 476.9 | 499.2 | 521.7 |
| 4 Fare Revenues - Metro Bus and Rail | 400.2 | 459.8 | 463.5 | 503.0 | 513.7 | 534.2 | 545.7 | 579.6 | 593.1 |
| 5 Lease and Leaseback Revenues | 12.2 | 12.8 | 13.4 | 14.1 | 14.8 | 15.5 | 15.8 | 16.2 | 16.5 |
| 6 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - |
| 7 Financing: Highways (Prop C 25%) (net) | 458.0 | 370.8 | 382.3 | 214.8 | 112.1 | 84.8 | 98.7 | 32.8 | 65.2 |
| 8 Financing: Rail Capital (Prop A 35%) (net) | 150.0 | 160.0 | 250.0 | 284.9 | 130.0 | 130.0 | 130.0 | 130.0 | 160.0 |
| 9 Financing: Rail Capital (Prop C 40%) (net) | - | - | - | - | - | - | - | - | - |
| 10 Financing: Bus Facilities Cap (Prop C 40%) (net) | 35.0 | 55.0 | 60.0 | 70.0 | 30.0 | 10.0 | 50.0 | 120.0 | 150.0 |
| 11 Financing: Additional Prop C40% (net) | - | - | - | - | - | - | - | - | - |
| 12 Financing: Commuter Rail Cap (Prop C 10%) (net) | 58.8 | 37.4 | 50.0 | 52.0 | 45.6 | 28.0 | 30.8 | 31.1 | 47.8 |
| 13 Financing: Measure R 35% (net) | - | 58.8 | 329.9 | 508.0 | 392.4 | 280.8 | 118.7 | - | - |
| 14 Financing: Measure R 20% (net) | 129.5 | 123.3 | 92.6 | 95.7 | 104.8 | 89.7 | - | - | - |
| 15 Financing: Measure R 2% (net) | - | - | - | 104.3 | 88.7 | 98.4 | 23.8 | 9.8 | 2.7 |
| 16 Other - General, Advertising, Other Misc. | 64.1 | 31.8 | 31.8 | 31.3 | 31.3 | 31.9 | 32.6 | 33.2 | 33.8 |
| 17 HOV Violation Fund (no revenue sheet) | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 18 Interest Earnings on Prop A funds | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| 19 Interest Earnings on Prop C funds | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 |
| 20 Interest Earnings on TDA funds | 2.4 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 | 2.5 | 2.5 | 2.6 |
| 21 Interest Earnings on STA-Op Rev Share funds | - | - | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 22 Transit Corridor Bridge Loan Proceeds | - | - | - | - | - | - | - | - | - |
| 23 Prop A Lapsed transferred to Prop C 40% | - | - | - | - | - | - | - | - | - |
| 24 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - |
| 25 Measure R Sales Tax without Local Return | 574.6 | 614.4 | 662.9 | 703.0 | 743.0 | 779.0 | 815.6 | 853.7 | 892.1 |
| 26 Total Metro Local Revenue Sources | 3,292.4 | 3,430.4 | 3,960.4 | 4,302.3 | 4,024.5 | 3,987.6 | 3,855.5 | 3,892.8 | 4,140.7 |
| 27 State | | | | | | | | | |
| 28 Air Quality Vehicle Registration Fee (AB 2766) | - | - | - | 2.0 | - | - | 2.0 | - | - |
| 29 Misc. State Grants-Admin (no revenue sheet) | - | - | - | - | - | - | - | - | - |
| 30 Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - |
| 30 Regional Improvement Program Funds (RIP) | 156.1 | 87.1 | 14.4 | 14.4 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |
| 31 STA - Operator Revenue Share | - | - | 49.2 | 50.2 | 51.3 | 52.4 | 53.5 | 54.6 | 55.7 |
| 32 STA - Population Share | - | - | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 | 47.3 |
| 33 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 5.9 | 5.9 | 6.0 | 6.0 | 6.1 | 6.2 | 6.3 | 6.4 | 6.5 |
| 34 State Prop 1B Bonds (CMIA, PTMISEA, Secur, SLPP) | 655.1 | 430.5 | 194.2 | - | - | - | - | - | - |
| 35 Traffic Congestion Relief Program Allocations | - | - | 8.9 | - | 19.0 | 49.1 | 15.4 | - | - |
| 36 Total Metro State Revenue Sources | 817.1 | 523.5 | 314.4 | 115.3 | 269.9 | 302.1 | 272.5 | 257.3 | 259.5 |
| 37 Federal | | | | | | | | | |
| 38 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - |
| 39 ARRA -Caltrans share (no rev sheet) | - | - | - | - | - | - | - | - | - |
| 40 CMAQ (Congestion Mitigation & Air Quality) | 120.0 | 120.0 | 120.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 80.0 |
| 41 Homeland Security Grants (Metro) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 42 ITS-Bus Pref. Signl. Syst. (no rev sheet) | - | - | - | - | - | - | - | - | - |
| 43 Misc. Fed. Grants-Metro Admin (no rev sheet) | - | - | - | - | - | - | - | - | - |
| 44 RSTP (Regional Surface Transportation Prog) w/o STPL | 81.0 | 82.6 | 84.2 | 85.8 | 87.4 | 89.1 | 90.8 | 92.5 | 94.2 |

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 |
| 45 Section 5307 (excluding Other UZAs) | 227.4 | 230.6 | 233.8 | 237.1 | 240.4 | 243.8 | 247.2 | 250.7 | 254.2 |
| 46 Section 5309 Bus and Bus-Related Facilities (earmarks) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 47 Section 5309 Fixed Guideway Modernization | 41.3 | 41.8 | 42.4 | 43.0 | 43.6 | 44.2 | 44.9 | 45.5 | 46.1 |
| 48 Section 5309 New Starts | 110.8 | 205.0 | 241.0 | 271.0 | 282.0 | 243.5 | 196.0 | 49.0 | 54.0 |
| 49 Section 5309 Small Starts and Very Small Starts | 8.2 | - | - | - | - | - | - | - | - |
| 50 Section 5316 JARC | - | - | - | - | - | - | - | - | - |
| 51 Section 5340 Growing States and High Density | 6.6 | 6.7 | 6.8 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 |
| 52 TE-Transportation Enhancements | 13.0 | 13.2 | 13.0 | 13.1 | 13.8 | 14.0 | 14.2 | 14.4 | 14.6 |
| 53 Total Metro Federal Revenue Sources | 614.3 | 705.9 | 747.3 | 762.9 | 780.2 | 747.7 | 706.2 | 565.3 | 556.5 |
| 54 Total Metro Revenue Sources | 4,723.8 | 4,659.8 | 5,022.0 | 5,180.5 | 5,074.6 | 5,037.4 | 4,834.3 | 4,715.4 | 4,956.7 |
| 55 Sources Belonging to/Programmed by Other Agencies | | | | | | | | | |
| 56 Local | | | | | | | | | |
| 57 Proposition A 25% Local Return | 160.1 | 171.2 | 184.7 | 195.9 | 207.1 | 217.1 | 227.3 | 237.9 | 248.6 |
| 58 Proposition C 20% Local Return | 132.9 | 142.1 | 153.3 | 162.5 | 171.8 | 180.1 | 188.6 | 197.4 | 206.3 |
| 59 Measure R 15% Local Return | 99.6 | 106.5 | 114.9 | 121.9 | 128.8 | 135.0 | 141.4 | 148.0 | 154.7 |
| 60 Fare Revenues - non-Metro bus | 97.8 | 100.0 | 102.4 | 105.1 | 107.6 | 110.6 | 114.8 | 117.1 | 119.3 |
| 61 Fare Revenues - Metrolink | 45.0 | 46.6 | 48.2 | 49.9 | 51.6 | 52.6 | 53.7 | 54.8 | 55.8 |
| 62 Advertising, Other Misc. | 4.7 | 4.8 | 4.9 | 5.0 | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 |
| 63 Local Agency Call for Projects Match | 1.3 | - | - | - | - | - | - | - | - |
| 64 Local Agency/Public Private Joint Venture (Transit) | 6.9 | 19.0 | 42.8 | 21.9 | 24.0 | 23.7 | 16.3 | 5.9 | 8.3 |
| 65 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 |
| 66 Total Other Agencies' Local Revenue Sources | 549.6 | 591.5 | 652.4 | 663.5 | 697.3 | 725.6 | 748.5 | 767.7 | 799.7 |
| 67 State | | | | | | | | | |
| 68 Environmental Enhancement & Mitigation | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 69 GARVEE Bond Proceeds | - | - | - | - | - | - | - | - | - |
| 70 Interregional Improvement Program Funds (IIP) | 9.7 | 66.7 | 1.7 | 1.7 | - | - | - | - | - |
| 71 Proposition 42-Cities (no revenue sheet) | 147.6 | 150.6 | 153.6 | 156.6 | 159.8 | 162.9 | 166.2 | 169.5 | 172.8 |
| 72 SAFE | 9.2 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.4 |
| 73 SHOPP | 160.0 | 160.0 | 162.0 | 162.0 | 162.0 | 162.0 | 165.0 | 165.0 | 165.0 |
| 74 State Infrastructure Bonds (Prop 1B) | 253.4 | 223.4 | 279.7 | 40.0 | - | - | - | - | - |
| 75 High Speed Rail Bonds | 30.0 | 30.0 | 138.2 | 12.7 | - | - | - | - | - |
| 76 TCRP - Highway projects | 38.1 | 38.1 | 64.0 | 38.1 | 38.1 | 18.3 | - | - | - |
| 77 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 |
| 78 State Highway Account-Caltrans Ops (no revenue sheet) | 180.7 | 185.2 | 189.8 | 194.6 | 199.4 | 204.4 | 209.5 | 214.8 | 220.1 |
| 79 Total Other Agencies' State Revenue Sources | 1,093.5 | 1,128.1 | 1,263.1 | 879.8 | 833.5 | 821.7 | 814.9 | 823.4 | 832.1 |
| 80 Federal | | | | | | | | | |
| 81 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - |
| 82 Other Federal Funds-Highway Earmarks | 16.0 | 21.2 | - | - | - | - | - | - | - |
| 83 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | - | - | - | - | - | - | - | - | - |
| 84 RSTP - STP-L | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| 85 Section 5309 Bus and Bus-Related Facilities (earmarks) | - | - | - | - | - | - | - | - | - |
| 86 Section 5307 (Other UZAs) | 10.5 | 10.7 | 10.8 | 11.0 | 11.1 | 11.3 | 11.4 | 11.6 | 11.7 |
| 87 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 |
| 88 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 |
| 89 Safe Routes to Schools | 1.9 | - | - | - | - | - | - | - | - |
| 90 Total Other Agencies' Federal Revenue Sources | 60.9 | 64.3 | 43.3 | 43.4 | 43.6 | 43.7 | 43.9 | 44.1 | 44.2 |
| 91 Total Other Agencies' Revenue Sources | \$ 1,703.9 | \$ 1,783.9 | \$ 1,958.8 | \$ 1,586.8 | \$ 1,574.3 | \$ 1,591.1 | \$ 1,607.3 | \$ 1,635.2 | \$ 1,676.1 |
| 92 GRAND TOTAL REVENUE SOURCES | 6,427.7 | 6,443.7 | 6,980.8 | 6,767.3 | 6,649.0 | 6,628.5 | 6,441.6 | 6,350.6 | 6,632.8 |

LACMTA Financial Forecasting Model
Revenue Sources

| 2009 LRTP Baseline 10/22/09 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Sources Belonging to/Programmed by Metro Board | | | | | | | | | | |
| Local | | | | | | | | | | |
| 1 Proposition A (without 25% Local Return) | 835.3 | 874.3 | 913.6 | 951.7 | 988.3 | 1,024.9 | 1,060.9 | 1,098.5 | 1,137.2 | 1,176.4 |
| 2 Proposition C (without 20% Local Return) | 879.9 | 921.0 | 962.4 | 1,002.5 | 1,041.1 | 1,079.6 | 1,117.6 | 1,157.1 | 1,197.9 | 1,239.2 |
| 3 TDA (gross) | 545.9 | 571.4 | 597.1 | 622.0 | 646.0 | 669.8 | 693.4 | 717.9 | 743.2 | 768.8 |
| 4 Fare Revenues - Metro Bus and Rail | 614.5 | 619.7 | 640.4 | 645.8 | 683.5 | 689.3 | 730.5 | 745.1 | 774.8 | 781.5 |
| 5 Lease and Leaseback Revenues | 16.8 | 17.1 | 17.4 | 17.6 | 17.8 | 18.1 | 18.4 | 18.7 | 19.1 | 19.4 |
| 6 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| 7 Financing: Highways (Prop C 25%) (net) | 27.7 | 29.0 | 48.0 | 59.0 | 80.7 | 144.4 | 165.2 | 52.5 | - | - |
| 8 Financing: Rail Capital (Prop A 35%) (net) | 180.0 | 140.0 | 180.0 | 160.0 | 180.0 | 160.0 | 200.0 | 200.0 | 120.0 | 300.0 |
| 9 Financing: Rail Capital (Prop C 40%) (net) | - | - | - | - | - | - | - | - | - | - |
| 10 Financing: Bus Facilities Cap (Prop C 40%) (net) | 120.0 | 75.0 | 30.0 | 30.0 | 30.0 | - | 90.0 | 150.0 | 30.0 | 60.0 |
| 11 Financing: Additional Prop C40% (net) | - | - | - | - | - | - | - | - | - | - |
| 12 Financing: Commuter Rail Cap (Prop C 10%) (net) | 36.6 | 38.4 | 40.3 | 42.9 | 44.4 | 46.6 | 49.2 | 51.6 | 54.3 | 57.1 |
| 13 Financing: Measure R 35% (net) | - | - | - | - | - | - | - | - | - | - |
| 14 Financing: Measure R 20% (net) | - | - | - | - | - | - | - | - | - | - |
| 15 Financing: Measure R 2% (net) | - | - | - | - | - | - | - | - | - | - |
| 16 Other - General, Advertising, Other Misc. | 34.5 | 35.1 | 35.7 | 36.2 | 36.7 | 37.2 | 37.8 | 38.5 | 39.2 | 40.0 |
| 17 HOV Violation Fund (no revenue sheet) | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 18 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 |
| 19 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 |
| 20 Interest Earnings on TDA funds | 2.6 | 2.6 | 2.6 | 2.7 | 2.7 | 2.7 | 2.7 | 2.8 | 2.8 | 2.8 |
| 21 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 |
| 22 Transit Corridor Bridge Loan Proceeds | - | - | - | - | - | - | - | - | - | - |
| 23 Prop A Lapsed transferred to Prop C 40% | - | - | - | - | - | - | - | - | - | - |
| 24 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | - |
| 25 Measure R Sales Tax without Local Return | 933.6 | 977.2 | 1,021.1 | 1,063.7 | 1,104.7 | 1,145.5 | 1,185.8 | 1,227.8 | 1,271.0 | 1,314.8 |
| 26 Total Metro Local Revenue Sources | 4,243.7 | 4,317.0 | 4,504.7 | 4,650.2 | 4,872.2 | 5,034.5 | 5,367.9 | 5,476.8 | 5,405.8 | 5,776.3 |
| 27 State | | | | | | | | | | |
| 28 Air Quality Vehicle Registration Fee (AB 2766) | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| 29 Misc. State Grants-Admin (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| 30 Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| 30 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 |
| 31 STA - Operator Revenue Share | 56.9 | 58.1 | 59.3 | 60.6 | 61.8 | 63.1 | 64.5 | 65.8 | 67.2 | 68.6 |
| 32 STA - Population Share | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 |
| 33 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 6.6 | 6.7 | 6.8 | 6.9 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 |
| 34 State Prop 1B Bonds (CMIA, PTMISEA, Secur, SLPP) | - | - | - | - | - | - | - | - | - | - |
| 35 Traffic Congestion Relief Program Allocations | - | - | - | - | - | - | - | - | - | - |
| 36 Total Metro State Revenue Sources | 263.7 | 264.0 | 266.4 | 270.8 | 271.2 | 273.7 | 278.3 | 278.9 | 281.5 | 286.2 |
| 37 Federal | | | | | | | | | | |
| 38 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - | - |
| 39 ARRA -Caltrans share (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 40 CMAQ (Congestion Mitigation & Air Quality) | 80.0 | 80.0 | 80.0 | 80.0 | 80.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| 41 Homeland Security Grants (Metro) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 42 ITS-Bus Pref. Signl. Syst. (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 43 Misc. Fed. Grants-Metro Admin (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 44 RSTP (Regional Surface Transportation Prog) w/o STPL | 96.0 | 97.8 | 99.6 | 101.4 | 103.3 | 105.2 | 107.1 | 109.0 | 111.0 | 113.0 |

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 45 Section 5307 (excluding Other UZAs) | 257.7 | 261.3 | 265.0 | 268.7 | 272.5 | 276.3 | 280.2 | 284.1 | 288.1 | 292.1 |
| 46 Section 5309 Bus and Bus-Related Facilities (earmarks) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 47 Section 5309 Fixed Guideway Modernization | 46.8 | 47.4 | 48.1 | 48.8 | 49.4 | 50.1 | 50.8 | 51.5 | 52.3 | 53.0 |
| 48 Section 5309 New Starts | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | 200.0 |
| 49 Section 5309 Small Starts and Very Small Starts | - | - | - | - | - | - | - | - | - | - |
| 50 Section 5316 JARC | - | - | - | - | - | - | - | - | - | - |
| 51 Section 5340 Growing States and High Density | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.2 | 8.3 | 8.4 | 8.5 |
| 52 TE-Transportation Enhancements | 14.8 | 15.0 | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 |
| 53 Total Metro Federal Revenue Sources | 557.7 | 605.2 | 621.6 | 633.1 | 639.7 | 627.5 | 563.2 | 535.1 | 542.1 | 749.2 |
| 54 Total Metro Revenue Sources | 5,065.2 | 5,186.2 | 5,392.7 | 5,554.1 | 5,783.2 | 5,935.7 | 6,209.4 | 6,290.8 | 6,229.4 | 6,811.8 |
| 55 Sources Belonging to/Programmed by Other Agencies | | | | | | | | | | |
| 56 Local | | | | | | | | | | |
| 57 Proposition A 25% Local Return | 260.2 | 272.3 | 284.6 | 296.4 | 307.8 | 319.2 | 330.5 | 342.2 | 354.2 | 366.4 |
| 58 Proposition C 20% Local Return | 215.9 | 225.9 | 236.1 | 245.9 | 255.4 | 264.9 | 274.2 | 283.9 | 293.9 | 304.0 |
| 59 Measure R 15% Local Return | 161.9 | 169.4 | 177.0 | 184.4 | 191.5 | 198.6 | 205.6 | 212.9 | 220.3 | 227.9 |
| 60 Fare Revenues - non-Metro bus | 121.6 | 123.7 | 125.7 | 127.5 | 129.3 | 131.2 | 133.3 | 135.7 | 138.3 | 140.9 |
| 61 Fare Revenues - Metrolink | 56.9 | 57.9 | 58.8 | 59.7 | 60.5 | 61.4 | 62.4 | 63.5 | 64.7 | 65.9 |
| 62 Advertising, Other Misc. | 5.7 | 5.7 | 5.8 | 5.9 | 6.0 | 6.1 | 6.2 | 6.3 | 6.4 | 6.5 |
| 63 Local Agency Call for Projects Match | - | - | - | - | - | - | - | - | - | - |
| 64 Local Agency/Public Private Joint Venture (Transit) | 12.5 | 5.8 | 9.0 | 13.0 | 12.7 | 18.5 | 12.1 | 8.8 | 10.5 | 13.8 |
| 65 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 |
| 66 Total Other Agencies' Local Revenue Sources | 835.8 | 862.0 | 898.3 | 934.0 | 964.4 | 1,001.1 | 1,025.4 | 1,054.4 | 1,089.5 | 1,126.8 |
| 67 State | | | | | | | | | | |
| 68 Environmental Enhancement & Mitigation | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 69 GARVEE Bond Proceeds | - | - | - | - | - | - | - | - | - | - |
| 70 Interregional Improvement Program Funds (IIP) | - | - | - | - | - | - | - | - | - | - |
| 71 Proposition 42-Cities (no revenue sheet) | 176.1 | 179.1 | 182.1 | 184.6 | 187.2 | 190.0 | 193.1 | 196.5 | 200.3 | 204.1 |
| 72 SAFE | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| 73 SHOPP | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| 74 State Infrastructure Bonds (Prop 1B) | - | - | - | - | - | - | - | - | - | - |
| 75 High Speed Rail Bonds | - | - | - | - | - | - | - | - | - | - |
| 76 TCRP - Highway projects | - | - | - | - | - | - | - | - | - | - |
| 77 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 |
| 78 State Highway Account-Caltrans Ops (no revenue sheet) | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| 79 Total Other Agencies' State Revenue Sources | 840.9 | 854.6 | 863.4 | 871.8 | 880.5 | 889.5 | 898.9 | 908.9 | 919.4 | 930.1 |
| 80 Federal | | | | | | | | | | |
| 81 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - | - |
| 82 Other Federal Funds-Highway Earmarks | - | - | - | - | - | - | - | - | - | - |
| 83 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 84 RSTP - STP-L | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| 85 Section 5309 Bus and Bus-Related Facilities (earmarks) | - | - | - | - | - | - | - | - | - | - |
| 86 Section 5307 (Other UZAs) | 11.9 | 12.1 | 12.2 | 12.4 | 12.6 | 12.8 | 12.9 | 13.1 | 13.3 | 13.5 |
| 87 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 |
| 88 Section 5340 Growing States and High Density | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 |
| 89 Safe Routes to Schools | - | - | - | - | - | - | - | - | - | - |
| 90 Total Other Agencies' Federal Revenue Sources | 44.4 | 44.6 | 44.8 | 44.9 | 45.1 | 45.3 | 45.5 | 45.7 | 45.9 | 46.1 |
| 91 Total Other Agencies' Revenue Sources | \$ 1,721.1 | \$ 1,761.2 | \$ 1,806.4 | \$ 1,850.7 | \$ 1,890.1 | \$ 1,935.9 | \$ 1,969.8 | \$ 2,009.0 | \$ 2,054.8 | \$ 2,102.9 |
| 92 GRAND TOTAL REVENUE SOURCES | 6,786.3 | 6,947.4 | 7,199.1 | 7,404.8 | 7,673.3 | 7,871.5 | 8,179.2 | 8,299.8 | 8,284.2 | 8,914.6 |

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Sources Belonging to/Programmed by Metro Board | | | | | | | | | | |
| Local | | | | | | | | | | |
| 1 Proposition A (without 25% Local Return) | 1,214.6 | 1,252.1 | 1,291.6 | 1,332.3 | 1,373.9 | 1,417.5 | 1,463.4 | 1,510.6 | 1,556.2 | 1,603.1 |
| 2 Proposition C (without 20% Local Return) | 1,279.4 | 1,319.0 | 1,360.5 | 1,403.5 | 1,447.3 | 1,493.2 | 1,541.5 | 1,591.3 | 1,639.3 | 1,688.7 |
| 3 TDA (gross) | 793.8 | 818.4 | 844.1 | 870.8 | 898.0 | 926.5 | 956.4 | 987.3 | 1,017.1 | 1,047.7 |
| 4 Fare Revenues - Metro Bus and Rail | 803.8 | 810.6 | 837.0 | 844.2 | 872.6 | 892.1 | 926.0 | 934.0 | 960.8 | 969.1 |
| 5 Lease and Leaseback Revenues | 19.8 | 20.2 | 20.6 | 20.9 | 21.4 | 21.8 | 22.2 | 22.7 | 23.1 | 23.5 |
| 6 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| 7 Financing: Highways (Prop C 25%) (net) | - | - | - | - | - | - | - | - | - | - |
| 8 Financing: Rail Capital (Prop A 35%) (net) | 300.0 | 300.0 | 300.0 | 160.0 | 139.3 | 158.4 | 198.3 | 298.1 | - | - |
| 9 Financing: Rail Capital (Prop C 40%) (net) | - | - | - | - | - | - | - | - | - | - |
| 10 Financing: Bus Facilities Cap (Prop C 40%) (net) | 150.0 | 120.0 | 90.0 | 110.0 | 110.0 | 50.0 | 50.0 | 60.0 | - | - |
| 11 Financing: Additional Prop C40% (net) | - | - | - | - | - | - | - | - | - | - |
| 12 Financing: Commuter Rail Cap (Prop C 10%) (net) | 43.4 | 45.4 | 48.8 | 49.0 | 45.1 | - | - | - | - | - |
| 13 Financing: Measure R 35% (net) | - | - | - | - | - | - | - | - | - | - |
| 14 Financing: Measure R 20% (net) | - | - | - | - | - | - | - | - | - | - |
| 15 Financing: Measure R 2% (net) | - | - | - | - | - | - | - | - | - | - |
| 16 Other - General, Advertising, Other Misc. | 40.7 | 41.5 | 42.2 | 43.1 | 43.9 | 44.8 | 45.7 | 46.6 | 47.5 | 48.4 |
| 17 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 |
| 18 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 |
| 19 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 |
| 20 Interest Earnings on TDA funds | 2.9 | 2.9 | 2.9 | 2.9 | 3.0 | 3.0 | 3.0 | 3.1 | 3.1 | 3.1 |
| 21 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 |
| 22 Transit Corridor Bridge Loan Proceeds | - | - | - | - | - | - | - | - | - | - |
| 23 Prop A Lapsed transferred to Prop C 40% | - | - | - | - | - | - | - | - | - | - |
| 24 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | - |
| 25 Measure R Sales Tax without Local Return | 1,357.5 | 1,399.5 | 1,443.6 | 1,489.2 | 1,535.6 | 1,584.4 | 1,635.6 | 1,688.4 | 1,739.4 | - |
| 26 Total Metro Local Revenue Sources | 6,022.2 | 6,145.8 | 6,297.6 | 6,342.2 | 6,506.2 | 6,608.0 | 6,858.5 | 7,158.4 | 7,002.7 | 5,399.9 |
| State | | | | | | | | | | |
| 28 Air Quality Vehicle Registration Fee (AB 2766) | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| 29 Misc. State Grants-Admin (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| 30 Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| 30 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 |
| 31 STA - Operator Revenue Share | 70.0 | 71.5 | 73.0 | 74.6 | 76.1 | 77.7 | 79.4 | 81.0 | 82.7 | 84.5 |
| 32 STA - Population Share | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| 33 State Hwy Acct-Fwy Serv Patrol (no revenue sheet) | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.1 | 8.2 | 8.3 | 8.4 | 8.6 |
| 34 State Prop 1B Bonds (CMIA, PTMISEA, Secur, SLPP) | - | - | - | - | - | - | - | - | - | - |
| 35 Traffic Congestion Relief Program Allocations | - | - | - | - | - | - | - | - | - | - |
| 36 Total Metro State Revenue Sources | 287.0 | 289.8 | 294.7 | 295.7 | 298.7 | 303.7 | 304.9 | 308.1 | 313.3 | 314.6 |
| Federal | | | | | | | | | | |
| 38 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - | - |
| 39 ARRA -Caltrans share (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 40 CMAQ (Congestion Mitigation & Air Quality) | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| 41 Homeland Security Grants (Metro) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| 42 ITS-Bus Pref. Signl. Syst. (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 43 Misc. Fed. Grants-Metro Admin (no rev sheet) | - | - | - | - | - | - | - | - | - | - |
| 44 RSTP (Regional Surface Transportation Prog) w/o STPL | 115.0 | 117.1 | 119.2 | 121.3 | 123.4 | 125.6 | 127.8 | 130.0 | 132.3 | 134.6 |

LACMTA Financial Forecasting Model

Revenue Sources

| 2009 LRTP Baseline 10/22/09 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | |
| 45 Section 5307 (excluding Other UZAs) | 296.2 | 300.3 | 304.5 | 308.8 | 313.1 | 317.5 | 321.9 | 326.4 | 331.0 | 335.6 | |
| 46 Section 5309 Bus and Bus-Related Facilities (earmarks) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| 47 Section 5309 Fixed Guideway Modernization | 53.7 | 54.5 | 55.3 | 56.0 | 56.8 | 57.6 | 58.4 | 59.2 | 60.1 | 60.9 | |
| 48 Section 5309 New Starts | 200.0 | 200.0 | 200.0 | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | - | |
| 49 Section 5309 Small Starts and Very Small Starts | - | - | - | - | - | - | - | - | - | - | |
| 50 Section 5316 JARC | - | - | - | - | - | - | - | - | - | - | |
| 51 Section 5340 Growing States and High Density | 8.6 | 8.7 | 8.9 | 9.0 | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 | |
| 52 TE-Transportation Enhancements | 16.8 | 17.0 | 17.2 | 17.4 | 17.6 | 17.8 | 18.0 | 18.3 | 18.6 | 18.9 | |
| 53 Total Metro Federal Revenue Sources | 756.3 | 763.7 | 771.0 | 778.5 | 786.0 | 793.2 | 764.5 | 794.6 | 817.6 | 625.8 | |
| 54 Total Metro Revenue Sources | 7,065.6 | 7,199.3 | 7,363.4 | 7,416.4 | 7,590.9 | 7,705.0 | 7,927.9 | 8,261.0 | 8,133.6 | 6,340.4 | |
| 55 Sources Belonging to/Programmed by Other Agencies | | | | | | | | | | | |
| 56 Local | | | | | | | | | | | |
| 57 Proposition A 25% Local Return | 378.3 | 390.0 | 402.3 | 415.0 | 427.9 | 441.5 | 455.8 | 470.5 | 484.7 | 499.3 | |
| 58 Proposition C 20% Local Return | 313.9 | 323.6 | 333.8 | 344.3 | 355.1 | 366.3 | 378.2 | 390.4 | 402.2 | 414.3 | |
| 59 Measure R 15% Local Return | 235.3 | 242.6 | 250.3 | 258.2 | 266.2 | 274.7 | 283.6 | 292.7 | 301.5 | 0.0 | |
| 60 Fare Revenues - non-Metro bus | 143.5 | 146.1 | 148.9 | 151.7 | 154.7 | 157.8 | 160.9 | 164.2 | 167.3 | 170.5 | |
| 61 Fare Revenues - Metrolink | 67.2 | 68.4 | 69.7 | 71.0 | 72.4 | 73.8 | 75.3 | 76.8 | 78.3 | 79.8 | |
| 62 Advertising, Other Misc. | 6.7 | 6.8 | 6.9 | 7.1 | 7.2 | 7.3 | 7.5 | 7.6 | 7.8 | 7.9 | |
| 63 Local Agency Call for Projects Match | - | - | - | - | - | - | - | - | - | - | |
| 64 Local Agency/Public Private Joint Venture (Transit) | 16.5 | 20.5 | 28.3 | 24.4 | 23.0 | 21.5 | 15.3 | 21.7 | 9.6 | - | |
| 65 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 | |
| 66 Total Other Agencies' Local Revenue Sources | 1,162.5 | 1,199.3 | 1,241.4 | 1,272.9 | 1,307.8 | 1,344.2 | 1,377.8 | 1,425.2 | 1,452.6 | 1,173.0 | |
| 67 State | | | | | | | | | | | |
| 68 Environmental Enhancement & Mitigation | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| 69 GARVEE Bond Proceeds | - | - | - | - | - | - | - | - | - | - | |
| 70 Interregional Improvement Program Funds (IIP) | - | - | - | - | - | - | - | - | - | - | |
| 71 Proposition 42-Cities (no revenue sheet) | 207.8 | 211.6 | 215.6 | 219.8 | 224.1 | 228.5 | 233.1 | 237.8 | 242.3 | 246.9 | |
| 72 SAFE | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | |
| 73 SHOPP | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | |
| 74 State Infrastructure Bonds (Prop 1B) | - | - | - | - | - | - | - | - | - | - | |
| 75 High Speed Rail Bonds | - | - | - | - | - | - | - | - | - | - | |
| 76 TCRP - Highway projects | - | - | - | - | - | - | - | - | - | - | |
| 77 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 | |
| 78 State Highway Account-Caltrans Ops (no revenue sheet) | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 | |
| 79 Total Other Agencies' State Revenue Sources | 940.9 | 951.9 | 963.3 | 975.0 | 987.1 | 999.5 | 1,012.2 | 1,025.3 | 1,038.5 | 1,051.8 | |
| 80 Federal | | | | | | | | | | | |
| 81 American Recovery and Reinvestment Act (ARRA) | - | - | - | - | - | - | - | - | - | - | |
| 82 Other Federal Funds-Highway Earmarks | - | - | - | - | - | - | - | - | - | - | |
| 83 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet) | - | - | - | - | - | - | - | - | - | - | |
| 84 RSTP - STP-L | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | |
| 85 Section 5309 Bus and Bus-Related Facilities (earmarks) | - | - | - | - | - | - | - | - | - | - | |
| 86 Section 5307 (Other UZAs) | 13.7 | 13.9 | 14.1 | 14.3 | 14.5 | 14.7 | 14.9 | 15.1 | 15.3 | 15.5 | |
| 87 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 | |
| 88 Section 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 | |
| 89 Safe Routes to Schools | - | - | - | - | - | - | - | - | - | - | |
| 90 Total Other Agencies' Federal Revenue Sources | 46.3 | 46.5 | 46.7 | 46.9 | 47.1 | 47.3 | 47.5 | 47.7 | 47.9 | 48.1 | |
| 91 Total Other Agencies' Revenue Sources | \$ 2,149.6 | \$ 2,197.6 | \$ 2,251.3 | \$ 2,294.8 | \$ 2,341.9 | \$ 2,391.0 | \$ 2,437.5 | \$ 2,498.2 | \$ 2,539.0 | \$ 2,273.0 | |
| 92 GRAND TOTAL REVENUE SOURCES | 9,215.2 | 9,397.0 | 9,614.7 | 9,711.1 | 9,932.8 | 10,096.0 | 10,365.4 | 10,759.2 | 10,672.6 | 8,613.4 | |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| (\$ in millions) | | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|------------------|--|-----------------|------------------|------------------|------------------|------------------|
| 1 | Bus Ops - Metro (Bus/Rail/ADA Ops Deficit deducted here) | \$ 51,219.0 | \$ 4,432.3 | \$ 11,383.2 | \$ 14,812.9 | \$ 20,590.6 |
| 2 | Bus Operations - Municipal Operators | 12,313.1 | 900.2 | 2,527.4 | 3,600.5 | 5,285.0 |
| 3 | Bus Operations - Other Eligible Operators | 988.1 | 104.1 | 233.1 | 279.7 | 371.3 |
| 4 | Paratransit (TDA Article 8) | 1,157.6 | 86.6 | 209.6 | 334.7 | 526.7 |
| 5 | Bus Operations - ADA (ASI) | 4,775.1 | 382.5 | 1,147.7 | 1,392.4 | 1,852.5 |
| 6 | Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 870.8 | 99.0 | 151.9 | 241.3 | 378.5 |
| 7 | Subtotal Bus Operations | 71,323.6 | 6,004.7 | 15,653.0 | 20,661.5 | 29,004.5 |
| 8 | Rail Operations - Metro | 18,829.2 | 1,135.2 | 3,397.8 | 5,669.4 | 8,626.8 |
| 9 | Rail Operations - Metrolink | 2,237.3 | 163.4 | 419.7 | 621.2 | 1,032.9 |
| 10 | Subtotal Rail Operations | 21,066.4 | 1,298.7 | 3,817.5 | 6,290.6 | 9,659.8 |
| 11 | Total Metro-Controlled Funds - Bus & Rail Ops | 92,390.1 | 7,303.3 | 19,470.4 | 26,952.1 | 38,664.3 |
| 12 | Bus Capital - Metro | 10,335.3 | 991.7 | 2,527.9 | 2,894.2 | 3,921.5 |
| 13 | Bus Capital - Metro HOT Lanes | 210.6 | 21.1 | 189.6 | - | - |
| 14 | Bus Capital - Municipal Operators | 4,286.4 | 475.0 | 1,166.5 | 1,159.1 | 1,485.9 |
| 15 | Bus Capital - Paratransit (ASI) | 1.9 | 0.3 | 0.5 | 0.5 | 0.6 |
| 16 | Prop A 40% Debt Service | 64.4 | 8.4 | 23.0 | 19.8 | 13.2 |
| 17 | Bus Facil Cap Debt Serv-Prop C 40% | 2,390.5 | 0.3 | 183.0 | 861.6 | 1,345.6 |
| 18 | Subtotal Bus Capital | 17,289.2 | 1,496.8 | 4,090.5 | 4,935.2 | 6,766.6 |
| 19 | Rail Capital - Metrolink | 2,307.5 | 109.0 | 597.4 | 774.0 | 827.0 |
| 20 | Rail Capital - Major New Projects | 19,680.1 | 1,295.5 | 7,832.6 | 3,541.9 | 7,010.1 |
| 21 | Rail Capital - potential reserve for Expo Phase II | 177.6 | - | 177.6 | - | - |
| 22 | Rail Capital - Metro Rail Misc. System Improvements | 36.1 | 36.1 | - | - | - |
| 23 | Rail Capital - Misc. Red, Blue & Green Improvements | 243.8 | 81.1 | 83.4 | 79.3 | - |
| 24 | Rail Capital - Eastside LRT Access | 30.0 | - | 30.0 | - | - |
| 25 | Rail Capital - Systemwide | 66.4 | 66.4 | - | - | - |
| 26 | Rail Capital - Metro System Improvements - New | 531.1 | - | 524.4 | 6.7 | - |
| 27 | Rail Capital - Metro System Improvements (ARRA/future TBD) | 222.9 | - | 81.0 | - | 141.9 |
| 28 | Rail Capital - Metro Rail Vehicles | 426.0 | 69.1 | 259.0 | 97.8 | - |
| 29 | Rail Capital - Metro Wayside Systems, Facilities & Vehicle Maint | 1,435.4 | 35.7 | 158.7 | 592.5 | 648.5 |
| 30 | Rail Project Contingency for Rail Yards and Cars | 225.0 | - | 225.0 | - | - |
| 31 | Future Project Planning and Studies | 75.5 | 0.5 | 25.0 | 50.0 | - |
| 32 | Rail Capital - Rehab & Replacement | 9,206.4 | 171.1 | 1,471.8 | 2,209.7 | 5,353.8 |
| 33 | Misc Transit Projects TBD (PTMISEA) | 118.6 | - | 118.6 | - | - |
| 34 | Misc Transit Projects TBD (SLPP) | 42.8 | 4.4 | 38.5 | - | - |
| 35 | Rail Capital - Transit System Safety & Security Prop 1B | 109.8 | 36.6 | 73.2 | - | - |
| 36 | Rail Capital Debt Service-Prop A 35% (incl commercial paper) | 9,432.1 | 757.2 | 2,148.8 | 2,615.1 | 3,911.1 |
| 37 | Rail Capital Debt Service-Prop C 40% | 1,562.2 | 331.3 | 660.1 | 466.7 | 104.1 |
| 38 | Measure R 2% Debt Service | 516.8 | - | 59.5 | 248.2 | 209.2 |
| 39 | Measure R 35% Debt Service | 3,281.9 | - | 565.0 | 1,429.9 | 1,286.9 |
| 40 | Commuter Rail Debt Service-Prop C 10% | 1,682.3 | 52.1 | 252.6 | 506.2 | 871.5 |
| 41 | Subtotal Rail Capital | 51,410.3 | 3,046.0 | 15,382.1 | 12,618.0 | 20,364.1 |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|---|------------------|-----------------|-----------------|-----------------|-----------------|
| 42 Highways | | | | | |
| 43 Call for Projects | | | | | |
| 44 Regional Surface Transp Improv (RSTI) | 757.6 | 194.6 | 470.2 | 92.8 | - |
| 45 Transit Capital (including some Metrolink through CFP) | 87.0 | 52.0 | 35.0 | - | - |
| 46 Signal Synchronization | 199.2 | 117.6 | 81.6 | - | - |
| 47 Bikeways & Pedestrian Improvements | 35.8 | 35.7 | 0.1 | - | - |
| 48 Transportation Enhancements | 56.7 | 43.9 | 12.8 | - | - |
| 49 Transportation Demand Management (TDM) | 16.5 | 10.5 | 5.9 | - | - |
| 50 Regionally Significant | 28.8 | 24.9 | 4.0 | - | - |
| 51 Supplemental 2007 | 92.9 | 35.1 | 57.8 | - | - |
| 52 2007 Call for Projects | 454.5 | 19.5 | 434.9 | - | - |
| 53 Future Call for Projects | 3,590.0 | - | 845.0 | 2,504.0 | 241.0 |
| 54 Subtotal Call for Projects (CFP) | 5,318.9 | 533.8 | 1,947.3 | 2,596.8 | 241.0 |
| 55 Freeway | 10,819.5 | 1,391.5 | 3,825.3 | 2,928.3 | 2,674.4 |
| 56 Alameda Corridor East | 681.4 | 74.7 | 606.7 | - | - |
| 57 Measure R Highway Projects to be allocated | 0.0 | - | 0.0 | (0.0) | 0.0 |
| 58 Measure R to be transferred to West Santa Ana Branch | 185.0 | - | - | 185.0 | - |
| 59 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | 88.8 | - | - | - | 88.8 |
| 60 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | 253.5 | - | - | - | 253.5 |
| 61 I-5 Carmenita Interchange (\$106 to 710-South) | 106.0 | - | - | - | 106.0 |
| 62 BNSF | 35.0 | - | 35.0 | - | - |
| 63 Retrofit Soundwalls | 1,203.0 | 64.7 | 346.8 | - | 791.5 |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 |
| 65 Rapid Bus Projects Subsidies | 106.6 | 60.5 | 46.1 | - | - |
| 66 Wilshire Bus Only Lane | 28.8 | 1.1 | 27.7 | - | - |
| 67 Misc Projects | 32.4 | 3.1 | 29.3 | - | - |
| 68 Expo Phase II Bikeway (in addition to prior Call funding) | 10.0 | - | 10.0 | - | - |
| 69 Intelligent Transportation Systems (ITS) | 38.1 | 1.1 | 17.0 | 18.0 | 2.0 |
| 70 Subtotal Highways Capital including CFP | 19,340.9 | 2,163.4 | 6,969.7 | 5,853.5 | 4,354.3 |
| 71 Freeway Service Patrol | 955.2 | 115.1 | 229.5 | 264.2 | 346.4 |
| 72 Rideshare | 556.5 | 24.8 | 106.8 | 182.1 | 242.8 |
| 73 Highway Project Development Support | 479.8 | 48.6 | 127.7 | 137.7 | 165.8 |
| 74 Subtotal Highways Capital and Operations | 21,332.4 | 2,351.9 | 7,433.6 | 6,437.6 | 5,109.2 |
| 75 Highway Debt Serv-Prop C 25% | 6,225.1 | 185.7 | 1,387.7 | 2,168.0 | 2,483.6 |
| 76 Highway Debt Serv-Measure R 20% | 1,332.2 | - | 293.6 | 532.6 | 506.0 |
| 77 GARVEE Bond Debt Service & C of I | 75.4 | 34.0 | 41.4 | - | - |
| Total Metro-Controlled Funds - Highway Uses | 28,965.0 | 2,571.6 | 9,156.3 | 9,138.2 | 8,098.8 |
| 79 Other | | | | | |
| 80 ROW Security (Prop C 10%) | 93.7 | 8.7 | 22.4 | 26.9 | 35.7 |
| 81 Agency-wide Capital | 706.2 | 85.2 | 168.9 | 196.2 | 255.9 |
| 82 Immediate Needs and General Relief Token Program | 385.6 | 43.0 | 110.5 | 110.5 | 121.6 |
| 83 Admin Prop C 40% Debt Service | 102.6 | 73.2 | 29.4 | - | - |
| 84 Admin Overhead | 4,310.3 | 325.0 | 855.7 | 1,258.6 | 1,870.9 |
| 85 Total Metro-Controlled Funds - Other Uses | 5,598.4 | 535.1 | 1,186.9 | 1,592.2 | 2,284.1 |
| 86 Unallocated Future Projects TBD | 7,207.2 | 1,729.4 | (1,528.2) | 1,368.1 | 5,637.9 |
| 87 Total Metro-Controlled Funds Uses | 202,860.1 | 16,682.3 | 47,758.1 | 56,603.9 | 81,815.8 |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| (\$ in millions) | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|------------------|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| 1 | Bus Ops - Metro (<i>Bus/Rail/ADA Ops Deficit deducted here</i>) | \$ 911.1 | \$ 1,027.0 | \$ 1,056.3 | \$ 1,086.7 | \$ 1,130.1 | \$ 1,165.8 | \$ 1,203.7 | \$ 1,241.5 | \$ 1,265.5 | \$ 1,295.4 |
| 2 | Bus Operations - Municipal Operators | 210.0 | 226.9 | 230.8 | 232.3 | 244.8 | 255.5 | 266.4 | 276.5 | 286.7 | 297.4 |
| 3 | Bus Operations - Other Eligible Operators | 21.1 | 21.7 | 22.2 | 22.6 | 23.1 | 23.5 | 24.0 | 24.5 | 25.0 | 25.5 |
| 4 | Paratransit (TDA Article 8) | 16.0 | 16.7 | 17.6 | 18.9 | 20.4 | 21.6 | 22.9 | 24.0 | 25.1 | 26.3 |
| 5 | Bus Operations - ADA (ASI) | 97.5 | 106.7 | 109.3 | 111.6 | 114.1 | 116.6 | 119.2 | 121.7 | 124.2 | 126.7 |
| 6 | Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 | 19.0 |
| 7 | Subtotal Bus Operations | 1,267.5 | 1,411.2 | 1,449.0 | 1,485.8 | 1,547.2 | 1,598.8 | 1,652.8 | 1,705.5 | 1,744.8 | 1,790.4 |
| 8 | Rail Operations - Metro | 257.7 | 295.4 | 304.1 | 311.9 | 324.5 | 327.2 | 370.2 | 355.4 | 395.1 | 456.4 |
| 9 | Rail Operations - Metrolink | 35.0 | 36.4 | 37.8 | 39.3 | 40.9 | 42.5 | 44.2 | 46.0 | 47.8 | 49.8 |
| 10 | Subtotal Rail Operations | 292.7 | 331.8 | 341.9 | 351.2 | 365.3 | 369.7 | 414.5 | 401.4 | 442.9 | 506.1 |
| 11 | Total Metro-Controlled Funds - Bus & Rail Ops | 1,560.2 | 1,742.9 | 1,790.9 | 1,837.0 | 1,912.5 | 1,968.5 | 2,067.3 | 2,106.9 | 2,187.7 | 2,296.5 |
| 12 | Bus Capital - Metro | 349.2 | 215.0 | 211.6 | 196.8 | 202.1 | 207.7 | 238.1 | 243.7 | 310.0 | 353.7 |
| 13 | Bus Capital - Metro HOT Lanes | 147.5 | 42.1 | - | - | - | - | - | - | - | - |
| 14 | Bus Capital - Municipal Operators | 150.8 | 125.7 | 129.8 | 135.6 | 102.1 | 101.0 | 105.1 | 104.0 | 106.7 | 105.7 |
| 15 | Bus Capital - Paratransit (ASI) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| 16 | Prop A 40% Debt Service | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| 17 | Bus Facil Cap Debt Serv-Prop C 40% | - | 3.3 | 4.6 | 8.0 | 14.3 | 21.3 | 26.8 | 28.1 | 32.8 | 43.8 |
| 18 | Subtotal Bus Capital | 649.8 | 388.6 | 348.4 | 342.7 | 320.8 | 332.3 | 372.3 | 378.2 | 451.9 | 505.6 |
| 19 | Rail Capital - Metrolink | 41.0 | 72.3 | 60.3 | 62.6 | 70.4 | 72.9 | 64.6 | 48.9 | 51.0 | 53.7 |
| 20 | Rail Capital - Major New Projects | 548.9 | 733.6 | 715.6 | 763.3 | 1,045.4 | 1,275.8 | 1,020.9 | 884.2 | 582.8 | 262.1 |
| 21 | Rail Capital - potential reserve for Expo Phase II | - | - | - | 95.7 | 81.9 | - | - | - | - | - |
| 22 | Rail Capital - Metro Rail Misc. System Improvements | - | - | - | - | - | - | - | - | - | - |
| 23 | Rail Capital - Misc. Red, Blue & Green Improvements | 21.4 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - |
| 24 | Rail Capital - Eastside LRT Access | - | 5.0 | 10.0 | 15.0 | - | - | - | - | - | - |
| 25 | Rail Capital - Systemwide | - | - | - | - | - | - | - | - | - | - |
| 26 | Rail Capital - Metro System Improvements - New | 8.8 | 12.6 | 13.3 | 21.8 | 93.3 | 124.1 | 107.5 | 104.6 | 25.3 | 13.1 |
| 27 | Rail Capital - Metro System Improvements (ARRA/future TBD) | 81.0 | - | - | - | - | - | - | - | - | - |
| 28 | Rail Capital - Metro Rail Vehicles | 38.1 | 33.8 | 94.2 | 19.8 | - | - | 10.2 | 31.2 | 31.7 | - |
| 29 | Rail Capital - Metro Wayside Systems, Facilities & Vehicle Maint | - | - | - | - | - | - | - | 51.8 | 52.9 | 54.0 |
| 30 | Rail Project Contingency for Rail Yards and Cars | 105.0 | 60.0 | 60.0 | - | - | - | - | - | - | - |
| 31 | Future Project Planning and Studies | - | 15.0 | 10.0 | - | - | - | - | - | - | - |
| 32 | Rail Capital - Rehab & Replacement | 83.9 | 83.4 | 123.2 | 191.0 | 228.6 | 169.3 | 151.2 | 135.3 | 132.9 | 173.0 |
| 33 | Misc Transit Projects TBD (PTMISEA) | - | 18.3 | 45.0 | 55.3 | - | - | - | - | - | - |
| 34 | Misc Transit Projects TBD (SLPP) | 10.2 | 5.0 | 9.0 | 14.3 | - | - | - | - | - | - |
| 35 | Rail Capital - Transit System Safety & Security Prop 1B | 18.3 | 18.3 | 18.3 | 18.3 | - | - | - | - | - | - |
| 36 | Rail Capital Debt Service-Prop A 35% (incl commercial paper) | 165.8 | 167.3 | 177.8 | 189.3 | 204.5 | 224.9 | 240.3 | 249.8 | 259.8 | 269.3 |
| 37 | Rail Capital Debt Service-Prop C 40% | 65.0 | 65.2 | 65.4 | 65.6 | 65.8 | 66.2 | 66.4 | 66.6 | 66.8 | 67.0 |
| 38 | Measure R 2% Debt Service | - | - | - | - | - | 5.2 | 6.8 | 11.8 | 17.3 | 18.4 |
| 39 | Measure R 35% Debt Service | - | - | - | 2.4 | 18.2 | 52.9 | 90.9 | 120.0 | 137.6 | 143.0 |
| 40 | Commuter Rail Debt Service-Prop C 10% | 11.9 | 12.9 | 16.8 | 20.4 | 23.6 | 27.5 | 31.1 | 33.9 | 36.1 | 38.4 |
| 41 | Subtotal Rail Capital | 1,199.3 | 1,317.7 | 1,433.9 | 1,549.6 | 1,836.6 | 2,023.9 | 1,792.9 | 1,741.0 | 1,395.2 | 1,092.0 |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| 42 Highways | | | | | | | | | | | |
| 43 Call for Projects | | | | | | | | | | | |
| 44 Regional Surface Transp Improv (RSTI) | 71.8 | 52.5 | 44.7 | 76.1 | 65.4 | 18.2 | 39.1 | 16.0 | 42.4 | 44.0 | |
| 45 Transit Capital (including some Metrolink through CFP) | 9.6 | 16.9 | 8.5 | - | - | - | - | - | - | - | |
| 46 Signal Synchronization | 28.6 | 23.5 | 29.5 | - | - | - | - | - | - | - | |
| 47 Bikeways & Pedestrian Improvements | 0.1 | - | - | - | - | - | - | - | - | - | |
| 48 Transportation Enhancements | 12.8 | - | - | - | - | - | - | - | - | - | |
| 49 Transportation Demand Management (TDM) | 0.1 | 5.8 | - | - | - | - | - | - | - | - | |
| 50 Regionally Significant | 4.0 | - | - | - | - | - | - | - | - | - | |
| 51 Supplemental 2007 | 33.1 | 19.7 | 5.0 | - | - | - | - | - | - | - | |
| 52 2007 Call for Projects | 23.0 | 99.2 | 91.2 | 70.5 | 47.3 | 48.8 | 55.0 | - | - | - | |
| 53 Future Call for Projects | - | - | 21.0 | 53.5 | 115.1 | 140.4 | 102.6 | 114.4 | 149.8 | 148.2 | |
| 54 Subtotal Call for Projects (CFP) | 183.1 | 217.6 | 199.9 | 200.1 | 227.8 | 207.4 | 196.7 | 130.4 | 192.2 | 192.2 | |
| 55 Freeway | 618.5 | 809.8 | 695.5 | 527.4 | 371.3 | 209.9 | 210.0 | 137.0 | 118.8 | 127.1 | |
| 56 Alameda Corridor East | 70.5 | 104.6 | 137.4 | 63.4 | 60.6 | 62.2 | 50.0 | 58.0 | - | - | |
| 57 Measure R Highway Projects to be allocated | 25.9 | (25.9) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | (0.0) | |
| 58 Measure R to be transferred to West Santa Ana Branch | - | - | - | - | - | - | - | - | - | - | |
| 59 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | - | - | |
| 60 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - | |
| 61 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | - | - | |
| 62 BNSF | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 | - | - | |
| 63 Retrofit Soundwalls | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 18.5 | 70.0 | 3.0 | - | |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 | 9.4 | 9.9 | |
| 65 Rapid Bus Projects Subsidies | 16.2 | 18.4 | 11.6 | - | - | - | - | - | - | - | |
| 66 Wilshire Bus Only Lane | 14.6 | 10.0 | 3.2 | - | - | - | - | - | - | - | |
| 67 Misc Projects | - | - | - | - | 21.3 | 8.0 | - | - | - | - | |
| 68 Expo Phase II Bikeway (in addition to prior Call funding) | - | - | - | - | 10.0 | - | - | - | - | - | |
| 69 Intelligent Transportation Systems (ITS) | 1.8 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.6 | 1.6 | 1.6 | |
| 70 Subtotal Highways Capital including CFP | 966.4 | 1,212.4 | 1,135.0 | 846.3 | 735.3 | 510.1 | 493.5 | 415.0 | 325.0 | 330.8 | |
| 71 Freeway Service Patrol | 26.8 | 21.1 | 21.4 | 21.7 | 22.1 | 22.5 | 22.9 | 23.3 | 23.7 | 24.1 | |
| 72 Rideshare | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 12.4 | 13.0 | 15.1 | 14.2 | |
| 73 Highway Project Development Support | 12.3 | 12.5 | 12.5 | 12.8 | 12.7 | 12.8 | 12.9 | 13.0 | 13.1 | 13.2 | |
| 74 Subtotal Highways Capital and Operations | 1,012.1 | 1,256.0 | 1,179.3 | 893.1 | 776.1 | 551.8 | 541.7 | 464.3 | 376.9 | 382.3 | |
| 75 Highway Debt Serv-Prop C 25% | 39.2 | 54.6 | 87.2 | 118.4 | 146.6 | 170.6 | 182.5 | 189.9 | 196.9 | 201.9 | |
| 76 Highway Debt Serv-Measure R 20% | - | 3.1 | 10.7 | 19.6 | 27.5 | 34.5 | 42.1 | 49.7 | 53.3 | 53.3 | |
| 77 GARVEE Bond Debt Service & C of I | 6.9 | 6.9 | 6.9 | 6.9 | 6.9 | 6.9 | - | - | - | - | |
| 78 Total Metro-Controlled Funds - Highway Uses | 1,058.2 | 1,320.5 | 1,284.0 | 1,038.0 | 957.1 | 763.8 | 766.3 | 703.9 | 627.0 | 637.5 | |
| 79 Other | | | | | | | | | | | |
| 80 ROW Security (Prop C 10%) | 2.0 | 2.1 | 2.1 | 2.2 | 2.2 | 2.3 | 2.3 | 2.4 | 2.4 | 2.4 | |
| 81 Agency-wide Capital | 18.0 | 15.4 | 15.8 | 16.0 | 16.5 | 16.8 | 17.1 | 17.4 | 17.7 | 18.0 | |
| 82 Immediate Needs and General Relief Token Program | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | |
| 83 Admin Prop C 40% Debt Service | 14.8 | 14.6 | - | - | - | - | - | - | - | - | |
| 84 Admin Overhead | 76.4 | 70.5 | 74.0 | 77.6 | 82.6 | 86.9 | 91.2 | 95.1 | 98.9 | 102.8 | |
| 85 Total Metro-Controlled Funds - Other Uses | 122.2 | 113.7 | 102.9 | 106.8 | 112.4 | 117.0 | 121.7 | 125.9 | 130.1 | 134.3 | |
| 86 Unallocated Future Projects TBD | (707.5) | (366.7) | (249.7) | (173.7) | (33.5) | (24.9) | (45.7) | (18.5) | 42.4 | 49.5 | |
| 87 Total Metro-Controlled Funds Uses | 3,882.2 | 4,516.7 | 4,710.5 | 4,700.4 | 5,105.9 | 5,180.6 | 5,074.7 | 5,037.4 | 4,834.3 | 4,715.4 | |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|------------------|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 1 | Bus Ops - Metro (Bus/Rail/ADA Ops Deficit deducted here) | \$ 1,320.2 | \$ 1,345.4 | \$ 1,368.7 | \$ 1,391.2 | \$ 1,432.0 | \$ 1,499.5 | \$ 1,562.7 | \$ 1,587.9 | \$ 1,636.9 | \$ 1,668.3 | \$ 1,700.0 |
| 2 | Bus Operations - Municipal Operators | 308.1 | 319.5 | 331.3 | 343.2 | 354.6 | 365.8 | 377.0 | 388.3 | 400.1 | 412.4 | 424.8 |
| 3 | Bus Operations - Other Eligible Operators | 26.0 | 26.5 | 26.9 | 27.4 | 27.7 | 28.1 | 28.5 | 29.0 | 29.5 | 30.1 | 30.7 |
| 4 | Paratransit (TDA Article 8) | 27.5 | 28.8 | 30.2 | 31.6 | 32.9 | 34.2 | 35.4 | 36.7 | 38.0 | 39.4 | 40.7 |
| 5 | Bus Operations - ADA (ASI) | 129.2 | 131.7 | 134.0 | 136.2 | 138.1 | 140.0 | 142.1 | 144.4 | 146.9 | 149.8 | 152.7 |
| 6 | Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| 7 | Subtotal Bus Operations | 1,830.9 | 1,872.7 | 1,913.0 | 1,952.2 | 2,009.1 | 2,092.3 | 2,171.4 | 2,212.8 | 2,278.9 | 2,328.3 | 2,378.1 |
| 8 | Rail Operations - Metro | 502.2 | 518.3 | 527.3 | 536.0 | 545.3 | 551.2 | 559.3 | 605.6 | 654.3 | 669.8 | 682.5 |
| 9 | Rail Operations - Metrolink | 51.7 | 53.8 | 56.0 | 58.2 | 60.5 | 63.0 | 65.5 | 68.1 | 70.8 | 73.6 | 76.6 |
| 10 | Subtotal Rail Operations | 553.9 | 572.2 | 583.3 | 594.2 | 605.9 | 614.1 | 624.7 | 673.7 | 725.1 | 743.5 | 759.1 |
| 11 | Total Metro-Controlled Funds - Bus & Rail Ops | 2,384.8 | 2,444.9 | 2,496.3 | 2,546.4 | 2,614.9 | 2,706.4 | 2,796.1 | 2,886.4 | 3,004.0 | 3,071.8 | 3,137.3 |
| 12 | Bus Capital - Metro | 394.1 | 312.3 | 305.1 | 222.8 | 237.5 | 217.6 | 181.6 | 302.6 | 471.4 | 249.2 | 264.7 |
| 13 | Bus Capital - Metro HOT Lanes | - | - | - | - | - | - | - | - | - | - | - |
| 14 | Bus Capital - Municipal Operators | 109.9 | 108.9 | 113.1 | 112.1 | 116.3 | 115.3 | 119.5 | 118.6 | 123.0 | 122.2 | 126.7 |
| 15 | Bus Capital - Paratransit (ASI) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| 16 | Prop A 40% Debt Service | 2.3 | 2.3 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |
| 17 | Bus Facil Cap Debt Serv-Prop C 40% | 60.3 | 72.9 | 80.8 | 83.1 | 87.1 | 91.1 | 88.5 | 90.7 | 102.3 | 104.7 | 106.9 |
| 18 | Subtotal Bus Capital | 566.7 | 496.4 | 501.0 | 420.1 | 442.9 | 426.0 | 391.5 | 513.9 | 698.6 | 478.1 | 500.2 |
| 19 | Rail Capital - Metrolink | 71.2 | 60.9 | 64.2 | 67.5 | 71.0 | 83.1 | 85.6 | 87.9 | 90.1 | 92.4 | 94.6 |
| 20 | Rail Capital - Major New Projects | 261.9 | 283.6 | 332.3 | 370.1 | 382.3 | 408.9 | 416.4 | 371.7 | 343.7 | 371.2 | 578.9 |
| 21 | Rail Capital - potential reserve for Expo Phase II | - | - | - | - | - | - | - | - | - | - | - |
| 22 | Rail Capital - Metro Rail Misc. System Improvements | - | - | - | - | - | - | - | - | - | - | - |
| 23 | Rail Capital - Misc. Red, Blue & Green Improvements | - | - | - | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - |
| 24 | Rail Capital - Eastside LRT Access | - | - | - | - | - | - | - | - | - | - | - |
| 25 | Rail Capital - Systemwide | - | - | - | - | - | - | - | - | - | - | - |
| 26 | Rail Capital - Metro System Improvements - New | 6.7 | - | - | - | - | - | - | - | - | - | - |
| 27 | Rail Capital - Metro System Improvements (ARRA/future TBD) | - | - | - | - | - | - | - | - | - | - | - |
| 28 | Rail Capital - Metro Rail Vehicles | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - |
| 29 | Rail Capital - Metro Wayside Systems, Facilities & Vehicle Maint | 55.0 | 56.0 | 57.0 | 58.0 | 58.8 | 59.6 | 60.5 | 61.4 | 62.5 | 63.7 | 64.9 |
| 30 | Rail Project Contingency for Rail Yards and Cars | - | - | - | - | - | - | - | - | - | - | - |
| 31 | Future Project Planning and Studies | - | - | - | - | - | 14.6 | 13.2 | 14.9 | 7.3 | - | - |
| 32 | Rail Capital - Rehab & Replacement | 200.6 | 250.3 | 164.9 | 255.1 | 230.3 | 281.9 | 217.0 | 204.2 | 198.1 | 207.4 | 362.2 |
| 33 | Misc Transit Projects TBD (PTMISEA) | - | - | - | - | - | - | - | - | - | - | - |
| 34 | Misc Transit Projects TBD (SLPP) | - | - | - | - | - | - | - | - | - | - | - |
| 35 | Rail Capital - Transit System Safety & Security Prop 1B | - | - | - | - | - | - | - | - | - | - | - |
| 36 | Rail Capital Debt Service-Prop A 35% (incl commercial paper) | 280.0 | 292.9 | 302.4 | 216.3 | 228.9 | 241.6 | 254.2 | 267.6 | 266.0 | 265.2 | 272.0 |
| 37 | Rail Capital Debt Service-Prop C 40% | 67.3 | 67.5 | 67.8 | 68.1 | 68.3 | 34.0 | 34.3 | 22.3 | 22.3 | 15.0 | 15.0 |
| 38 | Measure R 2% Debt Service | 18.6 | 21.6 | 22.6 | 23.6 | 24.6 | 25.5 | 26.5 | 27.4 | 28.4 | 29.4 | 30.4 |
| 39 | Measure R 35% Debt Service | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 |
| 40 | Commuter Rail Debt Service-Prop C 10% | 41.4 | 44.6 | 47.4 | 50.4 | 53.5 | 46.6 | 50.0 | 53.6 | 57.3 | 61.3 | 65.5 |
| 41 | Subtotal Rail Capital | 1,145.8 | 1,220.3 | 1,201.7 | 1,271.7 | 1,280.5 | 1,358.5 | 1,320.5 | 1,299.4 | 1,271.0 | 1,248.6 | 1,626.4 |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 42 Highways | | | | | | | | | | | |
| 43 Call for Projects | | | | | | | | | | | |
| 44 Regional Surface Transp Improv (RSTI) | 39.0 | 32.2 | 21.7 | - | - | - | - | - | - | - | - |
| 45 Transit Capital (including some Metrolink through CFP) | - | - | - | - | - | - | - | - | - | - | - |
| 46 Signal Synchronization | - | - | - | - | - | - | - | - | - | - | - |
| 47 Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - |
| 48 Transportation Enhancements | - | - | - | - | - | - | - | - | - | - | - |
| 49 Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - | - |
| 50 Regionally Significant | - | - | - | - | - | - | - | - | - | - | - |
| 51 Supplemental 2007 | - | - | - | - | - | - | - | - | - | - | - |
| 52 2007 Call for Projects | - | - | - | - | - | - | - | - | - | - | - |
| 53 Future Call for Projects | 291.2 | 288.7 | 305.9 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 |
| 54 Subtotal Call for Projects (CFP) | 330.2 | 320.9 | 327.6 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 |
| 55 Freeway | 114.0 | 69.4 | 105.4 | 216.3 | 351.4 | 418.1 | 434.1 | 479.6 | 408.4 | 331.8 | 340.8 |
| 56 Alameda Corridor East | - | - | - | - | - | - | - | - | - | - | - |
| 57 Measure R Highway Projects to be allocated | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | 0.0 |
| 58 Measure R to be transferred to West Santa Ana Branch | - | 61.0 | 62.0 | 62.0 | - | - | - | - | - | - | - |
| 59 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | - | - | - |
| 60 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - | - |
| 61 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | - | - | - |
| 62 BNSF | - | - | - | - | - | - | - | - | - | - | - |
| 63 Retrofit Soundwalls | - | - | - | - | - | - | - | - | - | - | - |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| 65 Rapid Bus Projects Subsidies | - | - | - | - | - | - | - | - | - | - | - |
| 66 Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - | - |
| 67 Misc Projects | - | - | - | - | - | - | - | - | - | - | - |
| 68 Expo Phase II Bikeway (in addition to prior Call funding) | - | - | - | - | - | - | - | - | - | - | - |
| 69 Intelligent Transportation Systems (ITS) | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 |
| 70 Subtotal Highways Capital including CFP | 456.2 | 463.8 | 508.0 | 561.9 | 593.1 | 648.2 | 704.9 | 727.5 | 611.0 | 579.0 | 599.0 |
| 71 Freeway Service Patrol | 24.6 | 25.0 | 25.4 | 25.8 | 26.2 | 26.6 | 27.0 | 27.4 | 27.9 | 28.3 | 28.8 |
| 72 Rideshare | 14.8 | 15.4 | 16.0 | 18.5 | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 | 22.1 |
| 73 Highway Project Development Support | 13.3 | 13.4 | 13.5 | 13.6 | 13.7 | 13.8 | 13.9 | 14.0 | 14.1 | 14.2 | 14.4 |
| 74 Subtotal Highways Capital and Operations | 508.8 | 517.7 | 562.9 | 619.8 | 650.5 | 706.7 | 764.6 | 788.5 | 675.2 | 642.9 | 664.2 |
| 75 Highway Debt Serv-Prop C 25% | 205.6 | 209.2 | 211.4 | 214.4 | 218.5 | 207.0 | 215.6 | 222.8 | 231.0 | 232.5 | 232.4 |
| 76 Highway Debt Serv-Measure R 20% | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 |
| 77 GARVEE Bond Debt Service & C of I | - | - | - | - | - | - | - | - | - | - | - |
| 78 Total Metro-Controlled Funds - Highway Uses | 767.7 | 780.1 | 827.6 | 887.5 | 922.2 | 967.0 | 1,033.5 | 1,064.6 | 959.5 | 928.6 | 950.0 |
| 79 Other | | | | | | | | | | | |
| 80 ROW Security (Prop C 10%) | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 |
| 81 Agency-wide Capital | 18.4 | 18.7 | 19.0 | 19.2 | 19.5 | 19.7 | 20.0 | 20.3 | 20.6 | 21.0 | 21.3 |
| 82 Immediate Needs and General Relief Token Program | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| 83 Admin Prop C 40% Debt Service | - | - | - | - | - | - | - | - | - | - | - |
| 84 Admin Overhead | 106.7 | 110.9 | 115.3 | 119.7 | 124.0 | 128.1 | 132.2 | 136.3 | 140.5 | 145.0 | 149.4 |
| 85 Total Metro-Controlled Funds - Other Uses | 138.6 | 143.2 | 147.9 | 152.6 | 157.2 | 161.5 | 166.0 | 170.4 | 175.0 | 179.9 | 184.8 |
| 86 Unallocated Future Projects TBD | (46.8) | (19.7) | 11.7 | 114.5 | 136.4 | 163.7 | 228.2 | 274.8 | 182.8 | 322.6 | 413.2 |
| 87 Total Metro-Controlled Funds Uses | 4,956.8 | 5,065.3 | 5,186.2 | 5,392.8 | 5,554.1 | 5,783.2 | 5,935.7 | 6,209.5 | 6,290.9 | 6,229.5 | 6,811.8 |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 1 Bus Ops - Metro (<i>Bus/Rail/ADA Ops Deficit deducted here</i>) | \$ 1,731.3 | \$ 1,763.2 | \$ 1,796.5 | \$ 1,831.0 | \$ 1,866.6 | \$ 1,903.5 | \$ 1,941.6 | \$ 1,981.0 | \$ 2,018.9 | \$ 2,056.9 |
| 2 Bus Operations - Municipal Operators | 437.0 | 449.1 | 461.8 | 474.9 | 488.3 | 502.3 | 517.0 | 532.1 | 546.7 | 450.8 |
| 3 Bus Operations - Other Eligible Operators | 31.2 | 31.8 | 32.4 | 33.0 | 33.7 | 34.3 | 35.0 | 35.7 | 36.4 | 37.1 |
| 4 Paratransit (TDA Article 8) | 42.1 | 43.4 | 44.8 | 46.2 | 47.6 | 49.2 | 50.8 | 52.4 | 54.0 | 55.6 |
| 5 Bus Operations - ADA (ASI) | 155.5 | 158.4 | 161.5 | 164.5 | 167.8 | 171.1 | 174.5 | 178.0 | 181.5 | 186.9 |
| 6 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%) | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| 7 Subtotal Bus Operations | 2,427.4 | 2,477.1 | 2,529.1 | 2,582.9 | 2,638.3 | 2,695.7 | 2,755.4 | 2,816.9 | 2,876.3 | 2,827.3 |
| 8 Rail Operations - Metro | 695.1 | 710.4 | 721.3 | 735.2 | 749.5 | 820.8 | 851.8 | 869.0 | 885.7 | 905.5 |
| 9 Rail Operations - Metrolink | 79.7 | 82.8 | 86.2 | 89.6 | 93.2 | 96.9 | 100.8 | 104.8 | 109.0 | 113.4 |
| 10 Subtotal Rail Operations | 774.8 | 793.3 | 807.5 | 824.8 | 842.6 | 917.7 | 952.6 | 973.9 | 994.7 | 1,018.9 |
| 11 Total Metro-Controlled Funds - Bus & Rail Ops | 3,202.2 | 3,270.4 | 3,336.6 | 3,407.6 | 3,480.9 | 3,613.4 | 3,707.9 | 3,790.8 | 3,871.0 | 3,846.2 |
| 12 Bus Capital - Metro | 508.6 | 402.0 | 329.2 | 403.0 | 426.2 | 331.8 | 365.9 | 390.3 | 233.8 | 265.9 |
| 13 Bus Capital - Metro HOT Lanes | - | - | - | - | - | - | - | - | - | - |
| 14 Bus Capital - Municipal Operators | 125.9 | 130.4 | 129.7 | 134.3 | 133.7 | 138.4 | 137.8 | 142.6 | 142.1 | 144.2 |
| 15 Bus Capital - Paratransit (ASI) | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| 16 Prop A 40% Debt Service | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | - | - | - | - |
| 17 Bus Facil Cap Debt Serv-Prop C 40% | 113.4 | 113.3 | 114.2 | 119.4 | 125.4 | 129.2 | 130.7 | 136.5 | 133.7 | 123.0 |
| 18 Subtotal Bus Capital | 749.8 | 647.7 | 575.1 | 658.6 | 687.2 | 601.2 | 634.4 | 669.5 | 509.6 | 533.2 |
| 19 Rail Capital - Metrolink | 95.5 | 97.2 | 98.8 | 100.6 | 93.9 | 58.9 | 57.0 | 60.8 | 64.2 | 5.5 |
| 20 Rail Capital - Major New Projects | 617.3 | 624.7 | 661.1 | 784.5 | 744.3 | 699.0 | 681.7 | 715.1 | 903.6 | - |
| 21 Rail Capital - potential reserve for Expo Phase II | - | - | - | - | - | - | - | - | - | - |
| 22 Rail Capital - Metro Rail Misc. System Improvements | - | - | - | - | - | - | - | - | - | - |
| 23 Rail Capital - Misc. Red, Blue & Green Improvements | - | - | - | - | - | - | - | - | - | - |
| 24 Rail Capital - Eastside LRT Access | - | - | - | - | - | - | - | - | - | - |
| 25 Rail Capital - Systemwide | - | - | - | - | - | - | - | - | - | - |
| 26 Rail Capital - Metro System Improvements - New | - | - | - | - | - | - | - | - | - | - |
| 27 Rail Capital - Metro System Improvements (ARRA/future TBD) | - | - | - | - | - | 24.8 | 37.8 | 39.0 | 40.2 | - |
| 28 Rail Capital - Metro Rail Vehicles | - | - | - | - | - | - | - | - | - | - |
| 29 Rail Capital - Metro Wayside Systems, Facilities & Vehicle Maint | 66.1 | 67.4 | 68.6 | 69.9 | 71.3 | 47.7 | 36.4 | 36.7 | 38.9 | 80.5 |
| 30 Rail Project Contingency for Rail Yards and Cars | - | - | - | - | - | - | - | - | - | - |
| 31 Future Project Planning and Studies | - | - | - | - | - | - | - | - | - | - |
| 32 Rail Capital - Rehab & Replacement | 509.1 | 532.4 | 522.5 | 386.3 | 336.8 | 370.5 | 415.4 | 435.2 | 596.1 | 887.4 |
| 33 Misc Transit Projects TBD (PTMISEA) | - | - | - | - | - | - | - | - | - | - |
| 34 Misc Transit Projects TBD (SLPP) | - | - | - | - | - | - | - | - | - | - |
| 35 Rail Capital - Transit System Safety & Security Prop 1B | - | - | - | - | - | - | - | - | - | - |
| 36 Rail Capital Debt Service-Prop A 35% (incl commercial paper) | 294.5 | 316.9 | 337.7 | 354.9 | 366.1 | 377.2 | 379.4 | 398.0 | 409.2 | 405.3 |
| 37 Rail Capital Debt Service-Prop C 40% | 15.0 | 15.0 | 15.0 | 15.0 | 14.4 | 13.6 | 0.3 | 0.3 | 0.3 | 0.3 |
| 38 Measure R 2% Debt Service | 31.4 | 32.4 | 33.4 | 34.4 | 35.5 | 11.8 | 0.0 | 0.0 | 0.0 | - |
| 39 Measure R 35% Debt Service | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | - | - |
| 40 Commuter Rail Debt Service-Prop C 10% | 69.3 | 72.6 | 76.1 | 79.8 | 83.3 | 85.0 | 85.0 | 85.0 | 85.0 | 85.0 |
| 41 Subtotal Rail Capital | 1,841.1 | 1,901.5 | 1,956.2 | 1,968.4 | 1,888.5 | 1,831.5 | 1,835.8 | 1,913.0 | 2,137.5 | 1,464.0 |

LACMTA Financial Forecasting Model
Metro-Controlled Funds Uses
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 42 Highways | | | | | | | | | | |
| 43 Call for Projects | | | | | | | | | | |
| 44 Regional Surface Transp Improv (RSTI) | - | - | - | - | - | - | - | - | - | - |
| 45 Transit Capital (including some Metrolink through CFP) | - | - | - | - | - | - | - | - | - | - |
| 46 Signal Synchronization | - | - | - | - | - | - | - | - | - | - |
| 47 Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - |
| 48 Transportation Enhancements | - | - | - | - | - | - | - | - | - | - |
| 49 Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - |
| 50 Regionally Significant | - | - | - | - | - | - | - | - | - | - |
| 51 Supplemental 2007 | - | - | - | - | - | - | - | - | - | - |
| 52 2007 Call for Projects | - | - | - | - | - | - | - | - | - | - |
| 53 Future Call for Projects | - | - | - | - | - | - | - | - | - | - |
| 54 Subtotal Call for Projects (CFP) | - | - | - | - | - | - | - | - | - | - |
| 55 Freeway | 288.2 | 270.3 | 280.4 | 291.0 | 301.7 | 313.0 | 324.9 | 179.4 | 84.9 | - |
| 56 Alameda Corridor East | - | - | - | - | - | - | - | - | - | - |
| 57 Measure R Highway Projects to be allocated | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | (0.0) | - |
| 58 Measure R to be transferred to West Santa Ana Branch | - | - | - | - | - | - | - | - | - | - |
| 59 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | 88.8 | - | - |
| 60 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | 253.5 | - |
| 61 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | 68.9 | 37.2 | - |
| 62 BNSF | - | - | - | - | - | - | - | - | - | - |
| 63 Retrofit Soundwalls | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| 64 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3) | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| 65 Rapid Bus Projects Subsidies | - | - | - | - | - | - | - | - | - | - |
| 66 Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - |
| 67 Misc Projects | - | - | - | - | - | - | - | - | - | - |
| 68 Expo Phase II Bikeway (in addition to prior Call funding) | - | - | - | - | - | - | - | - | - | - |
| 69 Intelligent Transportation Systems (ITS) | - | - | - | - | - | - | - | - | - | - |
| 70 Subtotal Highways Capital including CFP | 428.0 | 410.0 | 412.2 | 308.3 | 388.5 | 450.9 | 464.3 | 476.6 | 395.6 | 20.8 |
| 71 Freeway Service Patrol | 29.3 | 29.8 | 30.3 | 30.9 | 31.4 | 32.0 | 32.6 | 33.2 | 33.7 | 34.3 |
| 72 Rideshare | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| 73 Highway Project Development Support | 14.5 | 14.6 | 14.8 | 14.9 | 15.0 | 15.2 | 15.4 | 15.5 | 15.7 | 15.8 |
| 74 Subtotal Highways Capital and Operations | 493.9 | 476.5 | 479.4 | 376.1 | 457.1 | 520.1 | 534.3 | 547.4 | 467.1 | 93.1 |
| 75 Highway Debt Serv-Prop C 25% | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 216.4 | 214.1 | 213.0 | 213.0 |
| 76 Highway Debt Serv-Measure R 20% | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 26.6 | - |
| 77 GARVEE Bond Debt Service & C of I | - | - | - | - | - | - | - | - | - | - |
| 78 Total Metro-Controlled Funds - Highway Uses | 779.6 | 762.2 | 765.1 | 661.8 | 742.8 | 805.8 | 804.0 | 814.8 | 706.8 | 306.1 |
| 79 Other | | | | | | | | | | |
| 80 ROW Security (Prop C 10%) | 3.0 | 3.1 | 3.1 | 3.2 | 3.2 | 3.3 | 3.4 | 3.4 | 3.5 | 3.6 |
| 81 Agency-wide Capital | 21.7 | 22.0 | 22.4 | 22.8 | 23.2 | 23.6 | 24.1 | 24.5 | 24.9 | 25.4 |
| 82 Immediate Needs and General Relief Token Program | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| 83 Admin Prop C 40% Debt Service | - | - | - | - | - | - | - | - | - | - |
| 84 Admin Overhead | 153.8 | 158.1 | 162.7 | 167.4 | 172.1 | 177.2 | 182.4 | 187.8 | 193.1 | 166.9 |
| 85 Total Metro-Controlled Funds - Other Uses | 189.5 | 194.3 | 199.2 | 204.4 | 209.6 | 215.1 | 220.9 | 226.8 | 232.5 | 206.9 |
| 86 Unallocated Future Projects TBD | 303.4 | 423.3 | 531.2 | 515.6 | 581.9 | 637.9 | 724.8 | 846.2 | 609.4 | 51.0 |
| 87 Total Metro-Controlled Funds Uses | 7,065.6 | 7,199.4 | 7,363.4 | 7,416.4 | 7,591.0 | 7,705.1 | 7,927.9 | 8,261.1 | 8,066.8 | 6,407.3 |

LACMTA Financial Forecasting Model

New Debt Financing

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Subtotal '10-'40 |
|--|-----------------|------------------|------------------|------------------|------------------|---------------------|
| Rail, Proposition A 35% Gross | 5,938.8 | - | 1,758.6 | 1,831.7 | 2,348.5 | 5,938.8 |
| Rail, Proposition A 35% Net | 5,573.0 | 126.0 | 1,613.0 | 1,680.0 | 2,154.0 | 5,447.0 |
| Rail, Proposition C 10% Gross | 1,219.3 | - | 412.0 | 492.6 | 314.7 | 1,219.3 |
| Rail, Proposition C 10% Net | 1,118.4 | - | 377.9 | 451.9 | 288.6 | 1,118.4 |
| Rail, Proposition C 40% Gross | 21.6 | 21.6 | - | - | - | - |
| Rail, Proposition C 40% Net | 19.8 | 19.8 | - | - | - | - |
| 12-yr Bus, Proposition C 40% Gross | 1,063.3 | - | 235.6 | 436.8 | 390.8 | 1,063.3 |
| Bus, Proposition C 40% Net | 925.0 | - | 205.0 | 380.0 | 340.0 | 925.0 |
| 30-yr Bus, Proposition C 40% Gross | 1,128.4 | - | 272.6 | 354.3 | 501.5 | 1,128.4 |
| Bus, Proposition C 40% Net | 1,035.0 | - | 250.0 | 325.0 | 460.0 | 1,035.0 |
| Subtotal Bus, Proposition C 40% Gross | 2,191.7 | - | 508.2 | 791.1 | 892.3 | 2,191.7 |
| Subtotal Bus, Proposition C 40% Net | 1,960.0 | - | 455.0 | 705.0 | 800.0 | 1,960.0 |
| <i>Subtotal Proposition C 40% Gross - Bus & Rail</i> | <i>2,213.3</i> | <i>21.6</i> | <i>508.2</i> | <i>791.1</i> | <i>892.3</i> | <i>2,191.7</i> |
| Subtotal Proposition C 40% Net - Bus & Rail | 1,979.8 | 19.8 | 455.0 | 705.0 | 800.0 | 1,960.0 |
| Hwy, Proposition C 25% Gross | 3,162.7 | 67.0 | 2,363.6 | 732.1 | - | 3,095.7 |
| Hwy, Proposition C 25% Net | 2,901.0 | 61.5 | 2,167.8 | 671.7 | - | 2,839.5 |
| Rail, Measure R 35% Gross | 1,857.4 | - | 1,857.4 | - | - | 1,857.4 |
| Rail, Measure R 35% Bonds Net | 1,688.5 | - | 1,688.5 | - | - | 1,688.5 |
| Measure R 20% Bonds Gross | 788.5 | - | 788.5 | - | - | 788.5 |
| Measure R 20% Bonds Net | 724.2 | - | 724.2 | - | - | 724.2 |
| Measure R 35% Commercial Paper | - | - | - | - | - | - |
| Measure R 2% Commercial Paper | 327.6 | - | 324.9 | 2.7 | - | 327.6 |
| Total Net New Financing, Annual | 14,312.4 | 207.3 | 7,351.3 | 3,511.2 | 3,242.6 | 14,105.1 |
| Total Net New Financing, Cumulative | | 207.3 | 7,558.6 | 11,069.8 | 14,312.4 | |

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.
3. Does not include beginning balances, if any.

LACMTA Financial Forecasting Model

New Debt Financing

2009 LRTP Baseline 10/22/09

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Rail, Proposition A 35% Gross | 114.5 | 156.0 | 163.5 | 174.4 | 272.6 | 310.6 | 141.7 | 141.7 | 141.7 | 141.7 |
| Rail, Proposition A 35% Net | 105.0 | 143.1 | 150.0 | 160.0 | 250.0 | 284.9 | 130.0 | 130.0 | 130.0 | 130.0 |
| Rail, Proposition C 10% Gross | - | 48.4 | 64.1 | 40.8 | 54.5 | 56.7 | 49.7 | 30.5 | 33.5 | 33.9 |
| Rail, Proposition C 10% Net | - | 44.4 | 58.8 | 37.4 | 50.0 | 52.0 | 45.6 | 28.0 | 30.8 | 31.1 |
| Rail, Proposition C 40% Gross | - | - | - | - | - | - | - | - | - | - |
| Rail, Proposition C 40% Net | - | - | - | - | - | - | - | - | - | - |
| 12-yr Bus, Proposition C 40% Gross | - | 28.7 | - | - | 23.0 | 34.5 | 34.5 | 11.5 | 34.5 | 69.0 |
| Bus, Proposition C 40% Net | - | 25.0 | - | - | 20.0 | 30.0 | 30.0 | 10.0 | 30.0 | 60.0 |
| 30-yr Bus, Proposition C 40% Gross | - | - | 38.2 | 60.0 | 43.6 | 43.6 | - | - | 21.8 | 65.4 |
| Bus, Proposition C 40% Net | - | - | 35.0 | 55.0 | 40.0 | 40.0 | - | - | 20.0 | 60.0 |
| Subtotal Bus, Proposition C 40% Gross | - | 28.7 | 38.2 | 60.0 | 66.6 | 78.1 | 34.5 | 11.5 | 56.3 | 134.4 |
| Subtotal Bus, Proposition C 40% Net | - | 25.0 | 35.0 | 55.0 | 60.0 | 70.0 | 30.0 | 10.0 | 50.0 | 120.0 |
| <i>Subtotal Proposition C 40% Gross - Bus & Rail</i> | <i>-</i> | <i>28.7</i> | <i>38.2</i> | <i>60.0</i> | <i>66.6</i> | <i>78.1</i> | <i>34.5</i> | <i>11.5</i> | <i>56.3</i> | <i>134.4</i> |
| Subtotal Proposition C 40% Net - Bus & Rail | - | 25.0 | 35.0 | 55.0 | 60.0 | 70.0 | 30.0 | 10.0 | 50.0 | 120.0 |
| Hwy, Proposition C 25% Gross | - | 450.8 | 499.4 | 404.3 | 416.8 | 234.2 | 122.2 | 92.5 | 107.6 | 35.8 |
| Hwy, Proposition C 25% Net | - | 413.5 | 458.0 | 370.8 | 382.3 | 214.8 | 112.1 | 84.8 | 98.7 | 32.8 |
| Rail, Measure R 35% Gross | - | - | - | 64.4 | 361.9 | 558.3 | 431.9 | 309.7 | 131.2 | - |
| Rail, Measure R 35% Bonds Net | - | - | - | 58.8 | 329.9 | 508.0 | 392.4 | 280.8 | 118.7 | - |
| Measure R 20% Bonds Gross | - | 96.3 | 140.6 | 134.0 | 100.8 | 104.3 | 114.4 | 98.1 | - | - |
| Measure R 20% Bonds Net | - | 88.8 | 129.5 | 123.3 | 92.6 | 95.7 | 104.8 | 89.7 | - | - |
| Measure R 35% Commercial Paper | - | - | - | - | - | - | - | - | - | - |
| Measure R 2% Commercial Paper | - | - | - | - | - | 104.3 | 88.7 | 98.4 | 23.8 | 9.8 |
| Total Net New Financing, Annual | 105.0 | 714.8 | 831.3 | 805.3 | 1,164.8 | 1,329.7 | 903.5 | 721.6 | 451.9 | 323.6 |
| Total Net New Financing, Cumulative | 312.3 | 1,027.1 | 1,858.4 | 2,663.6 | 3,828.4 | 5,158.0 | 6,061.5 | 6,783.1 | 7,235.0 | 7,558.6 |

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.
3. Does not include beginning balances, if any.

LACMTA Financial Forecasting Model

New Debt Financing

2009 LRTP Baseline 10/22/09

| | 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 | 174.4 | 196.3 | 152.6 | 196.3 | 174.4 | 196.3 | 174.4 | 218.1 | 218.1 | 130.8 | 327.1 |
| Rail, Proposition A 35% Net | 160.0 | 180.0 | 140.0 | 180.0 | 160.0 | 180.0 | 160.0 | 200.0 | 200.0 | 120.0 | 300.0 |
| Rail, Proposition C 10% Gross | 52.1 | 39.8 | 41.9 | 43.9 | 46.8 | 48.4 | 50.8 | 53.6 | 56.2 | 59.1 | 62.2 |
| Rail, Proposition C 10% Net | 47.8 | 36.6 | 38.4 | 40.3 | 42.9 | 44.4 | 46.6 | 49.2 | 51.6 | 54.3 | 57.1 |
| Rail, Proposition C 40% Gross | - | - | - | - | - | - | - | - | - | - | - |
| Rail, Proposition C 40% Net | - | - | - | - | - | - | - | - | - | - | - |
| 12-yr Bus, Proposition C 40% Gross | 103.5 | 69.0 | 34.5 | 34.5 | 34.5 | 34.5 | - | 34.5 | 92.0 | - | 34.5 |
| Bus, Proposition C 40% Net | 90.0 | 60.0 | 30.0 | 30.0 | 30.0 | 30.0 | - | 30.0 | 80.0 | - | 30.0 |
| 30-yr Bus, Proposition C 40% Gross | 65.4 | 65.4 | 49.1 | - | - | - | - | 65.4 | 76.3 | 32.7 | 32.7 |
| Bus, Proposition C 40% Net | 60.0 | 60.0 | 45.0 | - | - | - | - | 60.0 | 70.0 | 30.0 | 30.0 |
| Subtotal Bus, Proposition C 40% Gross | 168.9 | 134.4 | 83.5 | 34.5 | 34.5 | 34.5 | - | 99.9 | 168.3 | 32.7 | 67.2 |
| Subtotal Bus, Proposition C 40% Net | 150.0 | 120.0 | 75.0 | 30.0 | 30.0 | 30.0 | - | 90.0 | 150.0 | 30.0 | 60.0 |
| <i>Subtotal Proposition C 40% Gross - Bus & Rail</i> | <i>168.9</i> | <i>134.4</i> | <i>83.5</i> | <i>34.5</i> | <i>34.5</i> | <i>34.5</i> | <i>-</i> | <i>99.9</i> | <i>168.3</i> | <i>32.7</i> | <i>67.2</i> |
| Subtotal Proposition C 40% Net - Bus & Rail | 150.0 | 120.0 | 75.0 | 30.0 | 30.0 | 30.0 | - | 90.0 | 150.0 | 30.0 | 60.0 |
| Hwy, Proposition C 25% Gross | 71.1 | 30.2 | 31.6 | 52.3 | 64.3 | 87.9 | 157.4 | 180.1 | 57.2 | - | - |
| Hwy, Proposition C 25% Net | 65.2 | 27.7 | 29.0 | 48.0 | 59.0 | 80.7 | 144.4 | 165.2 | 52.5 | - | - |
| Rail, Measure R 35% Gross | - | - | - | - | - | - | - | - | - | - | - |
| Rail, Measure R 35% Bonds Net | - | - | - | - | - | - | - | - | - | - | - |
| Measure R 20% Bonds Gross | - | - | - | - | - | - | - | - | - | - | - |
| Measure R 20% Bonds Net | - | - | - | - | - | - | - | - | - | - | - |
| Measure R 35% Commercial Paper | - | - | - | - | - | - | - | - | - | - | - |
| Measure R 2% Commercial Paper | 2.7 | - | - | - | - | - | - | - | - | - | - |
| Total Net New Financing, Annual | 425.7 | 364.3 | 282.4 | 298.3 | 291.9 | 335.1 | 351.0 | 504.4 | 454.1 | 204.3 | 417.1 |
| Total Net New Financing, Cumulative | 7,984.3 | 8,348.5 | 8,630.9 | 8,929.2 | 9,221.1 | 9,556.1 | 9,907.1 | 10,411.5 | 10,865.6 | 11,069.8 | 11,486.9 |

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.
3. Does not include beginning balances, if any.

LACMTA Financial Forecasting Model

New Debt Financing

2009 LRTP Baseline 10/22/09

| | 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 | 327.1 | 327.1 | 327.1 | 174.4 | 151.8 | 172.7 | 216.2 | 325.0 | - | - |
| Rail, Proposition A 35% Net | 300.0 | 300.0 | 300.0 | 160.0 | 139.3 | 158.4 | 198.3 | 298.1 | - | - |
| Rail, Proposition C 10% Gross | 47.3 | 49.4 | 53.2 | 53.4 | 49.1 | - | - | - | - | - |
| Rail, Proposition C 10% Net | 43.4 | 45.4 | 48.8 | 49.0 | 45.1 | - | - | - | - | - |
| Rail, Proposition C 40% Gross | - | - | - | - | - | - | - | - | - | - |
| Rail, Proposition C 40% Net | - | - | - | - | - | - | - | - | - | - |
| 12-yr Bus, Proposition C 40% Gross | 92.0 | 57.5 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 | - | - |
| Bus, Proposition C 40% Net | 80.0 | 50.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | - | - |
| 30-yr Bus, Proposition C 40% Gross | 76.3 | 76.3 | 65.4 | 87.2 | 87.2 | 21.8 | 21.8 | 32.7 | - | - |
| Bus, Proposition C 40% Net | 70.0 | 70.0 | 60.0 | 80.0 | 80.0 | 20.0 | 20.0 | 30.0 | - | - |
| Subtotal Bus, Proposition C 40% Gross | 168.3 | 133.8 | 99.9 | 121.7 | 121.7 | 56.3 | 56.3 | 67.2 | - | - |
| Subtotal Bus, Proposition C 40% Net | 150.0 | 120.0 | 90.0 | 110.0 | 110.0 | 50.0 | 50.0 | 60.0 | - | - |
| <i>Subtotal Proposition C 40% Gross - Bus & Rail</i> | <i>168.3</i> | <i>133.8</i> | <i>99.9</i> | <i>121.7</i> | <i>121.7</i> | <i>56.3</i> | <i>56.3</i> | <i>67.2</i> | - | - |
| Subtotal Proposition C 40% Net - Bus & Rail | 150.0 | 120.0 | 90.0 | 110.0 | 110.0 | 50.0 | 50.0 | 60.0 | - | - |
| Hwy, Proposition C 25% Gross | - | - | - | - | - | - | - | - | - | - |
| Hwy, Proposition C 25% Net | - | - | - | - | - | - | - | - | - | - |
| Rail, Measure R 35% Gross | - | - | - | - | - | - | - | - | - | - |
| Rail, Measure R 35% Bonds Net | - | - | - | - | - | - | - | - | - | - |
| Measure R 20% Bonds Gross | - | - | - | - | - | - | - | - | - | - |
| Measure R 20% Bonds Net | - | - | - | - | - | - | - | - | - | - |
| Measure R 35% Commercial Paper | - | - | - | - | - | - | - | - | - | - |
| Measure R 2% Commercial Paper | - | - | - | - | - | - | - | - | - | - |
| Total Net New Financing, Annual | 493.4 | 465.4 | 438.8 | 319.0 | 294.3 | 208.4 | 248.3 | 358.1 | - | - |
| Total Net New Financing, Cumulative | 11,980.3 | 12,445.6 | 12,884.4 | 13,203.4 | 13,497.7 | 13,706.1 | 13,954.3 | 14,312.4 | 14,312.4 | 14,312.4 |

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.
3. Does not include beginning balances, if any.

LACMTA Financial Forecasting Model
Debt Policy Conformance
2009 LRTP Baseline 10/22/09

| | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Plan Total |
|---|------------------|------------------|------------------|------------------|----------------|
| Proposition A 35% | | | | | |
| Projected Revenues | 1,098.3 | 2,659.0 | 4,222.4 | 6,624.6 | 14,604.3 |
| Policy Maximum | 87.0% | 87.0% | 87.0% | 87.0% | 87.0% |
| Maximum Available for Debt Service | 955.5 | 2,313.3 | 3,673.5 | 5,763.4 | 12,705.7 |
| Less: Existing Debt Service (not incl CP or fees) | 718.0 | 1,440.8 | 742.1 | 84.3 | 2,985.1 |
| Available for Future Issuance | 237.6 | 872.5 | 2,931.4 | 5,679.1 | 9,720.6 |
| Less: Projected Payment (Model) (not incl CP) | - | 605.8 | 1,838.7 | 3,820.5 | 6,265.0 |
| Available DS Capacity (Overutilization) | 237.6 | 266.7 | 1,092.7 | 1,858.6 | 2,951.3 |
| Annual DSCR: Minimum 1.15 | | | | | |
| Annual Debt Service % of Rev (87% max) | | | | | |
| Proposition C 25% | | | | | |
| Projected Revenues | 813.5 | 1,969.8 | 3,127.9 | 4,907.5 | 10,818.7 |
| Policy Maximum | 85.0% | 85.0% | 85.0% | 85.0% | 85.0% |
| Maximum Available for Debt Service | 691.5 | 1,674.3 | 2,658.7 | 4,171.3 | 9,195.9 |
| Less: Existing Debt Service (Treasury) | 176.4 | 351.5 | 265.5 | 103.9 | 897.2 |
| Available for Future Issuance | 515.2 | 1,322.8 | 2,393.2 | 4,067.5 | 8,298.7 |
| Less: Projected Payment (Financial Model) | 9.3 | 1,036.2 | 1,902.6 | 2,379.8 | 5,327.9 |
| Available DS Capacity (Overutilization) | 505.8 | 286.6 | 490.7 | 1,687.7 | 2,970.8 |
| Annual DSCR: Minimum 1.176 | | | | | |
| Annual Debt Service % of Rev (85% max) | | | | | |
| Proposition C 40% | | | | | |
| Projected Revenues | 1,301.7 | 3,151.6 | 5,004.6 | 7,851.9 | 17,309.9 |
| Policy Maximum | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Maximum Available for Debt Service | 520.7 | 1,260.7 | 2,001.9 | 3,140.8 | 6,924.0 |
| Less: Existing Debt Service (not incl CP or fees) | 312.2 | 631.4 | 443.2 | 92.3 | 1,479.1 |
| Less: Pending Debt Service (Treasury) | - | - | - | - | - |
| Available for Future Issuance | 208.5 | 629.2 | 1,558.7 | 3,048.5 | 5,444.8 |
| Less: Projected Payment (Financial Model) | - | - | - | - | - |
| Rail Capital | 6.4 | 14.9 | 14.9 | 8.4 | 44.6 |
| Bus Capital | - | 81.0 | 314.1 | 716.0 | 1,111.2 |
| Administration/Agencywide | - | - | - | - | - |
| Available DS Capacity (Overutilization) | 202.0 | 533.4 | 1,229.7 | 2,324.0 | 4,289.1 |
| Annual DSCR: Minimum 2.50 | | | | | |
| Annual Debt Service % of Rev (40% max) | | | | | |
| Proposition C 10% | | | | | |
| Projected Revenues | 325.4 | 787.9 | 1,251.2 | 1,963.0 | 4,327.5 |
| Policy Maximum | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Available for Debt Service | 162.7 | 394.0 | 625.6 | 981.5 | 2,163.7 |
| Less: Existing Debt Service (Treasury) | 52.1 | 112.9 | 62.1 | 12.1 | 239.3 |
| Available for Future Issuance | 110.6 | 281.0 | 563.5 | 969.4 | 1,924.5 |
| Less: Projected Payment (Financial Model) | 0.0 | 139.6 | 444.1 | 859.4 | 1,443.1 |
| Available DS Capacity (Overutilization) | 110.6 | 141.4 | 119.4 | 110.0 | 481.4 |
| Annual DSCR: Minimum 2.00 | | | | | |
| Annual Debt Service % of Rev (50% max) | | | | | |

LACMTA Financial Forecasting Model
Debt Policy Conformance
2009 LRTP Baseline 10/22/09

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Proposition A 35% | | | | | | | | | | |
| Projected Revenues | 204.0 | 213.1 | 224.2 | 239.7 | 258.6 | 274.3 | 289.9 | 303.9 | 318.2 | 333.1 |
| 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 | 177.5 | 185.4 | 195.0 | 208.6 | 225.0 | 238.6 | 252.2 | 264.4 | 276.8 | 289.8 |
| Less: Existing Debt Service (not incl CP or fees) | 151.6 | 143.8 | 143.3 | 143.2 | 143.0 | 143.4 | 143.2 | 143.0 | 143.2 | 143.0 |
| Available for Future Issuance | 25.9 | 41.6 | 51.7 | 65.4 | 81.9 | 95.2 | 109.0 | 121.5 | 133.6 | 146.8 |
| Less: Projected Payment (Model) (not incl CP) | 3.9 | 13.2 | 24.2 | 35.9 | 51.2 | 71.3 | 86.9 | 96.6 | 106.4 | 116.1 |
| Available DS Capacity (Overutilization) | 21.9 | 28.4 | 27.5 | 29.5 | 30.7 | 23.9 | 22.1 | 24.8 | 27.2 | 30.6 |
| Annual DSCR: Minimum 1.15 | 1.31 | 1.36 | 1.34 | 1.34 | 1.33 | 1.28 | 1.26 | 1.27 | 1.27 | 1.29 |
| Annual Debt Service % of Rev (87% max) | 76.2% | 73.7% | 74.7% | 74.7% | 75.1% | 78.3% | 79.4% | 78.8% | 78.4% | 77.8% |
| Proposition C 25% | | | | | | | | | | |
| Projected Revenues | 151.1 | 157.9 | 166.1 | 177.6 | 191.6 | 203.2 | 214.7 | 225.1 | 235.7 | 246.7 |
| 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 | 128.5 | 134.2 | 141.2 | 150.9 | 162.8 | 172.7 | 182.5 | 191.4 | 200.4 | 209.7 |
| Less: Existing Debt Service (Treasury) | 34.6 | 34.5 | 34.4 | 34.5 | 34.5 | 36.0 | 35.7 | 35.7 | 35.8 | 35.9 |
| Available for Future Issuance | 93.9 | 99.7 | 106.8 | 116.5 | 128.4 | 136.7 | 146.8 | 155.7 | 164.6 | 173.9 |
| Less: Projected Payment (Financial Model) | 4.6 | 20.1 | 52.8 | 83.9 | 112.1 | 134.5 | 146.8 | 154.2 | 161.1 | 166.0 |
| Available DS Capacity (Overutilization) | 89.3 | 79.6 | 54.0 | 32.6 | 16.2 | 2.1 | 0.0 | 1.5 | 3.5 | 7.9 |
| Annual DSCR: Minimum 1.176 | 3.85 | 2.89 | 1.90 | 1.50 | 1.31 | 1.19 | 1.18 | 1.19 | 1.20 | 1.22 |
| Annual Debt Service % of Rev (85% max) | 25.9% | 34.6% | 52.5% | 66.7% | 76.5% | 84.0% | 85.0% | 84.3% | 83.5% | 81.8% |
| Proposition C 40% | | | | | | | | | | |
| Projected Revenues | 241.8 | 252.6 | 265.7 | 284.1 | 306.5 | 325.1 | 343.6 | 360.2 | 377.1 | 394.8 |
| 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 | 96.7 | 101.0 | 106.3 | 113.7 | 122.6 | 130.0 | 137.4 | 144.1 | 150.9 | 157.9 |
| Less: Existing Debt Service (not incl CP or fees) | 62.2 | 62.4 | 62.5 | 62.8 | 62.9 | 63.3 | 63.5 | 63.7 | 63.9 | 64.2 |
| Less: Pending Debt Service (Treasury) | - | - | - | - | - | - | - | - | - | - |
| Available for Future Issuance | 34.6 | 38.7 | 43.7 | 50.9 | 59.7 | 66.7 | 73.9 | 80.4 | 86.9 | 93.8 |
| Less: Projected Payment (Financial Model) | | | | | | | | | | |
| Rail Capital | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Bus Capital | - | - | 1.3 | 4.7 | 8.3 | 11.3 | 12.8 | 12.8 | 13.5 | 16.5 |
| Administration/Agencywide | - | - | - | - | - | - | - | - | - | - |
| Available DS Capacity (Overutilization) | 33.1 | 37.2 | 40.9 | 44.7 | 50.0 | 54.0 | 59.7 | 66.2 | 71.9 | 75.8 |
| Annual DSCR: Minimum 2.50 | 3.80 | 3.96 | 4.07 | 4.12 | 4.22 | 4.27 | 4.42 | 4.62 | 4.78 | 4.81 |
| Annual Debt Service % of Rev (40% max) | 26.3% | 25.3% | 24.6% | 24.3% | 23.7% | 23.4% | 22.6% | 21.6% | 20.9% | 20.8% |
| Proposition C 10% | | | | | | | | | | |
| Projected Revenues | 60.5 | 63.1 | 66.4 | 71.0 | 76.6 | 81.3 | 85.9 | 90.1 | 94.3 | 98.7 |
| 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 | 30.2 | 31.6 | 33.2 | 35.5 | 38.3 | 40.6 | 42.9 | 45.0 | 47.1 | 49.3 |
| Less: Existing Debt Service (Treasury) | 11.9 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.3 |
| Available for Future Issuance | 18.4 | 20.3 | 22.0 | 24.3 | 27.1 | 29.4 | 31.7 | 33.8 | 35.9 | 38.1 |
| Less: Projected Payment (Financial Model) | 0.0 | 1.7 | 5.5 | 9.1 | 12.4 | 16.2 | 19.9 | 22.7 | 24.9 | 27.2 |
| Available DS Capacity (Overutilization) | 18.4 | 18.7 | 16.4 | 15.1 | 14.7 | 13.2 | 11.8 | 11.1 | 11.0 | 10.9 |
| Annual DSCR: Minimum 2.00 | 5.09 | 4.89 | 3.96 | 3.49 | 3.25 | 2.96 | 2.76 | 2.66 | 2.61 | 2.57 |
| Annual Debt Service % of Rev (50% max) | 19.6% | 20.4% | 25.2% | 28.7% | 30.8% | 33.8% | 36.2% | 37.6% | 38.3% | 39.0% |

LACMTA Financial Forecasting Model

Debt Policy Conformance

2009 LRTP Baseline 10/22/09

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Proposition A 35% | | | | | | | | | | | |
| Projected Revenues | 348.1 | 364.3 | 381.2 | 398.4 | 415.0 | 431.0 | 446.9 | 462.6 | 479.0 | 495.9 | 513.0 |
| 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 | 302.8 | 316.9 | 331.7 | 346.6 | 361.0 | 375.0 | 388.8 | 402.5 | 416.7 | 431.4 | 446.3 |
| Less: Existing Debt Service (not incl CP or fees) | 142.9 | 143.0 | 140.5 | 51.9 | 51.8 | 51.7 | 51.6 | 51.5 | 34.9 | 22.1 | 13.1 |
| Available for Future Issuance | 159.9 | 173.9 | 191.2 | 294.6 | 309.2 | 323.2 | 337.2 | 351.0 | 381.9 | 409.3 | 433.2 |
| Less: Projected Payment (Model) (not incl CP) | 127.0 | 139.8 | 151.8 | 163.8 | 176.5 | 189.3 | 202.0 | 215.5 | 230.5 | 242.5 | 258.3 |
| Available DS Capacity (Overutilization) | 32.9 | 34.2 | 39.4 | 130.9 | 132.7 | 134.0 | 135.2 | 135.4 | 151.3 | 166.8 | 174.9 |
| Annual DSCR: Minimum 1.15 | 1.29 | 1.29 | 1.30 | 1.85 | 1.82 | 1.79 | 1.76 | 1.73 | 1.80 | 1.87 | 1.89 |
| Annual Debt Service % of Rev (87% max) | 77.5% | 77.6% | 76.7% | 54.1% | 55.0% | 55.9% | 56.8% | 57.7% | 55.4% | 53.4% | 52.9% |
| Proposition C 25% | | | | | | | | | | | |
| Projected Revenues | 257.8 | 269.8 | 282.4 | 295.1 | 307.4 | 319.3 | 331.1 | 342.7 | 354.9 | 367.3 | 380.0 |
| 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 | 219.2 | 229.4 | 240.1 | 250.9 | 261.3 | 271.4 | 281.4 | 291.3 | 301.6 | 312.2 | 323.0 |
| Less: Existing Debt Service (Treasury) | 36.0 | 36.0 | 36.1 | 36.2 | 36.3 | 19.6 | 19.7 | 15.3 | 15.3 | 14.9 | 14.8 |
| Available for Future Issuance | 183.2 | 193.3 | 204.0 | 214.6 | 225.0 | 251.8 | 261.7 | 276.0 | 286.3 | 297.4 | 308.2 |
| Less: Projected Payment (Financial Model) | 169.7 | 173.2 | 175.3 | 178.2 | 182.2 | 187.4 | 195.9 | 207.5 | 215.6 | 217.6 | 217.6 |
| Available DS Capacity (Overutilization) | 13.5 | 20.2 | 28.7 | 36.5 | 42.8 | 64.3 | 65.8 | 68.5 | 70.6 | 79.8 | 90.6 |
| Annual DSCR: Minimum 1.176 | 1.25 | 1.29 | 1.34 | 1.38 | 1.41 | 1.54 | 1.54 | 1.54 | 1.54 | 1.58 | 1.63 |
| Annual Debt Service % of Rev (85% max) | 79.8% | 77.5% | 74.9% | 72.6% | 71.1% | 64.8% | 65.1% | 65.0% | 65.1% | 63.3% | 61.2% |
| Proposition C 40% | | | | | | | | | | | |
| Projected Revenues | 412.5 | 431.7 | 451.9 | 472.2 | 491.9 | 510.8 | 529.7 | 548.4 | 567.8 | 587.7 | 608.0 |
| 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 | 165.0 | 172.7 | 180.8 | 188.9 | 196.7 | 204.3 | 211.9 | 219.3 | 227.1 | 235.1 | 243.2 |
| Less: Existing Debt Service (not incl CP or fees) | 64.4 | 64.5 | 64.9 | 65.2 | 65.4 | 32.2 | 32.5 | 20.5 | 20.5 | 13.2 | 13.2 |
| Less: Pending Debt Service (Treasury) | - | - | - | - | - | - | - | - | - | - | - |
| Available for Future Issuance | 100.6 | 108.1 | 115.9 | 123.7 | 131.4 | 172.1 | 179.4 | 198.9 | 206.6 | 221.9 | 230.0 |
| Less: Projected Payment (Financial Model) | | | | | | | | | | | |
| Rail Capital | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Bus Capital | 21.0 | 25.5 | 29.4 | 31.1 | 31.1 | 31.1 | 31.1 | 33.4 | 38.3 | 42.0 | 44.3 |
| Administration/Agencywide | - | - | - | - | - | - | - | - | - | - | - |
| Available DS Capacity (Overutilization) | 78.2 | 81.2 | 84.9 | 91.1 | 98.8 | 139.5 | 146.7 | 164.0 | 166.9 | 178.4 | 184.3 |
| Annual DSCR: Minimum 2.50 | 4.75 | 4.72 | 4.72 | 4.83 | 5.02 | 7.88 | 8.13 | 9.91 | 9.43 | 10.37 | 10.32 |
| Annual Debt Service % of Rev (40% max) | 21.1% | 21.2% | 21.2% | 20.7% | 19.9% | 12.7% | 12.3% | 10.1% | 10.6% | 9.6% | 9.7% |
| Proposition C 10% | | | | | | | | | | | |
| Projected Revenues | 103.1 | 107.9 | 113.0 | 118.0 | 123.0 | 127.7 | 132.4 | 137.1 | 141.9 | 146.9 | 152.0 |
| 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 | 51.6 | 54.0 | 56.5 | 59.0 | 61.5 | 63.9 | 66.2 | 68.5 | 71.0 | 73.5 | 76.0 |
| Less: Existing Debt Service (Treasury) | 11.3 | 11.3 | 11.3 | 11.3 | 11.4 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Available for Future Issuance | 40.3 | 42.7 | 45.2 | 47.7 | 50.1 | 62.7 | 65.1 | 67.4 | 69.9 | 72.4 | 74.9 |
| Less: Projected Payment (Financial Model) | 30.1 | 33.3 | 36.1 | 39.1 | 42.2 | 45.5 | 48.9 | 52.5 | 56.2 | 60.2 | 64.4 |
| Available DS Capacity (Overutilization) | 10.2 | 9.4 | 9.0 | 8.6 | 7.9 | 17.3 | 16.2 | 15.0 | 13.6 | 12.2 | 10.5 |
| Annual DSCR: Minimum 2.00 | 2.49 | 2.42 | 2.38 | 2.34 | 2.30 | 2.74 | 2.65 | 2.56 | 2.48 | 2.40 | 2.32 |
| Annual Debt Service % of Rev (50% max) | 40.2% | 41.3% | 42.0% | 42.7% | 43.5% | 36.5% | 37.7% | 39.1% | 40.4% | 41.7% | 43.1% |

LACMTA Financial Forecasting Model

Debt Policy Conformance

2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Proposition A 35% | | | | | | | | | | |
| Projected Revenues | 529.6 | 546.0 | 563.2 | 581.0 | 599.1 | 618.1 | 638.1 | 658.7 | 678.6 | 699.0 |
| 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 | 460.8 | 475.0 | 490.0 | 505.5 | 521.2 | 537.8 | 555.2 | 573.1 | 590.4 | 608.2 |
| Less: Existing Debt Service (not incl CP or fees) | 13.1 | 13.1 | 11.3 | 11.2 | 11.2 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Available for Future Issuance | 447.7 | 462.0 | 478.7 | 494.2 | 510.0 | 526.6 | 555.2 | 573.1 | 590.4 | 608.2 |
| Less: Projected Payment (Model) (not incl CP) | 280.8 | 303.3 | 325.8 | 343.1 | 354.3 | 365.4 | 378.8 | 397.4 | 408.6 | 404.7 |
| Available DS Capacity (Overutilization) | 166.9 | 158.7 | 152.9 | 151.2 | 155.7 | 161.2 | 176.4 | 175.7 | 181.8 | 203.5 |
| Annual DSCR: Minimum 1.15 | 1.80 | 1.73 | 1.67 | 1.64 | 1.64 | 1.64 | 1.68 | 1.66 | 1.66 | 1.73 |
| Annual Debt Service % of Rev (87% max) | 55.5% | 57.9% | 59.9% | 61.0% | 61.0% | 60.9% | 59.4% | 60.3% | 60.2% | 57.9% |
| Proposition C 25% | | | | | | | | | | |
| Projected Revenues | 392.4 | 404.5 | 417.2 | 430.4 | 443.8 | 457.9 | 472.7 | 488.0 | 502.7 | 517.8 |
| 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 | 333.5 | 343.8 | 354.6 | 365.8 | 377.3 | 389.2 | 401.8 | 414.8 | 427.3 | 440.2 |
| Less: Existing Debt Service (Treasury) | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Available for Future Issuance | 318.7 | 329.0 | 339.8 | 351.0 | 362.4 | 374.4 | 401.8 | 414.8 | 427.3 | 440.2 |
| Less: Projected Payment (Financial Model) | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 216.4 | 214.1 | 213.0 | 213.0 |
| Available DS Capacity (Overutilization) | 101.0 | 111.4 | 122.2 | 133.4 | 144.8 | 156.8 | 185.4 | 200.7 | 214.3 | 227.2 |
| Annual DSCR: Minimum 1.176 | 1.69 | 1.74 | 1.79 | 1.85 | 1.91 | 1.97 | 2.18 | 2.28 | 2.36 | 2.43 |
| Annual Debt Service % of Rev (85% max) | 59.2% | 57.5% | 55.7% | 54.0% | 52.4% | 50.8% | 45.8% | 43.9% | 42.4% | 41.1% |
| Proposition C 40% | | | | | | | | | | |
| Projected Revenues | 627.8 | 647.2 | 667.6 | 688.6 | 710.1 | 732.7 | 756.4 | 780.8 | 804.3 | 828.6 |
| 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 | 251.1 | 258.9 | 267.0 | 275.4 | 284.0 | 293.1 | 302.5 | 312.3 | 321.7 | 331.4 |
| Less: Existing Debt Service (not incl CP or fees) | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| Less: Pending Debt Service (Treasury) | - | - | - | - | - | - | - | - | - | - |
| Available for Future Issuance | 237.9 | 245.7 | 253.8 | 262.3 | 270.9 | 279.9 | 302.5 | 312.3 | 321.7 | 331.4 |
| Less: Projected Payment (Financial Model) | | | | | | | | | | |
| Rail Capital | 1.5 | 1.5 | 1.5 | 1.5 | 0.9 | 0.1 | - | - | - | - |
| Bus Capital | 48.0 | 53.3 | 58.1 | 63.4 | 69.4 | 73.1 | 74.6 | 76.5 | 77.6 | 77.6 |
| Administration/Agencywide | - | - | - | - | - | - | - | - | - | - |
| Available DS Capacity (Overutilization) | 188.4 | 190.9 | 194.2 | 197.4 | 200.6 | 206.6 | 227.9 | 235.8 | 244.1 | 253.8 |
| Annual DSCR: Minimum 2.50 | 10.02 | 9.53 | 9.17 | 8.82 | 8.51 | 8.47 | 10.13 | 10.20 | 10.36 | 10.67 |
| Annual Debt Service % of Rev (40% max) | 10.0% | 10.5% | 10.9% | 11.3% | 11.8% | 11.8% | 9.9% | 9.8% | 9.7% | 9.4% |
| Proposition C 10% | | | | | | | | | | |
| Projected Revenues | 156.9 | 161.8 | 166.9 | 172.2 | 177.5 | 183.2 | 189.1 | 195.2 | 201.1 | 207.1 |
| 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 | 78.5 | 80.9 | 83.4 | 86.1 | 88.8 | 91.6 | 94.5 | 97.6 | 100.5 | 103.6 |
| Less: Existing Debt Service (Treasury) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 |
| Available for Future Issuance | 77.4 | 79.8 | 82.3 | 85.0 | 87.7 | 90.5 | 93.4 | 96.5 | 99.4 | 102.5 |
| Less: Projected Payment (Financial Model) | 68.2 | 71.5 | 75.0 | 78.7 | 82.2 | 83.9 | 83.9 | 83.9 | 83.9 | 83.9 |
| Available DS Capacity (Overutilization) | 9.2 | 8.3 | 7.3 | 6.3 | 5.5 | 6.6 | 9.5 | 12.6 | 15.5 | 18.6 |
| Annual DSCR: Minimum 2.00 | 2.27 | 2.23 | 2.19 | 2.16 | 2.13 | 2.15 | 2.22 | 2.30 | 2.37 | 2.44 |
| Annual Debt Service % of Rev (50% max) | 44.1% | 44.9% | 45.6% | 46.3% | 46.9% | 46.4% | 45.0% | 43.5% | 42.3% | 41.0% |

LACMTA Financial Forecasting Model
Local Sales Tax Revenues
 2009 LRTP Baseline 10/22/09

| | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Plan Total | 2002 2003 | 2003 2004 | 2004 2005 | 2005 2006 | 2006 2007 | 2007 2008 | 2008 2009 |
|--|--|------------------|------------------|------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------|
| Growth Rate: | | | | | | Actual per CAFR | Actual per CAFR | Actual per CAFR | Actual per CAFR | Actual per CAFR | Actual per CAFR | -5.59% |
| Props A and C Combined | 6,606.9 | 15,996.1 | 25,401.0 | 39,852.3 | 87,856.3 | 1,096.6 | 1,153.3 | 1,239.1 | 1,338.0 | 1,372.5 | 1,366.9 | 1,290.5 |
| Prop. A Forecast | 3,303.2 | 7,997.0 | 12,698.8 | 19,923.6 | 43,922.6 | 548.3 | 576.7 | 619.5 | 669.0 | 686.2 | 683.4 | 645.2 |
| Prop. C Forecast | 3,303.7 | 7,999.1 | 12,702.2 | 19,928.8 | 43,933.7 | 548.3 | 576.7 | 619.6 | 669.0 | 686.3 | 683.5 | 645.3 |
| Measure R Sales Tax | 0.0 | 7,828.6 | 12,698.8 | 17,821.2 | 38,348.6 | | | | | | | |
| TDA Forecast | 1,668.8 | 3,985.3 | 6,328.5 | 9,928.9 | 21,911.4 | 279.9 | 294.0 | 314.5 | 338.7 | 353.6 | 340.5 | 321.5 |
| Total Sales Tax Forecast | 8,275.7 | 27,810.0 | 44,428.3 | 67,602.4 | 148,116.4 | 1,376.4 | 1,447.3 | 1,553.5 | 1,676.7 | 1,726.0 | 1,707.4 | 1,612.0 |
| Total Actual Annual Change Prop A Annual Change | Avg Annual Change: 2.31% 6.67% 4.39% 3.54% | | | | | | 5.15% | 7.34% | 7.93% | 2.94% | -1.08% | -5.59% |
| Props A and C Compound Growth: from FY 05 to the year indicated-----> | | | | | | | | | | | | |
| from FY 05 to FY 19 (14 years) | | | | | 3.49% | | | | | | | |
| from FY 05 to FY 25 (20 years) | | | | | 3.76% | | | | | | | |
| from FY 05 to FY 30 (25 years) | | | | | 3.72% | | | | | | | |
| from FY 05 to FY 40 (35 years) | | | | | 3.55% | | | | | | | |
| from FY 08 to FY 30 (22 years) | | | | | 3.77% | | | | | | | |

Notes:

1. Growth rate derived by reducing the 7/08 UCLA Anderson Forecast Forecast real growth component by 26%.

LACMTA Financial Forecasting Model
Local Sales Tax Revenues
 2009 LRTP Baseline 10/22/09

| | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Growth Rate: | -4.89% | 4.45% | 5.20% | 6.93% | 7.88% | 6.06% | 5.69% | 4.84% | 4.69% | 4.68% |
| Props A and C Combined | 1,227.4 | 1,282.0 | 1,348.7 | 1,442.1 | 1,555.8 | 1,650.0 | 1,743.8 | 1,828.3 | 1,914.1 | 2,003.8 |
| Prop. A Forecast | 613.6 | 640.9 | 674.3 | 721.0 | 777.8 | 824.9 | 871.8 | 914.0 | 956.9 | 1,001.8 |
| Prop. C Forecast | 613.8 | 641.1 | 674.4 | 721.2 | 778.0 | 825.1 | 872.0 | 914.3 | 957.2 | 1,002.0 |
| Measure R Sales Tax | 445.2 | 640.9 | 674.3 | 721.0 | 777.8 | 824.9 | 871.8 | 914.0 | 956.9 | 1,001.8 |
| TDA Forecast | 305.8 | 319.4 | 336.0 | 359.3 | 387.6 | 411.1 | 434.5 | 455.5 | 476.9 | 499.2 |
| Total Sales Tax Forecast | 1,978.4 | 2,242.4 | 2,359.0 | 2,522.4 | 2,721.1 | 2,886.0 | 3,050.1 | 3,197.9 | 3,348.0 | 3,504.7 |
| Total Actual Annual Change Prop A Annual Change | -4.89% | 4.45% | 5.20% | 6.93% | 7.88% | 6.06% | 5.69% | 4.84% | 4.69% | 4.68% |

Props A and C Compound Growth:
 from FY 05 to the year indicated-----> 3.49%

LACMTA Financial Forecasting Model
Local Sales Tax Revenues
 2009 LRTP Baseline 10/22/09

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Growth Rate: | 4.50% | 4.65% | 4.67% | 4.50% | 4.17% | 3.86% | 3.70% | 3.52% | 3.54% | 3.52% | 3.45% |
| Props A and C Combined | 2,093.9 | 2,191.3 | 2,293.5 | 2,396.6 | 2,496.5 | 2,592.7 | 2,688.5 | 2,783.2 | 2,881.7 | 2,983.1 | 3,086.0 |
| Prop. A Forecast | 1,046.8 | 1,095.5 | 1,146.6 | 1,198.2 | 1,248.1 | 1,296.2 | 1,344.1 | 1,391.4 | 1,440.6 | 1,491.4 | 1,542.8 |
| Prop. C Forecast | 1,047.1 | 1,095.8 | 1,146.9 | 1,198.5 | 1,248.4 | 1,296.5 | 1,344.4 | 1,391.8 | 1,441.0 | 1,491.7 | 1,543.2 |
| Measure R Sales Tax | 1,046.8 | 1,095.5 | 1,146.6 | 1,198.2 | 1,248.1 | 1,296.2 | 1,344.1 | 1,391.4 | 1,440.6 | 1,491.4 | 1,542.8 |
| TDA Forecast | 521.7 | 545.9 | 571.4 | 597.1 | 622.0 | 646.0 | 669.8 | 693.4 | 717.9 | 743.2 | 768.8 |
| Total Sales Tax Forecast | 3,662.4 | 3,832.8 | 4,011.6 | 4,191.9 | 4,366.5 | 4,534.9 | 4,702.5 | 4,868.0 | 5,040.2 | 5,217.7 | 5,397.6 |
| Total Actual Annual Change Prop A Annual Change | 4.50% | 4.65% | 4.67% | 4.50% | 4.17% | 3.86% | 3.70% | 3.52% | 3.54% | 3.52% | 3.45% |
| Props A and C Compound Growth: from FY 05 to the year indicated-----> | | | | | | | 3.76% | | | | 3.72% |

LACMTA Financial Forecasting Model
Local Sales Tax Revenues
 2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|
| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | |
| Growth Rate: | 3.25% | 3.09% | 3.15% | 3.16% | 3.12% | 3.17% | 3.23% | 3.23% | 3.02% | -26.43% | |
| Props A and C Combined | 3,186.2 | 3,284.7 | 3,388.1 | 3,495.1 | 3,604.2 | 3,718.6 | 3,838.9 | 3,962.8 | 4,082.3 | 4,205.3 | |
| Prop. A Forecast | 1,592.9 | 1,642.2 | 1,693.9 | 1,747.3 | 1,801.9 | 1,859.1 | 1,919.2 | 1,981.1 | 2,040.9 | 2,102.4 | |
| Prop. C Forecast | 1,593.3 | 1,642.6 | 1,694.3 | 1,747.8 | 1,802.3 | 1,859.6 | 1,919.7 | 1,981.6 | 2,041.4 | 2,102.9 | |
| Measure R Sales Tax | 1,592.9 | 1,642.2 | 1,693.9 | 1,747.3 | 1,801.9 | 1,859.1 | 1,919.2 | 1,981.1 | 2,040.9 | 0.0 | |
| TDA Forecast | 793.8 | 818.4 | 844.1 | 870.8 | 898.0 | 926.5 | 956.4 | 987.3 | 1,017.1 | 1,047.7 | |
| Total Sales Tax Forecast | 5,572.9 | 5,745.2 | 5,926.1 | 6,113.2 | 6,304.0 | 6,504.2 | 6,714.6 | 6,931.2 | 7,140.3 | 5,253.0 | |
| Total Actual Annual Change Prop A Annual Change | 3.25% | 3.09% | 3.15% | 3.16% | 3.12% | 3.17% | 3.23% | 3.23% | 3.02% | -26.43% | |

Props A and C Compound Growth:
 from FY 05 to the year indicated----->

3.55%

LACMTA Financial Forecasting Model

Proposition A

2009 L RTP Baseline 10/22/09

| One-half cent permanent countywide sales tax. | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenue Pool | 3,303.2 | 7,997.0 | 12,698.8 | 19,923.6 | 43,922.6 | | 613.6 | 640.9 | 674.3 | 721.0 | 777.8 | 824.9 | 871.8 | 914.0 |
| Admin Carry-In Balance | 1.0 | - | - | - | 1.0 | | | | | | | | | |
| Less: Metro Admin Charge (5%) | 165.2 | 399.9 | 634.9 | 996.2 | 2,196.1 | | 30.7 | 32.0 | 33.7 | 36.0 | 38.9 | 41.2 | 43.6 | 45.7 |
| Amount Available (not incl carry in) | 3,138.0 | 7,597.2 | 12,063.9 | 18,927.4 | 41,726.5 | | 582.9 | 608.9 | 640.6 | 684.9 | 738.9 | 783.6 | 828.2 | 868.3 |
| Ordinance Allocation | MANUAL INPUTS | | | | | | | | | | | | | |
| Rail Development Account (35%) | | | | | | | | | | | | | | |
| Carry-In Balance | 146.8 | - | - | - | 146.8 | | | | | | | | | |
| Rail Capital | 938.9 | 2,328.9 | 3,047.8 | 5,240.0 | 11,555.6 | 27.7% | 182.4 | 189.1 | 198.0 | 210.0 | 227.3 | 245.9 | 261.1 | 269.7 |
| Rail Operations | 306.2 | 330.1 | 1,174.5 | 1,384.6 | 3,195.4 | 7.7% | 21.7 | 24.1 | 26.2 | 29.7 | 31.3 | 28.4 | 28.8 | 34.2 |
| Total Rail Development Account | 1,245.1 | 2,659.0 | 4,222.4 | 6,624.6 | 14,751.1 | 35.4% | 204.0 | 213.1 | 224.2 | 239.7 | 258.6 | 274.3 | 289.9 | 303.9 |
| Discretionary Account (40%) | | | | | | | OK | OK | OK | OK | OK | OK | OK | OK |
| Plus: Interest | 12.8 | 35.0 | 35.0 | 38.5 | 121.3 | 0.3% | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Bus Operations (95% of 40%) | - | - | - | - | - | | | | | | | | | |
| Metro Operations | 703.6 | 1,738.0 | 2,073.3 | 2,746.9 | 7,261.7 | 17.1% | 163.0 | 161.3 | 164.9 | 168.1 | 171.4 | 174.8 | 178.3 | 181.7 |
| Municipal Operators | 282.1 | 630.3 | 760.8 | 1,007.6 | 2,680.9 | 6.4% | 52.1 | 59.2 | 60.5 | 61.7 | 62.9 | 64.2 | 65.5 | 66.7 |
| Metro Expansion | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| Municipal Operators Expansion | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| Alloc. to Other Eligible Operators (no proj she | 104.1 | 233.1 | 279.7 | 371.3 | 988.1 | 2.4% | 21.1 | 21.7 | 22.2 | 22.6 | 23.1 | 23.5 | 24.0 | 24.5 |
| Growth above CPI | 115.5 | 320.6 | 1,505.5 | 3,105.1 | 5,046.7 | 12.1% | (11.2) | (7.3) | (0.7) | 11.3 | 26.8 | 38.8 | 50.5 | 60.6 |
| Less - Prop A 40% Debt Service | 8.4 | 23.0 | 19.8 | 13.2 | 64.4 | 0.2% | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 | 2.3 |
| Growth above CPI (Transfer to Prop C 40%) | 107.0 | 297.6 | 1,485.7 | 3,092.0 | 4,982.3 | 11.9% | (13.5) | (9.6) | (3.0) | 9.0 | 24.5 | 36.5 | 48.2 | 58.3 |
| Subtotal Bus Operations | 1,205.2 | 2,921.9 | 4,619.3 | 7,230.9 | 15,977.4 | 38.0% | 225.0 | 234.9 | 246.9 | 263.8 | 284.3 | 301.3 | 318.2 | 333.5 |
| Bus Incentive Program (5% of 40%) | | | | | | | | | | | | | | |
| Incentive Program Carry-in Balance | 36.2 | - | - | - | 36.2 | | | | | | | | | |
| Bus Incentive Program (5% of Prop C 40%) | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 2.1% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 |
| Total Discretionary Account | 1,304.2 | 3,073.9 | 4,860.6 | 7,609.5 | 16,848.1 | 40.1% | 236.7 | 247.1 | 259.7 | 277.5 | 299.1 | 317.0 | 334.8 | 350.8 |
| Local Return Account (25%) | | | | | | | | | | | | | | |
| Local Return - Cities/County Highway | 117.7 | 284.9 | 452.4 | 709.8 | 1,564.7 | 3.8% | 21.9 | 22.8 | 24.0 | 25.7 | 27.7 | 29.4 | 31.1 | 32.6 |
| Local Return - Muni Bus Capital | 166.7 | 403.6 | 640.9 | 1,005.5 | 2,216.7 | 5.3% | 31.0 | 32.3 | 34.0 | 36.4 | 39.3 | 41.6 | 44.0 | 46.1 |
| Local Return - Muni Bus Operations | 500.1 | 1,210.8 | 1,922.7 | 3,016.6 | 6,650.2 | 15.9% | 92.9 | 97.0 | 102.1 | 109.2 | 117.8 | 124.9 | 132.0 | 138.4 |
| Total Local Return Account | 784.5 | 1,899.3 | 3,016.0 | 4,731.8 | 10,431.6 | 25.0% | 145.7 | 152.2 | 160.1 | 171.2 | 184.7 | 195.9 | 207.1 | 217.1 |
| Total Prop A Without Local Return-OTHER) | 2,549.4 | 5,732.9 | 9,082.9 | 14,234.0 | 31,599.2 | | 440.7 | 460.2 | 483.9 | 517.2 | 557.7 | 591.2 | 624.7 | 654.8 |
| Modal Allocation | | | | | | | | | | | | | | |
| Rail Capital | 938.9 | 2,328.9 | 3,047.8 | 5,240.0 | 11,555.6 | 28.6% | 182.4 | 189.1 | 198.0 | 210.0 | 227.3 | 245.9 | 261.1 | 269.7 |
| Rail Operations | 306.2 | 330.1 | 1,174.5 | 1,384.6 | 3,195.4 | 7.9% | 21.7 | 24.1 | 26.2 | 29.7 | 31.3 | 28.4 | 28.8 | 34.2 |
| Bus Capital | 166.7 | 403.6 | 640.9 | 1,005.5 | 2,216.7 | 5.5% | 31.0 | 32.3 | 34.0 | 36.4 | 39.3 | 41.6 | 44.0 | 46.1 |
| Bus Operations | 1,705.4 | 4,132.7 | 6,542.0 | 10,247.5 | 22,627.5 | 55.9% | 317.9 | 331.9 | 349.0 | 372.9 | 402.0 | 426.2 | 450.2 | 471.9 |
| Bus Incentive Program | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 2.2% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 |
| Total Prop. A (w/o Other Local Return/Admin) | 3,216.2 | 7,347.3 | 11,646.5 | 18,256.1 | 40,466.1 | 100.0% | 564.6 | 589.6 | 620.0 | 662.7 | 714.7 | 757.8 | 800.7 | 839.3 |

NOTES:

1. 25% to local jurisdictions for local discretionary transit improvements, 35% rail programs on the Prop A map, 40% at Metro's discretion, historically used for bus operations.

LACMTA Financial Forecasting Model

Proposition A

2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax. | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Total Revenue Pool | 956.9 | 1,001.8 | 1,046.8 | 1,095.5 | 1,146.6 | 1,198.2 | 1,248.1 | 1,296.2 | 1,344.1 | 1,391.4 | 1,440.6 | 1,491.4 | 1,542.8 |
| Admin Carry-In Balance | | | | | | | | | | | | | |
| Less: Metro Admin Charge (5%) | 47.8 | 50.1 | 52.3 | 54.8 | 57.3 | 59.9 | 62.4 | 64.8 | 67.2 | 69.6 | 72.0 | 74.6 | 77.1 |
| Amount Available (not incl carry in) | 909.1 | 951.7 | 994.5 | 1,040.7 | 1,089.3 | 1,138.3 | 1,185.7 | 1,231.4 | 1,276.9 | 1,321.8 | 1,368.6 | 1,416.8 | 1,465.6 |
| Ordinance Allocation | | | | | | | | | | | | | |
| Rail Development Account (35%) | | | | | | | | | | | | | |
| Carry-In Balance | | | | | | | | | | | | | |
| Rail Capital | 268.4 | 277.0 | 287.0 | 299.5 | 309.5 | 254.5 | 274.9 | 329.9 | 309.3 | 329.6 | 301.2 | 352.7 | 335.3 |
| Rail Operations | 49.8 | 56.0 | 61.1 | 64.8 | 71.8 | 143.9 | 140.1 | 101.1 | 137.7 | 133.1 | 177.8 | 143.2 | 177.7 |
| Total Rail Development Account | 318.2 | 333.1 | 348.1 | 364.3 | 381.2 | 398.4 | 415.0 | 431.0 | 446.9 | 462.6 | 479.0 | 495.9 | 513.0 |
| Discretionary Account (40%) | | | | | | | | | | | | | |
| Plus: Interest | 3.5 | 3.5 | 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%) | | | | | | | | | | | | | |
| Metro Operations | 185.4 | 189.0 | 192.6 | 196.2 | 199.6 | 202.8 | 205.6 | 208.5 | 211.5 | 214.9 | 218.7 | 222.8 | 227.0 |
| Municipal Operators | 68.0 | 69.4 | 70.7 | 72.0 | 73.3 | 74.4 | 75.5 | 76.5 | 77.6 | 78.9 | 80.2 | 81.8 | 83.3 |
| Metro Expansion | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Municipal Operators Expansion | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Alloc. to Other Eligible Operators (no proj sh) | 25.0 | 25.5 | 26.0 | 26.5 | 26.9 | 27.4 | 27.7 | 28.1 | 28.5 | 29.0 | 29.5 | 30.1 | 30.7 |
| Growth above CPI | 70.6 | 81.2 | 92.1 | 104.3 | 117.7 | 131.4 | 145.3 | 158.3 | 171.0 | 183.0 | 195.1 | 207.2 | 219.5 |
| Less - Prop A 40% Debt Service | 2.3 | 2.3 | 2.3 | 2.3 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |
| Growth above CPI (Transfer to Prop C 40%) | 68.3 | 79.0 | 89.9 | 102.0 | 115.8 | 129.5 | 143.4 | 156.4 | 169.1 | 181.1 | 193.2 | 205.3 | 217.6 |
| Subtotal Bus Operations | 349.0 | 365.1 | 381.4 | 399.0 | 417.4 | 436.0 | 454.1 | 471.4 | 488.7 | 505.8 | 523.6 | 541.9 | 560.4 |
| Bus Incentive Program (5% of 40%) | | | | | | | | | | | | | |
| Incentive Program Carry-in Balance | | | | | | | | | | | | | |
| Bus Incentive Program (5% of Prop C 40%) | 18.2 | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| Total Discretionary Account | 367.1 | 384.2 | 401.3 | 419.8 | 439.2 | 458.8 | 477.8 | 496.1 | 514.3 | 532.2 | 550.9 | 570.2 | 589.8 |
| Local Return Account (25%) | | | | | | | | | | | | | |
| Local Return - Cities/County Highway | 34.1 | 35.7 | 37.3 | 39.0 | 40.8 | 42.7 | 44.5 | 46.2 | 47.9 | 49.6 | 51.3 | 53.1 | 55.0 |
| Local Return - Muni Bus Capital | 48.3 | 50.6 | 52.8 | 55.3 | 57.9 | 60.5 | 63.0 | 65.4 | 67.8 | 70.2 | 72.7 | 75.3 | 77.9 |
| Local Return - Muni Bus Operations | 144.9 | 151.7 | 158.5 | 165.9 | 173.6 | 181.4 | 189.0 | 196.3 | 203.5 | 210.7 | 218.1 | 225.8 | 233.6 |
| Total Local Return Account | 227.3 | 237.9 | 248.6 | 260.2 | 272.3 | 284.6 | 296.4 | 307.8 | 319.2 | 330.5 | 342.2 | 354.2 | 366.4 |
| Total Prop A Without Local Return-OTHER) | 685.3 | 717.2 | 749.4 | 784.1 | 820.5 | 857.2 | 892.7 | 927.0 | 961.2 | 994.9 | 1,030.0 | 1,066.1 | 1,102.7 |
| Modal Allocation | | | | | | | | | | | | | |
| Rail Capital | 268.4 | 277.0 | 287.0 | 299.5 | 309.5 | 254.5 | 274.9 | 329.9 | 309.3 | 329.6 | 301.2 | 352.7 | 335.3 |
| Rail Operations | 49.8 | 56.0 | 61.1 | 64.8 | 71.8 | 143.9 | 140.1 | 101.1 | 137.7 | 133.1 | 177.8 | 143.2 | 177.7 |
| Bus Capital | 48.3 | 50.6 | 52.8 | 55.3 | 57.9 | 60.5 | 63.0 | 65.4 | 67.8 | 70.2 | 72.7 | 75.3 | 77.9 |
| Bus Operations | 493.8 | 516.8 | 539.9 | 564.8 | 591.0 | 617.4 | 643.0 | 667.7 | 692.2 | 716.5 | 741.7 | 767.7 | 794.0 |
| Bus Incentive Program | 18.2 | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| Total Prop. A (w/o Other Local Return/Admin) | 878.5 | 919.5 | 960.7 | 1,005.2 | 1,051.9 | 1,099.1 | 1,144.7 | 1,188.7 | 1,232.5 | 1,275.8 | 1,320.8 | 1,367.2 | 1,414.2 |

LACMTA Financial Forecasting Model

Proposition A

2009 L RTP Baseline 10/22/09

| One-half cent permanent countywide sales tax. | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenue Pool | 1,592.9 | 1,642.2 | 1,693.9 | 1,747.3 | 1,801.9 | 1,859.1 | 1,919.2 | 1,981.1 | 2,040.9 | 2,102.4 |
| Admin Carry-In Balance | | | | | | | | | | |
| Less: Metro Admin Charge (5%) | 79.6 | 82.1 | 84.7 | 87.4 | 90.1 | 93.0 | 96.0 | 99.1 | 102.0 | 105.1 |
| Amount Available (not incl carry in) | 1,513.2 | 1,560.0 | 1,609.2 | 1,660.0 | 1,711.8 | 1,766.1 | 1,823.2 | 1,882.1 | 1,938.8 | 1,997.3 |
| Ordinance Allocation | | | | | | | | | | |
| Rail Development Account (35%) | | | | | | | | | | |
| Carry-In Balance | | | | | | | | | | |
| Rail Capital | 410.7 | 423.8 | 457.1 | 479.1 | 492.3 | 514.7 | 467.6 | 534.1 | 551.3 | 573.9 |
| Rail Operations | 118.9 | 122.2 | 106.1 | 101.9 | 106.8 | 103.4 | 170.5 | 124.6 | 127.3 | 125.1 |
| Total Rail Development Account | 529.6 | 546.0 | 563.2 | 581.0 | 599.1 | 618.1 | 638.1 | 658.7 | 678.6 | 699.0 |
| Discretionary Account (40%) | | | | | | | | | | |
| Plus: Interest | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 | OK 3.5 |
| Bus Operations (95% of 40%) | | | | | | | | | | |
| Metro Operations | 231.1 | 235.4 | 239.8 | 244.3 | 249.0 | 253.9 | 258.9 | 264.1 | 269.1 | 274.2 |
| Municipal Operators | 84.8 | 86.3 | 88.0 | 89.6 | 91.3 | 93.1 | 95.0 | 96.9 | 98.7 | 100.6 |
| Metro Expansion | - | - | - | - | - | - | - | - | - | - |
| Municipal Operators Expansion | - | - | - | - | - | - | - | - | - | - |
| Alloc. to Other Eligible Operators (no proj she | 31.2 | 31.8 | 32.4 | 33.0 | 33.7 | 34.3 | 35.0 | 35.7 | 36.4 | 37.1 |
| Growth above CPI | 231.4 | 242.8 | 254.9 | 267.3 | 279.9 | 293.3 | 307.4 | 322.0 | 336.0 | 350.7 |
| Less - Prop A 40% Debt Service | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | | | | |
| Growth above CPI (Transfer to Prop C 40%) | 229.5 | 240.9 | 253.0 | 265.5 | 278.1 | 291.4 | 307.4 | 322.0 | 336.0 | 350.7 |
| Subtotal Bus Operations | 578.5 | 596.3 | 615.0 | 634.3 | 654.0 | 674.6 | 696.3 | 718.7 | 740.3 | 762.5 |
| Bus Incentive Program (5% of 40%) | | | | | | | | | | |
| Incentive Program Carry-in Balance | | | | | | | | | | |
| Bus Incentive Program (5% of Prop C 40%) | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| Total Discretionary Account | 608.8 | 627.5 | 647.2 | 667.5 | 688.2 | 709.9 | 732.8 | 756.3 | 779.0 | 802.4 |
| Local Return Account (25%) | | | | | | | | | | |
| Local Return - Cities/County Highway | 56.7 | 58.5 | 60.3 | 62.2 | 64.2 | 66.2 | 68.4 | 70.6 | 72.7 | 74.9 |
| Local Return - Muni Bus Capital | 80.4 | 82.9 | 85.5 | 88.2 | 90.9 | 93.8 | 96.9 | 100.0 | 103.0 | 106.1 |
| Local Return - Muni Bus Operations | 241.2 | 248.6 | 256.5 | 264.6 | 272.8 | 281.5 | 290.6 | 300.0 | 309.0 | 318.3 |
| Total Local Return Account | 378.3 | 390.0 | 402.3 | 415.0 | 427.9 | 441.5 | 455.8 | 470.5 | 484.7 | 499.3 |
| Total Prop A Without Local Return-OTHER) | 1,138.4 | 1,173.5 | 1,210.4 | 1,248.5 | 1,287.3 | 1,328.1 | 1,370.9 | 1,415.1 | 1,457.6 | 1,501.5 |
| Modal Allocation | | | | | | | | | | |
| Rail Capital | 410.7 | 423.8 | 457.1 | 479.1 | 492.3 | 514.7 | 467.6 | 534.1 | 551.3 | 573.9 |
| Rail Operations | 118.9 | 122.2 | 106.1 | 101.9 | 106.8 | 103.4 | 170.5 | 124.6 | 127.3 | 125.1 |
| Bus Capital | 80.4 | 82.9 | 85.5 | 88.2 | 90.9 | 93.8 | 96.9 | 100.0 | 103.0 | 106.1 |
| Bus Operations | 819.7 | 844.9 | 871.4 | 898.8 | 926.8 | 956.1 | 986.9 | 1,018.6 | 1,049.3 | 1,080.8 |
| Bus Incentive Program | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| Total Prop. A (w/o Other Local Return/Admin) | 1,460.0 | 1,505.0 | 1,552.3 | 1,601.2 | 1,651.1 | 1,703.4 | 1,758.4 | 1,815.0 | 1,869.6 | 1,925.9 |

LACMTA Financial Forecasting Model
Proposition C
2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax for transit. | Years | Years | Years | Years | Plan | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|----------------|----------------|-----------------|-----------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | % | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| 1 Total Revenue Pool | 3,303.7 | 7,999.1 | 12,702.2 | 19,928.8 | 43,933.7 | - | 613.8 | 641.1 | 674.4 | 721.2 | 778.0 | 825.1 | 872.0 | 914.3 |
| 2 Admin. Carry-In Balance | 0.7 | | | | 0.7 | | | | | | | | | |
| 3 Less: Metro Admin Charge (1.5%) | 49.6 | 120.0 | 190.5 | 298.9 | 659.0 | - | 9.2 | 9.6 | 10.1 | 10.8 | 11.7 | 12.4 | 13.1 | 13.7 |
| 4 Amount Available | 3,254.2 | 7,879.1 | 12,511.6 | 19,629.8 | 43,274.7 | - | 604.6 | 631.5 | 664.3 | 710.3 | 766.3 | 812.7 | 859.0 | 900.6 |
| 5 | | | | | | | | | | | | | | |
| 6 Ordinance Allocation | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | |
| 8 Local Return (20%) | | | | | | | OK | OK | OK | OK | OK | OK | OK | OK |
| 9 Local Return - Muni Bus Operations | 64.0 | 155.1 | 246.2 | 386.3 | 851.6 | 2.0% | 11.9 | 12.4 | 13.1 | 14.0 | 15.1 | 16.0 | 16.9 | 17.7 |
| 10 Local Return - Muni Bus Capital | 92.2 | 223.1 | 354.3 | 555.9 | 1,225.5 | 2.8% | 17.1 | 17.9 | 18.8 | 20.1 | 21.7 | 23.0 | 24.3 | 25.5 |
| 11 Local Return - Highway | 494.6 | 1,197.6 | 1,901.8 | 2,983.7 | 6,577.8 | 15.2% | 91.9 | 96.0 | 101.0 | 108.0 | 116.5 | 123.5 | 130.6 | 136.9 |
| 12 Subtotal Local Return | 650.8 | 1,575.8 | 2,502.3 | 3,926.0 | 8,654.9 | 20.0% | 120.9 | 126.3 | 132.9 | 142.1 | 153.3 | 162.5 | 171.8 | 180.1 |
| 13 Commuter (10%) <u>Carry-in Balance</u> | 89.7 | | | | 89.7 | | 34.0 | 1.4 | 0.0 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| 14 Bond Proceeds (new, net) | 0.0 | 377.9 | 451.9 | 288.6 | 1,118.4 | | - | 44.4 | 58.8 | 37.4 | 50.0 | 52.0 | 45.6 | 28.0 |
| 15 CFP Park & Ride/Transit Capital, etc. | 37.7 | 105.6 | 150.0 | 15.0 | 308.3 | 0.5% | 11.0 | 13.1 | 8.5 | 5.0 | 7.5 | 7.5 | 12.0 | 11.0 |
| 16 Local Transportation Projects | 0.0 | 3.9 | 0.0 | 0.0 | 3.9 | 0.0% | 3.9 | - | - | - | - | - | - | - |
| 17 Metrolink - Operations | 163.4 | 419.7 | 621.2 | 1,032.9 | 2,237.3 | 5.2% | 35.0 | 36.4 | 37.8 | 39.3 | 40.9 | 42.5 | 44.2 | 46.0 |
| 18 Metrolink - Capital Rehab | 65.5 | 190.2 | 281.5 | 238.6 | 775.8 | | 15.8 | 16.5 | 17.1 | 17.8 | 18.5 | 19.3 | 20.0 | 20.8 |
| 19 Metrolink - Capital | 25.5 | 136.9 | 117.3 | 57.8 | 337.4 | | 6.9 | 12.9 | 13.2 | 23.4 | 28.9 | 29.3 | 18.8 | 1.0 |
| 20 Red Line NH, Canoga P&R, Lankershim Depot | 28.2 | 68.5 | - | - | 96.7 | 0.2% | 6.5 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 |
| 21 Prop C 10% Debt Service | 52.1 | 252.6 | 506.2 | 871.5 | 1,682.3 | 3.9% | 11.9 | 12.9 | 16.8 | 20.4 | 23.6 | 27.5 | 31.1 | 33.9 |
| 22 ROW Security contract w/SCRRRA (no sheet) (405533) | 8.7 | 22.4 | 26.9 | 35.7 | 93.7 | 0.2% | 2.0 | 2.1 | 2.1 | 2.2 | 2.2 | 2.3 | 2.3 | 2.4 |
| 23 Annual=Cum Avail for Tran Cap/pay off bonds | 34.0 | (34.0) | (0.0) | 0.0 | 0.0 | 0.0% | 1.4 | 0.0 | 14.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 24 | 415.2 | 1,165.8 | 1,703.0 | 2,251.6 | 5,535.6 | 10.0% | 94.4 | 108.9 | 125.3 | 123.1 | 126.6 | 133.3 | 131.5 | 118.1 |
| 25 Security (5%) | | | | | | | OK | OK | OK | OK | OK | OK | OK | OK |
| 26 <u>Carry-in Balance</u> | 6.3 | | | | 6.3 | | - | - | - | - | - | - | - | - |
| 27 Municipal Operators Security (Calderon Bill) | 28.4 | 68.3 | 108.4 | 170.1 | 375.2 | 0.9% | 5.2 | 5.5 | 5.8 | 6.2 | 6.6 | 7.0 | 7.4 | 7.8 |
| 28 Metro Bus Security | 111.9 | 297.7 | 364.8 | 484.3 | 1,258.7 | 2.9% | 25.0 | 26.1 | 27.5 | 29.4 | 30.1 | 30.7 | 31.3 | 31.9 |
| 29 Metro Rail Security | 28.8 | 28.0 | 152.3 | 327.1 | 536.1 | 1.2% | - | - | - | - | 1.6 | 2.9 | 4.2 | 5.3 |
| 30 Metro Other Security Costs | - | - | - | - | 0.0 | 0.0% | - | - | - | - | - | - | - | - |
| 31 | 175.3 | 394.0 | 625.6 | 981.5 | 2,170.0 | 5.0% | 30.2 | 31.6 | 33.2 | 35.5 | 38.3 | 40.6 | 42.9 | 45.0 |
| 32 | | | | | | | | | | | | | | |
| 33 Transit-Related Hwy Improve (25%) | 813.5 | 1,969.8 | 3,127.9 | 4,907.5 | 10,818.7 | 25.0% | 151.1 | 157.9 | 166.1 | 177.6 | 191.6 | 203.2 | 214.7 | 225.1 |
| 34 (see separate page for detail) | | | | | | | | | | | | | | |

**LACMTA Financial Forecasting Model
Proposition C**

2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax for transit. | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|---------------|-------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 35 Discretionary (40%) | | | | | | | | | | | | | | |
| 36 Plus: Prop A 40% Growth over CPI transferred in | 107.0 | 297.6 | 1,485.7 | 3,092.0 | 4,982.3 | 10.2% | (13.5) | (9.6) | (3.0) | 9.0 | 24.5 | 36.5 | 48.2 | 58.3 |
| 37 Plus Lapsing Funds | 18.2 | - | - | - | 18.2 | 0.0% | | | | | | | | |
| 38 Plus: Interest Earnings | 48.6 | 119.2 | 119.2 | 131.1 | 418.1 | 0.9% | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 | 11.9 |
| 39 Agencywide Administration and Capital | 147.6 | 240.0 | 235.7 | 290.8 | 914.1 | 1.9% | 29.8 | 35.5 | 20.6 | 21.3 | 21.6 | 22.1 | 22.1 | 22.1 |
| 40 Metrolink | - | - | - | - | 0.0 | 0.0% | - | - | - | - | - | - | - | - |
| 41 Rapid Bus Phase II Subsidy Projects | 6.9 | 14.2 | - | - | 21.1 | 0.0% | 14.2 | - | - | - | - | - | - | - |
| 42 Rail Capital - Metro Debt Service | 331.3 | 660.1 | 466.7 | 104.1 | 1,562.2 | 3.2% | 65.0 | 65.2 | 65.4 | 65.6 | 65.8 | 66.2 | 66.4 | 66.6 |
| 43 Rail Capital - Specific Projects (see detail below) | 10.9 | 125.4 | - | - | 136.3 | 0.3% | 14.3 | 9.5 | 1.3 | - | 30.0 | 50.3 | 20.0 | - |
| 44 Rail Capital - General Improvements (no proj sheet) | 0.7 | 302.7 | 847.3 | 2,512.3 | 3,663.0 | 7.5% | - | 0.8 | 27.2 | 10.3 | 40.0 | 7.1 | 10.6 | 68.4 |
| 45 Rail Operations | 124.4 | 533.9 | 611.5 | 1,538.7 | 2,808.6 | 5.8% | 87.1 | 46.4 | 54.0 | 43.4 | 0.1 | 58.7 | 88.1 | 48.3 |
| 46 Bus Capital - Metro Debt Service | - | 183.0 | 861.6 | 1,345.6 | 2,390.2 | 4.9% | - | 3.3 | 4.6 | 8.0 | 14.3 | 21.3 | 26.8 | 28.1 |
| 47 Bus Capital - Metro | 75.4 | 93.6 | 615.4 | 626.6 | 1,411.0 | 2.9% | 16.2 | 0.5 | 0.1 | 4.5 | 16.4 | 14.0 | 7.3 | 5.3 |
| 48 Muni Bus Capital Prop 1B Bond Mitigation Allocation | 29.5 | 59.0 | - | - | 88.5 | 0.2% | 14.8 | 14.8 | 14.8 | 14.8 | | | | |
| 49 Muni Security Capital Prop 1B Bond Mitigation Allocation | 3.0 | 11.8 | - | - | 14.8 | 0.0% | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 50 Debt Service - Enterprise Fund (610309) | 17.3 | - | - | - | 17.3 | 0.0% | - | - | - | - | - | - | - | - |
| 51 Bus Ops: TSE, Base Bus (Munis) | 41.1 | 94.3 | 113.1 | 150.2 | 398.6 | 0.8% | 8.5 | 8.8 | 9.0 | 9.1 | 9.3 | 9.5 | 9.7 | 9.9 |
| 52 Bus: ADA/Paratransit (ASI) | 129.9 | 547.5 | 671.3 | 893.2 | 2,241.9 | 4.6% | 43.1 | 50.9 | 52.2 | 53.4 | 54.7 | 56.0 | 57.4 | 58.7 |
| 53 Bus Operations | 559.0 | 764.5 | 820.3 | 1,136.7 | 3,280.6 | 6.7% | 89.0 | 68.2 | 80.2 | 68.6 | 68.9 | 80.2 | 80.7 | 74.8 |
| 54 Labor Negotiations/Regional Activities | 7.4 | - | - | - | 7.4 | 0.0% | - | - | - | - | - | - | - | - |
| 55 Metro Security Shortfall | 5.8 | 6.4 | - | - | 12.1 | 0.0% | 2.58 | 2.18 | 1.46 | 0.14 | - | - | - | - |
| 56 Municipal Operators (MOSIP and interest alloc) | 101.3 | 254.2 | 329.1 | 479.6 | 1,164.2 | 2.4% | 22.6 | 23.2 | 23.8 | 24.4 | 25.0 | 25.7 | 26.3 | 27.0 |
| 57 Metro bus operations (mostly interest alloc) | 160.2 | 75.2 | 68.4 | 71.9 | 375.7 | 0.8% | 7.2 | 7.2 | 8.1 | 8.1 | 8.3 | 8.3 | 7.0 | 7.0 |
| 58 Metro bus ops (MOSIP and gap filling) | 152.3 | 110.9 | 41.6 | 79.1 | 383.9 | 0.8% | 27.8 | 8.1 | 16.6 | 5.1 | 4.1 | 14.2 | 14.6 | 7.4 |
| 59 Municipal Operators - Shuttles | 24.4 | 58.8 | 70.5 | 93.6 | 247.2 | 0.5% | 5.3 | 5.5 | 5.6 | 5.7 | 5.8 | 5.9 | 6.1 | 6.2 |
| 60 Bus Service Improvement Program (BSIP) - Metro | 47.8 | 115.0 | 138.0 | 183.2 | 483.9 | 1.0% | 10.4 | 10.7 | 10.9 | 11.2 | 11.4 | 11.6 | 11.8 | 12.1 |
| 61 Bus Service Improvement Program (BSIP) - Munis | 15.2 | 36.7 | 44.0 | 58.4 | 154.3 | 0.3% | 3.3 | 3.4 | 3.5 | 3.6 | 3.6 | 3.7 | 3.8 | 3.8 |
| 62 Foothill Mitigation - Metro | 34.2 | 82.4 | 98.8 | 131.2 | 346.6 | 0.7% | 7.5 | 7.7 | 7.8 | 8.0 | 8.2 | 8.3 | 8.5 | 8.6 |
| 63 Foothill Mitigation - Munis | 10.4 | 25.0 | 30.0 | 39.9 | 105.3 | 0.2% | 2.3 | 2.3 | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 |
| 64 Carry-in Balance | 263.9 | | | | 263.9 | | 262.5 | 119.2 | 68.7 | 12.4 | 16.9 | 37.5 | 24.2 | 37.4 |
| 65 Contingency Fund/Unallocated | 262.5 | (61.6) | 1,366.5 | 2,476.7 | 4,044.2 | | 119.2 | 68.7 | 12.4 | 16.9 | 37.5 | 24.2 | 37.4 | 84.1 |
| 66 Less: Prop C 40% Balance Carryover | (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) |
| 67 | 1,739.5 | 3,568.4 | 6,609.6 | 11,075.0 | 22,992.5 | 38.9% | 502.8 | 374.1 | 343.3 | 317.5 | 359.9 | 411.0 | 427.9 | 467.8 |
| 68 Rail Capital Project and Debt Service Detail | | | | | | | | | | | | | | |
| 69 Wilshire BRT | - | 100.3 | - | - | 100.3 | | - | - | - | - | 30.0 | 50.3 | 20.0 | - |
| 70 Green Line to LAX | - | - | - | - | 0.0 | | - | - | - | - | - | - | - | - |
| 71 Crenshaw | - | - | - | - | 0.0 | | - | - | - | - | - | - | - | - |
| 72 Eastside LRT Enhancements | 10.9 | 11.5 | - | - | 22.4 | | 11.5 | - | - | - | - | - | - | - |
| 73 Subtotal Projects | 10.9 | 111.8 | - | - | 122.7 | | 11.5 | - | - | - | 30.0 | 50.3 | 20.0 | - |
| 74 Existing Debt Service | 324.9 | 645.2 | 451.9 | 95.7 | 1,517.7 | | 63.6 | 63.8 | 63.9 | 64.1 | 64.3 | 64.7 | 64.9 | 65.1 |
| 75 New Debt Service | 6.4 | 14.9 | 14.9 | 8.4 | 44.6 | | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 76 Subtotal Debt Service | 331.3 | 660.1 | 466.7 | 104.1 | 1,562.2 | - | 65.0 | 65.2 | 65.4 | 65.6 | 65.8 | 66.2 | 66.4 | 66.6 |

1. 5% rail/bus security; 10% commuter rail, transit centers, 25% transit-related street and hwy improvements, 20% returned to local jurisdictions for discretionary transit improvements; 40% at Metro's discretion.

LACMTA Financial Forecasting Model
Proposition C
2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax for transit. | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 1 Total Revenue Pool | 957.2 | 1,002.0 | 1,047.1 | 1,095.8 | 1,146.9 | 1,198.5 | 1,248.4 | 1,296.5 | 1,344.4 | 1,391.8 | 1,441.0 | 1,491.7 | 1,543.2 |
| 2 Admin. Carry-In Balance | | | | | | | | | | | | | |
| 3 Less: Metro Admin Charge (1.5%) | 14.4 | 15.0 | 15.7 | 16.4 | 17.2 | 18.0 | 18.7 | 19.4 | 20.2 | 20.9 | 21.6 | 22.4 | 23.1 |
| 4 Amount Available | 942.8 | 987.0 | 1,031.4 | 1,079.4 | 1,129.7 | 1,180.5 | 1,229.7 | 1,277.1 | 1,324.3 | 1,370.9 | 1,419.4 | 1,469.4 | 1,520.0 |
| 5 | | | | | | | | | | | | | |
| 6 Ordinance Allocation | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | |
| 8 Local Return (20%) | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 9 Local Return - Muni Bus Operations | 18.6 | 19.4 | 20.3 | 21.2 | 22.2 | 23.2 | 24.2 | 25.1 | 26.1 | 27.0 | 27.9 | 28.9 | 29.9 |
| 10 Local Return - Muni Bus Capital | 26.7 | 28.0 | 29.2 | 30.6 | 32.0 | 33.4 | 34.8 | 36.2 | 37.5 | 38.8 | 40.2 | 41.6 | 43.0 |
| 11 Local Return - Highway | 143.3 | 150.0 | 156.8 | 164.1 | 171.7 | 179.4 | 186.9 | 194.1 | 201.3 | 208.4 | 215.7 | 223.3 | 231.0 |
| 12 Subtotal Local Return | 188.6 | 197.4 | 206.3 | 215.9 | 225.9 | 236.1 | 245.9 | 255.4 | 264.9 | 274.2 | 283.9 | 293.9 | 304.0 |
| 13 Commuter (10%) Carry-in 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 |
| 14 Bond Proceeds (new, net) | 30.8 | 31.1 | 47.8 | 36.6 | 38.4 | 40.3 | 42.9 | 44.4 | 46.6 | 49.2 | 51.6 | 54.3 | 57.1 |
| 15 CFP Park & Ride/Transit Capital, etc. | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| 16 Local Transportation Projects | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 Metrolink - Operations | 47.8 | 49.8 | 51.7 | 53.8 | 56.0 | 58.2 | 60.5 | 63.0 | 65.5 | 68.1 | 70.8 | 73.6 | 76.6 |
| 18 Metrolink - Capital Rehab | 21.7 | 22.5 | 23.4 | 24.4 | 25.4 | 26.4 | 27.4 | 28.5 | 29.7 | 30.9 | 32.1 | 33.4 | 34.7 |
| 19 Metrolink - Capital | 1.0 | 1.6 | 16.9 | 4.2 | 5.0 | 5.7 | 6.7 | 16.3 | 16.2 | 16.0 | 15.4 | 15.0 | 14.3 |
| 20 Red Line NH, Canoga P&R, Lankershim Depot | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| 21 Prop C 10% Debt Service | 36.1 | 38.4 | 41.4 | 44.6 | 47.4 | 50.4 | 53.5 | 46.6 | 50.0 | 53.6 | 57.3 | 61.3 | 65.5 |
| 22 ROW Security contract w/SCRRA (no sheet) (405533) | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 |
| 23 Annual=Cum Avail for Tran Cap/pay off 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 |
| 24 | 125.0 | 129.8 | 150.9 | 144.5 | 151.4 | 158.3 | 165.9 | 172.1 | 179.1 | 186.3 | 193.5 | 201.2 | 209.1 |
| 25 Security (5%) | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 26 Carry-in Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 27 Municipal Operators Security (Calderon Bill) | 8.2 | 8.6 | 8.9 | 9.4 | 9.8 | 10.2 | 10.7 | 11.1 | 11.5 | 11.9 | 12.3 | 12.7 | 13.2 |
| 28 Metro Bus Security | 32.6 | 33.2 | 33.9 | 34.5 | 35.1 | 35.7 | 36.2 | 36.7 | 37.2 | 37.8 | 38.5 | 39.2 | 40.0 |
| 29 Metro Rail Security | 6.4 | 7.6 | 8.8 | 10.1 | 11.6 | 13.1 | 14.7 | 16.1 | 17.5 | 18.8 | 20.2 | 21.5 | 22.8 |
| 30 Metro Other Security Costs | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 31 | 47.1 | 49.3 | 51.6 | 54.0 | 56.5 | 59.0 | 61.5 | 63.9 | 66.2 | 68.5 | 71.0 | 73.5 | 76.0 |
| 32 | | | | | | | | | | | | | |
| 33 Transit-Related Hwy Improve (25%) | 235.7 | 246.7 | 257.8 | 269.8 | 282.4 | 295.1 | 307.4 | 319.3 | 331.1 | 342.7 | 354.9 | 367.3 | 380.0 |
| 34 (see separate page for detail) | | | | | | | | | | | | | |

LACMTA Financial Forecasting Model
Proposition C
2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax for transit. | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|-------|-------|-------|-------|-------|-------|-------|---------|---------|---------|---------|---------|---------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 35 Discretionary (40%) | | | | | | | | | | | | | |
| 36 Plus: Prop A 40% Growth over CPI transferred in | 68.3 | 79.0 | 89.9 | 102.0 | 115.8 | 129.5 | 143.4 | 156.4 | 169.1 | 181.1 | 193.2 | 205.3 | 217.6 |
| 37 Plus Lapsing Funds | | | | | | | | | | | | | |
| 38 <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 | 11.9 | 11.9 |
| 39 Agencywide Administration and Capital | 22.3 | 22.6 | 22.8 | 23.0 | 23.2 | 23.3 | 23.5 | 23.6 | 23.8 | 24.0 | 24.2 | 24.4 | 24.7 |
| 40 Metrolink | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 41 Rapid Bus Phase II Subsidy Projects | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 42 Rail Capital - Metro Debt Service | 66.8 | 67.0 | 67.3 | 67.5 | 67.8 | 68.1 | 68.3 | 34.0 | 34.3 | 22.3 | 22.3 | 15.0 | 15.0 |
| 43 Rail Capital - Specific Projects (see detail below) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44 Rail Capital - General Improvements (no proj sheet) | 52.2 | 85.9 | 80.9 | 98.1 | 51.4 | 98.1 | 102.9 | 107.6 | 95.5 | 64.0 | 85.1 | 63.7 | 63.8 |
| 45 Rail Operations | 59.2 | 48.6 | 61.2 | 100.9 | 119.2 | 51.8 | 42.1 | 70.8 | 34.4 | 51.4 | 22.9 | 56.9 | 38.6 |
| 46 Bus Capital - Metro Debt Service | 32.8 | 43.8 | 60.3 | 72.9 | 80.8 | 83.1 | 87.1 | 91.1 | 88.5 | 90.7 | 102.3 | 104.7 | 106.9 |
| 47 Bus Capital - Metro | 12.3 | 17.0 | 116.9 | 52.2 | 72.9 | 18.7 | 29.3 | 23.6 | 38.6 | 49.6 | 165.3 | 48.3 | 17.5 |
| 48 Muni Bus Capital Prop 1B Bond Mitigation Allocation | | | | | | | | | | | | | |
| 49 Muni Security Capital Prop 1B Bond Mitigation Allocation | | | | | | | | | | | | | |
| 50 Debt Service - Enterprise Fund (610309) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 51 Bus Ops: TSE, Base Bus (Munis) | 10.1 | 10.3 | 10.5 | 10.7 | 10.9 | 11.1 | 11.2 | 11.4 | 11.5 | 11.7 | 11.9 | 12.2 | 12.4 |
| 52 Bus: ADA/Paratransit (ASI) | 59.9 | 61.1 | 62.3 | 63.5 | 64.6 | 65.7 | 66.6 | 67.5 | 68.5 | 69.6 | 70.8 | 72.2 | 73.6 |
| 53 Bus Operations | 74.7 | 79.3 | 79.0 | 76.6 | 77.1 | 79.3 | 79.8 | 85.8 | 87.4 | 83.5 | 85.2 | 86.6 | 88.4 |
| 54 Labor Negotiations/Regional Activities | | | | | | | | | | | | | |
| 55 Metro Security Shortfall | | | | | | | | | | | | | |
| 56 Municipal Operators (MOSIP and interest alloc) | 27.7 | 28.4 | 29.2 | 28.9 | 30.7 | 31.5 | 32.4 | 33.2 | 34.1 | 35.0 | 36.0 | 37.0 | 38.0 |
| 57 Metro bus operations (mostly interest alloc) | 7.0 | 7.0 | 6.9 | 6.9 | 6.9 | 6.9 | 6.8 | 6.8 | 6.8 | 6.8 | 6.8 | 6.7 | 6.7 |
| 58 Metro bus ops (MOSIP and gap filling) | 6.0 | 9.1 | 7.5 | 3.7 | 2.8 | 3.6 | 2.8 | 7.4 | 7.6 | 2.2 | 2.2 | 1.9 | 2.0 |
| 59 Municipal Operators - Shuttles | 6.3 | 6.4 | 6.5 | 6.7 | 6.8 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 | 7.6 | 7.7 |
| 60 Bus Service Improvement Program (BSIP) - Metro | 12.3 | 12.6 | 12.8 | 13.0 | 13.3 | 13.5 | 13.7 | 13.9 | 14.1 | 14.3 | 14.6 | 14.8 | 15.1 |
| 61 Bus Service Improvement Program (BSIP) - Munis | 3.9 | 4.0 | 4.1 | 4.2 | 4.2 | 4.3 | 4.4 | 4.4 | 4.5 | 4.6 | 4.6 | 4.7 | 4.8 |
| 62 Foothill Mitigation - Metro | 8.8 | 9.0 | 9.2 | 9.3 | 9.5 | 9.7 | 9.8 | 9.9 | 10.1 | 10.2 | 10.4 | 10.6 | 10.8 |
| 63 Foothill Mitigation - Munis | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 | 3.0 | 3.0 | 3.1 | 3.1 | 3.2 | 3.2 | 3.3 |
| 64 Carry-in Balance | 84.1 | 150.9 | 200.9 | 154.0 | 134.4 | 146.1 | 260.6 | 396.9 | 560.7 | 788.8 | 1,063.5 | 1,246.4 | 1,567.4 |
| 65 Contingency Fund/Unallocated | 150.9 | 200.9 | 154.0 | 134.4 | 146.1 | 260.6 | 396.9 | 560.7 | 788.8 | 1,063.5 | 1,246.4 | 1,567.4 | 1,964.0 |
| 66 Less: Prop C 40% Balance Carryover | 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) |
| 67 | 541.4 | 636.6 | 715.2 | 699.6 | 713.9 | 759.8 | 907.8 | 1,076.1 | 1,271.4 | 1,530.2 | 1,836.4 | 2,051.4 | 2,405.0 |
| 68 Rail Capital Project and Debt Service Detail | | | | | | | | | | | | | |
| 69 Wilshire BRT | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 70 Green Line to LAX | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 71 Crenshaw | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 72 Eastside LRT Enhancements | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 73 Subtotal Projects | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 74 Existing Debt Service | 65.3 | 65.6 | 65.8 | 66.0 | 66.3 | 66.6 | 66.8 | 32.5 | 32.8 | 20.8 | 20.8 | 13.5 | 13.5 |
| 75 New Debt Service | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 76 Subtotal Debt Service | 66.8 | 67.0 | 67.3 | 67.5 | 67.8 | 68.1 | 68.3 | 34.0 | 34.3 | 22.3 | 22.3 | 15.0 | 15.0 |

LACMTA Financial Forecasting Model
Proposition C
2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax for transit. | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 1 Total Revenue Pool | 1,593.3 | 1,642.6 | 1,694.3 | 1,747.8 | 1,802.3 | 1,859.6 | 1,919.7 | 1,981.6 | 2,041.4 | 2,102.9 |
| 2 Admin. Carry-In Balance | | | | | | | | | | |
| 3 Less: Metro Admin Charge (1.5%) | 23.9 | 24.6 | 25.4 | 26.2 | 27.0 | 27.9 | 28.8 | 29.7 | 30.6 | 31.5 |
| 4 Amount Available | 1,569.4 | 1,617.9 | 1,668.9 | 1,721.6 | 1,775.3 | 1,831.7 | 1,890.9 | 1,951.9 | 2,010.8 | 2,071.4 |
| 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 | 30.9 | 31.8 | 32.8 | 33.9 | 34.9 | 36.0 | 37.2 | 38.4 | 39.6 | 40.8 |
| 10 Local Return - Muni Bus Capital | 44.4 | 45.8 | 47.3 | 48.8 | 50.3 | 51.9 | 53.6 | 55.3 | 56.9 | 58.7 |
| 11 Local Return - Highway | 238.5 | 245.9 | 253.7 | 261.7 | 269.8 | 278.4 | 287.4 | 296.7 | 305.6 | 314.9 |
| 12 Subtotal Local Return | 313.9 | 323.6 | 333.8 | 344.3 | 355.1 | 366.3 | 378.2 | 390.4 | 402.2 | 414.3 |
| 13 Commuter (10%) <u>Carry-in Balance</u> | 0.0 | 0.0 | 0.0 | 1.5 | 1.1 | 3.3 | 1.3 | 1.0 | 0.7 | 0.4 |
| 14 Bond Proceeds (new, net) | 43.4 | 45.4 | 48.8 | 49.0 | 45.1 | - | - | - | - | - |
| 15 CFP Park & Ride/Transit Capital, etc. | - | - | - | - | - | - | - | - | - | - |
| 16 Local Transportation Projects | - | - | - | - | - | - | - | - | - | - |
| 17 Metrolink - Operations | 79.7 | 82.8 | 86.2 | 89.6 | 93.2 | 96.9 | 100.8 | 104.8 | 109.0 | 113.4 |
| 18 Metrolink - Capital Rehab | 36.1 | 37.5 | 39.0 | 40.6 | 38.8 | - | 0.2 | 2.2 | 3.9 | 5.5 |
| 19 Metrolink - Capital | 12.4 | 11.1 | 9.8 | 8.4 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 20 Red Line NH, Canoga P&R, Lankershim Depot | - | - | - | - | - | - | - | - | - | - |
| 21 Prop C 10% Debt Service | 69.3 | 72.6 | 76.1 | 79.8 | 83.3 | 85.0 | 85.0 | 85.0 | 85.0 | 85.0 |
| 22 ROW Security contract w/SCRRA (no sheet) (405533) | 3.0 | 3.1 | 3.1 | 3.2 | 3.2 | 3.3 | 3.4 | 3.4 | 3.5 | 3.6 |
| 23 Annual=Cum Avail for Tran Cap/pay off bonds | 0.0 | 0.0 | 1.5 | 1.1 | 3.3 | 1.3 | 1.0 | 0.7 | 0.4 | 0.0 |
| 24 | 200.4 | 207.2 | 215.7 | 222.7 | 223.7 | 186.5 | 190.4 | 196.2 | 201.7 | 207.5 |
| 25 Security (5%) | OK | OK | OK | OK | OK | OK | OK | OK | OK | OK |
| 26 <u>Carry-in Balance</u> | - | - | - | - | - | - | - | - | - | - |
| 27 Municipal Operators Security (Calderon Bill) | 13.6 | 14.0 | 14.5 | 14.9 | 15.4 | 15.9 | 16.4 | 16.9 | 17.4 | 18.0 |
| 28 Metro Bus Security | 40.7 | 41.5 | 42.3 | 43.1 | 43.9 | 44.8 | 45.7 | 46.6 | 47.5 | 48.4 |
| 29 Metro Rail Security | 24.1 | 25.4 | 26.7 | 28.1 | 29.5 | 30.9 | 32.5 | 34.1 | 35.6 | 37.2 |
| 30 Metro Other Security Costs | - | - | - | - | - | - | - | - | - | - |
| 31 | 78.5 | 80.9 | 83.4 | 86.1 | 88.8 | 91.6 | 94.5 | 97.6 | 100.5 | 103.6 |
| 32 | | | | | | | | | | |
| 33 Transit-Related Hwy Improve (25%) | 392.4 | 404.5 | 417.2 | 430.4 | 443.8 | 457.9 | 472.7 | 488.0 | 502.7 | 517.8 |
| 34 (see separate page for detail) | | | | | | | | | | |

**LACMTA Financial Forecasting Model
Proposition C**

2009 LRTP Baseline 10/22/09

| One-half cent permanent countywide sales tax for transit. | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 35 Discretionary (40%) | | | | | | | | | | |
| 36 Plus: Prop A 40% Growth over CPI transferred in | 229.5 | 240.9 | 253.0 | 265.5 | 278.1 | 291.4 | 307.4 | 322.0 | 336.0 | 350.7 |
| 37 Plus Lapsing Funds | | | | | | | | | | |
| 38 <u>Plus: Interest Earnings</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> | <u>11.9</u> |
| 39 Agencywide Administration and Capital | 25.0 | 25.3 | 25.7 | 26.0 | 26.4 | 26.8 | 27.2 | 27.6 | 28.0 | 28.4 |
| 40 Metrolink | - | - | - | - | - | - | - | - | - | - |
| 41 Rapid Bus Phase II Subsidy Projects | - | - | - | - | - | - | - | - | - | - |
| 42 Rail Capital - Metro Debt Service | 15.0 | 15.0 | 15.0 | 15.0 | 14.4 | 13.6 | 0.3 | 0.3 | 0.3 | 0.3 |
| 43 Rail Capital - Specific Projects (see detail below) | - | - | - | - | - | - | - | - | - | - |
| 44 Rail Capital - General Improvements (no proj sheet) | 159.1 | 192.9 | 171.7 | 172.0 | 142.6 | 122.2 | 165.2 | 37.6 | 486.0 | 799.2 |
| 45 Rail Operations | 113.1 | 116.4 | 129.0 | 137.8 | 131.8 | 162.1 | 97.3 | 149.3 | 170.3 | 293.1 |
| 46 Bus Capital - Metro Debt Service | 113.4 | 113.3 | 114.2 | 119.4 | 125.4 | 129.2 | 130.7 | 136.5 | 133.7 | 123.0 |
| 47 Bus Capital - Metro | 163.1 | 73.3 | 15.5 | 57.7 | 67.1 | 17.0 | 35.3 | 35.5 | 3.7 | 141.0 |
| 48 Muni Bus Capital Prop 1B Bond Mitigation Allocation | | | | | | | | | | |
| 49 Muni Security Capital Prop 1B Bond Mitigation Allocation | | | | | | | | | | |
| 50 Debt Service - Enterprise Fund (610309) | - | - | - | - | - | - | - | - | - | - |
| 51 Bus Ops: TSE, Base Bus (Munis) | 12.6 | 12.9 | 13.1 | 13.4 | 13.6 | 13.9 | 14.2 | 14.4 | 14.7 | 15.0 |
| 52 Bus: ADA/Paratransit (ASI) | 74.9 | 76.3 | 77.8 | 79.2 | 80.8 | 82.4 | 84.0 | 85.7 | 87.4 | 91.0 |
| 53 Bus Operations | 90.1 | 92.0 | 94.4 | 96.3 | 98.7 | 100.8 | 105.6 | 107.9 | 104.4 | 158.1 |
| 54 Labor Negotiations/Regional Activities | | | | | | | | | | |
| 55 Metro Security Shortfall | | | | | | | | | | |
| 56 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 |
| 57 Metro bus operations (mostly interest alloc) | 6.7 | 6.6 | 6.6 | 6.6 | 6.5 | 6.5 | 6.5 | 6.4 | 6.4 | 6.4 |
| 58 Metro bus ops (MOSIP and gap filling) | 1.9 | 1.9 | 2.4 | 2.5 | 2.8 | 2.9 | 5.6 | 5.7 | - | 51.4 |
| 59 Municipal Operators - Shuttles | 7.9 | 8.0 | 8.2 | 8.3 | 8.5 | 8.7 | 8.8 | 9.0 | 9.2 | 9.3 |
| 60 Bus Service Improvement Program (BSIP) - Metro | 15.4 | 15.7 | 16.0 | 16.3 | 16.6 | 16.9 | 17.3 | 17.6 | 18.0 | 18.3 |
| 61 Bus Service Improvement Program (BSIP) - Munis | 4.9 | 5.0 | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.8 |
| 62 Foothill Mitigation - Metro | 11.0 | 11.2 | 11.4 | 11.7 | 11.9 | 12.1 | 12.4 | 12.6 | 12.9 | 13.1 |
| 63 Foothill Mitigation - Munis | 3.4 | 3.4 | 3.5 | 3.5 | 3.6 | 3.7 | 3.8 | 3.8 | 3.9 | 4.0 |
| 64 Carry-in Balance | 1,964.0 | 2,066.9 | 2,249.6 | 2,525.9 | 2,775.2 | 3,074.6 | 3,442.6 | 3,858.6 | 4,378.3 | 4,502.1 |
| 65 Contingency Fund/Unallocated | 2,066.9 | 2,249.6 | 2,525.9 | 2,775.2 | 3,074.6 | 3,442.6 | 3,858.6 | 4,378.3 | 4,502.1 | 4,044.2 |
| 66 Less: Prop C 40% Balance Carryover | (0.0) | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (0.0) |
| 67 | 2,833.2 | 2,966.9 | 3,182.1 | 3,491.9 | 3,775.3 | 4,110.6 | 4,518.3 | 4,973.2 | 5,530.6 | 5,693.3 |
| 68 <u>Rail Capital Project and Debt Service Detail</u> | | | | | | | | | | |
| 69 Wilshire BRT | - | - | - | - | - | - | - | - | - | - |
| 70 Green Line to LAX | - | - | - | - | - | - | - | - | - | - |
| 71 Crenshaw | - | - | - | - | - | - | - | - | - | - |
| 72 Eastside LRT Enhancements | - | - | - | - | - | - | - | - | - | - |
| 73 Subtotal Projects | - | - | - | - | - | - | - | - | - | - |
| 74 Existing Debt Service | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 0.3 | 0.3 | 0.3 | 0.3 |
| 75 New Debt Service | 1.5 | 1.5 | 1.5 | 1.5 | 0.9 | 0.1 | - | - | - | - |
| 76 Subtotal Debt Service | 15.0 | 15.0 | 15.0 | 15.0 | 14.4 | 13.6 | 0.3 | 0.3 | 0.3 | 0.3 |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Proposition 25% Direct (Less Metro Administration) | 813.5 | 1,969.8 | 3,127.9 | 4,907.5 | 10,818.7 | 151.1 | 157.9 | 166.1 | 177.6 | 191.6 | 203.2 | 214.7 | 225.1 |
| Plus TCRP LONP Reimbursements to Prop C 25% | 98.0 | - | - | - | 98.0 | 0.0 | | | | | | | |
| Plus AB 3090 RIP Cash Reimbursements to Prop C 25% | 7.4 | - | - | - | 7.4 | | | | | | | | |
| Direct Cash Commitments | | | | | | | | | | | | | |
| Freeway Service Patrol (300070) (Highway Operations) | 67.0 | 160.5 | 190.5 | 252.9 | 670.9 | 16.1 | 14.8 | 15.1 | 15.4 | 15.7 | 16.0 | 16.4 | 16.7 |
| Regional Administration (Hwy Planning 405522) (no project sheet) | 8.7 | 29.4 | 35.2 | 46.8 | 120.1 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 |
| Regional Administration (Mobility/Air Quality 405544) (no project sheet) | 8.0 | 19.7 | 23.6 | 31.3 | 82.7 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 2.1 |
| MIS Studies (400020, 405519, 407001, 407004) (no project sheet) | 3.8 | 3.3 | 3.9 | 5.1 | 16.0 | 0.33 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Pedestrian/Bikeway Enhancements (400225, no project sheet) | 0.8 | - | - | - | 0.8 | | | | | | | | |
| Wilshire Bus Lane Planning (405514, no project sheet) | 2.3 | - | - | - | 2.3 | | | | | | | | |
| Rideshare (405547) | 11.5 | 91.4 | 117.4 | 161.4 | 381.6 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 8.5 | 13.0 |
| Financing Payments: | | | | | | | | | | | | | |
| Sr. Lien Bonds (Prop C 25%) | 176.4 | 351.5 | 265.5 | 103.9 | 897.2 | 34.6 | 34.5 | 34.4 | 34.5 | 34.5 | 36.0 | 35.7 | 35.7 |
| Add'l Sr. Lien Bonds (from Model) | 9.3 | 1,036.2 | 1,902.6 | 2,379.8 | 5,327.9 | 4.6 | 20.1 | 52.8 | 83.9 | 112.1 | 134.5 | 146.8 | 154.2 |
| Subtotal Financing Payments | 185.7 | 1,387.7 | 2,168.0 | 2,483.6 | 6,225.1 | 39.2 | 54.6 | 87.2 | 118.4 | 146.6 | 170.6 | 182.5 | 189.9 |
| Subtotal Direct Commitments | 287.8 | 1,691.9 | 2,538.6 | 2,981.2 | 7,499.6 | 66.8 | 84.3 | 117.7 | 151.2 | 173.6 | 198.4 | 212.7 | 225.1 |
| Subtotal Prop C 25% Direct Available | 631.1 | 277.9 | 589.3 | 1,926.2 | 3,424.5 | 84.4 | 73.6 | 48.4 | 26.4 | 18.0 | 4.8 | 2.0 | 0.1 |
| Proposition C 25% Financing Revenues | | | | | | | | | | | | | |
| Sr. Lien Bonds (Actual Carry-in balance) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Add'l Sr. Lien Bonds (Gross from Model) | 67.0 | 2,363.6 | 732.1 | - | 3,162.7 | - | 450.8 | 499.4 | 404.3 | 416.8 | 234.2 | 122.2 | 92.5 |
| Issuance Expense | (0.9) | (33.1) | (10.1) | - | (44.1) | - | (6.3) | (7.0) | (5.7) | (5.8) | (3.3) | (1.7) | (1.3) |
| Bond Reserve Fund | (4.6) | (162.7) | (50.3) | - | (217.6) | - | (31.0) | (34.4) | (27.8) | (28.7) | (16.1) | (8.4) | (6.4) |
| Subtotal Net Financing Revenues | 61.5 | 2,167.8 | 671.7 | 0.0 | 2,901.0 | 0.0 | 413.5 | 458.0 | 370.8 | 382.3 | 214.8 | 112.1 | 84.8 |
| Bond Eligible Commitments | | | | | | | | | | | | | |
| Freeway Interchanges (410001) | 35.0 | 86.5 | 47.1 | - | 168.5 | 12.8 | 29.8 | 15.0 | 15.0 | 13.9 | - | - | - |
| HOV Lanes (410001) | 216.7 | 784.4 | 184.7 | - | 1,185.7 | 59.1 | 188.9 | 143.1 | 170.8 | 138.6 | 64.0 | 20.0 | - |
| Gap Closures (410001) | 26.1 | 4.8 | 206.2 | - | 237.1 | 4.4 | 0.4 | - | - | - | - | - | - |
| Subtotal Freeway Projects (see detail below) | 277.8 | 875.6 | 438.0 | - | 1,591.4 | 76.2 | 219.1 | 158.1 | 185.8 | 152.5 | 64.0 | 20.0 | - |
| CFP - Freeway Traffic System Management (410001) | - | 1.7 | - | - | 1.7 | 1.7 | - | - | - | - | - | - | - |
| CFP - RSTI-Regional Surface Transportation Improvements (410002) | 95.2 | 162.8 | - | - | 258.0 | 28.9 | 34.5 | 20.0 | 34.8 | 41.7 | 2.9 | - | - |
| CFP - RSTI SR-138 Widening (7 of 13 segments) | 4.9 | 1.1 | - | - | 6.0 | 1.1 | - | - | - | - | - | - | - |
| CFP - RSTI I-5/SR-126 Interchange Phases I & II (Magic Mtn Parkway) | 8.8 | 3.0 | - | - | 11.8 | 1.2 | 1.8 | - | - | - | - | - | - |
| CFP - RSTI-Santa Monica Bl. Transit Parkway (410002) | 7.2 | - | - | - | 7.2 | - | - | - | - | - | - | - | - |
| CFP - Signal Synch. & Bus Speed Improvements (410007) | 116.2 | 81.6 | - | - | 197.8 | 28.6 | 23.5 | 29.5 | - | - | - | - | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years | Years | Years | Years | Plan Total | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|--------------|----------------|----------------|-------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | '05-'09 | '10-'19 | '20-'29 | '30-'40 | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| CFP - Transit Capital/Park & Ride (410010 & 33) | 5.0 | 6.7 | - | - | 11.7 | - | 6.7 | - | - | - | - | - | - |
| CFP - Regional Bikeways & Pedestrian Improvements (410008) | 1.5 | 0.1 | - | - | 1.6 | 0.1 | - | - | - | - | - | - | - |
| CFP - Regionally Significant (420002 & 420004) | 22.7 | 4.0 | - | - | 26.7 | 4.0 | - | - | - | - | - | - | - |
| CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29) | 1.4 | 5.9 | - | - | 7.3 | 0.1 | 5.8 | - | - | - | - | - | - |
| CFP - Supplemental 2007 | 6.5 | 15.0 | - | - | 21.5 | 5.0 | 5.0 | 5.0 | - | - | - | - | - |
| CFP - 2007 | - | 280.7 | - | - | 280.7 | - | 44.2 | 45.5 | 41.5 | 45.7 | 48.8 | 55.0 | - |
| CFP - Future Call for Projects | - | 241.6 | 803.3 | 86.6 | 1,131.6 | - | - | 16.0 | 41.6 | 22.4 | 24.0 | 19.3 | 13.3 |
| Alameda Corridor East | 72.8 | 206.7 | - | - | 279.5 | 28.5 | 54.6 | 87.4 | 13.4 | 10.6 | 12.2 | - | - |
| Retrofit Soundwalls (410040, 405516) | 64.7 | 126.8 | - | - | 191.6 | 15.8 | 20.0 | - | - | - | - | 18.0 | 70.0 |
| Rapid Bus Subsidy Projects (405598) | 11.0 | 15.6 | - | - | 26.5 | 2.0 | 10.2 | 3.4 | - | - | - | - | - |
| Wilshire Bus Only Lane | - | 3.4 | - | - | 3.4 | - | 1.5 | 1.9 | - | - | - | - | - |
| Rail Capital (see detail below) | 209.3 | 567.6 | - | - | 777.0 | 52.6 | 66.4 | 137.9 | 78.4 | 125.8 | 66.0 | - | - |
| RIITS-Regional Integration of ITS (405526, No Project Sheet) | 1.1 | 17.0 | 18.0 | 2.0 | 38.1 | 1.8 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.6 |
| Subtotal Bond Eligible Commitments | 906.1 | 2,616.8 | 1,259.4 | 88.6 | 4,870.9 | 247.6 | 494.9 | 506.4 | 397.2 | 400.3 | 219.7 | 114.1 | 84.9 |
| Beginning Balance | 384.7 | 171.2 | 0.0 | 1.6 | 384.7 | 171.2 | 7.9 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | (213.5) | (171.1) | 1.6 | 1,837.6 | 1,454.6 | (163.3) | (7.8) | 0.0 | 0.0 | (0.0) | (0.1) | 0.0 | (0.0) |
| Ending Balance | 171.2 | 0.0 | 1.6 | 1,839.3 | 1,839.3 | 7.9 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Subtotal Call for Projects (CFP) Bond Eligible | 818.5 | 2,018.1 | 876.0 | - | 3,712.6 | 218.0 | 510.4 | 365.7 | 406.4 | 346.6 | 130.9 | 40.0 | 0.0 |
| Debt Service % of Revenue (85% maximum assumed) | | | | | | 25.94% | 34.60% | 52.50% | 66.65% | 76.54% | 83.95% | 84.98% | 84.34% |
| Rail Capital Projects Detail: | | | | | | | | | | | | | |
| Eastside LRT | 2.0 | - | - | - | 2.0 | - | - | - | - | - | - | - | - |
| Expo Phase I | 7.8 | 17.3 | - | - | 25.1 | 17.3 | - | - | - | - | - | - | - |
| Expo Phase II | 2.6 | 392.7 | - | - | 395.3 | 33.6 | 50.9 | 103.0 | 56.0 | 83.2 | 66.0 | - | - |
| Crenshaw Phase I | 0.6 | 40.0 | - | - | 40.6 | - | - | - | - | 40.0 | - | - | - |
| Gold Line Pasadena | 2.8 | 0.7 | - | - | 3.5 | 0.7 | - | - | - | - | - | - | - |
| Gold Line Foothill Extension | - | 40.5 | - | - | 40.5 | - | - | - | - | - | - | - | - |
| Green Line | 7.6 | - | - | - | 7.6 | - | - | - | - | - | - | - | - |
| Orange Line | 163.6 | - | - | - | 163.6 | - | - | - | - | - | - | - | - |
| SFV N-S Canoga | - | 73.8 | - | - | 73.8 | - | 14.7 | 34.1 | 22.4 | 2.6 | - | - | - |
| East SFV N-S | - | 1.6 | - | - | 1.6 | - | 0.8 | 0.8 | - | - | - | - | - |
| West Santa Ana Branch Corridor | - | 1.1 | - | - | 1.1 | 1.1 | - | - | - | - | - | - | - |
| Rehab and Replacement | 8.7 | - | - | - | 8.7 | - | - | - | - | - | - | - | - |
| Other Rail Costs | 13.7 | - | - | - | 13.7 | - | - | - | - | - | - | - | - |
| Subtotal Rail Capital Projects | 209.3 | 567.6 | - | - | 777.0 | 52.6 | 66.4 | 137.9 | 78.4 | 125.8 | 66.0 | - | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Freeway Projects Detail: | | | | | | | | | | | | | |
| Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 Comm US-101 | 13.0 | 12.3 | - | - | 25.3 | - | 12.3 | - | - | - | - | - | - |
| Carpool Lanes from Waterford to I-10, SB Auxilliary Lane I-405 | 9.1 | 0.5 | - | - | 9.6 | 0.5 | - | - | - | - | - | - | - |
| Carpool Lanes from SR-90 to I-10 I-405 | 2.3 | 10.2 | - | - | 12.5 | 0.1 | 10.1 | - | - | - | - | - | - |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall) I-5 | 11.7 | 77.3 | - | - | 89.0 | 10.0 | 25.0 | 25.0 | 17.3 | - | - | - | - |
| Gap Connector Closure near Greenleaf I-405 / US-101 | 3.0 | 4.0 | - | - | 7.0 | 4.0 | - | - | - | - | - | - | - |
| Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. I-405 | 5.5 | - | - | - | 5.5 | - | - | - | - | - | - | - | - |
| Carpool Lanes from Pearblossom to Ave P-8 SR-14 | 4.3 | 0.2 | - | - | 4.5 | - | 0.2 | - | - | - | - | - | - |
| Carpool Lanes from Century Blvd to SR-90 I-405 | 16.6 | 6.0 | - | - | 22.6 | 6.0 | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60 | 43.2 | 24.4 | - | - | 67.6 | 21.0 | 3.4 | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 I-5 | 24.3 | 15.8 | - | - | 40.1 | 6.0 | 9.8 | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire I-5 | 69.5 | 362.9 | - | - | 432.4 | 5.0 | 73.9 | 80.7 | 85.5 | 55.1 | 42.7 | 20.0 | - |
| Carmenita Road Interchange I-5 | 19.8 | 70.9 | - | - | 90.7 | 12.0 | 15.0 | 15.0 | 15.0 | 13.9 | - | - | - |
| PCH to Long Beach CBD (Interchange) I-710 | 1.2 | 0.4 | - | - | 1.6 | - | 0.4 | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 4.7 | 13.9 | - | - | 18.6 | 9.0 | 4.9 | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead (in PA/ED) I-5 | 14.9 | 254.2 | - | - | 269.1 | - | 58.0 | 34.4 | 60.0 | 80.5 | 21.3 | - | - |
| Carpool Lanes from Citrus to SR-57 I-10 | - | 5.0 | - | - | 5.0 | - | - | - | 5.0 | - | - | - | - |
| 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 Pass I-405 | 2.0 | 11.0 | - | - | 13.0 | - | 2.0 | 3.0 | 3.0 | 3.0 | - | - | - |
| Mixed Flow Interchange SR-57 / SR-60 | - | - | 47.1 | - | 47.1 | - | - | - | - | - | - | - | - |
| Carpool Lane Partial Connector I-5 / I-405 | - | - | 64.7 | - | 64.7 | - | - | - | - | - | - | - | - |
| Carpool Lane Ave P-8 to Ave L SR-14 | - | - | 120.0 | - | 120.0 | - | - | - | - | - | - | - | - |
| Gap from Foothill Boulevard to SBCL (mitigation) I-210 | 3.8 | 0.1 | - | - | 3.9 | 0.1 | - | - | - | - | - | - | - |
| South Early Projects (HOV) I-710 | 3.7 | - | - | - | 3.7 | - | - | - | - | - | - | - | - |
| Hollywood Way Interchange SR-134 | 1.1 | 2.7 | - | - | 3.8 | 0.6 | 2.1 | - | - | - | - | - | - |
| Van Nuys Blvd. Off Ramps (Interchange) US-101 | - | 0.2 | - | - | 0.2 | 0.2 | - | - | - | - | - | - | - |
| Freeway Extension (Gap) SR-90 | 19.3 | 0.7 | - | - | 20.0 | 0.3 | 0.4 | - | - | - | - | - | - |
| Miscellaneous Project Balances (HOV) | 4.7 | 3.1 | - | - | 7.8 | 1.5 | 1.6 | - | - | - | - | - | - |
| Subtotal Freeway Projects | 277.8 | 875.6 | 438.0 | - | 1,591.4 | 76.2 | 219.1 | 158.1 | 185.8 | 152.5 | 64.0 | 20.0 | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| | 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 |
| Proposition 25% Direct (Less Metro Administration) | 235.7 | 246.7 | 257.8 | 269.8 | 282.4 | 295.1 | 307.4 | 319.3 | 331.1 | 342.7 | 354.9 | 367.3 |
| Plus TCRP LONP Reimbursements to Prop C 25% | | | | | | | | | | | | |
| Plus AB 3090 RIP Cash Reimbursements to Prop C 25% | | | | | | | | | | | | |
| Direct Cash Commitments | | | | | | | | | | | | |
| Freeway Service Patrol (300070) (Highway Operations) | 17.0 | 17.4 | 17.7 | 18.0 | 18.3 | 18.6 | 18.9 | 19.2 | 19.4 | 19.8 | 20.1 | 20.5 |
| Regional Administration (Hwy Planning 405522) (no project sheet) | 3.1 | 3.2 | 3.3 | 3.3 | 3.4 | 3.4 | 3.5 | 3.5 | 3.6 | 3.7 | 3.7 | 3.8 |
| Regional Administration (Mobility/Air Quality 405544) (no project sheet) | 2.1 | 2.2 | 2.2 | 2.2 | 2.3 | 2.3 | 2.3 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 |
| MIS Studies (400020, 405519, 407001, 407004) (no project sheet) | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Pedestrian/Bikeway Enhancements (400225, no project sheet) | | | | | | | | | | | | |
| Wilshire Bus Lane Planning (405514, no project sheet) | | | | | | | | | | | | |
| Rideshare (405547) | 9.4 | 8.4 | 8.9 | 9.4 | 9.9 | 12.2 | 11.0 | 11.6 | 12.2 | 12.8 | 15.3 | 14.1 |
| Financing Payments: | | | | | | | | | | | | |
| Sr. Lien Bonds (Prop C 25%) | 35.8 | 35.9 | 36.0 | 36.0 | 36.1 | 36.2 | 36.3 | 19.6 | 19.7 | 15.3 | 15.3 | 14.9 |
| Add'l Sr. Lien Bonds (from Model) | 161.1 | 166.0 | 169.7 | 173.2 | 175.3 | 178.2 | 182.2 | 187.4 | 195.9 | 207.5 | 215.6 | 217.6 |
| Subtotal Financing Payments | 196.9 | 201.9 | 205.6 | 209.2 | 211.4 | 214.4 | 218.5 | 207.0 | 215.6 | 222.8 | 231.0 | 232.5 |
| Subtotal Direct Commitments | 228.9 | 233.3 | 238.0 | 242.6 | 245.7 | 251.4 | 254.6 | 244.1 | 253.6 | 261.9 | 273.0 | 273.8 |
| Subtotal Prop C 25% Direct Available | 6.8 | 13.4 | 19.8 | 27.3 | 36.7 | 43.8 | 52.9 | 75.2 | 77.5 | 80.8 | 81.8 | 93.6 |
| Proposition C 25% Financing Revenues | | | | | | | | | | | | |
| Sr. Lien Bonds (Actual Carry-in balance) | - | - | - | - | - | - | - | - | - | - | - | - |
| Add'l Sr. Lien Bonds (Gross from Model) | 107.6 | 35.8 | 71.1 | 30.2 | 31.6 | 52.3 | 64.3 | 87.9 | 157.4 | 180.1 | 57.2 | - |
| Issuance Expense | (1.5) | (0.5) | (1.0) | (0.4) | (0.4) | (0.7) | (0.9) | (1.2) | (2.2) | (2.5) | (0.8) | - |
| Bond Reserve Fund | (7.4) | (2.5) | (4.9) | (2.1) | (2.2) | (3.6) | (4.4) | (6.0) | (10.8) | (12.4) | (3.9) | - |
| Subtotal Net Financing Revenues | 98.7 | 32.8 | 65.2 | 27.7 | 29.0 | 48.0 | 59.0 | 80.7 | 144.4 | 165.2 | 52.5 | 0.0 |
| Bond Eligible Commitments | | | | | | | | | | | | |
| Freeway Interchanges (410001) | - | - | - | - | - | - | - | - | - | 47.1 | - | - |
| HOV Lanes (410001) | - | - | - | - | - | - | 15.0 | 40.0 | 35.0 | 60.0 | 34.7 | - |
| 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 | 10.0 | 30.0 | 55.0 | 130.0 | 154.1 | 42.5 | - |
| CFP - Freeway Traffic System Management (410001) | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI-Regional Surface Transportation Improvements (410002) | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI SR-138 Widening (7 of 13 segments) | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI I-5/SR-126 Interchange Phases I & II (Magic Mtn Parkway) | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI-Santa Monica Bl. Transit Parkway (410002) | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - Signal Synch. & Bus Speed Improvements (410007) | - | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 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 - Supplemental 2007 | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - 2007 | - | - | - | - | - | - | - | - | - | - | - | - |
| CFP - Future Call for Projects | 60.4 | 44.6 | 83.3 | 53.3 | 47.6 | 80.0 | 80.0 | 99.1 | 90.0 | 90.0 | 90.0 | 90.0 |
| Alameda Corridor East | - | - | - | - | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls (410040, 405516) | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| Rapid Bus Subsidy Projects (405598) | - | - | - | - | - | - | - | - | - | - | - | - |
| Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital (see detail below) | 40.5 | - | - | - | - | - | - | - | - | - | - | - |
| RIITS-Regional Integration of ITS (405526, No Project Sheet) | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 |
| Subtotal Bond Eligible Commitments | 105.5 | 46.2 | 85.0 | 55.0 | 65.8 | 91.8 | 111.8 | 155.9 | 221.8 | 246.0 | 134.4 | 91.9 |
| Beginning Balance | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Annual Surplus/<Shortfall> | 0.0 | (0.0) | 0.1 | (0.1) | (0.0) | (0.0) | 0.1 | (0.0) | 0.0 | 0.0 | (0.1) | 1.6 |
| Ending Balance | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.6 |
| Subtotal Call for Projects (CFP) Bond Eligible | 0.0 | 0.0 | 0.0 | 0.0 | 32.8 | 20.0 | 60.0 | 110.0 | 260.0 | 308.2 | 85.0 | 0.0 |
| Debt Service % of Revenue (85% maximum assumed) | 83.52% | 81.81% | 79.76% | 77.53% | 74.85% | 72.65% | 71.07% | 64.85% | 65.12% | 65.02% | 65.09% | 63.29% |
| Rail Capital Projects Detail: | | | | | | | | | | | | |
| Eastside LRT | - | - | - | - | - | - | - | - | - | - | - | - |
| Expo Phase I | - | - | - | - | - | - | - | - | - | - | - | - |
| Expo Phase II | - | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Phase I | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Pasadena | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Foothill Extension | 40.5 | - | - | - | - | - | - | - | - | - | - | - |
| Green Line | - | - | - | - | - | - | - | - | - | - | - | - |
| Orange Line | - | - | - | - | - | - | - | - | - | - | - | - |
| SFV N-S Canoga | - | - | - | - | - | - | - | - | - | - | - | - |
| East SFV N-S | - | - | - | - | - | - | - | - | - | - | - | - |
| West Santa Ana Branch Corridor | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Rail Costs | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Rail Capital Projects | 40.5 | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|------|------|------|------|------|------|------|------|-------|-------|------|------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Freeway Projects Detail: | | | | | | | | | | | | |
| Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 Comm US-101 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Waterford to I-10, SB Auxiliary Lane I-405 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-90 to I-10 I-405 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall) I-5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Gap Connector Closure near Greenleaf I-405 / US-101 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. I-405 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Pearblossom to Ave P-8 SR-14 | - | - | - | - | - | - | - | - | - | - | - | - |
| 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, & Empire I-5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carmenita Road Interchange I-5 | - | - | - | - | - | - | - | - | - | - | - | - |
| PCH to Long Beach CBD (Interchange) I-710 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead (in PA/ED) I-5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 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 Pass I-405 | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed Flow Interchange SR-57 / SR-60 | - | - | - | - | - | - | - | - | - | 47.1 | - | - |
| Carpool Lane Partial Connector I-5 / I-405 | - | - | - | - | - | - | - | - | - | 30.0 | 34.7 | - |
| Carpool Lane Ave P-8 to Ave L SR-14 | - | - | - | - | - | - | 15.0 | 40.0 | 35.0 | 30.0 | - | - |
| Gap from Foothill Boulevard to SBCL (mitigation) I-210 | - | - | - | - | - | - | - | - | - | - | - | - |
| South Early Projects (HOV) I-710 | - | - | - | - | - | - | - | - | - | - | - | - |
| Hollywood Way Interchange SR-134 | - | - | - | - | - | - | - | - | - | - | - | - |
| Van Nuys Blvd. Off Ramps (Interchange) US-101 | - | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Extension (Gap) SR-90 | - | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Project Balances (HOV) | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | - | - | - | - | 16.4 | 10.0 | 30.0 | 55.0 | 130.0 | 154.1 | 42.5 | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 LRTP Baseline 10/22/09

| | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Proposition 25% Direct (Less Metro Administration) | 380.0 | 392.4 | 404.5 | 417.2 | 430.4 | 443.8 | 457.9 | 472.7 | 488.0 | 502.7 | 517.8 |
| Plus TCRP LONP Reimbursements to Prop C 25% | | | | | | | | | | | |
| Plus AB 3090 RIP Cash Reimbursements to Prop C 25% | | | | | | | | | | | |
| Direct Cash Commitments | | | | | | | | | | | |
| Freeway Service Patrol (300070) (Highway Operations) | 20.9 | 21.3 | 21.7 | 22.1 | 22.5 | 22.9 | 23.4 | 23.9 | 24.3 | 24.8 | 25.3 |
| Regional Administration (Hwy Planning 405522) (no project sheet) | 3.9 | 3.9 | 4.0 | 4.1 | 4.2 | 4.2 | 4.3 | 4.4 | 4.5 | 4.6 | 4.7 |
| Regional Administration (Mobility/Air Quality 405544) (no project sheet) | 2.6 | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 | 3.1 |
| MIS Studies (400020, 405519, 407001, 407004) (no project sheet) | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Pedestrian/Bikeway Enhancements (400225, no project sheet) | | | | | | | | | | | |
| Wilshire Bus Lane Planning (405514, no project sheet) | | | | | | | | | | | |
| Rideshare (405547) | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 |
| Financing Payments: | | | | | | | | | | | |
| Sr. Lien Bonds (Prop C 25%) | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | - | - | - | - |
| Add'l Sr. Lien Bonds (from Model) | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 216.4 | 214.1 | 213.0 | 213.0 |
| Subtotal Financing Payments | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 216.4 | 214.1 | 213.0 | 213.0 |
| Subtotal Direct Commitments | 274.9 | 275.4 | 275.9 | 276.5 | 277.0 | 277.6 | 278.2 | 262.8 | 261.1 | 260.6 | 261.3 |
| Subtotal Prop C 25% Direct Available | 105.1 | 117.0 | 128.6 | 140.8 | 153.4 | 166.2 | 179.7 | 210.0 | 226.9 | 242.1 | 256.6 |
| Proposition C 25% Financing Revenues | | | | | | | | | | | |
| Sr. Lien Bonds (Actual Carry-in balance) | - | - | - | - | - | - | - | - | - | - | - |
| Add'l Sr. Lien Bonds (Gross from Model) | - | - | - | - | - | - | - | - | - | - | - |
| Issuance Expense | - | - | - | - | - | - | - | - | - | - | - |
| Bond Reserve Fund | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Net Financing Revenues | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Bond Eligible Commitments | | | | | | | | | | | |
| Freeway Interchanges (410001) | - | - | - | - | - | - | - | - | - | - | - |
| HOV Lanes (410001) | - | - | - | - | - | - | - | - | - | - | - |
| Gap Closures (410001) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects (see detail below) | - | - | - | - | - | - | - | - | - | - | - |
| CFP - Freeway Traffic System Management (410001) | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI-Regional Surface Transportation Improvements (410002) | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI SR-138 Widening (7 of 13 segments) | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI I-5/SR-126 Interchange Phases I & II (Magic Mtn Parkway) | - | - | - | - | - | - | - | - | - | - | - |
| CFP - RSTI-Santa Monica Bl. Transit Parkway (410002) | - | - | - | - | - | - | - | - | - | - | - |
| CFP - Signal Synch. & Bus Speed Improvements (410007) | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Proposition C 25% Transit-Related Highway
2009 L RTP Baseline 10/22/09

| (\$ in millions) | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 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 - Supplemental 2007 | - | - | - | - | - | - | - | - | - | - | - |
| CFP - 2007 | - | - | - | - | - | - | - | - | - | - | - |
| CFP - Future Call for Projects | 86.6 | - | - | - | - | - | - | - | - | - | - |
| Alameda Corridor East | - | - | - | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls (410040, 405516) | - | - | - | - | - | - | - | - | - | - | - |
| Rapid Bus Subsidy Projects (405598) | - | - | - | - | - | - | - | - | - | - | - |
| Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital (see detail below) | - | - | - | - | - | - | - | - | - | - | - |
| RIITS-Regional Integration of ITS (405526, No Project Sheet) | 2.0 | | | | | | | | | | |
| Subtotal Bond Eligible Commitments | 88.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Beginning Balance | 1.6 | 18.2 | 135.1 | 263.7 | 404.5 | 557.8 | 724.1 | 903.8 | 1,113.7 | 1,340.6 | 1,582.7 |
| Annual Surplus/<Shortfall> | 16.5 | 117.0 | 128.6 | 140.8 | 153.4 | 166.2 | 179.7 | 210.0 | 226.9 | 242.1 | 256.6 |
| Ending Balance | 18.2 | 135.1 | 263.7 | 404.5 | 557.8 | 724.1 | 903.8 | 1,113.7 | 1,340.6 | 1,582.7 | 1,839.3 |
| Subtotal Call for Projects (CFP) Bond Eligible | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Debt Service % of Revenue (85% maximum assumed) | 61.17% | 59.25% | 57.47% | 55.71% | 54.01% | 52.37% | 50.76% | 45.78% | 43.87% | 42.37% | 41.13% |
| Rail Capital Projects Detail: | | | | | | | | | | | |
| Eastside LRT | - | - | - | - | - | - | - | - | - | - | - |
| Expo Phase I | - | - | - | - | - | - | - | - | - | - | - |
| Expo Phase II | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Phase I | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Pasadena | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Foothill Extension | - | - | - | - | - | - | - | - | - | - | - |
| Green Line | - | - | - | - | - | - | - | - | - | - | - |
| Orange Line | - | - | - | - | - | - | - | - | - | - | - |
| SFV N-S Canoga | - | - | - | - | - | - | - | - | - | - | - |
| East SFV N-S | - | - | - | - | - | - | - | - | - | - | - |
| West Santa Ana Branch Corridor | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | - | - | - | - | - | - | - | - | - | - | - |
| Other Rail Costs | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Rail Capital Projects | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Measure R Sales Tax (FY 10-FY 39)
2009 LRTP Baseline 10/22/09

| 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 | |
|--|---|----------------|-----------------|-----------------|-----------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|------------------|------------------|--|
| | | '10-'19 | '20-'29 | '30-'40 | Total | % | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | |
| 1 | Total Revenue Pool | 7,828.6 | 12,698.8 | 17,821.2 | 38,348.6 | - | 445.2 | 640.9 | 674.3 | 721.0 | 777.8 | 824.9 | 871.8 | 914.0 | |
| 2 | Less: Metro Admin Charge (1.5%) | 117.4 | 190.5 | 267.3 | 575.2 | - | 6.7 | 9.6 | 10.1 | 10.8 | 11.7 | 12.4 | 13.1 | 13.7 | |
| 3 | Amount Available | 7,711.2 | 12,508.4 | 17,553.9 | 37,773.4 | - | 438.5 | 631.3 | 664.2 | 710.2 | 766.1 | 812.5 | 858.7 | 900.3 | |
| 4 | Ordinance Allocation | | | | | | | | | | | | | | |
| 5 | Local Return (15%) - Highway assumed | 1,156.7 | 1,876.3 | 2,633.1 | 5,666.0 | 15.0% | 65.8 | 94.7 | 99.6 | 106.5 | 114.9 | 121.9 | 128.8 | 135.0 | |
| 6 | Metrolink (3%) | 231.3 | 375.3 | 526.6 | 1,133.2 | 3.0% | 13.2 | 18.9 | 19.9 | 21.3 | 23.0 | 24.4 | 25.8 | 27.0 | |
| 7 | Rail Capital - General Improvements (2%) | 154.2 | 250.2 | 351.1 | 755.5 | 2.0% | 8.8 | 12.6 | 13.3 | 14.2 | 15.3 | 16.3 | 17.2 | 18.0 | |
| 8 | Rail Operations (5%) | 385.6 | 625.4 | 877.7 | 1,888.7 | 5.0% | 21.9 | 31.6 | 33.2 | 35.5 | 38.3 | 40.6 | 42.9 | 45.0 | |
| 9 | Bus Operations (20%) | 1,542.2 | 2,501.7 | 3,510.8 | 7,554.7 | 20.0% | 87.7 | 126.3 | 132.8 | 142.0 | 153.2 | 162.5 | 171.7 | 180.1 | |
| 10 | Metro bus operations | 1,131.3 | 1,831.2 | 2,569.9 | 5,532.4 | 14.6% | 66.6 | 92.4 | 97.2 | 104.0 | 112.2 | 119.0 | 125.7 | 131.8 | |
| 11 | Municipal Operators | 411.0 | 670.4 | 940.9 | 2,022.3 | 5.4% | 21.1 | 33.8 | 35.6 | 38.1 | 41.1 | 43.6 | 46.0 | 48.3 | |
| 12 | Transit Capital - Specific Projects (35%) incl Bus Capital | 2,698.9 | 4,377.9 | 6,143.9 | 13,220.7 | 35.0% | 153.5 | 221.0 | 232.5 | 248.6 | 268.1 | 284.4 | 300.6 | 315.1 | |
| 13 | Transit Capital - Specific Projects (35%) excl Bus Capital | 2,648.9 | 4,327.9 | 6,093.9 | 13,070.7 | | 143.5 | 221.0 | 222.5 | 248.6 | 258.1 | 284.4 | 290.6 | 315.1 | |
| 14 | Eastside Light Rail Access (\$30) (FY10/FY13) | 30.0 | - | - | 30.0 | 0.1% | - | 5.0 | 10.0 | 15.0 | - | - | - | - | |
| 15 | Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15) | 313.3 | - | - | 313.3 | 0.8% | 61.1 | 23.6 | 3.6 | 52.8 | 100.0 | 47.0 | 16.9 | 8.3 | |
| 16 | Freed up for TBD from Expo Phase II (\$611.7) | - | - | 611.7 | 611.7 | 1.6% | - | - | - | - | - | - | - | - | |
| 17 | Regional Connector (\$160) (FY14-16/FY23-25) | 160.0 | - | - | 160.0 | 0.4% | - | - | - | - | - | 95.9 | 48.9 | 15.2 | |
| 18 | Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18) | 1,440.5 | - | - | 1,440.5 | 3.8% | 8.1 | 37.8 | 60.5 | 223.9 | 208.8 | 250.3 | 198.5 | 212.9 | |
| 19 | Gold Line Eastside Extension (\$1,271+) (FY22-24/FY33-35) | - | 418.0 | 853.0 | 1,271.0 | 3.4% | - | - | - | - | - | - | - | - | |
| 20 | Gold Line Foothill Extension (\$735+) (FY10-12/FY15-17) | 770.0 | - | - | 770.0 | 2.0% | 10.3 | 41.4 | 80.4 | 96.9 | 146.8 | 175.6 | 108.6 | 93.2 | |
| 21 | Green Line Extension to LAX (\$200+) (FY10-12/FY15-28) | 0.2 | 319.9 | - | 320.1 | 0.8% | 0.2 | - | - | - | - | - | - | - | |
| 22 | Green Line Extension - South Bay (\$272+) (FY28-30/FY33-35) | - | 19.1 | 514.3 | 533.4 | 1.4% | - | - | - | - | - | - | - | - | |
| 23 | San Fern. Valley I-405 Corridor Connection (\$1,000) (FY30-32/FY38-39) | - | - | 1,329.6 | 1,329.6 | 3.5% | - | - | - | - | - | - | - | - | |
| 24 | San Fernando Valley N-S Canoga (\$182+) (FY10-12/FY14-16) | 0.1 | - | - | 0.1 | 0.0% | 0.1 | - | - | - | - | - | - | - | |
| 25 | Freed up for TBD from San Fern. Val. N-S Canoga (\$182+) | - | - | 182.0 | 182.0 | 0.5% | - | - | - | - | - | - | - | - | |
| 26 | East San Fernando Valley N-S (\$68.5) | 65.8 | - | - | 65.8 | 0.2% | - | - | - | 0.8 | - | 19.6 | 31.0 | 2.8 | |
| 27 | Freed up for TBD from East San Fernando Valley N-S | 2.8 | - | - | 2.8 | 0.0% | - | - | - | - | - | 2.8 | - | - | |
| 28 | West Santa Ana Branch Corridor (\$240+) (FY15-17/FY25-27)* | - | 372.3 | - | 372.3 | 1.0% | - | - | - | - | - | - | - | - | |
| 29 | Westside Subway Extension Seg 1 (3 segs \$4,074+, FY13-15/FY34-36) | 863.5 | - | - | 863.5 | 2.3% | - | - | 46.5 | 114.0 | 114.2 | 148.3 | 188.1 | 143.4 | |
| 30 | Westside Subway Extension Segment 2 | - | 1,644.9 | - | 1,644.9 | 4.4% | - | - | - | - | - | - | - | - | |
| 31 | Westside Subway Extension Segment 3 | - | 163.2 | 1,403.3 | 1,566.5 | 4.1% | - | - | - | - | - | - | - | - | |
| 32 | Bus Capital (\$150) | 50.0 | 50.0 | 50.0 | 150.0 | 0.4% | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | |
| 33 | Bus Capital - Metro 75% estimate | 37.0 | 37.0 | 37.0 | 111.0 | 0.3% | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | |
| 34 | Bus Capital - Munis 25% estimate | 13.0 | 13.0 | 13.0 | 39.0 | 0.1% | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | |
| 35 | Transit Capital Projects Annual Balance Before Bonding | (997.1) | 1,390.7 | 1,200.0 | 1,593.5 | | 63.6 | 113.2 | 21.4 | (254.7) | (311.6) | (455.1) | (301.4) | (160.7) | |
| 36 | Transit Capital Projects Cumulative Balance Before Bonding | (997.1) | 393.5 | 1,593.5 | | | 63.6 | 176.9 | 198.3 | (56.4) | (368.1) | (823.2) | (1,124.6) | (1,285.3) | |
| 37 | Measure R 35% Long-term Bond Proceeds | 1,688.5 | - | - | 1,688.5 | | - | - | - | 58.8 | 329.9 | 508.0 | 392.4 | 280.8 | |
| 38 | Measure R 35% Debt Service | (565.0) | (1,429.9) | (1,286.9) | (3,281.9) | | - | - | - | (2.4) | (18.2) | (52.9) | (90.9) | (120.0) | |
| 39 | Transit Capital Projects Annual Balance After Bonding | 126.3 | (39.3) | (87.0) | 0.0 | | 63.6 | 113.2 | 21.4 | (198.3) | 0.0 | (0.0) | (0.0) | 0.0 | |
| 40 | Transit Capital Projects Cumulative Balance After Bonding | 126.3 | 87.0 | 0.0 | 0.0 | | 63.6 | 176.9 | 198.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 41 | *Per note on pg 4 of Measure R Expenditure Plan, the I-5 South | | | | | | | | | | | | | | |
| 42 | Measure R funds are transferred to the West Santa Ana Branch, | | | | | | | | | | | | | | |
| 43 | assuming necessary Board approval after ten years. | | | | | | | | | | | | | | |

LACMTA Financial Forecasting Model

Measure R Sales Tax (FY 10-FY 39)

2009 LRTP Baseline 10/22/09

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 |
|---|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 44 Highway Projects (20%) | 1,542.2 | 2,501.7 | 3,510.8 | 7,554.7 | 20.0% | 87.7 | 126.3 | 132.8 | 142.0 | 153.2 | 162.5 | 171.7 | 180.1 |
| 45 Alameda Corridor East Grade Separations Phase II (\$400) | 400.0 | - | - | 400.0 | 1.1% | 42.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 58.0 |
| 46 BNSF Grade Separations in Gateway Cities (\$35) | 35.0 | - | - | 35.0 | 0.1% | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 |
| 47 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250) | 220.0 | - | - | 220.0 | 0.6% | 13.9 | 48.1 | 77.2 | 43.5 | 32.1 | 4.7 | 0.5 | - |
| 48 High Desert Corridor environmental (\$33) placeholder | 33.0 | - | - | 33.0 | 0.1% | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - |
| 49 I-5/SR-14 Capacity Enhancement (\$90.8 incl enhancements) | 2.0 | - | - | 2.0 | 0.0% | - | - | 2.0 | - | - | - | - | - |
| 50 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | 88.8 | 88.8 | 0.2% | - | - | - | - | - | - | - | - |
| 51 I-5 S. from I-605 to OCL Enhancements (\$264.8 incl enhancements)* | 79.8 | - | - | 79.8 | 0.2% | - | 6.2 | 6.2 | 6.2 | 6.2 | - | 30.0 | 25.0 |
| 52 I-5 S. funds to be transferred to W. Santa Ana Branch above* | - | 185.0 | - | 185.0 | 0.5% | - | - | - | - | - | - | - | - |
| 53 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancements) | 18.0 | - | - | 18.0 | 0.0% | - | - | - | - | 9.0 | 9.0 | - | - |
| 54 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV) | - | - | 253.5 | 253.5 | 0.7% | - | - | - | - | - | - | - | - |
| 55 I-5 Carmenita Interchange Enhancements (\$138 incl enhancements) | 32.0 | - | - | 32.0 | 0.1% | - | 5.0 | 5.0 | 5.0 | 5.0 | 12.0 | - | - |
| 56 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | 106.0 | 106.0 | 0.3% | - | - | - | - | - | - | - | - |
| 57 Operational Improvements in Arroyo Verdugo subregion (\$170+escal) | 58.0 | 125.3 | 76.3 | 259.6 | 0.7% | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 |
| 58 Operational Improvemn in Las Virgenes/Malibu subregion (\$175+escal) | 87.9 | 97.1 | 68.3 | 253.3 | 0.7% | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - |
| 59 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906+escal) | 237.0 | 539.4 | 736.0 | 1,512.4 | 4.0% | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 |
| 60 I-5 N. Capacity Enhance, SR-14-Kern Cty (Truck Lanes) (\$410+escal) | 139.1 | 414.1 | - | 553.2 | 1.5% | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 |
| 61 I-605 Corridor "Hot Spot" Interchanges (\$590+escalation) | 165.0 | 324.4 | 323.5 | 812.8 | 2.2% | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 |
| 62 SR-710 North Extension (tunnel) (\$780+escalation) | 173.9 | 82.7 | 792.4 | 1,049.0 | 2.8% | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 |
| 63 I-710 South | 15.0 | 108.4 | 560.3 | 683.6 | 1.8% | - | 15.0 | - | - | - | - | - | - |
| 64 I-710 Early Action Projects (\$590+escalation) | 127.0 | - | - | 127.0 | 0.3% | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 |
| 65 SR-138 Capacity Enhancements (\$200+escalation) | 150.2 | 92.8 | - | 243.0 | 0.6% | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 |
| 66 Subtotal Highway Subfund Allocated | 1,972.8 | 1,969.1 | 3,004.8 | 6,946.7 | | 61.8 | 237.9 | 251.7 | 245.6 | 218.4 | 223.7 | 234.4 | 220.0 |
| 67 Highway Capital Projects Annual Bal before bonding to fund lines 44, 47, 49-57 | (430.6) | 532.6 | 506.0 | 608.0 | | 25.9 | (111.6) | (118.9) | (103.6) | (65.2) | (61.2) | (62.7) | (39.9) |
| 68 Highway Capital Projects Cumulative Balance before bonding | (430.6) | 102.0 | 608.0 | 608.0 | | 25.9 | (85.7) | (204.6) | (308.1) | (373.3) | (434.5) | (497.2) | (537.1) |
| 69 Measure R 20% Long-term Bond Proceeds | 724.2 | - | - | 724.2 | | - | 88.8 | 129.5 | 123.3 | 92.6 | 95.7 | 104.8 | 89.7 |
| 70 Measure R 20% Debt Service | (293.6) | (532.6) | (506.0) | (1,332.2) | | - | (3.1) | (10.7) | (19.6) | (27.5) | (34.5) | (42.1) | (49.7) |
| 71 Highway Capital Projects Annual Balance After Bonding | 0.0 | (0.0) | 0.0 | 0.0 | | 25.9 | (25.9) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | 0.0 |
| 72 Highway Capital Projects Cumulative Balance After Bonding | 0.0 | 0.0 | 0.0 | 0.0 | | 25.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 73 TOTAL MEASURE R ALLOCATION (net of administration) | 7,711.2 | 12,508.4 | 17,553.9 | 37,773.4 | 100.0% | 438.5 | 631.3 | 664.2 | 710.2 | 766.1 | 812.5 | 858.7 | 900.3 |

*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)
2009 LRTP Baseline 10/22/09

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|--|---|------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 1 | Total Revenue Pool | 956.9 | 1,001.8 | 1,046.8 | 1,095.5 | 1,146.6 | 1,198.2 | 1,248.1 | 1,296.2 | 1,344.1 | 1,391.4 | 1,440.6 | 1,491.4 |
| 2 | Less: Metro Admin Charge (1.5%) | 14.4 | 15.0 | 15.7 | 16.4 | 17.2 | 18.0 | 18.7 | 19.4 | 20.2 | 20.9 | 21.6 | 22.4 |
| 3 | Amount Available | 942.6 | 986.7 | 1,031.1 | 1,079.1 | 1,129.4 | 1,180.2 | 1,229.3 | 1,276.7 | 1,323.9 | 1,370.5 | 1,419.0 | 1,469.0 |
| 4 | Ordinance Allocation | | | | | | | | | | | | |
| 5 | Local Return (15%) - Highway assumed | 141.4 | 148.0 | 154.7 | 161.9 | 169.4 | 177.0 | 184.4 | 191.5 | 198.6 | 205.6 | 212.9 | 220.3 |
| 6 | Metrolink (3%) | 28.3 | 29.6 | 30.9 | 32.4 | 33.9 | 35.4 | 36.9 | 38.3 | 39.7 | 41.1 | 42.6 | 44.1 |
| 7 | Rail Capital - General Improvements (2%) | 18.9 | 19.7 | 20.6 | 21.6 | 22.6 | 23.6 | 24.6 | 25.5 | 26.5 | 27.4 | 28.4 | 29.4 |
| 8 | Rail Operations (5%) | 47.1 | 49.3 | 51.6 | 54.0 | 56.5 | 59.0 | 61.5 | 63.8 | 66.2 | 68.5 | 71.0 | 73.4 |
| 9 | Bus Operations (20%) | 188.5 | 197.3 | 206.2 | 215.8 | 225.9 | 236.0 | 245.9 | 255.3 | 264.8 | 274.1 | 283.8 | 293.8 |
| 10 | Metro bus operations | 138.0 | 144.5 | 151.0 | 158.0 | 165.3 | 172.8 | 180.0 | 186.9 | 193.8 | 200.6 | 207.7 | 215.1 |
| 11 | Municipal Operators | 50.5 | 52.9 | 55.3 | 57.8 | 60.5 | 63.3 | 65.9 | 68.4 | 71.0 | 73.5 | 76.1 | 78.7 |
| 12 | Transit Capital - Specific Projects (35%) incl Bus Capital | 329.9 | 345.4 | 360.9 | 377.7 | 395.3 | 413.1 | 430.3 | 446.9 | 463.4 | 479.7 | 496.7 | 514.1 |
| 13 | Transit Capital - Specific Projects (35%) excl Bus Capital | 319.9 | 345.4 | 350.9 | 377.7 | 385.3 | 413.1 | 420.3 | 446.9 | 453.4 | 479.7 | 486.7 | 514.1 |
| 14 | Eastside Light Rail Access (\$30) (FY10/FY13) | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 | Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15) | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 | Freed up for TBD from Expo Phase II (\$611.7) | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | Regional Connector (\$160) (FY14-16/FY23-25) | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18) | 169.5 | 70.3 | - | - | - | - | - | - | - | - | - | - |
| 19 | Gold Line Eastside Extension (\$1,271+) (FY22-24/FY33-35) | - | - | - | - | - | - | 5.0 | 9.7 | 17.6 | 50.4 | 69.3 | 266.0 |
| 20 | Gold Line Foothill Extension (\$735+) (FY10-12/FY15-17) | 16.7 | - | - | - | - | - | - | - | - | - | - | - |
| 21 | Green Line Extension to LAX (\$200+) (FY10-12/FY15-28) | - | - | - | - | - | - | 14.7 | 45.3 | 77.8 | 96.2 | 85.8 | - |
| 22 | Green Line Extension - South Bay (\$272+) (FY28-30/FY33-35) | - | - | - | - | - | - | - | - | - | - | - | 19.1 |
| 23 | San Fem. Valley I-405 Corridor Connection (\$1,000) (FY30-32/FY38-39) | - | - | - | - | - | - | - | - | - | - | - | - |
| 24 | San Fernando Valley N-S Canoga (\$182+) (FY10-12/FY14-16) | - | - | - | - | - | - | - | - | - | - | - | - |
| 25 | Freed up for TBD from San Fem. Val. N-S Canoga (\$182+) | - | - | - | - | - | - | - | - | - | - | - | - |
| 26 | East San Fernando Valley N-S (\$68.5) | 11.6 | - | - | - | - | - | - | - | - | - | - | - |
| 27 | Freed up for TBD from East San Fernando Valley N-S | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 | West Santa Ana Branch Corridor (\$240+) (FY15-17/FY25-27)* | - | - | 7.0 | 11.0 | 12.0 | 17.9 | 46.7 | 50.6 | 39.9 | 113.6 | 73.7 | - |
| 29 | Westside Subway Extension Seg 1 (3 segs \$4,074+, FY13-15/FY34-36) | 103.1 | 5.9 | - | - | - | - | - | - | - | - | - | - |
| 30 | Westside Subway Extension Segment 2 | - | - | 206.6 | 344.3 | 83.2 | 171.4 | 253.3 | 192.5 | 320.9 | 65.1 | 7.6 | - |
| 31 | Westside Subway Extension Segment 3 | - | - | - | - | - | - | - | 5.0 | 23.5 | 28.2 | 50.7 | 55.8 |
| 32 | Bus Capital (\$150) | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - |
| 33 | Bus Capital - Metro 75% estimate | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - |
| 34 | Bus Capital - Munis 25% estimate | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - |
| 35 | Transit Capital Projects Annual Balance Before Bonding | 18.9 | 269.2 | 137.3 | 22.4 | 290.1 | 223.7 | 100.7 | 143.7 | (26.4) | 126.2 | 199.7 | 173.3 |
| 36 | Transit Capital Projects Cumulative Balance Before Bonding | (1,266.4) | (997.1) | (859.8) | (837.4) | (547.3) | (323.6) | (222.9) | (79.2) | (105.6) | 20.6 | 220.2 | 393.5 |
| 37 | Measure R 35% Long-term Bond Proceeds | 118.7 | - | - | - | - | - | - | - | - | - | - | - |
| 38 | Measure R 35% Debt Service | (137.6) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) |
| 39 | Transit Capital Projects Annual Balance After Bonding | (0.0) | 126.2 | (5.7) | (120.6) | 147.1 | 80.7 | (42.3) | 0.7 | (169.4) | (16.8) | 56.7 | 30.3 |
| 40 | Transit Capital Projects Cumulative Balance After Bonding | 0.0 | 126.3 | 120.6 | 0.0 | 147.1 | 227.9 | 185.5 | 186.2 | 16.8 | 0.0 | 56.7 | 87.0 |

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

LACMTA Financial Forecasting Model

Measure R Sales Tax (FY 10-FY 39)

2009 LRTP Baseline 10/22/09

| 30-year 1/2 cent sales tax approved by voters on 11/4/08 | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|--|--|--------------|--------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 44 | Highway Projects (20%) | 188.5 | 197.3 | 206.2 | 215.8 | 225.9 | 236.0 | 245.9 | 255.3 | 264.8 | 274.1 | 283.8 | 293.8 |
| 45 | Alameda Corridor East Grade Separations Phase II (\$400) | - | - | - | - | - | - | - | - | - | - | - | - |
| 46 | BNSF Grade Separations in Gateway Cities (\$35) | - | - | - | - | - | - | - | - | - | - | - | - |
| 47 | Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250) | - | - | - | - | - | - | - | - | - | - | - | - |
| 48 | High Desert Corridor environmental (\$33) placeholder | - | - | - | - | - | - | - | - | - | - | - | - |
| 49 | I-5/SR-14 Capacity Enhancement (\$90.8 incl enhancements) | - | - | - | - | - | - | - | - | - | - | - | - |
| 50 | I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | - | - | - | - |
| 51 | I-5 S. from I-605 to OCL Enhancements (\$264.8 incl enhancements)* | - | - | - | - | - | - | - | - | - | - | - | - |
| 52 | I-5 S. funds to be transferred to W. Santa Ana Branch above* | - | - | - | 61.0 | 62.0 | 62.0 | - | - | - | - | - | - |
| 53 | I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancements) | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - | - | - |
| 55 | I-5 Carmenita Interchange Enhancements (\$138 incl enhancements) | - | - | - | - | - | - | - | - | - | - | - | - |
| 56 | I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | - | - | - | - |
| 57 | Operational Improvements in Arroyo Verdugo subregion (\$170+escal) | 7.0 | 7.0 | 9.0 | 9.3 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 |
| 58 | Operational Improvemn in Las Virgenes/Malibu subregion (\$175+escal) | - | - | - | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 |
| 59 | I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906+escal) | 34.0 | 34.0 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| 60 | I-5 N. Capacity Enhance, SR-14-Kern Cty (Truck Lanes) (\$410+escal) | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 | 102.3 | 67.8 | 46.8 | - | - | - | - |
| 61 | I-605 Corridor "Hot Spot" Interchanges (\$590+escalation) | 22.0 | 22.0 | - | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 |
| 62 | SR-710 North Extension (tunnel) (\$780+escalation) | 24.8 | 33.1 | 4.3 | 8.7 | 8.8 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 |
| 63 | I-710 South | - | - | - | - | - | - | - | - | 7.0 | 101.4 | - | - |
| 64 | I-710 Early Action Projects (\$590+escalation) | 17.0 | 17.0 | - | - | - | - | - | - | - | - | - | - |
| 65 | SR-138 Capacity Enhancements (\$200+escalation) | 16.5 | 17.0 | 39.0 | 32.2 | 21.7 | - | - | - | - | - | - | - |
| 66 | Subtotal Highway Subfund Allocated | 135.3 | 144.1 | 153.0 | 162.6 | 172.7 | 182.8 | 192.6 | 202.1 | 211.5 | 220.8 | 230.6 | 240.6 |
| 67 | Highway Capital Projects Annual Bal before bonding to fund lines 44, 47, 49-57 | 53.3 | 53.2 | 53.3 | 53.3 | 53.2 | 53.3 | 53.3 | 53.2 | 53.2 | 53.3 | 53.3 | 53.2 |
| 68 | Highway Capital Projects Cumulative Balance before bonding | (483.8) | (430.6) | (377.3) | (324.1) | (270.8) | (217.5) | (164.3) | (111.0) | (57.8) | (4.5) | 48.7 | 102.0 |
| 69 | Measure R 20% Long-term Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - | - |
| 70 | Measure R 20% Debt Service | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) |
| 71 | Highway Capital Projects Annual Balance After Bonding | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) |
| 72 | Highway Capital Projects Cumulative Balance After Bonding | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 73 | TOTAL MEASURE R ALLOCATION (net of administration) | 942.6 | 986.7 | 1,031.1 | 1,079.1 | 1,129.4 | 1,180.2 | 1,229.3 | 1,276.7 | 1,323.9 | 1,370.5 | 1,419.0 | 1,469.0 |

*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)
2009 LRTP Baseline 10/22/09

| 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 | |
| 1 | Total Revenue Pool | 1,542.8 | 1,592.9 | 1,642.2 | 1,693.9 | 1,747.3 | 1,801.9 | 1,859.1 | 1,919.2 | 1,981.1 | 2,040.9 | |
| 2 | Less: Metro Admin Charge (1.5%) | 23.1 | 23.9 | 24.6 | 25.4 | 26.2 | 27.0 | 27.9 | 28.8 | 29.7 | 30.6 | |
| 3 | Amount Available | 1,519.6 | 1,569.0 | 1,617.5 | 1,668.4 | 1,721.1 | 1,774.8 | 1,831.2 | 1,890.4 | 1,951.4 | 2,010.3 | |
| 4 | Ordinance Allocation | | | | | | | | | | | |
| 5 | Local Return (15%) - Highway assumed | 227.9 | 235.3 | 242.6 | 250.3 | 258.2 | 266.2 | 274.7 | 283.6 | 292.7 | 301.5 | |
| 6 | Metrolink (3%) | 45.6 | 47.1 | 48.5 | 50.1 | 51.6 | 53.2 | 54.9 | 56.7 | 58.5 | 60.3 | |
| 7 | Rail Capital - General Improvements (2%) | 30.4 | 31.4 | 32.4 | 33.4 | 34.4 | 35.5 | 36.6 | 37.8 | 39.0 | 40.2 | |
| 8 | Rail Operations (5%) | 76.0 | 78.4 | 80.9 | 83.4 | 86.1 | 88.7 | 91.6 | 94.5 | 97.6 | 100.5 | |
| 9 | Bus Operations (20%) | 303.9 | 313.8 | 323.5 | 333.7 | 344.2 | 355.0 | 366.2 | 378.1 | 390.3 | 402.1 | |
| 10 | Metro bus operations | 222.5 | 229.7 | 236.8 | 244.3 | 252.0 | 259.8 | 268.1 | 276.8 | 285.7 | 294.3 | |
| 11 | Municipal Operators | 81.5 | 84.1 | 86.7 | 89.4 | 92.3 | 95.1 | 98.2 | 101.3 | 104.6 | 107.8 | |
| 12 | Transit Capital - Specific Projects (35%) incl Bus Capital | 531.9 | 549.1 | 566.1 | 584.0 | 602.4 | 621.2 | 640.9 | 661.6 | 683.0 | 703.6 | |
| 13 | Transit Capital - Specific Projects (35%) excl Bus Capital | 521.9 | 549.1 | 556.1 | 584.0 | 592.4 | 621.2 | 630.9 | 661.6 | 673.0 | 703.6 | |
| 14 | Eastside Light Rail Access (\$30) (FY10/FY13) | - | - | - | - | - | - | - | - | - | - | |
| 15 | Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15) | - | - | - | - | - | - | - | - | - | - | |
| 16 | Freed up for TBD from Expo Phase II (\$611.7) | - | - | - | - | - | - | - | - | - | - | 611.7 |
| 17 | Regional Connector (\$160) (FY14-16/FY23-25) | - | - | - | - | - | - | - | - | - | - | |
| 18 | Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18) | - | - | - | - | - | - | - | - | - | - | |
| 19 | Gold Line Eastside Extension (\$1,271+) (FY22-24/FY33-35) | 112.1 | 140.5 | 170.2 | 181.3 | 172.0 | 24.1 | 52.8 | - | - | - | |
| 20 | Gold Line Foothill Extension (\$735+) (FY10-12/FY15-17) | - | - | - | - | - | - | - | - | - | - | |
| 21 | Green Line Extension to LAX (\$200+) (FY10-12/FY15-28) | - | - | - | - | - | - | - | - | - | - | |
| 22 | Green Line Extension - South Bay (\$272+) (FY28-30/FY33-35) | 29.4 | 50.5 | 78.1 | 107.2 | 133.1 | 85.3 | 30.7 | - | - | - | |
| 23 | San Fern. Valley I-405 Corridor Connection (\$1,000) (FY30-32/FY38-39) | - | - | 51.2 | 24.1 | 4.9 | 113.0 | 242.1 | 273.8 | 511.4 | 109.2 | |
| 24 | San Fernando Valley N-S Canoga (\$182+) (FY10-12/FY14-16) | - | - | - | - | - | - | - | - | - | - | |
| 25 | Freed up for TBD from San Fern. Val. N-S Canoga (\$182+) | - | - | - | - | - | - | - | - | - | - | 182.0 |
| 26 | East San Fernando Valley N-S (\$68.5) | - | - | - | - | - | - | - | - | - | - | |
| 27 | Freed up for TBD from East San Fernando Valley N-S | - | - | - | - | - | - | - | - | - | - | |
| 28 | West Santa Ana Branch Corridor (\$240+) (FY15-17/FY25-27)* | - | - | - | - | - | - | - | - | - | - | |
| 29 | Westside Subway Extension Seg 1 (3 segs \$4,074+, FY13-15/FY34-36) | - | - | - | - | - | - | - | - | - | - | |
| 30 | Westside Subway Extension Segment 2 | - | - | - | - | - | - | - | - | - | - | |
| 31 | Westside Subway Extension Segment 3 | 105.1 | 141.6 | 154.4 | 380.3 | 139.5 | 255.8 | 162.4 | 58.7 | 5.5 | - | |
| 32 | Bus Capital (\$150) | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | |
| 33 | Bus Capital - Metro 75% estimate | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | |
| 34 | Bus Capital - Munis 25% estimate | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | |
| 35 | Transit Capital Projects Annual Balance Before Bonding | 275.2 | 216.5 | 102.2 | (108.9) | 143.0 | 143.0 | 143.0 | 329.2 | 156.1 | (199.3) | |
| 36 | Transit Capital Projects Cumulative Balance Before Bonding | 668.7 | 885.2 | 987.4 | 878.5 | 1,021.5 | 1,164.5 | 1,307.5 | 1,636.7 | 1,792.8 | 1,593.5 | |
| 37 | Measure R 35% Long-term Bond Proceeds | - | - | - | - | - | - | - | - | - | - | |
| 38 | Measure R 35% Debt Service | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | (143.0) | - | |
| 39 | Transit Capital Projects Annual Balance After Bonding | 132.2 | 73.5 | (40.7) | (251.9) | 0.0 | 0.0 | 0.0 | 186.2 | 13.1 | (199.3) | |
| 40 | Transit Capital Projects Cumulative Balance After Bonding | 219.2 | 292.7 | 251.9 | 0.0 | 0.0 | 0.0 | 0.0 | 186.2 | 199.3 | 0.0 | |
| 41 | *Per note on pg 4 of Measure R Expenditure Plan, the I-5 South | | | | | | | | | | | |
| 42 | Measure R funds are transferred to the West Santa Ana Branch, | | | | | | | | | | | |
| 43 | assuming necessary Board approval after ten years. | | | | | | | | | | | |

LACMTA Financial Forecasting Model

Measure R Sales Tax (FY 10-FY 39)

2009 LRTP Baseline 10/22/09

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 | |
| 44 Highway Projects (20%) | 303.9 | 313.8 | 323.5 | 333.7 | 344.2 | 355.0 | 366.2 | 378.1 | 390.3 | 402.1 | |
| 45 Alameda Corridor East Grade Separations Phase II (\$400) | - | - | - | - | - | - | - | - | - | - | - |
| 46 BNSF Grade Separations in Gateway Cities (\$35) | - | - | - | - | - | - | - | - | - | - | - |
| 47 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250) | - | - | - | - | - | - | - | - | - | - | - |
| 48 High Desert Corridor environmental (\$33) placeholder | - | - | - | - | - | - | - | - | - | - | - |
| 49 I-5/SR-14 Capacity Enhancement (\$90.8 incl enhancements) | - | - | - | - | - | - | - | - | - | - | - |
| 50 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | 88.8 | - | - |
| 51 I-5 S. from I-605 to OCL Enhancements (\$264.8 incl enhancements)* | - | - | - | - | - | - | - | - | - | - | - |
| 52 I-5 S. funds to be transferred to W. Santa Ana Branch above* | - | - | - | - | - | - | - | - | - | - | - |
| 53 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancements) | - | - | - | - | - | - | - | - | - | - | - |
| 54 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - | 253.5 |
| 55 I-5 Carmenita Interchange Enhancements (\$138 incl enhancements) | - | - | - | - | - | - | - | - | - | - | - |
| 56 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | 68.9 | 37.2 | - |
| 57 Operational Improvements in Arroyo Verdugo subregion (\$170+escal) | 18.1 | 18.6 | 19.2 | 20.4 | - | - | - | - | - | - | - |
| 58 Operational Improvemn in Las Virgenes/Malibu subregion (\$175+escal) | 18.1 | 18.6 | 19.2 | 12.4 | - | - | - | - | - | - | - |
| 59 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906+escal) | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 | - |
| 60 I-5 N. Capacity Enhance, SR-14-Kern Cty (Truck Lanes) (\$410+escal) | - | - | - | - | - | - | - | - | - | - | - |
| 61 I-605 Corridor "Hot Spot" Interchanges (\$590+escalation) | 142.6 | 149.5 | 31.4 | - | - | - | - | - | - | - | - |
| 62 SR-710 North Extension (tunnel) (\$780+escalation) | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| 63 I-710 South | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| 64 I-710 Early Action Projects (\$590+escalation) | - | - | - | - | - | - | - | - | - | - | - |
| 65 SR-138 Capacity Enhancements (\$200+escalation) | - | - | - | - | - | - | - | - | - | - | - |
| 66 Subtotal Highway Subfund Allocated | 250.7 | 260.6 | 270.3 | 280.4 | 291.0 | 301.7 | 313.0 | 324.9 | 337.0 | 375.5 | |
| 67 Highway Capital Projects Annual Bal before bonding to fund lines 44, 47, 49-57 | 53.3 | 53.2 | 53.3 | 53.3 | 53.2 | 53.3 | 53.3 | 53.2 | 53.3 | 53.3 | 26.6 |
| 68 Highway Capital Projects Cumulative Balance before bonding | 155.3 | 208.5 | 261.8 | 315.1 | 368.3 | 421.6 | 474.8 | 528.1 | 581.4 | 608.0 | |
| 69 Measure R 20% Long-term Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - |
| 70 Measure R 20% Debt Service | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (53.3) | (26.6) |
| 71 Highway Capital Projects Annual Balance After Bonding | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | (0.0) | |
| 72 Highway Capital Projects Cumulative Balance After Bonding | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 73 TOTAL MEASURE R ALLOCATION (net of administration) | 1,519.6 | 1,569.0 | 1,617.5 | 1,668.4 | 1,721.1 | 1,774.8 | 1,831.2 | 1,890.4 | 1,951.4 | 2,010.3 | |

*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)
2009 LRTP Baseline 10/22/09

| TDA is a statewide 1/4-cent retail sales tax. (\$ in millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|---|-----------------|---------------|------------------|------------------|------------------|------------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenue Pool | 21,911.4 | | 1,668.8 | 3,985.3 | 6,328.5 | 9,928.9 | 305.8 | 319.4 | 336.0 | 359.3 | 387.6 | 411.1 | 434.5 | 455.5 | 476.9 |
| Less: Metro Admin Charge | 216.0 | | 30.0 | 60.0 | 60.0 | 66.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Amount Available | 21,695.4 | | 1,638.8 | 3,925.3 | 6,268.5 | 9,862.9 | 299.8 | 313.4 | 330.0 | 353.3 | 381.6 | 405.1 | 428.5 | 449.5 | 470.9 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | |
| Article 3 | | | | | | | | | | | | | | | |
| Pedestrian & Bicycle Facilities (County & Cities) | 433.9 | 2.0% | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 | 9.4 |
| Total Article 3 | 433.9 | 2.0% | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 | 9.4 |
| Article 4 | | | | | | | | | | | | | | | |
| Plus: Interest | 103.9 | 0.5% | 20.0 | 24.4 | 26.8 | 32.7 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 | 2.5 |
| Bus Operations | | | | | | | | | | | | | | | |
| Metro Operations | 11,340.5 | 52.0% | 927.8 | 1,548.0 | 3,207.2 | 5,657.5 | 183.2 | 107.3 | 79.2 | 90.7 | 107.3 | 176.4 | 198.2 | 197.2 | 199.7 |
| Municipal Operators | 3,751.6 | 17.2% | 299.6 | 665.6 | 1,033.3 | 1,753.1 | 50.9 | 74.4 | 70.0 | 66.5 | 59.1 | 62.8 | 67.0 | 69.7 | 70.3 |
| Municipal Operators - Expansion | 820.2 | 3.8% | 6.9 | 171.8 | 275.6 | 365.9 | 10.9 | 12.4 | 13.5 | 14.3 | 15.3 | 17.1 | 18.2 | 20.3 | 24.6 |
| Subtotal Bus Operations | 15,912.3 | 73.0% | 1,234.2 | 2,385.4 | 4,516.2 | 7,776.5 | 245.1 | 194.1 | 162.8 | 171.5 | 181.8 | 256.3 | 283.5 | 287.3 | 294.6 |
| Bus Capital | | | | | | | | | | | | | | | |
| Metro Capital | 3,158.4 | 14.5% | 305.8 | 974.9 | 952.2 | 925.5 | 68.4 | 72.1 | 116.5 | 110.8 | 88.4 | 99.3 | 93.3 | 98.6 | 110.7 |
| Municipal Operators | 885.5 | 4.1% | 87.4 | 210.5 | 252.5 | 335.2 | 19.1 | 19.6 | 20.0 | 20.4 | 20.8 | 21.2 | 21.7 | 22.1 | 22.5 |
| Subtotal Bus Capital | 4,044.0 | 18.6% | 393.2 | 1,185.3 | 1,204.7 | 1,260.7 | 87.5 | 91.7 | 136.5 | 131.2 | 109.2 | 120.5 | 115.0 | 120.7 | 133.2 |
| Rail Operations | | | | | | | | | | | | | | | |
| Rail Operations | 410.0 | 1.9% | - | 200.0 | 100.0 | 110.0 | - | 35.0 | 30.0 | 40.0 | 65.0 | - | - | 10.0 | 10.0 |
| Subtotal Rail Operations | 410.0 | 1.9% | - | 200.0 | 100.0 | 110.0 | - | 35.0 | 30.0 | 40.0 | 65.0 | - | - | 10.0 | 10.0 |
| Rail Capital | | | | | | | | | | | | | | | |
| Subway Extension Segment 1 | 3.8 | 0.0% | 3.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | 8.8 | 0.0% | 0.2 | - | 1.7 | 6.9 | - | - | - | - | - | - | - | - | - |
| Subtotal Rail Capital | 12.6 | 0.1% | 4.0 | - | 1.7 | 6.9 | - | - | - | - | - | - | - | - | - |
| Agency-wide Capital | | | | | | | | | | | | | | | |
| Agency-wide Capital | 48.2 | 0.2% | 7.4 | 10.7 | 12.6 | 17.5 | 5.4 | - | - | - | - | 1.0 | 1.0 | 1.1 | 1.1 |
| Subtotal Agency-wide Capital | 48.2 | 0.2% | 7.4 | 10.7 | 12.6 | 17.5 | 5.4 | - | - | - | - | 1.0 | 1.0 | 1.1 | 1.1 |
| Subtotal Article 4 | 20,427.1 | 94.2% | 1,638.8 | 3,781.5 | 5,835.1 | 9,171.7 | 338.0 | 320.8 | 329.3 | 342.7 | 356.0 | 377.8 | 399.5 | 419.0 | 438.8 |
| Article 4.5 | | | | | | | | | | | | | | | |
| Access Services Inc. | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Article 4.5 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Article 8 | | | | | | | | | | | | | | | |
| Transit & Paratransit | 1,157.6 | 5.3% | 86.6 | 209.6 | 334.7 | 526.7 | 16.0 | 16.7 | 17.6 | 18.9 | 20.4 | 21.6 | 22.9 | 24.0 | 25.1 |
| Total Article 8 | 1,157.6 | 5.3% | 86.6 | 209.6 | 334.7 | 526.7 | 16.0 | 16.7 | 17.6 | 18.9 | 20.4 | 21.6 | 22.9 | 24.0 | 25.1 |
| Total TDA Allocated | 22,018.6 | 100.0% | 1,758.2 | 4,069.6 | 6,295.2 | 9,895.6 | 360.0 | 343.8 | 353.5 | 368.7 | 384.0 | 407.5 | 430.9 | 452.0 | 473.4 |
| Beginning Balance | 219.3 | | 219.3 | 119.9 | - | - | 119.9 | 62.1 | 34.1 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest Income | 103.9 | | 20.0 | 24.4 | 26.8 | 32.7 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 | 2.5 |
| Annual Surplus/(Shortfall) | (219.3) | | (99.4) | (119.9) | - | - | (57.8) | (28.0) | (21.1) | (13.0) | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | | 119.9 | 0.0 | - | - | 62.1 | 34.1 | 13.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

LACMTA Financial Forecasting Mode
Transportation Development Act (TDA)
2009 LRTP Baseline 10/22/09

| TDA is a statewide 1/4-cent retail sales tax. (\$ in millions) | Plan Total | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenue Pool | 21,911.4 | 499.2 | 521.7 | 545.9 | 571.4 | 597.1 | 622.0 | 646.0 | 669.8 | 693.4 | 717.9 | 743.2 | 768.8 |
| Less: Metro Admin Charge | 216.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Amount Available | 21,695.4 | 493.2 | 515.7 | 539.9 | 565.4 | 591.1 | 616.0 | 640.0 | 663.8 | 687.4 | 711.9 | 737.2 | 762.8 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| Article 3 | | | | | | | | | | | | | |
| Pedestrian & Bicycle Facilities (County & Cities) | 433.9 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| Total Article 3 | 433.9 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| Article 4 | | | | | | | | | | | | | |
| Plus: Interest | 103.9 | 2.5 | 2.6 | 2.6 | 2.6 | 2.6 | 2.7 | 2.7 | 2.7 | 2.7 | 2.8 | 2.8 | 2.8 |
| Bus Operations | | | | | | | | | | | | | |
| Metro Operations | 11,340.5 | 208.6 | 234.1 | 249.6 | 266.1 | 253.4 | 275.3 | 322.0 | 378.7 | 392.1 | 407.3 | 428.6 | 434.4 |
| Municipal Operators | 3,751.6 | 74.9 | 79.5 | 84.6 | 90.1 | 95.6 | 101.1 | 106.3 | 111.4 | 116.4 | 121.5 | 126.7 | 132.0 |
| Municipal Operators - Expansion | 820.2 | 25.1 | 25.6 | 26.1 | 26.5 | 27.0 | 27.3 | 27.7 | 28.1 | 28.6 | 29.1 | 29.6 | 30.2 |
| Subtotal Bus Operations | 15,912.3 | 308.6 | 339.2 | 360.3 | 382.7 | 376.0 | 403.7 | 456.0 | 518.2 | 537.0 | 557.9 | 585.0 | 596.6 |
| Bus Capital | | | | | | | | | | | | | |
| Metro Capital | 3,158.4 | 116.9 | 106.6 | 107.6 | 108.3 | 136.7 | 133.4 | 103.0 | 62.5 | 65.1 | 66.5 | 62.3 | 74.0 |
| Municipal Operators | 885.5 | 23.0 | 23.4 | 23.9 | 24.3 | 24.7 | 25.0 | 25.4 | 25.8 | 26.2 | 26.6 | 27.2 | 27.7 |
| Subtotal Bus Capital | 4,044.0 | 139.9 | 130.0 | 131.4 | 132.6 | 161.4 | 158.5 | 128.4 | 88.3 | 91.3 | 93.2 | 89.5 | 101.7 |
| Rail Operations | | | | | | | | | | | | | |
| Rail Operations | 410.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Subtotal Rail Operations | 410.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Rail Capital | | | | | | | | | | | | | |
| Subway Extension Segment 1 | 3.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | 8.8 | - | - | - | - | 1.7 | - | - | - | - | - | - | - |
| Subtotal Rail Capital | 12.6 | - | - | - | - | 1.7 | - | - | - | - | - | - | - |
| Agency-wide Capital | | | | | | | | | | | | | |
| Agency-wide Capital | 48.2 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| Subtotal Agency-wide Capital | 48.2 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| Subtotal Article 4 | 20,427.1 | 459.6 | 480.4 | 502.9 | 526.5 | 550.4 | 573.4 | 595.7 | 617.8 | 639.7 | 662.5 | 685.9 | 709.7 |
| Article 4.5 | | | | | | | | | | | | | |
| Access Services Inc. | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Article 4.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Article 8 | | | | | | | | | | | | | |
| Transit & Paratransit | 1,157.6 | 26.3 | 27.5 | 28.8 | 30.2 | 31.6 | 32.9 | 34.2 | 35.4 | 36.7 | 38.0 | 39.4 | 40.7 |
| Total Article 8 | 1,157.6 | 26.3 | 27.5 | 28.8 | 30.2 | 31.6 | 32.9 | 34.2 | 35.4 | 36.7 | 38.0 | 39.4 | 40.7 |
| Total TDA Allocated | 22,018.6 | 495.8 | 518.2 | 542.5 | 568.0 | 593.7 | 618.6 | 642.6 | 666.5 | 690.1 | 714.7 | 740.0 | 765.7 |
| Beginning Balance | 219.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest Income | 103.9 | 2.5 | 2.6 | 2.6 | 2.6 | 2.6 | 2.7 | 2.7 | 2.7 | 2.7 | 2.8 | 2.8 | 2.8 |
| Annual Surplus/(Shortfall) | (219.3) | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 0.0 |

NOTES:

LACMTA Financial Forecasting Mode
Transportation Development Act (TDA)
2009 LRTP Baseline 10/22/09

| TDA is a statewide 1/4-cent retail sales tax. (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|
| Total Revenue Pool | 21,911.4 | 793.8 | 818.4 | 844.1 | 870.8 | 898.0 | 926.5 | 956.4 | 987.3 | 1017.1 | 1047.7 |
| Less: Metro Admin Charge | 216.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Amount Available | 21,695.4 | 787.8 | 812.4 | 838.1 | 864.8 | 892.0 | 920.5 | 950.4 | 981.3 | 1,011.1 | 1,041.7 |
| ALLOCATION OF FUNDS | | | | | | | | | | | |
| Article 3 | | | | | | | | | | | |
| Pedestrian & Bicycle Facilities (County & Cities) | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| Total Article 3 | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| Article 4 | | | | | | | | | | | |
| Plus: Interest | 103.9 | 2.9 | 2.9 | 2.9 | 2.9 | 3.0 | 3.0 | 3.0 | 3.1 | 3.1 | 3.1 |
| Bus Operations | | | | | | | | | | | |
| Metro Operations | 11,340.5 | 445.2 | 461.2 | 475.3 | 493.2 | 510.3 | 529.4 | 548.5 | 569.2 | 581.7 | 609.2 |
| Municipal Operators | 3,751.6 | 137.1 | 142.2 | 147.4 | 152.9 | 158.4 | 164.2 | 170.4 | 176.7 | 182.8 | 189.1 |
| Municipal Operators - Expansion | 820.2 | 30.8 | 31.3 | 31.9 | 32.5 | 33.2 | 33.8 | 34.5 | 35.2 | 35.9 | 36.6 |
| Subtotal Bus Operations | 15,912.3 | 613.1 | 634.7 | 654.6 | 678.6 | 701.9 | 727.5 | 753.3 | 781.1 | 800.4 | 834.8 |
| Bus Capital | | | | | | | | | | | |
| Metro Capital | 3,158.4 | 80.1 | 80.8 | 84.1 | 84.3 | 85.6 | 85.8 | 87.1 | 87.3 | 88.1 | 88.3 |
| Municipal Operators | 885.5 | 28.2 | 28.7 | 29.2 | 29.8 | 30.4 | 31.0 | 31.6 | 32.2 | 32.9 | 33.5 |
| Subtotal Bus Capital | 4,044.0 | 108.3 | 109.5 | 113.4 | 114.1 | 116.0 | 116.8 | 118.7 | 119.5 | 120.9 | 121.8 |
| Rail Operations | | | | | | | | | | | |
| Rail Operations | 410.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Subtotal Rail Operations | 410.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Rail Capital | | | | | | | | | | | |
| Subway Extension Segment 1 | 3.8 | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | 8.8 | - | - | - | - | - | - | - | - | 6.9 | - |
| Subtotal Rail Capital | 12.6 | - | - | - | - | - | - | - | - | 6.9 | - |
| Agency-wide Capital | | | | | | | | | | | |
| Agency-wide Capital | 48.2 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 |
| Subtotal Agency-wide Capital | 48.2 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 |
| Subtotal Article 4 | 20,427.1 | 732.8 | 755.6 | 779.5 | 804.2 | 829.5 | 855.9 | 883.7 | 912.3 | 940.0 | 968.4 |
| Article 4.5 | | | | | | | | | | | |
| Access Services Inc. | - | - | - | - | - | - | - | - | - | - | - |
| Total Article 4.5 | - | - | - | - | - | - | - | - | - | - | - |
| Article 8 | | | | | | | | | | | |
| Transit & Paratransit | 1,157.6 | 42.1 | 43.4 | 44.8 | 46.2 | 47.6 | 49.2 | 50.8 | 52.4 | 54.0 | 55.6 |
| Total Article 8 | 1,157.6 | 42.1 | 43.4 | 44.8 | 46.2 | 47.6 | 49.2 | 50.8 | 52.4 | 54.0 | 55.6 |
| Total TDA Allocated | 22,018.6 | 790.7 | 815.2 | 841.0 | 867.7 | 894.9 | 923.5 | 953.5 | 984.4 | 1014.2 | 1044.8 |
| Beginning Balance | 219.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest Income | 103.9 | 2.9 | 2.9 | 2.9 | 2.9 | 3.0 | 3.0 | 3.0 | 3.1 | 3.1 | 3.1 |
| Annual Surplus/(Shortfall) | (219.3) | - | - | - | - | - | - | - | - | - | - |
| 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 |

NOTES:

LACMTA Financial Forecasting Model
Fare Revenues - Metro Bus and Rail,
Other Bus Operators, Metrolink
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Metro Rail Fares | | | | | | | | | | | | | | |
| Red/Purple Lines | 124.9 | 412.9 | 652.3 | 1,022.7 | 2,212.7 | 7.6% | 29.0 | 34.9 | 35.3 | 40.7 | 41.2 | 44.1 | 44.6 | 46.6 |
| Blue Line (including Expo & Reg'l Connector) | 74.3 | 362.5 | 600.6 | 872.9 | 1,910.2 | 6.6% | 16.5 | 28.5 | 29.3 | 33.8 | 34.2 | 36.6 | 43.7 | 45.5 |
| Green Line | 31.9 | 102.9 | 144.6 | 246.7 | 526.1 | 1.8% | 7.2 | 8.7 | 8.8 | 10.1 | 10.3 | 11.0 | 11.1 | 11.6 |
| Gold Line (including Eastside and Foothill) | 17.0 | 118.6 | 228.8 | 372.8 | 737.3 | 2.5% | 8.0 | 8.7 | 8.9 | 10.2 | 10.3 | 11.0 | 11.2 | 11.7 |
| Crenshaw Line | 0.0 | 11.6 | 136.4 | 198.3 | 346.3 | 1.2% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| West Santa Ana Line | 0.0 | 0.0 | 16.8 | 107.1 | 123.9 | 0.4% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Subtotal, Metro Rail Fares | 248.1 | 1,008.4 | 1,779.6 | 2,820.5 | 5,856.5 | 20.2% | 60.8 | 80.9 | 82.3 | 94.7 | 95.9 | 102.7 | 110.6 | 115.4 |
| Metro Bus Fares | | | | | | | | | | | | | | |
| Operations | 1,219.7 | 3,753.5 | 4,957.3 | 6,811.3 | 16,741.8 | 57.7% | 272.3 | 323.7 | 326.0 | 373.2 | 375.9 | 400.3 | 403.1 | 418.8 |
| Reduction for Fare Freeze | 0.0 | (32.6) | 0.0 | 0.0 | (32.6) | -0.1% | 0.0 | (8.1) | (8.1) | (8.2) | (8.2) | 0.0 | 0.0 | 0.0 |
| Expansion | 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 |
| Subtotal, Metro Bus Fares | 1,219.7 | 3,720.9 | 4,957.3 | 6,811.3 | 16,709.2 | 57.6% | 272.3 | 315.6 | 317.9 | 365.1 | 367.6 | 400.3 | 403.1 | 418.8 |
| Subtotal, Metro Bus & Rail Fares | 1,467.7 | 4,729.3 | 6,736.9 | 9,631.8 | 22,565.7 | 77.8% | 333.0 | 396.5 | 400.2 | 459.8 | 463.5 | 503.0 | 513.7 | 534.2 |
| Annual Percent Change (Metro Fares) | | | | | | | 1.21% | 19.08% | 0.92% | 14.89% | 0.81% | 8.51% | 2.14% | 3.99% |
| Other Bus Operators | | | | | | | | | | | | | | |
| ADA-Paratransit (ASI) | 26.3 | 71.2 | 85.4 | 113.3 | 296.1 | 1.0% | 6.5 | 6.6 | 6.8 | 6.9 | 7.0 | 7.2 | 7.3 | 7.5 |
| Municipal Operations | 312.2 | 776.9 | 932.0 | 1,237.3 | 3,258.4 | 11.2% | 70.4 | 72.2 | 73.9 | 75.4 | 76.9 | 78.4 | 80.0 | 81.6 |
| Municipal Expansion | 45.8 | 194.5 | 268.1 | 355.9 | 864.3 | 3.0% | 15.0 | 16.3 | 17.2 | 17.8 | 18.5 | 19.6 | 20.3 | 21.6 |
| Subtotal Municipal Operators | 358.0 | 971.4 | 1,200.1 | 1,593.2 | 4,122.6 | 14.2% | 85.4 | 88.6 | 91.0 | 93.1 | 95.4 | 98.0 | 100.3 | 103.2 |
| Subtotal, Other Bus Operators Fares | 384.3 | 1,042.6 | 1,285.4 | 1,706.5 | 4,418.8 | 15.2% | 91.9 | 95.2 | 97.8 | 100.0 | 102.4 | 105.1 | 107.6 | 110.6 |
| Annual Percent Change (Other Operator Fares) | | | | | | | 11.45% | 3.57% | 2.77% | 2.27% | 2.35% | 2.69% | 2.37% | 2.78% |
| Subtotal, All Bus Fares | 1,604.0 | 4,763.5 | 6,242.7 | 8,517.8 | 21,128.0 | 72.8% | 364.1 | 410.8 | 415.7 | 465.1 | 470.0 | 505.4 | 510.7 | 529.4 |
| Percent Change Metrolink Fares | | | | | | | | 3.50% | 3.50% | 3.50% | 3.50% | 3.50% | 3.50% | 1.95% |
| Metrolink Rail Fares | 139.2 | 488.0 | 601.7 | 798.8 | 2,027.7 | 7.0% | 42.0 | 43.5 | 45.0 | 46.6 | 48.2 | 49.9 | 51.6 | 52.6 |
| Total Fares | 1,991.3 | 6,259.9 | 8,624.0 | 12,137.1 | 29,012.2 | 100.0% | 466.9 | 535.2 | 543.0 | 606.4 | 614.1 | 658.0 | 673.0 | 697.5 |

1. Metro fare incr. every odd yr beginning FY 11
2. Sr, student, disabled fares frozen until 7/1/13.
3. Fare Recovery Ratios:

| | | | | | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Countywide Bus and Metro Rail | 25.2% | 29.7% | 29.5% | 29.0% | 29.0% | 27.6% | 28.5% | 28.1% | 30.6% | 29.7% | 30.9% | 30.1% | 30.5% |
| Countywide Bus including ASI | 23.6% | 27.0% | 26.5% | 25.6% | 26.0% | 25.4% | 26.0% | 25.5% | 27.8% | 27.0% | 28.0% | 27.3% | 27.4% |
| Metro Bus | 27.5% | 32.7% | 33.5% | 33.1% | 32.6% | 29.9% | 30.7% | 30.1% | 33.6% | 32.5% | 34.3% | 33.5% | 33.7% |
| Metro Rail | 21.9% | 29.7% | 31.5% | 33.1% | 31.3% | 23.6% | 27.4% | 27.1% | 30.4% | 29.6% | 31.4% | 29.9% | 32.5% |
| Metro Bus and Metro Rail | 26.4% | 32.0% | 32.9% | 33.1% | 32.3% | 28.5% | 30.0% | 29.4% | 32.9% | 31.9% | 33.7% | 32.6% | 33.5% |

LACMTA Financial Forecasting Model
Fare Revenues - Metro Bus and Rail,
Other Bus Operators, Metrolink
2009 L RTP Baseline 10/22/09

| (\$ in millions) | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Metro Rail Fares | | | | | | | | | | | | | |
| Red/Purple Lines | 47.2 | 49.3 | 55.0 | 57.1 | 57.9 | 60.0 | 60.8 | 64.6 | 65.4 | 75.4 | 76.4 | 79.6 | 80.6 |
| Blue Line (including Expo & Reg'l Connector) | 46.1 | 48.2 | 52.2 | 54.3 | 55.0 | 57.0 | 57.7 | 61.3 | 62.1 | 65.5 | 66.3 | 69.1 | 70.0 |
| Green Line | 11.8 | 12.3 | 12.4 | 13.0 | 13.1 | 13.6 | 13.8 | 14.6 | 14.8 | 15.6 | 15.8 | 17.8 | 18.0 |
| Gold Line (including Eastside and Foothill) | 19.0 | 19.6 | 19.9 | 20.7 | 20.9 | 21.7 | 22.0 | 23.4 | 23.7 | 25.0 | 25.3 | 26.3 | 26.7 |
| Crenshaw Line | 0.0 | 11.6 | 11.9 | 12.3 | 12.5 | 13.0 | 13.1 | 13.9 | 14.1 | 14.9 | 15.1 | 15.7 | 15.9 |
| West Santa Ana Line | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.4 | 8.5 | 8.6 |
| Subtotal, Metro Rail Fares | 124.0 | 141.0 | 151.5 | 157.4 | 159.4 | 165.3 | 167.4 | 177.9 | 180.1 | 196.4 | 207.2 | 217.0 | 219.8 |
| Metro Bus Fares | | | | | | | | | | | | | |
| Operations | 421.7 | 438.6 | 441.7 | 457.1 | 460.3 | 475.1 | 478.4 | 505.7 | 509.2 | 534.1 | 537.9 | 557.8 | 561.7 |
| Reduction for Fare Freeze | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Expansion | 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 |
| Subtotal, Metro Bus Fares | 421.7 | 438.6 | 441.7 | 457.1 | 460.3 | 475.1 | 478.4 | 505.7 | 509.2 | 534.1 | 537.9 | 557.8 | 561.7 |
| Subtotal, Metro Bus & Rail Fares | 545.7 | 579.6 | 593.1 | 614.5 | 619.7 | 640.4 | 645.8 | 683.5 | 689.3 | 730.5 | 745.1 | 774.8 | 781.5 |
| Annual Percent Change (Metro Fares) | 2.15% | 6.21% | 2.33% | 3.61% | 0.84% | 3.34% | 0.84% | 5.84% | 0.84% | 5.98% | 2.00% | 3.99% | 0.86% |
| Other Bus Operators | | | | | | | | | | | | | |
| ADA-Paratransit (ASI) | 7.6 | 7.8 | 7.9 | 8.1 | 8.2 | 8.3 | 8.5 | 8.6 | 8.7 | 8.9 | 9.0 | 9.2 | 9.4 |
| Municipal Operations | 83.2 | 84.9 | 86.5 | 88.2 | 89.7 | 91.2 | 92.4 | 93.7 | 95.1 | 96.6 | 98.4 | 100.2 | 102.2 |
| Municipal Expansion | 23.9 | 24.4 | 24.9 | 25.4 | 25.8 | 26.2 | 26.6 | 27.0 | 27.4 | 27.8 | 28.3 | 28.8 | 29.4 |
| Subtotal Municipal Operators | 107.1 | 109.3 | 111.4 | 113.5 | 115.5 | 117.4 | 119.0 | 120.7 | 122.5 | 124.4 | 126.7 | 129.1 | 131.5 |
| Subtotal, Other Bus Operators Fares | 114.8 | 117.1 | 119.3 | 121.6 | 123.7 | 125.7 | 127.5 | 129.3 | 131.2 | 133.3 | 135.7 | 138.3 | 140.9 |
| Annual Percent Change (Other Operator Fares) | 3.74% | 2.00% | 1.91% | 1.91% | 1.74% | 1.64% | 1.38% | 1.43% | 1.47% | 1.61% | 1.78% | 1.92% | 1.90% |
| Subtotal, All Bus Fares | 536.5 | 555.7 | 561.0 | 578.7 | 584.0 | 600.8 | 605.9 | 634.9 | 640.4 | 667.4 | 673.6 | 696.1 | 702.6 |
| Percent Change Metrolink Fares | 2.03% | 2.00% | 1.91% | 1.91% | 1.74% | 1.64% | 1.38% | 1.43% | 1.47% | 1.61% | 1.78% | 1.92% | 1.90% |
| Metrolink Rail Fares | 53.7 | 54.8 | 55.8 | 56.9 | 57.9 | 58.8 | 59.7 | 60.5 | 61.4 | 62.4 | 63.5 | 64.7 | 65.9 |
| Total Fares | 714.2 | 751.5 | 768.3 | 793.0 | 801.3 | 825.0 | 832.9 | 873.3 | 881.9 | 926.2 | 944.3 | 977.8 | 988.3 |

1. Metro fare incr. every odd yr beginning FY 11
2. Sr, student, disabled fares frozen until 7/1/13.
3. Fare Recovery Ratios:

| | | | | | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Countywide Bus and Metro Rail | 30.1% | 30.2% | 29.7% | 29.9% | 29.6% | 29.8% | 29.3% | 29.7% | 29.1% | 29.6% | 29.1% | 29.5% | 29.1% |
| Countywide Bus including ASI | 27.1% | 27.3% | 27.0% | 27.1% | 26.8% | 26.9% | 26.4% | 26.6% | 25.9% | 26.4% | 25.9% | 26.2% | 25.9% |
| Metro Bus | 33.3% | 33.9% | 33.5% | 34.0% | 33.6% | 34.1% | 33.4% | 33.7% | 32.6% | 33.6% | 32.9% | 33.4% | 33.0% |
| Metro Rail | 31.4% | 30.9% | 30.2% | 30.4% | 30.2% | 30.8% | 30.7% | 32.3% | 32.2% | 32.4% | 32.1% | 32.8% | 32.6% |
| Metro Bus and Metro Rail | 32.9% | 33.1% | 32.5% | 33.0% | 32.7% | 33.2% | 32.7% | 33.3% | 32.5% | 33.3% | 32.6% | 33.3% | 32.9% |

LACMTA Financial Forecasting Model
Fare Revenues - Metro Bus and Rail,
Other Bus Operators, Metrolink
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Metro Rail Fares | | | | | | | | | | |
| Red/Purple Lines | 83.3 | 84.3 | 87.4 | 88.5 | 91.8 | 92.9 | 100.5 | 101.8 | 105.1 | 106.4 |
| Blue Line (including Expo & Reg'l Connector) | 72.3 | 73.2 | 75.8 | 76.8 | 79.7 | 80.7 | 83.7 | 84.7 | 87.5 | 88.6 |
| Green Line | 18.6 | 18.8 | 19.5 | 19.7 | 20.5 | 25.1 | 25.9 | 26.2 | 27.1 | 27.4 |
| Gold Line (including Eastside and Foothill) | 27.5 | 27.9 | 28.9 | 29.3 | 30.4 | 38.5 | 39.8 | 40.3 | 41.6 | 42.1 |
| Crenshaw Line | 16.4 | 16.6 | 17.2 | 17.4 | 18.1 | 18.3 | 19.0 | 19.3 | 19.9 | 20.1 |
| West Santa Ana Line | 8.9 | 9.0 | 9.3 | 9.4 | 9.8 | 9.9 | 10.3 | 10.4 | 10.7 | 10.9 |
| Subtotal, Metro Rail Fares | 226.9 | 229.7 | 238.1 | 241.1 | 250.2 | 265.4 | 279.2 | 282.7 | 291.9 | 295.5 |
| Metro Bus Fares | | | | | | | | | | |
| Operations | 576.9 | 580.9 | 598.9 | 603.1 | 622.4 | 626.8 | 646.8 | 651.3 | 668.9 | 673.6 |
| Reduction for Fare Freeze | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Expansion | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Subtotal, Metro Bus Fares | 576.9 | 580.9 | 598.9 | 603.1 | 622.4 | 626.8 | 646.8 | 651.3 | 668.9 | 673.6 |
| Subtotal, Metro Bus & Rail Fares | 803.8 | 810.6 | 837.0 | 844.2 | 872.6 | 892.1 | 926.0 | 934.0 | 960.8 | 969.1 |
| Annual Percent Change (Metro Fares) | 2.85% | 0.86% | 3.26% | 0.86% | 3.36% | 2.24% | 3.80% | 0.87% | 2.87% | 0.87% |
| Other Bus Operators | | | | | | | | | | |
| ADA-Paratransit (ASI) | 9.5 | 9.7 | 9.9 | 10.1 | 10.3 | 10.5 | 10.7 | 10.9 | 11.1 | 11.3 |
| Municipal Operations | 104.0 | 106.0 | 108.0 | 110.0 | 112.2 | 114.4 | 116.7 | 119.0 | 121.3 | 123.6 |
| Municipal Expansion | 29.9 | 30.5 | 31.1 | 31.6 | 32.3 | 32.9 | 33.6 | 34.2 | 34.9 | 35.6 |
| Subtotal Municipal Operators | 134.0 | 136.4 | 139.0 | 141.7 | 144.4 | 147.3 | 150.2 | 153.3 | 156.2 | 159.2 |
| Subtotal, Other Bus Operators Fares | 143.5 | 146.1 | 148.9 | 151.7 | 154.7 | 157.8 | 160.9 | 164.2 | 167.3 | 170.5 |
| Annual Percent Change (Other Operator Fares) | 1.84% | 1.84% | 1.89% | 1.92% | 1.94% | 1.98% | 2.00% | 2.03% | 1.91% | 1.88% |
| Subtotal, All Bus Fares | 720.3 | 727.0 | 747.8 | 754.8 | 777.1 | 784.5 | 807.7 | 815.5 | 836.2 | 844.1 |
| Percent Change Metrolink Fares | 1.84% | 1.84% | 1.89% | 1.92% | 1.94% | 1.98% | 2.00% | 2.03% | 1.91% | 1.88% |
| Metrolink Rail Fares | 67.2 | 68.4 | 69.7 | 71.0 | 72.4 | 73.8 | 75.3 | 76.8 | 78.3 | 79.8 |
| Total Fares | 1,014.4 | 1,025.2 | 1,055.6 | 1,067.0 | 1,099.7 | 1,123.7 | 1,162.2 | 1,175.1 | 1,206.5 | 1,219.4 |

1. Metro fare incr. every odd yr beginning FY 11
2. Sr, student, disabled fares frozen until 7/1/13.
3. Fare Recovery Ratios:

| | | | | | | | | | | |
|-------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Countywide Bus and Metro Rail | 29.3% | 29.0% | 29.2% | 28.9% | 29.2% | 28.8% | 29.0% | 28.7% | 28.8% | 29.3% |
| Countywide Bus including ASI | 25.9% | 25.6% | 25.8% | 25.5% | 25.7% | 25.3% | 25.5% | 25.2% | 25.3% | 25.8% |
| Metro Bus | 33.3% | 32.9% | 33.3% | 32.9% | 33.3% | 32.9% | 33.3% | 32.9% | 33.1% | 32.7% |
| Metro Rail | 33.0% | 32.7% | 33.4% | 33.2% | 33.8% | 32.7% | 33.1% | 32.9% | 33.3% | 33.0% |
| Metro Bus and Metro Rail | 33.2% | 32.9% | 33.4% | 33.0% | 33.5% | 32.9% | 33.3% | 32.9% | 33.2% | 32.8% |

LACMTA Financial Forecasting Model

Lease Revenues

2009 LRTP Baseline 10/22/09

| | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--------------------------------------|----------------|---------------|---------------|--------------|--------------|-------------|--------------|--------------|--------------|---------------|--------------|---------------|---------------|---------------|-------------|
| (\$ in millions) | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available | 625.3 | 67.5 | 144.7 | 177.5 | 235.6 | 16.5 | 13.4 | 12.2 | 12.8 | 13.4 | 14.1 | 14.8 | 15.5 | 15.8 | 16.2 |
| Annual Percent Change | | | | | | -10.46% | -19.05% | -8.87% | 4.95% | 4.95% | 4.96% | 4.97% | 4.96% | 2.03% | 2.00% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | |
| Regional Administration | | | | | | | | | | | | | | | |
| Agencywide Capital | 41.0 | 13.1 | 6.3 | 9.3 | 12.3 | - | 2.0 | 0.5 | 0.1 | 0.3 | 0.4 | 0.6 | 0.8 | 0.8 | 0.8 |
| Regional Administration | 568.4 | 43.4 | 133.5 | 168.2 | 223.3 | 10.0 | 11.8 | 12.9 | 12.7 | 13.2 | 13.7 | 14.2 | 14.7 | 15.0 | 15.3 |
| Regional Administration Total | 609.4 | 56.5 | 139.8 | 177.5 | 235.6 | 10.0 | 13.8 | 13.4 | 12.8 | 13.4 | 14.1 | 14.8 | 15.5 | 15.8 | 16.2 |
| Bus Operations | | | | | | | | | | | | | | | |
| Metro Operations | 11.3 | 11.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 11.3 | 11.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital | 147.9 | 55.0 | 93.0 | - | - | - | - | - | 4.0 | 11.0 | 3.5 | 25.0 | 25.0 | 24.5 | - |
| Rail Capital | | | | | | | | | | | | | | | |
| Gold Line Eastside Extension | 10.1 | 10.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 0.2 | 0.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 10.3 | 10.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Allocated | 778.9 | 133.1 | 232.8 | 177.5 | 235.6 | 10.0 | 13.8 | 13.4 | 16.8 | 24.4 | 17.6 | 39.8 | 40.5 | 40.3 | 16.2 |
| Beginning Balance | 153.6 | 153.6 | 88.0 | 0.0 | 0.0 | 88.0 | 94.6 | 94.1 | 93.0 | 89.0 | 78.0 | 74.5 | 49.5 | 24.5 | 0.0 |
| Total Surplus/(Shortfall) | (153.6) | (65.6) | (88.0) | 0.0 | 0.0 | 6.5 | (0.5) | (1.2) | (4.0) | (11.0) | (3.5) | (25.0) | (25.0) | (24.5) | 0.0 |
| Cumulative Ending Balance | 0.0 | 88.0 | 0.0 | 0.0 | 0.0 | 94.6 | 94.1 | 93.0 | 89.0 | 78.0 | 74.5 | 49.5 | 24.5 | 0.0 | 0.0 |

NOTES:

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

LACMTA Financial Forecasting Model

Lease Revenues

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--------------------------------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Total Revenues Available | 625.3 | 16.5 | 16.8 | 17.1 | 17.4 | 17.6 | 17.8 | 18.1 | 18.4 | 18.7 | 19.1 | 19.4 |
| Annual Percent Change | | 1.91% | 1.91% | 1.74% | 1.64% | 1.38% | 1.43% | 1.47% | 1.61% | 1.78% | 1.92% | 1.90% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Regional Administration | | | | | | | | | | | | |
| Agencywide Capital | 41.0 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 0.9 | 1.0 | 1.0 | 1.0 | 1.0 |
| Regional Administration | 568.4 | 15.6 | 15.9 | 16.2 | 16.5 | 16.7 | 16.9 | 17.2 | 17.4 | 17.8 | 18.1 | 18.4 |
| Regional Administration Total | 609.4 | 16.5 | 16.8 | 17.1 | 17.4 | 17.6 | 17.8 | 18.1 | 18.4 | 18.7 | 19.1 | 19.4 |
| Bus Operations | | | | | | | | | | | | |
| Metro Operations | 11.3 | | | | | | | | | | | |
| Bus Operations Totals | 11.3 | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital | | | | | | | | | | | | |
| | 147.9 | | | | | | | | | | | |
| Rail Capital | | | | | | | | | | | | |
| Gold Line Eastside Extension | 10.1 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 0.2 | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 10.3 | - | - | - | - | - | - | - | - | - | - | - |
| Total Allocated | 778.9 | 16.5 | 16.8 | 17.1 | 17.4 | 17.6 | 17.8 | 18.1 | 18.4 | 18.7 | 19.1 | 19.4 |
| Beginning Balance | 153.6 | 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) | (153.6) | 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. ROW Lease revenues (2105), sales/leaseback revenues (6010), plus investment income.

LACMTA Financial Forecasting Model
Lease Revenues

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--------------------------------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2038 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 625.3 | 19.8 | 20.2 | 20.6 | 20.9 | 21.4 | 21.8 | 22.2 | 22.7 | 23.1 | 23.5 |
| Annual Percent Change | | 1.84% | 1.84% | 1.89% | 1.92% | 1.94% | 1.98% | 2.00% | 2.03% | 1.91% | 1.88% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | |
| Regional Administration | | | | | | | | | | | |
| Agencywide Capital | 41.0 | 1.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.2 |
| Regional Administration | 568.4 | 18.8 | 19.1 | 19.5 | 19.9 | 20.2 | 20.6 | 21.1 | 21.5 | 21.9 | 22.3 |
| Regional Administration Total | 609.4 | 19.8 | 20.2 | 20.6 | 20.9 | 21.4 | 21.8 | 22.2 | 22.7 | 23.1 | 23.5 |
| Bus Operations | | | | | | | | | | | |
| Metro Operations | 11.3 | | | | | | | | | | |
| Bus Operations Totals | 11.3 | - | - | - | - | - | - | - | - | - | - |
| Bus Capital | | | | | | | | | | | |
| | 147.9 | - | - | - | - | - | - | - | - | - | - |
| Rail Capital | | | | | | | | | | | |
| Gold Line Eastside Extension | 10.1 | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 0.2 | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 10.3 | - | - | - | - | - | - | - | - | - | - |
| Total Allocated | 778.9 | 19.8 | 20.2 | 20.6 | 20.9 | 21.4 | 21.8 | 22.2 | 22.7 | 23.1 | 23.5 |
| Beginning Balance | 153.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Surplus/(Shortfall) | (153.6) | 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 |

NOTES:

1. ROW Lease revenues (2105), sales/leaseback revenues (8010), plus investment income.

LACMTA Financial Forecasting Model
Local Agency Funds-Highway Project Match
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|-------------|-------------|------------|----------|----------|------------|------------|------------|----------|----------|----------|----------|----------|----------|----------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available | 69.0 | 65.5 | 3.5 | - | - | 1.2 | 1.0 | 1.3 | - | - | - | - | - | - | - |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | |
| Carpool Lanes, Gap Closures, Interchanges | 21.2 | 21.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTI-Individual Project Sheets | 38.7 | 38.5 | 0.2 | - | - | 0.2 | - | - | - | - | - | - | - | - | - |
| RSTI-Santa Monica Blvd. Transit Parkway | 5.8 | 5.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Wilshire Bus Only Lane | 3.3 | - | 3.3 | - | - | 1.0 | 1.0 | 1.3 | - | - | - | - | - | - | - |
| Subtotal Allocated | 69.0 | 65.5 | 3.5 | - | - | 1.2 | 1.0 | 1.3 | - | - | - | - | - | - | - |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|--------------|---------------|-------------|--------------|--------------|--------------|------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|
| | Total | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available | 578.8 | | 68.8 | 204.0 | 111.1 | 194.7 | 1.1 | 42.5 | 6.9 | 19.0 | 42.8 | 21.9 | 24.0 | 23.7 | 16.3 | 5.9 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| Lankershim Depot Restoration | 1.1 | 0.2% | - | 1.1 | - | - | 1.1 | - | - | - | - | - | - | - | - | - |
| Crenshaw Transit Corridor | 51.5 | 8.9% | - | 51.5 | - | - | - | 1.2 | 1.9 | 7.5 | 7.7 | 8.2 | 8.4 | 8.0 | 6.1 | 2.5 |
| Exposition Corridor - Phase I | 39.0 | 6.7% | - | 39.0 | - | - | - | 39.0 | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Foothill Extension | 25.5 | 4.4% | - | 25.5 | - | - | - | - | - | 2.5 | 23.0 | - | - | - | - | - |
| Gold Line Eastside Extension | 74.7 | 12.9% | - | - | 13.2 | 61.5 | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - LAX | 9.9 | 1.7% | - | - | 9.9 | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | 16.7 | 2.9% | - | - | 0.6 | 16.1 | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley North-South - Canoga | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| East San Fernando Valley North-South Corridor | 5.1 | 0.9% | - | 5.1 | - | - | - | - | - | - | 0.4 | 0.7 | 1.6 | 1.6 | 0.8 | - |
| San Fernando Valley I-405 Corridor Connection | 73.7 | 12.7% | - | - | - | 73.7 | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 32.2 | 5.6% | - | 32.2 | - | - | - | 1.0 | 2.2 | 3.2 | 7.2 | 6.7 | 4.9 | 5.1 | 0.9 | 1.0 |
| West Santa Ana Branch Corridor | 11.6 | 2.0% | - | - | 11.6 | - | - | - | - | - | - | - | - | - | - | - |
| Westside Subway Extension - Segment 1 | 46.9 | 8.1% | - | 46.9 | - | - | - | 1.3 | 2.8 | 5.8 | 4.6 | 6.3 | 9.1 | 8.8 | 7.3 | 1.0 |
| Westside Subway Extension - Segment 2 | 73.5 | 12.7% | - | 2.7 | 70.8 | - | - | - | - | - | - | - | - | 0.2 | 1.1 | 1.4 |
| Westside Subway Extension - Segment 3 | 48.5 | 8.4% | - | - | 5.1 | 43.4 | - | - | - | - | - | - | - | - | - | - |
| Other Rail Costs | 1.8 | 0.3% | 1.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Rail Capital | 511.6 | 88.4% | 1.8 | 204.0 | 111.1 | 194.7 | 1.1 | 42.5 | 6.9 | 19.0 | 42.8 | 21.9 | 24.0 | 23.7 | 16.3 | 5.9 |
| Pacific Surfliner | 67.0 | 11.6% | 67.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 578.8 | 100.0% | 68.8 | 204.0 | 111.1 | 194.7 | 1.1 | 42.5 | 6.9 | 19.0 | 42.8 | 21.9 | 24.0 | 23.7 | 16.3 | 5.9 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

2009 LRTP Baseline 10/22/09

| (\$ 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 | 2030 |
| Total Revenues Available | 578.6 | | 8.3 | 12.5 | 5.8 | 9.0 | 13.0 | 12.7 | 18.5 | 12.1 | 8.8 | 10.5 | 13.8 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | |
| Lankershim Depot Restoration | 1.1 | 0.2% | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Transit Corridor | 51.5 | 8.9% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase I | 39.0 | 6.7% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Foothill Extension | 25.5 | 4.4% | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 74.7 | 12.9% | - | - | - | - | - | 0.3 | 1.0 | 1.6 | 2.1 | 8.2 | 9.7 |
| Green Line Extension - LAX | 9.9 | 1.7% | - | - | - | - | 0.5 | 1.4 | 2.4 | 3.0 | 2.7 | - | - |
| Green Line Extension - South Bay | 16.7 | 2.9% | - | - | - | - | - | - | - | - | - | 0.6 | 0.9 |
| San Fernando Valley North-South - Canoga | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| East San Fernando Valley North-South Corridor | 5.1 | 0.9% | - | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley I-405 Corridor Connection | 73.7 | 12.7% | - | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 32.2 | 5.6% | - | - | - | - | - | - | - | - | - | - | - |
| West Santa Ana Branch Corridor | 11.6 | 2.0% | 0.3 | 0.3 | 0.4 | 0.6 | 1.4 | 1.6 | 1.2 | 3.5 | 2.3 | - | - |
| Westside Subway Extension - Segment 1 | 46.9 | 8.1% | - | - | - | - | - | - | - | - | - | - | - |
| Westside Subway Extension - Segment 2 | 73.5 | 12.7% | 8.0 | 12.2 | 5.4 | 8.4 | 11.1 | 9.2 | 13.2 | 3.1 | 0.2 | - | - |
| Westside Subway Extension - Segment 3 | 48.5 | 8.4% | - | - | - | - | - | 0.2 | 0.7 | 0.9 | 1.6 | 1.7 | 3.2 |
| Other Rail Costs | 1.8 | 0.3% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Rail Capital | 511.6 | 88.4% | 8.3 | 12.5 | 5.8 | 9.0 | 13.0 | 12.7 | 18.5 | 12.1 | 8.8 | 10.5 | 13.8 |
| Pacific Surfliner | 67.0 | 11.6% | - | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 578.6 | 100.0% | 8.3 | 12.5 | 5.8 | 9.0 | 13.0 | 12.7 | 18.5 | 12.1 | 8.8 | 10.5 | 13.8 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Local Agency Transit Contributions
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------|
| | Total | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 578.6 | | 16.5 | 20.5 | 28.3 | 24.4 | 23.0 | 21.5 | 15.3 | 21.7 | 9.6 | - |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Lankershim Depot Restoration | 1.1 | 0.2% | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Transit Corridor | 51.5 | 8.9% | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase I | 39.0 | 6.7% | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Gold Line Foothill Extension | 25.5 | 4.4% | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 74.7 | 12.9% | 10.5 | 11.4 | 11.8 | 11.5 | 4.1 | 2.5 | - | - | - | - |
| Green Line Extension - LAX | 9.9 | 1.7% | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | 16.7 | 2.9% | 1.6 | 2.4 | 3.3 | 4.3 | 2.6 | 0.9 | - | - | - | - |
| San Fernando Valley North-South - Canoga | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| East San Fernando Valley North-South Corridor | 5.1 | 0.9% | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley I-405 Corridor Connection | 73.7 | 12.7% | - | 1.9 | 1.4 | 4.3 | 8.4 | 13.1 | 13.5 | 21.5 | 9.6 | - |
| Regional Connector | 32.2 | 5.6% | - | - | - | - | - | - | - | - | - | - |
| West Santa Ana Branch Corridor | 11.6 | 2.0% | - | - | - | - | - | - | - | - | - | - |
| Westside Subway Extension - Segment 1 | 46.9 | 8.1% | - | - | - | - | - | - | - | - | - | - |
| Westside Subway Extension - Segment 2 | 73.5 | 12.7% | - | - | - | - | - | - | - | - | - | - |
| Westside Subway Extension - Segment 3 | 48.5 | 8.4% | 4.4 | 4.8 | 11.8 | 4.3 | 7.9 | 5.0 | 1.8 | 0.2 | - | - |
| Other Rail Costs | 1.8 | 0.3% | - | - | - | - | - | - | - | - | - | - |
| Metro Rail Capital | 511.6 | 88.4% | 16.5 | 20.5 | 28.3 | 24.4 | 23.0 | 21.5 | 15.3 | 21.7 | 9.6 | - |
| Pacific Surfliner | 67.0 | 11.6% | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 578.6 | 100.0% | 16.5 | 20.5 | 28.3 | 24.4 | 23.0 | 21.5 | 15.3 | 21.7 | 9.6 | - |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model

LONP Reimbursements (Fund 3562)

2009 L RTP Baseline 10/22/09

| | Plan Total | Years '05-'09 | 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 |
|---|---------------|------------------|------------------|------------------|------------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|--------------|--------------|
| Letter of No Prejudice (LONP) Reimbursement Fund 3562 | 330.9 | 330.9 | - | - | - | | | | | | | | | | |
| Total Revenues Available | 330.9 | 330.9 | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | |
| RAIL CAPITAL | | | | | | | | | | | | | | | |
| Regional Connector | 195.7 | 3.8 | 191.9 | - | - | 7.9 | 31.0 | 15.8 | 48.3 | 14.5 | - | 34.0 | 40.1 | - | 0.4 |
| Eastside LRT Enhancements | - | - | - | - | - | | | | | | | | | | |
| Eastside LRT | - | - | - | - | - | | | | | | | | | | |
| Mid-City/Exposition Phase I | - | - | - | - | - | | | | | | | | | | |
| East San Fernando Valley North-South Corridor | 0.5 | - | 0.5 | - | - | 0.5 | - | - | - | - | - | - | - | - | - |
| San Fernando Valley North-South - Canoga | - | - | - | - | - | | | | | | | | | | |
| West Santa Ana Branch Line | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line - Eastside Extension | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line South Bay | 5.0 | - | 5.0 | - | - | - | 5.0 | - | - | - | - | - | - | - | - |
| Rail Vehicles | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 1 | 56.4 | - | 56.4 | - | - | 12.2 | 41.4 | 2.8 | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Total | 257.6 | 3.8 | 253.8 | - | - | 20.6 | 77.4 | 18.6 | 48.3 | 14.5 | - | 34.0 | 40.1 | - | 0.4 |
| BUS CAPITAL | 44.0 | - | 44.0 | - | - | - | 22.0 | 22.0 | - | - | - | - | - | - | - |
| HIGHWAY CAPITAL PROJECTS | | | | | | | | | | | | | | | |
| Future Call Reserve | 29.3 | - | 29.3 | - | - | - | - | - | - | 21.3 | 8.0 | - | - | - | - |
| Highway Capital Projects Total | 29.3 | - | 29.3 | - | - | - | - | - | - | 21.3 | 8.0 | - | - | - | - |
| Total | 330.9 | 3.8 | 327.1 | - | - | 20.6 | 99.4 | 40.6 | 48.3 | 35.8 | 8.0 | 34.0 | 40.1 | - | 0.4 |
| Beginning Balance | - | - | 327.1 | 0.0 | 0.0 | 327.1 | 306.5 | 207.1 | 166.5 | 118.2 | 82.5 | 74.5 | 40.5 | 0.4 | 0.4 |
| Total Surplus/(Shortfall) | 0.0 | 327.1 | (327.1) | - | - | (20.6) | (99.4) | (40.6) | (48.3) | (35.8) | (8.0) | (34.0) | (40.1) | - | (0.4) |
| Cumulative Ending Balance | 0.0 | 327.1 | 0.0 | 0.0 | 0.0 | 306.5 | 207.1 | 166.5 | 118.2 | 82.5 | 74.5 | 40.5 | 0.4 | 0.4 | 0.0 |

NOTES:

1. Metro buses \$150.0 approved LONP reimbursement.
2. Eastside \$164.9 LONP reimbursement.
3. Expo \$14.0 (of \$30.7) LONP reimbursement.
4. Orange Line \$98.0 reimbursement shown on Prop C 25% page.

LACMTA Financial Forecasting Model
Other (General, Advertising, Other Misc.)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available (Inflated) | 1,608.9 | | 253.1 | 367.8 | 424.5 | 563.5 | 40.2 | 32.6 | 35.2 | 36.6 | 36.7 | 36.3 | 36.4 | 37.1 | 37.9 | 38.7 |
| Annual Percent Change | | | | | | | 5.48% | -18.9% | 8.15% | 3.96% | 0.26% | -1.12% | 0.32% | 1.95% | 2.03% | 2.00% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| Regional Administration | | | | | | | | | | | | | | | | |
| Regional Administration | 43.1 | 3.2% | 33.0 | 10.1 | - | - | 10.1 | - | - | - | - | - | - | - | - | - |
| Agencywide Capital | 122.0 | 8.9% | 6.3 | 34.3 | 36.4 | 45.0 | 3.1 | 2.4 | 4.5 | 4.4 | 4.4 | 2.9 | 3.0 | 3.1 | 3.2 | 3.2 |
| Regional Administration Total | 165.0 | 12.1% | 39.3 | 44.3 | 36.4 | 45.0 | 13.2 | 2.4 | 4.5 | 4.4 | 4.4 | 2.9 | 3.0 | 3.1 | 3.2 | 3.2 |
| Bus Operations | | | | | | | | | | | | | | | | |
| Metro Operations | 1,155.7 | 84.6% | 146.2 | 291.6 | 307.0 | 410.9 | 23.4 | 23.4 | 57.9 | 25.6 | 25.7 | 26.6 | 26.4 | 26.9 | 27.5 | 28.0 |
| Municipal Operators | 159.9 | 11.7% | 15.8 | 38.0 | 45.6 | 60.5 | 3.4 | 3.5 | 3.6 | 3.7 | 3.8 | 3.8 | 3.9 | 4.0 | 4.1 | 4.2 |
| ADA/Paratransit | 50.1 | 3.7% | 5.3 | 11.8 | 14.2 | 18.8 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 |
| Bus Operations Total | 1,365.7 | 100.0% | 167.2 | 341.4 | 366.8 | 490.3 | 27.9 | 28.0 | 62.7 | 30.5 | 30.6 | 31.6 | 31.6 | 32.2 | 32.8 | 33.5 |
| Bus Capital Total | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Total | 78.2 | 5.7% | 10.9 | 17.7 | 21.3 | 28.2 | 1.6 | 1.6 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 |
| Rail Capital Totals | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 1,608.9 | 100.0% | 217.5 | 403.5 | 424.5 | 563.5 | 42.7 | 32.1 | 68.9 | 36.6 | 36.7 | 36.3 | 36.4 | 37.1 | 37.9 | 38.7 |
| Beginning Balance | - | | - | 35.6 | 0.0 | 0.0 | 35.6 | 33.1 | 33.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Surplus/(Shortfall) | 0.0 | | 35.6 | (35.6) | 0.0 | 0.0 | (2.5) | 0.5 | (33.6) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cumulative Ending Balance | 0.0 | | 35.6 | 0.0 | 0.0 | 0.0 | 33.1 | 33.6 | 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. Metro Revenues include General Fund, unrestricted funds, Employee Activities, interest income, other local grants.

LACMTA Financial Forecasting Model
Other (General, Advertising, Other Misc.)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available (Inflated) | 1,608.9 | 39.4 | 40.1 | 40.8 | 41.5 | 42.1 | 42.7 | 43.3 | 44.0 | 44.8 | 45.7 | 46.5 |
| Annual Percent Change | | 1.91% | 1.91% | 1.74% | 1.64% | 1.38% | 1.43% | 1.47% | 1.61% | 1.78% | 1.92% | 1.90% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Regional Administration | | | | | | | | | | | | |
| Regional Administration | 43.1 | - | - | - | - | - | - | - | - | - | - | - |
| Agencywide Capital | 122.0 | 3.3 | 3.4 | 3.4 | 3.5 | 3.6 | 3.7 | 3.7 | 3.8 | 3.9 | 4.0 | 4.1 |
| Regional Administration Total | 165.0 | 3.3 | 3.4 | 3.4 | 3.5 | 3.6 | 3.7 | 3.7 | 3.8 | 3.9 | 4.0 | 4.1 |
| Bus Operations | | | | | | | | | | | | |
| Metro Operations | 1,155.7 | 28.6 | 29.1 | 29.6 | 30.1 | 30.5 | 30.9 | 31.3 | 31.8 | 32.3 | 32.9 | 33.6 |
| Municipal Operators | 159.9 | 4.2 | 4.3 | 4.4 | 4.5 | 4.5 | 4.6 | 4.7 | 4.7 | 4.8 | 4.9 | 5.0 |
| ADA/Paratransit | 50.1 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 | 1.5 | 1.5 | 1.6 |
| Bus Operations Total | 1,365.7 | 34.1 | 34.7 | 35.3 | 35.9 | 36.4 | 36.9 | 37.4 | 38.0 | 38.6 | 39.4 | 40.1 |
| Bus Capital Total | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Total | 78.2 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 2.1 | 2.2 | 2.2 | 2.2 | 2.3 | 2.3 |
| Rail Capital Totals | - | - | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 1,608.9 | 39.4 | 40.1 | 40.8 | 41.5 | 42.1 | 42.7 | 43.3 | 44.0 | 44.8 | 45.7 | 46.5 |
| Beginning Balance | - | 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) | 0.0 | 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. Metro Revenues include General Fund, unrestricted funds, Employee Activities, interest income, other local grants.

LACMTA Financial Forecasting Model
Other (General, Advertising, Other Misc.)
2009 LRTP Baseline 10/22/09

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions) | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available (Inflated) | 1,608.9 | 47.4 | 48.3 | 49.2 | 50.1 | 51.1 | 52.1 | 53.1 | 54.2 | 55.3 | 56.3 |
| Annual Percent Change | | 1.84% | 1.84% | 1.89% | 1.92% | 1.94% | 1.98% | 2.00% | 2.03% | 1.91% | 1.88% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | |
| Regional Administration | | | | | | | | | | | |
| Regional Administration | 43.1 | - | - | - | - | - | - | - | - | - | - |
| Agencywide Capital | 122.0 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 |
| Regional Administration Total | 165.0 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 | 4.1 |
| Bus Operations | | | | | | | | | | | |
| Metro Operations | 1,155.7 | 34.2 | 35.0 | 35.7 | 36.5 | 37.2 | 38.1 | 38.9 | 39.8 | 40.6 | 41.5 |
| Municipal Operators | 159.9 | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.8 | 5.9 | 6.0 |
| ADA/Paratransit | 50.1 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 |
| Bus Operations Total | 1,365.7 | 40.9 | 41.7 | 42.6 | 43.5 | 44.4 | 45.4 | 46.4 | 47.4 | 48.4 | 49.4 |
| Bus Capital Total | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Total | 78.2 | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 |
| Rail Capital Totals | - | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 1,608.9 | 47.4 | 48.3 | 49.2 | 50.1 | 51.1 | 52.1 | 53.1 | 54.2 | 55.3 | 56.3 |
| Beginning Balance | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Surplus/(Shortfall) | 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 |

NOTES:

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

LACMTA Financial Forecasting Model
Air Quality Vehicle Registration Fee (AB 2766)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|----------------------------------|--------------|---------------|--------------|------------|------------|------------|------|------|------|------|------|------|------|------|------|------|
| | Total | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available | 26.0 | | 4.0 | 8.0 | 6.0 | 8.0 | - | 4.0 | - | - | - | 2.0 | - | - | 2.0 | - |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | | | |
| Metro Capital | 27.2 | 100.0% | 5.2 | 8.0 | 6.0 | 8.0 | - | 4.0 | - | - | - | 2.0 | - | - | 2.0 | - |
| Bus Capital Totals | 27.2 | 100.0% | 5.2 | 8.0 | 6.0 | 8.0 | - | 4.0 | - | - | - | 2.0 | - | - | 2.0 | - |
| Sub-Total Allocated | 27.2 | 100.0% | 5.2 | 8.0 | 6.0 | 8.0 | - | 4.0 | - | - | - | 2.0 | - | - | 2.0 | - |
| Beginning Balance | 1.2 | | 1.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (1.2) | | (1.2) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Also includes SCAQMD Carl Moyer funds.

LACMTA Financial Forecasting Model
Air Quality Vehicle Registration Fee (AB 2766)
2009 LRTP Baseline 10/22/09

| (\$ 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 | 2030 |
| Total Revenues Available | 26.0 | | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | |
| Metro Capital | 27.2 | 100.0% | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| Bus Capital Totals | 27.2 | 100.0% | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| Sub-Total Allocated | 27.2 | 100.0% | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| Beginning Balance | 1.2 | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (1.2) | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Also includes SCAQMD Carl Moyer funds.

LACMTA Financial Forecasting Model
Air Quality Vehicle Registration Fee (AB 2766)
2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|----------------------------------|--------------|---------------|------|------|------|------|------|------|------|------|------|------|
| | Total | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 26.0 | | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | |
| Metro Capital | 27.2 | 100.0% | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| Bus Capital Totals | 27.2 | 100.0% | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| Sub-Total Allocated | 27.2 | 100.0% | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| Beginning Balance | 1.2 | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (1.2) | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model
 Environmental Enhancement & Mitigation
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
|--|-------------|------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| Total Revenues Available | 34.0 | 3.0 | 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 | |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| Enviro Enhancement & Mitigation Projects | 34.0 | 3.0 | 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 Allocated | 34.0 | 3.0 | 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 | |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

NOTES:

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model
Environmental Enhancement & Mitigation
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Total | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
| Total Revenues Available | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | |
| Enviro Enhancement & Mitigation Projects | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Subtotal Allocated | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model
Environmental Enhancement & Mitigation
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Total | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| ALLOCATION OF FUNDS: | | | | | | | | | | |
| Enviro Enhancement & Mitigation Projects | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Subtotal Allocated | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Projects are awarded on a discretionary basis.

LACMTA Financial Forecasting Model
High Speed Rail Bonds Voted 11-4-08

2009 LRTP Baseline 10/22/09

| | Plan Total | Years '05-'09 | 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 |
|----------------------------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 240.9 | - | 240.9 | - | - | 0.0 | 30.0 | 30.0 | 30.0 | 138.2 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Revenues Available | 240.9 | - | 240.9 | - | - | 0.0 | 30.0 | 30.0 | 30.0 | 138.2 | 12.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | | |
| RAIL CAPITAL | | | | | | | | | | | | | | | | |
| Regional Connector | 114.9 | - | 114.9 | - | - | - | - | - | - | 102.2 | 12.7 | - | - | - | - | - |
| Metrolink | 126.0 | - | 126.0 | - | - | - | 30.0 | 30.0 | 30.0 | 36.0 | | | | | | |
| Rail Capital Total | 240.9 | - | 240.9 | - | - | - | 30.0 | 30.0 | 30.0 | 138.2 | 12.7 | - | - | - | - | - |
| Total | 240.9 | - | 240.9 | - | - | - | 30.0 | 30.0 | 30.0 | 138.2 | 12.7 | - | - | - | - | - |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Interregional Improvement Program Funds (IIP)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interregional Improvement Program Funds (IIP) | 391.7 | 248.6 | 143.2 | - | - | 38.9 | 24.5 | 9.7 | 66.7 | 1.7 | 1.7 | - | - | - | - |
| Total Revenues Available | 391.7 | 248.6 | 143.2 | - | - | 38.9 | 24.5 | 9.7 | 66.7 | 1.7 | 1.7 | - | - | - | - |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | | | | |
| HOV Lanes | 87.9 | 58.3 | 29.6 | - | - | 6.8 | 22.8 | - | - | - | - | - | - | - | - |
| Gap Closures | 15.9 | 15.9 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Interchanges | 39.5 | 26.6 | 12.9 | - | - | 3.4 | - | - | 9.5 | - | - | - | - | - | - |
| Regional Surface Transportation Imprvmnts (RSTI) | 208.5 | 120.4 | 88.1 | - | - | 24.6 | - | 8.0 | 55.5 | - | - | - | - | - | - |
| Freeway Traffic System Management | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TSM-Local (Signal Synch, Bus Speed Imprv) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Enhancements | 12.9 | 10.5 | 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 sh | 18.7 | 8.4 | 10.2 | - | - | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | 1.7 | - | - | - | - |
| Santa Monica Blvd. Transit Parkway | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Highways | 383.3 | 240.2 | 143.2 | - | - | 38.9 | 24.5 | 9.7 | 66.7 | 1.7 | 1.7 | - | - | - | - |
| Rail and Transitways Capital | 8.4 | 8.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 391.7 | 248.6 | 143.2 | 0.0 | 0.0 | 38.9 | 24.5 | 9.7 | 66.7 | 1.7 | 1.7 | - | - | - | - |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Revenues for projects only through FY 13.
2. Amounts beyond FY 13 are assumed for GARVEE bond debt service.
3. Includes Intercity Rail projects.

LACMTA Financial Forecasting Model
Regional Improvement Program Funds (RIP) --
Highway (with Transit Summary)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|---|----------------|------------------|------------------|------------------|------------------|----------------|---------------|--------------|---------------|--------------|--------------|--------------|--------------|
| Regional Improvement Program Funds (RIP) Revenues | 5,716.2 | 1,494.2 | 1,072.1 | 1,500.0 | 1,650.0 | 139.9 | 60.1 | 156.1 | 87.1 | 14.4 | 14.4 | 150.0 | 150.0 |
| TOTAL REVENUES | 5,716.2 | 1,494.2 | 1,072.1 | 1,500.0 | 1,650.0 | 139.9 | 60.1 | 156.1 | 87.1 | 14.4 | 14.4 | 150.0 | 150.0 |
| Less AB 3090 PPM Cash Reimbursements to Prop C 25% | 7.4 | 7.4 | 0.0 | 0.0 | 0.0 | | | | | | | | |
| Metro Admin Planning, Programming & Monitoring (PPM) | 260.3 | 27.4 | 75.4 | 75.0 | 82.5 | 7.5 | 7.6 | 7.5 | 7.8 | 7.5 | 7.5 | 7.5 | 7.5 |
| MIS Studies (400020, no project sheet) (from PPM) | 0.7 | 0.7 | - | - | - | | | | | | | | |
| Net PPM for Highway Admin | 261.0 | 28.1 | 75.4 | 75.0 | 82.5 | 7.5 | 7.6 | 7.5 | 7.8 | 7.5 | 7.5 | 7.5 | 7.5 |
| Total Revenues Avail.- Hwy & Transit | 5,447.9 | 1,458.7 | 996.7 | 1,425.0 | 1,567.5 | 132.4 | 52.5 | 148.6 | 79.4 | 6.9 | 6.9 | 142.5 | 142.5 |
| Less: amount transferred to RIP- Transit page | 1,433.1 | 381.5 | 792.0 | 0.0 | 259.6 | 151.8 | 105.9 | 119.5 | 92.3 | 0.0 | 0.0 | 53.5 | 93.2 |
| Net Hwy Revenue | 4,014.8 | 1,077.2 | 204.7 | 1,425.0 | 1,307.9 | (19.4) | (53.4) | 29.1 | (12.9) | 6.9 | 6.9 | 89.0 | 49.3 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | | |
| HOV Lanes - FY14-30 is not yet programmed | 860.8 | 736.3 | 94.5 | 30.0 | - | 43.5 | 1.7 | 19.7 | - | - | - | 29.6 | - |
| Gap Closures - FY14-30 is not yet programmed | 213.3 | 10.4 | - | 177.9 | 25.0 | - | - | - | - | - | - | - | - |
| Freeway Interchanges - FY14-30 is not yet programmed | 598.5 | 129.9 | 40.6 | 373.8 | 54.1 | 40.6 | - | - | - | - | - | - | - |
| Freeway Projects Subtotal (see detail below) | 1,672.6 | 876.6 | 135.1 | 581.7 | 79.1 | 84.2 | 1.7 | 19.7 | - | - | - | 29.6 | - |
| Regional Surface Transportation Improvements (RSTI) | 135.8 | 44.7 | 91.1 | - | - | 40.5 | - | - | - | - | - | 23.6 | - |
| TSM-Local (Signal Synch, Bus Speed Improvements) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls | 791.5 | - | - | - | 791.5 | - | - | - | - | - | - | - | - |
| Transportation Enhancements | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 1.0 | - | 1.0 | - | - | - | 1.0 | - | - | - | - | - | - |
| Rideshare | 164.9 | 3.3 | 15.4 | 64.8 | 81.4 | - | - | - | - | - | - | 3.9 | - |
| Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 11.4 | 11.4 | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 986.4 | - | 151.9 | 778.5 | 56.0 | - | - | - | - | - | - | 31.9 | 49.3 |
| GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet) | 75.4 | 34.0 | 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 | 0.0 | | | | | | | | |
| Subtotal Highways Allocated | 3,839.1 | 970.1 | 436.0 | 1,425.0 | 1,008.0 | 131.6 | 9.7 | 26.6 | 6.9 | 6.9 | 6.9 | 89.0 | 49.3 |
| Beginning Balance | 124.2 | 124.2 | 231.3 | 0.0 | 0.0 | 231.3 | 80.4 | 17.3 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | 175.7 | 107.1 | (231.3) | 0.0 | 299.9 | (150.9) | (63.0) | 2.5 | (19.8) | 0.0 | 0.0 | 0.0 | 0.0 |
| Cumulative Ending Balance | 299.9 | 231.3 | 0.0 | 0.0 | 299.9 | 80.4 | 17.3 | 19.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

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)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Freeway Projects Detail: | | | | | | | | | | | | | |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial & US-101 | 2.8 | 2.8 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall) I-5 | 2.9 | 2.9 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. I-405 | 0.8 | 0.8 | - | - | - | - | - | - | - | - | - | - | - |
| Intchg Carpool Lanes Direct Connect (NB 57-EB 60; WB 60-SB 57) SR-57 / SR-60 | 32.5 | 32.5 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60 | 35.9 | 35.9 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 I-5 | 61.9 | 61.9 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave I-5 | 175.0 | 135.1 | 39.9 | - | - | 39.9 | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Puente I-10 | 109.4 | 109.4 | - | - | - | - | - | - | - | - | - | - | - |
| Carmenita Road Interchange I-5 | 111.6 | 70.9 | 40.6 | - | - | 40.6 | - | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 41.1 | 41.1 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 | 316.1 | 284.8 | 31.3 | - | - | - | 1.7 | - | - | - | - | 29.6 | - |
| Carpool Lanes from Puente to Citrus I-10 | 50.6 | 34.5 | 16.1 | - | - | 3.6 | - | 12.5 | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 I-10 | 31.2 | 24.0 | 7.2 | - | - | - | - | 7.2 | - | - | - | - | - |
| Gap from I-10 to Mission Blvd. SR-71 | 1.6 | 1.6 | - | - | - | - | - | - | - | - | - | - | - |
| Gap from Mission Blvd. to Rio Rancho Rd. SR-71 | 202.9 | - | - | 177.9 | 25.0 | - | - | - | - | - | - | - | - |
| SB to US-101 NB and SB Connector (Interchange) I-405 | 7.0 | 7.0 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed Flow Interchange SR-57 / SR-60 | 427.9 | - | - | 373.8 | 54.1 | - | - | - | - | - | - | - | - |
| Carpool Lane Partial Connector I-5 / I-405 | 30.0 | - | - | 30.0 | - | - | - | - | - | - | - | - | - |
| Hollywood Way Interchange SR-134 | 16.7 | 16.7 | - | - | - | - | - | - | - | - | - | - | - |
| Gap - North Extension (tunnel) SR-710 | 8.8 | 8.8 | - | - | - | - | - | - | - | - | - | - | - |
| Early Projects (HOV) I-710 | 5.0 | 5.0 | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Project Balances | 0.8 | 0.8 | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Project Subtotal | 1,672.6 | 876.6 | 135.1 | 581.7 | 79.1 | 84.2 | 1.7 | 19.7 | - | - | - | 29.6 | - |
| RSTI - I-405 / Arbor Vitae Interchange | 34.4 | 3.1 | 31.3 | - | - | 31.3 | - | - | - | - | - | - | - |
| RSTI - Mission Blvd. / SR-71 Interchange | 0.2 | 0.2 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Corridor Widening (only 7 of 13 segments assumed) SR-138 | 31.3 | 22.0 | 9.2 | - | - | 9.2 | - | - | - | - | - | 23.6 | - |
| RSTI - New Expressway SR-138 | 13.9 | 13.9 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - I-5 / Western Avenue Access | 3.1 | 3.1 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Interchange Phases I & II (Magic Mountain Parkway) I-5 / SR-126 | 0.4 | 0.4 | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Regional Improvement Program Funds (RIP) --
Highway (with Transit Summary)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Regional Improvement Program Funds (RIP) Revenues | 5,716.2 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |
| TOTAL REVENUES | 5,716.2 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |
| Less AB 3090 PPM Cash Reimbursements to Prop C 25% | 7.4 | | | | | | | | | | | | |
| Metro Admin Planning, Programming & Monitoring (PPM) | 260.3 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| MIS Studies (400020, no project sheet) (from PPM) | 0.7 | | | | | | | | | | | | |
| Net PPM for Highway Admin | 261.0 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Total Revenues Avail.- Hwy & Transit | 5,447.9 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 |
| Less: amount transferred to RIP- Transit page | 1,433.1 | 96.8 | 79.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Net Hwy Revenue | 4,014.8 | 45.7 | 63.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | | |
| HOV Lanes - FY14-30 is not yet programmed | 860.8 | - | - | - | - | - | - | - | 10.3 | 19.7 | - | - | - |
| Gap Closures - FY14-30 is not yet programmed | 213.3 | - | - | - | - | - | - | 28.7 | 63.6 | - | - | 47.5 | 38.1 |
| Freeway Interchanges - FY14-30 is not yet programmed | 598.5 | - | - | - | - | - | 85.5 | 50.1 | 37.1 | 52.9 | 63.8 | 63.0 | 21.4 |
| Freeway Projects Subtotal (see detail below) | 1,672.6 | - | - | - | - | - | 85.5 | 78.8 | 111.0 | 72.6 | 63.8 | 110.5 | 59.5 |
| Regional Surface Transportation Improvements (RSTI) | 135.8 | - | 27.0 | - | - | - | - | - | - | - | - | - | - |
| TSM-Local (Signal Synch, Bus Speed Improvements) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls | 791.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Enhancements | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Rideshare | 164.9 | 5.7 | 5.8 | 5.9 | 6.0 | 6.1 | 6.3 | 6.4 | 6.6 | 6.6 | 6.8 | 7.0 | 7.2 |
| Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 11.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 986.4 | 40.0 | 30.7 | 136.6 | 136.5 | 136.4 | 50.7 | 57.3 | 25.0 | 63.3 | 71.9 | 25.0 | 75.8 |
| GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet) | 75.4 | | | | | | | | | | | | |
| AB 3090 Replacement Projects | 0.0 | | | | | | | | | | | | |
| Subtotal Highways Allocated | 3,839.1 | 45.7 | 63.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 |
| Beginning Balance | 124.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | 175.7 | 0.0 | 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 | 299.9 | 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:

- 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)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|---------|------|------|------|------|------|------|------|-------|------|------|-------|------|
| | Total | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Freeway Projects Detail: | | | | | | | | | | | | | |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial & US-101) | 2.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall) I-5 | 2.9 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. I-405 | 0.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Intchg Carpool Lanes Direct Connect (NB 57-EB 60; WB 60-SB 57) SR-57 / SR-60 | 32.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60 | 35.9 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 I-5 | 61.9 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave I-5 | 175.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Puente I-10 | 109.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carmenita Road Interchange I-5 | 111.6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 41.1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 | 316.1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Puente to Citrus I-10 | 50.6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 I-10 | 31.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 |
| SB to US-101 NB and SB Connector (Interchange) I-405 | 7.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed Flow Interchange SR-57 / SR-60 | 427.9 | - | - | - | - | - | 85.5 | 50.1 | 37.1 | 52.9 | 63.8 | 63.0 | 21.4 |
| Carpool Lane Partial Connector I-5 / I-405 | 30.0 | - | - | - | - | - | - | - | 10.3 | 19.7 | - | - | - |
| Hollywood Way Interchange SR-134 | 16.7 | - | - | - | - | - | - | - | - | - | - | - | - |
| Gap - North Extension (tunnel) SR-710 | 8.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Early Projects (HOV) I-710 | 5.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Project Balances | 0.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Project Subtotal | 1,672.6 | - | - | - | - | - | 85.5 | 78.8 | 111.0 | 72.6 | 63.8 | 110.5 | 59.5 |
| RSTI - I-405 / Arbor Vitae Interchange | 34.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Mission Blvd. / SR-71 Interchange | 0.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Corridor Widening (only 7 of 13 segments assumed) SR-138 | 31.3 | - | 27.0 | - | - | - | - | - | - | - | - | - | - |
| RSTI - New Expressway SR-138 | 13.9 | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - I-5 / Western Avenue Access | 3.1 | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Interchange Phases I & II (Magic Mountain Parkway) I-5 / SR-126 | 0.4 | - | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Regional Improvement Program Funds (RIP) –
Highway (with Transit Summary)
2009 LRTP Baseline 10/22/09

| | 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 |
| Regional Improvement Program Funds (RIP) Revenues | 5,716.2 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |
| TOTAL REVENUES | 5,716.2 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 |
| Less AB 3090 PPM Cash Reimbursements to Prop C 25% | 7.4 | | | | | | | | | | | |
| Metro Admin Planning, Programming & Monitoring (PPM) | 260.3 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| MIS Studies (400020, no project sheet) (from PPM) | 0.7 | | | | | | | | | | | |
| Net PPM for Highway Admin | 261.0 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 | 7.5 |
| Total Revenues Avail.- Hwy & Transit | 5,447.9 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 | 142.5 |
| Less: amount transferred to RIP- Transit page | 1,433.1 | 0.0 | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| Net Hwy Revenue | 4,014.8 | 142.5 | 131.4 | 130.9 | 122.4 | 7.4 | 76.4 | 126.9 | 142.5 | 142.5 | 142.5 | 142.5 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | |
| Highways | | | | | | | | | | | | |
| HOV Lanes - FY14-30 is not yet programmed | 860.8 | - | - | - | - | - | - | - | - | - | - | - |
| Gap Closures - FY14-30 is not yet programmed | 213.3 | 25.0 | - | - | - | - | - | - | - | - | - | - |
| Freeway Interchanges - FY14-30 is not yet programmed | 598.5 | 54.1 | - | - | - | - | - | - | - | - | - | - |
| Freeway Projects Subtotal (see detail below) | 1,672.6 | 79.1 | - | - | - | - | - | - | - | - | - | - |
| Regional Surface Transportation Improvements (RSTI) | 135.8 | - | - | - | - | - | - | - | - | - | - | - |
| TSM-Local (Signal Synch, Bus Speed Improvements) | - | - | - | - | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls | 791.5 | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| Transportation Enhancements | - | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 1.0 | - | - | - | - | - | - | - | - | - | - | - |
| Rideshare | 164.9 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 11.4 | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 986.4 | 56.0 | - | - | - | - | - | - | - | - | - | - |
| GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet) | 75.4 | | | | | | | | | | | |
| AB 3090 Replacement Projects | 0.0 | | | | | | | | | | | |
| Subtotal Highways Allocated | 3,839.1 | 142.5 | 131.4 | 130.9 | 122.4 | 7.4 | 76.4 | 126.9 | 127.9 | 127.4 | 7.4 | 7.4 |
| Beginning Balance | 124.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 | 29.7 | 164.8 |
| Annual Surplus<Shortfall> | 175.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 | 15.1 | 135.1 | 135.1 |
| Cumulative Ending Balance | 299.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.6 | 29.7 | 164.8 | 299.9 |

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)
2009 LRTP Baseline 10/22/09

| (\$ 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 |
| Freeway Projects Detail: | | | | | | | | | | | | |
| Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial & US-101 | 2.8 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall) I-5 | 2.9 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. I-405 | 0.8 | - | - | - | - | - | - | - | - | - | - | - |
| Intchg Carpool Lanes Direct Connect (NB 57-EB 60; WB 60-SB 57) SR-57 / SR-60 | 32.5 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. SR-60 | 35.9 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 I-5 | 61.9 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave I-5 | 175.0 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Puente I-10 | 109.4 | - | - | - | - | - | - | - | - | - | - | - |
| Carmenita Road Interchange I-5 | 111.6 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14 | 41.1 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 | 316.1 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Puente to Citrus I-10 | 50.6 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 I-10 | 31.2 | - | - | - | - | - | - | - | - | - | - | - |
| 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 | - | - | - | - | - | - | - | - | - | - |
| SB to US-101 NB and SB Connector (Interchange) I-405 | 7.0 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed Flow Interchange SR-57 / SR-60 | 427.9 | 54.1 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lane Partial Connector I-5 / I-405 | 30.0 | - | - | - | - | - | - | - | - | - | - | - |
| Hollywood Way Interchange SR-134 | 16.7 | - | - | - | - | - | - | - | - | - | - | - |
| Gap - North Extension (tunnel) SR-710 | 8.8 | - | - | - | - | - | - | - | - | - | - | - |
| Early Projects (HOV) I-710 | 5.0 | - | - | - | - | - | - | - | - | - | - | - |
| Miscellaneous Project Balances | 0.8 | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Project Subtotal | 1,672.6 | 79.1 | - | - | - | - | - | - | - | - | - | - |
| RSTI - I-405 / Arbor Vitae Interchange | 34.4 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Mission Blvd. / SR-71 Interchange | 0.2 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Corridor Widening (only 7 of 13 segments assumed) SR-138 | 31.3 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - New Expressway SR-138 | 13.9 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - I-5 / Western Avenue Access | 3.1 | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Interchange Phases I & II (Magic Mountain Parkway) I-5 / SR-126 | 0.4 | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Regional Improvement Program Funds - Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|----------------|---------------|--------------|--------------|---------|--------------|--------------|--------------|--------------|-------------|------|------|-------------|-------------|-------------|-------------|
| | Total | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available (Revenues are on Reg. Improv-Hwy page) | 1,433.1 | | 381.5 | 792.0 | - | 259.6 | 151.8 | 105.9 | 119.5 | 92.3 | - | - | 53.5 | 93.2 | 96.8 | 79.0 |
| Total Revenues Available | 1,433.1 | | 381.5 | 792.0 | - | 259.6 | 151.8 | 105.9 | 119.5 | 92.3 | - | - | 53.5 | 93.2 | 96.8 | 79.0 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | | | |
| Metro Bus Procurement | 346.3 | 24.2% | 23.8 | 322.5 | - | - | - | - | - | - | - | - | 53.5 | 93.2 | 96.8 | 79.0 |
| Metro Bus Other Capital | 13.3 | 0.9% | 13.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Total | 359.6 | 25.1% | 37.1 | 322.5 | - | - | - | - | - | - | - | - | 53.5 | 93.2 | 96.8 | 79.0 |
| Rail Capital | | | | | | | | | | | | | | | | |
| Subway Extension Segment 1 | 2.9 | 0.2% | 2.9 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley I-405 Transit | 255.6 | 17.8% | - | - | - | 255.6 | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - LAX | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension (Phase II) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | 2.7 | 0.2% | 0.5 | 2.2 | - | - | - | 2.2 | - | - | - | - | - | - | - | - |
| Orange Line | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase I | 314.6 | 22.0% | 107.9 | 206.7 | - | - | 137.0 | 69.7 | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase II | 103.4 | 7.2% | - | 103.4 | - | - | - | - | 30.9 | 72.5 | - | - | - | - | - | - |
| Mid-City Wilshire BRT Transit Corridor | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside LRT | 175.0 | 12.2% | 175.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley North-South - Canoga | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Fleet Procurement | 195.9 | 13.7% | 52.6 | 143.3 | - | - | 14.8 | 20.0 | 88.6 | 19.8 | - | - | - | - | - | - |
| Planning for future projects | 0.3 | 0.0% | 0.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail System Improvements | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metrolink | 21.1 | 1.5% | 3.1 | 14.0 | - | 4.0 | - | 14.0 | - | - | - | - | - | - | - | - |
| Regional Connector | 2.0 | 0.1% | 2.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 1,073.5 | 74.9% | 344.4 | 469.5 | - | 259.6 | 151.8 | 105.9 | 119.5 | 92.3 | - | - | - | - | - | - |
| Sub-Total Allocated | 1,433.1 | 100.0% | 381.5 | 792.0 | - | 259.6 | 151.8 | 105.9 | 119.5 | 92.3 | - | - | 53.5 | 93.2 | 96.8 | 79.0 |
| Beginning Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

LACMTA Financial Forecasting Model
Regional Improvement Program Funds - Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available (Revenues are on Reg. Improv-Hwy page) | 1,433.1 | | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues Available | 1,433.1 | | - | - | - | - | - | - | - | - | - | - | - |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | |
| Metro Bus Procurement | 346.3 | 24.2% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Other Capital | 13.3 | 0.9% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Total | 359.6 | 25.1% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital | | | | | | | | | | | | | |
| Subway Extension Segment 1 | 2.9 | 0.2% | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley I-405 Transit | 255.6 | 17.8% | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - LAX | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension (Phase II) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | 2.7 | 0.2% | - | - | - | - | - | - | - | - | - | - | - |
| Orange Line | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase I | 314.6 | 22.0% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase II | 103.4 | 7.2% | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City Wilshire BRT Transit Corridor | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside LRT | 175.0 | 12.2% | - | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley North-South - Canoga | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Fleet Procurement | 195.9 | 13.7% | - | - | - | - | - | - | - | - | - | - | - |
| Planning for future projects | 0.3 | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Rail System Improvements | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Metrolink | 21.1 | 1.5% | - | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 2.0 | 0.1% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 1,073.5 | 74.9% | - | - | - | - | - | - | - | - | - | - | - |
| Sub-Total Allocated | 1,433.1 | 100.0% | - | - | - | - | - | - | - | - | - | - | - |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

LACMTA Financial Forecasting Model
Regional Improvement Program Funds - Transit
2009 L RTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|---------------|-------------|-------------|-------------|--------------|-------------|-------------|------|------|------|------|
| | Total | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available (Revenues are on Reg. Improv-Hwy page) | 1,433.1 | | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | - | - | - | - |
| Total Revenues Available | 1,433.1 | | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | - | - | - | - |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | |
| Metro Bus Procurement | 346.3 | 24.2% | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Other Capital | 13.3 | 0.9% | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Total | 359.6 | 25.1% | - | - | - | - | - | - | - | - | - | - |
| Rail Capital | | | | | | | | | | | | |
| Subway Extension Segment 1 | 2.9 | 0.2% | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley I-405 Transit | 255.6 | 17.8% | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 11.6 | - | - | - | - |
| Green Line Extension - LAX | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension (Phase II) | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | 2.7 | 0.2% | - | - | - | - | - | - | - | - | - | - |
| Orange Line | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase I | 314.6 | 22.0% | - | - | - | - | - | - | - | - | - | - |
| Exposition Corridor - Phase II | 103.4 | 7.2% | - | - | - | - | - | - | - | - | - | - |
| Mid-City Wilshire BRT Transit Corridor | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside LRT | 175.0 | 12.2% | - | - | - | - | - | - | - | - | - | - |
| San Fernando Valley North-South - Canoga | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Fleet Procurement | 195.9 | 13.7% | - | - | - | - | - | - | - | - | - | - |
| Planning for future projects | 0.3 | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Rail System Improvements | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Metrolink | 21.1 | 1.5% | - | - | - | - | - | 4.0 | - | - | - | - |
| Regional Connector | 2.0 | 0.1% | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 1,073.5 | 74.9% | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | - | - | - | - |
| Sub-Total Allocated | 1,433.1 | 100.0% | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | - | - | - | - |
| Beginning Balance | - | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

LACMTA Financial Forecasting Model

SAFE

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
|---|---------------|------------------|------------------|------------------|------------------|--------|------|------|------|------|------|------|------|------|------|--|
| | | | | | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| Total Revenues Available | 373.2 | 83.1 | 92.7 | 94.0 | 103.4 | 9.2 | 9.2 | 9.2 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| Freeway Service Patrol | 70.7 | 10.7 | 18.0 | 20.0 | 22.0 | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| SAFE - Call Box Program | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | |
| Subtotal Allocated | 373.2 | 69.4 | 106.4 | 94.0 | 103.4 | 22.9 | 9.2 | 9.2 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 | |
| Beginning Balance | - | - | 13.7 | - | - | 13.7 | - | - | - | - | - | - | - | - | - | |
| Annual Surplus/<Shortfall> | - | 13.7 | (13.7) | - | - | (13.7) | - | - | - | - | - | - | - | - | - | |
| Cumulative Ending Balance | - | 13.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | |

NOTES:

1. Freeway emergency call box program funding.
2. SAFE = Service Authority for Freeway Emergencies.

**LACMTA Financial Forecasting Model
SAFE**

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Total Revenues Available | 373.2 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Freeway Service Patrol | 70.7 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| SAFE - Call Box Program | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Subtotal Allocated | 373.2 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Freeway emergency call box program funding.
2. SAFE = Service Authority for Freeway Emergencies

**LACMTA Financial Forecasting Model
SAFE**

2009 LRTP Baseline 10/22/09

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions) | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 373.2 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| ALLOCATION OF FUNDS: | | | | | | | | | | | |
| Freeway Service Patrol | 70.7 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| SAFE - Call Box Program | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Subtotal Allocated | 373.2 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/ <Shortfall> | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Freeway emergency call box program funding.
2. SAFE = Service Authority for Freeway Emergencies

LACMTA Financial Forecasting Model
SHOPP –
Freeway Rehabilitation and Safety
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|----------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available (Inflated) | 6,302.0 | - | 1,124.0 | 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 |
| Allocation of Funds | | | | | | | | | | | | | | | | |
| Freeway Rehabilitation (SHOPP) | 6,302.0 | 100.0% | 1,124.0 | 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 |
| Subtotal Allocated | 6,302.0 | 100.0% | 1,124.0 | 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 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available (Inflated) | 6,302.0 | - | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Allocation of Funds | | | | | | | | | | | | | |
| Freeway Rehabilitation (SHOPP) | 6,302.0 | 100.0% | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Subtotal Allocated | 6,302.0 | 100.0% | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available (Inflated) | 6,302.0 | - | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Allocation of Funds | | | | | | | | | | | | |
| Freeway Rehabilitation (SHOPP) | 6,302.0 | 100.0% | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Subtotal Allocated | 6,302.0 | 100.0% | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| Operator Revenue Share PUC 99314 (\$ in millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|--|----------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interest on Oper Revenue Share | 12.9 | | 2.1 | 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 |
| TOTAL REVENUES Incl Interest | 2,005.2 | | 231.0 | 313.5 | 617.1 | 843.6 | 0.0 | 0.0 | 0.0 | 0.0 | 49.6 | 50.6 | 51.7 | 52.8 | 53.9 | 55.0 |
| Revenues Available excl interest | 1,992.3 | | 228.9 | 311.1 | 613.1 | 839.2 | 0.0 | 0.0 | 0.0 | 0.0 | 49.2 | 50.2 | 51.3 | 52.4 | 53.5 | 54.6 |
| Annual Percent Change | | | | | | | | | | | | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% |
| Allocation of Funds | | | | | | | | | | | | | | | | |
| BUS OPERATIONS | 1,979.5 | 98.7% | 211.8 | 312.3 | 614.8 | 840.6 | - | - | - | - | 49.4 | 50.4 | 51.5 | 52.6 | 53.7 | 54.8 |
| Metro Operations | 1,447.7 | 72.2% | 154.7 | 228.4 | 449.6 | 614.9 | - | - | - | - | 36.1 | 36.9 | 37.7 | 38.4 | 39.2 | 40.1 |
| Municipal Operators | 531.8 | 26.5% | 57.1 | 83.9 | 165.1 | 225.7 | - | - | - | - | 13.3 | 13.5 | 13.8 | 14.1 | 14.4 | 14.7 |
| BUS CAPITAL - Metro | | | | | | | | | | | | | | | | |
| Acquisition/Facilities | 15.2 | 0.8% | 15.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| AGENCY-WIDE CAPITAL - Metro | 10.5 | 0.5% | 4.0 | 1.2 | 2.3 | 2.9 | - | - | - | - | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Bus Operations Total | 1,979.5 | 98.7% | 211.8 | 312.3 | 614.8 | 840.6 | - | - | - | - | 49.4 | 50.4 | 51.5 | 52.6 | 53.7 | 54.8 |
| Bus Capital Total | 15.2 | 0.8% | 15.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Agency-Wide Capital Total | 10.5 | 0.5% | 4.0 | 1.2 | 2.3 | 2.9 | - | - | - | - | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Subtotal Allocated | 2,005.2 | 100.0% | 231.0 | 313.5 | 617.1 | 843.6 | - | - | - | - | 49.6 | 50.6 | 51.7 | 52.8 | 53.9 | 55.0 |
| Beginning 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 |
| Total Surplus/(Shortfall) | 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 | 0.0 | 0.0 | 0.0 |
| Metro Share \$ | 1,473.3 | | 173.9 | 229.6 | 452.0 | 617.8 | 0.0 | 0.0 | 0.0 | 0.0 | 36.3 | 37.1 | 37.9 | 38.6 | 39.5 | 40.3 |
| Municipal Operators Share \$ | 531.8 | | 57.1 | 83.9 | 165.1 | 225.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13.3 | 13.5 | 13.8 | 14.1 | 14.4 | 14.7 |
| Metro Share % | 73.5% | | 75.3% | 73.2% | 73.2% | 73.2% | | | | | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% |
| Municipal Operators Share % | 26.5% | | 24.7% | 26.8% | 26.8% | 26.8% | | | | | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% |

NOTES:

1. Public Transportation Account – State Transit Assistance.
2. Revenue escalation based on gasoline and diesel sales tax growth forecast in Caltrans STIP Fund Estimate.
3. Prop 42 funds are assumed beginning FY 06.
4. SBX3 7, 2/20/09, suspends STA for FY 10 thru FY 13.
5. Assumes FY 14 same level as FY 09 original State Budget.

LACMTA Financial Forecasting Model

STA—State Transit Assistance Operator Revenue Share

2009 LRTP Baseline 10/22/09

| Operator Revenue Share PUC 99314 (\$ 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 | 2030 |
| Interest on Oper Revenue Share | 12.9 | | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| TOTAL REVENUES Incl Interest | 2,005.2 | | 56.1 | 57.3 | 58.5 | 59.7 | 61.0 | 62.2 | 63.5 | 64.9 | 66.2 | 67.6 | 69.0 |
| Revenues Available excl Interest | 1,992.3 | | 55.7 | 56.9 | 58.1 | 59.3 | 60.6 | 61.8 | 63.1 | 64.5 | 65.8 | 67.2 | 68.6 |
| Annual Percent Change | | | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% |
| Allocation of Funds | | | | | | | | | | | | | |
| BUS OPERATIONS | 1,979.5 | 98.7% | 55.9 | 57.1 | 58.3 | 59.5 | 60.7 | 62.0 | 63.3 | 64.6 | 66.0 | 67.4 | 68.8 |
| Metro Operations | 1,447.7 | 72.2% | 40.9 | 41.8 | 42.6 | 43.5 | 44.4 | 45.4 | 46.3 | 47.3 | 48.3 | 49.3 | 50.3 |
| Municipal Operators | 531.8 | 26.5% | 15.0 | 15.3 | 15.7 | 16.0 | 16.3 | 16.7 | 17.0 | 17.4 | 17.7 | 18.1 | 18.5 |
| BUS CAPITAL - Metro | | | | | | | | | | | | | |
| Acquisition/Facilities | 15.2 | 0.8% | - | - | - | - | - | - | - | - | - | - | - |
| AGENCY-WIDE CAPITAL - Metro | 10.5 | 0.5% | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Bus Operations Total | 1,979.5 | 98.7% | 55.9 | 57.1 | 58.3 | 59.5 | 60.7 | 62.0 | 63.3 | 64.6 | 66.0 | 67.4 | 68.8 |
| Bus Capital Total | 15.2 | 0.8% | - | - | - | - | - | - | - | - | - | - | - |
| Agency-Wide Capital Total | 10.5 | 0.5% | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Subtotal Allocated | 2,005.2 | 100.0% | 56.1 | 57.3 | 58.5 | 59.7 | 61.0 | 62.2 | 63.5 | 64.9 | 66.2 | 67.6 | 69.0 |
| Beginning Balance | - | | 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) | 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 |
| Metro Share \$ | 1,473.3 | | 41.1 | 42.0 | 42.8 | 43.7 | 44.7 | 45.6 | 46.5 | 47.5 | 48.5 | 49.5 | 50.5 |
| Municipal Operators Share \$ | 531.8 | | 15.0 | 15.3 | 15.7 | 16.0 | 16.3 | 16.7 | 17.0 | 17.4 | 17.7 | 18.1 | 18.5 |
| Metro Share % | 73.5% | | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% |
| Municipal Operators Share % | 26.5% | | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% |

NOTES:

1. Public Transportation Account -- State Transit Assistance.
2. Revenue escalation based on gasoline and diesel sales tax growth forecast in Caltrans STIP Fund Estimate.
3. Prop 42 funds are assumed beginning FY 06.
4. SBX3 7, 2/20/09, suspends STA for FY 10 thru FY 13.
5. Assumes FY 14 same level as FY 09 original State Budget.

LACMTA Financial Forecasting Model
STA--State Transit Assistance Operator Revenue Share
2009 LRTP Baseline 10/22/09

| Operator Revenue Share PUC 99314 (\$ in millions) | Plan Total | Alloc % | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Interest on Oper Revenue Share | 12.9 | | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| TOTAL REVENUES Incl Interest | 2,005.2 | | 70.4 | 71.9 | 73.4 | 75.0 | 76.5 | 78.1 | 79.8 | 81.4 | 83.1 | 84.9 |
| Revenues Available excl interest | 1,992.3 | | 70.0 | 71.5 | 73.0 | 74.6 | 76.1 | 77.7 | 79.4 | 81.0 | 82.7 | 84.5 |
| Annual Percent Change | | | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% |
| Allocation of Funds | | | | | | | | | | | | |
| BUS OPERATIONS | 1,979.5 | 98.7% | 70.2 | 71.7 | 73.2 | 74.7 | 76.3 | 77.8 | 79.5 | 81.1 | 82.8 | 84.6 |
| Metro Operations | 1,447.7 | 72.2% | 51.3 | 52.4 | 53.5 | 54.6 | 55.8 | 56.9 | 58.1 | 59.4 | 60.6 | 61.9 |
| Municipal Operators | 531.8 | 26.5% | 18.9 | 19.2 | 19.6 | 20.1 | 20.5 | 20.9 | 21.3 | 21.8 | 22.2 | 22.7 |
| BUS CAPITAL - Metro | | | | | | | | | | | | |
| Acquisition/Facilities | 15.2 | 0.8% | - | - | - | - | - | - | - | - | - | - |
| AGENCY-WIDE CAPITAL - Metro | 10.5 | 0.5% | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Bus Operations Total | 1,979.5 | 98.7% | 70.2 | 71.7 | 73.2 | 74.7 | 76.3 | 77.8 | 79.5 | 81.1 | 82.8 | 84.6 |
| Bus Capital Total | 15.2 | 0.8% | - | - | - | - | - | - | - | - | - | - |
| Agency-Wide Capital Total | 10.5 | 0.5% | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Subtotal Allocated | 2,005.2 | 100.0% | 70.4 | 71.9 | 73.4 | 75.0 | 76.5 | 78.1 | 79.8 | 81.4 | 83.1 | 84.9 |
| Beginning Balance | - | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Surplus/(Shortfall) | 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 |
| Metro Share \$ | 1,473.3 | | 51.6 | 52.7 | 53.8 | 54.9 | 56.0 | 57.2 | 58.4 | 59.6 | 60.9 | 62.2 |
| Municipal Operators Share \$ | 531.8 | | 18.9 | 19.2 | 19.6 | 20.1 | 20.5 | 20.9 | 21.3 | 21.8 | 22.2 | 22.7 |
| Metro Share % | 73.5% | | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% | 73.2% |
| Municipal Operators Share % | 26.5% | | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% | 26.8% |

NOTES:

1. Public Transportation Account -- State Transit Assistance.
2. Revenue escalation based on gasoline and diesel sales tax growth forecast in Caltrans STIP Fund Estimate.
3. Prop 42 funds are assumed beginning FY 06.
4. SBX3 7, 2/20/09, suspends STA for FY 10 thru FY 13.
5. Assumes FY 14 same level as FY 09 original State Budget.

LACMTA Financial Forecasting Model
STA—State Transit Assistance Population Share
2009 LRTP Baseline 10/22/09

| Population Share PUC 99313 (\$ in millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|--|----------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| STA-Population Revenues | 1,686.4 | | 190.9 | 263.9 | 520.0 | 711.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 |
| Revenues Available | 1,686.4 | | 190.9 | 263.9 | 520.0 | 711.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 |
| Annual Percent Change | | | | | | | | | | | | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% |
| Allocation of Funds | | | | | | | | | | | | | | | | |
| RAIL OPERATIONS-Metro | 1,678.0 | 98.6% | 182.4 | 263.9 | 520.0 | 711.7 | - | - | - | - | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 |
| RAIL CAPITAL - Metro | | | | | | | | | | | | | | | | |
| Fleet Procurement | 2.7 | 0.2% | 2.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | 20.2 | 1.2% | 20.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Total | 1,678.0 | 98.6% | 182.4 | 263.9 | 520.0 | 711.7 | - | - | - | - | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 |
| Rail Capital Total | 23.0 | 1.4% | 23.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,700.9 | 100.0% | 205.4 | 263.9 | 520.0 | 711.7 | - | - | - | - | 41.7 | 42.6 | 43.5 | 44.4 | 45.3 | 46.3 |
| Beginning Balance | 14.5 | | 14.5 | 0.0 | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (14.5) | | (14.5) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | 0.0 | 0.0 | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Public Transportation Account -- State Transit Assistance.
2. Revenue escalation based on gasoline and diesel sales tax growth forecast in Caltrans STIP Fund Estimate.
3. Prop 42 funds are assumed beginning FY 06.
4. SBX3 7, 2/20/09, suspends STA for FY 10 thru FY 13.
5. Assumes FY 14 at same level as FY 09 original State Budget.

LACMTA Financial Forecasting Model
STA–State Transit Assistance Population Share
2009 L RTP Baseline 10/22/09

| Population Share PUC 99313 (\$ in millions) | Plan Total | Alloc % | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| STA-Population Revenues | 1,686.4 | | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 |
| Revenues Available | 1,686.4 | | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 |
| Annual Percent Change | | | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% |
| Allocation of Funds | | | | | | | | | | | | | |
| RAIL OPERATIONS-Metro | 1,678.0 | 98.6% | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 |
| RAIL CAPITAL - Metro | | | | | | | | | | | | | |
| Fleet Procurement | 2.7 | 0.2% | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | 20.2 | 1.2% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Total | 1,678.0 | 98.6% | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 |
| Rail Capital Total | 23.0 | 1.4% | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,700.9 | 100.0% | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 | 57.0 | 58.2 |
| Beginning Balance | 14.5 | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (14.5) | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Public Transportation Account -- State Transit Assistance.
2. Revenue escalation based on gasoline and diesel sales tax growth forecast in Caltrans STIP Fund Estimate.
3. Prop 42 funds are assumed beginning FY 06.
4. SBX3 7, 2/20/09, suspends STA for FY 10 thru FY 13.
5. Assumes FY 14 at same level as FY 09 original State Budget.

LACMTA Financial Forecasting Model
STA—State Transit Assistance Population Share
2009 LRTP Baseline 10/22/09

| Population Share PUC 99313 (\$ in millions) | Plan Total | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| STA-Population Revenues | 1,686.4 | | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| Revenues Available | 1,686.4 | | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| Annual Percent Change | | | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% | 2.10% |
| Allocation of Funds | | | | | | | | | | | | |
| RAIL OPERATIONS-Metro | 1,678.0 | 98.6% | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| RAIL CAPITAL - Metro | | | | | | | | | | | | |
| Fleet Procurement | 2.7 | 0.2% | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | 20.2 | 1.2% | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Total | 1,678.0 | 98.6% | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| Rail Capital Total | 23.0 | 1.4% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,700.9 | 100.0% | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| Beginning Balance | 14.5 | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (14.5) | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Public Transportation Account -- State Transit Assistance.
2. Revenue escalation based on gasoline and diesel sales tax growth forecast in Caltrans STIP Fund Estimate.
3. Prop 42 funds are assumed beginning FY 06.
4. SBX3 7, 2/20/09, suspends STA for FY 10 thru FY 13.
5. Assumes FY 14 at same level as FY 09 original State Budget.

LACMTA Financial Forecasting Model
Prop 1B State Infrastructure Bond Proceeds
2009 L RTP Baseline 10/22/09

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|----------------|----------------|----------------|------------|------------|--------------|----------------|--------------|--------------|--------------|-------------|------------|------------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Corridor Mobility Improvement Account (CMIA) | 1,100.1 | 85.0 | 1,015.1 | - | - | 96.0 | 390.2 | 322.0 | 100.0 | 106.9 | | | |
| Ports - Trade Corridors Improvement | 1,037.0 | 300.0 | 737.0 | - | - | 150.0 | 150.0 | 150.0 | 150.0 | 137.0 | | | |
| Ports - State Air Resources Board | 500.0 | 140.0 | 360.0 | - | - | 70.0 | 70.0 | 70.0 | 75.0 | 75.0 | | | |
| STIP - RIP (see RIP pg: \$330 partially funds the 2006 STIP Augmentation) | - | - | - | - | - | | | | | | | | |
| Transit Modernization - Intercity Rail | 50.0 | 20.0 | 30.0 | - | - | 10.0 | 10.0 | 10.0 | | | | | |
| Transit Modernization - STA population (\$82.9 * 6 = \$497.4) | 497.4 | 129.6 | 367.8 | - | - | 82.9 | 82.9 | 82.9 | 82.9 | 36.2 | | | |
| Transit Modernization - STA operator revenue (\$100.1 * 6 = \$600.6) | 600.6 | 156.5 | 444.1 | - | - | 100.1 | 100.1 | 100.1 | 100.1 | 43.7 | | | |
| State-Local Partnership-SLPP | 279.4 | 54.6 | 224.7 | - | - | 54.7 | 82.3 | 35.2 | 52.6 | | | | |
| Transit System Safety, Security | 109.8 | 36.6 | 73.2 | - | - | 18.3 | 18.3 | 18.3 | 18.3 | | | | |
| Local Bridge Seismic Retrofit | 50.0 | 50.0 | - | - | - | | | | | | | | |
| Highway-Railroad Crossing Safety | 38.6 | - | 38.6 | - | - | 25.0 | 13.6 | | | | | | |
| Highway Safety - SHOPP | 75.0 | 50.0 | 25.0 | - | - | 25.0 | | | | | | | |
| Highway Safety - Signal Synchronization LA City local streets | 150.0 | 60.0 | 90.0 | - | - | 30.0 | 30.0 | 30.0 | | | | | |
| Street and Road Improvement - county, cities | 500.0 | 70.0 | 430.0 | - | - | 50.0 | 100.0 | 90.0 | 75.0 | 75.0 | 40.0 | | |
| Total Revenues Available (plus \$330 in STIP Augmentation) | 4,987.9 | 1,152.3 | 3,835.5 | 0.0 | 0.0 | 712.0 | 1,047.4 | 908.5 | 653.9 | 473.8 | 40.0 | 0.0 | 0.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| BUS CAPITAL | | | | | | | | | | | | | |
| Transit Mod - STA oper rev - Metro Bus Cap (\$85 Union Div & \$70 Bus Proc | 155.0 | 74.0 | 81.0 | - | - | 39.0 | 17.1 | 24.9 | - | - | | | |
| Transit Mod - STA operator rev - Muni Operators Bus Capital | 95.4 | 24.9 | 70.5 | - | - | 15.9 | 15.9 | 15.9 | 22.8 | | | | |
| Bus Capital Total | 250.4 | 98.9 | 151.5 | 0.0 | 0.0 | 54.9 | 33.0 | 40.8 | 22.8 | 0.0 | 0.0 | 0.0 | 0.0 |
| RAIL CAPITAL | | | | | | | | | | | | | |
| Transit Modernization - Misc Projs \$116.6 M programmed 11/07 (bus rebuild) | 118.6 | - | 118.6 | - | - | | 18.3 | 45.0 | 55.3 | - | | | |
| Transit Modernization - Misc Transit Projects (reserve for Expo II if needed) | 177.6 | - | 177.6 | - | - | | | | 95.7 | 81.9 | | | |
| Transit Modernization - Expo Phase I | 218.4 | 30.0 | 188.4 | - | - | - | 80.0 | 108.4 | - | - | | | |
| Transit Modernization - Expo Phase II | 250.0 | 5.0 | 245.0 | - | - | 40.0 | 105.8 | 57.5 | 41.7 | - | | | |
| Transit Modernization - Crenshaw (incl above in misc:assume reprogrammed | 0.0 | - | - | - | - | | | | | | | | |
| Transit Modernization - SFV N-S Canoga | 68.0 | 3.5 | 64.5 | - | - | 36.4 | 28.1 | - | - | - | | | |
| Transit Modernization - Wilshire BRT | 15.0 | - | 15.0 | - | - | - | 5.0 | 5.0 | 5.0 | - | | | |
| Subtotal Transit Modernization Metro Rail Capital (PTMISEA) | 847.6 | 38.5 | 809.1 | - | - | 76.4 | 237.2 | 215.9 | 197.7 | 81.9 | - | - | - |
| Transit Modernization - Intercity Rail (no project sheet) | 50.0 | 20.0 | 30.0 | - | - | 10.0 | 10.0 | 10.0 | | | | | |
| Transit System Safety, Security (no project sheet) | 109.8 | 36.6 | 73.2 | - | - | 18.3 | 18.3 | 18.3 | 18.3 | | | | |
| SLPP - Transit Projs-Metrolink | 20.0 | - | 20.0 | - | - | - | 10.0 | 10.0 | - | | | | |
| SLPP - Transit Projs-SFV N-S Canoga | 73.8 | - | 73.8 | - | - | - | 14.7 | 34.1 | 22.4 | 2.6 | | | |
| SLPP - Transit Projs-East SFV | 2.8 | - | 2.8 | - | - | - | - | - | - | 2.8 | - | | |
| SLPP - Transit Projs-no sheet (Pomona/Atlantic Parking/Metro Transit) | 42.8 | 4.4 | 38.5 | - | - | 10.2 | 5.0 | 9.0 | 14.3 | - | | | |
| Subtotal SLPP | 139.4 | 4.4 | 135.0 | - | - | 10.2 | 29.7 | 53.1 | 36.7 | 5.4 | - | | |
| Rail Capital Total | 1,146.8 | 99.5 | 1,047.3 | 0.0 | 0.0 | 114.9 | 295.2 | 297.3 | 252.7 | 87.3 | 0.0 | 0.0 | 0.0 |

LACMTA Financial Forecasting Model
Prop 1B State Infrastructure Bond Proceeds
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|----------------|--------------|----------------|------------|------------|--------------|----------------|----------------|---------------|--------------|-------------|------------|------------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| HIGHWAY PROJECTS | | | | | | | | | | | | | |
| State-Local Partnership-SLPP - Freeway Projects | | | | | | | | | | | | | |
| I-5 South from OCL to SR-605 | 50.0 | - | 50.0 | - | - | - | - | - | 50.0 | | | | |
| I-5 South Carmenita Interchange | 40.0 | - | 40.0 | - | - | 40.0 | - | - | - | | | | |
| I-5 North Carpool Lanes from SR-118- to SR-170 | 40.0 | 25.1 | 14.9 | - | - | 14.9 | - | - | - | | | | |
| Subtotal SLPP - Freeway Projects | 130.0 | 25.1 | 104.9 | - | - | 54.9 | - | - | 50.0 | | | | |
| State-Local Partnership-SLPP - Call for Projects | 10.0 | - | 10.0 | - | - | - | - | 5.0 | 5.0 | | | | |
| Local Bridge Seismic Retrofit (no proj sheet) | 50.0 | 50.0 | - | - | - | | | | | | | | |
| 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) | 75.0 | 50.0 | 25.0 | - | - | 25.0 | | | | | | | |
| Highway Safety - Signal Synchronization LA City local streets (no proj sheet) | 150.0 | 60.0 | 90.0 | - | - | 30.0 | 30.0 | 30.0 | | | | | |
| Port Infrastructure - Goods Movement (no proj sheet) | 1,537.0 | 440.0 | 1,097.0 | - | - | 220.0 | 220.0 | 220.0 | 225.0 | 212.0 | | | |
| Street and Road Improvement - county (no proj sheet) | 200.0 | 35.0 | 165.0 | - | - | 25.0 | 50.0 | 40.0 | 25.0 | 25.0 | | | |
| Street and Road Improvement - cities (no proj sheet) | 300.0 | 35.0 | 265.0 | - | - | 25.0 | 50.0 | 50.0 | 50.0 | 50.0 | 40.0 | | |
| Subtotal | 2,490.6 | 695.1 | 1,795.5 | - | - | 404.9 | 363.6 | 345.0 | 355.0 | 287.0 | 40.0 | | |
| CMIA - I-5 South OCL to I-605 | 387.0 | - | 387.0 | - | - | - | 106.2 | 100.0 | 100.0 | 80.8 | - | | |
| CMIA - I-405 over Sepulveda Pass | 614.0 | 20.0 | 594.0 | - | - | 88.0 | 284.0 | 222.0 | - | - | - | | |
| CMIA - I-10 from Citrus to SR-57 (assumed use of the remainder from I-405) | 26.1 | - | 26.1 | - | - | - | - | - | - | 26.1 | - | | |
| CMIA - I-5 from SR-134 to SR-170 | 73.0 | 65.0 | 8.0 | - | - | 8.0 | - | - | - | - | - | | |
| Subtotal CMIA | 1,100.1 | 85.0 | 1,015.1 | - | - | 96.0 | 390.2 | 322.0 | 100.0 | 106.9 | - | | |
| Highway Capital Projects Total | 3,590.7 | 780.1 | 2,810.6 | - | - | 500.9 | 753.8 | 667.0 | 455.0 | 393.9 | 40.0 | | |
| Total | 4,987.8 | 978.4 | 4,009.4 | - | - | 670.7 | 1,082.0 | 1,005.1 | 730.5 | 481.2 | 40.0 | - | - |
| Beginning Balance | - | - | 173.9 | 0.0 | 0.0 | 173.9 | 215.2 | 180.6 | 84.0 | 7.4 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/(Shortfall) | 0.0 | 173.9 | (173.9) | - | - | 41.3 | (34.6) | (96.7) | (76.6) | (7.4) | - | - | - |
| Cumulative Ending Balance | 0.0 | 173.9 | 0.0 | 0.0 | 0.0 | 215.2 | 180.6 | 84.0 | 7.4 | 0.0 | 0.0 | 0.0 | 0.0 |

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.
- Plus \$330 million in the STIP Augmentation = \$5.318 total.

LACMTA Financial Forecasting Model
Traffic Congestion Relief Program Funds (TCRP)
2009 LRTP Baseline 10/22/09

| | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|--------------|--------------|---------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| TCRP Allocations | 947.7 | 472.1 | 475.6 | - | - | 123.1 | 25.2 | 38.1 | 38.1 | 73.0 | 38.1 | 57.1 | 67.4 | 15.4 | |
| Total Revenues Available | 947.7 | 472.1 | 475.6 | - | - | 123.1 | 25.2 | 38.1 | 38.1 | 73.0 | 38.1 | 57.1 | 67.4 | 15.4 | 0.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | |
| RAIL CAPITAL | | | | | | | | | | | | | | | |
| Eastside LRT Enhancements | 24.1 | 24.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition Phase I | 240.2 | 136.6 | 103.5 | - | - | 103.5 | - | - | - | - | - | - | - | - | - |
| East San Fernando Valley North-South Corridor | 93.2 | 0.7 | 92.4 | - | - | - | - | - | - | 8.9 | - | 19.0 | 49.1 | 15.4 | - |
| San Fernando Valley North-South - Canoga | 5.5 | 5.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Orange Line | 14.9 | 14.9 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Total | 377.8 | 181.8 | 196.0 | - | - | 103.5 | - | - | - | 8.9 | - | 19.0 | 49.1 | 15.4 | - |
| BUS CAPITAL | | | | | | | | | | | | | | | |
| BUS CAPITAL | 33.6 | - | 33.6 | - | - | 33.6 | - | - | - | - | - | - | - | - | - |
| HIGHWAY CAPITAL PROJECTS | | | | | | | | | | | | | | | |
| Highway Projects - HOV Lanes (see detail below) | 365.0 | 111.5 | 253.5 | - | - | 8.0 | 19.8 | 38.1 | 38.1 | 54.8 | 38.1 | 38.1 | 18.3 | - | - |
| Highway Projects - Gap Closures | 9.2 | - | 9.2 | - | - | - | - | - | - | 9.2 | - | - | - | - | - |
| Highway Projects - Interchanges | 71.0 | 71.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Projects - Alameda Corridor East | 72.2 | 68.7 | 3.5 | - | - | 3.5 | - | - | - | - | - | - | - | - | - |
| Highway Projects - RSTI Projects | 16.4 | 3.0 | 13.4 | - | - | 8.0 | 5.4 | - | - | - | - | - | - | - | - |
| Highway Projects - Park and Ride | 2.5 | 2.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Capital Projects Total | 536.3 | 256.7 | 279.6 | - | - | 19.5 | 25.2 | 38.1 | 38.1 | 64.0 | 38.1 | 38.1 | 18.3 | - | - |
| Total | 947.7 | 438.5 | 509.2 | - | - | 156.6 | 25.2 | 38.1 | 38.1 | 73.0 | 38.1 | 57.1 | 67.4 | 15.4 | - |
| Beginning Balance | - | - | 33.5 | (0.0) | (0.0) | 33.5 | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) | (0.0) |
| Total Surplus/(Shortfall) | (0.0) | 33.5 | (33.6) | - | - | (33.6) | - | - | - | 0.0 | - | - | - | - | - |
| Cumulative Ending Balance | (0.0) | 33.5 | (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: | | | | | | | | | | | | | | | |
| Freeway Project Detail | | | | | | | | | | | | | | | |
| Rte 5 HOV-Rte 118 to Rte 14 | 9.7 | 9.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rte 5 HOV-Rte 170 to Rte 118 | 40.2 | 40.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rte 405 HOV-Rte 10 to 101 | 90.0 | 34.0 | 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-Rte 605 to Puente | 27.3 | 27.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rte 10 HOV-Puente to Citrus | 62.0 | 0.2 | 61.8 | - | - | - | - | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | - | - |
| Rte 10 HOV-Citrus to Rte 57 | 0.1 | 0.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 405/101 Greenleaf replacement project | 11.0 | - | 11.0 | - | - | - | - | - | - | 11.0 | - | - | - | - | - |
| Subtotal HOV Lanes | 365.0 | 111.5 | 253.5 | - | - | 8.0 | 19.8 | 38.1 | 38.1 | 54.8 | 38.1 | 38.1 | 18.3 | - | - |
| Rte 71 Gap-10 to Mission | 9.2 | - | 9.2 | - | - | - | - | - | - | 9.2 | - | - | - | - | - |
| Rte 5 Reconstruct Carmenita Rd. Interchange | 71.0 | 71.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |

**LACMTA Financial Forecasting Model
American Recovery and Reinvestment
Act of 2009 (ARRA)**

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|---|---------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|
| Revenue | | | | | | | | |
| Transit | 337.5 | 42.9% | - | 337.5 | - | - | 279.3 | 58.2 |
| Highway | 450.0 | 57.1% | 316.0 | 134.0 | - | - | 134.0 | - |
| Total Revenues | 787.5 | 100.0% | 316.0 | 471.5 | - | - | 413.3 | 58.2 |
| TRANSIT | | | | | | | | |
| Section 5309 Fixed Guideway - Metro Rail | 8.0 | 1.0% | - | 8.0 | - | - | 8.0 | - |
| Section 5307 Capital | | | | | | | | |
| Metro Rail Capital | 165.0 | 21.0% | - | 165.0 | - | - | 165.0 | - |
| Metro Bus Capital | 107.0 | 13.6% | - | 107.0 | - | - | 48.8 | 58.2 |
| 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 | - |
| Metro 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 | | | | | | | | |
| Metro 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 | - |
| Subtotal TRANSIT | 337.5 | 42.9% | - | 337.5 | - | - | 279.3 | 58.2 |
| HIGHWAY | | | | | | | | |
| RSTP | | | | | | | | |
| Cities and County of LA | 308.6 | 39.2% | 304.0 | 4.6 | - | - | 4.6 | - |
| Rural County area | 12.0 | 1.5% | 12.0 | - | - | - | - | - |
| I-405 from I-10 to US-101 | 100.0 | 12.7% | - | 100.0 | - | - | 100.0 | - |
| I-5 from SR-118 to SR-170 | 15.4 | 2.0% | - | 15.4 | - | - | 15.4 | - |
| Transportation Enhancement Activities | | | | | | | | |
| Metro Rail Capital | 7.0 | 0.9% | - | 7.0 | - | - | 7.0 | - |
| Cities and County of LA | 7.0 | 0.9% | - | 7.0 | - | - | 7.0 | - |
| Subtotal HIGHWAY | 450.0 | 57.1% | 316.0 | 134.0 | - | - | 134.0 | - |
| TOTAL | 787.5 | 100.0% | 316.0 | 471.5 | - | - | 413.3 | 58.2 |
| Beginning Balance | - | | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - |

Notes:

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

| | | | | | |
|--|---|-------|--|-------|------|
| Transit Subtotal: Metro Rail Capital | - | 183.9 | | 183.9 | 0.0 |
| Transit Subtotal: Metro Bus Capital | - | 107.0 | | 48.8 | 58.2 |
| Transit Subtotal: Metrolink Rail Capital | - | 5.0 | | 5.0 | 0.0 |
| Transit Subtotal: Muni Bus Capital | - | 41.6 | | 41.6 | 0.0 |

**LACMTA Financial Forecasting Model
Congestion Mitigation & Air Quality
(CMAQ)-Highways (with Transit Summary)
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan | % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|----------------|---------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Revenues Apportioned | 3,217.9 | - | 661.5 | 1,176.4 | 720.0 | 660.0 | 196.4 | 120.0 | 120.0 | 120.0 | 120.0 | 100.0 | 100.0 | 100.0 |
| Transfers | 28.0 | - | 28.0 | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues Available | 3,245.9 | | 689.5 | 1,176.4 | 720.0 | 660.0 | 196.4 | 120.0 | 120.0 | 120.0 | 120.0 | 100.0 | 100.0 | 100.0 |
| Transfer to CMAQ-Transit page | 1,411.2 | - | 376.6 | 737.1 | 189.0 | 108.5 | 166.5 | 44.2 | 30.7 | 44.7 | 58.7 | 29.2 | 100.0 | 99.3 |
| Net Revenue Available | 1,834.7 | | 312.9 | 439.3 | 531.0 | 551.5 | 29.9 | 75.8 | 89.3 | 75.3 | 61.3 | 70.8 | 0.0 | 0.7 |
| Annual Percent Change (Apportioned Revenues) | | | | | | | 42.3% | -38.9% | 0.0% | 0.0% | 0.0% | -16.7% | 0.0% | 0.0% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | |
| HOV Lanes - FY 12-30 is not yet programmed | 632.4 | 45.4% | 47.3 | 349.9 | 196.6 | 38.7 | 146.4 | 70.0 | 74.1 | 59.4 | - | - | - | - |
| Gap Closures - FY 12-30 is not yet programmed | 20.7 | 1.5% | - | - | 20.7 | - | - | - | - | - | - | - | - | - |
| Freeway Interchanges - FY12-30 is not yet programmed | 46.2 | 3.3% | 8.2 | 38.0 | - | - | 38.0 | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | 699.4 | | 55.5 | 387.9 | 217.3 | 38.7 | 184.4 | 70.0 | 74.1 | 59.4 | - | - | - | - |
| Regional Surface Transportation Improvements | 3.0 | 0.2% | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| TSM (Signal Synch, Bus Speed Improvement) | 1.0 | 0.1% | 1.0 | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 10.3 | 0.7% | 10.3 | - | - | - | - | - | - | - | - | - | - | - |
| Regionally Significant Projects | 0.4 | 0.0% | 0.4 | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 116.4 | 8.4% | 8.1 | 108.3 | - | - | 19.0 | 39.3 | 32.7 | 15.8 | 1.6 | - | - | - |
| Expo Bikeway | 10.0 | 0.7% | - | 10.0 | - | - | - | - | - | - | 10.0 | - | - | - |
| Future Call for Projects - not yet programmed | 504.0 | 36.2% | - | 157.4 | 313.7 | 32.9 | - | - | - | - | 49.7 | 70.8 | - | 0.7 |
| Rapid Bus Subsidy Projects | 42.7 | 3.1% | 42.7 | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Demand Mgt | 0.6 | 0.0% | 0.6 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 6.2 | 0.4% | 6.2 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,393.9 | 100.0% | 127.7 | 663.6 | 531.0 | 71.5 | 203.4 | 109.3 | 106.7 | 75.2 | 61.3 | 70.8 | 0.0 | 0.7 |
| Beginning Balance | 39.2 | - | 39.2 | 224.3 | 0.0 | (0.0) | 224.3 | 50.8 | 17.4 | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | 440.7 | - | 185.1 | (224.3) | (0.0) | 479.9 | (173.5) | (33.4) | (17.4) | 0.0 | (0.0) | (0.0) | 0.0 | 0.0 |
| Cum End Balance (avail-Hwy/Transit) | 479.9 | | 224.3 | 0.0 | (0.0) | 479.9 | 50.8 | 17.4 | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

1. The annual ending balance can be used for highway and/or transit projects permitted within the CMAQ guidelines.

LACMTA Financial Forecasting Model
Congestion Mitigation & Air Quality
(CMAQ)-Highways (with Transit Summary)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|---------------|-------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Freeway Projects Detail: | | | | | | | | | | | | | | |
| Carpool Lanes from Pearblossom to Ave P-8 | SR-14 | 1.8 | 1.8 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. | SR-60 | 5.4 | 5.4 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Emp I-5 | | 2.3 | 2.3 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 | I-5 | 38.4 | - | 38.4 | - | - | 38.4 | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Puente | I-10 | 31.9 | - | 31.9 | - | - | 31.9 | - | - | - | - | - | - | - |
| Carmenita Road Interchange | I-5 | 46.2 | 8.2 | 38.0 | - | - | 38.0 | - | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) | I-5 / SR-14 | 101.4 | 37.8 | 63.6 | - | - | 56.6 | - | 7.0 | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead | I-5 | 56.6 | - | 56.6 | - | - | - | - | 34.4 | 22.2 | - | - | - | - |
| Carpool Lanes from Puente to Citrus | I-10 | 64.1 | - | 64.1 | - | - | 19.6 | 23.8 | 20.7 | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 | I-10 | 95.5 | - | 95.5 | - | - | - | 46.2 | 12.0 | 37.3 | - | - | - | - |
| Carpool Lane Partial Connector | I-5 / I-405 | 235.3 | - | - | 196.6 | 38.7 | - | - | - | - | - | - | - | - |
| Gap from Mission Blvd. to Rio Rancho Rd. | SR-71 | 20.7 | - | - | 20.7 | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | | 699.4 | 55.5 | 387.9 | 217.3 | 38.7 | 184.4 | 70.0 | 74.1 | 59.4 | - | - | - | - |
| RSTI - Corridor Widening (only 7 of 13 segments assume Route 138 | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Western Avenue | I-5 | 3.0 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Congestion Mitigation & Air Quality
(CMAQ)-Highways (with Transit Summary)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Revenues Apportioned | 3,217.9 | 100.0 | 100.0 | 80.0 | 80.0 | 80.0 | 80.0 | 80.0 | 80.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| Transfers | 28.0 | | | | | | | | | | | | | |
| Total Revenues Available | 3,245.9 | 100.0 | 100.0 | 80.0 | 80.0 | 80.0 | 80.0 | 80.0 | 80.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| Transfer to CMAQ-Transit page | 1,411.2 | 80.4 | 83.4 | 65.6 | 38.7 | 16.5 | 0.0 | 0.0 | 0.0 | 0.0 | 12.0 | 27.9 | 28.3 | 16.1 |
| Net Revenue Available | 1,834.7 | 19.6 | 16.6 | 14.4 | 41.3 | 63.5 | 80.0 | 80.0 | 80.0 | 60.0 | 48.0 | 32.1 | 31.7 | 43.9 |
| Annual Percent Change (Apportioned Revenues) | | 0.0% | 0.0% | -20.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | -25.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | |
| HOV Lanes - FY 12-30 is not yet programmed | 632.4 | - | - | - | - | - | - | 50.0 | 50.0 | 20.0 | 20.1 | 24.8 | 31.7 | 11.0 |
| Gap Closures - FY 12-30 is not yet programmed | 20.7 | - | - | - | - | - | - | - | - | - | 20.7 | - | - | - |
| Freeway Interchanges - FY12-30 is not yet programmed | 46.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | 699.4 | - | - | - | - | - | - | 50.0 | 50.0 | 20.0 | 40.8 | 24.8 | 31.7 | 11.0 |
| Regional Surface Transportation Improvements | 3.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TSM (Signal Synch, Bus Speed Improvement) | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 10.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regionally Significant Projects | 0.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 116.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Expo Bikeway | 10.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 504.0 | 19.6 | 16.6 | 14.4 | 41.3 | 63.5 | 80.0 | 30.0 | 30.0 | 40.0 | 7.1 | 7.4 | - | 32.9 |
| Rapid Bus Subsidy Projects | 42.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Demand Mgt | 0.6 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 6.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,393.9 | 19.6 | 16.6 | 14.4 | 41.3 | 63.5 | 80.0 | 80.0 | 80.0 | 60.0 | 47.9 | 32.1 | 31.7 | 43.9 |
| Beginning Balance | 39.2 | 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) |
| Annual Surplus/<Shortfall> | 440.7 | (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 |
| Cum End Balance (avail-Hwy/Transit) | 479.9 | 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. The annual ending balance can be used for highway and/or transit projects permitted within the CMAQ guidelines.

LACMTA Financial Forecasting Model
Congestion Mitigation & Air Quality
(CMAQ)-Highways (with Transit Summary)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
|--|-------------|-------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| | Total | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Freeway Projects Detail: | | | | | | | | | | | | | | | |
| Carpool Lanes from Pearblossom to Ave P-8 | SR-14 | 1.8 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lanes from I-605 to Brea Canyon Rd. | SR-60 | 5.4 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Emp I-5 | | 2.3 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lanes from SR-170 to SR-118 | I-5 | 38.4 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lanes from I-605 to Puente | I-10 | 31.9 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carmenita Road Interchange | I-5 | 46.2 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lane Direct Connectors (N to/from S) | I-5 / SR-14 | 101.4 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool & Mixed Flow Lanes, OCL to Rosemead | I-5 | 56.6 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lanes from Puente to Citrus | I-10 | 64.1 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lanes from Citrus to SR-57 | I-10 | 95.5 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Carpool Lane Partial Connector | I-5 / I-405 | 235.3 | - | - | - | - | - | 50.0 | 50.0 | 20.0 | 20.1 | 24.8 | 31.7 | 11.0 | |
| Gap from Mission Blvd. to Rio Rancho Rd. | SR-71 | 20.7 | - | - | - | - | - | - | - | - | 20.7 | - | - | - | |
| Subtotal Freeway Projects | | 699.4 | - | - | - | - | - | 50.0 | 50.0 | 20.0 | 40.8 | 24.8 | 31.7 | 11.0 | |
| RSTI - Corridor Widening (only 7 of 13 segments assume Route 138 | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| RSTI - Western Avenue | I-5 | 3.0 | - | - | - | - | - | - | - | - | - | - | - | - | |

LACMTA Financial Forecasting Model
Congestion Mitigation & Air Quality
(CMAQ)-Highways (with Transit Summary)
2009 LRTP Baseline 10/22/09

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
|--|----------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|
| (\$ in millions) | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | |
| Revenues Apportioned | 3,217.9 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| Transfers | 28.0 | | | | | | | | | | | |
| Total Revenues Available | 3,245.9 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 |
| Transfer to CMAQ-Transit page | 1,411.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 22.6 | 30.6 | 31.2 | 8.0 | 0.0 | |
| Net Revenue Available | 1,834.7 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 37.4 | 29.4 | 28.8 | 52.0 | 60.0 | |
| 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% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| HOV Lanes - FY 12-30 is not yet programmed | 632.4 | 27.7 | - | - | - | - | - | - | - | - | - | - |
| Gap Closures - FY 12-30 is not yet programmed | 20.7 | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Interchanges - FY12-30 is not yet programmed | 46.2 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | 699.4 | 27.7 | - | - | - | - | - | - | - | - | - | - |
| Regional Surface Transportation Improvements | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| TSM (Signal Synch, Bus Speed Improvement) | 1.0 | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 10.3 | - | - | - | - | - | - | - | - | - | - | - |
| Regionally Significant Projects | 0.4 | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 116.4 | - | - | - | - | - | - | - | - | - | - | - |
| Expo Bikeway | 10.0 | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 504.0 | - | - | - | - | - | - | - | - | - | - | - |
| Rapid Bus Subsidy Projects | 42.7 | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Demand Mgt | 0.6 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 6.2 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,393.9 | 27.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Beginning Balance | 39.2 | 0.0 | 32.3 | 92.3 | 152.3 | 212.3 | 272.3 | 309.8 | 339.2 | 367.9 | 419.9 | |
| Annual Surplus/<Shortfall> | 440.7 | 32.3 | 60.0 | 60.0 | 60.0 | 60.0 | 37.4 | 29.4 | 28.8 | 52.0 | 60.0 | |
| Cum End Balance (avail-Hwy/Transit) | 479.9 | 32.3 | 92.3 | 152.3 | 212.3 | 272.3 | 309.8 | 339.2 | 367.9 | 419.9 | 479.9 | |

NOTES:

1. The annual ending balance can be used for highway and/or transit projects permitted within the CMAQ guidelines.

LACMTA Financial Forecasting Model
Congestion Mitigation & Air Quality
(CMAQ)-Highways (with Transit Summary)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | |
|--|-------------|-------|------|------|------|------|------|------|------|------|------|---|
| | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | |
| Freeway Projects Detail: | | | | | | | | | | | | |
| Carpool Lanes from Pearblossom to Ave P-8 | SR-14 | 1.8 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. | SR-60 | 5.4 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-134 to SR-170, NB & SB, & Emp I-5 | | 2.3 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 | I-5 | 38.4 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Puente | I-10 | 31.9 | - | - | - | - | - | - | - | - | - | - |
| Carmenita Road Interchange | I-5 | 46.2 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lane Direct Connectors (N to/from S) | I-5 / SR-14 | 101.4 | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead | I-5 | 56.6 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Puente to Citrus | I-10 | 64.1 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 | I-10 | 95.5 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lane Partial Connector | I-5 / I-405 | 235.3 | 27.7 | - | - | - | - | - | - | - | - | - |
| Gap from Mission Blvd. to Rio Rancho Rd. | SR-71 | 20.7 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | | 699.4 | 27.7 | - | - | - | - | - | - | - | - | - |
| RSTI - Corridor Widening (only 7 of 13 segments assume Route 138 | | - | - | - | - | - | - | - | - | - | - | - |
| RSTI - Western Avenue | I-5 | 3.0 | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Mode
Congestion Mitigation & Air Quality (CMAQ)-Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
|--|----------------|---------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|--|
| | Total | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| Transfer from CMAQ - Hwy page | 1,411.2 | | 376.6 | 737.1 | 189.0 | 108.5 | 166.5 | 44.2 | 30.7 | 44.7 | 58.7 | 29.2 | 100.0 | 99.3 | 80.4 | 83.4 | |
| Total Transferred Revenues - CMAQ | 1,411.2 | | 376.6 | 737.1 | 189.0 | 108.5 | 166.5 | 44.2 | 30.7 | 44.7 | 58.7 | 29.2 | 100.0 | 99.3 | 80.4 | 83.4 | |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | | | |
| Rail Ops. Metro Rail Corridors | 515.2 | 36.5% | 57.2 | 160.5 | 189.0 | 108.5 | 9.1 | 28.9 | 29.2 | 18.6 | - | - | - | - | 26.3 | 48.4 | |
| Bus Ops. Metro Bus Corridors | 119.4 | 8.5% | 46.9 | 72.5 | - | - | - | - | - | - | - | - | - | 23.7 | 24.2 | 24.6 | |
| Bus Capital | | | | | | | | | | | | | | | | | |
| Metro Bus Procurement | 324.9 | 23.0% | 211.4 | 113.5 | - | - | 45.9 | - | 1.5 | 18.5 | 14.9 | 15.0 | 17.6 | - | - | - | |
| Metro Bus Procurement ATTV | 3.1 | 0.2% | 3.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Metro Rapid Bus Phase II | 15.9 | 1.1% | - | 15.9 | - | - | 15.9 | - | - | - | - | - | - | - | - | - | |
| Metro Other Bus Capital | 22.0 | 1.6% | 22.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Universal Fare System | 5.0 | 0.4% | - | 5.0 | - | - | 5.0 | - | - | - | - | - | - | - | - | - | |
| Metro HOT Lanes | 76.4 | 5.4% | - | 76.4 | - | - | 76.4 | - | - | - | - | - | - | - | - | - | |
| Bus Capital Totals | 447.3 | 31.7% | 236.5 | 210.7 | - | - | 143.2 | - | 1.5 | 18.5 | 14.9 | 15.0 | 17.6 | - | - | - | |
| Agency-Wide Capital | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Rail Capital | | | | | | | | | | | | | | | | | |
| Subway Extension Segment 1 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Gold Line Eastside Extension | 10.3 | 0.7% | 10.3 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Exposition - Phase I | 15.6 | 1.1% | 0.3 | 15.3 | - | - | - | 15.3 | - | - | - | - | - | - | - | - | |
| Eastside Extension (Phase II) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Green Line to LAX | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Green Line Extension - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Crenshaw Corridor | 172.6 | 12.2% | - | 172.6 | - | - | - | - | - | - | - | 14.2 | 74.0 | 46.8 | 27.4 | 10.3 | |
| Exposition - Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| SFV I-405 Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Metrolink | 18.3 | 1.3% | 18.3 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Connector | 31.5 | 2.2% | - | 31.5 | - | - | - | - | - | - | - | - | - | 28.9 | 2.6 | 0.1 | |
| Rail System Improvements | 59.8 | 4.2% | - | 59.8 | - | - | - | - | - | 7.6 | 43.8 | - | 8.4 | - | - | - | |
| Fleet Procurement - Programmed | 14.2 | 1.0% | - | 14.2 | - | - | 14.2 | - | - | - | - | - | - | - | - | - | |
| Other Rail Costs | 7.1 | 0.5% | 7.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Rail Capital Total | 329.4 | 23.3% | 36.0 | 293.4 | - | - | 14.2 | 15.3 | - | 7.6 | 43.8 | 14.2 | 82.4 | 75.6 | 30.0 | 10.4 | |
| Rail Operations Totals | 515.2 | 36.5% | 57.2 | 160.5 | 189.0 | 108.5 | 9.1 | 28.9 | 29.2 | 18.6 | - | - | - | - | 26.3 | 48.4 | |
| Bus Capital Totals | 447.3 | 31.7% | 236.5 | 210.7 | - | - | 143.2 | - | 1.5 | 18.5 | 14.9 | 15.0 | 17.6 | - | - | - | |
| Bus Operations Totals | 119.4 | 8.5% | 46.9 | 72.5 | - | - | - | - | - | - | - | - | - | 23.7 | 24.2 | 24.6 | |
| Subtotal Allocated | 1,411.2 | 100.0% | 376.6 | 737.1 | 189.0 | 108.5 | 166.5 | 44.2 | 30.7 | 44.7 | 58.7 | 29.2 | 100.0 | 99.3 | 80.4 | 83.4 | |
| Beginning Balance | | | | | | | | | | | | | | | | | |
| Total Surplus/(Shortfall) | | | | | | | | | | | | | | | | | |
| Cumulative Ending Balance | | | | | | | | | | | | | | | | | |

LACMTA Financial Forecasting Mode
Congestion Mitigation & Air Quality (CMAQ)-Transit
2009 LRTP Baseline 10/22/09

| (\$ 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 CMAQ - Hwy page | 1,411.2 | | 65.6 | 38.7 | 16.5 | - | - | - | - | 12.0 | 27.9 | 28.3 | 16.1 |
| Total Transferred Revenues - CMAQ | 1,411.2 | | 65.6 | 38.7 | 16.5 | - | - | - | - | 12.0 | 27.9 | 28.3 | 16.1 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| Rail Ops. Metro Rail Corridors | 515.2 | 36.5% | 65.6 | 38.7 | 16.5 | - | - | - | - | 12.0 | 27.9 | 28.3 | 16.1 |
| Bus Ops. Metro Bus Corridors | 119.4 | 8.5% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital | | | | | | | | | | | | | |
| Metro Bus Procurement | 324.9 | 23.0% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Procurement ATTV | 3.1 | 0.2% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Rapid Bus Phase II | 15.9 | 1.1% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Other Bus Capital | 22.0 | 1.6% | - | - | - | - | - | - | - | - | - | - | - |
| Universal Fare System | 5.0 | 0.4% | - | - | - | - | - | - | - | - | - | - | - |
| Metro HOT Lanes | 76.4 | 5.4% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 447.3 | 31.7% | - | - | - | - | - | - | - | - | - | - | - |
| Agency-Wide Capital | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital | | | | | | | | | | | | | |
| Subway Extension Segment 1 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 10.3 | 0.7% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition - Phase I | 15.6 | 1.1% | - | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension (Phase II) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Green Line to LAX | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | 172.6 | 12.2% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition - Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| SFV I-405 Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Metrolink | 18.3 | 1.3% | - | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 31.5 | 2.2% | - | - | - | - | - | - | - | - | - | - | - |
| Rail System Improvements | 59.8 | 4.2% | - | - | - | - | - | - | - | - | - | - | - |
| Fleet Procurement - Programmed | 14.2 | 1.0% | - | - | - | - | - | - | - | - | - | - | - |
| Other Rail Costs | 7.1 | 0.5% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Total | 329.4 | 23.3% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Totals | 515.2 | 36.5% | 65.6 | 38.7 | 16.5 | - | - | - | - | 12.0 | 27.9 | 28.3 | 16.1 |
| Bus Capital Totals | 447.3 | 31.7% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 119.4 | 8.5% | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,411.2 | 100.0% | 65.6 | 38.7 | 16.5 | - | - | - | - | 12.0 | 27.9 | 28.3 | 16.1 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Mode
Congestion Mitigation & Air Quality (CMAQ)-Transit
2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|---------------|------|------|------|------|------|-------------|-------------|-------------|------------|------|
| | Total | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Transfer from CMAQ - Hwy page | 1,411.2 | | - | - | - | - | - | 22.6 | 30.6 | 31.2 | 8.0 | - |
| Total Transferred Revenues - CMAQ | 1,411.2 | | - | - | - | - | - | 22.6 | 30.6 | 31.2 | 8.0 | - |
| ALLOCATION OF FUNDS | | | | | | | | | | | | |
| Rail Ops. Metro Rail Corridors | 515.2 | 36.5% | - | - | - | - | - | 22.6 | 30.6 | 31.2 | 8.0 | - |
| Bus Ops. Metro Bus Corridors | 119.4 | 8.5% | - | - | - | - | - | - | - | - | - | - |
| Bus Capital | | | | | | | | | | | | |
| Metro Bus Procurement | 324.9 | 23.0% | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Procurement ATTV | 3.1 | 0.2% | - | - | - | - | - | - | - | - | - | - |
| Metro Rapid Bus Phase II | 15.9 | 1.1% | - | - | - | - | - | - | - | - | - | - |
| Metro Other Bus Capital | 22.0 | 1.6% | - | - | - | - | - | - | - | - | - | - |
| Universal Fare System | 5.0 | 0.4% | - | - | - | - | - | - | - | - | - | - |
| Metro HOT Lanes | 76.4 | 5.4% | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 447.3 | 31.7% | - | - | - | - | - | - | - | - | - | - |
| Agency-Wide Capital | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Rail Capital | | | | | | | | | | | | |
| Subway Extension Segment 1 | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 10.3 | 0.7% | - | - | - | - | - | - | - | - | - | - |
| Exposition - Phase I | 15.6 | 1.1% | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension (Phase II) | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Green Line to LAX | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | 172.6 | 12.2% | - | - | - | - | - | - | - | - | - | - |
| Exposition - Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| SFV I-405 Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Metrolink | 18.3 | 1.3% | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 31.5 | 2.2% | - | - | - | - | - | - | - | - | - | - |
| Rail System Improvements | 59.8 | 4.2% | - | - | - | - | - | - | - | - | - | - |
| Fleet Procurement - Programmed | 14.2 | 1.0% | - | - | - | - | - | - | - | - | - | - |
| Other Rail Costs | 7.1 | 0.5% | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Total | 329.4 | 23.3% | - | - | - | - | - | - | - | - | - | - |
| Rail Operations Totals | 515.2 | 36.5% | - | - | - | - | - | 22.6 | 30.6 | 31.2 | 8.0 | - |
| Bus Capital Totals | 447.3 | 31.7% | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 119.4 | 8.5% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 1,411.2 | 100.0% | - | - | - | - | - | 22.6 | 30.6 | 31.2 | 8.0 | - |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Other Federal Funds -- Highway Earmarks
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
|--|--------------|--------------|--------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|------------|------------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| Total Revenues Available (Inflated) | 636.5 | 526.8 | 109.8 | 0.0 | 0.0 | 41.0 | 31.6 | 16.0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Allocation of Funds | | | | | | | | | | | | | | | | |
| High Priority Projects-other (no project sheet) | 212.6 | 212.6 | - | - | - | | | | | | | | | - | - | - |
| Transportation Improvement Program Projs-other | 3.0 | 3.0 | - | - | - | | | | | | | | | | | |
| Freeway Projects (cash flow basis) | 132.9 | 23.1 | 109.8 | - | - | 41.0 | 31.6 | 16.0 | 21.2 | - | - | - | - | - | - | - |
| RSTI Projects | 5.4 | 5.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Alameda Corridor East | 167.6 | 167.6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gerald Desmond Bridge | 100.0 | 100.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Santa Monica Blvd Transit Parkway (TEA-21 earmark) | 13.5 | 13.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regionally Significant Call for Projects | 0.5 | 0.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways | 1.1 | 1.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 636.5 | 526.8 | 109.8 | 0.0 | 0.0 | 41.0 | 31.6 | 16.0 | 21.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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=\$627.1, FY05-09 plus \$14.6 M carried over.
2. High Priority Projects = \$239.1M.
3. Projects of National and Regional Significance = \$225M.
4. Transportation Improvement Projects = \$63M.
5. National Corridor Infrastructure Improvement Program = \$100M.
6. TEA-21 earmark for Santa Monica Blvd Transit Parkway is carried over.

LACMTA Financial Forecasting Model

Homeland Security Grants

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|-----------------------------------|-------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Total Revenue Pool | 80.4 | 18.4 | 20.0 | 20.0 | 22.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Heavy Rail Security Operations | 3.8 | 3.8 | - | - | - | | | | | | | | | | |
| Light Rail Security Operations | - | - | - | - | - | | | | | | | | | | |
| Bus Security Operations | 0.5 | 0.5 | - | - | - | | | | | | | | | | |
| Total Rail Operations | 4.2 | 4.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Agency-wide Capital | 76.2 | 14.2 | 20.0 | 20.0 | 22.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| TOTAL | 80.4 | 18.4 | 20.0 | 20.0 | 22.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. FIS #609922.

LACMTA Financial Forecasting Model

Homeland Security Grants

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|-----------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenue Pool | 80.4 | 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 | 3.8 | | | | | | | | | | | |
| Light Rail Security Operations | - | | | | | | | | | | | |
| Bus Security Operations | 0.5 | | | | | | | | | | | |
| Total Rail Operations | 4.2 | - | - | - | - | - | - | - | - | - | - | - |
| Agency-wide Capital | 76.2 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| TOTAL | 80.4 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. FIS #609922.

LACMTA Financial Forecasting Model

Homeland Security Grants

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-----------------------------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenue Pool | 80.4 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Heavy Rail Security Operations | 3.8 | | | | | | | | | | |
| Light Rail Security Operations | - | | | | | | | | | | |
| Bus Security Operations | 0.5 | | | | | | | | | | |
| Total Rail Operations | 4.2 | - | - | - | - | - | - | - | - | - | - |
| Agency-wide Capital | 76.2 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| TOTAL | 80.4 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. FIS #609922.

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
|---|----------------|--------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| Revenues Apportioned | 4,758.5 | 536.9 | 1,171.9 | 1,341.6 | 1,708.0 | 114.2 | 110.7 | 112.7 | 114.3 | 115.9 | 117.5 | 119.1 | 120.8 | 122.5 | 124.2 | |
| Transfers | (28.0) | (28.0) | 0.0 | 0.0 | 0.0 | | | | | | | | | | | |
| Total Revenues Available | 4,730.5 | 508.9 | 1,171.9 | 1,341.6 | 1,708.0 | 114.2 | 110.7 | 112.7 | 114.3 | 115.9 | 117.5 | 119.1 | 120.8 | 122.5 | 124.2 | |
| Transfer to RSTP-Transit page | 2,610.0 | 321.7 | 607.9 | 721.1 | 959.3 | 60.7 | 57.2 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 | |
| Transfer to STPL Program | 1,141.2 | 158.5 | 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 | |
| Net Revenue Available | 979.3 | 28.8 | 247.0 | 303.5 | 400.0 | 21.8 | 21.8 | 23.9 | 24.4 | 24.8 | 25.2 | 25.6 | 26.1 | 26.5 | 26.9 | |
| Annual Percent Change (Apportioned Revenues) | | | | | | 0.00% | -3.09% | 1.81% | 1.42% | 1.40% | 1.38% | 1.36% | 1.43% | 1.41% | 1.39% | |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | | |
| HOV Lanes (FY12-30 not yet programmed) | 93.4 | 71.6 | 21.8 | - | - | - | 7.1 | 11.9 | 2.8 | - | - | - | - | - | - | |
| Gap closures (FY12-30 not yet programmed) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Freeway Interchanges | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Surface Transportation Improvement | 92.8 | 30.8 | 62.0 | - | - | - | - | 12.0 | 21.6 | 2.3 | 0.2 | - | - | 25.9 | - | |
| TSM (Signal Synchronization, Bus Speed Improv) | 0.4 | 0.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Park & Ride/Transit Centers | 0.5 | 0.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Future Call for Projects - not yet programmed | 464.1 | - | 126.7 | 303.5 | 33.9 | - | - | - | - | 22.5 | 25.0 | 25.6 | 26.1 | 0.6 | 26.9 | |
| Supplemental Call for Projects | 55.7 | 19.2 | 36.5 | - | - | 21.8 | 14.7 | - | - | - | - | - | - | - | - | |
| Transportation Demand Management | 4.4 | 4.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Bikeways & Pedestrian Improvements | 2.9 | 2.9 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Allocated | 714.3 | 129.8 | 247.0 | 303.5 | 33.9 | 21.8 | 21.8 | 23.9 | 24.4 | 24.8 | 25.2 | 25.6 | 26.1 | 26.5 | 26.9 | |
| Beginning Balance | 101.1 | 101.1 | 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 | |
| Annual Surplus/<Shortfall> | 265.0 | (101.1) | 0.0 | 0.0 | 366.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Cummulative End Balance (avail -Hwy/Transit) | 366.1 | 0.0 | 0.0 | 0.0 | 366.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

NOTES:

1. Revenue escalated annually by 1.4%.
2. The 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 | 8.5 | 8.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-10 to US-101 | I-405 | 10.1 | - | 10.1 | - | - | 7.1 | 3.0 | - | - | - | - | - | - | - |
| Carpool Lanes from Pearblossom to Ave P-8 | SR-14 | 32.4 | 32.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. | SR-60 | 17.9 | 17.9 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 | I-10 | 11.7 | - | 11.7 | - | - | - | 8.9 | 2.8 | - | - | - | - | - | - |
| Improvements from PCH to LB CBD | I-710 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 | I-5 | 12.8 | 12.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead (in PA/ED) | I-5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | | 93.4 | 71.6 | 21.8 | - | - | 7.1 | 11.9 | 2.8 | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Revenues Apportioned | 4,758.5 | 125.9 | 127.7 | 129.5 | 131.3 | 133.1 | 135.0 | 136.9 | 138.8 | 140.7 | 142.7 | 144.7 |
| Transfers | (28.0) | | | | | | | | | | | |
| Total Revenues Available | 4,730.5 | 125.9 | 127.7 | 129.5 | 131.3 | 133.1 | 135.0 | 136.9 | 138.8 | 140.7 | 142.7 | 144.7 |
| Transfer to RSTP-Transit page | 2,610.0 | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Transfer to STPL Program | 1,141.2 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| Net Revenue Available | 979.3 | 27.3 | 27.8 | 28.4 | 29.1 | 29.9 | 30.8 | 31.6 | 32.3 | 32.9 | 33.4 | 33.9 |
| 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% | 1.40% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| HOV Lanes (FY12-30 not yet programmed) | 93.4 | - | - | - | - | - | - | - | - | - | - | - |
| Gap closures (FY12-30 not yet programmed) | - | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Interchanges | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Surface Transportation Improvement | 92.8 | - | - | - | - | - | - | - | - | - | - | - |
| TSM (Signal Synchronization, Bus Speed Improv) | 0.4 | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 0.5 | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 464.1 | 27.3 | 27.8 | 28.4 | 29.1 | 29.9 | 30.8 | 31.6 | 32.3 | 32.9 | 33.4 | 33.9 |
| Supplemental Call for Projects | 55.7 | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Demand Management | 4.4 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | 2.9 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 714.3 | 27.3 | 27.8 | 28.4 | 29.1 | 29.9 | 30.8 | 31.6 | 32.3 | 32.9 | 33.4 | 33.9 |
| Beginning Balance | 101.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | 265.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Cummulative End Balance (avall -Hwy/Transit) | 366.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

1. Revenue escalated annually by 1.4%.
2. The 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 | 8.5 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-10 to US-101 | I-405 | 10.1 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Pearblossom to Ave P-8 | SR-14 | 32.4 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. | SR-60 | 17.9 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 | I-10 | 11.7 | - | - | - | - | - | - | - | - | - | - |
| Improvements from PCH to LB CBD | I-710 | - | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 | I-5 | 12.8 | - | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead (in PA/ED) | I-5 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | | 93.4 | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Revenues Apportioned | 4,758.5 | 146.7 | 148.8 | 150.9 | 153.0 | 155.1 | 157.3 | 159.5 | 161.7 | 164.0 | 166.3 |
| Transfers | (28.0) | | | | | | | | | | |
| Total Revenues Available | 4,730.5 | 146.7 | 148.8 | 150.9 | 153.0 | 155.1 | 157.3 | 159.5 | 161.7 | 164.0 | 166.3 |
| Transfer to RSTP-Transit page | 2,610.0 | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Transfer to STPL Program | 1,141.2 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| Net Revenue Available | 979.3 | 34.4 | 35.0 | 35.5 | 36.0 | 36.4 | 36.9 | 37.3 | 37.7 | 38.2 | 38.7 |
| Annual Percent Change (Apportioned Revenues) | | 1.38% | 1.43% | 1.41% | 1.39% | 1.37% | 1.42% | 1.40% | 1.38% | 1.42% | 1.40% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | |
| HOV Lanes (FY12-30 not yet programmed) | 93.4 | - | - | - | - | - | - | - | - | - | - |
| Gap closures (FY12-30 not yet programmed) | - | - | - | - | - | - | - | - | - | - | - |
| Freeway Interchanges | - | - | - | - | - | - | - | - | - | - | - |
| Regional Surface Transportation Improvement | 92.8 | - | - | - | - | - | - | - | - | - | - |
| TSM (Signal Synchronization, Bus Speed Improv) | 0.4 | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 0.5 | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 464.1 | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 55.7 | - | - | - | - | - | - | - | - | - | - |
| Transportation Demand Management | 4.4 | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | 2.9 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 714.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Beginning Balance | 101.1 | 0.0 | 34.4 | 69.4 | 104.9 | 140.9 | 177.3 | 214.2 | 251.5 | 289.2 | 327.4 |
| Annual Surplus/<Shortfall> | 265.0 | 34.4 | 35.0 | 35.5 | 36.0 | 36.4 | 36.9 | 37.3 | 37.7 | 38.2 | 38.7 |
| Cummulative End Balance (avall -Hwy/Transit) | 366.1 | 34.4 | 69.4 | 104.9 | 140.9 | 177.3 | 214.2 | 251.5 | 289.2 | 327.4 | 366.1 |

NOTES:

1. Revenue escalated annually by 1.4%.
2. The 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 | 8.5 | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-10 to US-101 | I-405 | 10.1 | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Pearblossom to Ave P-8 | SR-14 | 32.4 | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from I-605 to Brea Canyon Rd. | SR-60 | 17.9 | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from Citrus to SR-57 | I-10 | 11.7 | - | - | - | - | - | - | - | - | - |
| Improvements from PCH to LB CBD | I-710 | - | - | - | - | - | - | - | - | - | - |
| Carpool Lanes from SR-170 to SR-118 | I-5 | 12.8 | - | - | - | - | - | - | - | - | - |
| Carpool & Mixed Flow Lanes, OCL to Rosemead (in PA/ED) | I-5 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Freeway Projects | | 93.4 | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Regional Surface Transportation Prog. (RSTP) - Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | Years '05-'09 | 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 | 2,610.0 | | 321.7 | 607.9 | 721.1 | 959.3 | 60.7 | 57.2 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 |
| Total Transferred Revenues | 2,610.0 | | 321.7 | 607.9 | 721.1 | 959.3 | 60.7 | 57.2 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 |
| ALLOCATION | | | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | | | |
| Metro Buses | 51.4 | 2.0% | 51.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Capital Other Than Bus Acquisition | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 51.4 | 2.0% | 51.4 | 0.0 | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Bus Operations | | | | | | | | | | | | | | | | |
| ASI Operations (Section 5310 Conversion) | 2,533.2 | 97.1% | 252.6 | 600.2 | 721.1 | 959.3 | 54.4 | 55.8 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 |
| Bus Operations Totals | 2,533.2 | 97.1% | 252.6 | 600.2 | 721.1 | 959.3 | 54.4 | 55.8 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 |
| Rail/Transit Corridors Capital | | | | | | | | | | | | | | | | |
| Gold Line Eastside Ext. to East Los Angeles | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition LRT - Phase I | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SFV North-South Metro Rapid Transitway | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Orange Line (Buses) | 17.5 | 0.7% | 17.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| LRV Fleet Procurement | 7.7 | 0.3% | - | 7.7 | - | - | 6.3 | 1.4 | - | - | - | - | - | - | - | - |
| Exposition LRT Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 25.2 | 1.0% | 17.5 | 7.7 | 0.0 | 0.0 | 6.3 | 1.4 | - | - | - | - | - | - | - | - |
| Agencywide Admin (Planning-MIS Study) | 0.1 | 0.0% | 0.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 51.4 | 2.0% | 51.4 | 0.0 | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 2,533.2 | | 252.6 | 600.2 | 721.1 | 959.3 | 54.4 | 55.8 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 |
| Subtotal Allocated | 2,610.0 | 100.0% | 321.7 | 607.9 | 721.1 | 959.3 | 60.7 | 57.2 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 | 65.6 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Regional Surface Transportation Prog. (RSTP) - Transit
2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Transfer from RSTP - Hwy page | 2,610.0 | | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Total Transferred Revenues | 2,610.0 | | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| ALLOCATION | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | |
| Metro Buses | 51.4 | 2.0% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Capital Other Than Bus Acquisition | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 51.4 | 2.0% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Operations | | | | | | | | | | | | | |
| ASI Operations (Section 5310 Conversion) | 2,533.2 | 97.1% | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Bus Operations Totals | 2,533.2 | 97.1% | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Rail/Transit Corridors Capital | | | | | | | | | | | | | |
| Gold Line Eastside Ext. to East Los Angeles | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition LRT - Phase I | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| SFV North-South Metro Rapid Transitway | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Metro Orange Line (Buses) | 17.5 | 0.7% | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| LRV Fleet Procurement | 7.7 | 0.3% | - | - | - | - | - | - | - | - | - | - | - |
| Exposition LRT Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 25.2 | 1.0% | - | - | - | - | - | - | - | - | - | - | - |
| Agencywide Admin (Planning-MIS Study) | 0.1 | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 51.4 | 2.0% | - | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 2,533.2 | | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Subtotal Allocated | 2,610.0 | 100.0% | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Regional Surface Transportation Prog. (RSTP) - Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Transfer from RSTP - Hwy page | 2,610.0 | | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Total Transferred Revenues | 2,610.0 | | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| ALLOCATION | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | |
| Metro Buses | 51.4 | 2.0% | - | - | - | - | - | - | - | - | - | - |
| Metro Bus Capital Other Than Bus Acquisition | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 51.4 | 2.0% | - | - | - | - | - | - | - | - | - | - |
| Bus Operations | | | | | | | | | | | | |
| ASI Operations (Section 5310 Conversion) | 2,533.2 | 97.1% | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Bus Operations Totals | 2,533.2 | 97.1% | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Rail/Transit Corridors Capital | | | | | | | | | | | | |
| Gold Line Eastside Ext. to East Los Angeles | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition LRT - Phase I | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| SFV North-South Metro Rapid Transitway | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Metro Orange Line (Buses) | 17.5 | 0.7% | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Rehab and Replacement | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| LRV Fleet Procurement | 7.7 | 0.3% | - | - | - | - | - | - | - | - | - | - |
| Exposition LRT Phase II | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 25.2 | 1.0% | - | - | - | - | - | - | - | - | - | - |
| Agencywide Admin (Planning-MIS Study) | 0.1 | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 51.4 | 2.0% | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 2,533.2 | | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Subtotal Allocated | 2,610.0 | 100.0% | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Section 5307
Urbanized Area Formula Grants

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|---|-----------------|---------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 5307 Revenues Total Appropriated | 9,957.9 | | 1,052.6 | 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 |
| Total Revenues Appropriated | 9,957.9 | | 1,052.6 | 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 |
| Less: County TEA (1%) Allocated | 2.1 | | 2.1 | - | - | - | - | - | - | - | - | - | - | - |
| Unalloc.Muni Oper's future cap alloc. | 0.0 | | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues Available | 9,955.8 | | 1,050.6 | 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 |
| Annual Percent Change | | | | | | | -0.67% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% |
| Other LA County UZAs (see note 3) | | | | | | | | | | | | | | |
| 5307 Other LA County UZAs | 442.5 | | 49.2 | 108.9 | 125.1 | 159.3 | 10.2 | 10.4 | 10.5 | 10.7 | 10.8 | 11.0 | 11.1 | 11.3 |
| Total Other LA County UZAs Allocated | 442.5 | | 49.2 | 108.9 | 125.1 | 159.3 | 10.2 | 10.4 | 10.5 | 10.7 | 10.8 | 11.0 | 11.1 | 11.3 |
| ALLOCATION OF REMAINDER | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | |
| Metro Capital | 2,152.9 | 21.3% | 107.2 | 26.8 | 538.6 | 1,480.3 | - | - | - | - | - | - | - | 7.6 |
| Municipal Capital | 3,137.1 | 31.1% | 328.2 | 777.6 | 893.6 | 1,137.7 | 73.0 | 74.0 | 75.0 | 76.1 | 77.2 | 78.2 | 79.3 | 80.5 |
| COP Debt Expense | 0.3 | 0.0% | 0.3 | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 5,290.4 | 52.4% | 435.7 | 804.5 | 1,432.3 | 2,618.0 | 73.0 | 74.0 | 75.0 | 76.1 | 77.2 | 78.2 | 79.3 | 88.0 |
| Bus Operations | | | | | | | | | | | | | | |
| Metro Operations | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Preventive Maintenance | 4,356.8 | | 699.5 | 1,552.0 | 1,275.7 | 829.6 | 148.2 | 150.3 | 152.4 | 154.5 | 156.7 | 158.9 | 161.1 | 155.8 |
| Municipal Operators | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 4,356.8 | 43.2% | 699.5 | 1,552.0 | 1,275.7 | 829.6 | 148.2 | 150.3 | 152.4 | 154.5 | 156.7 | 158.9 | 161.1 | 155.8 |
| Agency-wide Capital & Admin. | 6.8 | | 6.8 | - | - | - | - | - | - | - | - | - | - | - |
| Agency-wide Cap. & Admin. Totals | 6.8 | 0.1% | 6.8 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 10,096.5 | 100.0% | 1,191.2 | 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 |
| Beginning Balance | 140.6 | - | 140.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/(Shortfall) | (140.6) | - | (140.6) | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 0.0 |

NOTES:

1. Beginning balance 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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 5307 Revenues Total Appropriated | 9,957.9 | | 258.6 | 262.2 | 265.9 | 269.6 | 273.4 | 277.2 | 281.1 | 285.1 | 289.0 | 293.1 | 297.2 | 301.4 | 305.6 |
| Total Revenues Appropriated | 9,957.9 | | 258.6 | 262.2 | 265.9 | 269.6 | 273.4 | 277.2 | 281.1 | 285.1 | 289.0 | 293.1 | 297.2 | 301.4 | 305.6 |
| Less: County TEA (1%) Allocated | 2.1 | | | | | | | | | | | | | | |
| Unalloc.Muni Oper's future cap alloc. | 0.0 | | | | | | | | | | | | | | |
| Total Revenues Available | 9,955.8 | | 258.6 | 262.2 | 265.9 | 269.6 | 273.4 | 277.2 | 281.1 | 285.1 | 289.0 | 293.1 | 297.2 | 301.4 | 305.6 |
| 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% | 1.40% | 1.40% |
| Other LA County UZAs (see note 3) | | | | | | | | | | | | | | | |
| 5307 Other LA County UZAs | 442.5 | | 11.4 | 11.6 | 11.7 | 11.9 | 12.1 | 12.2 | 12.4 | 12.6 | 12.8 | 12.9 | 13.1 | 13.3 | 13.5 |
| Total Other LA County UZAs Allocated | 442.5 | | 11.4 | 11.6 | 11.7 | 11.9 | 12.1 | 12.2 | 12.4 | 12.6 | 12.8 | 12.9 | 13.1 | 13.3 | 13.5 |
| ALLOCATION OF REMAINDER | | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | | |
| Metro Capital | 2,152.9 | 21.3% | 2.4 | 16.9 | 9.2 | 26.6 | 37.5 | 33.3 | 31.4 | 57.0 | 69.0 | 91.9 | 78.1 | 104.5 | 99.7 |
| Municipal Capital | 3,137.1 | 31.1% | 81.6 | 82.7 | 83.9 | 85.1 | 86.2 | 87.4 | 88.7 | 89.9 | 91.2 | 92.4 | 93.7 | 95.1 | 96.4 |
| COP Debt Expense | 0.3 | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 5,290.4 | 52.4% | 84.0 | 99.6 | 93.0 | 111.6 | 123.7 | 120.8 | 120.1 | 146.9 | 160.2 | 184.4 | 171.9 | 199.6 | 196.1 |
| Bus Operations | | | | | | | | | | | | | | | |
| Metro Operations | - | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Preventive Maintenance | 4,356.8 | | 163.2 | 151.1 | 161.1 | 146.1 | 137.6 | 144.2 | 148.6 | 125.5 | 116.1 | 95.8 | 112.2 | 88.4 | 96.0 |
| Municipal Operators | - | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 4,356.8 | 43.2% | 163.2 | 151.1 | 161.1 | 146.1 | 137.6 | 144.2 | 148.6 | 125.5 | 116.1 | 95.8 | 112.2 | 88.4 | 96.0 |
| Agency-wide Capital & Admin. | 6.8 | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Agency-wide Cap. & Admin. Totals | 6.8 | 0.1% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 10,096.5 | 100.0% | 258.6 | 262.2 | 265.9 | 269.6 | 273.4 | 277.2 | 281.1 | 285.1 | 289.0 | 293.1 | 297.2 | 301.4 | 305.6 |
| Beginning Balance | 140.6 | - | 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 |
| Annual Surplus/(Shortfall) | (140.6) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 0.0 | 0.0 |

NOTES:

1. Beginning balance 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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|---|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 5307 Revenues Total Appropriated | 9,957.9 | | 309.9 | 314.2 | 318.6 | 323.1 | 327.6 | 332.2 | 336.8 | 341.5 | 346.3 | 351.2 |
| Total Revenues Appropriated | 9,957.9 | | 309.9 | 314.2 | 318.6 | 323.1 | 327.6 | 332.2 | 336.8 | 341.5 | 346.3 | 351.2 |
| Less: County TEA (1%) Allocated | 2.1 | | | | | | | | | | | |
| Unalloc.Muni Oper's future cap alloc. | 0.0 | | | | | | | | | | | |
| Total Revenues Available | 9,955.8 | | 309.9 | 314.2 | 318.6 | 323.1 | 327.6 | 332.2 | 336.8 | 341.5 | 346.3 | 351.2 |
| Annual Percent Change | | | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% |
| Other LA County UZAs (see note 3) | | | | | | | | | | | | |
| 5307 Other LA County UZAs | 442.5 | | 13.7 | 13.9 | 14.1 | 14.3 | 14.5 | 14.7 | 14.9 | 15.1 | 15.3 | 15.5 |
| Total Other LA County UZAs Allocated | 442.5 | | 13.7 | 13.9 | 14.1 | 14.3 | 14.5 | 14.7 | 14.9 | 15.1 | 15.3 | 15.5 |
| ALLOCATION OF REMAINDER | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | |
| Metro Capital | 2,152.9 | 21.3% | 111.3 | 116.6 | 133.7 | 139.6 | 159.5 | 165.6 | 189.4 | 196.1 | 136.1 | 32.6 |
| Municipal Capital | 3,137.1 | 31.1% | 97.7 | 99.1 | 100.5 | 101.9 | 103.3 | 104.8 | 106.2 | 107.7 | 109.2 | 110.8 |
| COP Debt Expense | 0.3 | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Bus Capital Totals | 5,290.4 | 52.4% | 209.0 | 215.7 | 234.1 | 241.5 | 262.8 | 270.4 | 295.7 | 303.9 | 245.3 | 143.4 |
| Bus Operations | | | | | | | | | | | | |
| Metro Operations | - | | - | - | - | - | - | - | - | - | - | - |
| Metro Preventive Maintenance | 4,356.8 | | 87.1 | 84.6 | 70.4 | 67.3 | 50.3 | 47.1 | 26.3 | 22.6 | 85.7 | 192.3 |
| Municipal Operators | - | | - | - | - | - | - | - | - | - | - | - |
| Bus Operations Totals | 4,356.8 | 43.2% | 87.1 | 84.6 | 70.4 | 67.3 | 50.3 | 47.1 | 26.3 | 22.6 | 85.7 | 192.3 |
| Agency-wide Capital & Admin. | | | | | | | | | | | | |
| | 6.8 | | - | - | - | - | - | - | - | - | - | - |
| Agency-wide Cap. & Admin. Totals | 6.8 | 0.1% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 10,096.5 | 100.0% | 309.9 | 314.2 | 318.6 | 323.1 | 327.6 | 332.2 | 336.8 | 341.5 | 346.3 | 351.2 |
| Beginning Balance | 140.6 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/(Shortfall) | (140.6) | - | - | - | - | - | - | - | - | - | - | - |
| 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 |

NOTES:

1. Beginning balance 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
2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|--|--------------|---------------|---------------|---------------|---------------|---------------|--------------|-------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Total Revenues Available | 442.2 | | 126.4 | 231.8 | 40.0 | 44.0 | 153.7 | 46.1 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | | | |
| Metro | 226.2 | | 26.5 | 115.7 | 40.0 | 44.0 | 79.7 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Municipal Operators (bus purchase earmarks) | 21.1 | 4.8% | 21.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| HOT Lanes project transit components | 134.2 | | 21.1 | 113.2 | - | - | 71.1 | 42.1 | | | | | | | | |
| Total Bus Capital | 381.5 | 4.8% | 68.6 | 228.9 | 40.0 | 44.0 | 150.8 | 46.1 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Rail and Transit Corridors Capital | | | | | | | | | | | | | | | | |
| Gold Line Extension to Montclair (earmarks) | 15.0 | 3.4% | 15.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Red Line Improvements | 1.4 | 0.3% | 1.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor (earmarks) | 5.5 | 1.2% | 2.6 | 2.9 | - | - | 2.9 | - | - | - | - | - | - | - | - | - |
| Total Transit Corridors Capital | 22.0 | 5.0% | 19.1 | 2.9 | - | - | 2.9 | - | - | - | - | - | - | - | - | - |
| Transit Capital/Park and Ride | | | | | | | | | | | | | | | | |
| Transit Capital Projects-Local Agency (earmarks) | 38.7 | 8.8% | 38.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Transit Capital/Park and Ride | 38.7 | 8.8% | 38.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 442.2 | 100.0% | 126.4 | 231.8 | 40.0 | 44.0 | 153.7 | 46.1 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Beginning Balance | - | | | | | | | | | | | | | | | |
| Total Surplus/(Shortfall) | - | | | | | | | | | | | | | | | |
| Cumulative Ending Balance | - | | | | | | | | | | | | | | | |

NOTES:

1. Through FY 09 = SAFETEA-LU.
2. Beginning FY 10, reflects anticipated future allocations and appropriations.
3. 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
2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|--------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available | 442.2 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | |
| Metro | 226.2 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Municipal Operators (bus purchase earmarks) | 21.1 | 4.8% | - | - | - | - | - | - | - | - | - | - | - |
| HOT Lanes project transit components | 134.2 | | | | | | | | | | | | |
| Total Bus Capital | 381.5 | 4.8% | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Rail and Transit Corridors Capital | | | | | | | | | | | | | |
| Gold Line Extension to Montclair (earmarks) | 15.0 | 3.4% | - | - | - | - | - | - | - | - | - | - | - |
| Red Line Improvements | 1.4 | 0.3% | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor (earmarks) | 5.5 | 1.2% | - | - | - | - | - | - | - | - | - | - | - |
| Total Transit Corridors Capital | 22.0 | 5.0% | - | - | - | - | - | - | - | - | - | - | - |
| Transit Capital/Park and Ride | | | | | | | | | | | | | |
| Transit Capital Projects-Local Agency (earmarks) | 38.7 | 8.8% | - | - | - | - | - | - | - | - | - | - | - |
| Total Transit Capital/Park and Ride | 38.7 | 8.8% | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 442.2 | 100.0% | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Beginning Balance | - | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Through FY 09 = SAFETEA-LU.
2. Beginning FY 10, reflects anticipated future allocations and appropriations.
3. 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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|---------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 442.2 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | |
| Metro | 226.2 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Municipal Operators (bus purchase earmarks) | 21.1 | 4.8% | - | - | - | - | - | - | - | - | - | - |
| HOT Lanes project transit components | 134.2 | | | | | | | | | | | |
| Total Bus Capital | 381.5 | 4.8% | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Rail and Transit Corridors Capital | | | | | | | | | | | | |
| Gold Line Extension to Montclair (earmarks) | 15.0 | 3.4% | - | - | - | - | - | - | - | - | - | - |
| Red Line Improvements | 1.4 | 0.3% | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor (earmarks) | 5.5 | 1.2% | - | - | - | - | - | - | - | - | - | - |
| Total Transit Corridors Capital | 22.0 | 5.0% | - | - | - | - | - | - | - | - | - | - |
| Transit Capital/Park and Ride | | | | | | | | | | | | |
| Transit Capital Projects-Local Agency (earmarks) | 38.7 | 8.8% | - | - | - | - | - | - | - | - | - | - |
| Total Transit Capital/Park and Ride | 38.7 | 8.8% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 442.2 | 100.0% | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Beginning Balance | - | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Through FY 09 = SAFETEA-LU.
2. Beginning FY 10, reflects anticipated future allocations and appropriations.
3. Includes Section 5308 Clean Fuel program which is transferred to Section 5309 Bus.

LACMTA Financial Forecasting Model
Section 5309 Fixed Guideway Modernization

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|---|----------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Annual Percent Change | | | | | | -8.51% | 6.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% | 1.40% |
| Total Revenues Available | 1,723.5 | 181.1 | 425.7 | 491.3 | 625.5 | 38.2 | 40.7 | 41.3 | 41.8 | 42.4 | 43.0 | 43.6 | 44.2 | 44.9 |
| ALLOCATION | | | | | | | | | | | | | | |
| Bus Capital | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations | 1,591.4 | 165.6 | 389.7 | 416.8 | 619.3 | 37.9 | 40.3 | 40.9 | 41.4 | 42.0 | 42.6 | 43.2 | 43.8 | 17.8 |
| Rail Capital | | | | | | | | | | | | | | |
| Red Line Extension | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 12.0 | 12.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Cars | 36.1 | 10.7 | 25.4 | - | - | - | - | - | - | - | - | - | - | 25.4 |
| Rehab & Replacement | 106.7 | 30.6 | 6.5 | 69.6 | - | - | - | - | - | - | - | - | - | 1.2 |
| Rail Capital Totals | 154.8 | 53.4 | 31.8 | 69.6 | - | - | - | - | - | - | - | - | - | 26.6 |
| Agencywide Capital | 18.9 | 3.7 | 4.2 | 4.8 | 6.2 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Subtotal Allocated | 1,765.1 | 222.6 | 425.7 | 491.3 | 625.5 | 38.2 | 40.7 | 41.3 | 41.8 | 42.4 | 43.0 | 43.6 | 44.2 | 44.9 |
| Beginning Balance | 41.6 | 41.6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | (41.6) | (41.6) | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| 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% |
| Total Revenues Available | 1,723.5 | 45.5 | 46.1 | 46.8 | 47.4 | 48.1 | 48.8 | 49.4 | 50.1 | 50.8 | 51.5 | 52.3 |
| ALLOCATION | | | | | | | | | | | | |
| Bus Capital | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations | 1,591.4 | 39.8 | 35.9 | 24.7 | 23.5 | 32.7 | 48.3 | 48.9 | 49.6 | 50.3 | 51.0 | 51.7 |
| Rail Capital | | | | | | | | | | | | |
| Red Line Extension | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 12.0 | - | - | - | - | - | - | - | - | - | - | - |
| Rail Cars | 36.1 | - | - | - | - | - | - | - | - | - | - | - |
| Rehab & Replacement | 106.7 | 5.2 | 9.7 | 21.6 | 23.5 | 14.9 | - | - | - | - | - | - |
| Rail Capital Totals | 154.8 | 5.2 | 9.7 | 21.6 | 23.5 | 14.9 | - | - | - | - | - | - |
| Agencywide Capital | 18.9 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Subtotal Allocated | 1,765.1 | 45.5 | 46.1 | 46.8 | 47.4 | 48.1 | 48.8 | 49.4 | 50.1 | 50.8 | 51.5 | 52.3 |
| Beginning Balance | 41.6 | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | (41.6) | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| | 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 |
| 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% |
| Total Revenues Available | 1,723.5 | 53.0 | 53.7 | 54.5 | 55.3 | 56.0 | 56.8 | 57.6 | 58.4 | 59.2 | 60.1 | 60.9 |
| ALLOCATION | | | | | | | | | | | | |
| Bus Capital | - | - | - | - | - | - | - | - | - | - | - | - |
| Rail Operations | 1,591.4 | 52.5 | 53.2 | 54.0 | 54.7 | 55.5 | 56.2 | 57.0 | 57.8 | 58.6 | 59.5 | 60.3 |
| Rail Capital | | | | | | | | | | | | |
| Red Line Extension | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 12.0 | - | - | - | - | - | - | - | - | - | - | - |
| Rail Cars | 36.1 | - | - | - | - | - | - | - | - | - | - | - |
| Rehab & Replacement | 106.7 | - | - | - | - | - | - | - | - | - | - | - |
| Rail Capital Totals | 154.8 | - | - | - | - | - | - | - | - | - | - | - |
| Agencywide Capital | 18.9 | 0.5 | 0.5 | 0.5 | 0.5 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 |
| Subtotal Allocated | 1,765.1 | 53.0 | 53.7 | 54.5 | 55.3 | 56.0 | 56.8 | 57.6 | 58.4 | 59.2 | 60.1 | 60.9 |
| Beginning Balance | 41.6 | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/<Shortfall> | (41.6) | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|----------------|--------------|----------------|--------------|----------------|-------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| Total Revenue Pool | 4,664.0 | 400.2 | 1,672.2 | 644.0 | 1,947.6 | 74.0 | 0.0 | 110.8 | 205.0 | 241.0 | 271.0 | 282.0 | 243.5 |
| FFGA Project Drawdowns | | | | | | | | | | | | | |
| Red Line - Segment-3 to North Hollywood | 0.7 | 0.7 | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 473.5 | 399.5 | 74.0 | - | - | 74.0 | - | - | - | - | - | - | - |
| FFGA Drawdowns | 474.2 | 400.2 | 74.0 | - | - | 74.0 | - | - | - | - | - | - | - |
| Projected Projects | | | | | | | | | | | | | |
| Mid-City/Wilshire Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition LRT - Phase I | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Rail Exposition - Phase II | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SFV North-South Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Orange Line | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Gold Line - Phase II (Segment 1) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 1 | 974.1 | - | 974.1 | - | - | - | - | 55.0 | 150.0 | 120.0 | 160.0 | 200.0 | 150.0 |
| Regional Connector | 536.5 | - | 536.5 | - | - | - | - | 55.8 | 55.0 | 121.0 | 111.0 | 82.0 | 86.7 |
| Crenshaw Corridor | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | 731.6 | - | 87.6 | 644.0 | - | - | - | - | - | - | - | - | 6.7 |
| Subway Extension Segment 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension to LAX | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 1,138.5 | - | - | - | 1,138.5 | - | - | - | - | - | - | - | - |
| San Fernando Valley I-405 Corridor Connection | 809.1 | - | - | - | 809.1 | - | - | - | - | - | - | - | - |
| Projected Projects Total | 4,189.8 | - | 1,598.2 | 644.0 | 1,947.6 | - | - | 110.8 | 205.0 | 241.0 | 271.0 | 282.0 | 243.5 |
| TOTAL DRAWDOWNS | 4,664.0 | 400.2 | 1,672.2 | 644.0 | 1,947.6 | 74.0 | 0.0 | 110.8 | 205.0 | 241.0 | 271.0 | 282.0 | 243.5 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. A discretionary source of Federal funds.
2. Metro's Treasury Dept issued bonds in 2005 in anticipation of the Gold Line Eastside Extension FFGA New Starts funds.
3. Represents New Starts and other federal discretionary funds.

LACMTA Financial Forecasting Model

Section 5309 New Starts

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|----------------|--------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|------------|------------|--------------|
| | Total | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Total Revenue Pool | 4,664.0 | 196.0 | 49.0 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | 0.0 | 0.0 | 200.0 |
| FFGA Project Drawdowns | | | | | | | | | | | | | | |
| Red Line - Segment-3 to North Hollywood | 0.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 473.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| FFGA Drawdowns | 474.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Projected Projects | | | | | | | | | | | | | | |
| Mid-City/Wilshire Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition LRT - Phase I | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Rail Exposition - Phase II | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SFV North-South Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Orange Line | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Gold Line - Phase II (Segment 1) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment I | 974.1 | 134.0 | 5.1 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 536.5 | 25.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | 731.6 | 37.0 | 43.9 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | - |
| Subway Extension Segment 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension to LAX | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 1,138.5 | - | - | - | - | - | - | - | - | - | - | - | - | 200.0 |
| San Fernando Valley I-405 Corridor Connection | 809.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Projected Projects Total | 4,189.8 | 196.0 | 49.0 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | 200.0 |
| TOTAL DRAWDOWNS | 4,664.0 | 196.0 | 49.0 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | 0.0 | 0.0 | 200.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. A discretionary source of Federal funds.
2. Metro's Treasury Dept issued bonds in 2005 in anticipation of the Gold Line Eastside Extension FFGA New Starts funds.
3. Represents New Starts and other federal discretionary funds.

LACMTA Financial Forecasting Model

Section 5309 New Starts

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|
| | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenue Pool | 4,664.0 | 200.0 | 200.0 | 200.0 | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | |
| FFGA Project Drawdowns | | | | | | | | | | | |
| Red Line - Segment-3 to North Hollywood | 0.7 | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 473.5 | - | - | - | - | - | - | - | - | - | - |
| FFGA Drawdowns | 474.2 | | | | | | | | | | |
| Projected Projects | | | | | | | | | | | |
| Mid-City/Wilshire Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - |
| Mid-City/Exposition LRT - Phase I | - | - | - | - | - | - | - | - | - | - | - |
| Metro Rail Exposition - Phase II | - | - | - | - | - | - | - | - | - | - | - |
| SFV North-South Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - |
| Metro Orange Line | - | - | - | - | - | - | - | - | - | - | - |
| Metro Gold Line - Phase II (Segment 1) | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment I | 974.1 | - | - | - | - | - | - | - | - | - | - |
| Regional Connector | 536.5 | - | - | - | - | - | - | - | - | - | - |
| Crenshaw Corridor | - | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 2 | 731.6 | - | - | - | - | - | - | - | - | - | - |
| Subway Extension Segment 3 | - | - | - | - | - | - | - | - | - | - | - |
| Green Line Extension to LAX | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension | 1,138.5 | 200.0 | 200.0 | 200.0 | 200.0 | 109.0 | 29.5 | - | - | - | - |
| San Fernando Valley I-405 Corridor Connection | 809.1 | - | - | - | - | 91.0 | 170.0 | 163.0 | 185.1 | 200.0 | - |
| Projected Projects Total | 4,189.8 | 200.0 | 200.0 | 200.0 | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | - |
| TOTAL DRAWDOWNS | 4,664.0 | 200.0 | 200.0 | 200.0 | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | 0.0 |
| Beginning Balance | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. A discretionary source of Federal funds.
2. Metro's Treasury Dept issued bonds in 2005 in anticipation of the Gold Line Eastside Extension FFGA New Starts funds.
3. Represents New Starts and other federal discretionary funds.

**LACMTA Financial Forecasting Model
Section 5309 Small Starts & Very Small Starts**

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|----------------------------------|---------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available | 38.5 | | 1.1 | 37.4 | - | - | 13.6 | 15.7 | 8.2 | - | - | - | - | - | - | - |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | | |
| Highway Uses | | | | | | | | | | | | | | | | |
| Rapid Bus | 16.4 | 42.5% | - | 16.4 | - | - | - | 8.2 | 8.2 | - | - | - | - | - | - | - |
| Wilshire Bus Only Lane | 22.2 | 57.5% | 1.1 | 21.1 | - | - | 13.6 | 7.5 | - | - | - | - | - | - | - | - |
| Total Highway Uses | 38.5 | 100.0% | 1.1 | 37.4 | - | - | 13.6 | 15.7 | 8.2 | - | - | - | - | - | - | - |
| Subtotal Allocated | 38.5 | 100.0% | 1.1 | 37.4 | - | - | 13.6 | 15.7 | 8.2 | - | - | - | - | - | - | - |
| Beginning Balance | | | | | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Section 5310 Elderly and Disabled Transit
2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|----------------------------------|-------------|---------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Total Revenues Available | 16.6 | | 4.2 | 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 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | | | | |
| Metro | - | | - | - | - | - | | | | | | | | | | |
| Municipal Operators | - | | - | - | - | - | | | | | | | | | | |
| ASI | 14.6 | 88.0% | 2.2 | 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 | 2.0 | 12.0% | 2.0 | - | - | - | | | | | | | | | | |
| Total Bus Capital | 16.6 | 100.0% | 4.2 | 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 |
| Subtotal Allocated | 16.6 | 100.0% | 4.2 | 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 |
| Beginning Balance | | | | | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | | | | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | | | | | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Section 5310 Elderly and Disabled Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|----------------------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Total Revenues Available | 16.6 | | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | | |
| Metro | - | | | | | | | | | | | | |
| Municipal Operators | - | | | | | | | | | | | | |
| ASI | 14.6 | 88.0% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Other Operators | 2.0 | 12.0% | | | | | | | | | | | |
| Total Bus Capital | 16.6 | 100.0% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Subtotal Allocated | 16.6 | 100.0% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Section 5310 Elderly and Disabled Transit
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|----------------------------------|-------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | Total | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 16.6 | | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| ALLOCATION OF FUNDS | | | | | | | | | | | | |
| Bus Capital | | | | | | | | | | | | |
| Metro | - | | | | | | | | | | | |
| Municipal Operators | - | | | | | | | | | | | |
| ASI | 14.6 | 88.0% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Other Operators | 2.0 | 12.0% | | | | | | | | | | |
| Total Bus Capital | 16.6 | 100.0% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Subtotal Allocated | 16.6 | 100.0% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Beginning Balance | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | | | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | | | - | - | - | - | - | - | - | - | - | - |

NOTES:

**LACMTA Financial Forecasting Model
 Job Access & Reverse Commute (JARC)
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|---|---------------|------------------|------------------|------------------|------------------|
| Total Revenues Available | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 |
| ALLOCATION OF FUNDS: | | | | | |
| Highway/Multimodal | | | | | |
| Rideshare | 6.7 | 6.7 | - | - | - |
| Subtotal Highway Allocated | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 |
| Total Allocated | 6.7 | 6.7 | 0.0 | 0.0 | 0.0 |
| Beginning Balance | - | - | - | - | - |
| Annual Surplus/<Shortfall> | - | - | - | - | - |
| Cumulative Ending Balance | - | - | - | - | - |

NOTES:

1. FTA Section 5316.

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

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|---|--------------|---------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 5340 Revenues Total Appropriated | 288.3 | | 26.8 | 72.4 | 83.2 | 105.9 | 6.8 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 | 7.5 |
| Other LA County UZAs (see note) | | | | | | | | | | | | | | |
| 5340 Other LA County UZAs | 14.9 | 5.2% | 1.4 | 3.7 | 4.3 | 5.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Total Other LA County UZAs Allocated | 14.9 | 5.2% | 1.4 | 3.7 | 4.3 | 5.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Revenue Remainder - LA County UZA | 273.4 | | 25.4 | 68.7 | 78.9 | 100.4 | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 7.0 | 7.1 |
| ALLOCATION OF REMAINDER | | | | | | | | | | | | | | |
| Rail Operations | 267.3 | 92.7% | 19.3 | 68.7 | 78.9 | 100.4 | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 7.0 | 7.1 |
| Rail Operations Totals | 267.3 | 92.7% | 19.3 | 68.7 | 78.9 | 100.4 | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 7.0 | 7.1 |
| Rail Capital | 6.1 | 2.1% | 6.1 | - | - | - | - | - | - | - | - | - | - | - |
| Total Rail Capital | 6.1 | 2.1% | 6.1 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 288.3 | 100.0% | 26.8 | 72.4 | 83.2 | 105.9 | 6.8 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 | 7.5 |
| Beginning Balance | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|--------------|---------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| | | | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 5340 Revenues Total Appropriated | 288.3 | | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.1 | 8.3 | 8.4 | 8.5 | 8.6 | 8.7 | 8.8 | 9.0 |
| Other LA County UZAs (see note) | | | | | | | | | | | | | | | |
| 5340 Other LA County UZAs | 14.9 | 5.2% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 |
| Total Other LA County UZAs Allocated | 14.9 | 5.2% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 |
| Revenue Remainder - LA County UZA | 273.4 | | 7.2 | 7.3 | 7.4 | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.2 | 8.3 | 8.4 | 8.5 |
| ALLOCATION OF REMAINDER | | | | | | | | | | | | | | | |
| Rail Operations | 267.3 | 92.7% | 7.2 | 7.3 | 7.4 | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.2 | 8.3 | 8.4 | 8.5 |
| Rail Operations Totals | 267.3 | 92.7% | 7.2 | 7.3 | 7.4 | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.2 | 8.3 | 8.4 | 8.5 |
| Rail Capital | 6.1 | 2.1% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Rail Capital | 6.1 | 2.1% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 288.3 | 100.0% | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.1 | 8.3 | 8.4 | 8.5 | 8.6 | 8.7 | 8.8 | 9.0 |
| Beginning Balance | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Alloc % | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|---------------|------------|------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|
| | Total | | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 5340 Revenues Total Appropriated | 288.3 | | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 | 9.9 | 10.0 | 10.2 | 10.3 |
| Other LA County UZAs (see note) | | | | | | | | | | | | |
| 5340 Other LA County UZAs | 14.9 | 5.2% | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Total Other LA County UZAs Allocated | 14.9 | 5.2% | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Revenue Remainder - LA County UZA | 273.4 | | 8.6 | 8.7 | 8.9 | 9.0 | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 |
| ALLOCATION OF REMAINDER | | | | | | | | | | | | |
| Rail Operations | 267.3 | 92.7% | 8.6 | 8.7 | 8.9 | 9.0 | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 |
| Rail Operations Totals | 267.3 | 92.7% | 8.6 | 8.7 | 8.9 | 9.0 | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 |
| Rail Capital | 6.1 | 2.1% | - | - | - | - | - | - | - | - | - | - |
| Total Rail Capital | 6.1 | 2.1% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Allocated | 288.3 | 100.0% | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 | 9.9 | 10.0 | 10.2 | 10.3 |
| Beginning Balance | 0.0 | - | - | - | - | - | - | - | - | - | - | - |
| Annual Surplus/(Shortfall) | 0.0 | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 0.0 | - | - | - | - | - | - | - | - | - | - | - |

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
Safe Routes to Schools
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|----------------------------------|---------------|---------|---------|---------|---------|---------|------|------|------|------|------|------|------|------|------|------|
| | | | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available | 11.2 | | - | 11.2 | - | - | 3.0 | 6.3 | 1.9 | - | - | - | - | - | - | - |
| ALLOCATION OF FUNDS | | | | | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - |
| Subtotal Allocated | 11.2 | 100.0% | - | 11.2 | - | - | 3.0 | 6.3 | 1.9 | - | - | - | - | - | - | - |
| Beginning Balance | | | | | | | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Transportation Enhancements-Federal (TE)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | Years | Years | Years | Years | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|--------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Total Revenues Available | 571.8 | 78.4 | 144.2 | 155.0 | 194.2 | 23.7 | 11.8 | 13.0 | 13.2 | 13.0 | 13.1 | 13.8 | 14.0 | 14.2 | 14.4 |
| Annual Percent Change | | | | | | | | 10.17% | 1.54% | -1.52% | 0.77% | 5.34% | 1.45% | 1.43% | 1.41% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | | | | |
| Highway | | | | | | | | | | | | | | | |
| Transportation Enhancements | 56.7 | 43.9 | 12.8 | - | - | 12.8 | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 2.8 | 2.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 40.7 | - | 40.7 | - | - | 2.7 | 11.8 | 13.0 | 13.2 | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 256.0 | - | 84.4 | 155.0 | 16.6 | - | - | - | 1.9 | 13.0 | 13.1 | 13.8 | 14.0 | 14.2 | 14.4 |
| Transportation Demand Mgt | 0.5 | 0.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 6.3 | - | 6.3 | - | - | 6.3 | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | 31.2 | 31.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Santa Monica Blvd. Pkwy | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Highway Allocated | 394.2 | 78.4 | 144.2 | 155.0 | 16.6 | 21.8 | 11.8 | 13.0 | 15.1 | 13.0 | 13.1 | 13.8 | 14.0 | 14.2 | 14.4 |
| Total Allocated | 394.2 | 78.4 | 144.2 | 155.0 | 16.6 | 21.8 | 11.8 | 13.0 | 15.1 | 13.0 | 13.1 | 13.8 | 14.0 | 14.2 | 14.4 |
| Beginning Balance | - | - | - | 0.0 | 0.0 | - | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | 177.6 | - | 0.0 | - | 177.6 | 1.9 | 0.0 | - | (1.9) | - | - | - | - | - | - |
| Cumulative Ending Balance | 177.6 | - | 0.0 | 0.0 | 177.6 | 1.9 | 1.9 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

**LACMTA Financial Forecasting Model
Transportation Enhancements-Federal (TE)
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Total | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| Total Revenues Available | 571.8 | 14.6 | 14.8 | 15.0 | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 |
| Annual Percent Change | | 1.39% | 1.37% | 1.35% | 1.33% | 1.32% | 1.30% | 1.28% | 1.27% | 1.25% | 1.23% | 1.22% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | | |
| Highway | | | | | | | | | | | | |
| Transportation Enhancements | 56.7 | - | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 2.8 | - | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 40.7 | - | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 256.0 | 14.6 | 14.8 | 15.0 | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 |
| Transportation Demand Mgt | 0.5 | - | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 6.3 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | 31.2 | - | - | - | - | - | - | - | - | - | - | - |
| Santa Monica Blvd. Pkwy | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Highway Allocated | 394.2 | 14.6 | 14.8 | 15.0 | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 |
| Total Allocated | 394.2 | 14.6 | 14.8 | 15.0 | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 |
| Beginning Balance | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/<Shortfall> | 177.6 | - | - | - | - | - | - | - | - | - | - | - |
| Cumulative Ending Balance | 177.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

**LACMTA Financial Forecasting Model
 Transportation Enhancements-Federal (TE)
 2009 LRTP Baseline 10/22/09**

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Total Revenues Available | 571.8 | 16.8 | 17.0 | 17.2 | 17.4 | 17.6 | 17.8 | 18.0 | 18.3 | 18.6 | 18.9 |
| Annual Percent Change | | 1.20% | 1.19% | 1.18% | 1.16% | 1.15% | 1.14% | 1.12% | 1.67% | 1.64% | 1.61% |
| ALLOCATION OF FUNDS: | | | | | | | | | | | |
| Highway | | | | | | | | | | | |
| Transportation Enhancements | 56.7 | - | - | - | - | - | - | - | - | - | - |
| Park & Ride/Transit Centers | 2.8 | - | - | - | - | - | - | - | - | - | - |
| 2007 Call for Projects | 40.7 | - | - | - | - | - | - | - | - | - | - |
| Future Call for Projects - not yet programmed | 256.0 | - | - | - | - | - | - | - | - | - | - |
| Transportation Demand Mgt | 0.5 | - | - | - | - | - | - | - | - | - | - |
| Supplemental Call for Projects | 6.3 | - | - | - | - | - | - | - | - | - | - |
| Regional Bikeways & Pedestrian Improvements | 31.2 | - | - | - | - | - | - | - | - | - | - |
| Santa Monica Blvd. Pkwy | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Highway Allocated | 394.2 | - | - | - | - | - | - | - | - | - | - |
| Total Allocated | 394.2 | - | - | - | - | - | - | - | - | - | - |
| Beginning Balance | - | 0.0 | 16.8 | 33.8 | 51.0 | 68.4 | 86.0 | 103.8 | 121.8 | 140.1 | 158.7 |
| Annual Surplus/<Shortfall> | 177.6 | 16.8 | 17.0 | 17.2 | 17.4 | 17.6 | 17.8 | 18.0 | 18.3 | 18.6 | 18.9 |
| Cumulative Ending Balance | 177.6 | 16.8 | 33.8 | 51.0 | 68.4 | 86.0 | 103.8 | 121.8 | 140.1 | 158.7 | 177.6 |

NOTES:

LACMTA Financial Forecasting Model
LACMTA Regional Agency Administration
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Measure R Sales Tax (Admin Portion) | - | 117.4 | 190.5 | 267.3 | 575.2 | 12.0% | 6.7 | 9.6 | 10.1 | 10.8 | 11.7 | 12.4 | 13.1 | 13.7 |
| TDA (Admin. Portion) | 30.0 | 60.0 | 60.0 | 66.0 | 216.0 | 4.5% | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Proposition A (Admin. Portion) | 165.2 | 399.9 | 634.9 | 996.2 | 2,196.1 | 45.8% | 30.7 | 32.0 | 33.7 | 36.0 | 38.9 | 41.2 | 43.6 | 45.7 |
| Proposition C (Admin. Portion) | 49.6 | 119.7 | 190.5 | 298.9 | 658.8 | 13.7% | 9.0 | 9.6 | 10.1 | 10.8 | 11.7 | 12.4 | 13.1 | 13.7 |
| Proposition C Interest | 5.0 | 12.1 | 14.5 | 19.2 | 50.7 | 1.1% | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.3 |
| Proposition C 40% (Cash) | 112.9 | 139.9 | 110.5 | 121.6 | 484.8 | 10.1% | 25.8 | 25.7 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Lease Revenues | 43.4 | 133.5 | 168.2 | 223.3 | 568.4 | 11.9% | 10.0 | 11.8 | 12.9 | 12.7 | 13.2 | 13.7 | 14.2 | 14.7 |
| Other (General Fund) | 33.0 | 10.1 | - | - | 43.1 | 0.9% | 10.1 | - | - | - | - | - | - | - |
| Net Bond Proceeds - Prop. C 40% | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| Subtotal Local | 439.0 | 992.6 | 1,369.1 | 1,992.5 | 4,793.1 | 1.0 | 99.3 | 95.9 | 85.0 | 88.6 | 93.6 | 97.9 | 102.2 | 106.2 |
| State | | | | | | | | | | | | | | |
| Reg Improv Prog (RIP) (PPM - see Hwy Sum pg) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| Misc. Grants (No Revenue Sheet) | 0.2 | - | - | - | 0.2 | 0.0% | - | - | - | - | - | - | - | - |
| Subtotal State | 0.2 | - | - | - | 0.2 | 0.0% | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | |
| RSTP | 0.1 | - | - | - | 0.1 | 0.0% | - | - | - | - | - | - | - | - |
| Misc. Grants (No Revenue Sheet) | 0.5 | - | - | - | 0.5 | 0.0% | - | - | - | - | - | - | - | - |
| Subtotal Federal | 0.6 | - | - | - | 0.6 | 0.0% | - | - | - | - | - | - | - | - |
| Total Sources of Funds | 439.8 | 992.6 | 1,369.1 | 1,992.5 | 4,794.0 | 100.0% | 99.3 | 95.9 | 85.0 | 88.6 | 93.6 | 97.9 | 102.2 | 106.2 |
| USES OF FUNDS | | | | | | | | | | | | | | |
| Cash Only | | | | | | | | | | | | | | |
| Non-Allocable & Unit Overhead | 101.0 | 311.3 | 398.6 | 529.1 | 1,340.1 | 27.9% | 26.4 | 26.5 | 27.6 | 28.9 | 30.2 | 31.7 | 33.2 | 34.9 |
| Property Mgt & Development (610041, 51, 61) | 42.7 | 132.9 | 168.2 | 223.3 | 567.0 | 11.8% | 10.0 | 11.8 | 12.3 | 12.7 | 13.2 | 13.7 | 14.2 | 14.7 |
| Admin: Subsidy/CFP (100050) | 12.8 | 46.1 | 59.1 | 90.9 | 208.9 | 4.4% | 3.7 | 4.1 | 4.2 | 4.4 | 4.5 | 4.7 | 4.9 | 5.1 |
| Admin: General Planning (100060) | 23.6 | 110.6 | 155.9 | 219.2 | 509.3 | 10.6% | 6.9 | 9.0 | 10.2 | 10.1 | 10.1 | 10.7 | 12.5 | 13.4 |
| Other P & P Planning (405510, 51) | 50.7 | 111.8 | 140.6 | 198.2 | 501.3 | 10.4% | 11.7 | 9.7 | 10.1 | 10.4 | 10.8 | 11.1 | 11.5 | 11.9 |
| Other Administrative Expenses | 47.5 | 10.1 | - | 112.3 | 169.9 | 3.5% | 10.1 | - | - | - | - | - | - | - |
| Supplemental Admin Expenses | - | 31.7 | 211.4 | 332.0 | 575.2 | 12.0% | - | - | - | 1.2 | 3.6 | 4.5 | 4.1 | 4.1 |
| Immed Needs/Gen'l Relief Tokens (part of 410016) | 43.0 | 110.5 | 110.5 | 121.6 | 385.6 | 8.0% | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Investment & Debt Management (610340) | 5.0 | 12.1 | 14.5 | 19.2 | 50.7 | 1.1% | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.3 |
| Bond Payments - Worker's Comp COP | 73.2 | 27.8 | - | - | 101.0 | 2.1% | 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% | - | - | - | - | - | - | - | - |
| Subtotal, Cash Only Uses | 399.5 | 906.5 | 1,258.7 | 1,845.9 | 4,410.6 | 91.9% | 95.7 | 87.9 | 76.6 | 79.9 | 84.7 | 88.7 | 92.7 | 96.5 |
| Bond Eligible | | | | | | | | | | | | | | |
| Transit Planning (405511) | 41.8 | 89.1 | 110.4 | 146.5 | 387.8 | 8.1% | 6.5 | 8.2 | 8.5 | 8.7 | 9.0 | 9.2 | 9.5 | 9.7 |
| Subtotal, Bond Eligible Uses | 41.8 | 89.1 | 110.4 | 146.5 | 387.8 | 8.1% | 6.5 | 8.2 | 8.5 | 8.7 | 9.0 | 9.2 | 9.5 | 9.7 |
| Total Uses | 441.2 | 995.7 | 1,369.1 | 1,992.5 | 4,798.4 | 100.0% | 102.2 | 96.1 | 85.0 | 88.6 | 93.6 | 97.9 | 102.2 | 106.2 |
| Beginning Balance | 4.5 | 3.1 | 0.0 | 0.0 | 4.5 | - | 3.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/(Shortfall) | (1.4) | (3.1) | (0.0) | 0.0 | (4.5) | - | (2.9) | (0.2) | (0.0) | 0.0 | (0.0) | (0.0) | 0.0 | 0.0 |
| Cumulative Ending Balance | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

LACMTA Financial Forecasting Model
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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 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Measure R Sales Tax (Admin Portion) | 14.4 | 15.0 | 15.7 | 16.4 | 17.2 | 18.0 | 18.7 | 19.4 | 20.2 | 20.9 | 21.6 | 22.4 | 23.1 |
| 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 | 6.0 | 6.0 |
| Proposition A (Admin. Portion) | 47.8 | 50.1 | 52.3 | 54.8 | 57.3 | 59.9 | 62.4 | 64.8 | 67.2 | 69.6 | 72.0 | 74.6 | 77.1 |
| Proposition C (Admin. Portion) | 14.4 | 15.0 | 15.7 | 16.4 | 17.2 | 18.0 | 18.7 | 19.4 | 20.2 | 20.9 | 21.6 | 22.4 | 23.1 |
| Proposition C Interest | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 |
| Proposition C 40% (Cash) | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Lease Revenues | 15.0 | 15.3 | 15.6 | 15.9 | 16.2 | 16.5 | 16.7 | 16.9 | 17.2 | 17.4 | 17.8 | 18.1 | 18.4 |
| Other (General Fund) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Net Bond Proceeds - Prop. C 40% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 109.9 | 113.8 | 117.8 | 122.0 | 126.4 | 130.8 | 135.0 | 139.1 | 143.2 | 147.3 | 151.6 | 156.0 | 160.5 |
| State | | | | | | | | | | | | | |
| Reg Improv Prog (RIP) (PPM - see Hwy Sum pg) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Misc. Grants (No Revenue Sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Misc. Grants (No Revenue Sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Sources of Funds | 109.9 | 113.8 | 117.8 | 122.0 | 126.4 | 130.8 | 135.0 | 139.1 | 143.2 | 147.3 | 151.6 | 156.0 | 160.5 |
| USES OF FUNDS | | | | | | | | | | | | | |
| Cash Only | | | | | | | | | | | | | |
| Non-Allocable & Unit Overhead | 35.6 | 36.3 | 37.0 | 37.7 | 38.4 | 39.0 | 39.5 | 40.1 | 40.7 | 41.3 | 42.1 | 42.9 | 43.7 |
| Property Mgt & Development (610041, 51, 61) | 15.0 | 15.3 | 15.6 | 15.9 | 16.2 | 16.5 | 16.7 | 16.9 | 17.2 | 17.4 | 17.8 | 18.1 | 18.4 |
| Admin: Subsidy/CFP (100050) | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.7 | 5.8 | 5.9 | 6.0 | 6.1 | 7.4 | 7.5 |
| Admin: General Planning (100060) | 13.7 | 14.0 | 14.2 | 14.5 | 14.8 | 15.0 | 15.2 | 15.4 | 15.7 | 15.9 | 17.4 | 17.8 | 18.1 |
| Other P & P Planning (405510, 51) | 12.2 | 12.4 | 12.7 | 12.9 | 13.1 | 13.4 | 13.5 | 13.7 | 13.9 | 15.5 | 15.8 | 16.1 | 16.4 |
| Other Administrative Expenses | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Supplemental Admin Expenses | 6.1 | 8.1 | 10.2 | 12.6 | 15.3 | 18.1 | 20.9 | 23.5 | 26.1 | 27.1 | 28.2 | 29.4 | 31.7 |
| Immed Needs/Genr'l Relief Tokens (part of 410016) | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Investment & Debt Management (610340) | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 |
| Bond Payments - Worker's Comp COP | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bond Payments - Capital Grant Receipts | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Bond Payments - Prop. C 40% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal, Cash Only Uses | 100.1 | 103.8 | 107.5 | 111.5 | 115.7 | 120.0 | 124.1 | 128.0 | 132.0 | 135.9 | 139.9 | 144.1 | 148.4 |
| Bond Eligible | | | | | | | | | | | | | |
| Transit Planning (405511) | 9.9 | 10.1 | 10.2 | 10.4 | 10.6 | 10.8 | 10.9 | 11.1 | 11.3 | 11.4 | 11.7 | 11.9 | 12.1 |
| Subtotal, Bond Eligible Uses | 9.9 | 10.1 | 10.2 | 10.4 | 10.6 | 10.8 | 10.9 | 11.1 | 11.3 | 11.4 | 11.7 | 11.9 | 12.1 |
| Total Uses | 109.9 | 113.8 | 117.8 | 122.0 | 126.4 | 130.8 | 135.0 | 139.1 | 143.2 | 147.3 | 151.6 | 156.0 | 160.5 |
| Beginning 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 |
| 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 | 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 | 0.0 |

LACMTA Financial Forecasting Model
LACMTA Regional Agency Administration
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Measure R Sales Tax (Admin Portion) | 23.9 | 24.6 | 25.4 | 26.2 | 27.0 | 27.9 | 28.8 | 29.7 | 30.6 | - |
| TDA (Admin. Portion) | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Proposition A (Admin. Portion) | 79.6 | 82.1 | 84.7 | 87.4 | 90.1 | 93.0 | 96.0 | 99.1 | 102.0 | 105.1 |
| Proposition C (Admin. Portion) | 23.9 | 24.6 | 25.4 | 26.2 | 27.0 | 27.9 | 28.8 | 29.7 | 30.6 | 31.5 |
| Proposition C Interest | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 |
| Proposition C 40% (Cash) | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Lease Revenues | 18.8 | 19.1 | 19.5 | 19.9 | 20.2 | 20.6 | 21.1 | 21.5 | 21.9 | 22.3 |
| Other (General Fund) | - | - | - | - | - | - | - | - | - | - |
| Net Bond Proceeds - Prop. C 40% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 164.9 | 169.2 | 173.7 | 178.4 | 183.2 | 188.2 | 193.5 | 198.9 | 204.1 | 177.9 |
| State | | | | | | | | | | |
| Reg Improv Prog (RIP) (PPM - see Hwy Sum pg) | - | - | - | - | - | - | - | - | - | - |
| Misc. Grants (No Revenue Sheet) | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | |
| RSTP | - | - | - | - | - | - | - | - | - | - |
| Misc. Grants (No Revenue Sheet) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - |
| Total Sources of Funds | 164.9 | 169.2 | 173.7 | 178.4 | 183.2 | 188.2 | 193.5 | 198.9 | 204.1 | 177.9 |
| USES OF FUNDS | | | | | | | | | | |
| Cash Only | | | | | | | | | | |
| Non-Allocable & Unit Overhead | 44.5 | 45.3 | 46.2 | 47.1 | 48.0 | 48.9 | 49.9 | 50.9 | 51.9 | 52.9 |
| Property Mgt & Development (610041, 51, 61) | 18.8 | 19.1 | 19.5 | 19.9 | 20.2 | 20.6 | 21.1 | 21.5 | 21.9 | 22.3 |
| Admin: Subsidy/CFP (100050) | 7.6 | 7.8 | 7.9 | 8.1 | 8.2 | 8.4 | 8.6 | 8.7 | 8.9 | 9.1 |
| Admin: General Planning (100060) | 18.4 | 18.8 | 19.1 | 19.5 | 19.9 | 20.3 | 20.7 | 21.1 | 21.5 | 21.9 |
| Other P & P Planning (405510, 51) | 16.7 | 17.0 | 17.3 | 17.6 | 18.0 | 18.3 | 18.7 | 19.1 | 19.4 | 19.8 |
| Other Administrative Expenses | 1.9 | 3.6 | 5.4 | 7.5 | 9.7 | 12.1 | 14.6 | 15.9 | 17.3 | 24.4 |
| Supplemental Admin Expenses | 32.0 | 32.4 | 32.8 | 33.0 | 33.1 | 33.2 | 33.3 | 34.7 | 35.9 | - |
| Immed Needs/Genr'l Relief Tokens (part of 410016) | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 | 11.1 |
| Investment & Debt Management (610340) | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 |
| Bond Payments - Worker's Comp COP | - | - | - | - | - | - | - | - | - | - |
| Bond Payments - Capital Grant Receipts | - | - | - | - | - | - | - | - | - | - |
| Bond Payments - Prop. C 40% | - | - | - | - | - | - | - | - | - | - |
| Subtotal, Cash Only Uses | 152.6 | 156.6 | 160.9 | 165.4 | 169.9 | 174.7 | 179.6 | 184.8 | 189.7 | 163.3 |
| Bond Eligible | | | | | | | | | | |
| Transit Planning (405511) | 12.3 | 12.5 | 12.8 | 13.0 | 13.3 | 13.5 | 13.8 | 14.1 | 14.4 | 14.6 |
| Subtotal, Bond Eligible Uses | 12.3 | 12.5 | 12.8 | 13.0 | 13.3 | 13.5 | 13.8 | 14.1 | 14.4 | 14.6 |
| Total Uses | 164.9 | 169.2 | 173.7 | 178.4 | 183.2 | 188.2 | 193.5 | 198.9 | 204.1 | 177.9 |
| Beginning Balance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Surplus/(Shortfall) | 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 |

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| TDA Article 4 | 7.4 | 10.7 | 12.6 | 17.5 | 48.2 | 6.8% | 5.4 | - | - | - | - | 1.0 | 1.0 | 1.1 | 1.1 |
| Proposition C (Admin) | - | 0.3 | - | - | 0.3 | 0.0% | 0.3 | - | - | - | - | - | - | - | - |
| Proposition C 10% (Cash) | - | 3.9 | - | - | 3.9 | 0.6% | 3.9 | - | - | - | - | - | - | - | - |
| Proposition C 40% (Cash) | 29.7 | 88.0 | 110.8 | 150.0 | 378.5 | 53.6% | 2.9 | 8.7 | 8.4 | 9.1 | 9.3 | 9.9 | 9.8 | 9.8 | 10.0 |
| Advertising and Other General revenues | 19.5 | 40.6 | 45.6 | 57.3 | 163.0 | 23.1% | 3.1 | 4.4 | 5.0 | 4.5 | 4.6 | 3.3 | 3.6 | 3.9 | 4.0 |
| Net Bond Proceeds - Prop. C 40% | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 56.6 | 143.5 | 169.1 | 224.8 | 593.9 | 84.1% | 15.6 | 13.1 | 13.4 | 13.6 | 13.9 | 14.2 | 14.5 | 14.8 | 15.1 |
| State | | | | | | | | | | | | | | | |
| STA - Operator Revenue Share | 4.0 | 1.2 | 2.3 | 2.9 | 10.5 | 1.5% | - | - | - | - | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Subtotal State | 4.0 | 1.2 | 2.3 | 2.9 | 10.5 | 1.5% | - | - | - | - | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Federal | | | | | | | | | | | | | | | |
| Section 5309 Fixed Guideway Mod. | 3.7 | 4.2 | 4.8 | 6.2 | 18.9 | 2.7% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Homeland Security Grants | 14.2 | 20.0 | 20.0 | 22.0 | 76.2 | 10.8% | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Section 5307 | 6.8 | - | - | - | 6.8 | 1.0% | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 24.7 | 24.2 | 24.8 | 28.2 | 101.8 | 14.4% | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 | 2.4 |
| Total Sources of Funds | 85.2 | 168.9 | 196.2 | 255.9 | 706.2 | 100.0% | 18.0 | 15.4 | 15.8 | 16.0 | 16.5 | 16.8 | 17.1 | 17.4 | 17.7 |
| USES OF FUNDS | | | | | | | | | | | | | | | |
| Non-Revenue Vehicles & Equip. | 30.9 | 67.4 | 81.9 | 108.7 | 289.0 | 40.9% | 5.4 | 6.3 | 6.5 | 6.6 | 6.8 | 6.9 | 7.0 | 7.2 | 7.3 |
| IT/Communications | 14.5 | 30.5 | 38.3 | 50.9 | 134.2 | 19.0% | 2.2 | 2.8 | 2.8 | 2.9 | 3.2 | 3.2 | 3.3 | 3.4 | 3.4 |
| Anti-Terrorism (Homeland Security) | 14.2 | 20.0 | 20.0 | 22.0 | 76.2 | 10.8% | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| General Srvc's Maint & Wrhse Ops | 9.1 | 20.2 | 24.2 | 32.1 | 85.7 | 12.1% | 1.8 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 2.2 |
| Local Transportation Projects (410034) | 4.4 | 4.2 | - | - | 8.6 | 1.2% | 4.2 | - | - | - | - | - | - | - | - |
| Metro Art Program | 1.2 | 2.5 | 3.1 | 4.1 | 10.8 | 1.5% | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Subtotal, Cash Only Uses | 74.3 | 144.9 | 167.4 | 217.7 | 604.3 | 85.6% | 15.8 | 13.2 | 13.5 | 13.7 | 14.2 | 14.4 | 14.7 | 14.9 | 15.2 |
| Bond Eligible | | | | | | | | | | | | | | | |
| USG Headquarters Building | 4.8 | 10.5 | 12.6 | 16.8 | 44.7 | 6.3% | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.1 | 1.1 | 1.1 | 1.1 |
| Gateway Transit Plaza | 1.1 | 2.4 | 2.9 | 3.9 | 10.3 | 1.5% | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.3 | 0.3 |
| Other Agencywide Capital | 5.0 | 11.0 | 13.2 | 17.6 | 46.9 | 6.6% | 1.0 | 1.0 | 1.0 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 |
| Subtotal, Bond Eligible Uses | 10.9 | 24.0 | 28.8 | 38.2 | 101.9 | 14.4% | 2.2 | 2.2 | 2.3 | 2.3 | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 |
| Total Uses | 85.2 | 168.9 | 196.2 | 255.9 | 706.2 | 100.0% | 18.0 | 15.4 | 15.8 | 16.0 | 16.5 | 16.8 | 17.1 | 17.4 | 17.7 |
| Beginning 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 |
| Total Surplus/(Shortfall) | 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 |
| 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 | 0.0 | 0.0 |

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|-------------|-------------|--------------|--------------|-------------|--------------|--------------|-------------|--------------|--------------|-------------|--------------|
| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| TDA Article 4 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 |
| Proposition C (Admin) | - | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C 10% (Cash) | - | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C 40% (Cash) | 10.2 | 10.4 | 10.6 | 10.7 | 10.9 | 11.0 | 11.1 | 11.3 | 11.4 | 11.6 | 11.8 | 12.0 |
| Advertising and Other General revenues | 4.1 | 4.2 | 4.3 | 4.3 | 4.4 | 4.5 | 4.6 | 4.7 | 4.8 | 4.9 | 5.0 | 5.1 |
| Net Bond Proceeds - Prop. C 40% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 15.4 | 15.7 | 16.0 | 16.3 | 16.5 | 16.8 | 17.0 | 17.3 | 17.5 | 17.8 | 18.2 | 18.5 |
| State | | | | | | | | | | | | |
| STA - Operator Revenue Share | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Subtotal State | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Federal | | | | | | | | | | | | |
| Section 5309 Fixed Guideway Mod. | 0.4 | 0.5 | 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 | 2.0 | 2.0 |
| Section 5307 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 2.4 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 | 2.5 |
| Total Sources of Funds | 18.0 | 18.4 | 18.7 | 19.0 | 19.2 | 19.5 | 19.7 | 20.0 | 20.3 | 20.6 | 21.0 | 21.3 |
| USES OF FUNDS | | | | | | | | | | | | |
| Non-Revenue Vehicles & Equip. | 7.5 | 7.6 | 7.7 | 7.9 | 8.0 | 8.1 | 8.2 | 8.4 | 8.5 | 8.6 | 8.8 | 9.0 |
| IT/Communications | 3.5 | 3.6 | 3.6 | 3.7 | 3.7 | 3.8 | 3.9 | 3.9 | 4.0 | 4.0 | 4.1 | 4.2 |
| 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 | 2.0 |
| General Srvc's Maint & Wrhse Ops | 2.2 | 2.2 | 2.3 | 2.3 | 2.4 | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 |
| Local Transportation Projects (410034) | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Art Program | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 |
| Subtotal, Cash Only Uses | 15.4 | 15.7 | 15.9 | 16.2 | 16.4 | 16.6 | 16.8 | 17.0 | 17.3 | 17.6 | 17.9 | 18.2 |
| Bond Eligible | | | | | | | | | | | | |
| USG Headquarters Building | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.3 | 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 | 0.3 | 0.3 |
| Other Agencywide Capital | 1.2 | 1.2 | 1.3 | 1.3 | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 |
| Subtotal, Bond Eligible Uses | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 | 2.9 | 3.0 | 3.0 | 3.1 | 3.2 |
| Total Uses | 18.0 | 18.4 | 18.7 | 19.0 | 19.2 | 19.5 | 19.7 | 20.0 | 20.3 | 20.6 | 21.0 | 21.3 |
| Beginning 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 |
| Total Surplus/(Shortfall) | 0.0 | 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 |

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
|--|-------------|--------------|--------------|-------------|-------------|--------------|-------------|-------------|--------------|-------------|------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | |
| SOURCES OF FUNDS | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| TDA Article 4 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | |
| Proposition C (Admin) | - | - | - | - | - | - | - | - | - | - | |
| Proposition C 10% (Cash) | - | - | - | - | - | - | - | - | - | - | |
| Proposition C 40% (Cash) | 12.3 | 12.6 | 12.9 | 13.3 | 13.6 | 13.9 | 14.3 | 14.7 | 15.0 | 15.4 | |
| Advertising and Other General revenues | 5.1 | 5.1 | 5.2 | 5.2 | 5.2 | 5.2 | 5.2 | 5.3 | 5.3 | 5.3 | |
| Net Bond Proceeds - Prop. C 40% | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Local | 18.9 | 19.2 | 19.6 | 20.0 | 20.4 | 20.8 | 21.2 | 21.6 | 22.1 | 22.5 | |
| State | | | | | | | | | | | |
| STA - Operator Revenue Share | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | |
| Subtotal State | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | |
| Federal | | | | | | | | | | | |
| Section 5309 Fixed Guideway Mod. | 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 | |
| Section 5307 | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | 2.5 | 2.5 | 2.5 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | 2.6 | |
| Total Sources of Funds | 21.7 | 22.0 | 22.4 | 22.8 | 23.2 | 23.6 | 24.1 | 24.5 | 24.9 | 25.4 | |
| USES OF FUNDS | | | | | | | | | | | |
| Non-Revenue Vehicles & Equip. | 9.1 | 9.3 | 9.5 | 9.7 | 9.9 | 10.0 | 10.2 | 10.5 | 10.7 | 10.9 | |
| IT/Communications | 4.3 | 4.4 | 4.4 | 4.5 | 4.6 | 4.7 | 4.8 | 4.9 | 5.0 | 5.1 | |
| 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 Srvc's Maint & Wrhse Ops | 2.7 | 2.8 | 2.8 | 2.9 | 2.9 | 3.0 | 3.0 | 3.1 | 3.2 | 3.2 | |
| Local Transportation Projects (410034) | | | | | | | | | | | |
| Metro Art Program | 0.3 | 0.3 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | |
| Subtotal, Cash Only Uses | 18.5 | 18.8 | 19.1 | 19.4 | 19.7 | 20.1 | 20.5 | 20.8 | 21.2 | 21.6 | |
| Bond Eligible | | | | | | | | | | | |
| USG Headquarters Building | 1.4 | 1.4 | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.6 | 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 | |
| Other Agencywide Capital | 1.5 | 1.5 | 1.5 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | |
| Subtotal, Bond Eligible Uses | 3.2 | 3.3 | 3.3 | 3.4 | 3.5 | 3.5 | 3.6 | 3.7 | 3.7 | 3.8 | |
| Total Uses | 21.7 | 22.0 | 22.4 | 22.8 | 23.2 | 23.6 | 24.1 | 24.5 | 24.9 | 25.4 | |
| Beginning Balance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Surplus/(Shortfall) | 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 | |

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|-----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| 2 Fare Revenues | 1,604.0 | 4,763.5 | 6,242.7 | 8,517.8 | 21,128.0 | 26.1% | 364.1 | 410.8 | 415.7 | 465.1 | 470.0 | 505.4 | 510.7 |
| 3 Proposition A - Discretionary (40%) | 1,084.7 | 2,520.2 | 3,075.4 | 4,133.0 | 10,813.3 | 13.4% | 226.7 | 232.7 | 238.2 | 243.6 | 249.2 | 254.7 | 260.3 |
| 4 Proposition A - Local Return (25%) | 500.1 | 1,210.8 | 1,922.7 | 3,016.6 | 6,650.2 | 8.2% | 92.9 | 97.0 | 102.1 | 109.2 | 117.8 | 124.9 | 132.0 |
| 5 Proposition C - Discretionary (40%) | 747.0 | 1,405.8 | 1,604.2 | 2,179.5 | 5,936.5 | 7.3% | 140.6 | 127.9 | 141.3 | 131.1 | 132.9 | 145.6 | 147.7 |
| 6 Proposition C - Local Return (20%) | 64.0 | 155.1 | 246.2 | 386.3 | 851.6 | 1.1% | 11.9 | 12.4 | 13.1 | 14.0 | 15.1 | 16.0 | 16.9 |
| 7 TDA Article 4 | 1,234.2 | 2,385.4 | 4,516.2 | 7,776.5 | 15,912.3 | 19.7% | 245.1 | 194.1 | 162.8 | 171.5 | 181.8 | 256.3 | 283.5 |
| 8 Proposition C 5% Security | 140.2 | 366.0 | 473.2 | 654.4 | 1,633.9 | 2.0% | 30.2 | 31.6 | 33.2 | 35.5 | 36.7 | 37.7 | 38.8 |
| 9 Other (General, Advertising, Misc.) | 178.5 | 341.4 | 366.8 | 490.3 | 1,377.0 | 1.7% | 27.9 | 28.0 | 62.7 | 30.5 | 30.6 | 31.6 | 31.6 |
| 10 Measure R Sales Tax | - | 1,542.2 | 2,501.7 | 3,510.8 | 7,554.7 | 9.3% | 87.7 | 126.3 | 132.8 | 142.0 | 153.2 | 162.5 | 171.7 |
| 11 Subtotal Local | 5,552.8 | 14,690.4 | 20,949.1 | 30,665.2 | 71,857.5 | 88.9% | 1,227.2 | 1,260.8 | 1,301.9 | 1,342.4 | 1,387.2 | 1,534.7 | 1,593.2 |
| State | | | | | | | | | | | | | |
| 13 STA - Operator Revenue Share | 211.8 | 312.3 | 614.8 | 840.6 | 1,979.5 | 2.4% | - | - | - | - | 49.4 | 50.4 | 51.5 |
| 14 Subtotal State | 211.8 | 312.3 | 614.8 | 840.6 | 1,979.5 | 2.4% | - | - | - | - | 49.4 | 50.4 | 51.5 |
| Federal | | | | | | | | | | | | | |
| 16 CMAQ | 46.9 | 72.5 | - | - | 119.4 | 0.1% | - | - | - | - | - | - | - |
| 17 Section 5307 (Preventive Maintenance) | 699.5 | 1,552.0 | 1,275.7 | 829.6 | 4,356.8 | 5.4% | 148.2 | 150.3 | 152.4 | 154.5 | 156.7 | 158.9 | 161.1 |
| 18 RSTP | 253.1 | 600.2 | 721.1 | 959.3 | 2,533.7 | 3.1% | 54.4 | 55.8 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 |
| 19 Subtotal Federal | 999.5 | 2,224.7 | 1,996.8 | 1,788.9 | 7,009.8 | 8.7% | 202.6 | 206.1 | 209.5 | 212.7 | 216.1 | 219.5 | 222.9 |
| 20 Subtotal | 6,764.1 | 17,227.4 | 23,560.7 | 33,294.7 | 80,846.9 | 100.0% | 1,429.8 | 1,466.9 | 1,511.4 | 1,555.1 | 1,652.7 | 1,804.6 | 1,867.5 |
| 21 Prop A 40% (for Other Eligible Operators) | 104.1 | 233.1 | 279.7 | 371.3 | 988.1 | | 21.1 | 21.7 | 22.2 | 22.6 | 23.1 | 23.5 | 24.0 |
| 22 TDA Article 8 (paratransit) | 86.6 | 209.6 | 334.7 | 526.7 | 1,157.6 | | 16.0 | 16.7 | 17.6 | 18.9 | 20.4 | 21.6 | 22.9 |
| 23 GRAND TOTAL SOURCES | 6,954.8 | 17,670.2 | 24,175.1 | 34,192.6 | 82,992.6 | | 1,467.0 | 1,505.3 | 1,551.2 | 1,596.6 | 1,696.2 | 1,849.8 | 1,914.4 |
| USES OF FUNDS | | | | | | | | | | | | | |
| 24 Bus Operations-Countywide | 6,153.1 | 15,649.3 | 20,380.4 | 28,954.2 | 71,137.0 | 87.9% | 1,304.9 | 1,422.3 | 1,460.9 | 1,499.6 | 1,548.1 | 1,600.2 | 1,658.5 |
| 26 BSIP-Countywide | 63.0 | 151.7 | 181.9 | 241.5 | 638.1 | 0.8% | 13.8 | 14.1 | 14.4 | 14.7 | 15.0 | 15.3 | 15.6 |
| 27 Bus Security-Countywide | 146.0 | 372.4 | 473.2 | 654.4 | 1,646.1 | 2.0% | 32.8 | 33.8 | 34.7 | 35.7 | 36.7 | 37.7 | 38.8 |
| 28 Expansion Costs-Countywide | 421.2 | 1,494.7 | 2,525.1 | 3,444.5 | 7,885.4 | 9.7% | 80.0 | 111.8 | 116.9 | 122.3 | 143.9 | 151.4 | 154.7 |
| 29 UNMET NEED (UNFUNDED)-Metro | 0.0 | (396.0) | 0.0 | 0.0 | (396.0) | (0.0) | 0.0 | (73.8) | (114.4) | (116.8) | (91.0) | 0.0 | 0.0 |
| 30 Subtotal | 6,783.2 | 17,272.0 | 23,560.7 | 33,294.7 | 80,910.6 | 100.0% | 1,431.5 | 1,508.2 | 1,512.5 | 1,555.5 | 1,652.8 | 1,804.6 | 1,867.5 |
| 31 Other Eligible Operators (Prop A 40% Alloc) | 104.1 | 233.1 | 279.7 | 371.3 | 988.1 | | 21.1 | 21.7 | 22.2 | 22.6 | 23.1 | 23.5 | 24.0 |
| 32 Paratransit (TDA Article 8) | 86.6 | 209.6 | 334.7 | 526.7 | 1,157.6 | | 16.0 | 16.7 | 17.6 | 18.9 | 20.4 | 21.6 | 22.9 |
| 33 GRAND TOTAL USES | 6,973.9 | 17,714.7 | 24,175.1 | 34,192.6 | 83,056.3 | | 1,468.6 | 1,546.6 | 1,552.3 | 1,597.0 | 1,696.3 | 1,849.8 | 1,914.4 |
| CASH BALANCE | | | | | | | | | | | | | |
| 35 Beginning Fiscal Year Cash Balance | 63.7 | 44.5 | (0.0) | 0.0 | 63.7 | | 44.5 | 42.9 | 1.6 | 0.5 | 0.1 | (0.0) | 0.0 |
| 36 Annual Net Change to Cash Balance | (19.2) | (44.5) | 0.0 | 0.0 | (63.7) | | (1.7) | (41.3) | (1.1) | (0.3) | (0.1) | 0.0 | 0.0 |
| 37 Ending Fiscal Year Cash Balance | 44.5 | (0.0) | 0.0 | 0.0 | 0.0 | | 42.9 | 1.6 | 0.5 | 0.1 | (0.0) | 0.0 | 0.0 |

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

2009 LRTP Baseline 10/22/09

| (\$ in millions) | 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 |
| SOURCES OF FUNDS | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| 2 Fare Revenues | 529.4 | 536.5 | 555.7 | 561.0 | 578.7 | 584.0 | 600.8 | 605.9 | 634.9 | 640.4 | 667.4 | 673.6 | 696.1 |
| 3 Proposition A - Discretionary (40%) | 265.8 | 271.6 | 277.4 | 283.2 | 289.1 | 294.6 | 300.0 | 304.8 | 309.6 | 314.7 | 320.2 | 326.3 | 332.9 |
| 4 Proposition A - Local Return (25%) | 138.4 | 144.9 | 151.7 | 158.5 | 165.9 | 173.6 | 181.4 | 189.0 | 196.3 | 203.5 | 210.7 | 218.1 | 225.8 |
| 5 Proposition C - Discretionary (40%) | 143.4 | 144.7 | 150.6 | 151.7 | 150.7 | 152.5 | 155.9 | 157.5 | 164.6 | 167.4 | 164.8 | 168.0 | 170.9 |
| 6 Proposition C - Local Return (20%) | 17.7 | 18.6 | 19.4 | 20.3 | 21.2 | 22.2 | 23.2 | 24.2 | 25.1 | 26.1 | 27.0 | 27.9 | 28.9 |
| 7 TDA Article 4 | 287.3 | 294.6 | 308.6 | 339.2 | 360.3 | 382.7 | 376.0 | 403.7 | 456.0 | 518.2 | 537.0 | 557.9 | 585.0 |
| 8 Proposition C 5% Security | 39.7 | 40.7 | 41.8 | 42.8 | 43.9 | 44.9 | 45.9 | 46.8 | 47.8 | 48.7 | 49.7 | 50.8 | 52.0 |
| 9 Other (General, Advertising, Misc.) | 32.2 | 32.8 | 33.5 | 34.1 | 34.7 | 35.3 | 35.9 | 36.4 | 36.9 | 37.4 | 38.0 | 38.6 | 39.4 |
| 10 Measure R Sales Tax | 180.1 | 188.5 | 197.3 | 206.2 | 215.8 | 225.9 | 236.0 | 245.9 | 255.3 | 264.8 | 274.1 | 283.8 | 293.8 |
| 11 Subtotal Local | 1,634.0 | 1,672.9 | 1,736.0 | 1,797.0 | 1,860.3 | 1,915.8 | 1,955.3 | 2,014.1 | 2,126.6 | 2,221.2 | 2,288.9 | 2,345.1 | 2,424.8 |
| State | | | | | | | | | | | | | |
| 13 STA - Operator Revenue Share | 52.6 | 53.7 | 54.8 | 55.9 | 57.1 | 58.3 | 59.5 | 60.7 | 62.0 | 63.3 | 64.6 | 66.0 | 67.4 |
| 14 Subtotal State | 52.6 | 53.7 | 54.8 | 55.9 | 57.1 | 58.3 | 59.5 | 60.7 | 62.0 | 63.3 | 64.6 | 66.0 | 67.4 |
| Federal | | | | | | | | | | | | | |
| 16 CMAQ | 23.7 | 24.2 | 24.6 | - | - | - | - | - | - | - | - | - | - |
| 17 Section 5307 (Preventive Maintenance) | 155.8 | 163.2 | 151.1 | 161.1 | 146.1 | 137.6 | 144.2 | 148.6 | 125.5 | 116.1 | 95.8 | 112.2 | 88.4 |
| 18 RSTP | 63.0 | 64.3 | 65.6 | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 |
| 19 Subtotal Federal | 242.4 | 251.7 | 241.3 | 228.0 | 214.3 | 207.0 | 214.7 | 220.1 | 198.0 | 189.7 | 170.6 | 188.3 | 166.0 |
| 20 Subtotal | 1,929.0 | 1,978.2 | 2,032.1 | 2,081.0 | 2,131.7 | 2,181.1 | 2,229.5 | 2,294.9 | 2,386.6 | 2,474.2 | 2,524.1 | 2,599.3 | 2,658.2 |
| 21 Prop A 40% (for Other Eligible Operators) | 24.5 | 25.0 | 25.5 | 26.0 | 26.5 | 26.9 | 27.4 | 27.7 | 28.1 | 28.5 | 29.0 | 29.5 | 30.1 |
| 22 TDA Article 8 (paratransit) | 24.0 | 25.1 | 26.3 | 27.5 | 28.8 | 30.2 | 31.6 | 32.9 | 34.2 | 35.4 | 36.7 | 38.0 | 39.4 |
| 23 GRAND TOTAL SOURCES | 1,977.4 | 2,028.3 | 2,083.9 | 2,134.5 | 2,187.0 | 2,238.2 | 2,288.4 | 2,355.6 | 2,448.9 | 2,538.2 | 2,589.8 | 2,666.9 | 2,727.6 |
| USES OF FUNDS | | | | | | | | | | | | | |
| 25 Bus Operations-Countywide | 1,680.8 | 1,718.9 | 1,755.1 | 1,797.0 | 1,840.6 | 1,882.9 | 1,924.4 | 1,983.6 | 2,062.5 | 2,143.5 | 2,186.5 | 2,254.2 | 2,305.0 |
| 26 BSIP-Countywide | 15.9 | 16.2 | 16.6 | 16.9 | 17.2 | 17.5 | 17.8 | 18.0 | 18.3 | 18.6 | 18.9 | 19.2 | 19.6 |
| 27 Bus Security-Countywide | 39.7 | 40.7 | 41.8 | 42.8 | 43.9 | 44.9 | 45.9 | 46.8 | 47.8 | 48.7 | 49.7 | 50.8 | 52.0 |
| 28 Expansion Costs-Countywide | 192.5 | 202.3 | 218.7 | 224.3 | 230.1 | 235.7 | 241.3 | 246.4 | 258.1 | 263.4 | 269.0 | 275.1 | 281.6 |
| 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 | 0.0 |
| 30 Subtotal | 1,929.0 | 1,978.2 | 2,032.1 | 2,081.0 | 2,131.7 | 2,181.1 | 2,229.5 | 2,294.9 | 2,386.6 | 2,474.2 | 2,524.1 | 2,599.3 | 2,658.2 |
| 31 Other Eligible Operators (Prop A 40% Alloc) | 24.5 | 25.0 | 25.5 | 26.0 | 26.5 | 26.9 | 27.4 | 27.7 | 28.1 | 28.5 | 29.0 | 29.5 | 30.1 |
| 32 Paratransit (TDA Article 8) | 24.0 | 25.1 | 26.3 | 27.5 | 28.8 | 30.2 | 31.6 | 32.9 | 34.2 | 35.4 | 36.7 | 38.0 | 39.4 |
| 33 GRAND TOTAL USES | 1,977.5 | 2,028.3 | 2,083.9 | 2,134.5 | 2,187.0 | 2,238.2 | 2,288.4 | 2,355.6 | 2,448.9 | 2,538.2 | 2,589.8 | 2,666.9 | 2,727.6 |
| CASH BALANCE | | | | | | | | | | | | | |
| 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 | 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 | 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 | 0.0 |

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

2009 LRTP Baseline 10/22/09

| | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| 2 Fare Revenues | 702.6 | 720.3 | 727.0 | 747.8 | 754.8 | 777.1 | 784.5 | 807.7 | 815.5 | 836.2 | 844.1 |
| 3 Proposition A - Discretionary (40%) | 339.6 | 346.2 | 352.9 | 359.9 | 367.1 | 374.6 | 382.3 | 390.4 | 398.7 | 406.6 | 414.7 |
| 4 Proposition A - Local Return (25%) | 233.6 | 241.2 | 248.6 | 256.5 | 264.6 | 272.8 | 281.5 | 290.6 | 300.0 | 309.0 | 318.3 |
| 5 Proposition C - Discretionary (40%) | 174.3 | 177.6 | 181.1 | 185.2 | 188.9 | 193.0 | 197.0 | 203.8 | 208.0 | 206.5 | 264.1 |
| 6 Proposition C - Local Return (20%) | 29.9 | 30.9 | 31.8 | 32.8 | 33.9 | 34.9 | 36.0 | 37.2 | 38.4 | 39.6 | 40.8 |
| 7 TDA Article 4 | 596.6 | 613.1 | 634.7 | 654.6 | 678.6 | 701.9 | 727.5 | 753.3 | 781.1 | 800.4 | 834.8 |
| 8 Proposition C 5% Security | 53.2 | 54.3 | 55.5 | 56.7 | 58.0 | 59.3 | 60.6 | 62.1 | 63.5 | 64.9 | 66.3 |
| 9 Other (General, Advertising, Misc.) | 40.1 | 40.9 | 41.7 | 42.6 | 43.5 | 44.4 | 45.4 | 46.4 | 47.4 | 48.4 | 49.4 |
| 10 Measure R Sales Tax | 303.9 | 313.8 | 323.5 | 333.7 | 344.2 | 355.0 | 366.2 | 378.1 | 390.3 | 402.1 | - |
| 11 Subtotal Local | 2,473.8 | 2,538.3 | 2,596.9 | 2,669.8 | 2,733.6 | 2,813.0 | 2,881.2 | 2,969.5 | 3,042.9 | 3,113.7 | 2,832.4 |
| State | | | | | | | | | | | |
| 13 STA - Operator Revenue Share | 68.8 | 70.2 | 71.7 | 73.2 | 74.7 | 76.3 | 77.8 | 79.5 | 81.1 | 82.8 | 84.6 |
| 14 Subtotal State | 68.8 | 70.2 | 71.7 | 73.2 | 74.7 | 76.3 | 77.8 | 79.5 | 81.1 | 82.8 | 84.6 |
| Federal | | | | | | | | | | | |
| 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 | 79.1 | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| 19 Subtotal Federal | 175.1 | 167.7 | 166.7 | 154.1 | 152.6 | 137.3 | 135.8 | 116.8 | 114.9 | 179.8 | 288.2 |
| 20 Subtotal | 2,717.6 | 2,776.3 | 2,835.3 | 2,897.0 | 2,960.9 | 3,026.6 | 3,094.8 | 3,165.8 | 3,238.9 | 3,376.3 | 3,205.2 |
| 21 Prop A 40% (for Other Eligible Operators) | 30.7 | 31.2 | 31.8 | 32.4 | 33.0 | 33.7 | 34.3 | 35.0 | 35.7 | 36.4 | 37.1 |
| 22 TDA Article 8 (paratransit) | 40.7 | 42.1 | 43.4 | 44.8 | 46.2 | 47.6 | 49.2 | 50.8 | 52.4 | 54.0 | 55.6 |
| 23 GRAND TOTAL SOURCES | 2,789.0 | 2,849.6 | 2,910.5 | 2,974.2 | 3,040.1 | 3,107.9 | 3,178.3 | 3,251.5 | 3,327.0 | 3,466.7 | 3,297.9 |
| USES OF FUNDS | | | | | | | | | | | |
| 25 Bus Operations-Countywide | 2,356.4 | 2,407.0 | 2,458.0 | 2,511.4 | 2,566.5 | 2,623.3 | 2,682.2 | 2,743.5 | 2,806.7 | 2,867.7 | 2,931.4 |
| 26 BSIP-Countywide | 19.9 | 20.3 | 20.7 | 21.1 | 21.5 | 21.9 | 22.3 | 22.8 | 23.2 | 23.7 | 24.1 |
| 27 Bus Security-Countywide | 53.2 | 54.3 | 55.5 | 56.7 | 58.0 | 59.3 | 60.6 | 62.1 | 63.5 | 64.9 | 66.3 |
| 28 Expansion Costs-Countywide | 288.1 | 294.6 | 301.1 | 307.9 | 314.9 | 322.1 | 329.6 | 337.4 | 345.5 | 353.2 | 250.1 |
| 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 Subtotal | 2,717.6 | 2,776.3 | 2,835.3 | 2,897.0 | 2,960.9 | 3,026.6 | 3,094.8 | 3,165.8 | 3,238.9 | 3,309.5 | 3,272.0 |
| 31 Other Eligible Operators (Prop A 40% Alloc) | 30.7 | 31.2 | 31.8 | 32.4 | 33.0 | 33.7 | 34.3 | 35.0 | 35.7 | 36.4 | 37.1 |
| 32 Paratransit (TDA Article 8) | 40.7 | 42.1 | 43.4 | 44.8 | 46.2 | 47.6 | 49.2 | 50.8 | 52.4 | 54.0 | 55.6 |
| 33 GRAND TOTAL USES | 2,789.0 | 2,849.6 | 2,910.5 | 2,974.2 | 3,040.1 | 3,107.9 | 3,178.3 | 3,251.5 | 3,327.0 | 3,399.9 | 3,364.7 |
| CASH BALANCE | | | | | | | | | | | |
| 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 | 66.8 |
| 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 | 66.8 | (66.8) |
| 37 Ending Fiscal Year Cash Balance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 66.8 | 0.0 |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Plan Total | % | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
|---|------------------|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|----------------|----------------|
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| 1 Fare Revenues | 1,219.7 | 3,753.5 | 4,957.3 | 6,811.3 | 16,741.8 | 32.9% | 272.3 | 323.7 | 326.0 | 373.2 | 375.9 | 400.3 |
| 2 Fare Freeze Reduction | - | (32.6) | - | - | (32.6) | -0.1% | | (8.1) | (8.1) | (8.2) | (8.2) | |
| 3 Proposition A - Discretionary (40%) | 703.6 | 1,738.0 | 2,073.3 | 2,746.9 | 7,261.7 | 14.3% | 163.0 | 161.3 | 164.9 | 168.1 | 171.4 | 174.8 |
| 4 Prop C 40%/BSIP/Foothill Mitigation/Exp | 425.0 | 389.9 | 346.7 | 465.4 | 1,627.0 | 3.2% | 55.4 | 33.8 | 45.0 | 32.5 | 32.0 | 42.3 |
| 5 TDA Article 4 | 927.8 | 1,548.0 | 3,207.2 | 5,657.5 | 11,340.5 | 22.3% | 183.2 | 107.3 | 79.2 | 90.7 | 107.3 | 176.4 |
| 6 Proposition C 5% Security | 111.9 | 297.7 | 364.8 | 484.3 | 1,258.7 | 2.5% | 25.0 | 26.1 | 27.5 | 29.4 | 30.1 | 30.7 |
| 7 Other (Advertising and General, & Lease Rev.) | 157.5 | 291.6 | 307.0 | 410.9 | 1,167.0 | 2.3% | 23.4 | 23.4 | 57.9 | 25.6 | 25.7 | 26.6 |
| 8 Subtotal Local | 3,545.3 | 7,986.1 | 11,256.4 | 16,576.2 | 39,364.0 | 77.5% | 722.3 | 667.6 | 692.3 | 711.4 | 734.2 | 851.2 |
| 9 Measure R Sales Tax | - | 1,131.3 | 1,831.2 | 2,569.9 | 5,532.4 | 10.9% | 66.6 | 92.4 | 97.2 | 104.0 | 112.2 | 119.0 |
| State | | | | | | | | | | | | |
| 11 STA - Operator Revenue Share | 154.7 | 228.4 | 449.6 | 614.9 | 1,447.7 | 2.8% | - | - | - | - | 36.1 | 36.9 |
| 12 Subtotal State | 154.7 | 228.4 | 449.6 | 614.9 | 1,447.7 | 2.8% | - | - | - | - | 36.1 | 36.9 |
| Federal | | | | | | | | | | | | |
| 14 CMAQ (Expansion/Corridors) | 46.9 | 72.5 | - | - | 119.4 | 0.2% | - | - | - | - | - | - |
| 15 Section 5307 (Preventive Maintenance) | 699.5 | 1,552.0 | 1,275.7 | 829.6 | 4,356.8 | 8.6% | 148.2 | 150.3 | 152.4 | 154.5 | 156.7 | 158.9 |
| 16 Homeland Security Grants | 0.5 | - | - | - | 0.5 | 0.0% | - | - | - | - | - | - |
| 17 Subtotal Federal | 746.9 | 1,624.5 | 1,275.7 | 829.6 | 4,476.6 | 8.8% | 148.2 | 150.3 | 152.4 | 154.5 | 156.7 | 158.9 |
| 18 TOTAL SOURCES | 4,446.9 | 10,970.3 | 14,812.9 | 20,590.6 | 50,820.7 | 100.0% | 937.0 | 910.3 | 941.9 | 969.9 | 1,039.1 | 1,165.8 |
| USES OF FUNDS | | | | | | | | | | | | |
| 21 Bus Operations (incl. Maint. & BRTs) | 3,898.3 | 10,246.8 | 12,999.2 | 18,141.3 | 45,285.7 | 89.1% | 840.2 | 938.7 | 965.8 | 993.9 | 1,019.6 | 1,052.3 |
| 22 BSIP | 47.8 | 115.0 | 138.0 | 183.2 | 483.9 | 1.0% | 10.4 | 10.7 | 10.9 | 11.2 | 11.4 | 11.6 |
| 23 Bus Security | 117.7 | 304.1 | 364.8 | 484.3 | 1,270.8 | 2.5% | 27.6 | 28.3 | 28.9 | 29.5 | 30.1 | 30.7 |
| 24 Prior Expansion Costs (from Expansion page) | 368.5 | 717.4 | 1,310.9 | 1,781.8 | 4,178.6 | 8.2% | 32.9 | 49.3 | 50.7 | 52.2 | 69.1 | 71.2 |
| 25 Operating Surplus (Deficit) | 0.0 | (396.0) | 0.0 | 0.0 | (396.0) | -0.8% | 0.0 | (73.8) | (114.4) | (116.8) | (91.0) | 0.0 |
| 26 TOTAL USES | 4,432.3 | 10,987.2 | 14,812.9 | 20,590.6 | 50,823.0 | 100.0% | 911.1 | 953.2 | 941.9 | 969.9 | 1,039.1 | 1,165.8 |
| 27 Uses excluding expansion percent change | | | | | | | -9.10% | 11.33% | 2.86% | 2.88% | 2.56% | 3.17% |
| 28 Total uses percent change | | | | | | | -7.80% | 4.62% | -1.18% | 2.97% | 7.14% | 12.20% |
| CASH BALANCE | | | | | | | | | | | | |
| 30 Beginning Fiscal Year Cash Balance | 2.3 | 16.9 | 0.0 | 0.0 | 2.3 | - | 16.9 | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 |
| 31 Annual Net Change to Cash Balance | 14.6 | (16.9) | 0.0 | 0.0 | (2.3) | - | 26.0 | (42.9) | 0.0 | 0.0 | 0.0 | 0.0 |
| 32 Ending Fiscal Year Cash Balance | 16.9 | 0.0 | 0.0 | 0.0 | 0.0 | - | 42.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Revenue Operation:
 - Orange Line - October 2005
 - Expo Shuttles - June 2010
 - Wilshire BRT - November 2013
 - Eastside Shuttles - December 2009
 - San Fernando Valley N-S (Canoga) - July 2015

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

2009 LRTP Baseline 10/22/09

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|----------------|----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| (\$ in millions) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | |
| SOURCES OF FUNDS | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| 1 Fare Revenues | 403.1 | 418.8 | 421.7 | 438.6 | 441.7 | 457.1 | 460.3 | 475.1 | 478.4 | 505.7 | 509.2 | 534.1 | 537.9 | |
| 2 Fare Freeze Reduction | | | | | | | | | | | | | | |
| 3 Proposition A - Discretionary (40%) | 178.3 | 181.7 | 185.4 | 189.0 | 192.6 | 196.2 | 199.6 | 202.8 | 205.6 | 208.5 | 211.5 | 214.9 | 218.7 | |
| 4 Prop C 40%/BSIP/Foothill Mitigation/Exp | 41.9 | 35.2 | 34.1 | 37.7 | 36.4 | 33.0 | 32.4 | 33.6 | 33.1 | 38.0 | 38.6 | 33.5 | 34.0 | |
| 5 TDA Article 4 | 198.2 | 197.2 | 199.7 | 208.6 | 234.1 | 249.6 | 266.1 | 253.4 | 275.3 | 322.0 | 378.7 | 392.1 | 407.3 | |
| 6 Proposition C 5% Security | 31.3 | 31.9 | 32.6 | 33.2 | 33.9 | 34.5 | 35.1 | 35.7 | 36.2 | 36.7 | 37.2 | 37.8 | 38.5 | |
| 7 Other (Advertising and General, & Lease Rev.) | 26.4 | 26.9 | 27.5 | 28.0 | 28.6 | 29.1 | 29.6 | 30.1 | 30.5 | 30.9 | 31.3 | 31.8 | 32.3 | |
| 8 Subtotal Local | 879.3 | 891.8 | 900.9 | 935.2 | 967.2 | 999.6 | 1,023.2 | 1,030.7 | 1,059.0 | 1,141.7 | 1,206.5 | 1,244.2 | 1,268.7 | |
| 9 Measure R Sales Tax | 125.7 | 131.8 | 138.0 | 144.5 | 151.0 | 158.0 | 165.3 | 172.8 | 180.0 | 186.9 | 193.8 | 200.6 | 207.7 | |
| State | | | | | | | | | | | | | | |
| 11 STA - Operator Revenue Share | 37.7 | 38.4 | 39.2 | 40.1 | 40.9 | 41.8 | 42.6 | 43.5 | 44.4 | 45.4 | 46.3 | 47.3 | 48.3 | |
| 12 Subtotal State | 37.7 | 38.4 | 39.2 | 40.1 | 40.9 | 41.8 | 42.6 | 43.5 | 44.4 | 45.4 | 46.3 | 47.3 | 48.3 | |
| Federal | | | | | | | | | | | | | | |
| 14 CMAQ (Expansion/Corridors) | - | 23.7 | 24.2 | 24.6 | - | - | - | - | - | - | - | - | - | - |
| 15 Section 5307 (Preventive Maintenance) | 161.1 | 155.8 | 163.2 | 151.1 | 161.1 | 146.1 | 137.6 | 144.2 | 148.6 | 125.5 | 116.1 | 95.8 | 112.2 | |
| 16 Homeland Security Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 Subtotal Federal | 161.1 | 179.4 | 187.4 | 175.7 | 161.1 | 146.1 | 137.6 | 144.2 | 148.6 | 125.5 | 116.1 | 95.8 | 112.2 | |
| 18 TOTAL SOURCES | 1,203.8 | 1,241.5 | 1,265.5 | 1,295.4 | 1,320.2 | 1,345.4 | 1,368.7 | 1,391.2 | 1,432.0 | 1,499.5 | 1,562.7 | 1,587.9 | 1,636.9 | |
| USES OF FUNDS | | | | | | | | | | | | | | |
| 21 Bus Operations (incl. Maint. & BRTs) | 1,090.4 | 1,095.2 | 1,117.4 | 1,133.3 | 1,155.0 | 1,177.0 | 1,197.5 | 1,217.1 | 1,255.5 | 1,314.0 | 1,374.4 | 1,396.6 | 1,442.2 | |
| 22 BSIP | 11.8 | 12.1 | 12.3 | 12.6 | 12.8 | 13.0 | 13.3 | 13.5 | 13.7 | 13.9 | 14.1 | 14.3 | 14.6 | |
| 23 Bus Security | 31.3 | 31.9 | 32.6 | 33.2 | 33.9 | 34.5 | 35.1 | 35.7 | 36.2 | 36.7 | 37.2 | 37.8 | 38.5 | |
| 24 Prior Expansion Costs (from Expansion page) | 70.2 | 102.3 | 103.2 | 116.3 | 118.5 | 120.8 | 122.9 | 124.9 | 126.6 | 135.0 | 137.0 | 139.2 | 141.7 | |
| 25 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 | |
| 26 TOTAL USES | 1,203.7 | 1,241.5 | 1,265.54 | 1,295.4 | 1,320.2 | 1,345.4 | 1,368.7 | 1,391.2 | 1,432.0 | 1,499.5 | 1,562.7 | 1,587.9 | 1,636.9 | |
| 27 Uses excluding expansion percent change | 3.56% | 0.49% | 2.03% | 1.44% | 1.91% | 1.91% | 1.74% | 1.64% | 3.09% | 4.53% | 4.48% | 1.61% | 3.21% | |
| 28 Total uses percent change | 3.25% | 3.14% | 1.94% | 2.36% | 1.91% | 1.91% | 1.74% | 1.64% | 2.93% | 4.71% | 4.21% | 1.61% | 3.09% | |
| CASH BALANCE | | | | | | | | | | | | | | |
| 30 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 | |
| 31 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 | |
| 32 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 | |

NOTES:

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Revenue Operation:
 - Orange Line - October 2005
 - Expo Shuttles - June 2010
 - Wilshire BRT - November 2013
 - Eastside Shuttles - December 2009
 - San Fernando Valley N-S (Canoga) - July 2015

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

2009 LRTP Baseline 10/22/09

| | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| 1 Fare Revenues | 557.8 | 561.7 | 576.9 | 580.9 | 598.9 | 603.1 | 622.4 | 626.8 | 646.8 | 651.3 | 668.9 | 673.6 |
| 2 Fare Freeze Reduction | | | | | | | | | | | | |
| 3 Proposition A - Discretionary (40%) | 222.8 | 227.0 | 231.1 | 235.4 | 239.8 | 244.3 | 249.0 | 253.9 | 258.9 | 264.1 | 269.1 | 274.2 |
| 4 Prop C 40%/BSIP/Foothill Mitigation/Exp | 34.1 | 34.6 | 35.0 | 35.5 | 36.5 | 37.0 | 37.9 | 38.4 | 41.7 | 42.3 | 37.2 | 89.2 |
| 5 TDA Article 4 | 428.6 | 434.4 | 445.2 | 461.2 | 475.3 | 493.2 | 510.3 | 529.4 | 548.5 | 569.2 | 581.7 | 609.2 |
| 6 Proposition C 5% Security | 39.2 | 40.0 | 40.7 | 41.5 | 42.3 | 43.1 | 43.9 | 44.8 | 45.7 | 46.6 | 47.5 | 48.4 |
| 7 Other (Advertising and General, & Lease Rev.) | 32.9 | 33.6 | 34.2 | 35.0 | 35.7 | 36.5 | 37.2 | 38.1 | 38.9 | 39.8 | 40.6 | 41.5 |
| 8 Subtotal Local | 1,315.5 | 1,331.2 | 1,363.1 | 1,389.3 | 1,428.4 | 1,457.1 | 1,500.7 | 1,531.4 | 1,580.5 | 1,613.4 | 1,645.1 | 1,736.0 |
| 9 Measure R Sales Tax | 215.1 | 222.5 | 229.7 | 236.8 | 244.3 | 252.0 | 259.8 | 268.1 | 276.8 | 285.7 | 294.3 | - |
| State | | | | | | | | | | | | |
| 11 STA - Operator Revenue Share | 49.3 | 50.3 | 51.3 | 52.4 | 53.5 | 54.6 | 55.8 | 56.9 | 58.1 | 59.4 | 60.6 | 61.9 |
| 12 Subtotal State | 49.3 | 50.3 | 51.3 | 52.4 | 53.5 | 54.6 | 55.8 | 56.9 | 58.1 | 59.4 | 60.6 | 61.9 |
| Federal | | | | | | | | | | | | |
| 14 CMAQ (Expansion/Corridors) | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 Section 5307 (Preventive Maintenance) | 88.4 | 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 Subtotal Federal | 88.4 | 96.0 | 87.1 | 84.6 | 70.4 | 67.3 | 50.3 | 47.1 | 26.3 | 22.6 | 85.7 | 192.3 |
| 18 TOTAL SOURCES | 1,668.3 | 1,700.0 | 1,731.3 | 1,763.2 | 1,796.5 | 1,831.0 | 1,866.6 | 1,903.5 | 1,941.6 | 1,981.0 | 2,085.7 | 1,990.1 |
| USES OF FUNDS | | | | | | | | | | | | |
| 21 Bus Operations (incl. Maint. & BRTs) | 1,469.9 | 1,497.7 | 1,525.4 | 1,553.5 | 1,582.8 | 1,613.2 | 1,644.6 | 1,677.1 | 1,710.7 | 1,745.4 | 1,778.8 | 1,812.3 |
| 22 BSIP | 14.8 | 15.1 | 15.4 | 15.7 | 16.0 | 16.3 | 16.6 | 16.9 | 17.3 | 17.6 | 18.0 | 18.3 |
| 23 Bus Security | 39.2 | 40.0 | 40.7 | 41.5 | 42.3 | 43.1 | 43.9 | 44.8 | 45.7 | 46.6 | 47.5 | 48.4 |
| 24 Prior Expansion Costs (from Expansion page) | 144.4 | 147.1 | 149.8 | 152.6 | 155.5 | 158.4 | 161.5 | 164.7 | 168.0 | 171.4 | 174.7 | 178.0 |
| 25 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 |
| 26 TOTAL USES | 1,668.3 | 1,700.0 | 1,731.3 | 1,763.2 | 1,796.5 | 1,831.0 | 1,866.6 | 1,903.5 | 1,941.6 | 1,981.0 | 2,018.9 | 2,056.9 |
| 27 Uses excluding expansion percent change | 1.92% | 1.90% | 1.84% | 1.84% | 1.89% | 1.92% | 1.94% | 1.98% | 2.00% | 2.03% | 1.91% | 1.88% |
| 28 Total uses percent change | 1.92% | 1.90% | 1.84% | 1.84% | 1.89% | 1.92% | 1.94% | 1.98% | 2.00% | 2.03% | 1.91% | 1.88% |
| CASH BALANCE | | | | | | | | | | | | |
| 30 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 | 66.8 |
| 31 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 | 66.8 | (66.8) |
| 32 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 | 66.8 | 0.0 |

NOTES:

1. Fare revenues from expansion are reflected.
2. Metro Rapid Transitway Revenue Operation:
Orange Line - October 2005
Expo Shuttles - June 2010
Wilshire BRT - November 2013
Eastside Shuttles - December 2009
San Fernando Valley N-S (Canoga) - July 2015

LACMTA Financial Forecasting Model
 Bus Operations - Metro Prior
 Expansion (Consent Decree)
 2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|-------------------------------------|------------------|------------------|------------------|------------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Fare Revenues | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Proposition A - Discretionary (40%) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Proposition C 40% | 138.5 | - | - | - | 138.5 | 53.7% | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Proposition C 5% Security | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Other (General, Advertising, Misc) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 138.5 | - | - | - | 138.5 | 53.7% | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | |
| RSTP | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| CMAQ | 46.9 | 72.5 | - | - | 119.4 | 46.3% | - | - | - | - | - | - | - | 23.7 | 24.2 |
| Section 5307 (operating) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 46.9 | 72.5 | - | - | 119.4 | 46.3% | - | - | - | - | - | - | - | 23.7 | 24.2 |
| TOTAL SOURCES | 185.4 | 72.5 | - | - | 257.9 | 100.0% | - | - | - | - | - | - | - | 23.7 | 24.2 |
| USES OF FUNDS | | | | | | | | | | | | | | | |
| Consent Decree | 293.9 | - | - | - | 293.9 | 7.0% | - | - | - | - | - | - | - | - | - |
| Service Expansion | 74.6 | 717.4 | 1,310.9 | 1,781.8 | 3,884.7 | 93.0% | 32.9 | 49.3 | 50.7 | 52.2 | 69.1 | 71.2 | 70.2 | 102.3 | 103.2 |
| TOTAL USES | 368.5 | 717.4 | 1,310.9 | 1,781.8 | 4,178.6 | 100.0% | 32.9 | 49.3 | 50.7 | 52.2 | 69.1 | 71.2 | 70.2 | 102.3 | 103.2 |

NOTES:

- Total Uses from this page are included on the Bus Operations-Metro page.

LACMTA Financial Forecasting Model
Bus Operations - Metro Prior
Expansion (Consent Decree)
2009 LRTP Baseline 10/22/09

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|-------------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| (\$ in millions) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Fare Revenues | - | - | - | - | - | - | - | - | - | - | - | - |
| Proposition A - Discretionary (40%) | - | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C 40% | - | - | - | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C 5% Security | - | - | - | - | - | - | - | - | - | - | - | - |
| Other (General, Advertising, Misc) | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 24.6 | - | - | - | - | - | - | - | - | - | - | - |
| Section 5307 (operating) | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 24.6 | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | 24.6 | - | - | - | - | - | - | - | - | - | - | - |
| USES OF FUNDS | | | | | | | | | | | | |
| Consent Decree | - | - | - | - | - | - | - | - | - | - | - | - |
| Service Expansion | 116.3 | 118.5 | 120.8 | 122.9 | 124.9 | 126.6 | 135.0 | 137.0 | 139.2 | 141.7 | 144.4 | 147.1 |
| TOTAL USES | 116.3 | 118.5 | 120.8 | 122.9 | 124.9 | 126.6 | 135.0 | 137.0 | 139.2 | 141.7 | 144.4 | 147.1 |

NOTES:

1. Total Uses from this page are included on the Bus Operations-Metro page.

LACMTA Financial Forecasting Model
Bus Operations - Metro Prior
Expansion (Consent Decree)
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|-------------------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Fare Revenues | - | - | - | - | - | - | - | - | - | - |
| Proposition A - Discretionary (40%) | - | - | - | - | - | - | - | - | - | - |
| Proposition C 40% | - | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | - | - | - | - | - | - | - | - | - | - |
| Proposition C 5% Security | - | - | - | - | - | - | - | - | - | - |
| Other (General, Advertising, Misc) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | |
| RSTP | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - | - | - | - | - |
| Section 5307 (operating) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | - | - | - | - | - | - | - | - | - | - |
| USES OF FUNDS | | | | | | | | | | |
| Consent Decree | - | - | - | - | - | - | - | - | - | - |
| Service Expansion | 149.8 | 152.6 | 155.5 | 158.4 | 161.5 | 164.7 | 168.0 | 171.4 | 174.7 | 178.0 |
| TOTAL USES | 149.8 | 152.6 | 155.5 | 158.4 | 161.5 | 164.7 | 168.0 | 171.4 | 174.7 | 178.0 |

NOTES:

1. Total Uses from this page are included on the Bus Operations-Metro page.

LACMTA Financial Forecasting Model
Bus Operations
Municipal and Non-Metro Operators
2009 LRTP Baseline 10/22/08

| (\$ in millions) | Years '05-'09 | 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 |
|--|----------------|----------------|----------------|-----------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Fare Revenues | 358.0 | 971.4 | 1,200.1 | 1,593.2 | 4,122.6 | 17.2% | 85.4 | 88.6 | 91.0 | 93.1 | 95.4 | 98.0 | 100.3 | 103.2 | 107.1 |
| Proposition A - Discretionary (40%) | 282.1 | 630.3 | 760.8 | 1,007.6 | 2,680.9 | 11.2% | 52.1 | 59.2 | 60.5 | 61.7 | 62.9 | 64.2 | 65.5 | 66.7 | 68.0 |
| Prop A - Local Return (25%) | 500.1 | 1,210.8 | 1,922.7 | 3,016.6 | 6,650.2 | 27.7% | 92.9 | 97.0 | 102.1 | 109.2 | 117.8 | 124.9 | 132.0 | 138.4 | 144.9 |
| Proposition C - Discretionary (40%) | 101.3 | 254.2 | 329.1 | 479.6 | 1,164.2 | 4.8% | 22.6 | 23.2 | 23.8 | 24.4 | 25.0 | 25.7 | 26.3 | 27.0 | 27.7 |
| Proposition C - Local Return (20%) | 64.0 | 155.1 | 246.2 | 386.3 | 851.6 | 3.5% | 11.9 | 12.4 | 13.1 | 14.0 | 15.1 | 16.0 | 16.9 | 17.7 | 18.6 |
| Prop. C 40%- Shuttles/BSIP (see note 2) | 91.1 | 214.7 | 257.6 | 342.0 | 905.4 | 3.8% | 19.5 | 20.0 | 20.4 | 20.8 | 21.2 | 21.7 | 22.1 | 22.5 | 23.0 |
| TDA Article 4 | 306.4 | 837.4 | 1,308.9 | 2,119.0 | 4,571.8 | 19.0% | 61.9 | 86.8 | 83.5 | 80.8 | 74.4 | 79.8 | 85.2 | 90.0 | 94.9 |
| Proposition C 5% Security | 28.4 | 68.3 | 108.4 | 170.1 | 375.2 | 1.6% | 5.2 | 5.5 | 5.8 | 6.2 | 6.6 | 7.0 | 7.4 | 7.8 | 8.2 |
| Other (Advertising, Charter, Misc) | 15.8 | 38.0 | 45.6 | 60.5 | 159.9 | 0.7% | 3.4 | 3.5 | 3.6 | 3.7 | 3.8 | 3.8 | 3.9 | 4.0 | 4.1 |
| Subtotal Local | 1,747.2 | 4,380.2 | 6,179.5 | 9,174.9 | 21,481.9 | 89.4% | 355.0 | 396.2 | 403.9 | 413.9 | 422.3 | 441.1 | 459.7 | 477.3 | 496.5 |
| Measure R Sales Tax | | 411.0 | 670.4 | 940.9 | 2,022.3 | 8.4% | 21.1 | 33.8 | 35.6 | 38.1 | 41.1 | 43.6 | 46.0 | 48.3 | 50.5 |
| State | | | | | | | | | | | | | | | |
| STA - Operator Revenue Share | 57.1 | 83.9 | 165.1 | 225.7 | 531.8 | 2.2% | - | - | - | - | 13.3 | 13.5 | 13.8 | 14.1 | 14.4 |
| Subtotal State | 57.1 | 83.9 | 165.1 | 225.7 | 531.8 | 2.2% | - | - | - | - | 13.3 | 13.5 | 13.8 | 14.1 | 14.4 |
| Federal | | | | | | | | | | | | | | | |
| Section 5307 (operating) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | 1,804.3 | 4,875.0 | 7,015.1 | 10,341.5 | 24,036.0 | 100.0% | 376.1 | 430.0 | 439.5 | 452.0 | 476.6 | 498.2 | 519.5 | 539.7 | 561.4 |
| USES OF FUNDS | | | | | | | | | | | | | | | |
| Bus Operations (Fixed Route & Paratransit) | 1,717.5 | 3,961.6 | 5,578.0 | 8,356.7 | 19,613.9 | 81.4% | 342.8 | 351.5 | 359.6 | 366.7 | 385.8 | 401.3 | 417.8 | 431.7 | 443.9 |
| BSIP | 15.2 | 36.7 | 44.0 | 58.4 | 154.3 | 0.6% | 3.3 | 3.4 | 3.5 | 3.6 | 3.6 | 3.7 | 3.8 | 3.8 | 3.9 |
| Shuttles | 24.4 | 58.8 | 70.5 | 93.6 | 247.2 | 1.0% | 5.3 | 5.5 | 5.6 | 5.7 | 5.8 | 5.9 | 6.1 | 6.2 | 6.3 |
| Bus Security | 28.4 | 68.3 | 108.4 | 170.1 | 375.2 | 1.6% | 5.2 | 5.5 | 5.8 | 6.2 | 6.6 | 7.0 | 7.4 | 7.8 | 8.2 |
| Expansion Costs (from Expansion page) | 52.6 | 366.4 | 543.7 | 721.8 | 1,684.5 | 7.0% | 26.0 | 28.7 | 30.7 | 32.1 | 33.8 | 36.6 | 38.5 | 41.9 | 48.5 |
| Expansion Costs (Measure R) | - | 411.0 | 670.4 | 940.9 | 2,022.3 | 8.4% | 21.1 | 33.8 | 35.6 | 38.1 | 41.1 | 43.6 | 46.0 | 48.3 | 50.5 |
| TOTAL USES | 1,838.1 | 4,902.7 | 7,015.1 | 10,341.5 | 24,097.4 | 100.0% | 403.7 | 428.4 | 440.6 | 452.3 | 476.7 | 498.2 | 519.5 | 539.7 | 561.4 |
| Uses excluding expansion percent change | | | | | | | -2.91% | 5.81% | 2.57% | 2.49% | 5.40% | 4.21% | 4.22% | 3.48% | 3.03% |
| Total uses percent change | | | | | | | -0.67% | 6.12% | 2.85% | 2.65% | 5.40% | 4.51% | 4.28% | 3.88% | 4.02% |
| CASH BALANCE | | | | | | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | 61.4 | 27.6 | - | - | 61.4 | | 27.6 | 0.0 | 1.6 | 0.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Net Change to Cash Balance | (33.8) | (27.6) | - | - | (61.4) | | (27.6) | 1.6 | (1.1) | (0.3) | (0.1) | - | - | - | - |
| Ending Fiscal Year Cash Balance | 27.6 | - | - | - | (0.0) | | 0.0 | 1.6 | 0.5 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

NOTES:

1. Based on FY 2004 & 2005 Budgets and Short Range Transit Plans.
2. Also includes Foothill Mitigation, Transit Service Expansion, and Base Restructuring.
3. "Municipal Oper." = "Included & Eligible Operators".
4. "Other Eligible Operators" are shown on the Operations Summary page.

LACMTA Financial Forecasting Model
Bus Operations
Municipal and Non-Metro Operators
2009 LRTP Baseline 10/22/05

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Fare Revenues | 109.3 | 111.4 | 113.5 | 115.5 | 117.4 | 119.0 | 120.7 | 122.5 | 124.4 | 126.7 | 129.1 | 131.5 |
| Proposition A - Discretionary (40%) | 69.4 | 70.7 | 72.0 | 73.3 | 74.4 | 75.5 | 76.5 | 77.6 | 78.9 | 80.2 | 81.8 | 83.3 |
| Prop A - Local Return (25%) | 151.7 | 158.5 | 165.9 | 173.6 | 181.4 | 189.0 | 196.3 | 203.5 | 210.7 | 218.1 | 225.8 | 233.6 |
| Proposition C - Discretionary (40%) | 28.4 | 29.2 | 29.9 | 30.7 | 31.5 | 32.4 | 33.2 | 34.1 | 35.0 | 36.0 | 37.0 | 38.0 |
| Proposition C - Local Return (20%) | 19.4 | 20.3 | 21.2 | 22.2 | 23.2 | 24.2 | 25.1 | 26.1 | 27.0 | 27.9 | 28.9 | 29.9 |
| Prop. C 40%- Shuttles/BSIP (see note 2) | 23.5 | 23.9 | 24.4 | 24.8 | 25.2 | 25.5 | 25.9 | 26.3 | 26.7 | 27.2 | 27.7 | 28.2 |
| TDA Article 4 | 100.0 | 105.1 | 110.7 | 116.6 | 122.6 | 128.4 | 134.0 | 139.6 | 145.0 | 150.6 | 156.4 | 162.2 |
| Proposition C 5% Security | 8.6 | 8.9 | 9.4 | 9.8 | 10.2 | 10.7 | 11.1 | 11.5 | 11.9 | 12.3 | 12.7 | 13.2 |
| Other (Advertising, Charter, Misc) | 4.2 | 4.2 | 4.3 | 4.4 | 4.5 | 4.5 | 4.6 | 4.7 | 4.7 | 4.8 | 4.9 | 5.0 |
| Subtotal Local | 514.3 | 532.2 | 551.3 | 570.9 | 590.5 | 609.1 | 627.4 | 645.8 | 664.3 | 683.9 | 704.2 | 724.9 |
| Measure R Sales Tax | 52.9 | 55.3 | 57.8 | 60.5 | 63.3 | 65.9 | 68.4 | 71.0 | 73.5 | 76.1 | 78.7 | 81.5 |
| State | | | | | | | | | | | | |
| STA - Operator Revenue Share | 14.7 | 15.0 | 15.3 | 15.7 | 16.0 | 16.3 | 16.7 | 17.0 | 17.4 | 17.7 | 18.1 | 18.5 |
| Subtotal State | 14.7 | 15.0 | 15.3 | 15.7 | 16.0 | 16.3 | 16.7 | 17.0 | 17.4 | 17.7 | 18.1 | 18.5 |
| Federal | | | | | | | | | | | | |
| Section 5307 (operating) | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | 581.9 | 602.5 | 624.5 | 647.1 | 669.7 | 691.3 | 712.5 | 733.7 | 755.1 | 777.6 | 801.1 | 824.8 |
| USES OF FUNDS | | | | | | | | | | | | |
| Bus Operations (Fixed Route & Paratransit) | 460.6 | 477.2 | 495.0 | 513.4 | 531.8 | 549.5 | 566.8 | 584.1 | 601.5 | 619.8 | 638.8 | 658.1 |
| BSIP | 4.0 | 4.1 | 4.2 | 4.2 | 4.3 | 4.4 | 4.4 | 4.5 | 4.6 | 4.6 | 4.7 | 4.8 |
| Shuttles | 6.4 | 6.5 | 6.7 | 6.8 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 | 7.6 | 7.7 |
| Bus Security | 8.6 | 8.9 | 9.4 | 9.8 | 10.2 | 10.7 | 11.1 | 11.5 | 11.9 | 12.3 | 12.7 | 13.2 |
| Expansion Costs (from Expansion page) | 49.5 | 50.5 | 51.4 | 52.3 | 53.2 | 53.9 | 54.7 | 55.5 | 56.4 | 57.4 | 58.5 | 59.6 |
| Expansion Costs (Measure R) | 52.9 | 55.3 | 57.8 | 60.5 | 63.3 | 65.9 | 68.4 | 71.0 | 73.5 | 76.1 | 78.7 | 81.5 |
| TOTAL USES | 581.9 | 602.5 | 624.5 | 647.1 | 669.7 | 691.3 | 712.5 | 733.7 | 755.1 | 777.6 | 801.1 | 824.8 |
| Uses excluding expansion percent change | 3.82% | 3.69% | 3.80% | 3.78% | 3.66% | 3.39% | 3.20% | 3.11% | 3.02% | 3.08% | 3.10% | 3.05% |
| Total uses percent change | 3.66% | 3.53% | 3.64% | 3.62% | 3.50% | 3.23% | 3.06% | 2.98% | 2.92% | 2.98% | 3.01% | 2.97% |
| CASH BALANCE | | | | | | | | | | | | |
| 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 |
| Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| 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. Based on FY 2004 & 2005 Budgets and Short Range Transit Plans.
2. Also includes Foothill Mitigation, Transit Service Expansion, and Base Restructuring.
3. "Municipal Oper." = "Included & Eligible Operators".
4. "Other Eligible Operators" are shown on the Operations Summary page.

LACMTA Financial Forecasting Model
Bus Operations
Municipal and Non-Metro Operators
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|--------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Fare Revenues | 134.0 | 136.4 | 139.0 | 141.7 | 144.4 | 147.3 | 150.2 | 153.3 | 156.2 | 159.2 |
| Proposition A - Discretionary (40%) | 84.8 | 86.3 | 88.0 | 89.6 | 91.3 | 93.1 | 95.0 | 96.9 | 98.7 | 100.6 |
| Prop A - Local Return (25%) | 241.2 | 248.6 | 256.5 | 264.6 | 272.8 | 281.5 | 290.6 | 300.0 | 309.0 | 318.3 |
| Proposition C - Discretionary (40%) | 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%) | 30.9 | 31.8 | 32.8 | 33.9 | 34.9 | 36.0 | 37.2 | 38.4 | 39.6 | 40.8 |
| Prop. C 40%- Shuttles/BSIP (see note 2) | 28.8 | 29.3 | 29.8 | 30.4 | 31.0 | 31.6 | 32.2 | 32.9 | 33.5 | 34.2 |
| TDA Article 4 | 167.9 | 173.5 | 179.3 | 185.4 | 191.6 | 198.0 | 204.9 | 211.9 | 218.7 | 225.6 |
| Proposition C 5% Security | 13.6 | 14.0 | 14.5 | 14.9 | 15.4 | 15.9 | 16.4 | 16.9 | 17.4 | 18.0 |
| Other (Advertising, Charter, Misc) | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.8 | 5.9 | 6.0 |
| Subtotal Local | 745.2 | 765.3 | 786.3 | 808.1 | 830.4 | 853.7 | 878.1 | 903.2 | 927.5 | 952.4 |
| Measure R Sales Tax | 84.1 | 86.7 | 89.4 | 92.3 | 95.1 | 98.2 | 101.3 | 104.6 | 107.8 | - |
| State | | | | | | | | | | |
| STA - Operator Revenue Share | 18.9 | 19.2 | 19.6 | 20.1 | 20.5 | 20.9 | 21.3 | 21.8 | 22.2 | 22.7 |
| Subtotal State | 18.9 | 19.2 | 19.6 | 20.1 | 20.5 | 20.9 | 21.3 | 21.8 | 22.2 | 22.7 |
| Federal | | | | | | | | | | |
| Section 5307 (operating) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | 848.1 | 871.2 | 895.4 | 920.4 | 946.0 | 972.7 | 1,000.7 | 1,029.6 | 1,057.5 | 975.1 |
| USES OF FUNDS | | | | | | | | | | |
| Bus Operations (Fixed Route & Paratransit) | 677.0 | 695.7 | 715.3 | 735.5 | 756.3 | 777.9 | 800.6 | 824.0 | 846.6 | 869.8 |
| BSIP | 4.9 | 5.0 | 5.1 | 5.2 | 5.3 | 5.4 | 5.5 | 5.6 | 5.7 | 5.8 |
| Shuttles | 7.9 | 8.0 | 8.2 | 8.3 | 8.5 | 8.7 | 8.8 | 9.0 | 9.2 | 9.3 |
| Bus Security | 13.6 | 14.0 | 14.5 | 14.9 | 15.4 | 15.9 | 16.4 | 16.9 | 17.4 | 18.0 |
| Expansion Costs (from Expansion page) | 60.7 | 61.8 | 63.0 | 64.2 | 65.4 | 66.7 | 68.1 | 69.4 | 70.8 | 72.1 |
| Expansion Costs (Measure R) | 84.1 | 86.7 | 89.4 | 92.3 | 95.1 | 98.2 | 101.3 | 104.6 | 107.8 | |
| TOTAL USES | 848.1 | 871.2 | 895.4 | 920.4 | 946.0 | 972.7 | 1,000.7 | 1,029.6 | 1,057.5 | 975.1 |
| Uses excluding expansion percent change | 2.90% | 2.79% | 2.84% | 2.86% | 2.84% | 2.89% | 2.94% | 2.94% | 2.77% | -8.49% |
| Total uses percent change | 2.82% | 2.72% | 2.78% | 2.79% | 2.78% | 2.83% | 2.88% | 2.88% | 2.71% | -7.79% |
| CASH BALANCE | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - | - | - |
| 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. Based on FY 2004 & 2005 Budgets and Short Range Transit Plans.
2. Also includes Foothill Mitigation, Transit Service Expansion, and Base Restructuring.
3. "Municipal Oper." = "Included & Eligible Operators".
4. "Other Eligible Operators" are shown on the Operations Summary page.

LACMTA Financial Forecasting Model
Bus Operations
Municipal Operators Expansion
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years | Years | Years | Years | Plan | % | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
|---|-------------|--------------|--------------|--------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| SOURCES OF FUNDS | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Fare Revenues | 45.8 | 194.5 | 268.1 | 355.9 | 864.3 | 51.3% | 15.0 | 16.3 | 17.2 | 17.8 | 18.5 | 19.6 | 20.3 | 21.6 | 23.9 | 24.4 | |
| 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 | 6.9 | 171.8 | 275.6 | 365.9 | 820.2 | 48.7% | 10.9 | 12.4 | 13.5 | 14.3 | 15.3 | 17.1 | 18.2 | 20.3 | 24.6 | 25.1 | |
| Proposition C 5% Security | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| Other (Advertising, Charter, Misc) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Local | 52.7 | 366.4 | 543.7 | 721.8 | 1,684.5 | 100.0% | 26.0 | 28.7 | 30.7 | 32.1 | 33.8 | 36.6 | 38.5 | 41.9 | 48.5 | 49.5 | |
| State | | | | | | | | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| Subtotal State | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | |
| Section 5307 (operating) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| TOTAL SOURCES | 52.7 | 366.4 | 543.7 | 721.8 | 1,684.5 | 100.0% | 26.0 | 28.7 | 30.7 | 32.1 | 33.8 | 36.6 | 38.5 | 41.9 | 48.5 | 49.5 | |
| USES OF FUNDS | | | | | | | | | | | | | | | | | |
| Expansion Paratransit Vehicles | 15 | 16 | - | - | 31 | | 4 | 10 | 2 | - | - | - | - | - | - | - | |
| Expansion Buses | 81 | 110 | - | - | 191 | | 40 | 4 | 5 | 4 | 5 | 10 | 5 | 12 | 25 | - | |
| Total Number of Expansion Vehicles | 96 | 126 | - | - | 222 | | 44 | 14 | 7 | 4 | 5 | 10 | 5 | 12 | 25 | - | |
| Expansion Costs | 52.6 | 366.4 | 543.7 | 721.8 | 1,684.5 | 100.0% | 26.0 | 28.7 | 30.7 | 32.1 | 33.8 | 36.6 | 38.5 | 41.9 | 48.5 | 49.5 | |
| TOTAL USES | 52.6 | 366.4 | 543.7 | 721.8 | 1,684.5 | 100.0% | 26.0 | 28.7 | 30.7 | 32.1 | 33.8 | 36.6 | 38.5 | 41.9 | 48.5 | 49.5 | |
| CASH BALANCE | | | | | | | | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | | | | | | | | | | | | | | | | | |
| 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 | |
| Annual Net Change to Cash Balance | 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 | 0.0 | 0.0 | 0.0 | 0.0 | |

Notes:

- 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.
- 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
2009 LRTP Baseline 10/22/09

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions) | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2028 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Fare Revenues | 24.9 | 25.4 | 25.8 | 26.2 | 26.6 | 27.0 | 27.4 | 27.8 | 28.3 | 28.8 | 29.4 |
| Proposition A - Discretionary (40%) | - | - | - | - | - | - | - | - | - | - | - |
| Proposition A - Local Return 25% | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C 40% | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C - Local Return | - | - | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | 25.6 | 26.1 | 26.5 | 27.0 | 27.3 | 27.7 | 28.1 | 28.6 | 29.1 | 29.6 | 30.2 |
| Proposition C 5% Security | - | - | - | - | - | - | - | - | - | - | - |
| Other (Advertising, Charter, Misc) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 50.5 | 51.4 | 52.3 | 53.2 | 53.9 | 54.7 | 55.5 | 56.4 | 57.4 | 58.5 | 59.6 |
| State | | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | |
| Section 5307 (operating) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | 50.5 | 51.4 | 52.3 | 53.2 | 53.9 | 54.7 | 55.5 | 56.4 | 57.4 | 58.5 | 59.6 |
| USES OF FUNDS | | | | | | | | | | | |
| Expansion Paratransit Vehicles | - | - | - | - | - | - | - | - | - | - | - |
| Expansion Buses | - | - | - | - | - | - | - | - | - | - | - |
| Total Number of Expansion Vehicles | - | - | - | - | - | - | - | - | - | - | - |
| Expansion Costs | 50.5 | 51.4 | 52.3 | 53.2 | 53.9 | 54.7 | 55.5 | 56.4 | 57.4 | 58.5 | 59.6 |
| TOTAL USES | 50.5 | 51.4 | 52.3 | 53.2 | 53.9 | 54.7 | 55.5 | 56.4 | 57.4 | 58.5 | 59.6 |
| CASH BALANCE | | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - | - | - | - |
| 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. 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
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Fare Revenues | 29.9 | 30.5 | 31.1 | 31.6 | 32.3 | 32.9 | 33.6 | 34.2 | 34.9 | 35.6 |
| Proposition A - Discretionary (40%) | - | - | - | - | - | - | - | - | - | - |
| Proposition A - Local Return 25% | - | - | - | - | - | - | - | - | - | - |
| Proposition C 40% | - | - | - | - | - | - | - | - | - | - |
| Proposition C - Local Return | - | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | 30.8 | 31.3 | 31.9 | 32.5 | 33.2 | 33.8 | 34.5 | 35.2 | 35.9 | 36.6 |
| Proposition C 5% Security | - | - | - | - | - | - | - | - | - | - |
| Other (Advertising, Charter, Misc) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local | 60.7 | 61.8 | 63.0 | 64.2 | 65.4 | 66.7 | 68.1 | 69.4 | 70.8 | 72.1 |
| State | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | |
| Section 5307 (operating) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - |
| TOTAL SOURCES | 60.7 | 61.8 | 63.0 | 64.2 | 65.4 | 66.7 | 68.1 | 69.4 | 70.8 | 72.1 |
| USES OF FUNDS | | | | | | | | | | |
| Expansion Paratransit Vehicles | - | - | - | - | - | - | - | - | - | - |
| Expansion Buses | - | - | - | - | - | - | - | - | - | - |
| Total Number of Expansion Vehicles | - | - | - | - | - | - | - | - | - | - |
| Expansion Costs | 60.7 | 61.8 | 63.0 | 64.2 | 65.4 | 66.7 | 68.1 | 69.4 | 70.8 | 72.1 |
| TOTAL USES | 60.7 | 61.8 | 63.0 | 64.2 | 65.4 | 66.7 | 68.1 | 69.4 | 70.8 | 72.1 |
| CASH BALANCE | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - | - | - |
| 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. 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 - ADA/Paratransit
 (ASI-Access Services Inc.)
 2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Fare Revenues | 26.3 | 71.2 | 85.4 | 113.3 | 296.1 | 5.8% | 6.5 | 6.6 | 6.8 | 6.9 | 7.0 | 7.2 | 7.3 | 7.5 | 7.6 |
| Proposition C 40% (Discretionary) - for capital | 0.3 | 0.5 | 0.5 | 0.6 | 1.9 | 0.0% | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Proposition C 40% (Discretionary) - for operations | 129.7 | 547.0 | 670.8 | 892.6 | 2,240.0 | 43.6% | 43.1 | 50.9 | 52.2 | 53.3 | 54.6 | 55.9 | 57.3 | 58.7 | 59.9 |
| Proposition C - Local Return | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Proposition C 5% Security | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Other (Advertising, Charter, Misc) | 5.3 | 11.8 | 14.2 | 18.8 | 50.1 | 1.0% | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.3 |
| Subtotal Local | 161.6 | 630.5 | 770.8 | 1,025.3 | 2,588.1 | 50.4% | 50.7 | 58.7 | 60.1 | 61.4 | 62.9 | 64.3 | 65.9 | 67.4 | 68.8 |
| State | | | | | | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | |
| Section 5310 (for capital) | 2.2 | 4.0 | 4.0 | 4.4 | 14.6 | 0.3% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| RSTP | 252.6 | 600.2 | 721.1 | 959.3 | 2,533.2 | 49.3% | 54.4 | 55.8 | 57.1 | 58.2 | 59.4 | 60.6 | 61.8 | 63.0 | 64.3 |
| Subtotal Federal | 254.8 | 604.2 | 725.1 | 963.7 | 2,547.8 | 49.6% | 54.8 | 56.2 | 57.5 | 58.6 | 59.8 | 61.0 | 62.2 | 63.4 | 64.7 |
| TOTAL SOURCES | 416.4 | 1,234.7 | 1,495.9 | 1,989.0 | 5,135.9 | 100.0% | 105.5 | 114.9 | 117.6 | 120.0 | 122.7 | 125.3 | 128.1 | 130.8 | 133.5 |
| USES OF FUNDS | | | | | | | | | | | | | | | |
| Bus Operations | 413.9 | 1,230.2 | 1,491.4 | 1,984.0 | 5,119.4 | 99.7% | 105.0 | 114.4 | 117.1 | 119.6 | 122.2 | 124.9 | 127.7 | 130.4 | 133.1 |
| Bus Capital | 2.5 | 4.5 | 4.5 | 5.0 | 16.5 | 0.3% | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| TOTAL USES | 416.4 | 1,234.7 | 1,495.9 | 1,989.0 | 5,135.9 | 100.0% | 105.5 | 114.9 | 117.6 | 120.0 | 122.7 | 125.3 | 128.1 | 130.8 | 133.5 |
| Uses Percent Change | | | | | | | 10.95% | 8.91% | 2.38% | 2.09% | 2.19% | 2.17% | 2.22% | 2.12% | 2.04% |
| CASH BALANCE | | | | | | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ending Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Subsidy (Prop C 40% and RSTP): | 382.5 | 1,147.7 | 1,392.4 | 1,852.5 | 4,775.1 | | 97.5 | 106.7 | 109.3 | 111.6 | 114.1 | 116.6 | 119.2 | 121.7 | 124.2 |
| Metro Subsidy Percent Change: | | | | | | | 11.78% | 9.44% | 2.40% | 2.10% | 2.22% | 2.19% | 2.25% | 2.14% | 2.05% |

NOTES:

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

LACMTA Financial Forecasting Model
Bus Operations - ADA/Paratransit
(ASI-Access Services Inc.)
2009 LRTP Baseline 10/22/09

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Fare Revenues | 7.8 | 7.9 | 8.1 | 8.2 | 8.3 | 8.5 | 8.6 | 8.7 | 8.9 | 9.0 | 9.2 | 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 | 0.1 | 0.1 |
| Proposition C 40% (Discretionary) - for operations | 61.1 | 62.3 | 63.4 | 64.5 | 65.6 | 66.5 | 67.5 | 68.5 | 69.6 | 70.8 | 72.2 | 73.5 |
| Proposition C - Local Return | | | | | | | | | | | | |
| TDA Article 4 | | | | | | | | | | | | |
| Proposition C 5% Security | | | | | | | | | | | | |
| Other (Advertising, Charter, Misc) | 1.3 | 1.3 | 1.3 | 1.4 | 1.4 | 1.4 | 1.4 | 1.4 | 1.5 | 1.5 | 1.5 | 1.6 |
| Subtotal Local | 70.2 | 71.5 | 72.9 | 74.2 | 75.4 | 76.4 | 77.5 | 78.7 | 79.9 | 81.3 | 82.9 | 84.5 |
| State | | | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | |
| 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 | 0.4 |
| RSTP | 65.6 | 66.9 | 68.2 | 69.4 | 70.5 | 71.5 | 72.5 | 73.6 | 74.8 | 76.1 | 77.6 | 79.1 |
| Subtotal Federal | 66.0 | 67.3 | 68.6 | 69.8 | 70.9 | 71.9 | 72.9 | 74.0 | 75.2 | 76.5 | 78.0 | 79.5 |
| TOTAL SOURCES | 136.2 | 138.8 | 141.5 | 144.0 | 146.3 | 148.3 | 150.4 | 152.7 | 155.1 | 157.8 | 160.9 | 164.0 |
| USES OF FUNDS | | | | | | | | | | | | |
| Bus Operations | 135.7 | 138.4 | 141.1 | 143.5 | 145.8 | 147.9 | 150.0 | 152.2 | 154.7 | 157.4 | 160.5 | 163.5 |
| Bus Capital | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| TOTAL USES | 136.2 | 138.8 | 141.5 | 144.0 | 146.3 | 148.3 | 150.4 | 152.7 | 155.1 | 157.8 | 160.9 | 164.0 |
| Uses Percent Change | 2.01% | 1.94% | 1.92% | 1.74% | 1.61% | 1.40% | 1.41% | 1.49% | 1.62% | 1.75% | 1.94% | 1.91% |
| CASH BALANCE | | | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Ending Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Subsidy (Prop C 40% and RSTP): | 126.7 | 129.2 | 131.7 | 134.0 | 136.2 | 138.1 | 140.0 | 142.1 | 144.4 | 146.9 | 149.8 | 152.7 |
| Metro Subsidy Percent Change: | 2.01% | 1.95% | 1.93% | 1.75% | 1.61% | 1.40% | 1.41% | 1.49% | 1.62% | 1.76% | 1.95% | 1.92% |

NOTES:

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

LACMTA Financial Forecasting Model
Bus Operations - ADA/Paratransit
(ASI-Access Services Inc.)
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Fare Revenues | 9.5 | 9.7 | 9.9 | 10.1 | 10.3 | 10.5 | 10.7 | 10.9 | 11.1 | 11.3 |
| 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 | 74.9 | 76.3 | 77.7 | 79.2 | 80.7 | 82.3 | 84.0 | 85.7 | 87.3 | 91.0 |
| Proposition C - Local Return | | | | | | | | | | |
| TDA Article 4 | | | | | | | | | | |
| Proposition C 5% Security | | | | | | | | | | |
| Other (Advertising, Charter, Misc) | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.9 |
| Subtotal Local | 86.0 | 87.6 | 89.3 | 91.0 | 92.8 | 94.6 | 96.5 | 98.5 | 100.3 | 104.2 |
| State | | | | | | | | | | |
| STA - Revenue Share | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | |
| 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 | 80.6 | 82.1 | 83.7 | 85.3 | 87.0 | 88.7 | 90.5 | 92.3 | 94.1 | 95.9 |
| Subtotal Federal | 81.0 | 82.5 | 84.1 | 85.7 | 87.4 | 89.1 | 90.9 | 92.7 | 94.5 | 96.3 |
| TOTAL SOURCES | 167.0 | 170.1 | 173.4 | 176.7 | 180.2 | 183.7 | 187.4 | 191.2 | 194.8 | 200.5 |
| USES OF FUNDS | | | | | | | | | | |
| Bus Operations | 166.6 | 169.7 | 172.9 | 176.2 | 179.7 | 183.2 | 186.9 | 190.7 | 194.4 | 200.1 |
| Bus Capital | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| TOTAL USES | 167.0 | 170.1 | 173.4 | 176.7 | 180.2 | 183.7 | 187.4 | 191.2 | 194.8 | 200.5 |
| Uses Percent Change | 1.87% | 1.85% | 1.91% | 1.91% | 1.96% | 1.96% | 2.01% | 2.01% | 1.93% | 2.92% |
| CASH BALANCE | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - |
| Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - | - | - |
| Ending Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - |
| Metro Subsidy (Prop C 40% and RSTP): | 155.5 | 158.4 | 161.5 | 164.5 | 167.8 | 171.1 | 174.5 | 178.0 | 181.5 | 186.9 |
| Metro Subsidy Percent Change: | 1.87% | 1.85% | 1.92% | 1.92% | 1.97% | 1.96% | 2.02% | 2.01% | 1.93% | 3.00% |

NOTES:

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

**LACMTA Financial Forecasting Model
 Bus Operations
 Incentive Program (Seniors & Disabled)
 2009 L RTP Baseline 10/22/09**

| (\$ in millions) | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition A 5% of 40% (Incentive Program) | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 100.0% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 |
| Subtotal Local | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 100.0% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 |
| TOTAL SOURCES | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 100.0% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 |
| USES OF FUNDS | | | | | | | | | | | | | | | |
| Bus Operations | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 100.0% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 |
| TOTAL USES | 99.0 | 151.9 | 241.3 | 378.5 | 870.8 | 100.0% | 11.7 | 12.2 | 12.8 | 13.7 | 14.8 | 15.7 | 16.6 | 17.4 | 18.2 |
| CASH BALANCE | | | | | | | | | | | | | | | |
| 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)
 2009 LRTP Baseline 10/22/09**

| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Proposition A 5% of 40% (Incentive Program) | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| Subtotal Local | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| TOTAL SOURCES | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| USES OF FUNDS | | | | | | | | | | | | |
| Bus Operations | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| TOTAL USES | 19.0 | 19.9 | 20.8 | 21.8 | 22.8 | 23.7 | 24.6 | 25.5 | 26.4 | 27.4 | 28.3 | 29.3 |
| CASH BALANCE | | | | | | | | | | | | |
| 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)
 2009 LRTP Baseline 10/22/09**

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Proposition A 5% of 40% (Incentive Program) | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| Subtotal Local | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| TOTAL SOURCES | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| USES OF FUNDS | | | | | | | | | | |
| Bus Operations | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| TOTAL USES | 30.3 | 31.2 | 32.2 | 33.2 | 34.2 | 35.3 | 36.5 | 37.6 | 38.8 | 39.9 |
| CASH BALANCE | | | | | | | | | | |
| 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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| 1 Measure R Sales Tax | - | 50.0 | 50.0 | 50.0 | 150.0 | 0.7% | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - |
| 2 Proposition C Local Return | 92.2 | 223.1 | 354.3 | 555.9 | 1,225.5 | 5.8% | 17.1 | 17.9 | 18.8 | 20.1 | 21.7 | 23.0 | 24.3 | 25.5 |
| 3 Proposition A Local Return | 166.7 | 403.6 | 640.9 | 1,005.5 | 2,216.7 | 10.5% | 31.0 | 32.3 | 34.0 | 36.4 | 39.3 | 41.6 | 44.0 | 46.1 |
| 4 Proposition A Discretionary | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| 5 Proposition C Discretionary 40% | 108.1 | 348.0 | 1,477.5 | 1,972.8 | 3,906.4 | 18.4% | 32.5 | 20.1 | 21.1 | 28.8 | 32.2 | 36.8 | 35.5 | 34.9 |
| 6 TDA Article 4 | 393.2 | 1,185.3 | 1,204.7 | 1,260.7 | 4,044.0 | 19.1% | 87.5 | 91.7 | 136.5 | 131.2 | 109.2 | 120.5 | 115.0 | 120.7 |
| 7 Lease/Leaseback | 55.0 | 93.0 | - | - | 147.9 | 0.7% | - | - | - | 4.0 | 11.0 | 3.5 | 25.0 | 25.0 |
| 8 LONP Reimbursement Fund 3562 | - | 44.0 | - | - | 44.0 | 0.2% | - | 22.0 | 22.0 | - | - | - | - | - |
| 9 Subtotal Local | 815.2 | 2,347.0 | 3,727.4 | 4,844.9 | 11,734.5 | 55.4% | 178.1 | 184.0 | 242.4 | 220.5 | 223.4 | 225.4 | 253.9 | 252.3 |
| State | | | | | | | | | | | | | | |
| 11 SCAQMD/AB 2766 | 5.2 | 8.0 | 6.0 | 8.0 | 27.2 | 0.1% | - | 4.0 | - | - | - | 2.0 | - | - |
| 12 STA - Operator Revenue Share | 15.2 | - | - | - | 15.2 | 0.1% | - | - | - | - | - | - | - | - |
| 13 Traffic Congestion Relief | - | 33.6 | - | - | 33.6 | 0.2% | 33.6 | - | - | - | - | - | - | - |
| 14 Prop 1B State Infrastructure Bonds - PTMISEA | 98.9 | 151.5 | - | - | 250.4 | 1.2% | 54.9 | 33.0 | 40.8 | 22.8 | - | - | - | - |
| 15 Regional Improvement Prog Funds (RIP) | 37.1 | 322.5 | - | - | 359.6 | 1.7% | - | - | - | - | - | - | 53.5 | 93.2 |
| 16 Subtotal State | 156.3 | 515.6 | 6.0 | 8.0 | 686.0 | 3.2% | 88.5 | 37.0 | 40.8 | 22.8 | - | 2.0 | 53.5 | 93.2 |
| Federal | | | | | | | | | | | | | | |
| 18 Sect. 5309 Bus and Bus-Related Facilities | 68.6 | 228.9 | 40.0 | 44.0 | 381.5 | 1.8% | 150.8 | 46.1 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 19 Section 5310 | 4.2 | 4.0 | 4.0 | 4.4 | 16.6 | 0.1% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 20 CMAQ | 236.5 | 210.7 | - | - | 447.3 | 2.1% | 143.2 | - | 1.5 | 18.5 | 14.9 | 15.0 | 17.6 | - |
| 21 RSTP | 51.4 | - | - | - | 51.4 | 0.2% | - | - | - | - | - | - | - | - |
| 22 Sect 5340 Growing States and High Density | 1.4 | 3.7 | 4.3 | 5.5 | 14.9 | 0.1% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 23 ARRA (5307, 5340 incl. ARRA TE) | - | 148.6 | - | - | 148.6 | 0.7% | 90.4 | 58.2 | - | - | - | - | - | - |
| 24 Sect 5307 Capital, incl Other UZAs and Cntywd TEA | 487.0 | 913.4 | 1,557.4 | 2,777.2 | 5,735.0 | 27.1% | 83.2 | 84.4 | 85.6 | 86.8 | 88.0 | 89.2 | 90.4 | 99.3 |
| 25 Subtotal Federal | 849.1 | 1,509.3 | 1,605.7 | 2,831.1 | 6,795.2 | 32.1% | 468.3 | 189.5 | 91.8 | 110.0 | 107.6 | 109.0 | 112.8 | 104.1 |
| Financing Revenues | | | | | | | | | | | | | | |
| 27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | 2.5 | - | - | - | 2.5 | 0.0 | - | - | - | - | - | - | - | - |
| 28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat) | - | 235.6 | 436.8 | 390.8 | 1,063.3 | 5.0% | - | 28.7 | - | - | 23.0 | 34.5 | 34.5 | 11.5 |
| 29 Bond Issue Expense 12-Yr Prop C 40% Bonds | - | (3.3) | (6.1) | (5.5) | (14.9) | -0.1% | - | (0.4) | - | - | (0.3) | (0.5) | (0.5) | (0.2) |
| 30 Bond Reserve Fund 12-Yr Prop C 40% Bonds | - | (27.3) | (50.7) | (45.3) | (123.4) | -0.6% | - | (3.3) | - | - | (2.7) | (4.0) | (4.0) | (1.3) |
| 31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat) | - | 272.6 | 354.3 | 501.5 | 1,128.4 | 5.3% | - | - | 38.2 | 60.0 | 43.6 | 43.6 | - | - |
| 32 Bond Issue Expense 30-Yr Prop C 40% Bonds | - | (3.8) | (5.0) | (7.0) | (15.8) | -0.1% | - | - | (0.5) | (0.8) | (0.6) | (0.6) | - | - |
| 33 Bond Reserve Fund 30-Yr Prop C 40% Bonds | - | (18.8) | (24.4) | (34.5) | (77.6) | -0.4% | - | - | (2.6) | (4.1) | (3.0) | (3.0) | - | - |
| 34 Subtotal Net Financing Revenues | 2.5 | 455.0 | 705.0 | 800.0 | 1,962.5 | 9.3% | - | 25.0 | 35.0 | 55.0 | 60.0 | 70.0 | 30.0 | 10.0 |
| 33 TOTAL SOURCES | 1,823.2 | 4,826.9 | 6,044.1 | 8,484.0 | 21,178.2 | 100.0% | 734.9 | 435.5 | 410.0 | 408.3 | 391.0 | 406.4 | 450.2 | 459.5 |

LACMTA Financial Forecasting Model
Bus Capital Summary - All Operators
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 34 USES OF FUNDS | | | | | | | | | | | | | | |
| 35 Capital Expenditures | | | | | | | | | | | | | | |
| 36 All Operators | | | | | | | | | | | | | | |
| 37 Metro Bus (excl Infrastruc Bond uses, incl new divs) | 917.8 | 2,446.9 | 2,894.2 | 3,921.5 | 10,180.4 | 48.0% | 310.2 | 197.9 | 186.7 | 196.8 | 202.1 | 207.7 | 238.1 | 243.7 |
| 38 Municipal Operators | 828.7 | 1,921.9 | 2,283.7 | 3,212.0 | 8,246.4 | 38.9% | 199.2 | 200.7 | 203.2 | 205.7 | 174.2 | 176.9 | 184.9 | 187.3 |
| 39 Paratransit - ASI (Section 5310 capital) | 2.5 | 4.5 | 4.5 | 5.0 | 16.5 | 0.1% | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 40 Paratransit - Other Operators (Section 5310 capital) | 2.0 | - | - | - | 2.0 | 0.0% | - | - | - | - | - | - | - | - |
| 41 | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| 42 Subtotal All Operators (Incl Expansion) | 1,751.0 | 4,373.4 | 5,182.5 | 7,138.5 | 18,445.2 | 87.0% | 509.9 | 399.1 | 390.4 | 402.9 | 376.7 | 385.1 | 423.4 | 431.4 |
| 43 Metro Bus Capital-Infrastructure Bond | 74.0 | 81.0 | - | - | 155.0 | 0.7% | 39.0 | 17.1 | 24.9 | - | - | - | - | - |
| 44 | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| 45 Number of Buses Purchased - Metro | 638 | 1,814 | 1,430 | 1,811 | 5,693 | | 100 | 197 | 62 | 112 | 311 | 300 | 108 | 121 |
| 46 Number of Expansion Buses - Municipal Operators | 81 | 110 | - | - | 191 | | 40 | 4 | 5 | 4 | 5 | 10 | 5 | 12 |
| 47 Expansion Only (MTA & Municipal Operators) | 719 | 1,924 | 1,430 | 1,811 | 5,884 | | - | - | - | - | - | - | - | - |
| 48 Subtotal Capital Expenditures | 1,824.9 | 4,454.4 | 5,182.5 | 7,138.5 | 18,600.2 | 87.7% | 548.9 | 416.2 | 415.3 | 402.9 | 376.7 | 385.1 | 423.4 | 431.4 |
| 49 HOT Lanes component transit projects | 21.1 | 189.6 | - | - | 210.6 | 1.0% | 147.5 | 42.1 | - | - | - | - | - | - |
| 50 Financing Payments | | | | | | | | | | | | | | |
| 51 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| 52 COPs (Actual/Treasury Fcst; TDA, Sect. 5307) | 0.3 | - | - | - | 0.3 | 0.0% | - | - | - | - | - | - | - | - |
| 53 Add'l Bonds 12-yr Prop C 40% (Model Generated) | - | 102.0 | 547.5 | 629.5 | 1,279.0 | 6.0% | - | 3.3 | 3.3 | 3.3 | 6.0 | 10.0 | 14.0 | 15.3 |
| 54 Add'l Bonds 30-yr Prop C 40% (Model Generated) | - | 81.0 | 314.1 | 716.0 | 1,111.2 | 5.2% | - | - | 1.3 | 4.7 | 8.3 | 11.3 | 12.8 | 12.8 |
| 55 Subtotal Financing Payment | 0.3 | 183.0 | 861.6 | 1,345.6 | 2,390.5 | 11.3% | - | 3.3 | 4.6 | 8.0 | 14.3 | 21.3 | 26.8 | 28.1 |
| 54 TOTAL USES | 1,846.3 | 4,827.0 | 6,044.1 | 8,484.0 | 21,201.4 | 99.0% | 696.3 | 461.6 | 419.9 | 411.0 | 391.0 | 406.4 | 450.2 | 459.5 |
| 55 CASH BALANCE | | | | | | | | | | | | | | |
| 56 Beginning Fiscal Year Cash Balance | 23.2 | 0.1 | 0.0 | 0.0 | 23.2 | - | 0.1 | 38.6 | 12.5 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| 57 Annual Net Change to Cash Balance | (23.1) | (0.1) | 0.0 | 0.0 | (23.1) | - | 38.6 | (26.1) | (9.9) | (2.6) | (0.0) | 0.0 | 0.0 | 0.0 |
| 58 Ending Fiscal Year Cash Balance incl Muni Oper | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | - | 38.6 | 12.5 | 2.6 | 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
2009 LRTP Baseline 10/22/09

| | 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 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| 1 Measure R Sales Tax | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 |
| 2 Proposition C Local Return | 26.7 | 28.0 | 29.2 | 30.6 | 32.0 | 33.4 | 34.8 | 36.2 | 37.5 | 38.8 | 40.2 | 41.6 | 43.0 |
| 3 Proposition A Local Return | 48.3 | 50.6 | 52.8 | 55.3 | 57.9 | 60.5 | 63.0 | 65.4 | 67.8 | 70.2 | 72.7 | 75.3 | 77.9 |
| 4 Proposition A Discretionary | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 Proposition C Discretionary 40% | 45.2 | 60.9 | 177.3 | 125.1 | 153.7 | 101.9 | 116.5 | 114.8 | 127.1 | 140.4 | 267.7 | 153.1 | 124.5 |
| 6 TDA Article 4 | 133.2 | 139.9 | 130.0 | 131.4 | 132.6 | 161.4 | 158.5 | 128.4 | 88.3 | 91.3 | 93.2 | 89.5 | 101.7 |
| 7 Lease/Leaseback | 24.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| 8 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 Subtotal Local | 287.8 | 279.3 | 399.4 | 342.4 | 386.2 | 357.3 | 382.7 | 344.8 | 330.8 | 340.7 | 483.7 | 359.4 | 357.1 |
| State | | | | | | | | | | | | | |
| 11 SCAQMD/AB 2766 | 2.0 | - | - | 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 Regional Improvement Prog Funds (RIP) | 96.8 | 79.0 | - | - | - | - | - | - | - | - | - | - | - |
| 16 Subtotal State | 98.8 | 79.0 | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| Federal | | | | | | | | | | | | | |
| 18 Sect. 5309 Bus and Bus-Related Facilities | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 19 Section 5310 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 20 CMAQ | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 21 RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 22 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 | 0.4 | 0.5 | 0.5 |
| 23 ARRA (5307, 5340 incl. ARRA TE) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 24 Sect 5307 Capital, incl Other UZAs and Cntywd TEA | 95.4 | 111.2 | 104.8 | 123.5 | 135.8 | 133.0 | 132.5 | 159.5 | 173.0 | 197.3 | 185.0 | 212.9 | 209.6 |
| 25 Subtotal Federal | 100.2 | 116.0 | 109.6 | 128.4 | 140.6 | 137.8 | 137.3 | 164.3 | 177.8 | 202.2 | 189.8 | 217.8 | 214.5 |
| Financing Revenues | | | | | | | | | | | | | |
| 27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat | 34.5 | 69.0 | 103.5 | 69.0 | 34.5 | 34.5 | 34.5 | 34.5 | - | 34.5 | 92.0 | - | 34.5 |
| 29 Bond Issue Expense 12-Yr Prop C 40% Bonds | (0.5) | (1.0) | (1.4) | (1.0) | (0.5) | (0.5) | (0.5) | (0.5) | - | (0.5) | (1.3) | - | (0.5) |
| 30 Bond Reserve Fund 12-Yr Prop C 40% Bonds | (4.0) | (8.0) | (12.0) | (8.0) | (4.0) | (4.0) | (4.0) | (4.0) | - | (4.0) | (10.7) | - | (4.0) |
| 31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat | 21.8 | 65.4 | 65.4 | 65.4 | 49.1 | - | - | - | - | 65.4 | 76.3 | 32.7 | 32.7 |
| 32 Bond Issue Expense 30-Yr Prop C 40% Bonds | (0.3) | (0.9) | (0.9) | (0.9) | (0.7) | - | - | - | - | (0.9) | (1.1) | (0.5) | (0.5) |
| 33 Bond Reserve Fund 30-Yr Prop C 40% Bonds | (1.5) | (4.5) | (4.5) | (4.5) | (3.4) | - | - | - | - | (4.5) | (5.3) | (2.3) | (2.3) |
| 34 Subtotal Net Financing Revenues | 50.0 | 120.0 | 150.0 | 120.0 | 75.0 | 30.0 | 30.0 | 30.0 | - | 90.0 | 150.0 | 30.0 | 60.0 |
| 33 TOTAL SOURCES | 536.8 | 594.2 | 659.0 | 592.7 | 601.8 | 525.1 | 552.1 | 539.1 | 508.6 | 634.9 | 823.6 | 607.2 | 633.6 |

LACMTA Financial Forecasting Model
Bus Capital Summary - All Operators
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| 34 USES OF FUNDS | | | | | | | | | | | | | |
| 35 Capital Expenditures | | | | | | | | | | | | | |
| 36 All Operators | | | | | | | | | | | | | |
| 37 Metro Bus (excl Infrastruc Bond uses, incl new divs) | 310.0 | 353.7 | 394.1 | 312.3 | 305.1 | 222.8 | 237.5 | 217.6 | 181.6 | 302.6 | 471.4 | 249.2 | 264.7 |
| 38 Municipal Operators | 193.5 | 196.2 | 204.1 | 207.1 | 215.5 | 218.7 | 226.9 | 229.9 | 238.1 | 241.0 | 249.5 | 252.9 | 261.5 |
| 39 Paratransit - ASI (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 | 0.5 | 0.5 |
| 40 Paratransit - Other Operators (Section 5310 capital) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 41 | | | | | | | | | | | | | |
| 42 Subtotal All Operators (incl Expansion) | 504.0 | 550.4 | 598.6 | 519.9 | 521.0 | 442.0 | 464.9 | 448.0 | 420.1 | 544.1 | 721.3 | 502.5 | 526.6 |
| 43 Metro Bus Capital-Infrastructure Bond | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44 | | | | | | | | | | | | | |
| 45 Number of Buses Purchased - Metro | 263 | 240 | 260 | 125 | 120 | 80 | 100 | 64 | 44 | 190 | 350 | 97 | 137 |
| 46 Number of Expansion Buses - Municipal Operator | 25 | - | - | - | - | - | - | - | - | - | - | - | - |
| 47 Expansion Only (MTA & Municipal Operators) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 48 Subtotal Capital Expenditures | 504.0 | 550.4 | 598.6 | 519.9 | 521.0 | 442.0 | 464.9 | 448.0 | 420.1 | 544.1 | 721.3 | 502.5 | 526.6 |
| 49 HOT Lanes component transit projects | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 50 Financing Payments | | | | | | | | | | | | | |
| 51 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 52 COPs (Actual/Treasury Fcst; TDA, Sect. 5307) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 53 Add'l Bonds 12-yr Prop C 40% (Model Generated) | 19.3 | 27.3 | 39.3 | 47.3 | 51.3 | 52.0 | 56.0 | 60.0 | 57.3 | 57.3 | 64.0 | 62.7 | 62.7 |
| 54 Add'l Bonds 30-yr Prop C 40% (Model Generated) | 13.5 | 16.5 | 21.0 | 25.5 | 29.4 | 31.1 | 31.1 | 31.1 | 31.1 | 33.4 | 38.3 | 42.0 | 44.3 |
| 55 Subtotal Financing Payment | 32.8 | 43.8 | 60.3 | 72.9 | 80.8 | 83.1 | 87.1 | 91.1 | 88.5 | 90.7 | 102.3 | 104.7 | 106.9 |
| 54 TOTAL USES | 536.8 | 594.3 | 659.0 | 592.7 | 601.8 | 525.1 | 552.1 | 539.2 | 508.6 | 634.9 | 823.6 | 607.2 | 633.6 |
| 55 CASH BALANCE | | | | | | | | | | | | | |
| 56 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 |
| 57 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) |
| 58 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 | 0.0 | 0.0 |

NOTES

1. Bus expansion includes 20% for spares.

LACMTA Financial Forecasting Model
Bus Capital Summary - All Operators
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| 1 Measure R Sales Tax | - | 10.0 | - | 10.0 | - | 10.0 | - | 10.0 | - | - |
| 2 Proposition C Local Return | 44.4 | 45.8 | 47.3 | 48.8 | 50.3 | 51.9 | 53.6 | 55.3 | 56.9 | 58.7 |
| 3 Proposition A Local Return | 80.4 | 82.9 | 85.5 | 88.2 | 90.9 | 93.8 | 96.9 | 100.0 | 103.0 | 106.1 |
| 4 Proposition A Discretionary | - | - | - | - | - | - | - | - | - | - |
| 5 Proposition C Discretionary 40% | 276.6 | 186.6 | 129.7 | 177.1 | 192.5 | 146.2 | 166.0 | 172.1 | 137.4 | 264.0 |
| 6 TDA Article 4 | 108.3 | 109.5 | 113.4 | 114.1 | 116.0 | 116.8 | 118.7 | 119.5 | 120.9 | 121.8 |
| 7 Lease/Leaseback | - | - | - | - | - | - | - | - | - | - |
| 8 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | - |
| 9 Subtotal Local | 509.7 | 434.8 | 375.8 | 438.2 | 449.8 | 418.7 | 435.2 | 456.9 | 418.3 | 550.6 |
| State | | | | | | | | | | |
| 11 SCAQMD/AB 2766 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| 12 STA - Operator Revenue Share | - | - | - | - | - | - | - | - | - | - |
| 13 Traffic Congestion Relief | - | - | - | - | - | - | - | - | - | - |
| 14 Prop 1B State Infrastructure Bonds - PTMISEA | - | - | - | - | - | - | - | - | - | - |
| 15 Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - |
| 16 Subtotal State | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| Federal | | | | | | | | | | |
| 18 Sect. 5309 Bus and Bus-Related Facilities | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 19 Section 5310 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 20 CMAQ | - | - | - | - | - | - | - | - | - | - |
| 21 RSTP | - | - | - | - | - | - | - | - | - | - |
| 22 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 |
| 23 ARRA (5307, 5340 incl. ARRA TE) | - | - | - | - | - | - | - | - | - | - |
| 24 Sect 5307 Capital, incl Other UZAs and Cntywd TEA | 222.7 | 229.6 | 248.2 | 255.8 | 277.3 | 285.1 | 310.6 | 318.9 | 260.6 | 158.9 |
| 25 Subtotal Federal | 227.6 | 234.4 | 253.1 | 260.7 | 282.2 | 290.0 | 315.5 | 323.9 | 265.5 | 163.8 |
| Financing Revenues | | | | | | | | | | |
| 27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | - | - | - | - | - | - | - | - | - | - |
| 28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat | 92.0 | 57.5 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 | - | - |
| 29 Bond Issue Expense 12-Yr Prop C 40% Bonds | (1.3) | (0.8) | (0.5) | (0.5) | (0.5) | (0.5) | (0.5) | (0.5) | - | - |
| 30 Bond Reserve Fund 12-Yr Prop C 40% Bonds | (10.7) | (6.7) | (4.0) | (4.0) | (4.0) | (4.0) | (4.0) | (4.0) | - | - |
| 31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat | 76.3 | 76.3 | 65.4 | 87.2 | 87.2 | 21.8 | 21.8 | 32.7 | - | - |
| 32 Bond Issue Expense 30-Yr Prop C 40% Bonds | (1.1) | (1.1) | (0.9) | (1.2) | (1.2) | (0.3) | (0.3) | (0.5) | - | - |
| 33 Bond Reserve Fund 30-Yr Prop C 40% Bonds | (5.3) | (5.3) | (4.5) | (6.0) | (6.0) | (1.5) | (1.5) | (2.3) | - | - |
| 34 Subtotal Net Financing Revenues | 150.0 | 120.0 | 90.0 | 110.0 | 110.0 | 50.0 | 50.0 | 60.0 | - | - |
| 33 TOTAL SOURCES | 887.3 | 789.2 | 720.9 | 808.9 | 842.0 | 760.7 | 800.6 | 840.7 | 685.8 | 714.4 |

LACMTA Financial Forecasting Model
Bus Capital Summary - All Operators
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 34 USES OF FUNDS | | | | | | | | | | |
| 35 Capital Expenditures | | | | | | | | | | |
| 36 All Operators | | | | | | | | | | |
| 37 Metro Bus (excl Infrastruc Bond uses, incl new divs) | 508.6 | 402.0 | 329.2 | 403.0 | 426.2 | 331.8 | 365.9 | 390.3 | 233.8 | 265.9 |
| 38 Municipal Operators | 264.9 | 273.5 | 277.0 | 286.0 | 289.9 | 299.2 | 303.6 | 313.4 | 317.8 | 325.1 |
| 39 Paratransit - ASI (Section 5310 capital) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| 40 Paratransit - Other Operators (Section 5310 capital) | - | - | - | - | - | - | - | - | - | - |
| 41 | | | | | | | | | | |
| 42 Subtotal All Operators (incl Expansion) | 773.9 | 676.0 | 606.7 | 689.5 | 716.5 | 631.5 | 669.9 | 704.2 | 552.1 | 591.4 |
| 43 Metro Bus Capital-Infrastructure Bond | - | - | - | - | - | - | - | - | - | - |
| 44 | | | | | | | | | | |
| 45 Number of Buses Purchased - Metro | 387 | 195 | 130 | 208 | 221 | 138 | 170 | 180 | 25 | 20 |
| 46 Number of Expansion Buses - Municipal Operators | - | - | - | - | - | - | - | - | - | - |
| 47 Expansion Only (MTA & Municipal Operators) | - | - | - | - | - | - | - | - | - | - |
| 48 Subtotal Capital Expenditures | 773.9 | 676.0 | 606.7 | 689.5 | 716.5 | 631.5 | 669.9 | 704.2 | 552.1 | 591.4 |
| 49 HOT Lanes component transit projects | - | - | - | - | - | - | - | - | - | - |
| 50 Financing Payments | | | | | | | | | | |
| 51 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%) | - | - | - | - | - | - | - | - | - | - |
| 52 COPs (Actual/Treasury Fcst; TDA, Sect. 5307) | - | - | - | - | - | - | - | - | - | - |
| 53 Add'l Bonds 12-yr Prop C 40% (Model Generated) | 65.4 | 60.0 | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 | 60.0 | 56.0 | 45.3 |
| 54 Add'l Bonds 30-yr Prop C 40 % (Model Generated) | 48.0 | 53.3 | 58.1 | 63.4 | 69.4 | 73.1 | 74.6 | 76.5 | 77.6 | 77.6 |
| 55 Subtotal Financing Payment | 113.4 | 113.3 | 114.2 | 119.4 | 125.4 | 129.2 | 130.7 | 136.5 | 133.7 | 123.0 |
| 54 TOTAL USES | 887.3 | 789.2 | 720.9 | 808.9 | 842.0 | 760.7 | 800.6 | 840.8 | 685.8 | 714.4 |
| 55 CASH BALANCE | | | | | | | | | | |
| 56 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 |
| 57 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) |
| 58 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 |

NOTES

1. Bus expansion includes 20% for spares.

LACMTA Financial Forecasting Model

Bus Capital - Metro

2009 L RTP Baseline 10/22/09

| | Years | Years | Years | Years | Plan | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--|---------|---------|---------|---------|----------|--------|--------|---------|--------|--------|-------|-------|--------|-------|--------|--------|------|
| (\$ in millions) | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | % | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| SOURCES OF FUNDS | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | 2.5 | - | - | - | 2.5 | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| 2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen) | - | 235.6 | 436.8 | 390.8 | 1,063.3 | 8.4% | - | 28.7 | - | - | 23.0 | 34.5 | 34.5 | 11.5 | 34.5 | 69.0 | |
| 3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen) | - | 272.6 | 354.3 | 501.5 | 1,128.4 | 8.9% | - | - | 38.2 | 60.0 | 43.6 | 43.6 | - | - | 21.8 | 65.4 | |
| 4 Bond Issue Expense 12-yr bonds | - | (3.3) | (6.1) | (5.5) | (14.9) | -0.1% | - | (0.4) | - | - | (0.3) | (0.5) | (0.5) | (0.2) | (0.5) | (1.0) | |
| 5 Bond Reserve Fund 12-yr bonds | - | (27.3) | (50.7) | (45.3) | (123.4) | -1.0% | - | (3.3) | - | - | (2.7) | (4.0) | (4.0) | (1.3) | (4.0) | (8.0) | |
| 6 Bond Issue Expense 30-yr bonds | - | (3.8) | (5.0) | (7.0) | (15.8) | -0.1% | - | - | (0.5) | (0.8) | (0.6) | (0.6) | - | - | (0.3) | (0.9) | |
| 7 Bond Reserve Fund 30-yr bonds | - | (18.8) | (24.4) | (34.5) | (77.6) | -0.6% | - | - | (2.6) | (4.1) | (3.0) | (3.0) | - | - | (1.5) | (4.5) | |
| 9 Proposition C Discretionary 40% | 75.4 | 276.6 | 1,477.0 | 1,972.2 | 3,801.2 | 29.9% | 16.2 | 3.8 | 4.8 | 12.5 | 30.6 | 35.2 | 34.0 | 33.4 | 45.1 | 60.9 | |
| 10 TDA Article 4 | 305.8 | 974.9 | 952.2 | 925.5 | 3,158.4 | 24.8% | 68.4 | 72.1 | 116.5 | 110.8 | 88.4 | 99.3 | 93.3 | 98.6 | 110.7 | 116.9 | |
| 11 Measure R Sales Tax | - | 37.0 | 37.0 | 37.0 | 111.0 | 0.9% | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | |
| 12 Lease/Leaseback & General Fund | 55.0 | 93.0 | - | - | 147.9 | 1.2% | - | - | - | 4.0 | 11.0 | 3.5 | 25.0 | 25.0 | 24.5 | - | |
| 13 LONP Reimbursement Fund 3562 | - | 44.0 | - | - | 44.0 | 0.3% | - | 22.0 | 22.0 | - | - | - | - | - | - | - | |
| 14 Subtotal Local | 438.7 | 1,880.5 | 3,171.2 | 3,734.7 | 9,225.0 | 72.5% | 92.0 | 122.9 | 185.7 | 182.3 | 197.4 | 208.0 | 189.7 | 167.0 | 237.7 | 297.7 | |
| State | | | | | | | | | | | | | | | | | |
| 16 SCAQMD/(AB 2766/Carl Moyer) | 5.2 | 8.0 | 6.0 | 8.0 | 27.2 | 0.2% | - | 4.0 | - | - | - | 2.0 | - | - | 2.0 | - | |
| 17 STA - Operator Revenue Share | 15.2 | - | - | - | 15.2 | 0.1% | - | - | - | - | - | - | - | - | - | - | |
| 18 Traffic Congestion Relief | - | 33.6 | - | - | 33.6 | 0.3% | 33.6 | - | - | - | - | - | - | - | - | - | |
| 19 Prop 1B State Infrastructure Bonds PTMISEA | 74.0 | 81.0 | - | - | 155.0 | 1.2% | 39.0 | 17.1 | 24.9 | - | - | - | - | - | - | - | |
| 20 Regional Improvement Prog Funds (RIP) | 37.1 | 322.5 | - | - | 359.6 | 2.8% | - | - | - | - | - | - | 53.5 | 93.2 | 96.8 | 79.0 | |
| 21 Subtotal State | 131.5 | 445.1 | 6.0 | 8.0 | 590.6 | 4.6% | 72.6 | 21.1 | 24.9 | - | - | 2.0 | 53.5 | 93.2 | 98.8 | 79.0 | |
| Federal | | | | | | | | | | | | | | | | | |
| 23 ARRA | - | 108.5 | - | - | 108.5 | 0.9% | 50.3 | 58.2 | - | - | - | - | - | - | - | - | |
| 24 CMAQ - Transit | 236.5 | 134.3 | - | - | 370.9 | 2.9% | 66.8 | - | 1.5 | 18.5 | 14.9 | 15.0 | 17.6 | - | - | - | |
| 25 RSTP - Transit | 51.4 | - | - | - | 51.4 | 0.4% | - | - | - | - | - | - | - | - | - | - | |
| 26 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P | 26.5 | 115.7 | 40.0 | 44.0 | 226.2 | 1.8% | 79.7 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| 27 Section 5307 Capital | 107.2 | 26.8 | 538.6 | 1,480.3 | 2,152.9 | 16.9% | - | - | - | - | - | - | - | 7.6 | 2.4 | 16.9 | |
| 28 Subtotal Federal | 421.6 | 385.4 | 578.6 | 1,524.3 | 2,909.9 | 22.9% | 196.8 | 62.2 | 5.5 | 22.5 | 18.9 | 19.0 | 21.6 | 11.6 | 6.4 | 20.9 | |
| 29 TOTAL SOURCES | 991.8 | 2,710.9 | 3,755.8 | 5,267.0 | 12,725.5 | 100.0% | 361.4 | 206.2 | 216.1 | 204.8 | 216.3 | 229.0 | 264.8 | 271.8 | 342.9 | 397.6 | |
| USES OF FUNDS | | | | | | | | | | | | | | | | | |
| Capital Expenditures | | | | | | | | | | | | | | | | | |
| 32 Bus Acquisition | 466.9 | 1,189.3 | 1,476.0 | 2,219.2 | 5,351.5 | 42.1% | 108.4 | 90.4 | 92.9 | 95.5 | 98.2 | 101.1 | 103.8 | 106.5 | 170.5 | 222.0 | |
| 33 Bus Vehicle Maintenance | 100.8 | 377.1 | 345.1 | 458.2 | 1,281.2 | 10.1% | 118.8 | 25.9 | 26.6 | 27.3 | 28.0 | 28.7 | 29.4 | 30.2 | 30.8 | 31.4 | |
| 34 Facility Maintenance | 255.6 | 794.5 | 937.1 | 1,244.1 | 3,231.3 | 25.4% | 89.4 | 74.3 | 72.1 | 74.0 | 75.9 | 77.9 | 79.9 | 82.0 | 83.7 | 85.3 | |
| 35 Universal Fare System/Adv Trans Mgmt Sys | 131.3 | - | - | - | 131.3 | 1.0% | - | - | - | - | - | - | - | - | - | - | |
| 37 Union Div - Replacement for Division 10 Expansi | 19.7 | 75.3 | - | - | 95.0 | 0.7% | 30.9 | 24.4 | 20.0 | - | - | - | - | - | - | - | |
| 38 LAX Bus Division | 5.5 | 15.0 | 135.0 | - | 155.5 | 1.2% | - | - | - | - | - | - | - | - | - | 15.0 | |
| 40 Other Bus Capital Expenses | 11.9 | 76.6 | 1.0 | - | 89.5 | 0.7% | 1.6 | - | - | - | - | - | 25.0 | 25.0 | 25.0 | - | |
| 41 Subtotal Metro | 991.7 | 2,527.9 | 2,894.2 | 3,921.5 | 10,335.3 | 81.2% | 349.2 | 215.0 | 211.6 | 196.8 | 202.1 | 207.7 | 238.1 | 243.7 | 310.0 | 353.7 | |
| Financing Payments | | | | | | | | | | | | | | | | | |
| 42 Sr. Lien Bonds (Actual Prop C 40%) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - | |
| 44 Add'l Bonds 12-yr Prop C 40% (Model Generated) | - | 102.0 | 547.5 | 629.5 | 1,279.0 | - | - | 3.3 | 3.3 | 3.3 | 6.0 | 10.0 | 14.0 | 15.3 | 19.3 | 27.3 | |
| 45 Add'l Bonds 30-yr Prop C 40 % (Model Generated) | - | 81.0 | 314.1 | 716.0 | 1,111.2 | 8.7% | - | - | 1.3 | 4.7 | 8.3 | 11.3 | 12.8 | 12.8 | 13.5 | 16.5 | |
| 46 Subtotal Payments | - | 183.0 | 861.6 | 1,345.6 | 2,390.2 | 8.7% | - | 3.3 | 4.6 | 8.0 | 14.3 | 21.3 | 26.8 | 28.1 | 32.8 | 43.8 | |
| 47 TOTAL USES | 991.7 | 2,711.0 | 3,755.8 | 5,267.0 | 12,725.5 | 89.9% | 349.2 | 218.4 | 216.2 | 204.8 | 216.3 | 229.0 | 264.8 | 271.8 | 342.9 | 397.6 | |
| 48 Total capital (excluding debt service) % change | | | | | | | 56.15% | -38.42% | -1.60% | -7.00% | 2.70% | 2.80% | 14.60% | 2.36% | 27.21% | 14.10% | |
| CASH BALANCE | | | | | | | | | | | | | | | | | |
| 50 Beginning Fiscal Year Cash Balance | 0.0 | 0.0 | 0.0 | (0.0) | 0.0 | - | 0.0 | 12.3 | 0.1 | 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 | - | 12.2 | (12.1) | (0.1) | 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 | - | 12.3 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

1. 13-Year replacement cycle for Metro buses.

LACMTA Financial Forecasting Model

Bus Capital - Metro

2009 L RTP Baseline 10/22/09

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | - | - | - | - | - | - | - | - | - | - | - |
| 2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen) | 103.5 | 69.0 | 34.5 | 34.5 | 34.5 | 34.5 | - | 34.5 | 92.0 | - | 34.5 |
| 3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen) | 65.4 | 65.4 | 49.1 | - | - | - | - | 65.4 | 76.3 | 32.7 | 32.7 |
| 4 Bond Issue Expense 12-yr bonds | (1.4) | (1.0) | (0.5) | (0.5) | (0.5) | (0.5) | - | (0.5) | (1.3) | - | (0.5) |
| 5 Bond Reserve Fund 12-yr bonds | (12.0) | (8.0) | (4.0) | (4.0) | (4.0) | (4.0) | - | (4.0) | (10.7) | - | (4.0) |
| 6 Bond Issue Expense 30-yr bonds | (0.9) | (0.9) | (0.7) | - | - | - | - | (0.9) | (1.1) | (0.5) | (0.5) |
| 7 Bond Reserve Fund 30-yr bonds | (4.5) | (4.5) | (3.4) | - | - | - | - | (4.5) | (5.3) | (2.3) | (2.3) |
| 9 Proposition C Discretionary 40% | 177.3 | 125.0 | 153.7 | 101.9 | 116.4 | 114.7 | 127.1 | 140.3 | 267.6 | 153.0 | 124.5 |
| 10 TDA Article 4 | 106.6 | 107.6 | 108.3 | 136.7 | 133.4 | 103.0 | 62.5 | 65.1 | 66.5 | 62.3 | 74.0 |
| 11 Measure R Sales Tax | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 |
| 12 Lease/Leaseback & General Fund | - | - | - | - | - | - | - | - | - | - | - |
| 13 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | - | - |
| 14 Subtotal Local | 441.3 | 352.6 | 344.4 | 268.6 | 287.2 | 247.8 | 197.0 | 295.4 | 491.5 | 245.4 | 265.9 |
| State | | | | | | | | | | | |
| 16 SCAQMD/(AB 2766/Carl Moyer) | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| 17 STA - Operator Revenue Share | - | - | - | - | - | - | - | - | - | - | - |
| 18 Traffic Congestion Relief | - | - | - | - | - | - | - | - | - | - | - |
| 19 Prop 1B State Infrastructure Bonds PTMISEA | - | - | - | - | - | - | - | - | - | - | - |
| 20 Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - |
| 21 Subtotal State | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 |
| Federal | | | | | | | | | | | |
| 23 ARRA | - | - | - | - | - | - | - | - | - | - | - |
| 24 CMAQ - Transit | - | - | - | - | - | - | - | - | - | - | - |
| 25 RSTP - Transit | - | - | - | - | - | - | - | - | - | - | - |
| 26 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 27 Section 5307 Capital | 9.2 | 26.6 | 37.5 | 33.3 | 31.4 | 57.0 | 69.0 | 91.9 | 78.1 | 104.5 | 99.7 |
| 28 Subtotal Federal | 13.2 | 30.6 | 41.5 | 37.3 | 35.4 | 61.0 | 73.0 | 95.9 | 82.1 | 108.5 | 103.7 |
| 29 TOTAL SOURCES | 454.4 | 385.2 | 385.9 | 306.0 | 324.7 | 308.8 | 270.0 | 393.4 | 573.6 | 353.9 | 371.6 |
| USES OF FUNDS | | | | | | | | | | | |
| Capital Expenditures | | | | | | | | | | | |
| 32 Bus Acquisition | 245.1 | 131.0 | 136.7 | 97.4 | 110.4 | 88.7 | 50.7 | 169.7 | 336.0 | 110.3 | 124.1 |
| 33 Bus Vehicle Maintenance | 32.0 | 32.6 | 33.2 | 33.8 | 34.2 | 34.7 | 35.2 | 35.8 | 36.4 | 37.1 | 37.8 |
| 34 Facility Maintenance | 87.0 | 88.6 | 90.2 | 91.7 | 92.9 | 94.2 | 95.6 | 97.2 | 98.9 | 100.8 | 102.7 |
| 35 Universal Fare System/Adv Trans Mgmt Sys | - | - | - | - | - | - | - | - | - | - | - |
| 37 Union Div - Replacement for Division 10 Expansi | - | - | - | - | - | - | - | - | - | - | - |
| 38 LAX Bus Division | 30.0 | 60.0 | 45.0 | - | - | - | - | - | - | - | - |
| 40 Other Bus Capital Expenses | - | - | - | - | - | - | - | - | - | 1.0 | - |
| 41 Subtotal Metro | 394.1 | 312.3 | 305.1 | 222.8 | 237.5 | 217.6 | 181.6 | 302.6 | 471.4 | 249.2 | 264.7 |
| Financing Payments | | | | | | | | | | | |
| 43 Sr. Lien Bonds (Actual Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - |
| 44 Add'l Bonds 12-yr Prop C 40% (Model Generated) | 39.3 | 47.3 | 51.3 | 52.0 | 56.0 | 60.0 | 57.3 | 57.3 | 64.0 | 62.7 | 62.7 |
| 45 Add'l Bonds 30-yr Prop C 40 % (Model Generated) | 21.0 | 25.5 | 29.4 | 31.1 | 31.1 | 31.1 | 31.1 | 33.4 | 38.3 | 42.0 | 44.3 |
| 46 Subtotal Payments | 60.3 | 72.9 | 80.8 | 83.1 | 87.1 | 91.1 | 88.5 | 90.7 | 102.3 | 104.7 | 106.9 |
| 47 TOTAL USES | 454.4 | 385.2 | 385.9 | 306.0 | 324.7 | 308.8 | 270.0 | 393.4 | 573.6 | 353.9 | 371.6 |
| 48 Total capital (excluding debt service) % change | 11.40% | -20.75% | -2.30% | -26.97% | 6.60% | -8.37% | -16.57% | 66.68% | 55.76% | -47.13% | 6.20% |
| CASH BALANCE | | | | | | | | | | | |
| 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) |

1. 13-Year replacement cycle for Metro buses.

LACMTA Financial Forecasting Model
Bus Capital - Metro
2009 LRTP Baseline 10/22/09

| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|--------|---------|---------|--------|-------|---------|--------|-------|---------|--------|
| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| 1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%) | - | - | - | - | - | - | - | - | - | - |
| 2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen) | 92.0 | 57.5 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 | 34.5 | - | - |
| 3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen) | 76.3 | 76.3 | 65.4 | 87.2 | 87.2 | 21.8 | 21.8 | 32.7 | - | - |
| 4 Bond Issue Expense 12-yr bonds | (1.3) | (0.8) | (0.5) | (0.5) | (0.5) | (0.5) | (0.5) | (0.5) | - | - |
| 5 Bond Reserve Fund 12-yr bonds | (10.7) | (6.7) | (4.0) | (4.0) | (4.0) | (4.0) | (4.0) | (4.0) | - | - |
| 6 Bond Issue Expense 30-yr bonds | (1.1) | (1.1) | (0.9) | (1.2) | (1.2) | (0.3) | (0.3) | (0.5) | - | - |
| 7 Bond Reserve Fund 30-yr bonds | (5.3) | (5.3) | (4.5) | (6.0) | (6.0) | (1.5) | (1.5) | (2.3) | - | - |
| 9 Proposition C Discretionary 40% | 276.5 | 186.6 | 129.6 | 177.1 | 192.5 | 146.1 | 166.0 | 172.0 | 137.3 | 264.0 |
| 10 TDA Article 4 | 80.1 | 80.8 | 84.1 | 84.3 | 85.6 | 85.8 | 87.1 | 87.3 | 88.1 | 88.3 |
| 11 Measure R Sales Tax | - | 7.4 | - | 7.4 | - | 7.4 | - | 7.4 | - | - |
| 12 Lease/Leaseback & General Fund | - | - | - | - | - | - | - | - | - | - |
| 13 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | - |
| 14 Subtotal Local | 506.6 | 394.7 | 303.7 | 378.8 | 388.1 | 289.3 | 303.1 | 326.7 | 225.4 | 352.3 |
| State | | | | | | | | | | |
| 16 SCAQMD/(AB 2766/Carl Moyer) | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| 17 STA - Operator Revenue Share | - | - | - | - | - | - | - | - | - | - |
| 18 Traffic Congestion Relief | - | - | - | - | - | - | - | - | - | - |
| 19 Prop 1B State Infrastructure Bonds PTMISEA | - | - | - | - | - | - | - | - | - | - |
| 20 Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - |
| 21 Subtotal State | - | - | 2.0 | - | - | 2.0 | - | - | 2.0 | - |
| Federal | | | | | | | | | | |
| 23 ARRA | - | - | - | - | - | - | - | - | - | - |
| 24 CMAQ - Transit | - | - | - | - | - | - | - | - | - | - |
| 25 RSTP - Transit | - | - | - | - | - | - | - | - | - | - |
| 26 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| 27 Section 5307 Capital | 111.3 | 116.6 | 133.7 | 139.6 | 159.5 | 165.6 | 189.4 | 196.1 | 136.1 | 32.6 |
| 28 Subtotal Federal | 115.3 | 120.6 | 137.7 | 143.6 | 163.5 | 169.6 | 193.4 | 200.1 | 140.1 | 36.6 |
| 29 TOTAL SOURCES | 621.9 | 515.3 | 443.4 | 522.4 | 551.6 | 461.0 | 496.5 | 526.9 | 367.5 | 388.9 |
| USES OF FUNDS | | | | | | | | | | |
| Capital Expenditures | | | | | | | | | | |
| 32 Bus Acquisition | 365.4 | 256.3 | 180.7 | 251.6 | 271.9 | 174.5 | 205.4 | 226.6 | 66.9 | 95.9 |
| 33 Bus Vehicle Maintenance | 38.5 | 39.2 | 40.0 | 40.7 | 41.5 | 42.4 | 43.2 | 44.1 | 44.9 | 45.8 |
| 34 Facility Maintenance | 104.6 | 106.5 | 108.5 | 110.6 | 112.8 | 115.0 | 117.3 | 119.7 | 122.0 | 124.3 |
| 35 Universal Fare System/Adv Trans Mgmt Sys | - | - | - | - | - | - | - | - | - | - |
| 37 Union Div - Replacement for Division 10 Expansi | - | - | - | - | - | - | - | - | - | - |
| 38 LAX Bus Division | - | - | - | - | - | - | - | - | - | - |
| 40 Other Bus Capital Expenses | - | - | - | - | - | - | - | - | - | - |
| 41 Subtotal Metro | 508.6 | 402.0 | 329.2 | 403.0 | 426.2 | 331.8 | 365.9 | 390.3 | 233.8 | 265.9 |
| Financing Payments | | | | | | | | | | |
| 43 Sr. Lien Bonds (Actual Prop C 40%) | - | - | - | - | - | - | - | - | - | - |
| 44 Add'l Bonds 12-yr Prop C 40% (Model Generated) | 65.4 | 60.0 | 56.0 | 56.0 | 56.0 | 56.0 | 56.0 | 60.0 | 56.0 | 45.3 |
| 45 Add'l Bonds 30-yr Prop C 40 % (Model Generated) | 48.0 | 53.3 | 58.1 | 63.4 | 69.4 | 73.1 | 74.6 | 76.5 | 77.6 | 77.6 |
| 46 Subtotal Payments | 113.4 | 113.3 | 114.2 | 119.4 | 125.4 | 129.2 | 130.7 | 136.5 | 133.7 | 123.0 |
| 47 TOTAL USES | 621.9 | 515.3 | 443.4 | 522.4 | 551.6 | 461.0 | 496.5 | 526.9 | 367.5 | 388.9 |
| 48 Total capital (excluding debt service) % change | 92.16% | -20.95% | -18.11% | 22.40% | 5.76% | -22.15% | 10.26% | 6.68% | -40.09% | 13.71% |
| CASH BALANCE | | | | | | | | | | |
| 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) |
| 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 |
| 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) |

1. 13-Year replacement cycle for Metro buses.

LACMTA Financial Forecasting Model
Bus Capital - Municipal and
Non-Metro Operators
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Proposition C Local Return (20%) | 92.2 | 223.1 | 354.3 | 555.9 | 1,225.5 | 14.9% | 17.1 | 17.9 | 18.8 | 20.1 | 21.7 | 23.0 | 24.3 | 25.5 | 26.7 | 28.0 |
| Proposition A Local Return (25%) | 166.7 | 403.6 | 640.9 | 1,005.5 | 2,216.7 | 27.0% | 31.0 | 32.3 | 34.0 | 36.4 | 39.3 | 41.6 | 44.0 | 46.1 | 48.3 | 50.6 |
| Proposition A Discretionary | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Proposition C Discretionary 40% | 32.5 | 70.8 | - | - | 103.3 | 1.3% | 16.2 | 16.2 | 16.2 | 16.2 | 1.5 | 1.5 | 1.5 | 1.5 | - | - |
| TDA Article 4 | 87.4 | 210.5 | 252.5 | 335.2 | 885.5 | 10.8% | 19.1 | 19.6 | 20.0 | 20.4 | 20.8 | 21.2 | 21.7 | 22.1 | 22.5 | 23.0 |
| Measure R Sales Tax | - | 13.0 | 13.0 | 13.0 | 39.0 | 0.5% | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - |
| Subtotal Local | 378.7 | 921.0 | 1,260.7 | 1,909.6 | 4,470.1 | 54.4% | 86.0 | 86.0 | 91.7 | 93.2 | 85.9 | 87.4 | 94.1 | 95.2 | 100.1 | 101.5 |
| State | | | | | | | | | | | | | | | | |
| Prop 1B PTMISEA | 24.9 | 70.5 | - | - | 95.4 | 1.2% | 15.9 | 15.9 | 15.9 | 22.8 | - | - | - | - | - | - |
| Subtotal State | 24.9 | 70.5 | - | - | 95.4 | 1.2% | 15.9 | 15.9 | 15.9 | 22.8 | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | | |
| ARRA | - | 24.0 | - | - | 24.0 | 0.3% | 24.0 | - | - | - | - | - | - | - | - | - |
| ARRA Other LA County UZAs (5307, 5311, 5340) | - | 16.1 | - | - | 16.1 | - | 16.1 | - | - | - | - | - | - | - | - | - |
| Sect 5309 Bus/Bus-Related Facilities (earmarks) | 21.1 | - | - | - | 21.1 | 0.3% | - | - | - | - | - | - | - | - | - | - |
| Section 5307 Capital | 328.2 | 777.6 | 893.6 | 1,137.7 | 3,137.1 | 38.1% | 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 | 2.1 | - | - | - | 2.1 | 0.0% | - | - | - | - | - | - | - | - | - | - |
| Section 5307 Other LA County UZAs | 49.2 | 108.9 | 125.1 | 159.3 | 442.5 | 5.4% | 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 | 1.4 | 3.7 | 4.3 | 5.5 | 14.9 | 0.2% | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Subtotal Federal | 402.0 | 930.3 | 1,023.0 | 1,302.4 | 3,657.8 | 44.1% | 123.7 | 84.7 | 85.9 | 87.1 | 88.3 | 89.6 | 90.8 | 92.1 | 93.4 | 94.7 |
| TOTAL SOURCES | 805.6 | 1,921.9 | 2,283.7 | 3,212.0 | 8,223.3 | 99.6% | 225.6 | 186.7 | 193.5 | 203.1 | 174.2 | 176.9 | 184.9 | 187.3 | 193.5 | 196.2 |
| USES OF FUNDS | | | | | | | | | | | | | | | | |
| Capital Expenditures | | | | | | | | | | | | | | | | |
| 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 | 771.3 | 1,727.5 | 2,239.1 | 3,164.0 | 7,901.9 | 95.8% | 152.5 | 156.6 | 160.7 | 166.6 | 169.7 | 174.5 | 179.4 | 184.2 | 189.1 | 194.1 |
| Municipal and Non-Metro Operators Expansion | - | 40.1 | 31.7 | 35.0 | 106.8 | 1.3% | 12.0 | 12.0 | 7.8 | 0.4 | 1.0 | 1.5 | 1.6 | 1.9 | 2.1 | - |
| Muni Bus Capital (PTMISEA projects) | 24.9 | 70.5 | - | - | 95.4 | 1.2% | 15.9 | 15.9 | 15.9 | 22.8 | - | - | - | - | - | - |
| Muni Bus Capital Prop 1B Bond Mitigation Allocati | 29.5 | 59.0 | - | - | 88.5 | 1.1% | 14.8 | 14.8 | 14.8 | 14.8 | - | - | - | - | - | - |
| Muni Security Prop 1B Bond Mitigation Allocation | 3.0 | 11.8 | - | - | 14.8 | 0.2% | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | - | - |
| Subtotal Municipal Operators | 828.7 | 1,921.9 | 2,283.7 | 3,212.0 | 8,246.4 | 100.0% | 199.2 | 200.7 | 203.2 | 205.7 | 174.2 | 176.9 | 184.9 | 187.3 | 193.5 | 196.2 |
| TOTAL USES | 828.7 | 1,921.9 | 2,283.7 | 3,212.0 | 8,246.4 | 100.0% | 199.2 | 200.7 | 203.2 | 205.7 | 174.2 | 176.9 | 184.9 | 187.3 | 193.5 | 196.2 |
| Uses percent change | | | | | | | 7.16% | 0.73% | 1.27% | 1.21% | -15.32% | 1.57% | 4.50% | 1.28% | 3.35% | 1.39% |
| CASH BALANCE | | | | | | | | | | | | | | | | |
| Beginning Fiscal Year Cash Balance | 23.2 | 0.0 | 0.0 | 0.0 | 23.2 | - | 0.0 | 26.4 | 12.3 | 2.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Annual Net Change to Cash Balance | (23.1) | (0.0) | 0.0 | 0.0 | (23.1) | - | 26.3 | (14.0) | (9.7) | (2.6) | (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 | - | 26.4 | 12.3 | 2.6 | 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-Metro Operators
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C Local Return (20%) | 29.2 | 30.6 | 32.0 | 33.4 | 34.8 | 36.2 | 37.5 | 38.8 | 40.2 | 41.6 | 43.0 |
| Proposition A Local Return (25%) | 52.8 | 55.3 | 57.9 | 60.5 | 63.0 | 65.4 | 67.8 | 70.2 | 72.7 | 75.3 | 77.9 |
| Proposition A Discretionary | - | - | - | - | - | - | - | - | - | - | - |
| Proposition C Discretionary 40% | - | - | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | 23.4 | 23.9 | 24.3 | 24.7 | 25.0 | 25.4 | 25.8 | 26.2 | 26.6 | 27.2 | 27.7 |
| Measure R Sales Tax | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 |
| Subtotal Local | 108.1 | 109.7 | 116.8 | 118.6 | 125.4 | 127.0 | 133.7 | 135.2 | 142.2 | 144.0 | 151.2 |
| State | | | | | | | | | | | |
| Prop 1B PTMISEA | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | |
| ARRA | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 96.4 |
| 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 | 13.5 |
| 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 | 0.5 |
| Subtotal Federal | 96.0 | 97.4 | 98.7 | 100.1 | 101.5 | 102.9 | 104.4 | 105.8 | 107.3 | 108.8 | 110.3 |
| TOTAL SOURCES | 204.1 | 207.1 | 215.5 | 218.7 | 227.0 | 229.9 | 238.1 | 241.1 | 249.5 | 252.9 | 261.5 |
| USES OF FUNDS | | | | | | | | | | | |
| Capital Expenditures | | | | | | | | | | | |
| Bus Capital (from Measure R) | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 |
| Municipal and Non-Metro Operators | 199.2 | 204.5 | 210.0 | 215.5 | 220.8 | 226.4 | 232.0 | 237.6 | 243.5 | 249.5 | 255.6 |
| 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 | 3.4 |
| Muni Bus Capital (PTMISEA projects) | - | - | - | - | - | - | - | - | - | - | - |
| Muni Bus Capital Prop 1B Bond Mitigation Allocati | - | - | - | - | - | - | - | - | - | - | - |
| Muni Security Prop 1B Bond Mitigation Allocation | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Municipal Operators | 204.1 | 207.1 | 215.5 | 218.7 | 226.9 | 229.9 | 238.1 | 241.0 | 249.5 | 252.9 | 261.5 |
| TOTAL USES | 204.1 | 207.1 | 215.5 | 218.7 | 226.9 | 229.9 | 238.1 | 241.0 | 249.5 | 252.9 | 261.5 |
| Uses percent change | 4.00% | 1.49% | 4.04% | 1.49% | 3.77% | 1.31% | 3.55% | 1.23% | 3.50% | 1.37% | 3.42% |
| CASH BALANCE | | | | | | | | | | | |
| 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
Bus Capital - Municipal and
Non-Metro Operators
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2031 | 2032 | 2033 | 2034 | 2035 | 2038 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| Proposition C Local Return (20%) | 44.4 | 45.8 | 47.3 | 48.8 | 50.3 | 51.9 | 53.6 | 55.3 | 56.9 | 58.7 |
| Proposition A Local Return (25%) | 80.4 | 82.9 | 85.5 | 88.2 | 90.9 | 93.8 | 96.9 | 100.0 | 103.0 | 106.1 |
| Proposition A Discretionary | - | - | - | - | - | - | - | - | - | - |
| Proposition C Discretionary 40% | - | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | 28.2 | 28.7 | 29.2 | 29.8 | 30.4 | 31.0 | 31.6 | 32.2 | 32.9 | 33.5 |
| Measure R Sales Tax | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | - |
| Subtotal Local | 153.0 | 160.0 | 162.0 | 169.3 | 171.6 | 179.3 | 182.0 | 190.1 | 192.8 | 198.3 |
| State | | | | | | | | | | |
| Prop 1B PTMISEA | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | |
| ARRA | - | - | - | - | - | - | - | - | - | - |
| ARRA Other LA County UZAs (5307, 5311, 5340) | - | - | - | - | - | - | - | - | - | - |
| Sect 5309 Bus/Bus-Related Facilities (earmarks) | - | - | - | - | - | - | - | - | - | - |
| Section 5307 Capital | 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 | 13.7 | 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 |
| Subtotal Federal | 111.9 | 113.5 | 115.0 | 116.7 | 118.3 | 119.9 | 121.6 | 123.3 | 125.1 | 126.8 |
| TOTAL SOURCES | 264.9 | 273.5 | 277.0 | 286.0 | 289.9 | 299.2 | 303.6 | 313.4 | 317.9 | 325.1 |
| USES OF FUNDS | | | | | | | | | | |
| Capital Expenditures | | | | | | | | | | |
| Bus Capital (from Measure R) | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | - |
| Municipal and Non-Metro Operators | 261.6 | 267.6 | 273.8 | 280.2 | 286.7 | 293.5 | 300.5 | 307.8 | 314.8 | 322.1 |
| Municipal and Non-Metro Operators Expansion | 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 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Municipal Operators | 264.9 | 273.5 | 277.0 | 286.0 | 289.9 | 299.2 | 303.6 | 313.4 | 317.8 | 325.1 |
| TOTAL USES | 264.9 | 273.5 | 277.0 | 286.0 | 289.9 | 299.2 | 303.6 | 313.4 | 317.8 | 325.1 |
| Uses percent change | 1.28% | 3.24% | 1.30% | 3.25% | 1.35% | 3.22% | 1.47% | 3.24% | 1.40% | 2.28% |
| CASH BALANCE | | | | | | | | | | |
| 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. 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 re: HOT Lanes - Metro
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Plan Total | % | 2009 2010 | 2010 2011 |
|---|------------------|------------------|------------------|------------------|---------------|---------------|--------------|--------------|
| SOURCES OF FUNDS | | | | | | | | |
| Local | | | | | | | | |
| Proposition C Discretionary 40% | - | - | - | - | - | 0.0% | - | - |
| Subtotal Local | - | - | - | - | - | 0.0% | - | - |
| Federal | | | | | | | | |
| CMAQ - Transit | - | 76.4 | - | - | 76.4 | 36.3% | 76.4 | |
| Sect 5309 Bus & Bus-Related Facilities | 21.1 | 113.2 | - | - | 134.2 | 63.7% | 71.1 | 42.1 |
| Section 5307 Capital | - | - | - | - | - | 0.0% | | |
| Subtotal Federal | 21.1 | 189.6 | - | - | 210.6 | 100.0% | 147.5 | 42.1 |
| TOTAL SOURCES | 21.1 | 189.6 | - | - | 210.6 | 100.0% | 147.5 | 42.1 |
| USES OF FUNDS | | | | | | | | |
| Capital Expenditures | | | | | | | | |
| Buses for El Monte Busway (10 artic + 18 regular) | 2.1 | 18.8 | - | - | 20.9 | 9.9% | 14.6 | 4.2 |
| Buses for I-110 Transitway (23 regular) | 1.6 | 14.4 | - | - | 16.0 | 7.6% | 11.2 | 3.2 |
| Buses for I-110 Transitway (4 Torrance + 2 Gardena) | 0.4 | 3.6 | - | - | 4.0 | 1.9% | 2.8 | 0.8 |
| Restriping/Capacity Improv for I-10 & I-110 HOT Lanes | 3.0 | 27.4 | - | - | 30.4 | 14.4% | 21.3 | 6.1 |
| El Monte Transit Center improvements | 5.5 | 49.8 | - | - | 55.3 | 26.3% | 38.7 | 11.1 |
| Artesia Transit Center - expand park and ride | 0.3 | 2.6 | - | - | 2.9 | 1.4% | 2.0 | 0.6 |
| I-110/Adams/Figueroa capacity expansion | 0.6 | 5.4 | - | - | 6.0 | 2.8% | 4.2 | 1.2 |
| City of LA Parking Mgt & Transit Signal Priority | 1.6 | 14.4 | - | - | 16.0 | 7.6% | 11.2 | 3.2 |
| Metrolink Pomona Sta Platform & Parking Improv | 0.6 | 5.0 | - | - | 5.6 | 2.7% | 3.9 | 1.1 |
| Missing Toll and Back Office Equipment | 3.0 | 27.0 | - | - | 30.0 | 14.2% | 21.0 | 6.0 |
| I-10 & I-110 HOT Lanes Transit Operations | 2.1 | 19.0 | - | - | 21.1 | 10.0% | 14.8 | 4.2 |
| Project management | 0.2 | 2.2 | - | - | 2.4 | 1.1% | 1.7 | 0.5 |
| Subtotal Metro | 21.1 | 189.6 | - | - | 210.6 | 100.0% | 147.5 | 42.1 |
| TOTAL USES | 21.1 | 189.6 | - | - | 210.6 | 100.0% | 147.5 | 42.1 |
| CASH BALANCE | | | | | | | | |
| Beginning Fiscal Year Cash Balance | - | - | - | - | - | - | - | - |
| Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - |
| Ending Fiscal Year Cash Balance | - | - | - | - | - | - | - | - |

NOTES:

1. Previously, \$210.6 of Section 5307 was used for preventive maintenance in FYs 09 and 10.
2. The new HOT Lane-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. These swaps are indicated only in these notes.

**LACMTA Financial Forecasting Model
Transit Corridor Operations**

2009 LRTP Baseline 10/22/09

| | Years | Years | Years | Years | Plan | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|----------------|----------------|----------------|-----------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | % | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| 1 Fares - Red/Purple Lines | 124.9 | 412.9 | 652.3 | 1,022.7 | 2,212.7 | 9.6% | 29.0 | 34.9 | 35.3 | 40.7 | 41.2 | 44.1 |
| 2 Fares - Blue Line (including Expo & Reg'l Conn.) | 74.3 | 362.5 | 600.6 | 872.9 | 1,910.2 | 8.3% | 16.5 | 28.5 | 29.3 | 33.8 | 34.2 | 36.6 |
| 3 Fares - Green Line | 31.9 | 102.9 | 144.6 | 246.7 | 526.1 | 2.3% | 7.2 | 8.7 | 8.8 | 10.1 | 10.3 | 11.0 |
| 4 Fares - Gold Line (including Eastside & Foothill) | 17.0 | 118.6 | 228.8 | 372.8 | 737.3 | 3.2% | 8.0 | 8.7 | 8.9 | 10.2 | 10.3 | 11.0 |
| 5 Fares - Crenshaw Line | - | 11.6 | 136.4 | 198.3 | 346.3 | 1.5% | - | - | - | - | - | - |
| 6 Fares - West Santa Ana Line | - | - | 16.8 | 107.1 | 123.9 | 0.5% | - | - | - | - | - | - |
| 7 Fares - Metrolink | 139.2 | 488.0 | 601.7 | 798.8 | 2,027.7 | 8.8% | 42.0 | 43.5 | 45.0 | 46.6 | 48.2 | 49.9 |
| 8 Proposition A 35% | 306.2 | 330.1 | 1,174.5 | 1,384.6 | 3,195.4 | 13.8% | 21.7 | 24.1 | 26.2 | 29.7 | 31.3 | 28.4 |
| 9 Proposition C 5 % (Security) | 28.8 | 28.0 | 152.3 | 327.1 | 536.1 | 2.3% | - | - | - | - | 1.6 | 2.9 |
| 10 Proposition C 40 % (Discretionary) | 124.4 | 533.9 | 611.5 | 1,538.7 | 2,808.6 | 12.2% | 87.1 | 46.4 | 54.0 | 43.4 | 0.1 | 58.7 |
| 11 TDA Article 4 | - | 200.0 | 100.0 | 110.0 | 410.0 | 1.8% | - | 35.0 | 30.0 | 40.0 | 65.0 | - |
| 12 Proposition C 10% (Metrolink) | 163.4 | 419.7 | 621.2 | 1,032.9 | 2,237.3 | 9.7% | 35.0 | 36.4 | 37.8 | 39.3 | 40.9 | 42.5 |
| 13 Other (Advertising, General, Misc) | 10.9 | 17.7 | 21.3 | 28.2 | 78.2 | 0.3% | 1.6 | 1.6 | 1.7 | 1.7 | 1.8 | 1.8 |
| 14 Measure R Sales Tax | - | 385.6 | 625.4 | 877.7 | 1,888.7 | 8.2% | 21.9 | 31.6 | 33.2 | 35.5 | 38.3 | 40.6 |
| 15 Subtotal Local | 1,021.0 | 3,411.3 | 5,687.6 | 8,918.5 | 19,038.5 | 82.4% | 270.0 | 299.4 | 310.2 | 331.0 | 323.0 | 327.5 |
| State | | | | | | | | | | | | |
| 17 STA - Population Share | 182.4 | 263.9 | 520.0 | 711.7 | 1,678.0 | 7.3% | - | - | - | - | 41.7 | 42.6 |
| 18 Subtotal State | 182.4 | 263.9 | 520.0 | 711.7 | 1,678.0 | 7.3% | - | - | - | - | 41.7 | 42.6 |
| Federal | | | | | | | | | | | | |
| 20 Section 5309 Fixed Guideway Modernization | 165.6 | 389.7 | 416.8 | 619.3 | 1,591.4 | 6.9% | 37.9 | 40.3 | 40.9 | 41.4 | 42.0 | 42.6 |
| 21 Section 5340 Growing States and High Density | 19.3 | 68.7 | 78.9 | 100.4 | 267.3 | 1.2% | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 |
| 22 Homeland Security Grants | 3.8 | - | - | - | 3.8 | 0.0% | - | - | - | - | - | - |
| 23 CMAQ (Gold/Expo/Crenshaw/New Lines Operations) | 57.2 | 160.5 | 189.0 | 108.5 | 515.2 | 2.2% | 9.1 | 28.9 | 29.2 | 18.6 | - | - |
| 24 Subtotal Federal | 245.9 | 618.8 | 684.7 | 828.3 | 2,377.7 | 10.3% | 53.4 | 75.7 | 76.7 | 66.8 | 48.8 | 49.5 |
| 25 TOTAL SOURCES | 1,449.3 | 4,294.0 | 6,892.3 | 10,458.5 | 23,094.1 | 100.0% | 323.4 | 375.1 | 386.9 | 397.8 | 413.6 | 419.6 |

**LACMTA Financial Forecasting Model
Transit Corridor Operations**

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | Plan Total | % | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
|---|------------------|------------------|------------------|------------------|-----------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 26 USES OF FUNDS | | | | | | | | | | | | |
| 27 Red/Purple Line | 325.4 | 744.8 | 983.9 | 1,382.7 | 3,436.8 | 14.9% | 72.0 | 67.0 | 68.8 | 70.6 | 72.7 | 75.9 |
| 28 Subway Extension Segments 1, 2, and 3 | - | - | 248.6 | 574.6 | 823.2 | 3.6% | - | - | - | - | - | - |
| 29 Blue Line | 345.2 | 785.8 | 936.0 | 1,242.5 | 3,309.5 | 14.3% | 71.8 | 71.9 | 74.5 | 76.8 | 80.6 | 80.0 |
| 30 Green Line | 133.7 | 279.6 | 346.8 | 581.4 | 1,341.4 | 5.8% | 25.8 | 25.8 | 26.6 | 27.2 | 28.6 | 28.3 |
| 31 Gold Line - Pasadena (including Foothill) | 102.1 | 305.6 | 555.1 | 736.8 | 1,699.5 | 7.4% | 23.0 | 24.5 | 25.1 | 25.8 | 27.2 | 26.9 |
| 32 Gold Line - Eastside Extension | - | 162.4 | 181.1 | 374.6 | 718.0 | 3.1% | 15.4 | 15.3 | 15.7 | 16.2 | 17.0 | 16.9 |
| 33 Blue Line - Exposition Phase I | - | 324.7 | 411.4 | 546.1 | 1,282.2 | 5.6% | - | 33.5 | 34.2 | 35.2 | 37.0 | 36.7 |
| 34 Blue Line - Exposition Phase II | - | 94.4 | 260.4 | 345.7 | 700.5 | 3.0% | - | - | - | - | - | - |
| 35 Crenshaw Line | - | 38.6 | 424.3 | 563.3 | 1,026.2 | 4.4% | - | - | - | - | - | - |
| 36 West Santa Ana Line | - | - | 56.2 | 349.4 | 405.5 | 1.8% | - | - | - | - | - | - |
| 37 Regional Connector | - | - | 123.9 | 164.4 | 288.3 | 1.2% | - | - | - | - | - | - |
| 38 Rail Security - Red Line | 89.8 | 205.0 | 338.1 | 537.0 | 1,169.9 | 5.1% | 18.6 | 19.0 | 19.6 | 19.9 | 20.3 | 20.7 |
| 39 Rail Security - Blue Line incl. Expo/Reg'l Conn. | 62.9 | 214.3 | 326.9 | 434.0 | 1,038.2 | 4.5% | 12.2 | 18.4 | 19.0 | 19.4 | 19.7 | 20.1 |
| 40 Rail Security - Green Line | 33.3 | 73.0 | 97.0 | 162.6 | 365.9 | 1.6% | 6.5 | 6.6 | 6.9 | 6.9 | 7.1 | 7.2 |
| 41 Rail Security - Gold Line including Eastside | 41.1 | 161.0 | 270.5 | 408.5 | 881.1 | 3.8% | 12.5 | 13.4 | 13.7 | 13.9 | 14.2 | 14.5 |
| 42 Rail Security - Crenshaw Line | - | 8.5 | 93.3 | 123.9 | 225.7 | 1.0% | - | - | - | - | - | - |
| 43 Rail Security - West Santa Ana Line | - | - | 16.0 | 99.4 | 115.3 | 0.5% | - | - | - | - | - | - |
| 44 Red Line special anti-terrorism activities | 1.8 | - | - | - | 1.8 | 0.0% | - | - | - | - | - | - |
| 45 Subtotal Metro | 1,135.2 | 3,397.8 | 5,669.4 | 8,626.8 | 18,829.2 | | 257.7 | 295.4 | 304.1 | 311.9 | 324.5 | 327.2 |
| 46 Metrolink | 302.7 | 907.7 | 1,222.9 | 1,831.7 | 4,265.0 | 18.5% | 77.0 | 79.8 | 82.8 | 85.9 | 89.1 | 92.4 |
| 47 TOTAL USES | 1,437.9 | 4,305.4 | 6,892.3 | 10,458.5 | 23,094.1 | 100.0% | 334.7 | 375.2 | 386.9 | 397.8 | 413.6 | 419.6 |
| 48 CASH BALANCE | | | | | | | | | | | | |
| 49 Beginning Fiscal Year Cash Balance | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | - | 11.4 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| 50 Annual Net Change to Cash Balance | 11.4 | (11.4) | 0.0 | 0.0 | 0.0 | - | (11.3) | (0.1) | 0.0 | 0.0 | 0.0 | 0.0 |
| 51 Ending Fiscal Year Cash Balance | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | - | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Metro operations percent change | | | | | | | 3.53% | 14.61% | 2.94% | 2.56% | 4.04% | 0.85% |

NOTES:

1. Transit Corridor Revenue Operation Dates:

Eastside - FY10, Expol - 2010/-2011, Expol - 6/15, Gold Fthl - 6/17,

Crenshaw - 6/18, Reg'l Conn - 6/19, Sub Ext Seg 1 - 6/19,

West Santa Ana - 6/27, Sub Ext Seg 2 - 6/26, Sub Ext Seg 3 - 6/36

Green So Bay - 6/35, Gold East Ext - 6/35

**LACMTA Financial Forecasting Model
Transit Corridor Operations**

2009 LRTP Baseline 10/22/09

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| SOURCES OF FUNDS | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| 1 Fares - Red/Purple Lines | 44.6 | 46.6 | 47.2 | 49.3 | 55.0 | 57.1 | 57.9 | 60.0 | 60.8 | 64.6 | 65.4 | 75.4 | 76.4 |
| 2 Fares - Blue Line (including Expo & Reg'l Conn.) | 43.7 | 45.5 | 46.1 | 48.2 | 52.2 | 54.3 | 55.0 | 57.0 | 57.7 | 61.3 | 62.1 | 65.5 | 66.3 |
| 3 Fares - Green Line | 11.1 | 11.6 | 11.8 | 12.3 | 12.4 | 13.0 | 13.1 | 13.6 | 13.8 | 14.6 | 14.8 | 15.6 | 15.8 |
| 4 Fares - Gold Line (including Eastside & Foothill) | 11.2 | 11.7 | 19.0 | 19.6 | 19.9 | 20.7 | 20.9 | 21.7 | 22.0 | 23.4 | 23.7 | 25.0 | 25.3 |
| 5 Fares - Crenshaw Line | - | - | - | 11.6 | 11.9 | 12.3 | 12.5 | 13.0 | 13.1 | 13.9 | 14.1 | 14.9 | 15.1 |
| 6 Fares - West Santa Ana Line | - | - | - | - | - | - | - | - | - | - | - | - | 8.4 |
| 7 Fares - Metrolink | 51.6 | 52.6 | 53.7 | 54.8 | 55.8 | 56.9 | 57.9 | 58.8 | 59.7 | 60.5 | 61.4 | 62.4 | 63.5 |
| 8 Proposition A 35% | 28.8 | 34.2 | 49.8 | 56.0 | 61.1 | 64.8 | 71.8 | 143.9 | 140.1 | 101.1 | 137.7 | 133.1 | 177.8 |
| 9 Proposition C 5 % (Security) | 4.2 | 5.3 | 6.4 | 7.6 | 8.8 | 10.1 | 11.6 | 13.1 | 14.7 | 16.1 | 17.5 | 18.8 | 20.2 |
| 10 Proposition C 40 % (Discretionary) | 88.1 | 48.3 | 59.2 | 48.6 | 61.2 | 100.9 | 119.2 | 51.8 | 42.1 | 70.8 | 34.4 | 51.4 | 22.9 |
| 11 TDA Article 4 | - | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| 12 Proposition C 10% (Metrolink) | 44.2 | 46.0 | 47.8 | 49.8 | 51.7 | 53.8 | 56.0 | 58.2 | 60.5 | 63.0 | 65.5 | 68.1 | 70.8 |
| 13 Other (Advertising, General, Misc) | 1.8 | 1.9 | 1.9 | 1.9 | 2.0 | 2.0 | 2.0 | 2.1 | 2.1 | 2.1 | 2.2 | 2.2 | 2.2 |
| 14 Measure R Sales Tax | 42.9 | 45.0 | 47.1 | 49.3 | 51.6 | 54.0 | 56.5 | 59.0 | 61.5 | 63.8 | 66.2 | 68.5 | 71.0 |
| 15 Subtotal Local | 372.4 | 358.7 | 400.0 | 419.1 | 453.6 | 509.9 | 544.3 | 562.3 | 558.1 | 565.3 | 574.9 | 610.9 | 645.6 |
| State | | | | | | | | | | | | | |
| 17 STA - Population Share | 43.5 | 44.4 | 45.3 | 46.3 | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 |
| 18 Subtotal State | 43.5 | 44.4 | 45.3 | 46.3 | 47.3 | 48.3 | 49.3 | 50.3 | 51.4 | 52.4 | 53.5 | 54.7 | 55.8 |
| Federal | | | | | | | | | | | | | |
| 20 Section 5309 Fixed Guideway Modernization | 43.2 | 43.8 | 17.8 | 39.8 | 35.9 | 24.7 | 23.5 | 32.7 | 48.3 | 48.9 | 49.6 | 50.3 | 51.0 |
| 21 Section 5340 Growing States and High Density | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.2 | 8.3 |
| 22 Homeland Security Grants | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 CMAQ (Gold/Expo/Crenshaw/New Lines Operations) | - | - | 26.3 | 48.4 | 65.6 | 38.7 | 16.5 | - | - | - | - | 12.0 | 27.9 |
| 24 Subtotal Federal | 50.2 | 50.9 | 51.3 | 95.5 | 108.9 | 70.9 | 47.6 | 40.5 | 56.1 | 56.9 | 57.7 | 70.5 | 87.2 |
| 25 TOTAL SOURCES | 466.1 | 454.0 | 496.6 | 560.9 | 609.8 | 629.1 | 641.2 | 653.0 | 665.5 | 674.6 | 686.1 | 736.1 | 788.6 |

**LACMTA Financial Forecasting Model
Transit Corridor Operations**

2009 LRTP Baseline 10/22/09

| | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|
| (\$ in millions) | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | |
| 26 USES OF FUNDS | | | | | | | | | | | | | | |
| 27 Red/Purple Line | 78.0 | 78.4 | 80.0 | 81.6 | 83.4 | 91.3 | 92.9 | 94.4 | 96.1 | 97.1 | 98.5 | 107.9 | 110.2 | |
| 28 Subway Extension Segments 1, 2, and 3 | - | - | - | - | 17.0 | 17.3 | 17.6 | 17.9 | 18.2 | 18.4 | 18.7 | 40.4 | 41.3 | |
| 29 Blue Line | 85.7 | 78.9 | 80.5 | 85.2 | 87.1 | 88.5 | 90.0 | 91.5 | 93.0 | 94.1 | 95.4 | 97.0 | 99.0 | |
| 30 Green Line | 29.5 | 28.0 | 28.5 | 31.2 | 31.9 | 32.4 | 32.9 | 33.5 | 34.0 | 34.4 | 34.9 | 35.5 | 36.2 | |
| 31 Gold Line - Pasadena (including Foothill) | 27.9 | 25.2 | 49.5 | 50.5 | 51.7 | 52.4 | 53.3 | 54.2 | 55.2 | 55.8 | 56.6 | 57.5 | 58.8 | |
| 32 Gold Line - Eastside Extension | 17.5 | 15.8 | 16.1 | 16.5 | 16.9 | 17.1 | 17.4 | 17.7 | 18.0 | 18.2 | 18.4 | 18.7 | 19.2 | |
| 33 Blue Line - Exposition Phase I | 37.9 | 36.0 | 36.7 | 37.4 | 38.3 | 38.9 | 39.6 | 40.2 | 40.9 | 41.3 | 41.9 | 42.6 | 43.5 | |
| 34 Blue Line - Exposition Phase II | 24.8 | 22.8 | 23.2 | 23.7 | 24.2 | 24.6 | 25.0 | 25.4 | 25.9 | 26.2 | 26.5 | 27.0 | 27.6 | |
| 35 Crenshaw Line | - | - | - | 38.6 | 39.5 | 40.1 | 40.8 | 41.4 | 42.2 | 42.6 | 43.2 | 43.9 | 44.9 | |
| 36 West Santa Ana Line | - | - | - | - | - | - | - | - | - | - | - | - | 27.9 | |
| 37 Regional Connector | - | - | - | - | 11.5 | 11.7 | 11.9 | 12.1 | 12.3 | 12.4 | 12.6 | 12.8 | 13.1 | |
| 38 Rail Security - Red Line | 21.2 | 21.5 | 21.9 | 22.4 | 27.6 | 29.8 | 30.3 | 30.8 | 31.3 | 31.7 | 32.2 | 40.7 | 41.5 | |
| 39 Rail Security - Blue Line incl. Expo/Reg'l Conn. | 25.4 | 26.0 | 26.5 | 27.6 | 30.4 | 30.9 | 31.4 | 31.9 | 32.5 | 32.9 | 33.3 | 33.9 | 34.6 | |
| 40 Rail Security - Green Line | 7.4 | 7.8 | 8.0 | 8.7 | 8.9 | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 | 9.9 | 10.1 | |
| 41 Rail Security - Gold Line including Eastside | 14.9 | 15.1 | 24.1 | 24.6 | 25.2 | 25.5 | 26.0 | 26.4 | 26.9 | 27.2 | 27.6 | 28.0 | 28.7 | |
| 42 Rail Security - Crenshaw Line | - | - | - | 8.5 | 8.7 | 8.8 | 9.0 | 9.1 | 9.3 | 9.4 | 9.5 | 9.7 | 9.9 | |
| 43 Rail Security - West Santa Ana Line | - | - | - | - | - | - | - | - | - | - | - | - | 7.9 | |
| 44 Red Line special anti-terrorism activities | | | | | | | | | | | | | | |
| 45 Subtotal Metro | 370.2 | 355.4 | 395.1 | 456.4 | 502.2 | 518.3 | 527.3 | 536.0 | 545.3 | 551.2 | 559.3 | 605.6 | 654.3 | |
| 46 Metrolink | 95.9 | 98.6 | 101.6 | 104.5 | 107.6 | 110.7 | 113.9 | 117.0 | 120.2 | 123.5 | 126.9 | 130.5 | 134.3 | |
| 47 TOTAL USES | 466.1 | 454.0 | 496.6 | 560.9 | 609.8 | 629.1 | 641.2 | 653.0 | 665.5 | 674.6 | 686.1 | 736.1 | 788.6 | |
| 48 CASH BALANCE | | | | | | | | | | | | | | |
| 49 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 | |
| 50 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 | |
| 51 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 | |
| Metro operations percent change | 13.15% | -4.01% | 11.17% | 15.52% | 10.04% | 3.22% | 1.74% | 1.64% | 1.74% | 1.07% | 1.47% | 8.28% | 8.04% | |

NOTES:

1. Transit Corridor Revenue Operation Dates:

Eastside - FY10, ExpoI - 2010/2011, ExpoII - 6/15, Gold Fthl
Crenshaw - 6/18, Reg'l Conn - 6/19, Sub Ext Seg I - 6/19,
West Santa Ana - 6/27, Sub Ext Seg 2 - 6/26, Sub Ext Seg 3 -
Green So Bay - 6/35, Gold East Ext - 6/35

**LACMTA Financial Forecasting Model
Transit Corridor Operations**

2009 LRTP Baseline 10/22/09

| | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| 1 Fares - Red/Purple Lines | 79.6 | 80.6 | 83.3 | 84.3 | 87.4 | 88.5 | 91.8 | 92.9 | 100.5 | 101.8 | 105.1 | 106.4 |
| 2 Fares - Blue Line (including Expo & Reg'l Conn.) | 69.1 | 70.0 | 72.3 | 73.2 | 75.8 | 76.8 | 79.7 | 80.7 | 83.7 | 84.7 | 87.5 | 88.6 |
| 3 Fares - Green Line | 17.8 | 18.0 | 18.6 | 18.8 | 19.5 | 19.7 | 20.5 | 25.1 | 25.9 | 26.2 | 27.1 | 27.4 |
| 4 Fares - Gold Line (including Eastside & Foothill) | 26.3 | 26.7 | 27.5 | 27.9 | 28.9 | 29.3 | 30.4 | 38.5 | 39.8 | 40.3 | 41.6 | 42.1 |
| 5 Fares - Crenshaw Line | 15.7 | 15.9 | 16.4 | 16.6 | 17.2 | 17.4 | 18.1 | 18.3 | 19.0 | 19.3 | 19.9 | 20.1 |
| 6 Fares - West Santa Ana Line | 8.5 | 8.6 | 8.9 | 9.0 | 9.3 | 9.4 | 9.8 | 9.9 | 10.3 | 10.4 | 10.7 | 10.9 |
| 7 Fares - Metrolink | 64.7 | 65.9 | 67.2 | 68.4 | 69.7 | 71.0 | 72.4 | 73.8 | 75.3 | 76.8 | 78.3 | 79.8 |
| 8 Proposition A 35% | 143.2 | 177.7 | 118.9 | 122.2 | 106.1 | 101.9 | 106.8 | 103.4 | 170.5 | 124.6 | 127.3 | 125.1 |
| 9 Proposition C 5 % (Security) | 21.5 | 22.8 | 24.1 | 25.4 | 26.7 | 28.1 | 29.5 | 30.9 | 32.5 | 34.1 | 35.6 | 37.2 |
| 10 Proposition C 40 % (Discretionary) | 56.9 | 38.6 | 113.1 | 116.4 | 129.0 | 137.8 | 131.8 | 162.1 | 97.3 | 149.3 | 170.3 | 293.1 |
| 11 TDA Article 4 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| 12 Proposition C 10% (Metrolink) | 73.6 | 76.6 | 79.7 | 82.8 | 86.2 | 89.6 | 93.2 | 96.9 | 100.8 | 104.8 | 109.0 | 113.4 |
| 13 Other (Advertising, General, Misc) | 2.3 | 2.3 | 2.4 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 |
| 14 Measure R Sales Tax | 73.4 | 76.0 | 78.4 | 80.9 | 83.4 | 86.1 | 88.7 | 91.6 | 94.5 | 97.6 | 100.5 | - |
| 15 Subtotal Local | 662.8 | 689.8 | 720.7 | 738.3 | 751.7 | 768.1 | 785.1 | 836.8 | 862.7 | 882.6 | 925.7 | 957.0 |
| State | | | | | | | | | | | | |
| 17 STA - Population Share | 57.0 | 58.2 | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| 18 Subtotal State | 57.0 | 58.2 | 59.4 | 60.7 | 61.9 | 63.2 | 64.6 | 65.9 | 67.3 | 68.7 | 70.2 | 71.6 |
| Federal | | | | | | | | | | | | |
| 20 Section 5309 Fixed Guideway Modernization | 51.7 | 52.5 | 53.2 | 54.0 | 54.7 | 55.5 | 56.2 | 57.0 | 57.8 | 58.6 | 59.5 | 60.3 |
| 21 Section 5340 Growing States and High Density | 8.4 | 8.5 | 8.6 | 8.7 | 8.9 | 9.0 | 9.1 | 9.2 | 9.4 | 9.5 | 9.6 | 9.8 |
| 22 Homeland Security Grants | - | - | - | - | - | - | - | - | - | - | - | - |
| 23 CMAQ (Gold/Expo/Crenshaw/New Lines Operations) | 28.3 | 16.1 | - | - | - | - | - | 22.6 | 30.6 | 31.2 | 8.0 | - |
| 24 Subtotal Federal | 88.4 | 77.1 | 61.8 | 62.7 | 63.6 | 64.5 | 65.4 | 88.8 | 97.8 | 99.4 | 77.1 | 70.1 |
| 25 TOTAL SOURCES | 808.2 | 825.1 | 842.0 | 861.7 | 877.2 | 895.8 | 915.1 | 991.5 | 1,027.9 | 1,050.7 | 1,073.0 | 1,098.7 |

LACMTA Financial Forecasting Model
Transit Corridor Operations

2009 LRTP Baseline 10/22/09

| | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 26 USES OF FUNDS | | | | | | | | | | | | |
| 27 Red/Purple Line | 111.9 | 114.1 | 116.2 | 118.7 | 120.5 | 122.9 | 125.2 | 128.1 | 130.3 | 132.9 | 135.5 | 138.4 |
| 28 Subway Extension Segments 1, 2, and 3 | 41.9 | 42.7 | 43.5 | 44.5 | 45.2 | 46.0 | 46.9 | 48.0 | 62.5 | 63.8 | 65.0 | 66.4 |
| 29 Blue Line | 100.6 | 102.5 | 104.4 | 106.6 | 108.3 | 110.4 | 112.5 | 115.1 | 117.1 | 119.4 | 121.7 | 124.4 |
| 30 Green Line | 41.0 | 41.8 | 42.6 | 43.5 | 44.2 | 45.0 | 45.9 | 61.3 | 62.4 | 63.6 | 64.9 | 66.3 |
| 31 Gold Line - Pasadena (including Foothill) | 59.6 | 60.8 | 61.9 | 63.3 | 64.2 | 65.4 | 66.7 | 68.3 | 69.4 | 70.8 | 72.2 | 73.8 |
| 32 Gold Line - Eastside Extension | 19.4 | 19.8 | 20.2 | 20.7 | 20.9 | 21.3 | 21.7 | 48.2 | 48.9 | 49.9 | 50.8 | 52.1 |
| 33 Blue Line - Exposition Phase I | 44.2 | 45.1 | 45.9 | 46.9 | 47.6 | 48.5 | 49.5 | 50.6 | 51.5 | 52.5 | 53.5 | 54.7 |
| 34 Blue Line - Exposition Phase II | 28.0 | 28.5 | 29.0 | 29.7 | 30.1 | 30.7 | 31.3 | 32.1 | 32.6 | 33.2 | 33.9 | 34.6 |
| 35 Crenshaw Line | 45.6 | 46.4 | 47.3 | 48.4 | 49.1 | 50.0 | 51.0 | 52.2 | 53.0 | 54.1 | 55.2 | 56.4 |
| 36 West Santa Ana Line | 28.3 | 28.8 | 29.3 | 30.0 | 30.4 | 31.0 | 31.6 | 32.4 | 32.9 | 33.6 | 34.2 | 35.0 |
| 37 Regional Connector | 13.3 | 13.6 | 13.8 | 14.1 | 14.3 | 14.6 | 14.9 | 15.2 | 15.5 | 15.8 | 16.1 | 16.5 |
| 38 Rail Security - Red Line | 42.2 | 43.0 | 43.8 | 44.8 | 45.5 | 46.3 | 47.2 | 48.3 | 52.9 | 54.0 | 55.0 | 56.2 |
| 39 Rail Security - Blue Line incl. Expo/Reg'l Conn. | 35.1 | 35.8 | 36.5 | 37.2 | 37.8 | 38.6 | 39.3 | 40.2 | 40.9 | 41.7 | 42.5 | 43.5 |
| 40 Rail Security - Green Line | 11.5 | 11.7 | 11.9 | 12.2 | 12.3 | 12.6 | 12.8 | 17.1 | 17.4 | 17.8 | 18.1 | 18.5 |
| 41 Rail Security - Gold Line including Eastside | 29.1 | 29.6 | 30.2 | 30.9 | 31.3 | 31.9 | 32.5 | 42.8 | 43.5 | 44.4 | 45.2 | 46.3 |
| 42 Rail Security - Crenshaw Line | 10.0 | 10.2 | 10.4 | 10.6 | 10.8 | 11.0 | 11.2 | 11.5 | 11.7 | 11.9 | 12.1 | 12.4 |
| 43 Rail Security - West Santa Ana Line | 8.1 | 8.2 | 8.4 | 8.5 | 8.7 | 8.8 | 9.0 | 9.2 | 9.4 | 9.6 | 9.7 | 9.9 |
| 44 Red Line special anti-terrorism activities | | | | | | | | | | | | |
| 45 Subtotal Metro | 669.8 | 682.5 | 695.1 | 710.4 | 721.3 | 735.2 | 749.5 | 820.8 | 851.8 | 869.0 | 885.7 | 905.5 |
| 46 Metrolink | 138.4 | 142.5 | 146.8 | 151.2 | 155.8 | 160.6 | 165.6 | 170.8 | 176.1 | 181.7 | 187.3 | 193.2 |
| 47 TOTAL USES | 808.2 | 825.1 | 842.0 | 861.7 | 877.2 | 895.8 | 915.1 | 991.5 | 1,027.9 | 1,050.7 | 1,073.0 | 1,098.7 |
| 48 CASH BALANCE | | | | | | | | | | | | |
| 49 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 |
| 50 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 |
| 51 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 |
| Metro operations percent change | 2.38% | 1.90% | 1.84% | 2.20% | 1.53% | 1.92% | 1.94% | 9.52% | 3.78% | 2.03% | 1.91% | 2.24% |

NOTES:

1. Transit Corridor Revenue Operation Dates:

- Eastside - FY10, Expol - 2010/2011, Expoll - 6/15, Gold Fthl
- Crenshaw - 6/18, Reg'l Conn - 6/19, Sub Ext Seg I - 6/19,
- West Santa Ana - 6/27, Sub Ext Seg 2 - 6/26, Sub Ext Seg 3 -
- Green So Bay - 6/35, Gold East Ext - 6/35

LACMTA Financial Forecasting Model
Metrolink Commuter Rail
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|------------|--------|---------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 1 SOURCES OF FUNDS | | | | | | | | | | | | | | | | |
| 2 Local | | | | | | | | | | | | | | | | |
| 3 Measure R Sales Tax (FIS 460064) | 1,133.2 | 16.9% | - | 231.3 | 375.3 | 526.6 | 13.2 | 18.9 | 19.9 | 21.3 | 23.0 | 24.4 | 25.8 | 27.0 | 28.3 | 29.6 |
| 4 Fares (SCRRA LA County portion) | 2,027.7 | 30.2% | 139.2 | 488.0 | 601.7 | 798.8 | 42.0 | 43.5 | 45.0 | 46.6 | 48.2 | 49.9 | 51.6 | 52.6 | 53.7 | 54.8 |
| 5 Prop. C 10% (Commuter Rail) | 3,350.5 | 50.0% | 254.5 | 746.7 | 1,020.0 | 1,329.3 | 57.7 | 65.7 | 68.2 | 80.6 | 88.3 | 91.0 | 83.0 | 67.8 | 70.5 | 73.8 |
| 8 Subtotal Local | 6,511.4 | 97.1% | 393.7 | 1,466.0 | 1,996.9 | 2,654.7 | 112.9 | 128.1 | 133.1 | 148.5 | 159.5 | 165.3 | 160.4 | 147.5 | 152.5 | 158.2 |
| 9 State | | | | | | | | | | | | | | | | |
| 10 Regional Improvement Program (RIP) | 21.1 | 0.3% | 3.1 | 14.0 | - | 4.0 | - | 14.0 | - | - | - | - | - | - | - | - |
| 11 Interregional Improvement Program (IIP) | 2.0 | 0.0% | 2.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12 Prop 1B SLPP | 20.0 | 0.3% | - | 20.0 | - | - | - | 10.0 | 10.0 | - | - | - | - | - | - | - |
| 13 High Speed Rail Bonds | 126.0 | 1.9% | - | 126.0 | - | - | - | 30.0 | 30.0 | 30.0 | 36.0 | - | - | - | - | - |
| 14 Subtotal State | 169.1 | 2.5% | 5.1 | 160.0 | - | 4.0 | - | 54.0 | 40.0 | 30.0 | 36.0 | - | - | - | - | - |
| 15 Federal | | | | | | | | | | | | | | | | |
| 16 ARRA | 5.0 | 0.1% | - | 5.0 | - | - | 5.0 | - | - | - | - | - | - | - | - | - |
| 17 CMAQ | 18.3 | 0.3% | 18.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 Subtotal Federal | 23.3 | 0.3% | 18.3 | 5.0 | - | - | 5.0 | - | - | - | - | - | - | - | - | - |
| 19 TOTAL SOURCES OF FUNDS | 6,703.8 | 100.0% | 417.2 | 1,631.1 | 1,996.9 | 2,658.7 | 117.9 | 182.1 | 173.1 | 178.5 | 195.5 | 165.3 | 160.4 | 147.5 | 152.5 | 158.2 |
| 20 USES OF FUNDS | | | | | | | | | | | | | | | | |
| 21 Operations-Constrained (MTA subsidy) | 2,237.3 | 33.4% | 163.4 | 419.7 | 621.2 | 1,032.9 | 35.0 | 36.4 | 37.8 | 39.3 | 40.9 | 42.5 | 44.2 | 46.0 | 47.8 | 49.8 |
| 22 Capital (MTA Subsidy) | | | | | | | | | | | | | | | | |
| 23 Rehab | 775.8 | 11.6% | 65.5 | 190.2 | 281.5 | 238.6 | 15.8 | 16.5 | 17.1 | 17.8 | 18.5 | 19.3 | 20.0 | 20.8 | 21.7 | 22.5 |
| 24 Capital | 309.5 | 4.6% | 24.1 | 106.4 | 117.3 | 61.8 | 6.0 | 12.9 | 13.2 | 13.6 | 19.0 | 19.4 | 18.8 | 1.0 | 1.0 | 1.6 |
| 25 Capital - Safety Improvements - assumed | 42.1 | 0.6% | 12.5 | 29.6 | - | - | - | - | 9.9 | 9.9 | 9.9 | - | - | - | - | - |
| 26 Positive Train Control (PTC) - safety improvement | 45.0 | 0.7% | - | 45.0 | - | - | 5.0 | 20.0 | 20.0 | - | - | - | - | - | - | - |
| 27 Rolling Stock Phase 3 (410064) | 4.0 | 0.1% | 4.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 Keller Yard and Mail Dock | 1.4 | 0.0% | 0.9 | 0.5 | - | - | 0.5 | - | - | - | - | - | - | - | - | - |
| 29 Sealed Corridors | 16.5 | 0.2% | 2.0 | 14.5 | - | - | 0.5 | 14.0 | - | - | - | - | - | - | - | - |
| 30 Subtotal Capital (MTA Subsidy) | 1,194.3 | 17.8% | 109.0 | 386.1 | 398.8 | 300.4 | 27.8 | 63.3 | 50.4 | 41.3 | 47.4 | 48.5 | 38.8 | 21.8 | 22.7 | 24.1 |
| 31 Subtotal Ops and Capital (MTA Subsidy) | 3,431.5 | | 272.5 | 805.7 | 1,020.0 | 1,333.3 | 62.8 | 99.7 | 88.2 | 80.6 | 88.3 | 91.0 | 83.0 | 67.8 | 70.5 | 73.8 |
| 32 Expansion Capital (not rolling stock) | 4.2 | 0.1% | 4.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 33 ACE/ Ramona Grade Separation (410064) | 1.2 | 0.0% | 1.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 34 Subtotal Other Capital | 5.4 | | 5.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 35 Subtotal | 3,437.0 | 51.3% | 277.9 | 805.7 | 1,020.0 | 1,333.3 | 62.8 | 99.7 | 88.2 | 80.6 | 88.3 | 91.0 | 83.0 | 67.8 | 70.5 | 73.8 |
| 36 Expansion Capital (not rolling stock) IIP-funded | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 37 Addl Cap Improv Projs LA Cnty Meas R | 1,113.2 | 16.6% | - | 211.3 | 375.3 | 526.6 | 13.2 | 8.9 | 9.9 | 21.3 | 23.0 | 24.4 | 25.8 | 27.0 | 28.3 | 29.6 |
| 38 Systemwide Improv (High Speed Rail Bonds) | 126.0 | 1.9% | - | 126.0 | - | - | - | 30.0 | 30.0 | 30.0 | 36.0 | - | - | - | - | - |
| 39 L.A. County Ops (SCRRA fares funded) | 2,027.7 | 30.2% | 139.2 | 488.0 | 601.7 | 798.8 | 42.0 | 43.5 | 45.0 | 46.6 | 48.2 | 49.9 | 51.6 | 52.6 | 53.7 | 54.8 |
| 40 TOTAL USES OF FUNDS | 6,703.8 | 100.0% | 417.2 | 1,631.1 | 1,996.9 | 2,658.7 | 117.9 | 182.1 | 173.1 | 178.5 | 195.5 | 165.3 | 160.4 | 147.5 | 152.5 | 158.2 |
| 41 CASH BALANCE ACCOUNT | | | | | | | | | | | | | | | | |
| 42 Beginning Fiscal Year Cash Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 43 Annual Net Change to Cash Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44 Ending Fiscal Year Cash Balance | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 45 Metro Subsidy Total | 4,544.7 | | 272.5 | 1,017.1 | 1,395.2 | 1,860.0 | 75.9 | 108.6 | 98.1 | 101.9 | 111.3 | 115.4 | 108.8 | 94.9 | 98.8 | 103.4 |
| 46 Metro Subsidy for Operations Percent Change | | | | | | | -0.92% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |
| 47 Metro Subsidy for Rehab Percent Change | | | | | | | 1.54% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |

Notes:

1. FIS 410064; See also Transit Capital pg for 3 Call projects:
 #8231 Rolling Stock2, #8369, Maint Facil, #6036 I-10 sidings.

LACMTA Financial Forecasting Model
Metrolink Commuter Rail
2009 LRTP Baseline 10/22/09

| | 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 | 2030 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| 1 Local | | | | | | | | | | | | |
| 3 Measure R Sales Tax (FIS 460064) | 1,133.2 | 30.9 | 32.4 | 33.9 | 35.4 | 36.9 | 38.3 | 39.7 | 41.1 | 42.6 | 44.1 | 45.6 |
| 4 Fares (SCRRA LA County portion) | 2,027.7 | 55.8 | 56.9 | 57.9 | 58.8 | 59.7 | 60.5 | 61.4 | 62.4 | 63.5 | 64.7 | 65.9 |
| 5 Prop. C 10% (Commuter Rail) | 3,350.5 | 92.0 | 82.3 | 86.3 | 90.3 | 94.7 | 107.8 | 111.3 | 114.9 | 118.3 | 122.0 | 125.6 |
| 8 Subtotal Local | 6,511.4 | 178.8 | 171.6 | 178.1 | 184.5 | 191.2 | 206.6 | 212.5 | 218.4 | 224.4 | 230.8 | 237.1 |
| 9 State | | | | | | | | | | | | |
| 10 Regional Improvement Program (RIP) | 21.1 | | | | | | | | | | | |
| 11 Interregional Improvement Program (IIP) | 2.0 | | | | | | | | | | | |
| 12 Prop 1B SLPP | 20.0 | - | - | - | - | - | - | - | - | - | - | - |
| 13 High Speed Rail Bonds | 126.0 | - | - | - | - | - | - | - | - | - | - | - |
| 14 Subtotal State | 169.1 | - | - | - | - | - | - | - | - | - | - | - |
| 15 Federal | | | | | | | | | | | | |
| 16 ARRA | 5.0 | - | - | - | - | - | - | - | - | - | - | - |
| 17 CMAQ | 18.3 | - | - | - | - | - | - | - | - | - | - | - |
| 18 Subtotal Federal | 23.3 | - | - | - | - | - | - | - | - | - | - | - |
| 19 TOTAL SOURCES OF FUNDS | 6,703.8 | 178.8 | 171.6 | 178.1 | 184.5 | 191.2 | 206.6 | 212.5 | 218.4 | 224.4 | 230.8 | 237.1 |
| USES OF FUNDS | | | | | | | | | | | | |
| 21 Operations-Constrained (MTA subsidy) | 2,237.3 | 51.7 | 53.8 | 56.0 | 58.2 | 60.5 | 63.0 | 65.5 | 68.1 | 70.8 | 73.6 | 76.6 |
| Capital (MTA Subsidy) | | | | | | | | | | | | |
| 23 Rehab | 775.8 | 23.4 | 24.4 | 25.4 | 26.4 | 27.4 | 28.5 | 29.7 | 30.9 | 32.1 | 33.4 | 34.7 |
| 24 Capital | 309.5 | 16.9 | 4.2 | 5.0 | 5.7 | 6.7 | 16.3 | 16.2 | 16.0 | 15.4 | 15.0 | 14.3 |
| 25 Capital - Safety Improvements - assumed | 42.1 | | | | | | | | | | | |
| 26 Positive Train Control (PTC) - safety improvement | 45.0 | | | | | | | | | | | |
| 27 Rolling Stock Phase 3 (410064) | 4.0 | | | | | | | | | | | |
| 28 Keller Yard and Mail Dock | 1.4 | | | | | | | | | | | |
| 29 Sealed Corridors | 16.5 | - | | | | | | | | | | |
| 30 Subtotal Capital (MTA Subsidy) | 1,194.3 | 40.3 | 28.5 | 30.4 | 32.1 | 34.1 | 44.8 | 45.9 | 46.8 | 47.5 | 48.4 | 49.0 |
| 31 Subtotal Ops and Capital (MTA Subsidy) | 3,431.5 | 92.0 | 82.3 | 86.3 | 90.3 | 94.7 | 107.8 | 111.3 | 114.9 | 118.3 | 122.0 | 125.6 |
| 32 Expansion Capital (not rolling stock) | 4.2 | | | | | | | | | | | |
| 33 ACE/ Ramona Grade Separation (410064) | 1.2 | | | | | | | | | | | |
| 34 Subtotal Other Capital | 5.4 | - | - | - | - | - | - | - | - | - | - | - |
| 35 Subtotal | 3,437.0 | 92.0 | 82.3 | 86.3 | 90.3 | 94.7 | 107.8 | 111.3 | 114.9 | 118.3 | 122.0 | 125.6 |
| 36 Expansion Capital (not rolling stock) IIP-funded | - | | | | | | | | | | | |
| 37 Addl Cap Improv Projs LA Cnty Meas R | 1,113.2 | 30.9 | 32.4 | 33.9 | 35.4 | 36.9 | 38.3 | 39.7 | 41.1 | 42.6 | 44.1 | 45.6 |
| 38 Systemwide Improv (High Speed Rail Bonds) | 126.0 | - | - | - | - | - | - | - | - | - | - | - |
| 39 L.A. County Ops (SCRRA fares funded) | 2,027.7 | 55.8 | 56.9 | 57.9 | 58.8 | 59.7 | 60.5 | 61.4 | 62.4 | 63.5 | 64.7 | 65.9 |
| 40 TOTAL USES OF FUNDS | 6,703.8 | 178.8 | 171.6 | 178.1 | 184.5 | 191.2 | 206.6 | 212.5 | 218.4 | 224.4 | 230.8 | 237.1 |
| CASH BALANCE ACCOUNT | | | | | | | | | | | | |
| 42 Beginning Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| 43 Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| 44 Ending Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - |
| 45 Metro Subsidy Total | 4,544.7 | 123.0 | 114.7 | 120.2 | 125.7 | 131.5 | 146.1 | 151.1 | 156.0 | 160.9 | 166.1 | 171.2 |
| 46 Metro Subsidy for Operations Percent Change | | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |
| 47 Metro Subsidy for Rehab Percent Change | | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |

Notes:

1. FIS 410064; See also Transit Capital pg for 3 Call projects:
 #8231 Rolling Stock2, #8369, Maint Facil, #6036 I-10 sidings.

LACMTA Financial Forecasting Model
Metrolink Commuter Rail
2009 LRTP Baseline 10/22/09

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 1 SOURCES OF FUNDS | | | | | | | | | | | |
| 2 Local | | | | | | | | | | | |
| 3 Measure R Sales Tax (FIS 460064) | 1,133.2 | 47.1 | 48.5 | 50.1 | 51.6 | 53.2 | 54.9 | 56.7 | 58.5 | 60.3 | |
| 4 Fares (SCRRA LA County portion) | 2,027.7 | 67.2 | 68.4 | 69.7 | 71.0 | 72.4 | 73.8 | 75.3 | 76.8 | 78.3 | 79.8 |
| 5 Prop. C 10% (Commuter Rail) | 3,350.5 | 128.1 | 131.5 | 134.9 | 138.6 | 133.8 | 96.9 | 101.0 | 107.1 | 112.9 | 118.9 |
| 8 Subtotal Local | 6,511.4 | 242.3 | 248.4 | 254.7 | 261.3 | 259.5 | 225.7 | 233.1 | 242.5 | 251.5 | 198.7 |
| 9 State | | | | | | | | | | | |
| 10 Regional Improvement Program (RIP) | 21.1 | | | | | | 4.0 | | | | |
| 11 Interregional Improvement Program (IIP) | 2.0 | | | | | | | | | | |
| 12 Prop 1B SLPP | 20.0 | - | - | - | - | - | - | - | - | - | - |
| 13 High Speed Rail Bonds | 126.0 | - | - | - | - | - | - | - | - | - | - |
| 14 Subtotal State | 169.1 | - | - | - | - | - | 4.0 | - | - | - | - |
| 15 Federal | | | | | | | | | | | |
| 16 ARRA | 5.0 | - | - | - | - | - | - | - | - | - | - |
| 17 CMAQ | 18.3 | - | - | - | - | - | - | - | - | - | - |
| 18 Subtotal Federal | 23.3 | - | - | - | - | - | - | - | - | - | - |
| 19 TOTAL SOURCES OF FUNDS | 6,703.8 | 242.3 | 248.4 | 254.7 | 261.3 | 259.5 | 229.7 | 233.1 | 242.5 | 251.5 | 198.7 |
| 20 USES OF FUNDS | | | | | | | | | | | |
| 21 Operations-Constrained (MTA subsidy) | 2,237.3 | 79.7 | 82.8 | 86.2 | 89.6 | 93.2 | 96.9 | 100.8 | 104.8 | 109.0 | 113.4 |
| 22 Capital (MTA Subsidy) | | | | | | | | | | | |
| 23 Rehab | 775.8 | 36.1 | 37.5 | 39.0 | 40.6 | 38.8 | | 0.2 | 2.2 | 3.9 | 5.5 |
| 24 Capital | 309.5 | 12.4 | 11.1 | 9.8 | 8.4 | 1.9 | 4.0 | | | | |
| 25 Capital - Safety Improvements - assumed | 42.1 | | | | | | | | | | |
| 26 Positive Train Control (PTC) - safety improvement | 45.0 | | | | | | | | | | |
| 27 Rolling Stock Phase 3 (410064) | 4.0 | | | | | | | | | | |
| 28 Keller Yard and Mail Dock | 1.4 | | | | | | | | | | |
| 29 Sealed Corridors | 16.5 | | | | | | | | | | |
| 30 Subtotal Capital (MTA Subsidy) | 1,194.3 | 48.4 | 48.6 | 48.8 | 49.0 | 40.6 | 4.0 | 0.2 | 2.2 | 3.9 | 5.5 |
| 31 Subtotal Ops and Capital (MTA Subsidy) | 3,431.5 | 128.1 | 131.5 | 134.9 | 138.6 | 133.8 | 100.9 | 101.0 | 107.1 | 112.9 | 118.9 |
| 32 Expansion Capital (not rolling stock) | 4.2 | | | | | | | | | | |
| 33 ACE/ Ramona Grade Separation (410064) | 1.2 | | | | | | | | | | |
| 34 Subtotal Other Capital | 5.4 | - | - | - | - | - | - | - | - | - | - |
| 35 Subtotal | 3,437.0 | 128.1 | 131.5 | 134.9 | 138.6 | 133.8 | 100.9 | 101.0 | 107.1 | 112.9 | 118.9 |
| 36 Expansion Capital (not rolling stock) IIP-funded | - | | | | | | | | | | |
| 37 Addl Cap Improv Projs LA Cnty Meas R | 1,113.2 | 47.1 | 48.5 | 50.1 | 51.6 | 53.2 | 54.9 | 56.7 | 58.5 | 60.3 | - |
| 38 Systemwide Improv (High Speed Rail Bonds) | 126.0 | - | - | - | - | - | - | - | - | - | - |
| 39 L.A. County Ops (SCRRA fares funded) | 2,027.7 | 67.2 | 68.4 | 69.7 | 71.0 | 72.4 | 73.8 | 75.3 | 76.8 | 78.3 | 79.8 |
| 40 TOTAL USES OF FUNDS | 6,703.8 | 242.3 | 248.4 | 254.7 | 261.3 | 259.5 | 229.7 | 233.1 | 242.5 | 251.5 | 198.7 |
| 41 CASH BALANCE ACCOUNT | | | | | | | | | | | |
| 42 Beginning Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - |
| 43 Annual Net Change to Cash Balance | - | - | - | - | - | - | - | - | - | - | - |
| 44 Ending Fiscal Year Cash Balance | - | - | - | - | - | - | - | - | - | - | - |
| 45 Metro Subsidy Total | 4,544.7 | 175.2 | 180.0 | 185.0 | 190.2 | 187.1 | 155.8 | 157.7 | 165.6 | 173.2 | 118.9 |
| 46 Metro Subsidy for Operations Percent Change | | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% | 4.00% |
| 47 Metro Subsidy for Rehab Percent Change | | 4.00% | 4.00% | 4.00% | 4.00% | -4.50% | | | | | |

Notes:

1. FIS 410064; See also Transit Capital pg for 3 Call projects:
#8231 Rolling Stock2, #8369, Maint Facil, #6036 I-10 sidings.

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|-----------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| SOURCES OF FUNDS | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| 1 Proposition A 35% - Direct | 938.9 | 2,328.9 | 3,047.8 | 5,240.0 | 11,555.6 | 22.8% | 182.4 | 189.1 | 198.0 | 210.0 | 227.3 | 245.9 | 261.1 | 269.7 |
| 2 Proposition C 40% - Direct | 342.9 | 1,088.1 | 1,314.0 | 2,616.5 | 5,361.5 | 10.6% | 79.4 | 75.6 | 93.9 | 75.9 | 135.8 | 123.6 | 97.0 | 135.0 |
| 3 Proposition C 10% - Direct | 28.2 | 68.5 | - | - | 96.7 | 0.2% | 6.5 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 |
| 4 TDA Article 4 | 4.0 | - | 1.7 | 6.9 | 12.6 | 0.0% | - | - | - | - | - | - | - | - |
| 5 Lease Revenues | 10.3 | - | - | - | 10.3 | 0.0% | - | - | - | - | - | - | - | - |
| 6 Proposition C 25% - Direct | 209.3 | 567.6 | - | - | 777.0 | 1.5% | 52.6 | 66.4 | 137.9 | 78.4 | 125.8 | 66.0 | - | - |
| 7 Local Agency Contributions | 68.8 | 204.0 | 111.1 | 194.7 | 578.6 | 1.1% | 1.1 | 42.5 | 6.9 | 19.0 | 42.8 | 21.9 | 24.0 | 23.7 |
| 8 LTF General Revenues | 2.4 | - | - | - | 2.4 | 0.0% | - | - | - | - | - | - | - | - |
| 9 Proposition C 10% (Metrolink) | 91.0 | 327.0 | 398.8 | 296.4 | 1,113.3 | 2.2% | 22.8 | 29.3 | 30.4 | 41.3 | 47.4 | 48.5 | 38.8 | 21.8 |
| 10 LONP Reimbursement Fund 3562 | 3.8 | 253.8 | - | - | 257.6 | 0.5% | 20.6 | 77.4 | 18.6 | 48.3 | 14.5 | - | 34.0 | 40.1 |
| 11 Measure R Sales Tax (2%, 3%, 35% except bus capital) | - | 3,034.5 | 4,953.3 | 6,971.5 | 14,959.4 | 29.6% | 165.4 | 252.5 | 255.7 | 284.1 | 296.4 | 325.0 | 333.5 | 360.1 |
| Subtotal Local | 1,699.7 | 7,872.6 | 9,826.8 | 15,326.0 | 34,725.0 | 68.6% | 530.8 | 747.8 | 756.3 | 771.9 | 895.0 | 835.9 | 791.3 | 853.5 |
| State | | | | | | | | | | | | | | |
| 14 STA - Population Share | 23.0 | - | - | - | 23.0 | 0.0% | - | - | - | - | - | - | - | - |
| 15 Prop 1B State Bonds (PTMISEA, Intercity, Security & SL | 99.5 | 1,047.3 | - | - | 1,146.8 | 2.3% | 114.9 | 295.2 | 297.3 | 252.7 | 87.3 | - | - | - |
| 16 High Speed Rail Bonds voted 11-4-08 | - | 240.9 | - | - | 240.9 | 0.5% | - | 30.0 | 30.0 | 30.0 | 138.2 | 12.7 | - | - |
| 17 Traffic Congestion Relief Program Allocations | 181.8 | 196.0 | - | - | 377.8 | 0.7% | 103.5 | - | - | - | 8.9 | - | 19.0 | 49.1 |
| 18 Regional Improvement Program (RIP) Funds - Transit | 344.4 | 469.5 | - | 259.6 | 1,073.5 | 2.1% | 151.8 | 105.9 | 119.5 | 92.3 | - | - | - | - |
| 19 Interregional Improvement Program (IIP) Funds - Transit | 8.4 | - | - | - | 8.4 | 0.0% | - | - | - | - | - | - | - | - |
| Subtotal State | 657.1 | 1,953.7 | - | 259.6 | 2,870.4 | 5.7% | 370.2 | 431.1 | 446.8 | 375.0 | 234.4 | 12.7 | 19.0 | 49.1 |
| Federal | | | | | | | | | | | | | | |
| 22 Section 5309 - New Starts | 400.2 | 1,672.2 | 644.0 | 1,947.6 | 4,664.0 | 9.2% | 74.0 | - | 110.8 | 205.0 | 241.0 | 271.0 | 282.0 | 243.5 |
| 23 Section 5309 - Fixed Guideway Mod | 53.4 | 31.8 | 69.6 | - | 154.8 | 0.3% | - | - | - | - | - | - | - | - |
| 24 Section 5340 - Growing States and High Density | 6.1 | - | - | - | 6.1 | 0.0% | - | - | - | - | - | - | - | - |
| 25 CMAQ - Transit | 36.0 | 293.4 | - | - | 329.4 | 0.7% | 14.2 | 15.3 | - | 7.6 | 43.8 | 14.2 | 82.4 | 75.6 |
| 26 RSTP - Transit | 17.5 | 7.7 | - | - | 25.2 | 0.0% | 6.3 | 1.4 | - | - | - | - | - | - |
| 27 Section 5309 - Bus and Bus-Related Facilities | 19.1 | 2.9 | - | - | 22.0 | 0.0% | 2.9 | - | - | - | - | - | - | - |
| 28 Federal - Other | 1.6 | - | - | - | 1.6 | 0.0% | - | - | - | - | - | - | - | - |
| 29 ARRA (5309, 5307, 5340, TE) | - | 195.9 | - | - | 195.9 | 0.4% | 195.9 | - | - | - | - | - | - | - |
| 30 Homeland Security Grants | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - |
| Subtotal Federal | 533.8 | 2,203.9 | 713.6 | 1,947.6 | 5,398.9 | 10.7% | 293.3 | 16.7 | 110.8 | 212.6 | 284.8 | 285.2 | 364.4 | 319.1 |
| Financing Revenues: | | | | | | | | | | | | | | |
| 33 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%) | 126.0 | - | - | - | 126.0 | 0.2% | - | - | - | - | - | - | - | - |
| 35 Add'l Sr. Bonds - Prop A 35% (Model gross) | - | 1,758.6 | 1,831.7 | 2,348.5 | 5,938.8 | 11.7% | 114.5 | 156.0 | 163.5 | 174.4 | 272.6 | 310.6 | 141.7 | 141.7 |
| 36 Add'l Sr. Bonds - Prop C 40% (Model gross) | 21.6 | - | - | - | 21.6 | 0.0% | - | - | - | - | - | - | - | - |
| 37 Measure R 35% Bonds (Model gross) | - | 1,857.4 | - | - | 1,857.4 | 3.7% | - | - | - | 64.4 | 361.9 | 558.3 | 431.9 | 309.7 |
| 38 Debt Service Reserve Fund (Prop A 35%) | - | (121.0) | (126.0) | (161.6) | (408.6) | -0.8% | (7.9) | (10.7) | (11.3) | (12.0) | (18.8) | (21.4) | (9.8) | (9.8) |
| 39 Bond Issuance Expense (Prop A 35%) | - | (24.6) | (25.6) | (32.9) | (83.1) | -0.2% | (1.6) | (2.2) | (2.3) | (2.4) | (3.8) | (4.3) | (2.0) | (2.0) |
| 40 Debt Service Reserve Fund (Prop C 40%) | (1.5) | - | - | - | (1.5) | 0.0% | - | - | - | - | - | - | - | - |
| 41 Bond Issuance Expense (Prop C 40%) | (0.3) | - | - | - | (0.3) | 0.0% | - | - | - | - | - | - | - | - |
| 42 Debt Service Reserve Fund (Measure R 35%) | - | (143.0) | - | - | (143.0) | -0.3% | - | - | - | (4.7) | (27.0) | (42.4) | (33.5) | (24.6) |
| 43 Bond Issuance Expense (Measure R 35%) | - | (26.0) | - | - | (26.0) | -0.1% | - | - | - | (0.9) | (5.1) | (7.8) | (6.0) | (4.3) |
| 44 Commercial Paper (Measure R 2%) | - | 324.9 | 2.7 | - | 327.6 | 0.6% | - | - | - | - | - | 104.3 | 88.7 | 98.4 |
| 46 Transit Corridor Bridge Loan Proceeds (no rev sheet) | 66.3 | (66.3) | - | - | (0.0) | 0.0% | (66.3) | - | - | - | - | - | - | - |
| Subtotal Financing Revenues | 212.1 | 3,560.1 | 1,682.7 | 2,154.0 | 7,608.9 | 15.0% | 38.7 | 143.1 | 150.0 | 218.8 | 579.9 | 897.2 | 611.1 | 509.2 |
| TOTAL SOURCES | 3,102.7 | 15,590.3 | 12,223.0 | 19,687.2 | 50,603.2 | 100.0% | 1,233.0 | 1,338.7 | 1,464.0 | 1,578.3 | 1,994.1 | 2,031.0 | 1,785.8 | 1,730.8 |
| 51 Net Bond Proceeds included above (Prop A 35%) | 126.0 | 1,813.0 | 1,680.0 | 2,154.0 | 5,573.0 | | 105.0 | 143.1 | 150.0 | 160.0 | 250.0 | 284.9 | 130.0 | 130.0 |
| 52 Net Bond Proceeds included above (Prop C 40%) | 19.8 | - | - | - | 19.8 | | - | - | - | - | - | - | - | - |

**LACMTA Financial Forecasting Model
 Rail Capital & Transit Corridors Summary
 2009 L RTP Baseline 10/22/09**

| (\$ in millions) | Years '05-'09 | 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 |
|--|------------------|------------------|------------------|------------------|-----------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|----------------|--------------|
| 53 USES OF FUNDS | | | | | | | | | | | | | | |
| 54 Major New Projects (not including years prior to Plan) | | | | | | | | | | | | | | |
| 55 Gold Line Pasadena (809005) | 2.8 | 0.7 | - | - | 3.5 | 0.0% | 0.7 | - | - | - | - | - | - | - |
| 56 Gold Line Eastside Extension (includes bridge loan interest) | 778.0 | 7.7 | - | - | 785.7 | 1.6% | 7.7 | - | - | - | - | - | - | - |
| 57 Exposition LRT-Phase I to Venice/Robertson (800113, 890002) | 282.7 | 570.1 | - | - | 852.8 | 1.7% | 257.8 | 204.0 | 108.4 | - | - | - | - | - |
| 58 Exposition LRT-Phase II to Santa Monica (890002) | 7.6 | 1,292.4 | - | - | 1,300.0 | 2.6% | 134.7 | 233.4 | 195.0 | 223.0 | 233.2 | 247.9 | 16.9 | 8.3 |
| 59 Wilshire Metro Rapid Transitway | - | 115.3 | - | - | 115.3 | 0.2% | - | 5.0 | 5.0 | 5.0 | 30.0 | 50.3 | 20.0 | - |
| 60 San Fernando Valley North-South - Canoga (405513) | 9.0 | 212.2 | - | - | 221.2 | 0.4% | 36.5 | 57.5 | 68.2 | 44.8 | 5.2 | - | - | - |
| 61 East San Fernando Valley North-South Corridor | 0.7 | 168.1 | - | - | 168.8 | 0.3% | 0.5 | 0.8 | 0.8 | 0.8 | 12.0 | 20.3 | 51.6 | 53.5 |
| 62 Orange Line (800112) | 196.0 | - | - | - | 196.0 | 0.4% | - | - | - | - | - | - | - | - |
| 63 Gold Line Foothill Extension (from Pasadena) | 15.0 | 836.0 | - | - | 851.1 | 1.7% | 10.3 | 41.4 | 80.4 | 99.4 | 169.8 | 175.6 | 108.6 | 93.2 |
| 64 Subway extension Segment 1 (405518) | 9.1 | 1,940.9 | - | - | 1,950.0 | 3.9% | 12.2 | 42.7 | 107.0 | 269.8 | 238.8 | 314.6 | 397.2 | 302.3 |
| 65 Regional Connector (400228) | 6.0 | 1,067.0 | - | - | 1,073.0 | 2.1% | 7.9 | 32.0 | 73.8 | 106.5 | 244.9 | 226.3 | 169.7 | 176.0 |
| 66 Crenshaw Corridor (405512) | 5.3 | 1,709.7 | - | - | 1,715.0 | 3.4% | 11.0 | 41.2 | 62.4 | 231.4 | 256.5 | 272.7 | 280.9 | 267.6 |
| 67 Green Line Extension to LAX | - | 0.2 | 329.8 | - | 330.0 | 0.7% | 0.2 | - | - | - | - | - | - | - |
| 68 West Santa Ana Branch | - | 1.1 | 383.9 | - | 385.0 | 0.8% | 1.1 | - | - | - | - | - | - | - |
| 69 Eastside Extension | - | 5.8 | 431.2 | 2,053.0 | 2,490.0 | 4.9% | 5.8 | - | - | - | - | - | - | - |
| 70 Subway extension Segment 2 | - | 90.3 | 2,359.6 | - | 2,450.0 | 4.8% | - | - | - | - | - | - | - | 6.9 |
| 71 Subway extension Segment 3 | - | - | 168.3 | 1,446.7 | 1,615.0 | 3.2% | - | - | - | - | - | - | - | - |
| 72 Green Line Extension South Bay | - | 5.0 | 19.6 | 530.4 | 555.0 | 1.1% | - | 5.0 | - | - | - | - | - | - |
| 73 San Fernando Valley I-405 Corridor Connection | - | - | - | 2,468.0 | 2,468.0 | 4.9% | - | - | - | - | - | - | - | - |
| 74 Freed up for TBD from SFV N-S Canoga (\$182+) | - | - | - | 182.0 | 182.0 | 0.4% | - | - | - | - | - | - | - | - |
| 75 Freed up for TBD from East San Fern. Val N-S | - | 2.8 | - | - | 2.8 | 0.0% | - | - | - | - | - | 2.8 | - | - |
| 76 Freed up for TBD from Expo Phase II (\$611.7) | - | - | - | 611.7 | 611.7 | 1.2% | - | - | - | - | - | - | - | - |
| 77 TBD from Escalation Contingency Annual Balance | - | 126.3 | (39.3) | (87.0) | 0.0 | 0.0% | 63.6 | 113.2 | 21.4 | (198.3) | 0.0 | (0.0) | (0.0) | 0.0 |
| 78 Subtotal Major New Projects | 1,312.3 | 8,151.5 | 3,653.1 | 7,204.8 | 20,321.6 | 40.1% | 550.0 | 776.1 | 722.5 | 782.3 | 1,190.4 | 1,310.4 | 1,044.9 | 907.9 |
| 79 Green Line Norwalk - El Segundo | 7.6 | - | - | - | 7.6 | 0.0% | - | - | - | - | - | - | - | - |
| 80 Red Line Seg-2 to Wilsh/Wstrm & Hlywd/Vine | 13.1 | - | - | - | 13.1 | 0.0% | - | - | - | - | - | - | - | - |
| 81 Red Line Seg-3 to North Hollywood | 13.9 | - | - | - | 13.9 | 0.0% | - | - | - | - | - | - | - | - |
| 82 Misc. Red Line Construction | 1.5 | - | - | - | 1.5 | 0.0% | - | - | - | - | - | - | - | - |
| 83 Misc. Red, Blue & Green Improvements | 81.1 | 83.4 | 79.3 | - | 243.8 | 0.5% | 21.4 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 |
| 84 Eastside LRT Access | - | 30.0 | - | - | 30.0 | 0.1% | - | 5.0 | 10.0 | 15.0 | - | - | - | - |
| 85 Systemwide | 66.4 | - | - | - | 66.4 | 0.1% | - | - | - | - | - | - | - | - |
| 86 System Improvements (ARRA and future TBD) | - | 81.0 | - | 141.9 | 222.9 | 0.4% | 81.0 | - | - | - | - | - | - | - |
| 87 System Improvements - New | - | 524.4 | 6.7 | - | 531.1 | 1.0% | 8.8 | 12.6 | 13.3 | 21.8 | 93.3 | 124.1 | 107.5 | 104.6 |
| 88 Subtotal Miscellaneous System Improvements | 183.6 | 718.8 | 86.0 | 141.9 | 1,130.2 | 2.2% | 111.2 | 32.6 | 38.3 | 51.8 | 98.3 | 129.1 | 110.5 | 107.6 |
| 89 Fleet Procurement (800151) | 66.0 | 259.0 | 97.8 | - | 422.9 | 0.8% | 38.1 | 33.8 | 94.2 | 19.8 | - | - | 10.2 | 31.2 |
| 90 LA Rail Car | 3.1 | - | - | - | 3.1 | 0.0% | - | - | - | - | - | - | - | - |
| 91 Subtotal Rail Vehicles | 69.1 | 259.0 | 97.8 | - | 426.0 | 0.8% | 38.1 | 33.8 | 94.2 | 19.8 | - | - | 10.2 | 31.2 |
| 92 Wayside Systems (no project sheet) | - | 35.4 | 132.2 | 91.1 | 258.7 | 0.5% | - | - | - | - | - | - | - | 11.6 |
| 93 Facilities Maintenance (no project sheet) | - | 94.4 | 352.6 | 414.3 | 861.3 | 1.7% | - | - | - | - | - | - | - | 30.9 |
| 94 Vehicle Maintenance (no project sheet) | 35.7 | 28.9 | 107.8 | 143.1 | 315.5 | 0.6% | - | - | - | - | - | - | - | 9.4 |
| 95 Subtotal General Improvements | 35.7 | 158.7 | 592.5 | 648.5 | 1,435.4 | 2.8% | - | - | - | - | - | - | - | 51.8 |
| 96 Rehabilitation and Replacement | 171.1 | 1,471.8 | 2,209.7 | 5,353.8 | 9,206.4 | 18.2% | 83.9 | 83.4 | 123.2 | 191.0 | 228.6 | 169.3 | 151.2 | 135.3 |
| 97 Contingency for projects, rail yards, rail cars | - | 225.0 | - | - | 225.0 | 0.4% | 105.0 | 60.0 | 60.0 | - | - | - | - | - |
| 98 Transit Project Studies (no project sheet) | - | - | 50.0 | - | 50.0 | 0.1% | - | - | - | - | - | - | - | - |
| 99 Planning for Future Projects | 0.5 | 25.0 | - | - | 25.5 | 0.1% | - | 15.0 | 10.0 | - | - | - | - | - |
| 100 Pacific Surfliner (Amtrak) | 73.4 | - | - | - | 73.4 | 0.1% | - | - | - | - | - | - | - | - |
| 101 Transit System Safety and Security-Prop 1B (no project sheet) | 36.6 | 73.2 | - | - | 109.8 | 0.2% | 18.3 | 18.3 | 18.3 | 18.3 | - | - | - | - |
| 102 Intercity Rail-Prop 1B (no project sheet) | 20.0 | 30.0 | - | - | 50.0 | 0.1% | 10.0 | 10.0 | 10.0 | - | - | - | - | - |
| 103 Misc Transit Projects-Prop 1B PTMISEA (no project sheet) | - | 118.6 | - | - | 118.6 | 0.2% | - | 18.3 | 45.0 | 55.3 | - | - | - | - |
| 104 Potential Reserve for Expo II-Prop 1B PTMISEA (no project sheet) | - | 177.6 | - | - | 177.6 | 0.4% | - | - | - | 95.7 | 81.9 | - | - | - |
| 105 Misc Transit Projects-Prop 1B SLPP (no project sheet) | 4.4 | 38.5 | - | - | 42.8 | 0.1% | 10.2 | 5.0 | 9.0 | 14.3 | - | - | - | - |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years '05-'09 | 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 | |
|---|------------------|------------------|------------------|------------------|---------------|--------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
| 106 Metrolink (Capital Only) | 114.5 | 723.4 | 774.0 | 827.0 | 2,438.9 | 4.8% | 41.0 | 102.3 | 90.3 | 92.6 | 106.4 | 72.9 | 64.6 | 48.9 | |
| 107 Total Capital Costs | 2,021.1 | 12,171.1 | 7,463.0 | 14,175.9 | 35,831.2 | 70.8% | 967.7 | 1,154.8 | 1,220.8 | 1,321.0 | 1,705.6 | 1,681.7 | 1,381.4 | 1,282.7 | |
| Financing Payments: | | | | | | | | | | | | | | | |
| 109 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees) | 718.0 | 1,440.8 | 742.1 | 84.3 | 2,985.1 | 5.9% | 151.6 | 143.8 | 143.3 | 143.2 | 143.0 | 143.4 | 143.2 | 143.0 | |
| 110 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees) | 324.9 | 645.2 | 451.9 | 95.7 | 1,517.7 | 3.0% | 63.6 | 63.8 | 63.9 | 64.1 | 64.3 | 64.7 | 64.9 | 65.1 | |
| 111 Add'l Sr. Bonds - Prop A 35% (Model) | - | 605.8 | 1,838.7 | 3,820.5 | 6,265.0 | 12.4% | 3.9 | 13.2 | 24.2 | 35.9 | 51.2 | 71.3 | 86.9 | 96.6 | |
| 112 Add'l Sr. Bonds - Prop C 40% (Model) | 6.4 | 14.9 | 14.9 | 8.4 | 44.6 | 0.1% | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | |
| 113 Measure R 35% Bonds (Model) | - | 565.0 | 1,429.9 | 1,286.9 | 3,281.9 | 6.5% | - | - | - | 2.4 | 18.2 | 52.9 | 90.9 | 120.0 | |
| 114 Commercial Paper (Measure R 2%) | - | 59.5 | 248.2 | 209.2 | 516.8 | 1.0% | - | - | - | - | - | 5.2 | 6.8 | 11.8 | |
| 115 Commercial Paper (Measure R 35%) | - | - | - | - | - | 0.0% | - | - | - | - | - | - | - | - | |
| 116 Commercial Paper (Agency) (Prop A 35%) | 39.2 | 102.1 | 34.4 | 6.2 | 182.0 | 0.4% | 10.3 | 10.2 | 10.2 | 10.2 | 10.2 | 10.2 | 10.2 | 10.2 | |
| 116 Subtotal Financing Payments | 1,088.5 | 3,433.4 | 4,760.0 | 5,511.3 | 14,793.1 | 29.2% | 230.9 | 232.5 | 243.2 | 257.3 | 288.5 | 349.3 | 404.3 | 448.1 | |
| 117 TOTAL USES | 3,109.5 | 15,604.5 | 12,223.0 | 19,687.3 | 50,624.3 | 100.0% | 1,198.5 | 1,387.3 | 1,464.0 | 1,578.3 | 1,994.0 | 2,031.0 | 1,785.8 | 1,730.8 | |
| 118 Beginning Fiscal Year Cash Balance | 21.1 | 14.2 | 0.0 | 0.0 | 21.1 | | 14.2 | 48.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 119 Annual Net Change to Cash Balance | (6.9) | (14.2) | (0.0) | (0.0) | (21.1) | | 34.5 | (48.6) | (0.0) | (0.0) | 0.0 | 0.0 | 0.0 | (0.0) | |
| 120 Ending Fiscal Year Cash Balance | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | | 48.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| 121 Debt Service Cov. Ratio - Prop C 40% | | | | | | | 1.22 | 1.19 | 1.30 | 1.29 | 1.61 | 1.96 | 1.66 | 1.74 | |
| 122 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds) | | | | | | | 1.17 | 1.19 | 1.20 | 1.19 | 1.25 | 1.31 | 1.23 | 1.25 | |
| 123 Prop A 35% Bond DS % of Rev (87% max) | | | | | | | 76.2% | 73.7% | 74.7% | 74.7% | 75.1% | 75.3% | 74.1% | 78.6% | |
| 124 High Speed Rail (LA-Anaheim, fed high sp rail funds) | - | 2,850.0 | 150.0 | - | 3,000.0 | | - | 75.0 | 150.0 | 300.0 | 350.0 | 400.0 | 450.0 | 500.0 | |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 LRTP Baseline 10/22/09

| | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| (\$ in millions) | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
| SOURCES OF FUNDS | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| 1 Proposition A 35% - Direct | 268.4 | 277.0 | 287.0 | 299.5 | 309.5 | 254.5 | 274.9 | 329.9 | 309.3 | 329.6 | 301.2 | 352.7 | 335.3 | 410.7 |
| 2 Proposition C 40% - Direct | 119.1 | 152.9 | 148.2 | 165.6 | 119.2 | 166.2 | 171.2 | 141.6 | 129.8 | 86.2 | 107.3 | 78.7 | 78.8 | 174.0 |
| 3 Proposition C 10% - Direct | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 TDA Article 4 | - | - | - | - | - | 1.7 | - | - | - | - | - | - | - | - |
| 5 Lease Revenues | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6 Proposition C 25% - Direct | 40.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7 Local Agency Contributions | 16.3 | 5.9 | 8.3 | 12.5 | 5.8 | 9.0 | 13.0 | 12.7 | 18.5 | 12.1 | 8.8 | 10.5 | 13.8 | 16.5 |
| 8 LTF General Revenues | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 Proposition C 10% (Metrolink) | 22.7 | 24.1 | 40.3 | 28.5 | 30.4 | 32.1 | 34.1 | 44.8 | 45.9 | 46.8 | 47.5 | 48.4 | 49.0 | 48.4 |
| 10 LONP Reimbursement Fund 3562 | - | 0.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| 11 Measure R Sales Tax (2%, 3%, 35% except bus capital) | 367.0 | 394.7 | 402.4 | 431.6 | 441.8 | 472.1 | 481.7 | 510.7 | 519.6 | 548.2 | 557.6 | 587.6 | 597.9 | 627.6 |
| 12 Subtotal Local | 835.0 | 855.0 | 886.2 | 937.8 | 906.6 | 935.4 | 975.0 | 1,039.6 | 1,023.0 | 1,022.9 | 1,022.5 | 1,077.8 | 1,074.8 | 1,277.2 |
| State | | | | | | | | | | | | | | |
| 14 STA - Population Share | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 15 Prop 1B State Bonds (PTMISEA, Intercity, Security & SL) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 16 High Speed Rail Bonds voted 11-4-08 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 Traffic Congestion Relief Program Allocations | 15.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 Regional Improvement Program (RIP) Funds - Transit | - | - | - | - | - | - | - | - | - | - | - | - | - | 11.1 |
| 19 Interregional Improvement Program (IIP) Funds - Transit | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 20 Subtotal State | 15.4 | - | - | - | - | - | - | - | - | - | - | - | - | 11.1 |
| Federal | | | | | | | | | | | | | | |
| 22 Section 5309 - New Starts | 196.0 | 49.0 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | 200.0 | 200.0 |
| 23 Section 5309 - Fixed Guideway Mod | 26.6 | 5.2 | 9.7 | 21.6 | 23.5 | 14.9 | - | - | - | - | - | - | - | - |
| 24 Section 5340 - Growing States and High Density | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 25 CMAQ - Transit | 30.0 | 10.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| 26 RSTP - Transit | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 27 Section 5309 - Bus and Bus-Related Facilities | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 Federal - Other | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 29 ARRA (5309, 5307, 5340, TE) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 30 Homeland Security Grants | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 31 Subtotal Federal | 252.5 | 64.6 | 63.7 | 70.5 | 113.5 | 114.9 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | 200.0 | 200.0 |
| Financing Revenues: | | | | | | | | | | | | | | |
| 33 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 35 Add'l Sr. Bonds - Prop A 35% (Model gross) | 141.7 | 141.7 | 174.4 | 196.3 | 152.6 | 196.3 | 174.4 | 196.3 | 174.4 | 218.1 | 218.1 | 130.8 | 327.1 | 327.1 |
| 36 Add'l Sr. Bonds - Prop C 40% (Model gross) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 37 Measure R 35% Bonds (Model gross) | 131.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 38 Debt Service Reserve Fund (Prop A 35%) | (9.8) | (9.8) | (12.0) | (13.5) | (10.5) | (13.5) | (12.0) | (13.5) | (12.0) | (15.0) | (15.0) | (9.0) | (22.5) | (22.5) |
| 39 Bond Issuance Expense (Prop A 35%) | (2.0) | (2.0) | (2.4) | (2.7) | (2.1) | (2.7) | (2.4) | (2.7) | (2.4) | (3.1) | (3.1) | (1.8) | (4.6) | (4.6) |
| 40 Debt Service Reserve Fund (Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 41 Bond Issuance Expense (Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 42 Debt Service Reserve Fund (Measure R 35%) | (10.7) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 43 Bond Issuance Expense (Measure R 35%) | (1.8) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 44 Commercial Paper (Measure R 2%) | 23.8 | 9.8 | 2.7 | - | - | - | - | - | - | - | - | - | - | - |
| 46 Transit Corridor Bridge Loan Proceeds (no rev sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 47 Subtotal Financing Revenues | 272.5 | 139.8 | 162.7 | 180.0 | 140.0 | 180.0 | 160.0 | 180.0 | 160.0 | 200.0 | 200.0 | 120.0 | 300.0 | 300.0 |
| 50 TOTAL SOURCES | 1,375.4 | 1,059.4 | 1,112.6 | 1,188.3 | 1,160.0 | 1,230.3 | 1,240.0 | 1,324.6 | 1,289.0 | 1,257.9 | 1,222.5 | 1,197.8 | 1,574.8 | 1,788.3 |
| 51 Net Bond Proceeds included above (Prop A 35%) | 130.0 | 130.0 | 160.0 | 180.0 | 140.0 | 180.0 | 160.0 | 180.0 | 160.0 | 200.0 | 200.0 | 120.0 | 300.0 | 300.0 |
| 52 Net Bond Proceeds included above (Prop C 40%) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
| 53 USES OF FUNDS | | | | | | | | | | | | | | |
| 54 Major New Projects (not including years prior to Plan) | | | | | | | | | | | | | | |
| 55 Gold Line Pasadena (809005) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 56 Gold Line Eastside Extension (includes bridge loan interest) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 57 Exposition LRT-Phase I to Venice/Robertson (800113, 890002) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 58 Exposition LRT-Phase II to Santa Monica (890002) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 59 Wilshire Metro Rapid Transitway | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 60 San Fernando Valley North-South - Canoga (405513) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 61 East San Fernando Valley North-South Corridor | 27.9 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 62 Orange Line (800112) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 63 Gold Line Foothill Extension (from Pasadena) | 57.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 64 Subway extension Segment 1 (405518) | 244.4 | 11.9 | - | - | - | - | - | - | - | - | - | - | - | - |
| 65 Regional Connector (400228) | 28.5 | 1.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| 66 Crenshaw Corridor (405512) | 203.0 | 83.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| 67 Green Line Extension to LAX | - | - | - | - | - | - | 15.1 | 46.7 | 80.3 | 99.2 | 88.4 | - | - | - |
| 68 West Santa Ana Branch | - | - | 7.3 | 11.3 | 12.4 | 18.5 | 48.1 | 52.2 | 41.1 | 117.1 | 75.9 | - | - | - |
| 69 Eastside Extension | - | - | - | - | - | - | 5.0 | 10.0 | 18.6 | 52.0 | 71.4 | 274.2 | 321.8 | 351.0 |
| 70 Subway extension Segment 2 | 38.1 | 45.3 | 268.6 | 405.4 | 178.6 | 279.8 | 369.4 | 306.7 | 440.1 | 103.2 | 7.8 | - | - | - |
| 71 Subway extension Segment 3 | - | - | - | - | - | - | - | 5.2 | 24.2 | 29.1 | 52.3 | 57.5 | 108.3 | 146.0 |
| 72 Green Line Extension South Bay | - | - | - | - | - | - | - | - | - | - | - | 19.6 | 30.3 | 52.1 |
| 73 San Fernando Valley I-405 Corridor Connection | - | - | - | - | - | - | - | - | - | - | - | - | - | 11.1 |
| 74 Freed up for TBD from SFV N-S Canoga (\$182+) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 75 Freed up for TBD from East San Fern. Val N-S | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 76 Freed up for TBD from Expo Phase II (\$611.7) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 77 TBD from Escalation Contingency Annual Balance | (0.0) | 126.2 | (5.7) | (120.6) | 147.1 | 80.7 | (42.3) | 0.7 | (169.4) | (16.8) | 56.7 | 30.3 | 132.2 | 73.5 |
| 78 Subtotal Major New Projects | 599.0 | 267.9 | 270.2 | 296.1 | 338.1 | 379.0 | 395.3 | 421.5 | 434.9 | 383.8 | 352.5 | 381.6 | 592.7 | 633.7 |
| 79 Green Line Norwalk - El Segundo | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 80 Red Line Seg-2 to Wilsh/Wstrm & Hlywd/Vine | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 81 Red Line Seg-3 to North Hollywood | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 82 Misc. Red Line Construction | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 83 Misc. Red, Blue & Green Improvements | 1.0 | - | - | - | - | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - | - |
| 84 Eastside LRT Access | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 85 Systemwide | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 86 System Improvements (ARRA and future TBD) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 87 System Improvements - New | 25.3 | 13.1 | 6.7 | - | - | - | - | - | - | - | - | - | - | - |
| 88 Subtotal Miscellaneous System Improvements | 26.3 | 13.1 | 6.7 | - | - | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - | - |
| 89 Fleet Procurement (800151) | 31.7 | - | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - | - |
| 90 LA Rail Car | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 91 Subtotal Rail Vehicles | 31.7 | - | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - | - |
| 92 Wayside Systems (no project sheet) | 11.8 | 12.0 | 12.3 | 12.5 | 12.7 | 12.9 | 13.1 | 13.3 | 13.5 | 13.7 | 13.9 | 14.2 | 14.5 | 14.8 |
| 93 Facilities Maintenance (no project sheet) | 31.5 | 32.1 | 32.7 | 33.3 | 33.9 | 34.5 | 35.0 | 35.5 | 36.0 | 36.6 | 37.2 | 37.9 | 38.6 | 39.4 |
| 94 Vehicle Maintenance (no project sheet) | 9.6 | 9.8 | 10.0 | 10.2 | 10.4 | 10.5 | 10.7 | 10.8 | 11.0 | 11.2 | 11.4 | 11.6 | 11.8 | 12.0 |
| 95 Subtotal General Improvements | 52.9 | 54.0 | 55.0 | 56.0 | 57.0 | 58.0 | 58.8 | 59.6 | 60.5 | 61.4 | 62.5 | 63.7 | 64.9 | 66.1 |
| 96 Rehabilitation and Replacement | 132.9 | 173.0 | 200.6 | 250.3 | 164.9 | 255.1 | 230.3 | 281.9 | 217.0 | 204.2 | 198.1 | 207.4 | 362.2 | 509.1 |
| 97 Contingency for projects, rail yards, rail cars | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 98 Transit Project Studies (no project sheet) | - | - | - | - | - | - | - | 14.6 | 13.2 | 14.9 | 7.3 | - | - | - |
| 99 Planning for Future Projects | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 100 Pacific Surfliner (Amtrak) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 101 Transit System Safety and Security-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 102 Intercity Rail-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 103 Misc Transit Projects-Prop 1B PTMISEA (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 104 Potential Reserve for Expo II-Prop 1B PTMISEA (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 105 Misc Transit Projects-Prop 1B SLPP (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 LRTP Baseline 10/22/09

| | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| (\$ in millions) | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
| 106 Metrolink (Capital Only) | 51.0 | 53.7 | 71.2 | 60.9 | 64.2 | 67.5 | 71.0 | 83.1 | 85.6 | 87.9 | 90.1 | 92.4 | 94.6 | 95.5 |
| 107 Total Capital Costs | 893.8 | 561.7 | 603.7 | 663.4 | 624.3 | 779.3 | 775.2 | 880.6 | 831.0 | 797.6 | 762.9 | 745.2 | 1,114.4 | 1,304.5 |
| 108 Financing Payments: | | | | | | | | | | | | | | |
| 109 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees) | 143.2 | 143.0 | 142.9 | 143.0 | 140.5 | 51.9 | 51.8 | 51.7 | 51.6 | 51.5 | 34.9 | 22.1 | 13.1 | 13.1 |
| 110 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees) | 65.3 | 65.6 | 65.8 | 66.0 | 66.3 | 66.6 | 66.8 | 32.5 | 32.8 | 20.8 | 20.8 | 13.5 | 13.5 | 13.5 |
| 111 Addtl Sr. Bonds - Prop A 35% (Model) | 106.4 | 116.1 | 127.0 | 139.8 | 151.8 | 163.8 | 176.5 | 189.3 | 202.0 | 215.5 | 230.5 | 242.5 | 258.3 | 280.8 |
| 112 Addtl Sr. Bonds - Prop C 40% (Model) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| 113 Measure R 35% Bonds (Model) | 137.6 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 |
| 114 Commercial Paper (Measure R 2%) | 17.3 | 18.4 | 18.6 | 21.6 | 22.6 | 23.6 | 24.6 | 25.5 | 26.5 | 27.4 | 28.4 | 29.4 | 30.4 | 31.4 |
| 115 Commercial Paper (Measure R 35%) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 116 Commercial Paper (Agency) (Prop A 35%) | 10.2 | 10.2 | 10.2 | 10.1 | 10.1 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 |
| 116 Subtotal Financing Payments | 481.5 | 497.7 | 508.9 | 524.9 | 535.8 | 450.9 | 464.8 | 444.1 | 458.0 | 460.3 | 459.6 | 452.6 | 460.3 | 483.8 |
| 117 TOTAL USES | 1,375.4 | 1,059.4 | 1,112.6 | 1,188.3 | 1,160.0 | 1,230.3 | 1,240.0 | 1,324.6 | 1,289.0 | 1,257.9 | 1,222.5 | 1,197.8 | 1,574.8 | 1,788.3 |
| 118 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 |
| 119 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 |
| 120 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 |
| 121 Debt Service Cov. Ratio - Prop C 40% | 1.90 | 2.03 | 2.24 | 2.33 | 2.10 | 2.10 | 2.47 | 4.60 | 3.95 | 4.85 | 4.35 | 6.20 | 5.26 | 8.44 |
| 122 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bond) | 1.26 | 1.26 | 1.29 | 1.29 | 1.25 | 1.50 | 1.47 | 1.68 | 1.59 | 1.48 | 1.44 | 1.51 | 1.48 | 1.62 |
| 123 Prop A 35% Bond DS % of Rev (82% max) | 78.4% | 77.8% | 77.5% | 77.6% | 78.7% | 64.1% | 55.0% | 55.9% | 56.8% | 57.7% | 56.4% | 63.4% | 52.8% | 55.5% |
| 124 High Speed Rail (LA-Anaheim, fed high sp rail funds) | 425.0 | 200.0 | 150.0 | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 L RTP Baseline 10/22/09

| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|------|
| (\$ in millions) | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | |
| SOURCES OF FUNDS | | | | | | | | | | |
| Local | | | | | | | | | | |
| 1 Proposition A 35% - Direct | 423.8 | 457.1 | 479.1 | 492.3 | 514.7 | 467.6 | 534.1 | 551.3 | 573.9 | |
| 2 Proposition C 40% - Direct | 207.9 | 186.7 | 187.0 | 157.0 | 135.8 | 165.6 | 37.9 | 486.3 | 799.5 | |
| 3 Proposition C 10% - Direct | - | - | - | - | - | - | - | - | - | |
| 4 TDA Article 4 | - | - | - | - | - | - | - | 6.9 | - | |
| 5 Lease Revenues | - | - | - | - | - | - | - | - | - | |
| 6 Proposition C 25% - Direct | - | - | - | - | - | - | - | - | - | |
| 7 Local Agency Contributions | 20.5 | 28.3 | 24.4 | 23.0 | 21.5 | 15.3 | 21.7 | 9.6 | - | |
| 8 LTF General Revenues | - | - | - | - | - | - | - | - | - | |
| 9 Proposition C 10% (Metrolink) | 48.6 | 48.8 | 49.0 | 40.6 | - | 0.2 | 2.2 | 3.9 | 5.5 | |
| 10 LONP Reimbursement Fund 3562 | - | - | - | - | - | - | - | - | - | |
| 11 Measure R Sales Tax (2%, 3%, 35% except bus capital) | 637.0 | 667.4 | 678.4 | 709.9 | 722.5 | 756.2 | 770.6 | 804.1 | - | |
| 12 Subtotal Local | 1,337.9 | 1,388.3 | 1,417.9 | 1,422.9 | 1,394.6 | 1,404.9 | 1,366.5 | 1,862.1 | 1,379.0 | |
| State | | | | | | | | | | |
| 14 STA - Population Share | - | - | - | - | - | - | - | - | - | |
| 15 Prop 1B State Bonds (PTMISEA, Intercity, Security & SLI) | - | - | - | - | - | - | - | - | - | |
| 16 High Speed Rail Bonds voted 11-4-08 | - | - | - | - | - | - | - | - | - | |
| 17 Traffic Congestion Relief Program Allocations | - | - | - | - | - | - | - | - | - | |
| 18 Regional Improvement Program (RIP) Funds - Transit | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | - | - | - | - | |
| 19 Interregional Improvement Program (IIP) Funds - Transit | - | - | - | - | - | - | - | - | - | |
| 20 Subtotal State | 11.6 | 20.1 | 135.1 | 66.1 | 15.6 | - | - | - | - | |
| Federal | | | | | | | | | | |
| 22 Section 5309 - New Starts | 200.0 | 200.0 | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | - | |
| 23 Section 5309 - Fixed Guideway Mod | - | - | - | - | - | - | - | - | - | |
| 24 Section 5340 - Growing States and High Density | - | - | - | - | - | - | - | - | - | |
| 25 CMAQ - Transit | - | - | - | - | - | - | - | - | - | |
| 26 RSTP - Transit | - | - | - | - | - | - | - | - | - | |
| 27 Section 5309 - Bus and Bus-Related Facilities | - | - | - | - | - | - | - | - | - | |
| 28 Federal - Other | - | - | - | - | - | - | - | - | - | |
| 29 ARRA (5309, 5307, 5340, TE) | - | - | - | - | - | - | - | - | - | |
| 30 Homeland Security Grants | - | - | - | - | - | - | - | - | - | |
| 31 Subtotal Federal | 200.0 | 200.0 | 200.0 | 200.0 | 199.5 | 163.0 | 185.1 | 200.0 | - | |
| Financing Revenues: | | | | | | | | | | |
| 33 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%) | - | - | - | - | - | - | - | - | - | |
| 35 Add'l Sr. Bonds - Prop A 35% (Model gross) | 327.1 | 327.1 | 174.4 | 151.8 | 172.7 | 216.2 | 325.0 | - | - | |
| 36 Add'l Sr. Bonds - Prop C 40% (Model gross) | - | - | - | - | - | - | - | - | - | |
| 37 Measure R 35% Bonds (Model gross) | - | - | - | - | - | - | - | - | - | |
| 38 Debt Service Reserve Fund (Prop A 35%) | (22.5) | (22.5) | (12.0) | (10.4) | (11.9) | (14.9) | (22.4) | - | - | |
| 39 Bond Issuance Expense (Prop A 35%) | (4.6) | (4.6) | (2.4) | (2.1) | (2.4) | (3.0) | (4.6) | - | - | |
| 40 Debt Service Reserve Fund (Prop C 40%) | - | - | - | - | - | - | - | - | - | |
| 41 Bond Issuance Expense (Prop C 40%) | - | - | - | - | - | - | - | - | - | |
| 42 Debt Service Reserve Fund (Measure R 35%) | - | - | - | - | - | - | - | - | - | |
| 43 Bond Issuance Expense (Measure R 35%) | - | - | - | - | - | - | - | - | - | |
| 44 Commercial Paper (Measure R 2%) | - | - | - | - | - | - | - | - | - | |
| 46 Transit Corridor Bridge Loan Proceeds (no rev sheet) | - | - | - | - | - | - | - | - | - | |
| 47 Subtotal Financing Revenues | 300.0 | 300.0 | 160.0 | 139.3 | 158.4 | 198.3 | 298.1 | - | - | |
| 50 TOTAL SOURCES | 1,849.5 | 1,908.4 | 1,913.0 | 1,828.3 | 1,768.1 | 1,766.1 | 1,849.8 | 2,062.1 | 1,379.0 | |
| 51 Net Bond Proceeds included above (Prop A 35%) | 300.0 | 300.0 | 160.0 | 139.3 | 158.4 | 198.3 | 298.1 | - | - | |
| 52 Net Bond Proceeds included above (Prop C 40%) | - | - | - | - | - | - | - | - | - | |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 L RTP Baseline 10/22/09

| (\$ in millions) | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 53 USES OF FUNDS | | | | | | | | | |
| 54 Major New Projects (not including years prior to Plan) | | | | | | | | | |
| 55 Gold Line Pasadena (809005) | - | - | - | - | - | - | - | - | - |
| 56 Gold Line Eastside Extension (includes bridge loan interes | - | - | - | - | - | - | - | - | - |
| 57 Exposition LRT-Phase I to Venice/Robertson (800113, 890 | - | - | - | - | - | - | - | - | - |
| 58 Exposition LRT-Phase II to Santa Monica (890002) | - | - | - | - | - | - | - | - | - |
| 59 Wilshire Metro Rapid Transitway | - | - | - | - | - | - | - | - | - |
| 60 San Fernando Valley North-South - Canoga (405513) | - | - | - | - | - | - | - | - | - |
| 61 East San Fernando Valley North-South Corridor | - | - | - | - | - | - | - | - | - |
| 62 Orange Line (800112) | - | - | - | - | - | - | - | - | - |
| 63 Gold Line Foothill Extension (from Pasadena) | - | - | - | - | - | - | - | - | - |
| 64 Subway extension Segment 1 (405518) | - | - | - | - | - | - | - | - | - |
| 65 Regional Connector (400228) | - | - | - | - | - | - | - | - | - |
| 66 Crenshaw Corridor (405512) | - | - | - | - | - | - | - | - | - |
| 67 Green Line Extension to LAX | - | - | - | - | - | - | - | - | - |
| 68 West Santa Ana Branch | - | - | - | - | - | - | - | - | - |
| 69 Eastside Extension | 381.6 | 393.1 | 383.5 | 137.2 | 84.8 | - | - | - | - |
| 70 Subway extension Segment 2 | - | - | - | - | - | - | - | - | - |
| 71 Subway extension Segment 3 | 159.2 | 392.1 | 143.8 | 263.7 | 167.4 | 60.5 | 5.7 | - | - |
| 72 Green Line Extension South Bay | 80.5 | 110.5 | 137.3 | 88.0 | 31.6 | - | - | - | - |
| 73 San Fernando Valley I-405 Corridor Connection | 64.7 | 45.6 | 144.3 | 278.5 | 436.8 | 450.3 | 718.0 | 318.8 | - |
| 74 Freed up for TBD from SFV N-S Canoga (\$182+) | - | - | - | - | - | - | - | 182.0 | - |
| 75 Freed up for TBD from East San Fern. Val N-S | - | - | - | - | - | - | - | - | - |
| 76 Freed up for TBD from Expo Phase II (\$611.7) | - | - | - | - | - | - | - | 611.7 | - |
| 77 TBD from Escalation Contingency Annual Balance | (40.7) | (251.9) | 0.0 | 0.0 | 0.0 | 186.2 | 13.1 | (199.3) | - |
| 78 Subtotal Major New Projects | 645.3 | 689.4 | 808.9 | 767.3 | 720.6 | 697.0 | 736.8 | 913.2 | - |
| 79 Green Line Norwalk - El Segundo | - | - | - | - | - | - | - | - | - |
| 80 Red Line Seg-2 to Wilsh/Wstrm & Hlywd/Vine | - | - | - | - | - | - | - | - | - |
| 81 Red Line Seg-3 to North Hollywood | - | - | - | - | - | - | - | - | - |
| 82 Misc. Red Line Construction | - | - | - | - | - | - | - | - | - |
| 83 Misc. Red, Blue & Green Improvements | - | - | - | - | - | - | - | - | - |
| 84 Eastside LRT Access | - | - | - | - | - | - | - | - | - |
| 85 Systemwide | - | - | - | - | - | - | - | - | - |
| 86 System Improvements (ARRA and future TBD) | - | - | - | - | 24.8 | 37.8 | 39.0 | 40.2 | - |
| 87 System Improvements - New | - | - | - | - | - | - | - | - | - |
| 88 Subtotal Miscellaneous System Improvements | - | - | - | - | 24.8 | 37.8 | 39.0 | 40.2 | - |
| 89 Fleet Procurement (800151) | - | - | - | - | - | - | - | - | - |
| 90 LA Rail Car | - | - | - | - | - | - | - | - | - |
| 91 Subtotal Rail Vehicles | - | - | - | - | - | - | - | - | - |
| 92 Wayside Systems (no project sheet) | 15.0 | 15.3 | 15.6 | 15.9 | - | - | - | - | - |
| 93 Facilities Maintenance (no project sheet) | 40.1 | 40.8 | 41.6 | 42.4 | 34.4 | 22.9 | 22.9 | 24.9 | 66.2 |
| 94 Vehicle Maintenance (no project sheet) | 12.3 | 12.5 | 12.7 | 13.0 | 13.2 | 13.5 | 13.8 | 14.0 | 14.3 |
| 95 Subtotal General Improvements | 67.4 | 68.6 | 69.9 | 71.3 | 47.7 | 36.4 | 36.7 | 38.9 | 80.5 |
| 96 Rehabilitation and Replacement | 532.4 | 522.5 | 386.3 | 336.8 | 370.5 | 415.4 | 435.2 | 596.1 | 887.4 |
| 97 Contingency for projects, rail yards, rail cars | - | - | - | - | - | - | - | - | - |
| 98 Transit Project Studies (no project sheet) | - | - | - | - | - | - | - | - | - |
| 99 Planning for Future Projects | - | - | - | - | - | - | - | - | - |
| 100 Pacific Surfliner (Amtrak) | - | - | - | - | - | - | - | - | - |
| 101 Transit System Safety and Security-Prop 1B (no project s | - | - | - | - | - | - | - | - | - |
| 102 Intercity Rail-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - |
| 103 Misc Transit Projects-Prop 1B PTMISEA (no project shee | - | - | - | - | - | - | - | - | - |
| 104 Potential Reserve for Expo II-Prop 1B PTMISEA (no proj | - | - | - | - | - | - | - | - | - |
| 105 Misc Transit Projects-Prop 1B SLPP (no project sheet) | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
Rail Capital & Transit Corridors Summary
2009 LRTP Baseline 10/22/09

| | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 106 Metrolink (Capital Only) | 97.2 | 98.8 | 100.6 | 93.9 | 58.9 | 57.0 | 60.8 | 64.2 | 5.5 |
| 107 Total Capital Costs | 1,342.2 | 1,379.4 | 1,365.7 | 1,289.3 | 1,222.5 | 1,243.5 | 1,308.4 | 1,652.6 | 973.4 |
| 108 Financing Payments: | | | | | | | | | |
| 109 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees) | 13.1 | 11.3 | 11.2 | 11.2 | 11.2 | 0.0 | 0.0 | 0.0 | 0.0 |
| 110 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees) | 13.5 | 13.5 | 13.5 | 13.5 | 13.5 | 0.3 | 0.3 | 0.3 | 0.3 |
| 111 Add'l Sr. Bonds - Prop A 35% (Model) | 303.3 | 325.8 | 343.1 | 354.3 | 365.4 | 378.8 | 397.4 | 408.6 | 404.7 |
| 112 Add'l Sr. Bonds - Prop C 40% (Model) | 1.5 | 1.5 | 1.5 | 0.9 | 0.1 | - | - | - | - |
| 113 Measure R 35% Bonds (Model) | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | 143.0 | - | - |
| 114 Commercial Paper (Measure R 2%) | 32.4 | 33.4 | 34.4 | 35.5 | 11.8 | 0.0 | 0.0 | 0.0 | - |
| 115 Commercial Paper (Measure R 35%) | - | - | - | - | - | - | - | - | - |
| 116 Commercial Paper (Agency) (Prop A 35%) | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 | 0.6 |
| 116 Subtotal Financing Payments | 507.3 | 529.0 | 547.3 | 558.9 | 545.6 | 522.7 | 541.3 | 409.5 | 405.6 |
| 117 TOTAL USES | 1,849.5 | 1,908.4 | 1,913.0 | 1,828.3 | 1,768.1 | 1,766.1 | 1,849.7 | 2,062.1 | 1,379.0 |
| 118 Beginning Fiscal Year Cash Balance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 119 Annual Net Change to Cash Balance | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | 0.0 | 0.0 | (0.0) | 0.0 |
| 120 Ending Fiscal Year Cash Balance | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 121 Debt Service Cov. Ratio - Prop C 40% | 12.75 | 13.17 | 12.47 | 11.97 | 10.75 | 484.81 | 327.31 | 843.29 | 2,068.45 |
| 122 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bond | 1.84 | 1.82 | 1.78 | 1.74 | 1.67 | 1.69 | 1.52 | 1.97 | 2.98 |
| 123 Prop A 35% Bond DS % of Rev (87% max) | 57.9% | 59.0% | 61.0% | 61.0% | 60.9% | 59.4% | 60.3% | 60.2% | 57.9% |
| 124 High Speed Rail (LA-Anahelm, fed high sp rail funds) | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model

Crenshaw Corridor LRT

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 7 | Start Yr | 2012 | | | | | | | | | | | | | | |
|--|----------------|---------------|---------------|------------|------------|------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|--|
| Revenue Operations FY for R&R calc | 2019 | Dur (Yr) | 7 | | | | | | | | | | | | | | |
| (\$ in millions) | Project | Alloc % | Prior to Plan | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | |
| Rev. Ops.Date (ROD) 6/30/2018 | Total | | | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| PROJECT COSTS (all inclusive) | | | | | | | | | | | | | | | | | |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 1,698.7 | | | - | | | | 41.2 | 62.4 | 231.4 | 256.5 | 272.7 | 280.9 | 267.6 | 203.0 | 83.0 | |
| Environmental/Planning | 16.4 | | | 0.2 | 2.1 | 3.0 | 11.0 | | | | | | | | | | |
| TOTAL CAPITAL COST (all inclusive) | 1,715.0 | | | 0.2 | 2.1 | 3.0 | 11.0 | 41.2 | 62.4 | 231.4 | 256.5 | 272.7 | 280.9 | 267.6 | 203.0 | 83.0 | |
| Rehabilitation and Replacement | 510.0 | | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES (capital and bridge loan only) | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Prop. A Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Prop. A & C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | | |
| Proposition A 35% Bonds | - | 0.0% | - | | | | | | | | | | | | | | |
| Proposition C 40% Bonds | - | 0.0% | - | | | | | | | | | | | | | | |
| Local Agency Funds [3% of project costs] | 51.5 | 3.0% | | | | | | 1.2 | 1.9 | 7.5 | 7.7 | 8.2 | 8.4 | 8.0 | 6.1 | 2.5 | |
| Proposition C 25% | 40.6 | 2.4% | - | - | 0.4 | 0.2 | | | | | 40.0 | | | | | | |
| Measure R (FIS 465512) (\$1,207 FY10-12 to FY 16-18) | 1,440.5 | 84.0% | - | - | | | 8.1 | 37.8 | 60.5 | 223.9 | 208.8 | 250.3 | 198.5 | 212.9 | 169.5 | 70.3 | |
| Subtotal Other Local | 1,532.5 | 89.4% | - | - | 0.4 | 0.2 | 8.1 | 39.0 | 62.4 | 231.4 | 256.5 | 258.5 | 206.9 | 220.9 | 175.6 | 72.8 | |
| State | | | | | | | | | | | | | | | | | |
| Regional Improvement Program (RIP) | 2.7 | 0.2% | | 0.2 | 0.3 | - | | 2.2 | | | | | | | | | |
| Subtotal State | 2.7 | 0.2% | - | 0.2 | 0.3 | - | - | 2.2 | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | |
| Section 5309 Bus & Bus-Related Facilities Earmark | 5.5 | 0.3% | | | 1.4 | 1.2 | 2.9 | | | | | | | | | | |
| CMAQ - Transit | 172.6 | 10.1% | | - | - | - | | | | | | 14.2 | 74.0 | 46.8 | 27.4 | 10.3 | |
| Federal - Other | 1.6 | 0.1% | | | | 1.6 | | | | | | | | | | | |
| Subtotal Federal | 179.7 | 10.5% | - | - | 1.4 | 2.8 | 2.9 | - | - | - | - | 14.2 | 74.0 | 46.8 | 27.4 | 10.3 | |
| Total Revenues | 1,715.0 | 100.0% | - | 0.2 | 2.1 | 3.0 | 11.0 | 41.2 | 62.4 | 231.4 | 256.5 | 272.7 | 280.9 | 267.6 | 203.0 | 83.0 | |
| 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. 8.5 miles
2. Unescalated cost = \$1,470.
3. 5309 Earmark # 140, for bus-related facilities portion of project.
4. In the Westside subregion of the 2001 LRTP.
- 5.. FIS #465512.

LACMTA Financial Forecasting Model
East San Fernando Valley North-South Corridor
2009 L RTP Baseline 10/22/09

| Revenue Operations Date (ROD) 6/30/18 | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | 2008 2009 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 |
|---|---------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Total | 170.1 | | 1.3 | 0.7 | 168.1 | 0.7 | 0.5 | 0.8 | 0.8 | 0.8 | 12.0 | 20.3 | 51.6 | 53.5 | 27.9 | - |
| Total Capital Costs (all inclusive) | 170.1 | | 1.3 | 0.7 | 168.1 | 0.7 | 0.5 | 0.8 | 0.8 | 0.8 | 12.0 | 20.3 | 51.6 | 53.5 | 27.9 | - |
| Rehabilitation and Replacement | - | | | | | | | | | | | | | | | |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | | | |
| Other Local | | | | - | - | | | | | | | | | | | |
| Proposition C 25% | 1.6 | 0.9% | | - | 1.6 | | | 0.8 | 0.8 | | | | | | | |
| LONP Reimbursement Fund 3562 | 0.5 | 0.3% | | - | 0.5 | | 0.5 | | | | | | | | | |
| Measure R Sales Tax (FIS 465521) | 65.8 | 38.7% | | - | 65.8 | | | | | 0.8 | | 19.6 | 31.0 | 2.8 | 11.6 | - |
| Local Agency Funds (3% of cost) | 5.1 | 3.0% | | - | 5.1 | | | | | | 0.4 | 0.7 | 1.6 | 1.6 | 0.8 | |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 72.9 | 42.9% | - | - | 72.9 | - | 0.5 | 0.8 | 0.8 | 0.8 | 0.4 | 20.3 | 32.6 | 4.4 | 12.5 | - |
| State | | | | | | | | | | | | | | | | |
| Prop 1B SLPP | 2.8 | 1.6% | | - | 2.6 | | | | | | 2.8 | | | | | |
| Traffic Congestion Relief Program (TCRP) | 94.5 | 55.6% | 1.3 | 0.7 | 92.4 | 0.7 | | | | | 8.9 | | 19.0 | 49.1 | 15.4 | - |
| Subtotal State | 97.3 | 57.2% | 1.3 | 0.7 | 95.2 | 0.7 | - | - | - | - | 11.7 | - | 19.0 | 49.1 | 15.4 | - |
| Total Revenues | 170.1 | 100.0% | 1.3 | 0.7 | 168.1 | 0.7 | 0.5 | 0.8 | 0.8 | 0.8 | 12.0 | 20.3 | 51.6 | 53.5 | 27.9 | - |
| Total Surplus/(Shortfall) | 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. 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.

LACMTA Financial Forecasting Model

Gold Line Eastside Extension to East Los Angeles

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | | 7 | Start Yr | | | | | 2002 | | | | | | | | | | |
|--|--------------|--------------|--------------|--------------|-------------|------------|------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|------------|------------|------------|--|
| Revenue Operations FY for R&R calc | | 2010 | Dur (Yr) | | | | | 8 | | | | | | | | | | |
| (\$ in millions) | Project | | Prior | Years | Years | Years | Years | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | |
| Rev. Ops. Date = June 2009 | Total | Alloc % | to Plan | '05-'09 | '10-'19 | '20-'29 | '30-'40 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | | |
| Professional Services | 135.9 | | 61.1 | 68.7 | 6.1 | - | - | 13.9 | 21.4 | 13.0 | 11.6 | 8.8 | 6.1 | - | - | - | - | |
| Right of Way (ROW) | 41.8 | | 30.9 | 10.9 | - | - | - | 9.1 | 1.8 | | | | | | | | | |
| Construction | 629.8 | | 17.7 | 611.4 | 0.7 | - | - | 142.0 | 175.3 | 143.5 | 107.6 | 43.0 | 0.7 | - | - | - | - | |
| Vehicles (10) | 32.6 | | - | 32.6 | - | - | - | 10.8 | 10.1 | 8.5 | | 3.2 | - | - | - | - | - | |
| Special Conditions | 20.3 | | 3.4 | 16.9 | - | - | - | 6.4 | 7.8 | | 2.6 | 0.1 | - | - | - | - | - | |
| Contingency | 23.6 | | - | 22.7 | 0.9 | - | - | | 3.0 | 11.1 | 7.4 | 1.2 | 0.9 | - | - | - | - | |
| Total Capital Costs | 884.0 | | 113.1 | 763.2 | 7.7 | - | - | 182.2 | 219.4 | 176.1 | 129.2 | 56.3 | 7.7 | - | - | - | - | |
| Net Bridge Loan Interest Payments | 14.8 | | - | 14.8 | - | - | - | | 3.4 | 4.5 | 4.6 | 2.3 | - | - | - | - | - | |
| TOTAL PROJECT COSTS | 898.8 | | 113.1 | 778.0 | 7.7 | - | - | 182.2 | 222.8 | 180.6 | 133.8 | 58.6 | 7.7 | - | - | - | - | |
| Rehabilitation and Replacement | 668.9 | | 255.2 | - | 14.6 | 81.8 | 317.2 | - | - | - | - | - | - | - | - | - | - | |
| Bridge Loan Principal Payments | 133.8 | | - | 67.5 | 66.3 | - | - | - | - | - | - | 67.5 | 66.3 | - | - | - | - | |
| PROJECT REVENUES (capital and bridge loan only) | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | |
| Prop. A - Direct | 148.5 | 16.5% | 45.7 | 102.8 | - | - | - | 71.3 | 20.1 | 4.5 | 4.6 | 2.3 | - | - | - | - | - | |
| Gross Bridge Loan Proceeds | 133.8 | 14.9% | - | 133.8 | - | - | - | | 96.1 | 32.3 | 5.4 | - | - | - | - | - | - | |
| Subtotal Prop. A & C | 282.3 | 16.5% | 45.7 | 236.6 | - | - | - | 71.3 | 116.2 | 36.8 | 10.0 | 2.3 | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | | | |
| Prop C 25% | 2.0 | 0.2% | | 2.0 | - | - | - | 2.0 | - | - | - | - | - | - | - | - | - | |
| Lease | 10.1 | 1.1% | | 10.1 | - | - | - | 10.1 | - | - | - | - | - | - | - | - | - | |
| Subtotal Local (Including Prop A&C) | 294.4 | 17.9% | 45.7 | 248.7 | - | - | - | 83.4 | 116.2 | 36.8 | 10.0 | 2.3 | - | - | - | - | - | |
| State | | | | | | | | | | | | | | | | | | |
| Traffic Congestion Relief | 45.0 | 5.0% | 45.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Improvement Funds - Transit | 180.2 | 20.0% | 5.2 | 175.0 | - | - | - | 26.0 | 17.6 | 43.8 | 43.8 | 43.8 | - | - | - | - | - | |
| Subtotal State | 225.2 | 25.1% | 50.2 | 175.0 | - | - | - | 26.0 | 17.6 | 43.8 | 43.8 | 43.8 | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | 490.7 | 54.6% | 17.2 | 399.5 | 74.0 | - | - | 59.5 | 80.0 | 100.0 | 80.0 | 80.0 | 74.0 | - | - | - | - | |
| Section 5309 - Fixed Guideway Mod. | 12.0 | 1.3% | - | 12.0 | - | - | - | 3.0 | 9.0 | - | - | - | - | - | - | - | - | |
| CMAQ - Transit | 10.3 | 1.1% | | 10.3 | - | - | - | 10.3 | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | 513.0 | 57.1% | 17.2 | 421.8 | 74.0 | - | - | 72.8 | 89.0 | 100.0 | 80.0 | 80.0 | 74.0 | - | - | - | - | |
| Total Revenues including bridge loan | 1,032.6 | 100.0% | 113.1 | 845.5 | 74.0 | 0.0 | 0.0 | 182.2 | 222.8 | 180.6 | 133.8 | 126.1 | 74.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| TOTAL PROJECT REVENUES w/o bridge loan | 898.8 | | 113.1 | 711.7 | 74.0 | 0.0 | 0.0 | 182.2 | 126.7 | 148.3 | 128.4 | 126.1 | 74.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

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 from East Los Angeles

2009 L RTP Baseline 10/22/09

| Rehab & Replacement Project Type | | 7 | Start Yr | | | 2028 | | | | | | | | | | |
|---|----------------|---------------|---------------|---------------|---------------|----------------|------------|------------|-------------|-------------|-------------|-------------|--------------|--------------|--|--|
| Revenue Operations FY for R&R calc | | 2036 | Dur (Yr) | | | 8 | | | | | | | | | | |
| (\$ in millions) | Project Total | Alloc % | Prior to Plan | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 | | |
| PROJECT COSTS (Incl ROW, vehicles, yard, etc.) | | | | | | | | | | | | | | | | |
| Total Capital Costs (all inclusive) | 2,490.0 | | | 5.8 | 431.2 | 2,053.0 | 5.8 | 5.0 | 10.0 | 18.6 | 52.0 | 71.4 | 274.2 | 321.8 | | |
| Rehabilitation and Replacement | - | | | - | - | - | - | - | - | - | - | - | - | - | | |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Prop. A - Direct | 5.8 | | | 5.8 | - | - | 5.8 | - | - | - | - | - | - | - | | |
| Prop. C - Direct | - | | | - | - | - | - | - | - | - | - | - | - | - | | |
| Subtotal Prop. A & C | 5.8 | 0.2% | | 5.8 | - | - | 5.8 | - | - | - | - | - | - | - | | |
| Other Local | | | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460232) | 1,271.0 | 51.0% | | - | 418.0 | 853.0 | - | 5.0 | 9.7 | 17.6 | 50.4 | 69.3 | 266.0 | 112.1 | | |
| Local Agency Funds (3% of costs) | 74.7 | 3.0% | | - | 13.2 | 61.5 | - | - | 0.3 | 1.0 | 1.6 | 2.1 | 8.2 | 9.7 | | |
| Subtotal Local (Incl. Prop. A & C %, not \$'s) | 1,351.5 | 54.3% | | 5.8 | 862.4 | 1,829.0 | 5.8 | 5.0 | 10.0 | 18.6 | 52.0 | 71.4 | 274.2 | 121.8 | | |
| Federal | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | 1,138.5 | 45.7% | | - | - | 1,138.5 | - | - | - | - | - | - | - | 200.0 | | |
| Subtotal Federal | 1,138.5 | 45.7% | | - | - | 1,138.5 | - | - | - | - | - | - | - | 200.0 | | |
| Total Revenues | 2,490.0 | 100.0% | | 5.8 | 862.4 | 2,967.5 | 5.8 | 5.0 | 10.0 | 18.6 | 52.0 | 71.4 | 274.2 | 321.8 | | |
| Total Surplus/(Shortfall) | - | | | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| MTA Prop A/C or Financing Needed | 5.8 | | | 5.8 | - | - | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |

Notes:

1. Measure R = \$1,271 plus escalation (FY 22-24 to FY33-35).
2. Measure R FIS 460232.

LACMTA Financial Forecasting Model
Eastside Extension from East Los Angeles
2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | | 7 | | | | | | |
|---|----------------|--------------|--------------|--------------|--------------|--------------|-------------|------|
| Revenue Operations FY for R&R calc | | 2036 | | | | | | |
| (\$ in millions) | Project | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 |
| Rev. Ops. Date: 6/30/2035 | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | |
| PROJECT COSTS (incl ROW, vehicles, yard, etc.) | | | | | | | | |
| Total Capital Costs (all inclusive) | 2,490.0 | 351.0 | 381.6 | 393.1 | 383.5 | 137.2 | 84.8 | |
| Rehabilitation and Replacement | - | - | - | - | - | - | - | |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | |
| Local | | | | | | | | |
| Prop. A - Direct | 5.8 | - | - | - | - | - | - | |
| Prop. C - Direct | - | - | - | - | - | - | - | |
| Subtotal Prop. A & C | 5.8 | - | - | - | - | - | - | |
| Other Local | | | | | | | | |
| Measure R Sales Tax (FIS 460232) | 1,271.0 | 140.5 | 170.2 | 181.3 | 172.0 | 24.1 | 52.8 | |
| Local Agency Funds (3% of costs) | 74.7 | 10.5 | 11.4 | 11.8 | 11.5 | 4.1 | 2.5 | |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 1,351.5 | 151.0 | 181.6 | 193.1 | 183.5 | 28.2 | 55.3 | |
| Federal | | | | | | | | |
| Section 5309 - New Starts | 1,138.5 | 200.0 | 200.0 | 200.0 | 200.0 | 109.0 | 29.5 | |
| Subtotal Federal | 1,138.5 | 200.0 | 200.0 | 200.0 | 200.0 | 109.0 | 29.5 | |
| Total Revenues | 2,490.0 | 351.0 | 381.6 | 393.1 | 383.5 | 137.2 | 84.8 | |
| Total Surplus/(Shortfall) | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| MTA Prop A/C or Financing Needed | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |

Notes:

1. Measure R = \$1,271 plus escalation (FY 22-24 to FY33-35).
2. Measure R FIS 460232.

LACMTA Financial Forecasting Model

Eastside Light Rail Access (pedestrian)

2009 LRTP Baseline 10/22/09

| (\$ In millions) Open June 30, 2013 | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 |
|---|------------------|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Total Capital Costs | 30.0 | | | - | 30.0 | - | - | - | 5.0 | 10.0 | 15.0 |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | |
| Other Local | | | | | | | | | | | |
| Measure R Sales Tax (\$30 M FY10-13) | 30.0 | 100.0% | | - | 30.0 | - | - | | 5.0 | 10.0 | 15.0 |
| Local Agency Funds | - | 0.0% | | - | - | - | - | - | - | - | - |
| Subtotal Local (Incl. Prop. A & C %, not \$'s) | 30.0 | 100.0% | | - | 30.0 | - | - | - | 5.0 | 10.0 | 15.0 |
| Total Revenues | 30.0 | 100.0% | | - | 30.0 | - | - | - | 5.0 | 10.0 | 15.0 |
| Total Surplus/(Shortfall) | - | | | - | - | - | - | - | - | - | - |

Notes:

1. Project Total includes prior years.

LACMTA Financial Forecasting Model

Gold Line Foothill Extension

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | | 7 | Start Yr | 2011 | | | | | | | | | | | | | | |
|---|---------------|---------------|---------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|------------|------------|
| Revenue Operations FY for R&R calc | | 2018 | Dur (Yr) | 7 | | | | | | | | | | | | | | |
| (\$ in millions) | Project Total | Alloc % | Prior to Plan | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Rev. Ops. Date 6/30/17 | | | | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| PROJECT COSTS (all inclusive) | | | | | | | | | | | | | | | | | | |
| Project costs incl vehicles, yard, etc. | 838.0 | | - | 4.1 | 4.3 | 3.3 | 3.4 | 10.3 | 28.3 | 80.4 | 99.4 | 169.8 | 175.6 | 108.6 | 93.2 | 57.2 | - | |
| Right of Way (ROW) | 13.1 | | - | - | - | - | - | - | 13.1 | - | - | - | - | - | - | - | - | |
| Total Capital Costs (all inclusive) | 851.1 | | - | 4.1 | 4.3 | 3.3 | 3.4 | 10.3 | 41.4 | 80.4 | 99.4 | 169.8 | 175.6 | 108.6 | 93.2 | 57.2 | - | |
| Rehabilitation and Replacement | 319.2 | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | | |
| Proposition C 25% | 40.5 | 4.8% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 40.5 | - |
| Measure R Sales Tax \$735 (FIS 460200) | 770.0 | 90.5% | - | - | - | - | - | 10.3 | 41.4 | 80.4 | 96.9 | 146.8 | 175.6 | 108.6 | 93.2 | 16.7 | - | |
| Local Agency Funds | 25.5 | 3.0% | - | - | - | - | - | - | - | - | 2.5 | 23.0 | - | - | - | - | - | |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 836.0 | 98.2% | | - | - | - | - | 10.3 | 41.4 | 80.4 | 99.4 | 169.8 | 175.6 | 108.6 | 93.2 | 57.2 | - | |
| Federal | | | | | | | | | | | | | | | | | | |
| Sect 5309 Bus & Bus-Related Facilities Earmark | 15.0 | 1.8% | | 4.1 | 4.3 | 3.3 | 3.4 | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | 15.0 | 1.8% | | 4.1 | 4.3 | 3.3 | 3.4 | - | - | - | - | - | - | - | - | - | - | |
| Total Revenues | 851.1 | 100.0% | | 4.1 | 4.3 | 3.3 | 3.4 | 10.3 | 41.4 | 80.4 | 99.4 | 169.8 | 175.6 | 108.6 | 93.2 | 57.2 | - | |
| Total Surplus/(Shortfall) | - | | | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Notes:

1. Project Total includes prior years, if any.
2. SAFETEA-LU 5309 earmark, #285 and S. 5339
3. Unescalated cost = \$758.
4. Measure R=\$735+esc.(FY10-12 to FY15-17).FIS460200.
5. 5309 earmark for bus-related facilities portion of the project.

LACMTA Financial Forecasting Model

Gold Line (Pasadena)

2009 LRTP Baseline 10/22/09

| 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 to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
| PROJECT COSTS | | | | | | | | | | | | | |
| Project Costs | 689.1 | - | 685.6 | 2.8 | 0.7 | - | - | 0.7 | - | - | - | - | - |
| Total | 689.1 | | 685.6 | 2.8 | 0.7 | | | 0.7 | | | | | |
| Total Capital Costs Inflated | 689.1 | - | 685.6 | 2.8 | 0.7 | - | - | 0.7 | - | - | - | - | - |
| Rehabilitation and Replacement | 454.0 | - | - | - | 53.5 | 188.7 | 211.8 | 2.2 | 3.7 | 3.4 | 4.7 | 4.3 | 7.4 |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Prop. A - Direct | - | | - | - | - | - | - | - | - | - | - | - | - |
| Prop. C - Direct | 9.4 | | 9.4 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | 9.4 | 1.4% | 9.4 | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | |
| Proposition C 25% | 209.5 | 30.4% | 206.0 | 2.8 | 0.7 | - | - | 0.7 | - | - | - | - | - |
| TDA Article 4 | 0.2 | 0.0% | 0.2 | - | - | - | - | - | - | - | - | - | - |
| Public/Private Joint Venture | 47.3 | 6.9% | 47.3 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local (including Prop A & C) | 266.5 | 38.7% | 263.0 | 2.8 | 0.7 | | | 0.7 | | | | | |
| State | | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 421.8 | 61.2% | 421.8 | | | | | | | | | | |
| Federal | | | | | | | | | | | | | |
| Section 5309 - Fixed Guideway Mod. | 0.8 | 0.1% | 0.8 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 0.8 | 0.1% | 0.8 | | | | | | | | | | |
| Total Revenues | 689.1 | 100.0% | 685.6 | 2.8 | 0.7 | | | 0.7 | | | | | |
| Total Surplus/(Shortfall) | (0.0) | | (0.0) | | | | | | | | | | |

NOTES:

1. Funding programmed to Pasadena Blue Line Construction Authority (PBLCA).
2. Metro did not construct the project but Metro 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 - Norwalk - El Segundo

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 6 | Start Yr | 1988 | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Revenue Operations Fiscal Year (ROD) | 1996 | Dur (Yr) | 8 | | | | |
| (\$ in millions) | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
| Revenue Operations Date: August 1995 | | | | | | | |
| PROJECT COSTS | | | | | | | |
| Total Project Costs | 718.3 | - | 710.7 | 7.6 | - | - | - |
| Right of Way (ROW) | - | - | - | - | - | - | - |
| RCC Project Budget (Inflation Included) | 718.3 | - | 710.7 | 7.6 | - | - | - |
| Total Capital Costs Inflated | 718.3 | - | 710.7 | 7.6 | - | - | - |
| Rehabilitation and Replacement | 604.4 | - | | - | 165.2 | 202.1 | 237.1 |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | |
| Local | | | | | | | |
| Prop. A - Direct | 205.1 | | 205.1 | - | - | - | - |
| Prop. C - Direct | 153.9 | | 153.9 | - | - | - | - |
| Subtotal Prop. A & C | 359.0 | 50.0% | 359.0 | - | - | - | - |
| Other Local | | | | | | | |
| Proposition C 10% | | | | | | | |
| Proposition C 25% | 247.4 | | 239.8 | 7.6 | - | - | - |
| Subtotal Other Local (Incl A&C%, not \$'s) | 247.4 | 85.3% | 239.8 | 7.6 | - | - | - |
| State | | | | | | | |
| Prop. 108 | 22.4 | | 22.4 | - | - | - | - |
| Prop. 116 | 83.5 | | 83.5 | - | - | - | - |
| Subtotal State | 105.9 | 14.7% | 105.9 | - | - | - | - |
| Total Revenues | 712.3 | 100.0% | 704.7 | 7.6 | - | - | - |
| Total Surplus/(Shortfall) | (6.0) | - | (6.0) | - | - | - | - |
| Metro Prop. A, C or Financing Funding Needed | 6.0 | - | 6.0 | - | - | - | - |

NOTES:

1. Project costs per Construction Cash Flow, 5/11/04.
2. Project Total column includes prior years.
3. 20 miles.
4. Rehab & Replacement is reflected on the Rehab & Replacement page.

LACMTA Financial Forecasting Model

Green Line Extension to LAX

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 6 | Start Yr | 2025 | | | | | | | | | | | | | |
|--|--------------|---------------|---------|------------|--------------|--------------|------------|----------|----------|----------|-------------|-------------|-------------|-------------|-------------|------|
| Revenue Operations Year for R&R calc | 2029 | Dur (Yr) | 4 | | | | | | | | | | | | | |
| (\$ in millions) | Project | | Prior | Years | Years | Years | 2009 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| Revenue Operations Date (ROD) 6/30/28 | Total | Alloc % | to Plan | '10-'19 | '20-'29 | '30-'40 | 2010 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Environmental/Planning | - | | | - | - | - | | | | | | | | | | |
| TOTAL CAPITAL COST | 330.0 | | | 0.2 | 329.8 | - | 0.2 | - | - | - | 15.1 | 46.7 | 80.3 | 99.2 | 88.4 | |
| Rehabilitation and Replacement | 18.2 | | | - | - | 18.2 | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES (capital and bridge loan only) | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Prop. A 35% Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Prop. C 40% Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Prop. A & C | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | |
| Local Agency Funds (3% of costs) | 9.9 | 3.0% | | - | 9.9 | - | - | - | - | - | 0.5 | 1.4 | 2.4 | 3.0 | 2.7 | |
| Measure R Sales Tax (FIS 460303) | 320.1 | 97.0% | | 0.2 | 319.9 | - | 0.2 | - | - | - | 14.7 | 45.3 | 77.8 | 96.2 | 85.8 | |
| Subtotal Other Local | 330.0 | 100.0% | | - | 0.2 | 329.8 | 0.2 | - | - | - | 15.1 | 46.7 | 80.3 | 99.2 | 88.4 | |
| State | | | | | | | | | | | | | | | | |
| Regional Improvement Program (RIP) | - | | | - | - | - | | | | | | | | | | |
| Subtotal State | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total Revenues | 330.0 | 100.0% | | - | 0.2 | 329.8 | 0.2 | - | - | - | 15.1 | 46.7 | 80.3 | 99.2 | 88.4 | |
| 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 | |

NOTES:

1. Project may advance if LAX provides funding.
2. Measure R = \$200 plus escalation (FY10-12 to FY15-28). FIS 460303.

LACMTA Financial Forecasting Model

Green Line Extension - South Bay

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 6 | Start Yr | 2031 | | | | | | | | | | | | | |
|--|--------------|---------------|----------|------------|-------------|--------------|------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|------|
| Revenue Operations FY for R&R calc | 2036 | Dur (Yr) | 5 | | | | | | | | | | | | | |
| (\$ in millions) | Project | Alloc % | Prior | Years | Years | Years | 2010 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 |
| Revenue Operations Date (ROD) 6/30/35 | Total | | to Plan | '10-'19 | '20-'29 | '30-'40 | 2011 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 555.0 | | | 5.0 | 19.6 | 530.4 | 5.0 | 19.6 | 30.3 | 52.1 | 80.5 | 110.5 | 137.3 | 88.0 | 31.6 | |
| TOTAL CAPITAL COSTS (all inclusive) | 555.0 | | | 5.0 | 19.6 | 530.4 | 5.0 | 19.6 | 30.3 | 52.1 | 80.5 | 110.5 | 137.3 | 88.0 | 31.6 | |
| Rehabilitation and Replacement | - | | | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES (capital and bridge loan only) | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Prop. A Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Prop. C 40% Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Prop. A & C | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | |
| LONP Reimburse (fund 3562) | 5.0 | 0.9% | | 5.0 | - | - | 5.0 | - | - | - | - | - | - | - | - | |
| Local Agency Funds (3% of costs) | 16.7 | 3.0% | | - | 0.6 | 16.1 | - | 0.6 | 0.9 | 1.6 | 2.4 | 3.3 | 4.3 | 2.6 | 0.9 | |
| Measure R Sales Tax | 533.4 | 96.1% | | - | 19.1 | 514.3 | - | 19.1 | 29.4 | 50.5 | 78.1 | 107.2 | 133.1 | 85.3 | 30.7 | |
| Subtotal Other Local | 555.0 | 100.0% | - | 5.0 | 19.6 | 530.4 | 5.0 | 19.6 | 30.3 | 52.1 | 80.5 | 110.5 | 137.3 | 88.0 | 31.6 | |
| State | | | | | | | | | | | | | | | | |
| Regional Improvement Program (RIP) | - | | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | |
| CMAQ - Transit | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| RSTP - Transit | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total Revenues | 555.0 | 100.0% | - | 5.0 | 19.6 | 530.4 | 5.0 | 19.6 | 30.3 | 52.1 | 80.5 | 110.5 | 137.3 | 88.0 | 31.6 | |
| 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 | |

NOTES:

1. Measure R = \$272 plus escalation (FY 28-30 to FY33-35).
2. \$5M Measure R set aside approved by Board item 9.1 on 5/28/09.

LACMTA Financial Forecasting Model

High Speed Rail (Los Angeles to Anaheim)

2009 LRTP Baseline 10/22/09

| (\$ in millions) Rev. Ops. Date 2019 | Project Total | 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 | 2019 2020 |
|--|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | 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 |
| Total Capital Costs (all inclusive) | 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 |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP)-Transit | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | |
| Section 5309 - New Starts | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ - Transit | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal High Speed Rail Funds (assumed) | 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 |

LACMTA Financial Forecasting Model
Mid-City/Exposition LRT - Phase I
To Venice/Robertson with Flower St. Alignment
2009 LRTP Baseline 10/22/09

\$55.89M for 16 LRV's @ \$3.49M/per unit
\$39.2M → \$95M → \$60M

| Rehab & Replacement Project Type | | 7 | Start Yr | | | | | 2007 | | | | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-----------|--|
| Revenue Operations FY for R & R calc | | 2011 | Dur (Yr) | | | | | 4 | | | | | | | | | |
| (\$ in millions) | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2004 2005 | 2005 2006 | 2006 2007 | 2007 2008 | 2008 2009 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Professional Services | 9.6 | | 9.6 | - | - | - | - | | | | | | | | | | |
| Right of Way (ROW) | 22.2 | | | 6.5 | 15.7 | - | - | | | | 2.0 | 3.7 | 0.8 | 8.0 | 7.7 | | |
| Costs incl vehicles, etc. | 830.6 | | | 276.2 | 554.4 | - | - | 8.1 | 20.2 | 63.4 | 80.9 | 103.6 | 249.8 | 196.3 | 108.4 | | |
| Total | 862.4 | | 9.6 | 282.7 | 570.1 | - | - | 8.1 | 20.2 | 65.4 | 84.6 | 104.4 | 257.8 | 204.0 | 108.4 | - | |
| TOTAL PROJECT COST | 862.4 | | 9.6 | 282.7 | 570.1 | - | - | 8.1 | 20.2 | 65.4 | 84.6 | 104.4 | 257.8 | 204.0 | 108.4 | - | |
| Rehabilitation and Replacement | 353.1 | | | - | 10.1 | 82.2 | 260.8 | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | |
| Prop C 25% | 25.1 | 2.9% | | 7.8 | 17.3 | - | - | 0.1 | 0.5 | 2.7 | 3.2 | 1.3 | 17.3 | - | - | - | |
| Local Agency Funds | 39.0 | 4.5% | | - | 39.0 | - | - | - | - | - | - | - | - | 39.0 | - | - | |
| Total Local | 64.1 | 7.4% | | 7.8 | 56.3 | - | - | 0.1 | 0.5 | 2.7 | 3.2 | 1.3 | 17.3 | 39.0 | - | - | |
| State | | | | | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (\$218.4) | 218.4 | 25.3% | | 30.0 | 188.4 | - | - | | | | 30.0 | - | - | 80.0 | 108.4 | - | |
| Traffic Congestion Relief | 249.8 | 29.0% | 9.6 | 136.6 | 103.5 | - | - | 8.0 | 19.4 | 62.7 | 40.7 | 5.8 | 103.5 | - | - | - | |
| Regional Improvement Funds - Transit | 314.6 | 36.5% | | - | 314.6 | - | - | | | | 10.6 | 97.3 | 137.0 | 69.7 | - | - | |
| Subtotal State | 782.8 | 90.8% | 9.6 | 166.6 | 606.5 | - | - | 8.0 | 19.4 | 62.7 | 81.4 | 103.1 | 240.5 | 149.7 | 108.4 | - | |
| Federal | | | | | | | | | | | | | | | | | |
| CMAQ - Transit | 15.6 | 1.8% | | 0.3 | 15.3 | - | - | - | 0.3 | - | - | - | - | 15.3 | - | - | |
| Subtotal Federal | 15.6 | 1.8% | | 0.3 | 15.3 | - | - | - | 0.3 | - | - | - | - | 15.3 | - | - | |
| Total Revenues | 862.4 | 100.0% | 9.6 | 174.7 | 678.1 | - | - | 8.1 | 20.2 | 65.4 | 84.6 | 104.4 | 257.8 | 204.0 | 108.4 | - | |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

- Notes:**
1. FY 2001 Right of Way costs of \$26 million are not shown.
 2. Rehab & Replacement is reflected on the Rehab & Replacement page.
 3. Project Total includes prior years.
 4. Board action on 2/28/04 transferred funds from Wilshire BRT to this Expo project.
 5. 8.6 miles to Venice/Robertson in Culver City pursuant to final staff recommendation for EIS December 2005.
 6. At grade except for aerial stations at La Cienega Blvd and La Brea Avenue.
 7. At grade at Expo Park; includes bikeway.
 8. FIS #800113 and 890001. Vehicles FIS #208035.

LACMTA Financial Forecasting Model

Mid-City/Exposition LRT - Phase II

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 7 | Start Yr | 2011 | | | | | | | | | | | | | | | | |
|--|----------------|---------------|---------|------------|------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|------------|------------|------|--|--|
| Revenue Operations FY for R & R calc | 2016 | Dur (Yr) | 5 | | | | | | | | | | | | | | | | |
| (\$ in millions) | Project | Alloc % | Prior | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | | |
| Rev. Ops Date = 6/30/2015 | Total | | to Plan | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | | | |
| PROJECT COSTS (all Inclusive) | | | | | | | | | | | | | | | | | | | |
| Professional Services | 4.3 | | | 1.5 | 2.8 | | | | | | | | | | | | | | |
| Right of Way (ROW) | 171.0 | - | | | | | 26.9 | 144.1 | | | | | | | | | | | |
| Project cost including vehicles, yard, etc. | 844.7 | - | | | | 3.3 | 107.8 | 89.3 | 92.0 | 167.0 | 178.2 | 181.9 | 16.9 | 8.3 | - | - | | | |
| Contingency | 280.0 | | | | | | | | 103.0 | 56.0 | 55.0 | 66.0 | | | | | | | |
| TOTAL CAPITAL COST (all Inclusive) * | 1,300.0 | | | 1.5 | 2.8 | 3.3 | 134.7 | 233.4 | 195.0 | 223.0 | 233.2 | 247.9 | 16.9 | 8.3 | 0.0 | 0.0 | | | |
| Rehabilitation and Replacement | 439.8 | | | - | - | - | - | - | - | - | - | - | - | - | - | - | | | |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Prop. A 35% Bonds (\$238) | 238.0 | 18.3% | | | | | | 53.1 | | | 50.0 | 134.9 | | | | | | | |
| Subtotal | 238.0 | 18.3% | | | | | | 53.1 | | | 50.0 | 134.9 | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | | | |
| Prop C 25% (\$115.3 minimum) | 395.3 | 30.4% | | 1.5 | 1.1 | - | 33.6 | 50.9 | 103.0 | 56.0 | 83.2 | 66.0 | | | | | | | |
| Measure R (\$925M FY10-12 - FY13-15) less \$611.7 TB | 313.3 | 24.1% | | | | | 61.1 | 23.6 | 3.6 | 52.8 | 100.0 | 47.0 | 16.9 | 8.3 | | | | | |
| Subtotal Local | 946.6 | 72.8% | | 1.5 | 1.1 | - | 94.7 | 127.6 | 106.6 | 108.8 | 233.2 | 247.9 | 16.9 | 8.3 | - | - | | | |
| State | | | | | | | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (\$250) | 250.0 | 19.2% | | | 1.7 | 3.3 | 40.0 | 105.8 | 57.5 | 41.7 | | | | | | | | | |
| Subtotal State | 250.0 | 19.2% | | | 1.7 | 3.3 | 40.0 | 105.8 | 57.5 | 41.7 | | | | | | | | | |
| Federal | | | | | | | | | | | | | | | | | | | |
| CMAQ - Transit | 0.0 | 0.0% | | | | | | | | | | | | | | | | | |
| Subtotal Federal | 0.0 | 0.0% | | | | | | | | | | | | | | | | | |
| Mixed | | | | | | | | | | | | | | | | | | | |
| Regional Improvement Program Funds | 103.4 | 8.0% | | | 0.0 | 0.0 | 0.0 | | 30.9 | 72.5 | | | | | | | | | |
| Subtotal Mixed | 103.4 | 8.0% | | | 0.0 | 0.0 | 0.0 | 0.0 | 30.9 | 72.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | |
| Total Revenues | 1,300.0 | 100.0% | | 1.5 | 2.8 | 3.3 | 134.7 | 233.4 | 195.0 | 223.0 | 233.2 | 247.9 | 16.9 | 8.3 | - | - | | | |
| Total Surplus/(Shortfall) (Prop A 35%) | 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:

* Project cost could range from \$1.3 to \$1.6 B depending on outcome of final EIR. \$115 M of Prop 1B is assumed to be reprogrammed for this plus \$62 M add'l Prop 1B revenue is expected.

1. Culver City to Santa Monica, 7.7 miles including bypass.
2. FIS #890002; STIP PPNO 4026. Measure R FIS 460301.
3. \$54 M for Culver City station transferred to Phase I.
4. LPA = Expo Right-of-Way to Colorado.
5. Unescalated cost = \$933.
6. July 2008 Motion programs \$115.3 PC 25%, \$238 Prop A 35% bonds plus other previously programmed funds. The Metro Board may reprogram unused funds to other eligible uses in the subregion.

LACMTA Financial Forecasting Model
Mid-City/Wilshire Metro Rapid Transitway
2009 LRTP Baseline 10/22/09

| (\$ in millions) Rev. Ops Date = 6/30/2015 | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 |
|--|------------------|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Professional Services | 6.6 | | 6.6 | - | - | - | - | | | | | | | |
| Construction | 115.3 | - | | - | 115.3 | - | - | - | 5.0 | 5.0 | 5.0 | 30.0 | 50.3 | 20.0 |
| Contingency | 2.1 | | 2.1 | - | - | - | - | | | | | | | |
| Total | 124.0 | | 8.7 | - | 115.3 | - | - | - | 5.0 | 5.0 | 5.0 | 30.0 | 50.3 | 20.0 |
| TOTAL PROJECT COST | 124.0 | | 8.7 | - | 115.3 | - | - | - | 5.0 | 5.0 | 5.0 | 30.0 | 50.3 | 20.0 |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Prop. C 40% - Direct Cash | 100.3 | 80.9% | | - | 100.3 | - | - | | | | | 30.0 | 50.3 | 20.0 |
| Subtotal Prop. A & C | 100.3 | 80.9% | - | - | 100.3 | - | - | - | - | - | - | 30.0 | 50.3 | 20.0 |
| Subtotal Local | 100.3 | 80.9% | - | - | 100.3 | - | - | - | - | - | - | 30.0 | 50.3 | 20.0 |
| State | | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds | 15.0 | 12.1% | | - | 15.0 | - | - | - | 5.0 | 5.0 | 5.0 | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 6.2 | 5.0% | 6.2 | - | - | - | - | - | - | - | - | - | - | - |
| Regional Improvement Funds - Transit | 2.5 | 2.0% | 2.5 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 23.7 | 19.1% | 8.7 | - | 15.0 | - | - | - | 5.0 | 5.0 | 5.0 | - | - | - |
| Total Revenues | 124.0 | 100.0% | 8.7 | - | 115.3 | - | - | - | 5.0 | 5.0 | 5.0 | 30.0 | 50.3 | 20.0 |

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
Orange Line**

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 8 | Start Yr | 2003 | | | | |
|--|--------------|---------------|--------------|--------------|-------------|-------------|--------------|
| Revenue Operations FY for R & R calc | 2006 | Dur (Yr) | 3 | | | | |
| (\$ in millions) | Project | Alloc % | Prior | Years | Years | Years | Years |
| Revenue Operation Date 10/29/2005 | Total | | to Plan | '05-'09 | '10-'19 | '20-'29 | '30-'40 |
| PROJECT COSTS | | | | | | | |
| Professional Services | 48.3 | | 25.8 | 22.5 | - | - | - |
| Right of Way (ROW) | 13.4 | | 7.4 | 6.0 | - | - | - |
| Construction | 201.9 | | 88.9 | 113.0 | - | - | - |
| Vehicles (22) | 15.4 | | - | 15.4 | - | - | - |
| Special Conditions | 37.0 | | 11.9 | 25.1 | - | - | - |
| Contingency | 14.0 | | | 14.0 | - | - | - |
| Total | 330.0 | | 134.0 | 196.0 | - | - | - |
| Total Capital Costs Inflated | 330.0 | | 134.0 | 196.0 | - | - | - |
| Rehabilitation and Replacement | 320.2 | | 104.0 | - | 22.1 | 84.2 | 109.8 |
| Bridge Loan Principal Payments | - | | - | - | - | - | - |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | |
| Other Local | | | | | | | |
| Proposition C 25% | 265.2 | 80.4% | 101.6 | 163.6 | - | - | - |
| Subtotal Local (Incl. Prop. A & C %, not \$s) | 265.2 | 80.4% | 101.6 | 163.6 | - | - | - |
| State | | | | | | | |
| Traffic Congestion Relief (TCRP) | 47.0 | 14.2% | 32.1 | 14.9 | - | - | - |
| Regional Improvement Funds - Transit | 0.3 | 0.1% | 0.3 | | | | |
| Subtotal State | 47.3 | 14.3% | 32.4 | 14.9 | - | - | - |
| Federal | | | | | | | |
| RSTP - Transit | 17.5 | 5.3% | | 17.5 | - | - | - |
| Subtotal Federal | 17.5 | 5.3% | - | 17.5 | - | - | - |
| Total Revenues | 330.0 | 100.0% | 134.0 | 196.0 | - | - | - |
| Total Surplus/(Shortfall) | - | | - | - | - | - | - |

Notes:

1. In FY's 2000-2005, \$51 million of FCR funds are a loan from the State.
2. The Bikeway for this project is included on the Regional Bikeway sheet.
3. Formerly known as San Fernando Valley East-West Transit Corridor.
4. Canoga Station Park and Ride Facility (\$16.5) is on the Other Rail page.
5. Rehab & Replacement is reflected on the Rehab & Replacement page.
6. Includes \$4.3 Universal Fare System costs.
7. FIS #800112.
8. Project Total column includes prior years.

LACMTA Financial Forecasting Model

Red Line East Extension

2009 LRTP Baseline 10/22/09

| (\$ In millions) ROD = Project Suspended | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|------------------|---------------|------------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | | | |
| Funding Set-Aside | - | - | - | - | - | - | - |
| Non-ROW Project Costs | 157.8 | - | 156.3 | 1.5 | - | - | - |
| Right of Way (ROW) | - | - | - | - | - | - | - |
| Project Budget Total | 157.8 | - | 156.3 | 1.5 | - | - | - |
| Total Capital Costs Inflated | 157.8 | - | 156.3 | 1.5 | - | - | - |
| Rehabilitation and Replacement | - | - | - | - | - | - | - |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | |
| Local | | | | | | | |
| Financing- Prop C 40% Bonds | 42.7 | 27.1% | 41.2 | 1.5 | - | - | - |
| Subtotal Prop. A & C | 42.7 | 27.1% | 41.2 | 1.5 | - | - | - |
| Subtot Local (%'s incl.Prop. A & C) | - | 27.1% | - | - | - | - | - |
| State | | | | | | | |
| Regional Improvement Prog Funds (RIP)-Tra | 25.0 | | 25.0 | - | - | - | - |
| Subtotal State | 25.0 | 15.8% | 25.0 | - | - | - | - |
| Federal | | | | | | | |
| Section 5309 - New Starts | 71.3 | | 71.3 | - | - | - | - |
| CMAQ - Transit | 18.7 | | 18.7 | - | - | - | - |
| Subtotal Federal | 90.1 | 57.1% | 90.1 | - | - | - | - |
| Total Revenues | 115.1 | 100.0% | 115.1 | - | - | - | - |
| Total Surplus/(Shortfall) | (42.7) | - | (41.2) | (1.5) | - | - | - |
| Metro Prop A/C or Financing Needed | 42.7 | - | 41.2 | 1.5 | - | - | - |

Notes:

1. Rail construction was suspended. Project was replaced by the Gold Line Eastside Extension.
2. Project Total column includes prior years.

LACMTA Financial Forecasting Model

Red Line - Segment-2B to Hollywood / Vine

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 2 | Start Yr | 1989 | | | | |
|--|----------------|---------------|----------------|---------------|---------------|---------------|---------------|
| Revenue Operations Fiscal Year (ROD) | 1999 | Dur (Yr) | 10 | | | | |
| (\$ In millions) | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
| ROD = June 1999 | | | | | | | |
| PROJECT COSTS | | | | | | | |
| Total Project Costs | 1,494.8 | - | 1,481.7 | 13.1 | - | - | - |
| Project Budget (Inflation Included) | 1,494.8 | - | 1,481.7 | 13.1 | - | - | - |
| Total Capital Costs Inflated | 1,494.8 | - | 1,481.7 | 13.1 | - | - | - |
| Rehabilitation and Replacement | 1,299.4 | - | | | 268.6 | 409.9 | 620.9 |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | |
| Local | | | | | | | |
| Prop. A - Direct | 12.3 | 0.8% | 12.3 | - | - | - | - |
| Prop. C - Direct | 50.1 | 3.4% | 50.1 | - | - | - | - |
| Financing - Prop C 40% Bonds | 530.8 | 35.5% | 524.9 | 6.0 | - | - | - |
| Subtotal Prop. A & C | 593.3 | 40.2% | 587.3 | 6.0 | - | - | - |
| Other Local | | | | | | | |
| Local Agency Funds | 4.4 | 0.3% | 4.4 | - | - | - | - |
| LA City Funds | 78.8 | 5.3% | 78.8 | - | - | - | - |
| Subtotal Local (incl A & C %, not \$'s) | 83.2 | 45.7% | 83.2 | - | - | - | - |
| State | | | | | | | |
| Guideway - Art XIX | 133.0 | 8.9% | 133.0 | - | - | - | - |
| Regional Improvement Funds - Transit | 38.4 | 2.6% | 38.4 | - | - | - | - |
| Subtotal State | 171.4 | 11.5% | 171.4 | - | - | - | - |
| Federal | | | | | | | |
| Section 5309 - New Starts | 639.7 | 42.8% | 639.7 | - | - | - | - |
| Subtotal Federal | 639.7 | 42.8% | 639.7 | - | - | - | - |
| Total Revenues | 1,487.6 | 100.0% | 1,481.7 | 6.0 | - | - | - |
| Total Surplus/(Shortfall) | (7.1) | - | 0.0 | (7.2) | - | - | - |
| Metro Prop A/C or Financing Needed | 7.1 | - | (0.0) | 7.2 | - | - | - |

Notes:

1. Project costs per Construction Cash Flow, 5/11/04.
2. Project Total column includes prior years.
3. Includes station enhancements.
4. Rehab & Replacement is reflected on the Rehab & Replacement page.
5. FIS 809081.

LACMTA Financial Forecasting Model

Red Line - Segment-3 - North Hollywood

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 3 | Start Yr | 1993 | | | | |
|--|----------------|---------------|----------------|--------------|--------------|--------------|--------------|
| Revenue Operations Fiscal Year (ROD) | 2000 | Dur (Yr) | 7 | | | | |
| (\$ in millions) | Project | | Prior | Years | Years | Years | Years |
| ROD = June 24, 2000 | Total | Alloc % | to Plan | '05-'09 | '10-'19 | '20-'29 | '30-'40 |
| PROJECT COSTS | | | | | | | |
| Construction Management Reserve | - | - | - | - | - | - | - |
| Total Project Costs | 1,314.7 | - | 1,300.8 | 13.9 | - | - | - |
| Right of Way (ROW) | - | - | - | - | - | - | - |
| Project Budget (Inflation Included) | 1,314.7 | - | 1,300.8 | 13.9 | - | - | - |
| Total Capital Costs Inflated | 1,314.7 | - | 1,300.8 | 13.9 | - | - | - |
| Rehabilitation and Replacement | 765.7 | - | | - | 131.1 | 255.3 | 379.2 |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | |
| Local | | | | | | | |
| Prop. A - Direct | - | | | - | - | - | - |
| Prop. C - Direct | - | | | - | - | - | - |
| Financing - Prop C 40% Bonds | 47.9 | 3.6% | 35.6 | 12.3 | - | - | - |
| Subtotal Prop. A & C | 47.9 | 3.6% | 35.6 | 12.3 | - | - | - |
| Other Local | | | | | | | |
| Proposition C 25% | 1.9 | 0.1% | 1.9 | - | - | - | - |
| Proposition C 10% | 10.2 | 0.8% | 10.2 | - | - | - | - |
| LA City Funds | 89.5 | 6.8% | 89.5 | - | - | - | - |
| SB 1995 | 66.6 | 5.1% | 66.6 | - | - | - | - |
| Subtotal Other Local (% incl A & C) | 168.3 | 16.5% | 168.3 | - | - | - | - |
| State | | | | | | | |
| Proposition 116 | 57.7 | 4.4% | 57.7 | - | - | - | - |
| Guideway - TP&D/TCI | 20.9 | 1.6% | 20.9 | - | - | - | - |
| Other State Source/State TSM | 83.2 | 6.3% | 83.2 | - | - | - | - |
| Regional Improvement Prog Funds (RIP)-Transit | 174.3 | 13.3% | 174.3 | - | - | - | - |
| Subtotal State | 336.0 | 25.6% | 336.0 | - | - | - | - |
| Federal | | | | | | | |
| Section 5309 - New Starts | 681.0 | 51.8% | 680.4 | 0.7 | - | - | - |
| CMAQ - Transit | 80.6 | 6.1% | 80.6 | - | - | - | - |
| Subtotal Federal | 761.6 | 57.9% | 761.0 | 0.7 | - | - | - |
| Total Revenues | 1,313.8 | 100.0% | 1,300.9 | 13.0 | - | - | - |
| Total Surplus/(Shortfall) | (0.9) | - | 0.0 | (0.9) | - | - | - |
| Metro Prop A/C or Financing Needed | 48.8 | - | 35.5 | 13.2 | - | - | - |

LACMTA Financial Forecasting Model

Regional Connector

2009 L RTP Baseline 10/22/09

| (\$ in millions) | Project | Alloc % | Prior | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|----------------|---------------|---------|------------|------------|------------|------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|
| Rev. Operations Date (ROD) 6/30/2019 | Total | | to Plan | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Total incl ROW, vehicles, yard, etc. | 1,073.0 | | | 0.2 | 2.0 | 3.8 | 7.9 | 32.0 | 73.8 | 106.5 | 244.9 | 226.3 | 169.7 | 176.0 | 28.5 | 1.5 |
| TOTAL CAPITAL COST (all Inclusive) | 1,073.0 | | | 0.2 | 2.0 | 3.8 | 7.9 | 32.0 | 73.8 | 106.5 | 244.9 | 226.3 | 169.7 | 176.0 | 28.5 | 1.5 |
| Rehabilitation and Replacement | 274.3 | | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Prop. A - Direct - not eligible | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop. C - Direct - not eligible | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | |
| Proposition C 25% - not eligible | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 10% - not eligible | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 40% - not eligible | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Measure R Sales Tax (\$160) | 160.0 | 14.9% | | - | - | - | - | - | - | - | - | 95.9 | 48.9 | 15.2 | - | - |
| Lease Revenues | 0.2 | 0.0% | | 0.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| LONP Reimbursement Fund 3562 | 195.7 | 18.2% | | - | - | 3.8 | 7.9 | 31.0 | 15.8 | 48.3 | 14.5 | - | 34.0 | 40.1 | - | 0.4 |
| Local Agency Funds (3% of costs) | 32.2 | 3.0% | | - | - | - | - | 1.0 | 2.2 | 3.2 | 7.2 | 6.7 | 4.9 | 5.1 | 0.9 | 1.0 |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 388.1 | 36.2% | | 0.2 | - | 3.8 | 7.9 | 32.0 | 18.0 | 51.5 | 21.7 | 102.6 | 87.8 | 60.4 | 0.9 | 1.4 |
| State | | | | | | | | | | | | | | | | |
| High Speed Rail Bonds voted 11-4-08 (\$114.9) | 114.9 | 10.7% | | - | - | - | - | - | - | - | 102.2 | 12.7 | - | - | - | - |
| Regional Improvement Funds - Transit | 2.0 | 0.2% | | - | 2.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 116.9 | 10.9% | | - | 2.0 | - | - | - | - | - | 102.2 | 12.7 | - | - | - | - |
| Federal | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | 536.5 | 50.0% | | - | - | - | - | - | 55.8 | 55.0 | 121.0 | 111.0 | 82.0 | 86.7 | 25.0 | - |
| CMAQ - Transit | 31.5 | 2.9% | | - | - | - | - | - | - | - | - | - | - | 28.9 | 2.6 | 0.1 |
| Subtotal Federal | 568.0 | 52.9% | | - | - | - | - | - | 55.8 | 55.0 | 121.0 | 111.0 | 82.0 | 115.6 | 27.6 | 0.1 |
| Total Revenues | 1,073.0 | 100.0% | | 0.2 | 2.0 | 3.8 | 7.9 | 32.0 | 73.8 | 106.5 | 244.9 | 226.3 | 169.8 | 176.0 | 28.5 | 1.5 |
| Total Surplus/(Shortfall) | 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. FIS #400228.
2. Measure R = \$160 (FY14-16 to FY 23-25).
3. Unescalated cost = \$936.
4. Measure R FIS 460228.

2009 #
 Ver. 1
 3/24/10 → \$ 1.25 B
 Ver. 2 # 1.36 B

LACMTA Financial Forecasting Model

San Fernando Valley I-405 Transit

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | | 6 | Start Yr | 2033 | | | | | | | | | |
|--|----------------|---------------|----------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|----------|
| Revenue Operations FY for R & R calc | | 2040 | Dur (Yr) | 7 | | | | | | | | | |
| (\$ in millions) | Project | | Prior | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
| Rev. Ops. Date 6/30/2039 | Total | Alloc % | to Plan | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| PROJECT COSTS | | | | | | | | | | | | | |
| Total Incl ROW, vehicles, yard, etc. | - | | | | | | | | | | | | |
| Total Capital Costs (all inclusive) | 2,468.0 | | | 11.1 | 64.7 | 45.6 | 144.3 | 278.5 | 436.8 | 450.3 | 718.0 | 318.8 | - |
| Rehabilitation and Replacement | - | | | | | | | | | | | | |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Prop. A - Direct | - | | | - | - | - | - | - | - | - | - | - | - |
| Prop. C - Direct | - | | | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | - | | | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | |
| Proposition C 25% | - | 0.0% | | - | - | - | - | - | - | - | - | - | - |
| Measure R Sales Tax | 1,329.6 | 53.9% | | | 51.2 | 24.1 | 4.9 | 113.0 | 242.1 | 273.8 | 511.4 | 109.2 | |
| Local Agency Funds (3% of costs) | 73.7 | 3.0% | | - | 1.9 | 1.4 | 4.3 | 8.4 | 13.1 | 13.5 | 21.5 | 9.6 | - |
| Subtotal Local (Incl. Prop. A & C %, not \$'s) | 1,403.3 | 56.9% | | - | 53.1 | 25.5 | 9.2 | 121.4 | 255.2 | 287.3 | 532.9 | 118.8 | - |
| State | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP)-Transit | 255.6 | 10.4% | | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 11.6 | | | | - |
| Subtotal State | 255.6 | 10.4% | | 11.1 | 11.6 | 20.1 | 135.1 | 66.1 | 11.6 | - | - | - | - |
| Federal | | | | | | | | | | | | | |
| Section 5309 - New Starts | 809.1 | 32.8% | | - | - | - | - | 91.0 | 170.0 | 163.0 | 185.1 | 200.0 | - |
| CMAQ - Transit | - | 0.0% | | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 809.1 | 32.8% | | - | - | - | - | 91.0 | 170.0 | 163.0 | 185.1 | 200.0 | - |
| Total Revenues | 2,468.0 | 100.0% | | 11.1 | 64.7 | 45.6 | 144.3 | 278.5 | 436.8 | 450.3 | 718.0 | 318.8 | - |
| Total Surplus/(Shortfall) | - | | | - | - | - | - | - | - | - | - | - | - |

Notes:

1. Project Total includes prior years.
2. Measure R = \$1,000 plus escalation (FY 30-32 to FY38-39).

LACMTA Financial Forecasting Model
San Fernando North-South - Canoga
2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | | 8 | Start Yr | 2010 | | | | | | | | | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|------------|------------|
| Revenue Operations FY for R & R calc | | 2014 | Dur (Yr) | 4 | | | | | | | | | | | | | |
| (\$ in millions) | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2005 2006 | 2006 2007 | 2007 2008 | 2008 2009 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Construction - Orange Line Canoga Extension | 221.2 | | | 9.0 | 212.2 | - | - | 0.5 | 0.3 | 3.8 | 4.4 | 36.5 | 57.5 | 68.2 | 44.8 | 5.2 | - |
| Total Capital Costs Inflated | 221.2 | | | 9.0 | 212.2 | - | - | 0.5 | 0.3 | 3.8 | 4.4 | 36.5 | 57.5 | 68.2 | 44.8 | 5.2 | - |
| Rehabilitation and Replacement | 100.0 | | | - | 0.0 | 25.1 | 74.9 | - | - | - | - | - | - | - | - | - | - |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Prop. A - Direct | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop. C - Direct | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Financings | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | | |
| Proposition C 25% | 73.8 | 33.4% | | - | 73.8 | - | - | - | - | - | - | 14.7 | 34.1 | 22.4 | 2.6 | | |
| Measure R Sales Tax (not needed) (FIS 465513) | 0.1 | 0.0% | | - | 0.1 | - | - | - | - | - | 0.1 | | | | | | |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 73.9 | 33.4% | | - | 73.9 | - | - | - | - | - | 0.1 | 14.7 | 34.1 | 22.4 | 2.6 | - | - |
| State | | | | | | | | | | | | | | | | | |
| Prop 1B SLPP | 73.8 | 33.4% | | - | 73.8 | - | - | - | - | - | - | 14.7 | 34.1 | 22.4 | 2.6 | | |
| Prop 1B Transit Modernization | 68.0 | 30.7% | | 3.5 | 64.5 | - | - | - | - | - | 3.5 | 36.4 | 28.1 | | | | |
| Traffic Congestion Relief Program (TCRP) | 5.5 | 2.5% | | 5.5 | - | - | - | 0.5 | 0.3 | 3.8 | 0.9 | | | | | | |
| Subtotal State | 147.3 | 66.6% | | 9.0 | 138.3 | - | - | 0.5 | 0.3 | 3.8 | 4.4 | 36.4 | 42.8 | 34.1 | 22.4 | 2.6 | - |
| Total Revenues | 221.2 | 100.0% | | 9.0 | 212.2 | - | - | 0.5 | 0.3 | 3.8 | 4.4 | 36.5 | 57.5 | 68.2 | 44.8 | 5.2 | - |
| Total Surplus/(Shortfall) | 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. 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. Measure R FIS 465513.

LACMTA Financial Forecasting Model

West Santa Ana Branch

2009 L RTP Baseline 10/22/09

| Rehab & Replacement Project Type | | Start Yr | 2022 | | | | | | | | | | | | | | |
|--|--------------|---------------|----------|------------|--------------|----------|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|------|
| Revenue Operations Fiscal Year (ROD) | | 2028 | Dur (Yr) | 6 | | | | | | | | | | | | | |
| (\$ in millions) | Project | | Prior | Years | Years | Years | 2009 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| Revenue Operations Date 6/30/2027 | Total | Alloc % | to Plan | '10-'19 | '20-'29 | '30-'40 | 2010 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 385.0 | | | 1.1 | 383.9 | - | 1.1 | 7.3 | 11.3 | 12.4 | 18.5 | 48.1 | 52.2 | 41.1 | 117.1 | 75.9 | |
| Subtotal Project Costs | 385.0 | | | 1.1 | 383.9 | - | 1.1 | 7.3 | 11.3 | 12.4 | 18.5 | 48.1 | 52.2 | 41.1 | 117.1 | 75.9 | |
| Environmental/Planning | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| TOTAL COSTS | 385.0 | | | 1.1 | 383.9 | - | 1.1 | 7.3 | 11.3 | 12.4 | 18.5 | 48.1 | 52.2 | 41.1 | 117.1 | 75.9 | |
| Rehabilitation and Replacement | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Prop. A Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Prop. C 40% Direct Cash | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Prop. A & C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | | |
| Local Agency Funds (3% of costs) | 11.6 | 3.0% | | - | 11.6 | - | - | 0.3 | 0.3 | 0.4 | 0.6 | 1.4 | 1.6 | 1.2 | 3.5 | 2.3 | |
| LONP Reimbursement Fund 3562 | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Proposition C 25% | 1.1 | 0.3% | - | 1.1 | - | - | 1.1 | - | - | - | - | - | - | - | - | - | |
| Measure R Sales Tax (FIS 460201) | 372.3 | 96.7% | - | - | 372.3 | - | - | 7.0 | 11.0 | 12.0 | 17.9 | 46.7 | 50.6 | 39.9 | 113.6 | 73.7 | |
| Subtotal Other Local | 385.0 | 100.0% | - | 1.1 | 383.9 | - | 1.1 | 7.3 | 11.3 | 12.4 | 18.5 | 48.1 | 52.2 | 41.1 | 117.1 | 75.9 | |
| State | | | | | | | | | | | | | | | | | |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| CMAQ - Transit | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| RSTP - Transit | - | 0.0% | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Federal | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total Revenues | 385.0 | 100.0% | - | 1.1 | 383.9 | - | 1.1 | 7.3 | 11.3 | 12.4 | 18.5 | 48.1 | 52.2 | 41.1 | 117.1 | 75.9 | |
| 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 = \$240 plus escalation (FY 15-17 to FY25-27). FIS 460201.
2. It is assumed that the project will receive a \$264 M R Highway Subfund transfer.
3. After such transfer, total cost will be \$649 M.

LACMTA Financial Forecasting Model

Subway Extension to Westwood - Segment 1

2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 1 | Start Yr | 2013 | | | | | | | | | | | | | | |
|--|----------------|---------------|------------|------------|------------|------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------|
| Revenue Operations FY for R&R calc | 2020 | Dur (Yr) | 7 | | | | | | | | | | | | | | |
| (\$ in millions) | Project | Alloc % | Prior | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| Rev. Operations Date (ROD) 6/30/2019 | Total | | to Plan | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | |
| PROJECT COSTS (all inclusive) | | | | | | | | | | | | | | | | | |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 1,928.6 | - | | | | | | 42.7 | 107.0 | 269.8 | 238.8 | 314.6 | 397.2 | 302.3 | 244.4 | 11.9 | |
| Environmental/Planning | 21.3 | - | | 0.2 | 3.5 | 5.4 | 12.2 | | | | | | | | | | |
| TOTAL CAPITAL COST (all inclusive) | 1,950.0 | | - | 0.2 | 3.5 | 5.4 | 12.2 | 42.7 | 107.0 | 269.8 | 238.8 | 314.6 | 397.2 | 302.3 | 244.4 | 11.9 | |
| Rehabilitation and Replacement | 538.9 | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Prop. A - Direct (not eligible) | - | | | | | | | | | | | | | | | | |
| Prop. C - Direct (not eligible) | - | | | | | | | | | | | | | | | | |
| Subtotal Prop. A & C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | | |
| LONP Reimbursement (fund 3562) | 56.4 | 2.9% | | | | | 12.2 | 41.4 | 2.8 | | | | | | | | |
| LTF General Revenues | 2.4 | 0.1% | | | 2.4 | | | | | | | | | | | | |
| Local Agency Funds (3% of costs) | 46.9 | 2.4% | | | | | | 1.3 | 2.8 | 5.8 | 4.6 | 6.3 | 9.1 | 8.8 | 7.3 | 1.0 | |
| TDA Article 4 | 3.8 | 0.2% | | 0.2 | 0.6 | 3.0 | - | - | - | - | - | - | - | - | - | - | |
| Measure R Sales Tax (FIS 465518) | 863.5 | 44.3% | | | | | | | 46.5 | 114.0 | 114.2 | 148.3 | 188.1 | 143.4 | 103.1 | 5.9 | |
| Subtotal Other Local (% incl A & C) | 973.0 | 49.9% | - | 0.2 | 0.6 | 5.4 | 12.2 | 42.7 | 52.1 | 119.8 | 118.8 | 154.6 | 197.2 | 152.2 | 110.4 | 6.8 | |
| State | | | | | | | | | | | | | | | | | |
| Regional Improvement Funds - Transit | 2.9 | 0.1% | | - | 2.9 | | | | | | | | | | | | |
| Subtotal State | 2.9 | 0.1% | - | - | 2.9 | - | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | 974.1 | 50.0% | | | | | | | 55.0 | 150.0 | 120.0 | 160.0 | 200.0 | 150.0 | 134.0 | 5.1 | |
| CMAQ - Transit | - | 0.0% | | | | | | | | | | | | | | | |
| Subtotal Federal | 974.1 | 50.0% | - | - | - | - | - | - | 55.0 | 150.0 | 120.0 | 160.0 | 200.0 | 150.0 | 134.0 | 5.1 | |
| Total Revenues | 1,950.0 | 100.0% | 0.0 | 0.2 | 3.5 | 5.4 | 12.2 | 42.7 | 107.1 | 269.8 | 238.8 | 314.6 | 397.2 | 302.2 | 244.4 | 11.9 | |
| Total Surplus/(Shortfall) | 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 = \$4,074 for all segments plus escalation (FY13-36).
2. To be completed in segments.
3. Wilshire/Western to Wilshire/Fairfax (3.07 miles).
4. Unescalated cost = \$1,721.
5. Planning FIS 405518, Measure R FIS 465518.

LACMTA Financial Forecasting Model
Subway Extension to Westwood - Segment 2
2009 L RTP Baseline 10/22/09

| Rehab & Replacement Project Type | 1 | Start Yr | 2019 | | | | | | | | | | | | | | | | |
|--|----------------|---------------|-------------|----------------|------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|--|
| Revenue Operations FY for R&R calc | 2027 | Dur (Yr) | 8 | | | | | | | | | | | | | | | | |
| (\$ in millions) | Project | | Years | Years | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| Rev. Operations Date (ROD) 6/30/2026 | Total | Alloc % | '10-'19 | '20-'29 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | | | |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 2,450.0 | - | 90.3 | 2,359.6 | 6.9 | 38.1 | 45.3 | 268.6 | 405.4 | 178.6 | 279.8 | 369.4 | 306.7 | 440.1 | 103.2 | 7.8 | - | | |
| Environmental/Planning included in Segment 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| TOTAL CAPITAL COST (all inclusive) | 2,450.0 | | 90.3 | 2,359.6 | 6.9 | 38.1 | 45.3 | 268.6 | 405.4 | 178.6 | 279.8 | 369.4 | 306.7 | 440.1 | 103.2 | 7.8 | - | | |
| Rehabilitation and Replacement | 331.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Prop. A - Direct (not eligible) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Prop. C - Direct (not eligible) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Subtotal Prop. A & C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Other Local | | | | | | | | | | | | | | | | | | | |
| LONP Reimburse (fund 3562) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Local Agency Funds (3% of costs) | 73.5 | 3.0% | 2.7 | 70.8 | 0.2 | 1.1 | 1.4 | 8.0 | 12.2 | 5.4 | 8.4 | 11.1 | 9.2 | 13.2 | 3.1 | 0.2 | - | | |
| TDA Article 4 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Measure R Sales Tax | 1,644.9 | 67.1% | - | 1,644.9 | - | - | - | 206.6 | 344.3 | 83.2 | 171.4 | 253.3 | 192.5 | 320.9 | 65.1 | 7.6 | - | | |
| Measure R Bond Financing | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Subtotal Other Local (% incl A & C) | 1,718.4 | 70.1% | 2.7 | 1,715.7 | 0.2 | 1.1 | 1.4 | 214.6 | 356.5 | 88.6 | 179.8 | 264.4 | 201.7 | 334.1 | 68.2 | 7.8 | - | | |
| State | | | | | | | | | | | | | | | | | | | |
| Regional Improvement Funds - Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Federal | | | | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | 731.6 | 29.9% | 87.6 | 644.0 | 6.7 | 37.0 | 43.9 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | | |
| Section 5309 - Fixed Guideway Mod. | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| CMAQ - Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | |
| Subtotal Federal | 731.6 | 29.9% | 87.6 | 644.0 | 6.7 | 37.0 | 43.9 | 54.0 | 49.0 | 90.0 | 100.0 | 105.0 | 105.0 | 106.0 | 35.0 | - | - | | |
| Total Revenues | 2,450.0 | 100.0% | 90.3 | 2,359.6 | 6.9 | 38.1 | 45.3 | 268.6 | 405.4 | 178.6 | 279.8 | 369.4 | 306.7 | 440.1 | 103.2 | 7.8 | 0.0 | | |
| Total Surplus/(Shortfall) | 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 | 0.0 | |

- NOTES:**
1. Wilshire/Fairfax to Century City (3.37 miles).
2. Unescalated cost = \$1,661.

LACMTA Financial Forecasting Model
Subway Extension to Westwood - Segment 3
2009 LRTP Baseline 10/22/09

| Rehab & Replacement Project Type | 1 | Start Yr | 2028 | | | | | | | | | | | | | | | |
|--|----------------|---------------|------------|------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|------------|--|
| Revenue Operations FY for R&R calc | 2037 | Dur (Yr) | 9 | | | | | | | | | | | | | | | |
| (\$ in millions) | Project | Alloc % | Prior | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | |
| Rev. Operations Date (ROD) 6/30/2036 | Total | | to Plan | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | | |
| Total Capital Costs incl ROW, vehicles, yard, etc. | 1,615.0 | - | | 5.2 | 24.2 | 29.1 | 52.3 | 57.5 | 108.3 | 146.0 | 159.2 | 392.1 | 143.8 | 263.7 | 167.4 | 60.5 | 5.7 | |
| Environmental/Planning included in Segment 1 | - | - | | | | | | | | | | | | | | | | |
| TOTAL CAPITAL COST (all Inclusive) | 1,615.0 | | - | 5.2 | 24.2 | 29.1 | 52.3 | 57.5 | 108.3 | 146.0 | 159.2 | 392.1 | 143.8 | 263.7 | 167.4 | 60.5 | 5.7 | |
| REHABILITATION and Replacement | | | | | | | | | | | | | | | | | | |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | |
| Prop. A - Direct (not eligible) | - | | | | | | | | | | | | | | | | | |
| Prop. C - Direct (not eligible) | - | | | | | | | | | | | | | | | | | |
| Subtotal Prop. A & C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | | | | |
| Local Agency Funds (3% of costs) | 48.5 | 3.0% | | 0.2 | 0.7 | 0.9 | 1.6 | 1.7 | 3.2 | 4.4 | 4.8 | 11.8 | 4.3 | 7.9 | 5.0 | 1.8 | 0.2 | |
| TDA Article 4 | - | 0.0% | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 1,566.5 | 97.0% | | 5.0 | 23.5 | 28.2 | 50.7 | 55.8 | 105.1 | 141.6 | 154.4 | 380.3 | 139.5 | 255.8 | 162.4 | 58.7 | 5.5 | |
| Subtotal Other Local (% incl A & C) | 1,615.0 | 100.0% | - | 5.2 | 24.2 | 29.1 | 52.3 | 57.5 | 108.3 | 146.0 | 159.2 | 392.1 | 143.8 | 263.7 | 167.4 | 60.5 | 5.7 | |
| State | | | | | | | | | | | | | | | | | | |
| Regional Improvement Funds - Transit | - | 0.0% | | | | | | | | | | | | | | | | |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | | |
| Section 5309 - New Starts | - | 0.0% | | | | | | | | | | | | | | | | |
| Section 5309 - Fixed Guideway Mod. | - | 0.0% | | | | | | | | | | | | | | | | |
| CMAQ - Transit | - | 0.0% | | | | | | | | | | | | | | | | |
| Subtotal Federal | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total Revenues | 1,615.0 | 100.0% | 0.0 | 5.2 | 24.2 | 29.1 | 52.3 | 57.5 | 108.3 | 146.0 | 159.2 | 392.1 | 143.8 | 263.7 | 167.4 | 60.5 | 5.7 | |
| Total Surplus/(Shortfall) | 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. Century City to Westwood (2.34 miles).
2. Unescalated cost = \$823.

LACMTA Financial Forecasting Model

Contingency for Rail Yards and Rail Cars

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Project Total | Alloc % | Years '05-'09 | 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 |
|--|---------------|---------------|---------------|---------------|---------------|---------------|--------------|-------------|-------------|-----------|-----------|-----------|-----------|-----------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| \$225 Rail Yards | 225.0 | - | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Capital Costs | 225.0 | - | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - | - | - | - | - |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Prop. A - Direct (PA 35% Bonds) | 225.0 | 100.0% | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - | - | - | - | - |
| Prop. C - Direct (PC 40% Cash) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Financing | - | N/A | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | 225.0 | 100.0% | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Prop C 25% | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtot Other Local (% incl A & C) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | |
| High Speed Rail Bonds voted 11-4-08 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Improvement Funds - Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | |
| CMAQ - Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP - Transit | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 225.0 | 100.0% | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - | - | - | - | - |
| Total Surplus/(Shortfall) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Prop A Financing | 225.0 | 100.0% | - | 225.0 | - | - | 105.0 | 60.0 | 60.0 | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model

LA Rail Cars (Light Rail)

2009 LRTP Baseline 10/22/09

| | Project Total | Alloc % | Prior Years | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2004 2005 | 2005 2006 | 2006 2007 | 2007 2008 | 2008 2009 |
|---|------------------|---------------|----------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| LA Rail Cars | 215.3 | - | 212.2 | 3.1 | - | - | - | 3.1 | - | - | - | - |
| Total Capital Costs Inflated | 215.3 | - | 212.2 | 3.1 | - | - | - | 3.1 | - | - | - | - |
| Rehabilitation and Replacement | - | - | - | - | - | - | - | - | - | - | - | - |
| PROJECT REVENUES (FOR CAPITAL COSTS ONLY) | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Prop. A or C - Direct | 11.3 | | 8.2 | 3.1 | - | - | - | 3.1 | - | - | - | - |
| Subtotal Prop. A & C | 11.3 | | 8.2 | 3.1 | - | - | - | 3.1 | - | - | - | - |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 11.3 | 64.0% | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | |
| Prop. 116 | 16.4 | 7.6% | 16.4 | - | - | - | - | - | - | - | - | - |
| Regional Improvement Funds | 55.1 | 25.6% | 55.1 | - | - | - | - | - | - | - | - | - |
| Subtotal State | 71.5 | 33.2% | 71.5 | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | |
| RSTP - Transit | 6.1 | 2.8% | 6.1 | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 6.1 | 2.8% | 6.1 | - | - | - | - | - | - | - | - | - |
| Total Revenues | 88.9 | 100.0% | 77.6 | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (126.4) | - | (134.6) | (3.1) | - | - | - | (3.1) | - | - | - | - |
| Metro Prop C 40% Financing | 137.7 | - | 134.6 | 3.1 | - | - | - | 3.1 | - | - | - | - |

NOTES:

1. P2000 L.A. Car Light Rail Vehicles.
2. Project Total column includes prior years

LACMTA Financial Forecasting Model
Lankershim Depot Restoration
2009 LRTP Baseline 10/22/09

| | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2004 2005 | 2005 2006 | 2006 2007 | 2007 2008 | 2008 2009 | 2009 2010 |
|---|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Cost | 4.3 | 3.2 | 1.1 | - | - | | | | 0.3 | 2.9 | 1.1 |
| Total Cost | 4.3 | 3.2 | 1.1 | - | - | - | - | - | 0.3 | 2.9 | 1.1 |
| PROJECT REVENUES | | | | | | | | | | | |
| Other Local | | | | | | | | | | | |
| L.A. City Funds | 1.1 | - | 1.1 | - | - | | | | | | 1.1 |
| Prop C 10% | 3.2 | 3.2 | - | - | - | | | | 0.3 | 2.9 | |
| Subtotal Local (Incl. Prop. A & C %, not \$'s) | 4.3 | 3.2 | 1.1 | - | - | - | - | - | 0.3 | 2.9 | 1.1 |
| Total Revenues | 4.3 | 3.2 | 1.1 | - | - | - | - | - | 0.3 | 2.9 | 1.1 |
| Total Surplus/(Shortfall) | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Metro Prop A/C or Financing | 0.0 | - | - | - | - | - | - | - | - | - | - |

NOTES:

FIS 800118.

LACMTA Financial Forecasting Model

Other Rail Costs

2009 LRTP Baseline 10/22/09

| | Plan Total | Years '05-'09 | 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 |
|---|----------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Crenshaw Phase I Enhancements (405512) | 10.2 | 10.2 | - | - | - | | | | | | | | | | |
| Red Line Anti-Terrorism | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Green Line incl. Maint. of Way Facility | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Orange Line Canoga Station Park & Ride (800117) | 23.4 | 23.4 | - | - | - | | | | | | | | | | |
| Transit Centers and Park and Ride lots | 62.0 | - | 62.0 | - | - | | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | |
| Eastside LRT Enhancements (800288) | 51.4 | 36.8 | 14.6 | - | - | 14.6 | | | | | | | | | |
| Westlake/MacArthur Park Joint Dev (401001) | 4.1 | - | 4.1 | - | - | 4.1 | - | | | | | | | | |
| Sustainability Projects (45000x) | 1.6 | - | 1.6 | - | - | 1.6 | | | | | | | | | |
| Gold Line Maintenance Facility Improvements | 2.1 | 2.1 | - | - | - | | | | | | | | | | |
| Gold Line Traction Power (205034) | 5.5 | 5.5 | - | - | - | | | | | | | | | | |
| Red Line Improvements & Mitigation | 79.3 | - | - | 79.3 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | 239.5 | 78.0 | 82.3 | 79.3 | - | 20.3 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - |
| Systemwide | 66.4 | 66.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Capital Costs Inflated | 305.9 | 144.3 | 82.3 | 79.3 | - | 20.3 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Prop. A 35% | 1.4 | - | 1.4 | - | - | 1.4 | - | - | - | - | - | - | - | - | - |
| Prop. C 40% | 22.4 | 10.9 | 11.5 | - | - | 11.5 | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | 23.8 | 10.9 | 12.8 | - | - | 12.8 | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | |
| L.A. City Funds | 1.8 | 1.8 | - | - | - | | | | | | | | | | |
| Prop C 10% | 93.6 | 25.0 | 68.5 | - | - | 6.5 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - |
| Prop C 25% | 13.7 | 13.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 109.0 | 40.5 | 68.5 | - | - | 6.5 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - |
| State | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 0.3 | 0.3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 24.1 | 24.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 24.4 | 24.4 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | |
| Section 5309 Bus and Bus-Related Facilities | 1.4 | 1.4 | - | - | - | | | | | | | | | | |
| CMAQ - Transit | 7.1 | 7.1 | - | - | - | | | | | | | | | | |
| Subtotal Federal | 8.5 | 8.5 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 165.7 | 84.4 | 81.4 | - | - | 19.4 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 3.0 | 3.0 | 1.0 | - |
| Total Surplus/(Shortfall) | (140.2) | (60.0) | (0.9) | (79.3) | - | (0.9) | - | - | - | - | - | - | - | - | - |
| Metro Prop A/C or Financing | 163.9 | 70.9 | 13.7 | 79.3 | - | 13.7 | - | - | - | - | - | - | - | - | - |

NOTES:

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

LACMTA Financial Forecasting Model

Other Rail Costs

2009 LRTP Baseline 10/22/09

| | Plan | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|---|----------------|------------|----------|----------|---------------|---------------|---------------|---------------|----------|----------|----------|----------|
| | Total | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| PROJECT COSTS | | | | | | | | | | | | |
| Crenshaw Phase I Enhancements (405512) | 10.2 | | | | | | | | | | | |
| Red Line Anti-Terrorism | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Green Line incl. Maint. of Way Facility | - | - | - | - | - | - | - | - | - | - | - | - |
| Orange Line Canoga Station Park & Ride (800117) | 23.4 | | | | | | | | | | | |
| Transit Centers and Park and Ride lots | 62.0 | | | | | | | | | | | |
| Eastside LRT Enhancements (800288) | 51.4 | | | | | | | | | | | |
| Westlake/MacArthur Park Joint Dev (401001) | 4.1 | | | | | | | | | | | |
| Sustainability Projects (45000x) | 1.6 | | | | | | | | | | | |
| Gold Line Maintenance Facility Improvements | 2.1 | | | | | | | | | | | |
| Gold Line Traction Power (205034) | 5.5 | | | | | | | | | | | |
| Red Line Improvements & Mitigation | 79.3 | | | | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - |
| Subtotal | 239.5 | 0.0 | - | - | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - |
| Systemwide | 66.4 | - | - | - | - | - | - | - | - | - | - | - |
| Total Capital Costs Inflated | 305.9 | - | - | - | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Prop. A 35% | 1.4 | - | - | - | - | - | - | - | - | - | - | - |
| Prop. C 40% | 22.4 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | 23.8 | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | |
| L.A. City Funds | 1.8 | | | | | | | | | | | |
| Prop C 10% | 93.6 | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 25% | 13.7 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 109.0 | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 0.3 | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 24.1 | | | | | | | | | | | |
| Subtotal State | 24.4 | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | |
| Section 5309 Bus and Bus-Related Facilities | 1.4 | | | | | | | | | | | |
| CMAQ - Transit | 7.1 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 8.5 | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 165.7 | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (140.2) | - | - | - | (19.8) | (19.8) | (19.8) | (19.8) | - | - | - | - |
| Metro Prop A/C or Financing | 163.9 | - | - | - | 19.8 | 19.8 | 19.8 | 19.8 | - | - | - | - |

NOTES:

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

LACMTA Financial Forecasting Model

Pacific Surfliner (AMTRAK)

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Project Total | Alloc % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|---|------------------|---------------|------------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | | | |
| Subtotal Construction Costs | 85.8 | - | 12.4 | 73.4 | - | - | - |
| Right of Way (ROW) | - | - | - | - | - | - | - |
| Total Costs | 85.8 | - | 12.4 | 73.4 | - | - | - |
| Total Capital Costs | 85.8 | - | 12.4 | 73.4 | - | - | - |
| Rehabilitation and Replacement | - | - | - | - | - | - | - |
| PROJECT REVENUES (For Capital Costs Only) | | | | | | | |
| Other Local | | | | | | | |
| Local Contribution | 67.0 | - | - | 67.0 | - | - | - |
| Subtotal Local (Including Prop. A & C %, not \$'s) | 67.0 | 78.1% | - | 67.0 | - | - | - |
| State | | | | | | | |
| Traffic Congestion Relief (TCRP) | 12.4 | - | 12.4 | - | - | - | - |
| Interregional Improvement Program (IIP) | 6.4 | - | - | 6.4 | - | - | - |
| Subtotal State | 18.8 | 21.9% | 12.4 | 6.4 | - | - | - |
| Total Revenues | 85.8 | 100.0% | 12.4 | 73.4 | - | - | - |
| Total Surplus/(Shortfall) | - | - | - | - | - | - | - |
| MTA Prop. A/C or Financing Needed | - | - | - | - | - | - | - |

Notes:

1. TCRP Project #35, STIP PPNO 2002.
2. Project total column includes prior years.

LACMTA Financial Forecasting Model
Planning for Future Transit Projects
2009 LRTP Baseline 10/22/09

| | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 |
|---|-----------------------|--------------------------|--------------------------|--------------------------|--------------------------|----------------------|----------------------|----------------------|
| PROJECT COSTS | | | | | | | | |
| | - | - | - | - | - | | | |
| Planning for future projects | 0.2 | 0.2 | - | - | - | - | | |
| Planning for future projects | 25.3 | 0.3 | 25.0 | - | - | - | 15.0 | 10.0 |
| Total Cost | 25.5 | 0.5 | 25.0 | - | - | - | 15.0 | 10.0 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Prop. A - Direct | - | - | - | - | - | - | | |
| Prop. C - Direct | 0.2 | 0.2 | - | - | - | - | | |
| Subtotal Prop. A & C | 0.2 | 0.2 | - | - | - | - | - | - |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | - | - | - | - | - | - | - | - |
| State | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 0.3 | 0.3 | - | - | - | | | |
| Subtotal State | 0.3 | 0.3 | - | - | - | - | - | - |
| Total Revenues | 0.3 | 0.3 | - | - | - | - | - | - |
| Total Surplus/(Shortfall) | (25.2) | (0.2) | (25.0) | - | - | - | (15.0) | (10.0) |
| Metro Prop A/C or Financing | 25.2 | 0.2 | 25.0 | - | - | - | 15.0 | 10.0 |

NOTES:

LACMTA Financial Forecasting Model
Rail System Improvements

2009 LRTP Baseline 10/22/09

| | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Red Line - North Hollywood terminal | 94.2 | - | 94.2 | - | - | | | - | - | 22.5 | 23.2 | 23.9 | 24.6 | - | - |
| Red/Purple Line - Union Station upgrade Div 20 | 113.6 | - | 113.6 | - | - | 8.8 | 12.6 | 13.3 | 21.8 | 25.8 | 31.3 | - | - | - | - |
| Red/Purple Line - Train Control for 2.5 min trunk headways | 59.8 | - | 59.8 | - | - | | | - | - | - | 17.4 | 23.9 | 18.5 | - | - |
| Red/Purple Line - Traction Power to support headways | 94.2 | - | 94.2 | - | - | | | - | - | 22.5 | 23.2 | 23.9 | 24.6 | - | - |
| Red Line - Ventilation System - North Hollywood | 169.3 | - | 162.6 | 6.7 | - | | | - | - | 22.5 | 29.0 | 35.8 | 36.9 | 25.3 | 13.1 |
| Subtotal | 531.1 | - | 524.4 | 6.7 | - | 8.8 | 12.6 | 13.3 | 21.8 | 93.3 | 124.1 | 107.5 | 104.6 | 25.3 | 13.1 |
| Improvements TBD | 141.9 | - | - | - | 141.9 | | | | | | | | | | |
| Metro Rail ARRA Projects | 81.0 | - | 81.0 | - | - | 81.0 | | | | | | | | | |
| Total Capital Costs Inflated | 754.0 | - | 605.4 | 6.7 | 141.9 | 89.8 | 12.6 | 13.3 | 21.8 | 93.3 | 124.1 | 107.5 | 104.6 | 25.3 | 13.1 |
| Financing Interest Costs | 189.2 | - | 43.7 | 113.0 | 32.5 | - | - | - | - | - | 5.2 | 4.9 | 8.4 | 12.2 | 12.9 |
| Total Costs | 943.2 | - | 649.1 | 119.7 | 174.4 | 89.8 | 12.6 | 13.3 | 21.8 | 93.3 | 129.3 | 112.4 | 113.0 | 37.5 | 26.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | |
| Measure R 2% Cash | 755.5 | - | 154.2 | 250.2 | 351.1 | 8.8 | 12.6 | 13.3 | 14.2 | 15.3 | 16.3 | 17.2 | 18.0 | 18.9 | 19.7 |
| Subtotal Local (Incl. Prop. A & C %, not \$'s) | 755.5 | - | 463.4 | 117.7 | 174.4 | 8.8 | 12.6 | 13.3 | 14.2 | 15.3 | 120.6 | 104.1 | 113.0 | 37.5 | 24.0 |
| Federal | | | | | | | | | | | | | | | |
| CMAQ - Transit | 59.8 | - | 59.8 | - | - | - | - | - | 7.6 | 43.8 | - | 8.4 | - | - | - |
| ARRA | 81.0 | - | 81.0 | - | - | 81.0 | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 140.8 | - | 140.8 | - | - | 81.0 | - | - | 7.6 | 43.8 | - | 8.4 | - | - | - |
| Total Revenues | 896.3 | - | 604.2 | 117.7 | 174.4 | 89.8 | 12.6 | 13.3 | 21.8 | 59.1 | 120.6 | 112.4 | 113.0 | 37.5 | 24.0 |
| Total Surplus/(Shortfall) | (46.9) | - | (44.9) | (2.0) | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (34.1) | (8.8) | 0.0 | 0.0 | 0.0 | (2.0) |
| Metro Prop A/C Needed | 46.9 | - | 44.9 | 2.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) | 34.1 | 8.8 | (0.0) | (0.0) | (0.0) | 2.0 |

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

LACMTA Financial Forecasting Model

Rail System Improvements

2009 LRTP Baseline 10/22/09

| | Plan | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|---------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|------------|------------|
| | Total | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| PROJECT COSTS | | | | | | | | | | | | |
| Red Line - North Hollywood terminal | 94.2 | - | - | - | - | - | - | - | - | - | - | - |
| Red/Purple Line - Union Station upgrade Div 20 | 113.6 | - | - | - | - | - | - | - | - | - | - | - |
| Red/Purple Line - Train Control for 2.5 min trunk headways | 59.8 | - | - | - | - | - | - | - | - | - | - | - |
| Red/Purple Line - Traction Power to support headways | 94.2 | - | - | - | - | - | - | - | - | - | - | - |
| Red Line - Ventilation System - North Hollywood | 169.3 | 6.7 | - | - | - | - | - | - | - | - | - | - |
| Subtotal | 531.1 | 6.7 | - | - | - | - | - | - | - | - | - | - |
| Improvements TBD | 141.9 | | | | | | | | | | | |
| Metro Rail ARRA Projects | 81.0 | | | | | | | | | | | |
| Total Capital Costs Inflated | 754.0 | 6.7 | - | - | - | - | - | - | - | - | - | - |
| Financing Interest Costs | 189.2 | 13.1 | 13.0 | 12.7 | 12.3 | 11.8 | 11.3 | 10.7 | 10.1 | 9.4 | 8.6 | 7.8 |
| Total Costs | 943.2 | 19.8 | 13.0 | 12.7 | 12.3 | 11.8 | 11.3 | 10.7 | 10.1 | 9.4 | 8.6 | 7.8 |
| PROJECT REVENUES | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | |
| Measure R 2% Cash | 755.5 | 20.6 | 21.6 | 22.6 | 23.6 | 24.6 | 25.5 | 26.5 | 27.4 | 28.4 | 29.4 | 30.4 |
| Subtotal Local (incl. Prop. A & C %, not \$'s) | 755.5 | 17.8 | 13.0 | 12.7 | 12.3 | 11.8 | 11.3 | 10.7 | 10.1 | 9.4 | 8.6 | 7.8 |
| Federal | | | | | | | | | | | | |
| CMAQ - Transit | 59.8 | - | - | - | - | - | - | - | - | - | - | - |
| ARRA | 81.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 140.8 | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 896.3 | 17.8 | 13.0 | 12.7 | 12.3 | 11.8 | 11.3 | 10.7 | 10.1 | 9.4 | 8.6 | 7.8 |
| Total Surplus/(Shortfall) | (46.9) | (2.0) | - | - | - | - | - | - | - | - | - | - |
| Metro Prop A/C Needed | 46.9 | 2.0 | - | - | - | - | - | - | - | - | - | - |

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

**LACMTA Financial Forecasting Model
Rail System Improvements**

2009 LRTP Baseline 10/22/09

| | Plan | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|---------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|--------------|-------------|
| | Total | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| PROJECT COSTS | | | | | | | | | | | |
| Red Line - North Hollywood terminal | 94.2 | - | - | - | - | - | - | - | - | - | - |
| Red/Purple Line - Union Station upgrade Div 20 | 113.6 | - | - | - | - | - | - | - | - | - | - |
| Red/Purple Line - Train Control for 2.5 min trunk headways | 59.8 | - | - | - | - | - | - | - | - | - | - |
| Red/Purple Line - Traction Power to support headways | 94.2 | - | - | - | - | - | - | - | - | - | - |
| Red Line - Ventilation System - North Hollywood | 169.3 | - | - | - | - | - | - | - | - | - | - |
| Subtotal | 531.1 | - | - | - | - | - | - | - | - | - | - |
| Improvements TBD | 141.9 | | | | | | 24.8 | 37.8 | 39.0 | 40.2 | |
| Metro Rail ARRA Projects | 81.0 | | | | | | | | | | |
| Total Capital Costs Inflated | 754.0 | - | - | - | - | - | 24.8 | 37.8 | 39.0 | 40.2 | - |
| Financing Interest Costs | 189.2 | 6.9 | 5.9 | 4.9 | 3.7 | 2.5 | 0.8 | 0.0 | 0.0 | 0.0 | - |
| Total Costs | 943.2 | 6.9 | 5.9 | 4.9 | 3.7 | 2.5 | 25.6 | 37.8 | 39.0 | 40.2 | - |
| PROJECT REVENUES | | | | | | | | | | | |
| Other Local | | | | | | | | | | | |
| Measure R 2% Cash | 755.5 | 31.4 | 32.4 | 33.4 | 34.4 | 35.5 | 36.6 | 37.8 | 39.0 | 40.2 | - |
| Subtotal Local (Incl. Prop. A & C %, not \$'s) | 755.5 | 6.9 | 5.9 | 4.9 | 3.7 | 2.5 | 25.6 | 37.8 | 39.0 | 40.2 | - |
| Federal | | | | | | | | | | | |
| CMAQ - Transit | 59.8 | - | - | - | - | - | - | - | - | - | - |
| ARRA | 81.0 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 140.8 | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 896.3 | 6.9 | 5.9 | 4.9 | 3.7 | 2.5 | 25.6 | 37.8 | 39.0 | 40.2 | - |
| Total Surplus(Shortfall) | (46.9) | - | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | - |
| Metro Prop A/C Needed | 46.9 | - | - | - | - | - | (0.0) | (0.0) | (0.0) | (0.0) | - |

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

LACMTA Financial Forecasting Model

Rail Vehicle Fleet Procurement

2009 LRTP Baseline 10/22/09

| (\$ In millions) | Plan Total | Alloc % | Years '05-'09 | 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 |
|---|----------------|---------------|---------------|---------------|---------------|---------------|-------------|--------------|--------------|-------------|-----------|-----------|---------------|---------------|--------------|
| Light Rail Vehicle Fleet Procurement Base 40 cars | 122.2 | - | 66.0 | 56.2 | - | - | 38.1 | 13.8 | 4.3 | - | - | - | - | - | - |
| P2550 Option 1 - 34 vehicles for Expo II & Crenshaw | 90.5 | - | - | 90.5 | - | - | - | 20.0 | 70.5 | - | - | - | - | - | - |
| Light Rail Vehicles (10 future) | 137.0 | - | - | 39.2 | 97.8 | - | - | - | 19.4 | 19.8 | - | - | - | - | - |
| Heavy Rail Vehicle Fleet Procurement | 73.1 | - | - | 73.1 | - | - | - | - | - | - | - | - | 10.2 | 31.2 | 31.7 |
| Total Costs | 422.9 | - | 66.0 | 259.0 | 97.8 | - | 38.1 | 33.8 | 94.2 | 19.8 | - | - | 10.2 | 31.2 | 31.7 |
| Total Capital Costs Inflated | 422.9 | - | 66.0 | 259.0 | 97.8 | - | 38.1 | 33.8 | 94.2 | 19.8 | - | - | 10.2 | 31.2 | 31.7 |
| Rehabilitation and Replacement | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Prop. A - Direct Cash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop. C - Direct Cash | 13.6 | - | - | 13.6 | - | - | 2.8 | 9.5 | 1.3 | - | - | - | - | - | - |
| Financings | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. A & C | 13.6 | 39.3% | - | 13.6 | - | - | 2.8 | 9.5 | 1.3 | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | |
| Subtotal Local (including Prop. A & C %, not \$'s) | - | 39.3% | - | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | |
| STA - Population Share | 2.7 | 0.6% | 2.7 | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Improvement Prog Funds (RIP)-Transit | 195.9 | 46.3% | 52.6 | 143.3 | - | - | 14.8 | 20.0 | 88.6 | 19.8 | - | - | - | - | - |
| Subtotal State | 198.6 | 47.0% | 55.3 | 143.3 | - | - | 14.8 | 20.0 | 88.6 | 19.8 | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | |
| Section 5309 - Fixed Guideway Mod. | 36.1 | 8.5% | 10.7 | 25.4 | - | - | - | - | - | - | - | - | - | - | 25.4 |
| CMAQ - Transit | 14.2 | 3.4% | - | 14.2 | - | - | 14.2 | - | - | - | - | - | - | - | - |
| RSTP - Transit | 7.7 | 1.8% | - | 7.7 | - | - | 6.3 | 1.4 | - | - | - | - | - | - | - |
| Subtotal Federal | 58.0 | 13.7% | 10.7 | 47.3 | - | - | 20.5 | 1.4 | - | - | - | - | - | - | 25.4 |
| Total Revenues | 270.2 | 100.0% | 66.1 | 204.1 | - | - | 38.1 | 30.9 | 89.9 | 19.8 | - | - | - | - | 25.4 |
| Total Surplus/(Shortfall-Financing Needed) | (152.7) | | 0.0 | (54.9) | (97.8) | - | - | (2.8) | (4.3) | - | - | - | (10.2) | (31.2) | (6.3) |
| Metro Prop A/C or Financing | 152.7 | | (0.0) | 68.5 | 97.8 | - | 2.8 | 12.3 | 5.6 | - | - | - | 10.2 | 31.2 | 6.3 |

NOTES:

1. P2550 Light Rail Vehicle procurement per LRV funding plan out to FY08. Ten additional LRV cars for future growth are included in FY12-13.
2. STIP PPNO 3225, 4025.
3. FIS 800151 (and Expo 206035).
4. 10 cars for Eastside LRT are included on the Eastside project page.
5. 16 cars for Expo Phase I are included on the Expo I project page.

LACMTA Financial Forecasting Model

Rail Vehicle Fleet Procurement

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Alloc % | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
|---|----------------|---------------|----------|----------|----------|----------|----------|----------|----------|----------|---------------|---------------|----------|----------|------|
| | | | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | |
| Light Rail Vehicle Fleet Procurement Base 40 cars | 122.2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| P2550 Option 1 - 34 vehicles for Expo II & Crenshaw | 90.5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Light Rail Vehicles (10 future) | 137.0 | - | - | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - | |
| Heavy Rail Vehicle Fleet Procurement | 73.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total Costs | 422.9 | - | - | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - | |
| Total Capital Costs Inflated | 422.9 | - | - | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - | |
| Rehabilitation and Replacement | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Prop. A - Direct Cash | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop. C - Direct Cash | 13.6 | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Financings | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Prop. A & C | 13.6 | 39.3% | - | - | - | - | - | - | - | - | - | - | - | - | |
| Other Local | | | | | | | | | | | | | | | |
| Subtotal Local (Including Prop. A & C %, not \$'s) | - | 39.3% | - | - | - | - | - | - | - | - | - | - | - | - | |
| State | | | | | | | | | | | | | | | |
| STA - Population Share | 2.7 | 0.6% | - | - | - | - | - | - | - | - | - | - | - | - | |
| Regional Improvement Prog Funds (RIP)-Transit | 195.9 | 46.3% | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal State | 198.6 | 47.0% | - | - | - | - | - | - | - | - | - | - | - | | |
| Federal | | | | | | | | | | | | | | | |
| Section 5309 - Fixed Guideway Mod. | 36.1 | 8.5% | - | - | - | - | - | - | - | - | - | - | - | - | |
| CMAQ - Transit | 14.2 | 3.4% | - | - | - | - | - | - | - | - | - | - | - | | |
| RSTP - Transit | 7.7 | 1.8% | - | - | - | - | - | - | - | - | - | - | - | | |
| Subtotal Federal | 58.0 | 13.7% | - | - | - | - | - | - | - | - | - | - | - | | |
| Total Revenues | 270.2 | 100.0% | - | - | - | - | - | - | - | - | - | - | - | | |
| Total Surplus/(Shortfall-Financing Needed) | (152.7) | | - | - | - | - | - | - | - | - | (45.4) | (52.4) | - | - | |
| Metro Prop A/C or Financing | 152.7 | | - | - | - | - | - | - | - | - | 45.4 | 52.4 | - | - | |

NOTES:

1. P2550 Light Rail Vehicle procurement per LRV funding plan out to FY08.
Ten additional LRV cars for future growth are included in FY12-13.
2. STIP PPNO 3225, 4025.
3. FIS 800151 (and Expo 206035).
4. 10 cars for Eastside LRT are included on the Eastside project page.
5. 16 cars for Expo Phase I are included on the Expo I project page.

**LACMTA Financial Forecasting Model
 Rehabilitation and Replacement Summary
 2009 LRTP Baseline 10/22/09**

| | Plan Total | Alloc % | Years '05-'09 | 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 |
|---|------------------|---------------|------------------|------------------|------------------|------------------|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Estimated Direct Funding | | | | | | | | | | | | | | |
| STA - Population Share | 20.2 | 14.5% | 20.2 | - | - | - | - | - | - | - | - | - | - | - |
| Section 5309 Fixed Guideway Modernization | 106.7 | 26.6% | 30.6 | 6.5 | 69.6 | - | - | - | - | - | - | - | - | - |
| TDA Article 4 | 4.0 | 2.9% | 4.0 | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 25% | 8.7 | 6.2% | 8.7 | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 40% | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Improvement Program (RIP) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | 139.7 | 50.1% | 63.6 | 6.5 | 69.6 | - | - | - | - | - | - | - | - | - |
| RAIL/CORRIDOR CAPITAL - REHAB & REPLCMNT COSTS | | | | | | | Thru FY16 for information only-see rail capital summary page for actual amounts | | | | | | | |
| Red Line - Segment-1 LAUPT to Wilshire/Alvarado | 1,274.6 | 14.4% | - | 374.9 | 391.2 | 508.6 | 13.0 | 4.5 | 2.9 | 73.7 | 74.0 | 75.3 | 2.2 | 41.3 |
| Red Line - Seg-2 Wilshire/Western & Hollywd/Vine | 1,566.3 | 17.7% | - | 339.2 | 501.7 | 725.4 | 24.2 | 48.4 | 32.6 | 33.1 | 13.6 | 15.3 | 33.0 | 22.9 |
| Red Line- Segment-3 to North Hollywood | 765.7 | 8.6% | - | 131.1 | 255.3 | 379.2 | 13.3 | 12.6 | 30.9 | 20.5 | 20.8 | 8.2 | 9.4 | 9.6 |
| Subway Extension - Segment 1 | 538.9 | 6.1% | - | - | 21.6 | 517.3 | - | - | - | - | - | - | - | - |
| Regional Connector | 274.3 | 3.1% | - | - | 10.6 | 263.7 | - | - | - | - | - | - | - | - |
| San Fernando Valley North-South (Canoga) | 100.0 | 1.1% | - | 0.0 | 25.1 | 74.9 | - | - | - | - | - | - | - | - |
| Blue Line- 7th/Flower to Long Beach | 692.5 | 7.8% | - | 198.3 | 221.9 | 272.3 | 4.0 | 48.6 | 49.0 | 49.8 | 3.9 | 8.4 | 11.5 | 11.7 |
| Green Line - LAX | 18.2 | 0.2% | - | - | - | 18.2 | - | - | - | - | - | - | - | - |
| Gold Line - Pasadena/LA - Union Station to Sierra Madre | 454.0 | 5.1% | - | 53.5 | 188.7 | 211.8 | 2.2 | 3.7 | 3.4 | 4.7 | 4.3 | 7.4 | 6.2 | 6.3 |
| Gold Line Eastside Extension | 413.6 | 4.7% | - | 14.6 | 81.8 | 317.2 | - | - | - | - | 0.0 | 1.8 | 3.1 | - |
| Mid-City Expo Phase I | 353.1 | 4.0% | - | 10.1 | 82.2 | 260.8 | - | - | - | - | - | 0.0 | 1.8 | - |
| Mid-City Expo - Phase II | 439.8 | 5.0% | - | - | 65.7 | 374.0 | - | - | - | - | - | - | - | - |
| Orange Line | 216.1 | 2.4% | - | 22.1 | 84.2 | 109.8 | - | 0.0 | 0.8 | 1.5 | 2.4 | 2.3 | 2.8 | 2.6 |
| Subway Extension - Segment 2 | 331.7 | 3.7% | - | - | - | 331.7 | - | - | - | - | - | - | - | - |
| Green Line - Norwalk - El Segundo | 604.4 | 6.8% | - | 165.2 | 202.1 | 237.1 | 9.1 | 10.0 | 10.8 | 11.0 | 5.5 | 5.0 | 35.8 | 36.1 |
| Gold Line Foothill Extension | 319.2 | 3.6% | - | - | 29.7 | 289.5 | - | - | - | - | - | - | - | - |
| Crenshaw Transit Corridor | 510.0 | 5.7% | - | - | 47.8 | 462.2 | - | - | - | - | - | - | - | - |
| Subway Extension - Segment 3 | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line - South Bay | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension from East Los Angeles | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab. and Replacement Totals | 8,872.5 | 100.0% | 0.0 | 1,309.0 | 2,209.7 | 5,353.8 | 65.9 | 128.0 | 130.5 | 194.2 | 124.5 | 121.9 | 102.8 | 135.3 |
| Beginning Balance | 0.0 | | 0.0 | 63.6 | 0.0 | (2,140.1) | 63.6 | (2.4) | (130.3) | (260.8) | (455.0) | (579.6) | (701.4) | (804.3) |
| Surplus/(Shortfall) | (8,732.8) | | 63.6 | (1,302.6) | (2,140.1) | (5,353.8) | (65.9) | (128.0) | (130.5) | (194.2) | (124.5) | (121.9) | (102.8) | (135.3) |
| Cumulative End Balance | (8,732.8) | | 63.6 | (1,239.0) | (2,140.1) | (7,493.8) | (2.4) | (130.3) | (260.8) | (455.0) | (579.6) | (701.4) | (804.3) | (939.6) |
| Prop A Funding Needed | | | | | | | 65.9 | 128.0 | 130.5 | 194.2 | 124.5 | 121.9 | 102.8 | 135.3 |

NOTES:

- Total costs are included on the Rail Capital / Transit Corridors Summary page.

LACMTA Financial Forecasting Model
Rehabilitation and Replacement Summary
2009 LRTP Baseline 10/22/09

| | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
| Estimated Direct Funding | | | | | | | | | | | | |
| STA - Population Share | - | - | - | - | - | - | - | - | - | - | - | - |
| Section 5309 Fixed Guideway Modernization | 1.2 | 5.2 | 9.7 | 21.6 | 23.5 | 14.9 | - | - | - | - | - | - |
| TDA Article 4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 25% | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 40% | - | - | - | - | - | - | - | - | - | - | - | - |
| Regional Improvement Program (RIP) | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | 1.2 | 5.2 | 9.7 | 21.6 | 23.5 | 14.9 | - | - | - | - | - | - |
| RAIL/CORRIDOR CAPITAL - REHAB & REPLCMNT COSTS | | | | | | | | | | | | |
| Red Line - Segment-1 LAUPT to Wilshire/Alvarado | 43.6 | 44.4 | 4.1 | 2.4 | 2.5 | 72.0 | 72.8 | 115.2 | 44.7 | 45.2 | 14.9 | 17.4 |
| Red Line - Seg-2 Wilshire/Western & Hollywd/Vine | 21.4 | 94.6 | 102.2 | 104.2 | 10.2 | 38.2 | 40.0 | 40.5 | 21.6 | 20.1 | 27.4 | 97.2 |
| Red Line- Segment-3 to North Hollywood | 3.4 | 2.3 | 53.8 | 54.7 | 55.4 | 2.5 | 25.4 | 27.0 | 27.3 | 3.9 | 2.6 | 2.7 |
| Subway Extension - Segment 1 | - | - | - | - | - | - | - | 0.3 | 2.8 | 4.0 | 7.9 | 6.6 |
| Regional Connector | - | - | - | - | - | - | - | 0.2 | 1.2 | 1.9 | 3.9 | 3.5 |
| San Fernando Valley North-South (Canoga) | - | 0.0 | 0.6 | 1.2 | 1.9 | 1.9 | 2.2 | 2.0 | 3.9 | 3.6 | 3.7 | 4.0 |
| Blue Line- 7th/Flower to Long Beach | 7.2 | 4.2 | 4.2 | 51.3 | 52.0 | 57.1 | 8.9 | 9.0 | 10.5 | 11.3 | 11.5 | 6.2 |
| Green Line - LAX | - | - | - | - | - | - | - | - | - | - | - | - |
| Gold Line - Pasadena/LA - Union Station to Sierra Madre | 7.4 | 8.0 | 8.1 | 4.3 | 3.9 | 46.2 | 46.3 | 46.8 | 3.6 | 7.8 | 10.7 | 10.9 |
| Gold Line Eastside Extension | 5.1 | 4.6 | 6.4 | 5.8 | 10.0 | 8.5 | 8.5 | 9.9 | 10.8 | 10.9 | 5.8 | 5.2 |
| Mid-City Expo Phase I | 3.1 | 5.1 | 4.7 | 6.5 | 5.9 | 10.1 | 8.5 | 8.6 | 10.0 | 10.9 | 11.0 | 5.9 |
| Mid-City Expo - Phase II | - | - | - | 0.0 | 2.6 | 4.5 | 7.4 | 6.8 | 9.2 | 8.4 | 14.5 | 12.2 |
| Orange Line | 5.0 | 4.7 | 4.8 | 5.2 | 5.6 | 5.7 | 2.8 | 2.5 | 18.2 | 18.3 | 18.6 | 2.5 |
| Subway Extension - Segment 2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line - Norwalk - El Segundo | 36.7 | 5.0 | 11.5 | 14.7 | 14.9 | 8.4 | 5.4 | 5.4 | 40.5 | 41.0 | 48.0 | 12.2 |
| Gold Line Foothill Extension | - | - | - | - | - | 0.0 | 2.0 | 3.5 | 5.6 | 5.1 | 7.0 | 6.4 |
| Crenshaw Transit Corridor | - | - | - | - | - | - | 0.0 | 4.1 | 7.1 | 11.6 | 10.6 | 14.5 |
| Subway Extension - Segment 3 | - | - | - | - | - | - | - | - | - | - | - | - |
| Green Line - South Bay | - | - | - | - | - | - | - | - | - | - | - | - |
| Eastside Extension from East Los Angeles | - | - | - | - | - | - | - | - | - | - | - | - |
| Rehab. and Replacement Totals | 132.9 | 173.0 | 200.6 | 250.3 | 164.9 | 255.1 | 230.3 | 281.9 | 217.0 | 204.2 | 198.1 | 207.4 |
| Beginning Balance | (939.6) | (1,071.3) | (1,239.0) | (1,429.8) | (1,658.5) | (1,800.0) | (2,040.2) | (2,270.5) | (2,552.4) | (2,769.4) | (2,973.6) | (3,171.7) |
| Surplus/(Shortfall) | (131.7) | (167.7) | (190.8) | (228.7) | (141.5) | (240.2) | (230.3) | (281.9) | (217.0) | (204.2) | (198.1) | (207.4) |
| Cumulative End Balance | (1,071.3) | (1,239.0) | (1,429.8) | (1,658.5) | (1,800.0) | (2,040.2) | (2,270.5) | (2,552.4) | (2,769.4) | (2,973.6) | (3,171.7) | (3,379.1) |
| Prop A Funding Needed | 131.7 | 167.7 | 190.8 | 228.7 | 141.5 | 240.2 | 230.3 | 281.9 | 217.0 | 204.2 | 198.1 | 207.4 |

NOTES:

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

LACMTA Financial Forecasting Model
Rehabilitation and Replacement Summary
2009 LRTP Baseline 10/22/09

| | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| Estimated Direct Funding | | | | | | | | | | | |
| STA - Population Share | | | | | | | | | | | |
| Section 5309 Fixed Guideway Modernization | | | | | | | | | | | |
| TDA Article 4 | | | | | | | | | | | |
| Prop C 25% | - | - | - | - | - | - | - | - | - | - | - |
| Prop C 40% | | | | | | | | | | | |
| Regional Improvement Program (RIP) | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - |
| Total | - | - | - | - | - | - | - | - | - | - | - |
| RAIL/CORRIDOR CAPITAL - REHAB & REPLCMNT COSTS | | | | | | | | | | | |
| Red Line - Segment-1 LAUPT to Wilshire/Alvarado | 17.6 | 6.1 | 3.9 | 98.9 | 99.3 | 100.9 | 3.0 | 55.3 | 58.5 | 59.4 | 5.5 |
| Red Line - Seg-2 Wilshire/Western & Hollywd/Vine | 98.7 | 132.2 | 43.8 | 44.5 | 18.3 | 20.5 | 44.3 | 30.7 | 28.7 | 126.8 | 137.0 |
| Red Line- Segment-3 to North Hollywood | 60.2 | 61.1 | 86.3 | 27.5 | 27.9 | 11.1 | 12.6 | 12.9 | 4.5 | 3.1 | 72.1 |
| Subway Extension - Segment 1 | 29.7 | 27.1 | 89.1 | 66.4 | 67.4 | 22.2 | 25.9 | 26.4 | 9.2 | 5.8 | 148.1 |
| Regional Connector | 17.2 | 16.0 | 43.8 | 30.2 | 30.7 | 11.5 | 13.4 | 13.6 | 4.5 | 2.9 | 79.9 |
| San Fernando Valley North-South (Canoga) | 4.3 | 4.4 | 2.2 | 2.0 | 14.3 | 14.4 | 14.7 | 2.0 | 4.6 | 5.9 | 6.0 |
| Blue Line- 7th/Flower to Long Beach | 5.5 | 65.5 | 65.9 | 66.9 | 5.2 | 11.3 | 15.4 | 15.7 | 9.6 | 5.6 | 5.7 |
| Green Line - LAX | - | - | - | - | 0.0 | 1.1 | 2.1 | 3.6 | 3.4 | 4.1 | 3.7 |
| Gold Line - Pasadena/LA - Union Station to Sierra Madre | 6.7 | 3.9 | 3.9 | 47.6 | 48.3 | 53.1 | 8.3 | 8.5 | 9.9 | 10.7 | 10.9 |
| Gold Line Eastside Extension | 62.0 | 62.3 | 63.3 | 4.9 | 10.6 | 14.6 | 14.8 | 9.1 | 5.3 | 5.4 | 64.9 |
| Mid-City Expo Phase I | 5.2 | 62.8 | 63.1 | 64.1 | 5.0 | 10.8 | 14.8 | 15.0 | 9.2 | 5.4 | 5.5 |
| Mid-City Expo - Phase II | 12.4 | 14.5 | 15.8 | 16.0 | 8.5 | 7.6 | 91.2 | 91.8 | 93.3 | 7.2 | 15.7 |
| Orange Line | 5.8 | 7.4 | 7.5 | 4.3 | 2.7 | 2.8 | 20.8 | 21.1 | 24.7 | 6.3 | 6.4 |
| Subway Extension - Segment 2 | - | - | 0.5 | 3.9 | 5.7 | 11.1 | 9.4 | 42.1 | 38.4 | 126.5 | 94.2 |
| Green Line - Norwalk - El Segundo | 12.4 | 13.5 | 14.5 | 14.8 | 7.4 | 6.7 | 48.0 | 48.4 | 49.2 | 6.7 | 15.4 |
| Gold Line Foothill Extension | 11.1 | 9.4 | 9.5 | 11.1 | 12.1 | 12.3 | 6.5 | 5.8 | 69.9 | 70.3 | 71.4 |
| Crenshaw Transit Corridor | 13.2 | 22.9 | 19.3 | 19.6 | 22.9 | 24.8 | 25.2 | 13.5 | 12.0 | 144.0 | 144.8 |
| Subway Extension - Segment 3 | - | - | - | - | - | - | - | - | - | - | - |
| Green Line - South Bay | | | | | | | | | | | |
| Eastside Extension from East Los Angeles | | | | | | | | | | | |
| Rehab. and Replacement Totals | 362.2 | 509.1 | 532.4 | 522.5 | 386.3 | 336.8 | 370.5 | 415.4 | 435.2 | 596.1 | 887.4 |
| Beginning Balance | (3,379.1) | (3,741.2) | (4,250.4) | (4,782.8) | (5,305.3) | (5,691.6) | (6,028.4) | (6,398.9) | (6,814.2) | (7,249.4) | (7,845.5) |
| Surplus/(Shortfall) | (362.2) | (509.1) | (532.4) | (522.5) | (386.3) | (336.8) | (370.5) | (415.4) | (435.2) | (596.1) | (887.4) |
| Cumulative End Balance | (3,741.2) | (4,250.4) | (4,782.8) | (5,305.3) | (5,691.6) | (6,028.4) | (6,398.9) | (6,814.2) | (7,249.4) | (7,845.5) | (8,732.8) |
| Prop A Funding Needed | 362.2 | 509.1 | 532.4 | 522.5 | 386.3 | 336.8 | 370.5 | 415.4 | 435.2 | 596.1 | 887.4 |

NOTES:

- Total costs are included on the Rail Capital / Transit Corridors Summary page.

LACMTA Financial Forecasting Model
Highway / Multimodal Summary
2009 LRTP Baseline 10/22/09

| | Years | Years | Years | Years | Plan | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| 1 SOURCES OF FUNDS | | | | | | | | | | | | | |
| 2 Local | | | | | | | | | | | | | |
| 3 Proposition C 25% (cash flow basis) | 918.9 | 1,969.8 | 3,127.9 | 4,907.5 | 10,924.0 | 151.1 | 157.9 | 166.1 | 177.6 | 191.6 | 203.2 | 214.7 | 225.1 |
| 4 Proposition C 10% (cash flow basis) | 37.7 | 105.6 | 150.0 | 15.0 | 308.3 | 11.0 | 13.1 | 8.5 | 5.0 | 7.5 | 7.5 | 12.0 | 11.0 |
| 5 Proposition C 40% (cash flow basis) | 6.9 | 14.2 | - | - | 21.1 | 14.2 | - | - | - | - | - | - | - |
| 6 Measure R Sales Tax | - | 1,542.2 | 2,501.7 | 3,510.8 | 7,554.7 | 87.7 | 126.3 | 132.8 | 142.0 | 153.2 | 162.5 | 171.7 | 180.1 |
| 7 SAFE | 83.1 | 92.7 | 94.0 | 103.4 | 373.2 | 9.2 | 9.2 | 9.2 | 9.3 | 9.3 | 9.3 | 9.3 | 9.3 |
| 8 TDA - Article 3 | 32.8 | 78.5 | 125.4 | 197.3 | 433.9 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| 9 Local Agency Contributions | 65.5 | 3.5 | - | - | 69.0 | 1.2 | 1.0 | 1.3 | - | - | - | - | - |
| 10 Local Agency funds for Streets and Roads (no rev sheet) | 6.0 | 12.0 | 12.0 | 13.2 | 43.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 11 LTF General Revenues (no revenue sheet) | 6.3 | - | - | - | 6.3 | - | - | - | - | - | - | - | - |
| 12 LONP Reimbursement (fund 3562) | - | 29.3 | - | - | 29.3 | - | - | - | - | 21.3 | 8.0 | - | - |
| 13 HOV Violation Fund (no revenue sheet) | 2.6 | 4.1 | 4.6 | 5.5 | 16.8 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| 14 Subtotal Local | 1,159.8 | 3,851.9 | 6,015.5 | 8,752.6 | 19,779.9 | 282.1 | 315.4 | 326.1 | 342.6 | 392.1 | 400.2 | 418.0 | 436.1 |
| 15 State (programming basis) | | | | | | | | | | | | | |
| 16 State Hwy Acct-Fwy Service Patrol (no revenue sheet) | 45.5 | 64.9 | 69.1 | 87.9 | 267.4 | 10.2 | 5.9 | 5.9 | 5.9 | 6.0 | 6.0 | 6.1 | 6.2 |
| 18 Proposition 42 Local Roads (no revenue sheet) | 138.0 | 1,551.9 | 1,861.7 | 2,471.5 | 6,023.1 | 140.7 | 144.3 | 147.6 | 150.6 | 153.6 | 156.6 | 159.8 | 162.9 |
| 19 Prop 1B Infrastructure Bonds (plus \$330 in STIP Augment) | 780.1 | 2,810.6 | - | - | 3,590.7 | 500.9 | 753.8 | 667.0 | 455.0 | 393.9 | 40.0 | - | - |
| 20 Environmental Enhancement & Mitigation | 3.0 | 10.0 | 10.0 | 11.0 | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| 21 Other State (no revenue sheet) | 0.1 | - | - | - | 0.1 | - | - | - | - | - | - | - | - |
| 22 State Gas Tax Subventions (no revenue sheet) | 1,319.0 | 2,638.0 | 2,638.0 | 2,901.8 | 9,496.8 | 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) | 799.0 | 1,926.7 | 2,466.3 | 3,517.8 | 8,709.8 | 172.0 | 176.3 | 180.7 | 185.2 | 189.8 | 194.6 | 199.4 | 204.4 |
| 24 Traffic Congestion Relief Program (TCRP) Allocations | 256.7 | 279.6 | - | - | 536.3 | 19.5 | 25.2 | 38.1 | 38.1 | 64.0 | 38.1 | 38.1 | 18.3 |
| 25 Subtotal State | 3,341.4 | 9,281.6 | 7,045.1 | 8,990.1 | 28,658.2 | 1,108.1 | 1,370.3 | 1,304.1 | 1,099.6 | 1,072.1 | 700.2 | 668.3 | 656.6 |
| 26 Federal (programming basis) | | | | | | | | | | | | | |
| 27 TE-Transportation Enhancement funds | 78.4 | 144.2 | 155.0 | 16.6 | 394.2 | 21.8 | 11.8 | 13.0 | 15.1 | 13.0 | 13.1 | 13.8 | 14.0 |
| 28 ARRA | 316.0 | 127.0 | - | - | 443.0 | 127.0 | - | - | - | - | - | - | - |
| 29 Caltrans ARRA Funds (no rev sheet) | - | 89.9 | - | - | 89.9 | 89.9 | - | - | - | - | - | - | - |
| 30 Other Federal Funds (SAFETEA-LU hwy earmarks) | 526.8 | 109.8 | - | - | 636.5 | 41.0 | 31.6 | 16.0 | 21.2 | - | - | - | - |
| 31 Railroad-Hwy Grade Crossing (sec 130) (no rev sheet) | 0.8 | - | - | - | 0.8 | - | - | - | - | - | - | - | - |
| 32 ITS-Bus Prefermtl Signalization System (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 33 Section 5309 Bus and Bus-Related Facilities (earmarks) | 38.7 | - | - | - | 38.7 | - | - | - | - | - | - | - | - |
| 34 Section 5309 - Small Starts & Very Small Starts | 1.1 | 37.4 | - | - | 38.5 | 13.6 | 15.7 | 8.2 | - | - | - | - | - |
| 35 Section 5316 Job Access & Reverse Commute (JARC) | 6.7 | - | - | - | 6.7 | - | - | - | - | - | - | - | - |
| 36 Safe Routes to Schools | - | 11.2 | - | - | 11.2 | 3.0 | 6.3 | 1.9 | - | - | - | - | - |
| 37 CMAQ | 127.7 | 663.6 | 531.0 | 71.5 | 1,393.9 | 203.4 | 109.3 | 106.7 | 75.2 | 61.3 | 70.8 | - | 0.7 |
| 38 RSTP | 129.8 | 247.0 | 303.5 | 33.9 | 714.3 | 21.8 | 21.8 | 23.9 | 24.4 | 24.8 | 25.2 | 25.6 | 26.1 |
| 39 Subtotal Federal | 1,226.0 | 1,430.1 | 989.5 | 122.0 | 3,767.7 | 521.4 | 196.4 | 169.7 | 135.9 | 99.1 | 109.1 | 39.4 | 40.8 |
| 40 Mixed (programming basis) | | | | | | | | | | | | | |
| 41 Regional Improvement Prog Funds (RIP) | 998.2 | 511.3 | 1,500.0 | 1,090.5 | 4,100.0 | 139.1 | 17.3 | 34.1 | 14.7 | 14.4 | 14.4 | 96.5 | 56.8 |
| 42 Interregional Improvement Prog Funds (IIP) | 240.2 | 143.2 | - | - | 383.3 | 38.9 | 24.5 | 9.7 | 66.7 | 1.7 | 1.7 | - | - |
| 44 Rehab and Safety (SHOPP) | 1,124.0 | 1,618.0 | 1,690.0 | 1,870.0 | 6,302.0 | 160.0 | 160.0 | 160.0 | 160.0 | 162.0 | 162.0 | 162.0 | 162.0 |
| 45 Subtotal Mixed | 2,362.4 | 2,272.5 | 3,190.0 | 2,960.5 | 10,785.4 | 337.9 | 201.8 | 203.8 | 241.4 | 178.1 | 178.1 | 258.5 | 218.8 |
| 46 Subtotal Local, State, Federal Revenues | 8,089.7 | 16,836.1 | 17,240.2 | 20,825.2 | 62,991.1 | 2,249.5 | 2,083.8 | 2,003.7 | 1,819.5 | 1,741.4 | 1,387.6 | 1,384.1 | 1,352.3 |

LACMTA Financial Forecasting Model
Highway / Multimodal Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Years | Years | Years | Years | Plan | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| 47 Financing Revenues: | | | | | | | | | | | | | |
| 48 Sr. Lien Bonds (Actual Carry-in balance) | - | - | - | - | - | | | | | | | | |
| 46 Measure R 20% Bonds (Model generated gross) | - | 788.5 | - | - | 788.5 | - | 96.3 | 140.6 | 134.0 | 100.8 | 104.3 | 114.4 | 98.1 |
| 47 Issuance Expense | - | (11.0) | - | - | (11.0) | - | (1.3) | (2.0) | (1.9) | (1.4) | (1.5) | (1.6) | (1.4) |
| 48 Bond Reserve Fund | - | (53.3) | - | - | (53.3) | - | (6.1) | (9.1) | (8.8) | (6.8) | (7.2) | (8.1) | (7.1) |
| 49 Net Measure R 20% Bond Proceeds | - | 724.2 | - | - | 724.2 | - | 88.8 | 129.5 | 123.3 | 92.6 | 95.7 | 104.8 | 89.7 |
| 50 Add'l Senior Lien Bonds (Model generated gross) 5.5% interest | 67.0 | 2,363.6 | 732.1 | - | 3,162.7 | - | 450.8 | 499.4 | 404.3 | 416.8 | 234.2 | 122.2 | 92.5 |
| 51 Issuance Expense | (0.9) | (33.1) | (10.1) | - | (44.1) | - | (6.3) | (7.0) | (5.7) | (5.8) | (3.3) | (1.7) | (1.3) |
| 52 Bond Reserve Fund | (4.6) | (162.7) | (50.3) | - | (217.6) | - | (31.0) | (34.4) | (27.8) | (28.7) | (16.1) | (8.4) | (6.4) |
| 53 Net Add'l Senior Lien Bond Proceeds | 61.5 | 2,167.8 | 671.7 | - | 2,901.0 | - | 413.5 | 458.0 | 370.8 | 382.3 | 214.8 | 112.1 | 84.8 |
| 54 Subtotal Net Financing Revenues | 61.5 | 2,892.0 | 671.7 | - | 3,625.2 | - | 502.3 | 587.5 | 494.1 | 474.9 | 310.5 | 216.9 | 174.5 |
| 59 TOTAL SOURCES | 8,151.2 | 19,728.1 | 17,911.9 | 20,825.2 | 66,616.3 | 2,249.5 | 2,586.1 | 2,591.2 | 2,313.5 | 2,216.3 | 1,698.0 | 1,601.0 | 1,526.8 |
| 61 USES OF FUNDS | | | | | | | | | | | | | |
| 62 Freeway Interchanges | 271.7 | 957.9 | 1,507.0 | 1,258.1 | 3,994.7 | 140.5 | 121.3 | 78.6 | 97.1 | 83.1 | 102.9 | 96.4 | 78.0 |
| 63 Freeway Carpool Lanes | 1,391.2 | 3,182.6 | 933.8 | 598.9 | 6,106.5 | 621.0 | 753.3 | 654.1 | 483.2 | 329.0 | 125.1 | 131.7 | 57.3 |
| 64 Freeway Gap Closures | 56.3 | 187.9 | 487.5 | 817.4 | 1,549.0 | 4.4 | 9.3 | 17.0 | 16.0 | 23.2 | 20.0 | 20.0 | 20.0 |
| 65 Freeway Traffic System Management | - | 1.7 | - | - | 1.7 | 1.7 | - | - | - | - | - | - | - |
| 66 Measure R Projects - not yet allocated | - | 0.0 | (0.0) | 0.0 | 0.0 | 25.9 | (25.9) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | 0.0 |
| 67 Measure R funds to be transferred to West Santa Ana transit | - | - | 185.0 | - | 185.0 | - | - | - | - | - | - | - | - |
| 68 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | 88.8 | 88.8 | - | - | - | - | - | - | - | - |
| 69 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | 253.5 | 253.5 | - | - | - | - | - | - | - | - |
| 70 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | 106.0 | 106.0 | - | - | - | - | - | - | - | - |
| 71 BNSF Grade Separations | - | 35.0 | - | - | 35.0 | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 |
| 72 CFP - Regional Surface Transportation Improvements (RSTI) | 354.7 | 571.9 | 92.8 | - | 1,019.4 | 104.6 | 57.9 | 52.7 | 131.6 | 65.4 | 18.2 | 39.1 | 16.0 |
| 73 CPF - RSTI-Santa Monica Blvd. Transit Parkway | 26.5 | - | - | - | 26.5 | - | - | - | - | - | - | - | - |
| 74 CFP - Park & Ride/Transit Centers | 90.7 | 35.0 | - | - | 125.7 | 9.6 | 16.9 | 8.5 | - | - | - | - | - |
| 75 CFP - Regional Bikeways and Pedestrian Improvements | 36.7 | 0.1 | - | - | 36.8 | 0.1 | - | - | - | - | - | - | - |
| 76 CFP - Signal Synch. & Bus Speed Improvements (Local TSM) | 117.6 | 81.6 | - | - | 199.2 | 28.6 | 23.5 | 29.5 | - | - | - | - | - |
| 77 CFP - Transportation Demand Management (TDM) | 10.5 | 5.9 | - | - | 16.5 | 0.1 | 5.8 | - | - | - | - | - | - |
| 78 CFP - Transportation Enhancements | 54.4 | 15.1 | - | - | 69.5 | 15.1 | - | - | - | - | - | - | - |
| 79 CFP - Regionally Significant Projects | 24.9 | 4.0 | - | - | 28.8 | 4.0 | - | - | - | - | - | - | - |
| 80 CFP - Supplemental 2007 | 35.1 | 57.8 | - | - | 92.9 | 33.1 | 19.7 | 5.0 | - | - | - | - | - |
| 81 CFP - 2007 Call | 19.5 | 434.9 | - | - | 454.5 | 23.0 | 99.2 | 91.2 | 70.5 | 47.3 | 48.8 | 55.0 | - |
| 82 CFP - Future Calls for Projects | - | 845.0 | 2,504.0 | 241.0 | 3,590.0 | - | - | 21.0 | 53.5 | 115.1 | 140.4 | 102.6 | 114.4 |
| 83 Alameda Corridor East | 311.0 | 635.8 | - | - | 946.8 | 86.0 | 118.2 | 137.4 | 63.4 | 60.6 | 62.2 | 50.0 | 58.0 |
| 84 Retrofit Soundwalls | 64.7 | 346.8 | - | 791.5 | 1,203.0 | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 18.5 | 70.0 |
| 85 Miscellaneous Projects | 3.1 | 29.3 | - | - | 32.4 | - | - | - | - | 21.3 | 8.0 | - | - |
| 86 Expo Phase II Bikeway (in addition to prior Call for Projects fun | - | 10.0 | - | - | 10.0 | - | - | - | - | 10.0 | - | - | - |
| 87 Pedestrian and Bicycle Facilities (County and Cities-TDA3) | 32.8 | 78.5 | 125.4 | 197.3 | 433.9 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| 88 FWY Rehabilitation (SHOPP) | 1,124.0 | 1,618.0 | 1,690.0 | 1,870.0 | 6,302.0 | 160.0 | 160.0 | 160.0 | 160.0 | 162.0 | 162.0 | 162.0 | 162.0 |
| 89 Environmental Enhancement & Mitigation (EEM) | 3.0 | 10.0 | 10.0 | 11.0 | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |

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| (\$ in millions) | Years | Years | Years | Years | Plan | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | '05-'09 | '10-'19 | '20-'29 | '30-'40 | Total | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 |
| 90 High Priority Projects - other (no project sheet) | 212.6 | - | - | - | 212.6 | - | - | - | - | - | - | - | - |
| 91 Transportation Improvement Program Projects-other (no project sheet) | 3.0 | - | - | - | 3.0 | - | - | - | - | - | - | - | - |
| 92 Gerald Desmond Bridge | 100.0 | - | - | - | 100.0 | - | - | - | - | - | - | - | - |
| 93 RIITS-Regional Integration of ITS (no project sheet) | 1.1 | 17.0 | 18.0 | 2.0 | 38.1 | 1.8 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.6 |
| 94 Safe Routes to Schools Projects (no project sheet) | - | 11.2 | - | - | 11.2 | 3.0 | 6.3 | 1.9 | - | - | - | - | - |
| 95 Rapid Bus Subsidy Projects | 60.5 | 46.1 | - | - | 106.6 | 16.2 | 18.4 | 11.6 | - | - | - | - | - |
| 96 Highway-Railroad Crossing Safety-Prop 1B (no project sheet) | - | 13.0 | - | - | 13.0 | 13.0 | - | - | - | - | - | - | - |
| 97 Highway Safety-SHOPP-Prop 1B (no project sheet) | 50.0 | 25.0 | - | - | 75.0 | 25.0 | - | - | - | - | - | - | - |
| 98 Highway Safety-Signal Synchron LA City-Prop 1B (no project sheet) | 60.0 | 90.0 | - | - | 150.0 | 30.0 | 30.0 | 30.0 | - | - | - | - | - |
| 99 Port Infrastructure-Goods Mvmt-Prop 1B (no project sheet) | 440.0 | 1,097.0 | - | - | 1,537.0 | 220.0 | 220.0 | 220.0 | 225.0 | 212.0 | - | - | - |
| 100 Local Bridge Seismic Retrofit-Prop 1B (no project sheet) | 50.0 | - | - | - | 50.0 | - | - | - | - | - | - | - | - |
| 101 Street and Road Improvement-county-Prop 1B (no project sheet) | 35.0 | 165.0 | - | - | 200.0 | 25.0 | 50.0 | 40.0 | 25.0 | 25.0 | - | - | - |
| 102 Street and Road Improvement-cities-Prop 1B (no project sheet) | 35.0 | 265.0 | - | - | 300.0 | 25.0 | 50.0 | 50.0 | 50.0 | 50.0 | 40.0 | - | - |
| 103 Street and Road Improvement-Cities/County-ARRA (no project sheet) | 304.0 | 11.6 | - | - | 315.6 | 11.6 | - | - | - | - | - | - | - |
| 104 Street and Road Improvement-Rural County-ARRA (no project sheet) | 12.0 | - | - | - | 12.0 | - | - | - | - | - | - | - | - |
| 105 Wilshire Bus Only Lane | 1.1 | 27.7 | - | - | 28.8 | 14.6 | 10.0 | 3.2 | - | - | - | - | - |
| 106 Subtotal Capital | 5,392.8 | 10,913.5 | 7,553.5 | 6,235.3 | 30,095.1 | 1,679.7 | 1,822.9 | 1,700.1 | 1,431.6 | 1,249.3 | 751.2 | 694.7 | 596.3 |
| 107 Rideshare/Vanpools | 24.8 | 106.8 | 182.1 | 242.8 | 556.5 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 12.4 | 13.0 |
| 108 Freeway Service Patrol | 125.8 | 247.5 | 284.2 | 368.4 | 1,025.9 | 26.8 | 23.1 | 23.4 | 23.7 | 24.1 | 24.5 | 24.9 | 25.3 |
| 109 Call Boxes SAFE (Highway Operations) | 58.7 | 88.4 | 74.0 | 81.4 | 302.5 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| 110 Local Streets and Roads | 1,463.8 | 4,201.9 | 4,511.7 | 5,386.5 | 15,563.9 | 405.7 | 409.3 | 412.6 | 415.6 | 418.6 | 421.6 | 424.8 | 427.9 |
| 111 Caltrans Highway Operations and Administration | 799.0 | 1,926.7 | 2,466.3 | 3,517.8 | 8,709.8 | 172.0 | 176.3 | 180.7 | 185.2 | 189.8 | 194.6 | 199.4 | 204.4 |
| 112 Subtotal Operations | 2,472.1 | 6,571.2 | 7,518.4 | 9,596.9 | 26,158.6 | 634.1 | 625.9 | 634.3 | 644.0 | 645.8 | 654.5 | 668.8 | 677.9 |
| 113 Subtotal Highway Uses | 7,864.9 | 17,484.7 | 15,071.9 | 15,832.2 | 56,253.7 | 2,313.8 | 2,448.7 | 2,334.4 | 2,075.6 | 1,895.1 | 1,405.7 | 1,363.5 | 1,274.2 |
| 114 Transfer to Transit (Rail Capital) of Prop C 25% Direct/Bonds | 209.3 | 567.6 | - | - | 777.0 | 52.6 | 66.4 | 137.9 | 78.4 | 125.8 | 66.0 | - | - |
| 115 Staff Support (Hwy/TDM) & Regional Admin. incl STIP PPM | 48.6 | 127.7 | 137.7 | 165.8 | 479.8 | 12.3 | 12.5 | 12.5 | 12.8 | 12.7 | 12.8 | 12.9 | 13.0 |
| 116 Subtotal | 8,122.9 | 18,180.0 | 15,209.7 | 15,998.0 | 57,510.5 | 2,378.7 | 2,527.6 | 2,484.7 | 2,166.9 | 2,033.6 | 1,484.5 | 1,376.4 | 1,287.2 |
| 117 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet) | 42.5 | 51.6 | - | - | 94.1 | 8.6 | 8.6 | 8.6 | 8.6 | 8.6 | 8.6 | - | - |
| 118 Financing Payments: | | | | | | | | | | | | | |
| 119 Existing Bonds (Actual/Treasury Fcst; Prop C25% Secured) | 176.4 | 351.5 | 265.5 | 103.9 | 897.2 | 34.6 | 34.5 | 34.4 | 34.5 | 34.5 | 36.0 | 35.7 | 35.7 |
| 120 Additional Prop C25% Bonds (Model Generated) | 9.3 | 1,036.2 | 1,902.6 | 2,379.8 | 5,327.9 | 4.6 | 20.1 | 52.8 | 83.9 | 112.1 | 134.5 | 146.8 | 154.2 |
| 121 Subtotal Prop C 25% Financing Payments | 185.7 | 1,387.7 | 2,168.0 | 2,483.6 | 6,225.1 | 39.2 | 54.6 | 87.2 | 118.4 | 146.6 | 170.6 | 182.5 | 189.9 |
| 122 Measure R 20% Bonds (Model generated) | - | 293.6 | 532.6 | 506.0 | 1,332.2 | - | 3.1 | 10.7 | 19.6 | 27.5 | 34.5 | 42.1 | 49.7 |
| 123 Subtotal Financing Payments | 185.7 | 1,681.3 | 2,700.6 | 2,989.6 | 7,557.2 | 39.2 | 57.7 | 97.9 | 138.0 | 174.1 | 205.0 | 224.6 | 239.6 |
| 124 TOTAL USES | 8,351.0 | 19,912.9 | 17,910.3 | 18,987.6 | 65,161.8 | 2,426.5 | 2,593.9 | 2,591.2 | 2,313.5 | 2,216.3 | 1,698.1 | 1,601.0 | 1,526.8 |
| 125 CASH BALANCE ACCOUNT | | | | | | | | | | | | | |
| 126 Beginning Fiscal Year Cash Balance | 384.7 | 184.9 | 0.0 | 1.6 | 384.7 | 184.9 | 7.9 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 |
| 127 Annual Net Change to Cash Balance | (199.8) | (184.8) | 1.6 | 1,837.6 | 1,454.6 | (176.9) | (7.8) | 0.0 | 0.0 | (0.0) | (0.1) | 0.0 | (0.0) |
| 128 Ending Fiscal Year Cash Balance | 184.9 | 0.0 | 1.6 | 1,839.3 | 1,839.3 | 7.9 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| 130 Net Budget Ratio (Prop C Sr. Lien Bond) | | | | | | 1.65 | 1.12 | 0.71 | 0.55 | 0.48 | 0.45 | 0.44 | 0.44 |
| 131 Debt service percent of revenue - 35% maximum assumed | | | | | | 25.9% | 34.6% | 52.50% | 66.65% | 76.54% | 81.95% | 84.96% | 84.34% |

LACMTA Financial Forecasting Model
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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 | |
| 1 SOURCES OF FUNDS | | | | | | | | | | | | | |
| 2 Local | | | | | | | | | | | | | |
| 3 Proposition C 25% (cash flow basis) | 235.7 | 246.7 | 257.8 | 269.8 | 282.4 | 295.1 | 307.4 | 319.3 | 331.1 | 342.7 | 354.9 | 367.3 | |
| 4 Proposition C 10% (cash flow basis) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | |
| 5 Proposition C 40% (cash flow basis) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 6 Measure R Sales Tax | 188.5 | 197.3 | 206.2 | 215.8 | 225.9 | 236.0 | 245.9 | 255.3 | 264.8 | 274.1 | 283.8 | 293.8 | |
| 7 SAFE | 9.3 | 9.3 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | |
| 8 TDA - Article 3 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | |
| 9 Local Agency Contributions | - | - | - | - | - | - | - | - | - | - | - | - | |
| 10 Local Agency funds for Streets and Roads (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 | 1.2 | |
| 11 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 12 LONP Reimbursement (fund 3562) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 13 HOV Violation Fund (no revenue sheet) | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | |
| 14 Subtotal Local | 459.5 | 479.9 | 500.4 | 522.5 | 545.6 | 569.0 | 591.7 | 613.5 | 635.2 | 656.7 | 679.0 | 702.0 | |
| 15 State (programming basis) | | | | | | | | | | | | | |
| 16 State Hwy Acct-Fwy Service Patrol (no revenue sheet) | 6.3 | 6.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | |
| 18 Proposition 42 Local Roads (no revenue sheet) | 166.2 | 169.5 | 172.8 | 176.1 | 179.1 | 182.1 | 184.6 | 187.2 | 190.0 | 193.1 | 196.5 | 200.3 | |
| 19 Prop 1B Infrastructure Bonds (plus \$330 in STIP Augment) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 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 | 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 | 263.8 | |
| 23 State Highway Acct (Caltrans Ops) (no rev sheet) | 209.5 | 214.8 | 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) Allocations | - | - | - | - | - | - | - | - | - | - | - | - | |
| 25 Subtotal State | 646.9 | 655.5 | 664.2 | 673.1 | 681.9 | 690.7 | 699.3 | 708.1 | 717.1 | 726.7 | 736.8 | 747.3 | |
| 26 Federal (programming basis) | | | | | | | | | | | | | |
| 27 TE-Transportation Enhancement funds | 14.2 | 14.4 | 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 sheet) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 32 ITS-Bus Prefermtl Signalization System (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 33 Section 5309 Bus and Bus-Related Facilities (earmarks) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 34 Section 5309 - Small Starts & Very Small Starts | - | - | - | - | - | - | - | - | - | - | - | - | |
| 35 Section 5316 Job Access & Reverse Commute (JARC) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 36 Safe Routes to Schools | - | - | - | - | - | - | - | - | - | - | - | - | |
| 37 CMAQ | 19.6 | 16.6 | 14.4 | 41.3 | 63.5 | 80.0 | 80.0 | 80.0 | 60.0 | 47.9 | 32.1 | 31.7 | |
| 38 RSTP | 26.5 | 26.9 | 27.3 | 27.8 | 28.4 | 29.1 | 29.9 | 30.8 | 31.6 | 32.3 | 32.9 | 33.4 | |
| 39 Subtotal Federal | 60.3 | 57.9 | 56.3 | 83.9 | 106.9 | 124.3 | 125.3 | 126.4 | 107.4 | 96.2 | 81.2 | 81.5 | |
| 40 Mixed (programming basis) | | | | | | | | | | | | | |
| 41 Regional Improvement Prog Funds (RIP) | 53.2 | 71.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | 150.0 | |
| 42 Interregional Improvement Prog Funds (IIP) | - | - | - | - | - | - | - | - | - | - | - | - | |
| 44 Rehab and Safety (SHOPP) | 165.0 | 165.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | |
| 45 Subtotal Mixed | 218.2 | 236.0 | 315.0 | 315.0 | 320.0 | 320.0 | 320.0 | 320.0 | 320.0 | 320.0 | 320.0 | 320.0 | |
| 46 Subtotal Local, State, Federal Revenues | 1,384.9 | 1,429.3 | 1,535.9 | 1,594.5 | 1,654.4 | 1,704.0 | 1,736.3 | 1,768.0 | 1,779.8 | 1,799.6 | 1,817.0 | 1,850.8 | |

LACMTA Financial Forecasting Model
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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 |
| 47 Financing Revenues: | | | | | | | | | | | | |
| 48 Sr. Lien Bonds (Actual Carry-in balance) | | | | | | | | | | | | |
| 46 Measure R 20% Bonds (Model generated gross) | - | - | - | - | - | - | - | - | - | - | - | - |
| 47 Issuance Expense | - | - | - | - | - | - | - | - | - | - | - | - |
| 48 Bond Reserve Fund | - | - | - | - | - | - | - | - | - | - | - | - |
| 49 Net Measure R 20% Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - | - |
| 50 Add'l Senior Lien Bonds (Model generated gross) 5.5% interest | 107.6 | 35.8 | 71.1 | 30.2 | 31.6 | 52.3 | 64.3 | 87.9 | 157.4 | 180.1 | 57.2 | - |
| 51 Issuance Expense | (1.5) | (0.5) | (1.0) | (0.4) | (0.4) | (0.7) | (0.9) | (1.2) | (2.2) | (2.5) | (0.8) | - |
| 52 Bond Reserve Fund | (7.4) | (2.5) | (4.9) | (2.1) | (2.2) | (3.6) | (4.4) | (6.0) | (10.8) | (12.4) | (3.9) | - |
| 53 Net Add'l Senior Lien Bond Proceeds | 98.7 | 32.8 | 65.2 | 27.7 | 29.0 | 48.0 | 59.0 | 80.7 | 144.4 | 165.2 | 52.5 | - |
| 54 Subtotal Net Financing Revenues | 98.7 | 32.8 | 65.2 | 27.7 | 29.0 | 48.0 | 59.0 | 80.7 | 144.4 | 165.2 | 52.5 | - |
| 59 TOTAL SOURCES | 1,483.6 | 1,462.1 | 1,601.1 | 1,622.2 | 1,683.4 | 1,752.0 | 1,795.3 | 1,848.7 | 1,924.2 | 1,964.8 | 1,869.5 | 1,850.8 |
| 61 USES OF FUNDS | | | | | | | | | | | | |
| 62 Freeway Interchanges | 80.0 | 80.0 | 34.5 | 9.3 | 9.6 | 95.3 | 166.2 | 183.7 | 248.7 | 221.7 | 284.8 | 253.2 |
| 63 Freeway Carpool Lanes | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 | 102.3 | 132.8 | 147.1 | 81.7 | 181.5 | 59.5 | 31.7 |
| 64 Freeway Gap Closures | 24.8 | 33.1 | 4.3 | 8.7 | 25.2 | 18.7 | 52.4 | 87.3 | 103.7 | 76.4 | 64.1 | 46.9 |
| 65 Freeway Traffic System Management | - | - | - | - | - | - | - | - | - | - | - | - |
| 66 Measure R Projects - not yet allocated | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | (0.0) |
| 67 Measure R funds to be transferred to West Santa Ana transit | - | - | - | 61.0 | 62.0 | 62.0 | - | - | - | - | - | - |
| 68 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | - | - | - | - |
| 69 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | - | - | - |
| 70 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | - | - | - | - |
| 71 BNSF Grade Separations | - | - | - | - | - | - | - | - | - | - | - | - |
| 72 CFP - Regional Surface Transportation Improvements (RSTI) | 42.4 | 44.0 | 39.0 | 32.2 | 21.7 | - | - | - | - | - | - | - |
| 73 CPF - RSTI-Santa Monica Blvd. Transit Parkway | - | - | - | - | - | - | - | - | - | - | - | - |
| 74 CFP - Park & Ride/Transit Centers | - | - | - | - | - | - | - | - | - | - | - | - |
| 75 CFP - Regional Bikeways and Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - | - |
| 76 CFP - Signal Synch. & Bus Speed Improvements (Local TSM) | - | - | - | - | - | - | - | - | - | - | - | - |
| 77 CFP - Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - | - | - |
| 78 CFP - Transportation Enhancements | - | - | - | - | - | - | - | - | - | - | - | - |
| 79 CFP - Regionally Significant Projects | - | - | - | - | - | - | - | - | - | - | - | - |
| 80 CFP - Supplemental 2007 | - | - | - | - | - | - | - | - | - | - | - | - |
| 81 CFP - 2007 Call | - | - | - | - | - | - | - | - | - | - | - | - |
| 82 CFP - Future Calls for Projects | 149.8 | 148.2 | 291.2 | 288.7 | 305.9 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 |
| 83 Alameda Corridor East | - | - | - | - | - | - | - | - | - | - | - | - |
| 84 Retrofit Soundwalls | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| 85 Miscellaneous Projects | - | - | - | - | - | - | - | - | - | - | - | - |
| 86 Expo Phase II Bikeway (in addition to prior Call for Projects fun | - | - | - | - | - | - | - | - | - | - | - | - |
| 87 Pedestrian and Bicycle Facilities (County and Cities-TDA3) | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 |
| 88 FWY Rehabilitation (SHOPP) | 165.0 | 165.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| 89 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 |

LACMTA Financial Forecasting Model
Highway / Multimodal Summary
2009 LRTP Baseline 10/22/09

| | 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 |
| 90 High Priority Projects - other (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 91 Transportation Improvement Program Projects-other (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 92 Gerald Desmond Bridge | - | - | - | - | - | - | - | - | - | - | - | - |
| 93 RIITS-Regional Integration of ITS (no project sheet) | 1.6 | 1.6 | 1.7 | 1.7 | 1.7 | 1.8 | 1.8 | 1.8 | 1.8 | 1.9 | 1.9 | 1.9 |
| 94 Safe Routes to Schools Projects (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 95 Rapid Bus Subsidy Projects | - | - | - | - | - | - | - | - | - | - | - | - |
| 96 Highway-Railroad Crossing Safety-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 97 Highway Safety-SHOPP-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 98 Highway Safety-Signal Synchron LA City-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 99 Port Infrastructure-Goods Mvmnt-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 100 Local Bridge Seismic Retrofit-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 101 Street and Road Improvement-county-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 102 Street and Road Improvement-cities-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 103 Street and Road Improvement-Cities/County-ARRA (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 104 Street and Road Improvement-Rural County-ARRA (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 105 Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - | - | - |
| 106 Subtotal Capital | 491.0 | 496.8 | 622.2 | 629.8 | 679.0 | 732.9 | 764.1 | 819.2 | 875.9 | 898.5 | 782.0 | 750.0 |
| 107 Rideshare/Vanpools | 15.1 | 14.2 | 14.8 | 15.4 | 16.0 | 18.5 | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 |
| 108 Freeway Service Patrol | 25.7 | 26.1 | 26.6 | 27.0 | 27.4 | 27.8 | 28.2 | 28.6 | 29.0 | 29.4 | 29.9 | 30.3 |
| 109 Call Boxes SAFE (Highway Operations) | 7.3 | 7.3 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| 110 Local Streets and Roads | 431.2 | 434.5 | 437.8 | 441.1 | 444.1 | 447.1 | 449.6 | 452.2 | 455.0 | 458.1 | 461.5 | 465.3 |
| 111 Caltrans Highway Operations and Administration | 209.5 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 |
| 112 Subtotal Operations | 688.9 | 697.0 | 706.7 | 716.6 | 726.2 | 737.8 | 745.6 | 755.4 | 765.5 | 776.1 | 789.3 | 799.2 |
| 113 Subtotal Highway Uses | 1,179.9 | 1,193.8 | 1,328.8 | 1,346.4 | 1,405.2 | 1,470.7 | 1,509.7 | 1,574.6 | 1,641.4 | 1,674.7 | 1,571.2 | 1,549.2 |
| 114 Transfer to Transit (Rail Capital) of Prop C 25% Direct/Bonds | 40.5 | - | - | - | - | - | - | - | - | - | - | - |
| 115 Staff Support (Hwy/TDM) & Regional Admin. incl STIP PPM | 13.1 | 13.2 | 13.3 | 13.4 | 13.5 | 13.6 | 13.7 | 13.8 | 13.9 | 14.0 | 14.1 | 14.2 |
| 116 Subtotal | 1,233.5 | 1,207.0 | 1,342.1 | 1,359.8 | 1,418.8 | 1,484.3 | 1,523.4 | 1,588.4 | 1,655.3 | 1,688.7 | 1,585.3 | 1,563.4 |
| 117 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet) | - | - | - | - | - | - | - | - | - | - | - | - |
| 118 Financing Payments: | | | | | | | | | | | | |
| 119 Existing Bonds (Actual/Treasury Fcst; Prop C25% Secured) | 35.8 | 35.9 | 36.0 | 36.0 | 36.1 | 36.2 | 36.3 | 19.6 | 19.7 | 15.3 | 15.3 | 14.9 |
| 120 Additional Prop C25% Bonds (Model Generated) | 161.1 | 166.0 | 169.7 | 173.2 | 175.3 | 178.2 | 182.2 | 187.4 | 195.9 | 207.5 | 215.6 | 217.6 |
| 121 Subtotal Prop C 25% Financing Payments | 196.9 | 201.9 | 205.6 | 209.2 | 211.4 | 214.4 | 218.5 | 207.0 | 215.6 | 222.8 | 231.0 | 232.5 |
| 122 Measure R 20% Bonds (Model generated) | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 |
| 123 Subtotal Financing Payments | 250.1 | 255.1 | 258.9 | 262.5 | 264.7 | 267.7 | 271.7 | 260.3 | 268.8 | 276.1 | 284.2 | 285.7 |
| 124 TOTAL USES | 1,483.6 | 1,462.1 | 1,601.0 | 1,622.2 | 1,683.4 | 1,752.0 | 1,795.2 | 1,848.7 | 1,924.1 | 1,964.8 | 1,869.6 | 1,849.2 |
| 125 CASH BALANCE ACCOUNT | | | | | | | | | | | | |
| 126 Beginning Fiscal Year Cash Balance | 0.0 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| 127 Annual Net Change to Cash Balance | 0.0 | (0.0) | 0.1 | (0.1) | (0.0) | (0.0) | 0.1 | (0.0) | 0.0 | 0.0 | (0.1) | 1.6 |
| 128 Ending Fiscal Year Cash Balance | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.6 |
| 130 Net Budget Ratio (Prop C Sr. Lien Bond) | 0.44 | 0.46 | 0.47 | 0.49 | 0.51 | 0.53 | 0.54 | 0.59 | 0.59 | 0.60 | 0.60 | 0.62 |
| 131 Debt service percent of revenue - 85% maximum assumed | 81.52% | 81.81% | 79.76% | 77.53% | 74.86% | 72.65% | 71.07% | 64.85% | 65.12% | 65.02% | 65.08% | 63.29% |

LACMTA Financial Forecasting Model
Highway / Multimodal Summary
2009 LRTP Baseline 10/22/09

| | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 1 SOURCES OF FUNDS | | | | | | | | | | | |
| 2 Local | | | | | | | | | | | |
| 3 Proposition C 25% (cash flow basis) | 380.0 | 392.4 | 404.5 | 417.2 | 430.4 | 443.8 | 457.9 | 472.7 | 488.0 | 502.7 | 517.8 |
| 4 Proposition C 10% (cash flow basis) | 15.0 | - | - | - | - | - | - | - | - | - | - |
| 5 Proposition C 40% (cash flow basis) | - | - | - | - | - | - | - | - | - | - | - |
| 6 Measure R Sales Tax | 303.9 | 313.8 | 323.5 | 333.7 | 344.2 | 355.0 | 366.2 | 378.1 | 390.3 | 402.1 | - |
| 7 SAFE | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 | 9.4 |
| 8 TDA - Article 3 | 15.3 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| 9 Local Agency Contributions | - | - | - | - | - | - | - | - | - | - | - |
| 10 Local Agency funds for Streets and Roads (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 |
| 11 LTF General Revenues (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 12 LONP Reimbursement (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 |
| 14 Subtotal Local | 725.3 | 733.0 | 755.3 | 778.8 | 803.0 | 827.7 | 853.7 | 880.9 | 909.0 | 936.1 | 549.8 |
| 15 State (programming basis) | | | | | | | | | | | |
| 16 State Hwy Acct-Fwy Service Patrol (no revenue sheet) | 7.4 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.1 | 8.2 | 8.3 | 8.4 | 8.6 |
| 18 Proposition 42 Local Roads (no revenue sheet) | 204.1 | 207.8 | 211.6 | 215.6 | 219.8 | 224.1 | 228.5 | 233.1 | 237.8 | 242.3 | 246.9 |
| 19 Prop 1B Infrastructure Bonds (plus \$330 in STIP Augment) | - | - | - | - | - | - | - | - | - | - | - |
| 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) Allocations | - | - | - | - | - | - | - | - | - | - | - |
| 25 Subtotal State | 758.1 | 769.0 | 780.2 | 791.7 | 803.5 | 815.7 | 828.2 | 841.0 | 854.3 | 867.5 | 881.0 |
| 26 Federal (programming basis) | | | | | | | | | | | |
| 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 sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 32 ITS-Bus Prefermtl Signalization System (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 33 Section 5309 Bus and Bus-Related Facilities (earmarks) | - | - | - | - | - | - | - | - | - | - | - |
| 34 Section 5309 - Small Starts & Very Small Starts | - | - | - | - | - | - | - | - | - | - | - |
| 35 Section 5316 Job Access & Reverse Commute (JARC) | - | - | - | - | - | - | - | - | - | - | - |
| 36 Safe Routes to Schools | - | - | - | - | - | - | - | - | - | - | - |
| 37 CMAQ | 43.9 | 27.7 | - | - | - | - | - | - | - | - | - |
| 38 RSTP | 33.9 | - | - | - | - | - | - | - | - | - | - |
| 39 Subtotal Federal | 94.4 | 27.7 | - | - | - | - | - | - | - | - | - |
| 40 Mixed (programming basis) | | | | | | | | | | | |
| 41 Regional Improvement Prog Funds (RIP) | 150.0 | 138.9 | 138.4 | 129.9 | 14.9 | 83.9 | 134.4 | 135.4 | 134.9 | 14.9 | 14.9 |
| 42 Interregional Improvement Prog Funds (IIP) | - | - | - | - | - | - | - | - | - | - | - |
| 44 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 |
| 45 Subtotal Mixed | 320.0 | 308.9 | 308.4 | 299.9 | 184.9 | 253.9 | 304.4 | 305.4 | 304.9 | 184.9 | 184.9 |
| 46 Subtotal Local, State, Federal Revenues | 1,897.7 | 1,838.6 | 1,843.9 | 1,870.3 | 1,791.4 | 1,897.3 | 1,986.2 | 2,027.4 | 2,068.2 | 1,988.5 | 1,615.7 |

**LACMTA Financial Forecasting Model
Highway / Multimodal Summary
2009 LRTP Baseline 10/22/09**

| | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 47 Financing Revenues: | | | | | | | | | | | |
| 48 Sr. Lien Bonds (Actual Carry-in balance) | | | | | | | | | | | |
| 46 Measure R 20% Bonds (Model generated gross) | - | - | - | - | - | - | - | - | - | - | - |
| 47 Issuance Expense | - | - | - | - | - | - | - | - | - | - | - |
| 48 Bond Reserve Fund | - | - | - | - | - | - | - | - | - | - | - |
| 49 Net Measure R 20% Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - |
| 50 Add'l Senior Lien Bonds (Model generated gross) 5.5% interest | - | - | - | - | - | - | - | - | - | - | - |
| 51 Issuance Expense | - | - | - | - | - | - | - | - | - | - | - |
| 52 Bond Reserve Fund | - | - | - | - | - | - | - | - | - | - | - |
| 53 Net Add'l Senior Lien Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - |
| 54 Subtotal Net Financing Revenues | - | - | - | - | - | - | - | - | - | - | - |
| 59 TOTAL SOURCES | 1,897.7 | 1,838.6 | 1,843.9 | 1,870.3 | 1,791.4 | 1,897.3 | 1,986.2 | 2,027.4 | 2,068.2 | 1,988.5 | 1,615.7 |
| 61 USES OF FUNDS | | | | | | | | | | | |
| 62 Freeway Interchanges | 296.1 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 | - |
| 63 Freeway Carpool Lanes | 11.0 | 27.7 | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| 64 Freeway Gap Closures | 33.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| 65 Freeway Traffic System Management | - | - | - | - | - | - | - | - | - | - | - |
| 66 Measure R Projects - not yet allocated | 0.0 | (0.0) | (0.0) | 0.0 | (0.0) | 0.0 | 0.0 | (0.0) | 0.0 | (0.0) | - |
| 67 Measure R funds to be transferred to West Santa Ana transit | - | - | - | - | - | - | - | - | - | - | - |
| 68 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD) | - | - | - | - | - | - | - | - | 88.8 | - | - |
| 69 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV) | - | - | - | - | - | - | - | - | - | 253.5 | - |
| 70 I-5 Carmenita Interchange (\$106 to 710-South) | - | - | - | - | - | - | - | - | 68.9 | 37.2 | - |
| 71 BNSF Grade Separations | - | - | - | - | - | - | - | - | - | - | - |
| 72 CFP - Regional Surface Transportation Improvements (RSTI) | - | - | - | - | - | - | - | - | - | - | - |
| 73 CPF - RSTI-Santa Monica Blvd. Transit Parkway | - | - | - | - | - | - | - | - | - | - | - |
| 74 CFP - Park & Ride/Transit Centers | - | - | - | - | - | - | - | - | - | - | - |
| 75 CFP - Regional Bikeways and Pedestrian Improvements | - | - | - | - | - | - | - | - | - | - | - |
| 76 CFP - Signal Synchron. & Bus Speed Improvements (Local TSM) | - | - | - | - | - | - | - | - | - | - | - |
| 77 CFP - Transportation Demand Management (TDM) | - | - | - | - | - | - | - | - | - | - | - |
| 78 CFP - Transportation Enhancements | - | - | - | - | - | - | - | - | - | - | - |
| 79 CFP - Regionally Significant Projects | - | - | - | - | - | - | - | - | - | - | - |
| 80 CFP - Supplemental 2007 | - | - | - | - | - | - | - | - | - | - | - |
| 81 CFP - 2007 Call | - | - | - | - | - | - | - | - | - | - | - |
| 82 CFP - Future Calls for Projects | 241.0 | - | - | - | - | - | - | - | - | - | - |
| 83 Alameda Corridor East | - | - | - | - | - | - | - | - | - | - | - |
| 84 Retrofit Soundwalls | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| 85 Miscellaneous Projects | - | - | - | - | - | - | - | - | - | - | - |
| 86 Expo Phase II Bikeway (in addition to prior Call for Projects fun | - | - | - | - | - | - | - | - | - | - | - |
| 87 Pedestrian and Bicycle Facilities (County and Cities-TDA3) | 15.3 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| 88 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 |
| 89 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 |

LACMTA Financial Forecasting Model
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2009 LRTP Baseline 10/22/09

| | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| (\$ in millions) | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 |
| 90 High Priority Projects - other (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 91 Transportation Improvement Program Projects-other (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 92 Gerald Desmond Bridge | - | - | - | - | - | - | - | - | - | - | - |
| 93 RIITS-Regional Integration of ITS (no project sheet) | 2.0 | - | - | - | - | - | - | - | - | - | - |
| 94 Safe Routes to Schools Projects (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 95 Rapid Bus Subsidy Projects | - | - | - | - | - | - | - | - | - | - | - |
| 96 Highway-Railroad Crossing Safety-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 97 Highway Safety-SHOPP-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 98 Highway Safety-Signal Synchron LA City-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 99 Port Infrastructure-Goods Mvmt-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 100 Local Bridge Seismic Retrofit-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 101 Street and Road Improvement-county-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 102 Street and Road Improvement-cities-Prop 1B (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 103 Street and Road Improvement-Cities/County-ARRA (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 104 Street and Road Improvement-Rural County-ARRA (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 105 Wilshire Bus Only Lane | - | - | - | - | - | - | - | - | - | - | - |
| 106 Subtotal Capital | 770.0 | 599.0 | 581.0 | 583.2 | 479.3 | 559.5 | 621.9 | 635.3 | 647.6 | 566.6 | 191.8 |
| 107 Rideshare/Vanpools | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| 108 Freeway Service Patrol | 30.8 | 31.3 | 31.8 | 32.3 | 32.9 | 33.4 | 34.0 | 34.6 | 35.2 | 35.7 | 36.3 |
| 109 Call Boxes SAFE (Highway Operations) | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| 110 Local Streets and Roads | 469.1 | 472.8 | 476.6 | 480.6 | 484.8 | 489.1 | 493.5 | 498.1 | 502.8 | 507.3 | 511.9 |
| 111 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 |
| 112 Subtotal Operations | 811.2 | 822.5 | 834.0 | 845.9 | 858.2 | 870.8 | 883.7 | 897.1 | 910.8 | 924.5 | 938.4 |
| 113 Subtotal Highway Uses | 1,581.1 | 1,421.4 | 1,415.0 | 1,429.1 | 1,337.4 | 1,430.3 | 1,505.6 | 1,532.4 | 1,558.4 | 1,491.1 | 1,130.3 |
| 114 Transfer to Transit (Rail Capital) of Prop C 25% Direct/Bonds | - | - | - | - | - | - | - | - | - | - | - |
| 115 Staff Support (Hwy/TDM) & Regional Admin. incl STIP PPM | 14.4 | 14.5 | 14.6 | 14.8 | 14.9 | 15.0 | 15.2 | 15.4 | 15.5 | 15.7 | 15.8 |
| 116 Subtotal | 1,595.5 | 1,435.9 | 1,429.6 | 1,443.9 | 1,352.3 | 1,445.4 | 1,520.8 | 1,547.7 | 1,573.9 | 1,506.8 | 1,146.1 |
| 117 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet) | - | - | - | - | - | - | - | - | - | - | - |
| 118 Financing Payments: | | | | | | | | | | | |
| 119 Existing Bonds (Actual/Treasury Fcst; Prop C25% Secured) | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | 14.8 | - | - | - | - |
| 120 Additional Prop C25% Bonds (Model Generated) | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 217.6 | 216.4 | 214.1 | 213.0 | 213.0 |
| 121 Subtotal Prop C 25% Financing Payments | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 232.4 | 216.4 | 214.1 | 213.0 | 213.0 |
| 122 Measure R 20% Bonds (Model generated) | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 53.3 | 26.6 | - |
| 123 Subtotal Financing Payments | 285.7 | 285.7 | 285.7 | 285.7 | 285.7 | 285.7 | 285.7 | 269.7 | 267.4 | 239.6 | 213.0 |
| 124 TOTAL USES | 1,881.2 | 1,721.6 | 1,715.3 | 1,729.6 | 1,638.0 | 1,731.1 | 1,806.5 | 1,817.4 | 1,841.3 | 1,746.4 | 1,359.1 |
| 125 CASH BALANCE ACCOUNT | | | | | | | | | | | |
| 126 Beginning Fiscal Year Cash Balance | 1.6 | 18.2 | 135.1 | 263.7 | 404.5 | 557.8 | 724.1 | 903.8 | 1,113.7 | 1,340.6 | 1,582.7 |
| 127 Annual Net Change to Cash Balance | 16.5 | 117.0 | 128.6 | 140.8 | 153.4 | 166.2 | 179.7 | 210.0 | 226.9 | 242.1 | 256.6 |
| 128 Ending Fiscal Year Cash Balance | 18.2 | 135.1 | 263.7 | 404.5 | 557.8 | 724.1 | 903.8 | 1,113.7 | 1,340.6 | 1,582.7 | 1,839.3 |
| 130 Net Budget Ratio (Prop C Sr. Lien Bond) | 0.64 | (0.96) | (0.46) | 0.79 | 0.82 | 0.84 | 0.87 | 0.96 | 1.00 | 1.09 | 1.20 |
| 131 Debt service as a % of revenue, 95% maximum assumed | 61.17% | 59.25% | 57.47% | 55.19% | 54.01% | 52.37% | 50.76% | 49.26% | 47.87% | 46.57% | 45.35% |

LACMTA Financial Forecasting Model

Carpool Lanes Summary

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Prior to Plan | Years '05-'09 | 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 |
|--|---------------|----------------|----------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Not yet programmed | 0.0 | 40.6 | 1,785.0 | 825.4 | 38.7 | 65.1 | 342.5 | 358.6 | 440.7 | 291.0 | 106.8 | 113.4 | 39.0 | 14.0 | 14.0 | 75.2 | 51.4 |
| Baseline projects programmed | 260.5 | 1,350.6 | 1,397.6 | 108.4 | 560.3 | 555.9 | 410.8 | 295.5 | 42.5 | 38.0 | 18.3 | 18.3 | - | - | - | - | - |
| TOTAL COSTS INFLATED | 260.5 | 1,391.2 | 3,182.6 | 933.8 | 598.9 | 621.0 | 753.3 | 654.1 | 483.2 | 329.0 | 125.1 | 131.7 | 57.3 | 14.0 | 14.0 | 75.2 | 51.4 |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 22.7 | 216.7 | 784.4 | 184.7 | - | 59.1 | 188.9 | 143.1 | 170.8 | 138.6 | 64.0 | 20.0 | - | - | - | - | - |
| Subtotal Prop. C | 22.7 | 216.7 | 784.4 | 184.7 | - | 59.1 | 188.9 | 143.1 | 170.8 | 138.6 | 64.0 | 20.0 | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 0.0 | - | 253.9 | 522.5 | 560.3 | - | 21.2 | 29.2 | 40.8 | 28.7 | 23.0 | 44.0 | 39.0 | 14.0 | 14.0 | 75.2 | 51.4 |
| Local Agency Funds | 0.0 | 21.2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 22.7 | 237.9 | 1,038.3 | 707.2 | 560.3 | 59.1 | 210.1 | 172.3 | 211.6 | 167.3 | 87.0 | 64.0 | 39.0 | 14.0 | 14.0 | 75.2 | 51.4 |
| State (programming basis) | | | | | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds-CMIA | 0.0 | 85.0 | 1,015.1 | - | - | 96.0 | 390.2 | 322.0 | 100.0 | 106.9 | - | - | - | - | - | - | - |
| Prop 1B State Infrastructure Bonds-S-LTPP | 0.0 | 25.1 | 64.9 | - | - | 14.9 | - | - | 50.0 | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 7.8 | 111.5 | 253.5 | - | - | 8.0 | 19.8 | 38.1 | 38.1 | 54.8 | 38.1 | 38.1 | 18.3 | - | - | - | - |
| Subtotal State | 53.3 | 221.6 | 1,333.5 | - | - | 118.9 | 410.0 | 360.1 | 188.1 | 161.7 | 38.1 | 38.1 | 18.3 | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | | | |
| ARRA | 0.0 | - | 115.4 | - | - | 115.4 | - | - | - | - | - | - | - | - | - | - | - |
| Other Federal Funds (earmarks) | 0.0 | 18.3 | 109.8 | - | - | 41.0 | 31.6 | 16.0 | 21.2 | - | - | - | - | - | - | - | - |
| CMAQ | 21.6 | 47.3 | 349.9 | 196.6 | 38.7 | 146.4 | 70.0 | 74.1 | 59.4 | - | - | - | - | - | - | - | - |
| RSTP | 13.9 | 71.6 | 21.8 | - | - | - | 7.1 | 11.9 | 2.8 | - | - | - | - | - | - | - | - |
| Subtotal Federal | 35.5 | 137.2 | 596.9 | 196.6 | 38.7 | 302.8 | 108.7 | 102.0 | 83.4 | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 135.9 | 736.3 | 94.5 | 30.0 | - | 43.5 | 1.7 | 19.7 | - | - | - | 29.6 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 13.1 | 58.3 | 29.6 | - | - | 6.8 | 22.8 | - | - | - | - | - | - | - | - | - | - |
| Caltrans ARRA Funds | 0.0 | - | 89.9 | - | - | 89.9 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 149.0 | 794.6 | 214.0 | 30.0 | - | 140.2 | 24.5 | 19.7 | - | - | - | 29.6 | - | - | - | - | - |
| Total Revenues | 260.5 | 1,391.2 | 3,182.6 | 933.8 | 598.9 | 621.0 | 753.3 | 654.1 | 483.2 | 329.0 | 125.1 | 131.7 | 57.3 | 14.0 | 14.0 | 75.2 | 51.4 |
| Total Surplus/<Shortfall> | 0.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model

Carpool Lanes Summary

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Prior to Plan | Years '05-'09 | 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 | |
|--|---------------|---------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------|
| Highway Strategy Project Cost | | - | 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 | 523.0 | 523.0 | |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | |
| Tolls/PPP | | - | 1,200.0 | 1,650.0 | 2,186.0 | - | - | - | - | - | - | 300.0 | 300.0 | 300.0 | 300.0 | 300.0 | 300.0 | |
| Container Fees | | - | 240.0 | 120.0 | - | - | - | - | - | - | - | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | |
| Subtotal Local Revenues | | - | 1,440.0 | 1,770.0 | 2,186.0 | - | - | - | - | - | - | 360.0 | 360.0 | 360.0 | 360.0 | 360.0 | 360.0 | |
| State | | | | | | | | | | | | | | | | | | |
| State Programs | | - | - | 74.3 | 525.7 | - | - | - | - | - | - | - | - | - | - | - | - | |
| SHOPP (Additional) | | - | - | - | 25.0 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal State Revenues | | - | - | 74.3 | 550.7 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | | |
| Cap and Trade | | - | 130.0 | 60.0 | - | - | - | - | - | - | - | 30.0 | 40.0 | 30.0 | 30.0 | 30.0 | 30.0 | |
| Federal Formula Funds (Additional) | | - | 120.0 | 346.0 | 531.0 | - | - | - | - | - | - | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | |
| Federal HPP/PNS Earmarks | | - | 475.0 | 170.0 | 200.0 | - | 75.0 | 75.0 | 75.0 | 75.0 | 75.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | |
| Metro Area | | - | 550.0 | 44.0 | 226.0 | - | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | - | - | - | - | - | - | |
| Freight Program | | - | 559.0 | 516.0 | 350.0 | - | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 77.0 | 77.0 | 77.0 | 78.0 | 78.0 | 78.0 | |
| Subtotal Federal Revenues | | - | 1,834.0 | 1,136.0 | 1,307.0 | - | 235.0 | 235.0 | 235.0 | 235.0 | 235.0 | 162.0 | 172.0 | 162.0 | 163.0 | 163.0 | 163.0 | |
| Total Highway Strategy Revenues | | - | 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 | 523.0 | 523.0 | |
| GRAND TOTAL COSTS | | 260.5 | 1,391.2 | 6,456.6 | 3,914.1 | 4,642.6 | 621.0 | 988.3 | 889.1 | 718.2 | 564.0 | 360.1 | 653.7 | 589.3 | 536.0 | 537.0 | 598.2 | 574.4 |

LACMTA Financial Forecasting Model

Carpool Lanes Summary

2009 LRTP Baseline 10/22/09

| | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
|--|-------------|--------------|--------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|------------|------------|------------|------------|----------|
| (\$ in millions) | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | | | |
| Not yet programmed | 70.7 | 102.3 | 132.8 | 147.1 | 74.7 | 80.1 | 59.5 | 31.7 | 11.0 | 27.7 | - | - | - | - | - | - | - | - | - |
| Baseline projects programmed | - | - | - | - | 7.0 | 101.4 | - | - | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| TOTAL COSTS INFLATED | 70.7 | 102.3 | 132.8 | 147.1 | 81.7 | 181.5 | 59.5 | 31.7 | 11.0 | 27.7 | 124.8 | 169.9 | 210.9 | 54.7 | 0.0 | 0.0 | 0.0 | 0.0 | |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | - | - | 15.0 | 40.0 | 35.0 | 60.0 | 34.7 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | 15.0 | 40.0 | 35.0 | 60.0 | 34.7 | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 70.7 | 102.3 | 67.8 | 46.8 | 7.0 | 101.4 | - | - | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 70.7 | 102.3 | 82.8 | 86.8 | 42.0 | 161.4 | 34.7 | - | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds-CMIA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Prop 1B State Infrastructure Bonds-S-LTPP | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | | | | | |
| ARRA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Federal Funds (earmarks) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | 50.0 | 50.0 | 20.0 | 20.1 | 24.8 | 31.7 | 11.0 | 27.7 | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | 50.0 | 50.0 | 20.0 | 20.1 | 24.8 | 31.7 | 11.0 | 27.7 | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | 10.3 | 19.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Caltrans ARRA Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | 10.3 | 19.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 70.7 | 102.3 | 132.8 | 147.1 | 81.7 | 181.5 | 59.5 | 31.7 | 11.0 | 27.7 | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model

Carpool Lanes Summary

2009 LRTP Baseline 10/22/09

| (\$ in millions) | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2038 |
|--|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------|
| | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | |
| Highway Strategy Project Cost | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 323.5 | 350.8 | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 225.0 | 225.0 | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | 58.0 | 59.0 | |
| Container Fees | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 225.0 | 225.0 | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | 58.0 | 59.0 | |
| State | | | | | | | | | | | | | | | | | | | |
| State Programs | - | - | - | - | - | - | 23.5 | 50.8 | 50.3 | 50.1 | 50.3 | 75.0 | 100.0 | 109.6 | 90.4 | - | - | - | |
| SHOPP (Additional) | - | - | - | - | - | - | - | - | - | - | - | 25.0 | - | - | - | - | - | - | |
| Subtotal State Revenues | - | - | - | - | - | - | 23.5 | 50.8 | 50.3 | 50.1 | 50.3 | 100.0 | 100.0 | 109.6 | 90.4 | - | - | - | |
| Federal | | | | | | | | | | | | | | | | | | | |
| Cap and Trade | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal Formula Funds (Additional) | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 53.0 | 53.0 | 53.0 | 53.0 | 53.0 | 55.0 | 52.8 | 142.6 | 52.8 | 52.8 | 7.2 | 8.8 | |
| Federal HPP/PNS Earmarks | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | - | - | - | - | - | 100.0 | 16.7 | 16.7 | 16.7 | 16.7 | 16.6 | 16.6 | |
| Metro Area | - | - | - | - | - | - | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 25.0 | 22.5 | 81.7 | 22.5 | 8.3 | - | - | |
| Freight Program | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | - | - | 11.0 | 22.0 | 33.0 | 84.0 | 33.3 | 33.3 | 33.3 | 33.3 | 33.3 | 33.5 | |
| Subtotal Federal Revenues | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 75.0 | 75.0 | 86.0 | 97.0 | 108.0 | 264.0 | 125.3 | 274.3 | 125.3 | 111.1 | 57.1 | 58.9 | |
| Total Highway Strategy Revenues | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 323.5 | 350.8 | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | |
| GRAND TOTAL COSTS | 280.7 | 312.3 | 342.8 | 357.1 | 291.7 | 391.5 | 383.0 | 382.5 | 372.3 | 399.8 | 508.1 | 761.9 | 821.2 | 892.6 | 431.7 | 222.1 | 115.1 | 117.9 | |

LACMTA Financial Forecasting Model
Freeway Interchanges and
Other Major Highway Projects Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
|---|----------------|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Not yet programmed | 3,563.9 | - | 0.0 | - | 798.8 | 1,507.0 | 1,258.1 | 5.7 | 106.5 | 78.6 | 87.6 | 83.1 | 102.9 |
| Baseline projects programmed | 430.8 | - | 71.8 | 271.7 | 159.1 | - | - | 134.8 | 14.8 | - | 9.5 | - | - |
| TOTAL COSTS INFLATED | 3,994.7 | 100.0% | 71.8 | 271.7 | 957.9 | 1,507.0 | 1,258.1 | 140.5 | 121.3 | 78.6 | 97.1 | 83.1 | 102.9 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 168.5 | 4.2% | 12.8 | 35.0 | 86.5 | 47.1 | - | 12.8 | 29.8 | 15.0 | 15.0 | 13.9 | - |
| Subtotal Prop. C | 168.5 | 4.2% | 12.8 | 35.0 | 86.5 | 47.1 | - | 12.8 | 29.8 | 15.0 | 15.0 | 13.9 | - |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax | 3,030.0 | 75.9% | 0.0 | - | 739.9 | 1,086.1 | 1,204.0 | 5.7 | 91.5 | 63.6 | 72.6 | 69.2 | 102.9 |
| Local Agency Funds/Other (Private) | - | 0.0% | 0.5 | - | - | - | - | - | - | - | - | - | - |
| Total Local | 3,198.5 | 80.1% | 13.3 | 35.0 | 826.4 | 1,133.2 | 1,204.0 | 18.4 | 121.3 | 78.6 | 87.6 | 83.1 | 102.9 |
| State (programming basis) | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (S-LTPP) | 40.0 | 1.0% | 0.0 | - | 40.0 | - | - | 40.0 | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 71.0 | 1.8% | 0.0 | 71.0 | - | - | - | - | - | - | - | - | - |
| Subtotal State | 111.0 | 2.8% | 0.0 | 71.0 | 40.0 | - | - | 40.0 | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| Other Federal Funds | 1.0 | 0.0% | 15.1 | 1.0 | - | - | - | - | - | - | - | - | - |
| CMAQ | 46.2 | 1.2% | 0.0 | 8.2 | 38.0 | - | - | 38.0 | - | - | - | - | - |
| RSTP | - | 0.0% | 5.4 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 47.2 | 1.2% | 20.5 | 9.2 | 38.0 | - | - | 38.0 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | 598.5 | 15.0% | 38.0 | 129.9 | 40.6 | 373.8 | 54.1 | 40.6 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 39.5 | 1.0% | 0.0 | 26.6 | 12.9 | - | - | 3.4 | - | - | 9.5 | - | - |
| Subtotal Mixed | 638.0 | 16.0% | 38.0 | 156.5 | 53.5 | 373.8 | 54.1 | 44.0 | - | - | 9.5 | - | - |
| TOTAL REVENUES | 3,994.7 | 100.0% | 71.8 | 271.7 | 957.9 | 1,507.0 | 1,258.1 | 140.5 | 121.3 | 78.6 | 97.1 | 83.1 | 102.9 |
| TOTAL SURPLUS<SHORTFALL> | - | | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 5,979.0 | | | | | | | 32.2 | 69.6 | 79.0 | 88.4 | 200.8 | 374.0 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Tolls/PPP | 1,516.0 | 25.4% | - | - | 1,175.0 | 341.0 | - | - | - | - | - | 53.0 | 119.0 |
| Subtotal Local Revenues | 1,516.0 | 25.4% | | | 1,175.0 | 341.0 | - | - | - | - | - | 53.0 | 119.0 |
| State | | 0.0% | | | | | | | | | | | |
| State Programs | 316.0 | 5.3% | - | - | 210.8 | 105.2 | - | - | - | - | - | - | - |
| SHOPP (Additional) | 26.0 | 0.4% | - | - | - | 26.0 | - | - | - | - | - | - | - |
| Subtotal State Revenues | 342.0 | 5.7% | | | 210.8 | 131.2 | - | - | - | - | - | - | - |
| Federal | | 0.0% | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 1,035.0 | 17.3% | - | - | 583.1 | 451.9 | - | - | - | - | - | 30.0 | 33.0 |
| 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 |
| Metro Area | 742.0 | 12.4% | - | - | 450.0 | 292.0 | - | - | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Freight Program | 1,059.0 | 17.7% | - | - | 678.9 | 380.1 | - | - | - | - | - | - | 50.0 |
| Subtotal Federal Revenues | 4,121.0 | 68.9% | | | 2,575.2 | 1,545.8 | - | 32.2 | 69.6 | 79.0 | 88.4 | 147.8 | 255.0 |
| Total Highway Strategy Revenues | 5,979.0 | 100.0% | | | 3,961.0 | 2,018.0 | - | 64.4 | 139.2 | 158.0 | 176.8 | 401.6 | 748.0 |
| GRAND TOTAL COSTS | 9,973.7 | | | 271.7 | 4,918.9 | 3,525.0 | 1,258.1 | 172.7 | 190.9 | 157.6 | 185.5 | 283.9 | 476.9 |

LACMTA Financial Forecasting Model
Freeway Interchanges and
Other Major Highway Projects Summary
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 |
|---|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Not yet programmed | 3,563.9 | 96.4 | 78.0 | 80.0 | 80.0 | 34.5 | 9.3 | 9.6 | 95.3 | 166.2 | 183.7 | 248.7 | 221.7 |
| Baseline projects programmed | 430.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 3,994.7 | 96.4 | 78.0 | 80.0 | 80.0 | 34.5 | 9.3 | 9.6 | 95.3 | 166.2 | 183.7 | 248.7 | 221.7 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 168.5 | - | - | - | - | - | - | - | - | - | - | - | 47.1 |
| Subtotal Prop. C | 168.5 | - | - | - | - | - | - | - | - | - | - | - | 47.1 |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax | 3,030.0 | 96.4 | 78.0 | 80.0 | 80.0 | 34.5 | 9.3 | 9.6 | 9.8 | 116.1 | 146.7 | 195.9 | 110.8 |
| Local Agency Funds/Other (Private) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 3,198.5 | 96.4 | 78.0 | 80.0 | 80.0 | 34.5 | 9.3 | 9.6 | 9.8 | 116.1 | 146.7 | 195.9 | 157.9 |
| State (programming basis) | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (S-LTPP) | 40.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 71.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 111.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| Other Federal Funds | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 46.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 47.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | 598.5 | - | - | - | - | - | - | - | 85.5 | 50.1 | 37.1 | 52.9 | 63.8 |
| Interregional Improvement Prog Funds (IIP) | 39.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 638.0 | - | - | - | - | - | - | - | 85.5 | 50.1 | 37.1 | 52.9 | 63.8 |
| TOTAL REVENUES | 3,994.7 | 96.4 | 78.0 | 80.0 | 80.0 | 34.5 | 9.3 | 9.6 | 95.3 | 166.2 | 183.7 | 248.7 | 221.7 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 5,979.0 | 685.9 | 803.2 | 903.2 | 724.7 | 611.0 | 486.0 | 161.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Tolls/PPP | 1,516.0 | 179.0 | 246.0 | 317.0 | 261.0 | 202.0 | 139.0 | - | - | - | - | - | - |
| Subtotal Local Revenues | 1,516.0 | 179.0 | 246.0 | 317.0 | 261.0 | 202.0 | 139.0 | - | - | - | - | - | - |
| State | | | | | | | | | | | | | |
| State Programs | 316.0 | 52.7 | 52.7 | 52.7 | 52.7 | 52.7 | 52.5 | - | - | - | - | - | - |
| SHOPP (Additional) | 26.0 | - | - | - | - | 8.0 | 9.0 | 9.0 | - | - | - | - | - |
| Subtotal State Revenues | 342.0 | 52.7 | 52.7 | 52.7 | 52.7 | 60.7 | 61.5 | 9.0 | - | - | - | - | - |
| Federal | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 1,035.0 | 129.0 | 129.0 | 133.1 | 129.0 | 129.4 | 124.5 | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 |
| Federal HPP/PNS Earmarks | 1,285.0 | 188.7 | 172.0 | 130.0 | 63.5 | 60.8 | 61.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Metro Area | 742.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 |
| Freight Program | 1,059.0 | 86.5 | 153.5 | 220.4 | 168.5 | 108.1 | 50.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 |
| Subtotal Federal Revenues | 4,121.0 | 454.2 | 504.5 | 533.5 | 411.0 | 348.3 | 285.5 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 |
| Total Highway Strategy Revenues | 5,979.0 | 1,371.8 | 1,606.4 | 1,806.4 | 1,449.4 | 1,222.0 | 972.0 | 322.0 | 304.0 | 304.0 | 304.0 | 304.0 | 304.0 |
| GRAND TOTAL COSTS | 9,973.7 | 782.3 | 881.2 | 983.2 | 804.7 | 645.5 | 495.3 | 170.6 | 247.3 | 318.2 | 335.7 | 400.7 | 373.7 |

**LACMTA Financial Forecasting Model
 Freeway Interchanges and
 Other Major Highway Projects Summary
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan TOTAL | 2027 2028 | 2028 2029 | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Not yet programmed | 3,563.9 | 284.8 | 253.2 | 296.1 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| Baseline projects programmed | 430.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 3,994.7 | 284.8 | 253.2 | 296.1 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 168.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 168.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax | 3,030.0 | 221.8 | 231.8 | 242.0 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| Local Agency Funds/Other (Private) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 3,198.5 | 221.8 | 231.8 | 242.0 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| State (programming basis) | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (S-LTPP) | 40.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 71.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 111.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| Other Federal Funds | 1.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 46.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 47.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | 598.5 | 63.0 | 21.4 | 54.1 | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 39.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 638.0 | 63.0 | 21.4 | 54.1 | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 3,994.7 | 284.8 | 253.2 | 296.1 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 0.0 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Tolls/PPP | 1,516.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 1,516.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | |
| State Programs | 316.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| SHOPP (Additional) | 26.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State Revenues | 342.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 1,035.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal HPP/PNS Earmarks | 1,285.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Area | 742.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Freight Program | 1,059.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal Revenues | 4,121.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 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 | 0.0 |
| GRAND TOTAL COSTS | 9,973.7 | 284.8 | 253.2 | 296.1 | 251.8 | 136.9 | 101.9 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |

LACMTA Financial Forecasting Model

Gap Closures Summary

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | % | Prior to Plan | Years '05-'09 | 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 |
|--|----------------|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | | | | |
| Not yet programmed | 1,488.0 | | | - | 183.1 | 487.5 | 817.4 | 0.1 | 8.9 | 17.0 | 16.0 | 23.2 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |
| Baseline projects programmed | 61.1 | | 43.1 | 56.3 | 4.8 | - | - | 4.4 | 0.4 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 1,549.0 | | 43.1 | 56.3 | 187.9 | 487.5 | 817.4 | 4.4 | 9.3 | 17.0 | 16.0 | 23.2 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |
| TOTAL COSTS INFLATED | 1,549.0 | 100.0% | 43.1 | 56.3 | 187.9 | 487.5 | 817.4 | 4.4 | 9.3 | 17.0 | 16.0 | 23.2 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 237.1 | 15.3% | | 26.1 | 4.8 | 206.2 | - | 4.4 | 0.4 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 237.1 | 15.3% | | 26.1 | 4.8 | 206.2 | - | 4.4 | 0.4 | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 1,049.0 | 67.7% | | - | 173.9 | 82.7 | 792.4 | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |
| Total Local | 1,286.1 | 83.0% | | 26.1 | 178.7 | 288.9 | 792.4 | 4.4 | 9.3 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |
| State (programming basis) | | | | | | | | | | | | | | | | | | | |
| GARVEE Bond Proceeds | - | 0.0% | 25.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 9.2 | 0.6% | 14.4 | - | 9.2 | - | - | - | - | - | 9.2 | - | - | - | - | - | - | - | - |
| Subtotal State | 9.2 | 0.6% | 39.8 | - | 9.2 | - | - | - | - | - | 9.2 | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | | | | | |
| Other Federal Funds (earmarks) | 3.8 | 0.2% | | 3.8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 20.7 | 1.3% | | - | - | 20.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 24.6 | 1.6% | | 3.8 | - | 20.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 213.3 | 13.8% | 3.3 | 10.4 | - | 177.9 | 25.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 15.9 | 1.0% | | 15.9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 229.2 | 14.8% | 3.3 | 26.3 | - | 177.9 | 25.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,549.0 | 100.0% | 43.1 | 56.3 | 187.9 | 487.5 | 817.4 | 4.4 | 9.3 | 17.0 | 16.0 | 23.2 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | | | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 4,559.9 | | | - | 76.0 | 4,483.9 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 20.0 | - | - | - | - | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 2,818.0 | | | - | - | 2,818.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 2,818.0 | | | - | - | 2,818.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | | | | | |
| State Programs | 180.0 | | | - | - | 180.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State Revenues | 180.0 | | | - | - | 180.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 1,301.9 | | | - | - | 1,301.9 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal HPP/PNS Earmarks | 186.0 | | | - | 2.0 | 184.0 | - | - | - | - | - | - | 2.0 | - | - | - | - | - | - |
| Metro Area | 74.0 | | | - | 74.0 | - | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 18.0 | - | - | - | - | - | - |
| Subtotal Federal Revenues | 1,561.9 | | | - | 76.0 | 1,485.9 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 20.0 | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 4,559.9 | | | - | 76.0 | 4,483.9 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 20.0 | - | - | - | - | - | - |
| GRAND TOTAL COSTS | 6,047.9 | | | - | 259.1 | 4,971.4 | 817.4 | 0.1 | 17.9 | 34.0 | 32.0 | 37.2 | 40.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 |

LACMTA Financial Forecasting Model

Gap Closures Summary

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | | | | | |
| Not yet programmed | 1,488.0 | 25.2 | 18.7 | 52.4 | 87.3 | 103.7 | 76.4 | 64.1 | 46.9 | 33.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| Baseline projects programmed | 61.1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 1,549.0 | 25.2 | 18.7 | 52.4 | 87.3 | 103.7 | 76.4 | 64.1 | 46.9 | 33.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| TOTAL COSTS INFLATED | 1,549.0 | 25.2 | 18.7 | 52.4 | 87.3 | 103.7 | 76.4 | 64.1 | 46.9 | 33.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 237.1 | 16.4 | 10.0 | 15.0 | 15.0 | 95.0 | 47.0 | 7.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 237.1 | 16.4 | 10.0 | 15.0 | 15.0 | 95.0 | 47.0 | 7.8 | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 1,049.0 | 8.8 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| Total Local | 1,286.1 | 25.2 | 18.7 | 23.7 | 23.7 | 103.7 | 55.7 | 16.6 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| State (programming basis) | | | | | | | | | | | | | | | | | | | | |
| GARVEE Bond Proceeds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 9.2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 9.2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | | | | | | |
| Other Federal Funds (earmarks) | 3.8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 20.7 | - | - | - | - | - | 20.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 24.6 | - | - | - | - | - | 20.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 213.3 | - | - | 28.7 | 63.6 | - | - | 47.5 | 38.1 | 25.0 | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 15.9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 229.2 | - | - | 28.7 | 63.6 | - | - | 47.5 | 38.1 | 25.0 | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,549.0 | 25.2 | 18.7 | 52.4 | 87.3 | 103.7 | 76.4 | 64.1 | 46.9 | 33.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 4,559.9 | 667.0 | 667.0 | 667.0 | 667.0 | 666.0 | 666.0 | 242.0 | 241.9 | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 2,818.0 | 446.0 | 446.0 | 446.0 | 446.0 | 446.0 | 446.0 | 71.0 | 71.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 2,818.0 | 446.0 | 446.0 | 446.0 | 446.0 | 446.0 | 446.0 | 71.0 | 71.0 | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | | | | | | |
| State Programs | 180.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State Revenues | 180.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metro Area | 74.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal Revenues | 1,561.9 | 191.0 | 191.0 | 191.0 | 191.0 | 190.0 | 190.0 | 171.0 | 170.9 | - | - | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 4,559.9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| GRAND TOTAL COSTS | 6,047.9 | 692.2 | 685.7 | 719.4 | 754.3 | 769.7 | 742.4 | 306.1 | 288.8 | 33.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | - |

LACMTA Financial Forecasting Model

Highway Funding Strategy Summary

2009 LRTP Baseline 10/22/09

| (in millions) | Plan Total | % | 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 |
|--|-----------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|----------------|----------------|
| Project Costs | | | | | | | | | | | | | |
| 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 Improvements | - | | - | - | - | - | - | - | - | - | - | - | - |
| South Bay Ramp & Interchange Improvements | - | | - | - | - | - | - | - | - | - | - | - | - |
| 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 | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Project Costs | 22,721.9 | | 8,003.0 | 10,558.2 | 4,160.7 | 32.2 | 378.6 | 396.0 | 404.4 | 514.8 | 683.0 | 1,285.9 | 1,405.2 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| 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 |
| Subtotal Local Revenues | 9,750.0 | 42.9% | 2,635.0 | 4,929.0 | 2,186.0 | - | 2.0 | 5.0 | 3.0 | 53.0 | 119.0 | 539.0 | 606.0 |
| State | | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - |
| Subtotal State Revenues | 2,609.0 | 11.5% | 516.8 | 1,424.5 | 667.7 | - | 18.0 | 15.0 | 15.0 | 15.0 | 15.0 | 100.7 | 100.7 |
| Federal | | | | | | | | | | | | | |
| 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 |
| Subtotal Federal Revenues | 10,362.9 | 45.6% | 4,851.2 | 4,204.7 | 1,307.0 | 32.2 | 358.6 | 376.0 | 386.4 | 446.8 | 549.0 | 646.2 | 698.5 |
| Total Highway Strategy Revenues | 22,721.9 | 100.0% | 8,003.0 | 10,558.2 | 4,160.7 | 32.2 | 378.6 | 396.0 | 404.4 | 514.8 | 683.0 | 1,285.9 | 1,405.2 |

HPP = High Priority Projects

PNS = Projects of National Significance

LACMTA Financial Forecasting Model

Highway Funding Strategy Summary

2009 LRTP Baseline 10/22/09

| (in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 |
|--|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|--------------|--------------|
| Project Costs | | | | | | | | | | | | | |
| 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 Improvements | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Project Costs | 22,721.9 | 1,580.2 | 1,322.7 | 1,211.0 | 1,058.0 | 1,163.0 | 1,154.0 | 1,154.0 | 1,154.0 | 1,148.0 | 1,138.0 | 675.5 | 702.7 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 9,750.0 | 687.0 | 621.0 | 562.0 | 499.0 | 546.0 | 546.0 | 546.0 | 546.0 | 546.0 | 546.0 | 296.0 | 296.0 |
| State | | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - |
| Subtotal State Revenues | 2,609.0 | 119.7 | 117.7 | 120.7 | 110.5 | 159.0 | 150.0 | 150.0 | 150.0 | 150.0 | 140.0 | 133.5 | 160.8 |
| Federal | | | | | | | | | | | | | |
| 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 | - | - |
| Subtotal Federal Revenues | 10,362.9 | 773.5 | 584.0 | 528.3 | 448.5 | 458.0 | 458.0 | 458.0 | 458.0 | 452.0 | 452.0 | 246.0 | 245.9 |
| Total Highway Strategy Revenues | 22,721.9 | 1,580.2 | 1,322.7 | 1,211.0 | 1,058.0 | 1,163.0 | 1,154.0 | 1,154.0 | 1,154.0 | 1,148.0 | 1,138.0 | 675.5 | 702.7 |

HPP = High Priority Projects

PNS = Projects of National Significance

LACMTA Financial Forecasting Model

Highway Funding Strategy Summary

2009 LRTP Baseline 10/22/09

| (in millions) | Plan Total | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Project Costs | | | | | | | | | | | | |
| 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 Improvements | - | - | - | - | - | - | - | - | - | - | - | - |
| South Bay Ramp & Interchange Improvements | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | - | - | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Project Costs | 22,721.9 | 471.3 | 379.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | - |
| Highway Strategy Revenues | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 9,750.0 | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | 58.0 | 59.0 | - |
| State | | | | | | | | | | | | |
| 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 | - | - | - | - | - | - | - |
| Subtotal State Revenues | 2,609.0 | 160.3 | 57.1 | 50.3 | 100.0 | 100.0 | 109.6 | 90.4 | - | - | - | - |
| Federal | | | | | | | | | | | | |
| 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 | - |
| Subtotal Federal Revenues | 10,362.9 | 86.0 | 97.0 | 108.0 | 264.0 | 125.3 | 274.3 | 125.3 | 111.1 | 57.1 | 58.9 | - |
| Total Highway Strategy Revenues | 22,721.9 | 471.3 | 379.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | - |

HPP = High Priority Projects

PNS = Projects of National Significance

LACMTA Financial Forecasting Model
Caltrans L.A. County Highway Operations
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Baseline Projects | 8,709.8 | 799.0 | 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 |
| Subtotal Construction Costs | 8,709.8 | 799.0 | 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 |
| TOTAL COSTS INFLATED | 8,709.8 | 799.0 | 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 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | | |
| State Highway Acct (Caltrans Ops) (no rev sheet) | 8,709.8 | 799.0 | 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 |
| Subtotal State | 8,709.8 | 799.0 | 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 |
| TOTAL REVENUES | 8,709.8 | 799.0 | 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 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Baseline Projects | 8,709.8 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| Subtotal Construction Costs | 8,709.8 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| TOTAL COSTS INFLATED | 8,709.8 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | |
| State Highway Acct (Caltrans Ops) (no rev sheet) | 8,709.8 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| Subtotal State | 8,709.8 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| TOTAL REVENUES | 8,709.8 | 214.8 | 220.1 | 225.6 | 231.3 | 237.1 | 243.0 | 249.1 | 255.3 | 261.7 | 268.2 | 274.9 | 281.8 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Baseline Projects | 8,709.8 | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| Subtotal Construction Costs | 8,709.8 | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| TOTAL COSTS INFLATED | 8,709.8 | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| PROJECT REVENUES | | | | | | | | | | | |
| State | | | | | | | | | | | |
| State Highway Acct (Caltrans Ops) (no rev sheet) | 8,709.8 | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| Subtotal State | 8,709.8 | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| TOTAL REVENUES | 8,709.8 | 288.8 | 296.1 | 303.5 | 311.1 | 318.8 | 326.8 | 335.0 | 343.3 | 351.9 | 360.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Baseline Projects | 34.0 | 3.0 | 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 | 34.0 | 3.0 | 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 |
| TOTAL COSTS INFLATED | 34.0 | 3.0 | 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 |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | | | |
| EEM Funds | 34.0 | 3.0 | 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 |
| TOTAL REVENUES | 34.0 | 3.0 | 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 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Environmental Enhancement & Mitigation costs are not inflated.
2. It is assumed that Prop 111 gas tax funding will be re-authorized.
3. Funding for FY 06 & FY 07 was not included in the State Budget.
4. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model
 Environmental Enhancement & Mitigation
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Baseline Projects | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Subtotal Construction Costs | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| TOTAL COSTS INFLATED | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| PROJECT REVENUES | | | | | | | | | | | | |
| State | | | | | | | | | | | | |
| EEM Funds | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| TOTAL REVENUES | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Environmental Enhancement & Mitigation costs are not inflated.
2. It is assumed that Prop 111 gas tax funding will be re-authorized.
3. Funding for FY 06 & FY 07 was not included in the State Budget.
4. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model
Environmental Enhancement & Mitigation
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Baseline Projects | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Subtotal Construction Costs | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| TOTAL COSTS INFLATED | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| PROJECT REVENUES | | | | | | | | | | | |
| State | | | | | | | | | | | |
| EEM Funds | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| TOTAL REVENUES | 34.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Environmental Enhancement & Mitigation costs are not inflated.
2. It is assumed that Prop 111 gas tax funding will be re-authorized.
3. Funding for FY 06 & FY 07 was not included in the State Budget.
4. Projects are awarded on a discretionary basis.

LACMTA Financial Forecasting Mode
Freeway Service Patrol
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|---|------------|---------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| PROJECT COSTS | 1,025.9 | | | | | | | | | | | | | | |
| Baseline Projects | 1,025.9 | 125.8 | 247.5 | 284.2 | 368.4 | 26.8 | 23.1 | 23.4 | 23.7 | 24.1 | 24.5 | 24.9 | 25.3 | 25.7 | 26.1 |
| Subtotal Construction Costs | 1,025.9 | 125.8 | 247.5 | 284.2 | 368.4 | 26.8 | 23.1 | 23.4 | 23.7 | 24.1 | 24.5 | 24.9 | 25.3 | 25.7 | 26.1 |
| TOTAL COSTS | 1,025.9 | 125.8 | 247.5 | 284.2 | 368.4 | 26.8 | 23.1 | 23.4 | 23.7 | 24.1 | 24.5 | 24.9 | 25.3 | 25.7 | 26.1 |
| Total Costs Percent Change | | | | | | | | 1.46% | 1.29% | 1.65% | 1.65% | 1.67% | 1.63% | 1.68% | 1.67% |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition C 25% | 670.9 | 67.0 | 160.5 | 190.5 | 252.9 | 16.1 | 14.8 | 15.1 | 15.4 | 15.7 | 16.0 | 16.4 | 16.7 | 17.0 | 17.4 |
| Subtotal Prop. C | 670.9 | 67.0 | 160.5 | 190.5 | 252.9 | 16.1 | 14.8 | 15.1 | 15.4 | 15.7 | 16.0 | 16.4 | 16.7 | 17.0 | 17.4 |
| Other Local | | | | | | | | | | | | | | | |
| SAFE | 70.7 | 10.7 | 18.0 | 20.0 | 22.0 | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| HOV Violation Fines (no rev sheet) | 16.8 | 2.6 | 4.1 | 4.6 | 5.5 | 0.5 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 | 0.4 |
| Total Local | 758.5 | 80.3 | 182.6 | 215.1 | 280.4 | 16.6 | 17.2 | 17.5 | 17.8 | 18.1 | 18.4 | 18.8 | 19.1 | 19.4 | 19.8 |
| State | | | | | | | | | | | | | | | |
| Fwy Serv Patrol-State Hwy Acct (no rev sheet) | 267.4 | 45.5 | 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) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 267.4 | 45.5 | 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 |
| Federal | | | | | | | | | | | | | | | |
| Other Federal Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,025.9 | 125.8 | 247.5 | 284.2 | 368.4 | 26.8 | 23.1 | 23.4 | 23.7 | 24.1 | 24.5 | 24.9 | 25.3 | 25.7 | 26.1 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This project uses "off the top" Prop C 25% Direct funds.
2. Fwy Service Patrol-State Hwy Account (SHA) is a Statewide program annually appropriated out of the State Budget.
3. \$1M of SAFE funds for I-710 Big Rig demo thru FY08.
4. Big Rig Patrol changed to ongoing operation effective FY09.

LACMTA Financial Forecasting Mode
Freeway Service Patrol
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | 1,025.9 | | | | | | | | | | | |
| Baseline Projects | 1,025.9 | 26.6 | 27.0 | 27.4 | 27.8 | 28.2 | 28.6 | 29.0 | 29.4 | 29.9 | 30.3 | 30.8 |
| Subtotal Construction Costs | 1,025.9 | 26.6 | 27.0 | 27.4 | 27.8 | 28.2 | 28.6 | 29.0 | 29.4 | 29.9 | 30.3 | 30.8 |
| TOTAL COSTS | 1,025.9 | 26.6 | 27.0 | 27.4 | 27.8 | 28.2 | 28.6 | 29.0 | 29.4 | 29.9 | 30.3 | 30.8 |
| Total Costs Percent Change | | 1.61% | 1.61% | 1.50% | 1.44% | 1.63% | 1.29% | 1.32% | 1.42% | 1.54% | 1.63% | 1.62% |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Proposition C 25% | 670.9 | 17.7 | 18.0 | 18.3 | 18.6 | 18.9 | 19.2 | 19.4 | 19.8 | 20.1 | 20.5 | 20.9 |
| Subtotal Prop. C | 670.9 | 17.7 | 18.0 | 18.3 | 18.6 | 18.9 | 19.2 | 19.4 | 19.8 | 20.1 | 20.5 | 20.9 |
| Other Local | | | | | | | | | | | | |
| SAFE | 70.7 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| HOV Violation Fines (no rev sheet) | 16.8 | 0.4 | 0.4 | 0.4 | 0.4 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Total Local | 758.5 | 20.1 | 20.4 | 20.7 | 21.0 | 21.4 | 21.7 | 21.9 | 22.3 | 22.6 | 23.0 | 23.4 |
| State | | | | | | | | | | | | |
| Fwy Serv Patrol-State Hwy Acct (no rev sheet) | 267.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 |
| Other State (no revenue sheet) | - | | | | | | | | | | | |
| Subtotal State | 267.4 | 6.5 | 6.6 | 6.7 | 6.8 | 6.9 | 6.9 | 7.0 | 7.1 | 7.2 | 7.3 | 7.4 |
| Federal | | | | | | | | | | | | |
| Other Federal Funds | - | | | | | | | | | | | |
| CMAQ | - | | | | | | | | | | | |
| RSTP | - | | | | | | | | | | | |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,025.9 | 26.6 | 27.0 | 27.4 | 27.8 | 28.2 | 28.6 | 29.0 | 29.4 | 29.9 | 30.3 | 30.8 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This project uses "off the top" Prop C 25% Direct funds.
2. Fwy Service Patrol-State Hwy Account (SHA) is a Statewide program annually appropriated out of the State Budget.
3. \$1M of SAFE funds for I-710 Big Rig demo thru FY08.
4. Big Rig Patrol changed to ongoing operation effective FY09.

LACMTA Financial Forecasting Mode
Freeway Service Patrol
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|---|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | 1,025.9 | | | | | | | | | | |
| Baseline Projects | 1,025.9 | 31.3 | 31.8 | 32.3 | 32.9 | 33.4 | 34.0 | 34.6 | 35.2 | 35.7 | 36.3 |
| Subtotal Construction Costs | 1,025.9 | 31.3 | 31.8 | 32.3 | 32.9 | 33.4 | 34.0 | 34.6 | 35.2 | 35.7 | 36.3 |
| TOTAL COSTS | 1,025.9 | 31.3 | 31.8 | 32.3 | 32.9 | 33.4 | 34.0 | 34.6 | 35.2 | 35.7 | 36.3 |
| Total Costs Percent Change | | 1.59% | 1.59% | 1.62% | 1.65% | 1.67% | 1.69% | 1.71% | 1.73% | 1.66% | 1.64% |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% | 670.9 | 21.3 | 21.7 | 22.1 | 22.5 | 22.9 | 23.4 | 23.9 | 24.3 | 24.8 | 25.3 |
| Subtotal Prop. C | 670.9 | 21.3 | 21.7 | 22.1 | 22.5 | 22.9 | 23.4 | 23.9 | 24.3 | 24.8 | 25.3 |
| Other Local | | | | | | | | | | | |
| SAFE | 70.7 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| HOV Violation Fines (no rev sheet) | 16.8 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Total Local | 758.5 | 23.8 | 24.2 | 24.6 | 25.0 | 25.4 | 25.9 | 26.4 | 26.8 | 27.3 | 27.8 |
| State | | | | | | | | | | | |
| Fwy Serv Patrol-State Hwy Acct (no rev sheet) | 267.4 | 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) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 267.4 | 7.6 | 7.7 | 7.8 | 7.9 | 8.0 | 8.1 | 8.2 | 8.3 | 8.4 | 8.6 |
| Federal | | | | | | | | | | | |
| Other Federal Funds | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - |
| Mixed | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,025.9 | 31.3 | 31.8 | 32.3 | 32.9 | 33.4 | 34.0 | 34.6 | 35.2 | 35.7 | 36.3 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This project uses "off the top" Prop C 25% Direct funds.
2. Fwy Service Patrol-State Hwy Account (SHA) is a Statewide program annually appropriated out of the State Budget.
3. \$1M of SAFE funds for I-710 Big Rig demo thru FY08.
4. Big Rig Patrol changed to ongoing operation effective FY09.

**LACMTA Financial Forecasting Model
Local Streets and Roads Maintenance
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|---|---------------|--------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Baseline Projects | 15,563.9 | - | 1,463.8 | 4,201.9 | 4,511.7 | 5,386.5 | 405.7 | 409.3 | 412.6 | 415.6 | 418.6 | 421.6 | 424.8 | 427.9 |
| Subtotal Construction Costs | 15,563.9 | - | 1,463.8 | 4,201.9 | 4,511.7 | 5,386.5 | 405.7 | 409.3 | 412.6 | 415.6 | 418.6 | 421.6 | 424.8 | 427.9 |
| TOTAL COSTS INFLATED | 15,563.9 | 100.0% | 1,463.8 | 4,201.9 | 4,511.7 | 5,386.5 | 405.7 | 409.3 | 412.6 | 415.6 | 418.6 | 421.6 | 424.8 | 427.9 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Local Agency funds for streets & roads (no rev sheet) | 43.2 | 0.3% | 6.0 | 12.0 | 12.0 | 13.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| Total Local | 43.2 | 0.3% | 6.0 | 12.0 | 12.0 | 13.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| State | | | | | | | | | | | | | | |
| Proposition 42 (no revenue sheet) | 6,023.1 | 38.7% | 138.0 | 1,551.9 | 1,861.7 | 2,471.5 | 140.7 | 144.3 | 147.6 | 150.6 | 153.6 | 156.6 | 159.8 | 162.9 |
| State Gas Tax Subventions (no rev sheet) | 9,496.8 | 61.0% | 1,319.0 | 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 |
| Other State (no revenue sheet) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 15,519.9 | 99.7% | 1,457.0 | 4,189.9 | 4,499.7 | 5,373.3 | 404.5 | 408.1 | 411.4 | 414.4 | 417.4 | 420.4 | 423.6 | 426.7 |
| Federal | | | | | | | | | | | | | | |
| Railroad-Hwy Grade Crossing (sect 130) (no rev sheet) | 0.8 | 0.0% | 0.8 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 0.8 | 0.0% | 0.8 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed | | | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 15,563.9 | 100.0% | 1,463.8 | 4,201.9 | 4,511.7 | 5,386.5 | 405.7 | 409.3 | 412.6 | 415.6 | 418.6 | 421.6 | 424.8 | 427.9 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - | - | - | - |

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 rehabilitation.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. Proposition 42 allocation of gasoline sales taxes for street and road repairs effective FY 09. Conservatively estimated share.

**LACMTA Financial Forecasting Model
Local Streets and Roads Maintenance
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Baseline Projects | 15,563.9 | 431.2 | 434.5 | 437.8 | 441.1 | 444.1 | 447.1 | 449.6 | 452.2 | 455.0 | 458.1 | 461.5 | 465.3 | 469.1 |
| Subtotal Construction Costs | 15,563.9 | 431.2 | 434.5 | 437.8 | 441.1 | 444.1 | 447.1 | 449.6 | 452.2 | 455.0 | 458.1 | 461.5 | 465.3 | 469.1 |
| TOTAL COSTS INFLATED | 15,563.9 | 431.2 | 434.5 | 437.8 | 441.1 | 444.1 | 447.1 | 449.6 | 452.2 | 455.0 | 458.1 | 461.5 | 465.3 | 469.1 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Local Agency funds for streets & roads (no rev sheet) | 43.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| Total Local | 43.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| State | | | | | | | | | | | | | | |
| Proposition 42 (no revenue sheet) | 6,023.1 | 166.2 | 169.5 | 172.8 | 176.1 | 179.1 | 182.1 | 184.6 | 187.2 | 190.0 | 193.1 | 196.5 | 200.3 | 204.1 |
| State Gas Tax Subventions (no rev sheet) | 9,496.8 | 263.8 | 263.8 | 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) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 15,519.9 | 430.0 | 433.3 | 436.6 | 439.9 | 442.9 | 445.9 | 448.4 | 451.0 | 453.8 | 456.9 | 460.3 | 464.1 | 467.9 |
| Federal | | | | | | | | | | | | | | |
| Railroad-Hwy Grade Crossing (sect 130) (no rev sheet) | 0.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 0.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed | | | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 15,563.9 | 431.2 | 434.5 | 437.8 | 441.1 | 444.1 | 447.1 | 449.6 | 452.2 | 455.0 | 458.1 | 461.5 | 465.3 | 469.1 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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 rehabilitation.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. Proposition 42 allocation of gasoline sales taxes for street and road repairs effective FY 09. Conservatively estimated share.

LACMTA Financial Forecasting Model
Local Streets and Roads Maintenance
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Baseline Projects | 15,563.9 | 472.8 | 476.6 | 480.6 | 484.8 | 489.1 | 493.5 | 498.1 | 502.8 | 507.3 | 511.9 |
| Subtotal Construction Costs | 15,563.9 | 472.8 | 476.6 | 480.6 | 484.8 | 489.1 | 493.5 | 498.1 | 502.8 | 507.3 | 511.9 |
| TOTAL COSTS INFLATED | 15,563.9 | 472.8 | 476.6 | 480.6 | 484.8 | 489.1 | 493.5 | 498.1 | 502.8 | 507.3 | 511.9 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | |
| Local Agency funds for streets & roads (no rev sheet) | 43.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| Total Local | 43.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| State | | | | | | | | | | | |
| Proposition 42 (no revenue sheet) | 6,023.1 | 207.8 | 211.6 | 215.6 | 219.8 | 224.1 | 228.5 | 233.1 | 237.8 | 242.3 | 248.9 |
| State Gas Tax Subventions (no rev sheet) | 9,496.8 | 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) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 15,519.9 | 471.6 | 475.4 | 479.4 | 483.8 | 487.9 | 492.3 | 496.9 | 501.6 | 506.1 | 510.7 |
| Federal | | | | | | | | | | | |
| Railroad-Hwy Grade Crossing (sect 130) (no rev sheet) | 0.8 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 0.8 | - | - | - | - | - | - | - | - | - | - |
| Mixed | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 15,563.9 | 472.8 | 476.6 | 480.6 | 484.8 | 489.1 | 493.5 | 498.1 | 502.8 | 507.3 | 511.9 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

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 rehabilitation.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. Proposition 42 allocation of gasoline sales taxes for street and road repairs effective FY 09. Conservatively estimated share.

**LACMTA Financial Forecasting Model
 Freeway Call Box Program (SAFE)
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Baseline Costs | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| Subtotal Costs | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| TOTAL COSTS INFLATED | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | |
| SAFE | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| Total Local | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| TOTAL REVENUES | 302.5 | 58.7 | 88.4 | 74.0 | 81.4 | 22.9 | 7.2 | 7.2 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 | 7.3 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This project does not receive any Prop. C revenue.
2. SAFE = Service Authority for Freeway Emergencies.
3. \$1 per vehicle registration surcharge on each vehicle registered in the County.
4. Call Box Program FIS = 300209

**LACMTA Financial Forecasting Model
 Freeway Call Box Program (SAFE)
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---------------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Baseline Costs | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Subtotal Costs | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL COSTS INFLATED | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| PROJECT REVENUES | | | | | | | | | | | | |
| Other Local SAFE | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Total Local | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL REVENUES | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This project does not receive any Prop. C revenue.
2. SAFE = Service Authority for Freeway Emergencies.
3. \$1 per vehicle registration surcharge on each vehicle registered in the County.
4. Call Box Program FIS = 300209

**LACMTA Financial Forecasting Model
 Freeway Call Box Program (SAFE)
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|---------------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Baseline Costs | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Subtotal Costs | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL COSTS INFLATED | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| PROJECT REVENUES | | | | | | | | | | | |
| Other Local | | | | | | | | | | | |
| SAFE | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Total Local | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL REVENUES | 302.5 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This project does not receive any Prop. C revenue.
2. SAFE = Service Authority for Freeway Emergencies.
3. \$1 per vehicle registration surcharge on each vehicle registered in the County.
4. Call Box Program FIS = 300209

LACMTA Financial Forecasting Model
Freeway Rehabilitation (SHOPP)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Baseline Construction | 6,302.0 | 1,124.0 | 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 |
| Subtotal Construction Costs | 6,302.0 | 1,124.0 | 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 |
| TOTAL COSTS INFLATED | 6,302.0 | 1,124.0 | 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 |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Mixed | | | | | | | | | | | | | | | |
| SHOPP | 6,302.0 | 1,124.0 | 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 |
| Subtotal Mixed | 6,302.0 | 1,124.0 | 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 |
| TOTAL REVENUES | 6,302.0 | 1,124.0 | 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 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

**LACMTA Financial Forecasting Model
 Freeway Rehabilitation (SHOPP)
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Baseline Construction | 6,302.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Subtotal Construction Costs | 6,302.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| TOTAL COSTS INFLATED | 6,302.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| PROJECT REVENUES | | | | | | | | | | | | |
| Mixed | | | | | | | | | | | | |
| SHOPP | 6,302.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Subtotal Mixed | 6,302.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| TOTAL REVENUES | 6,302.0 | 165.0 | 165.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

**LACMTA Financial Forecasting Model
 Freeway Rehabilitation (SHOPP)
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|---------------------------------------|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Baseline Construction | 6,302.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Subtotal Construction Costs | 6,302.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| TOTAL COSTS INFLATED | 6,302.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| PROJECT REVENUES | | | | | | | | | | | |
| Mixed SHOPP | 6,302.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| Subtotal Mixed | 6,302.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| TOTAL REVENUES | 6,302.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 | 170.0 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

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

LACMTA Financial Forecasting Model
2009 LRTP Baseline 10/22/09
Freeway Project Costs (\$ in millions)

| | | | Costs | | | | | | | | | | | | | | | | | | |
|----|----------------|--|-------|---------|-----------|---------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|--|--|
| | | | Total | | FY 05-40 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | | | | |
| | | | Cost | Prior | All Funds | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | | | | |
| 1 | SR-90 | Freeway Extension (Gap) | Gap | 20.0 | - | 20.0 | 0.7 | 10.4 | 3.3 | 3.3 | 1.6 | 0.3 | 0.4 | - | - | - | - | | | | |
| 2 | I-710 | Improvement from PCH to downtown Long Beach | Int | 7.0 | 5.4 | 1.6 | 0.4 | 0.3 | - | 0.3 | 0.2 | - | 0.4 | - | - | - | - | | | | |
| 3 | SR-71 | Gap from I-10 to Mission Blvd. | Gap | 115.0 | - | 115.0 | 1.6 | - | - | - | - | - | - | - | 9.2 | - | - | | | | |
| 4 | SR-71 | Gap from Mission Blvd. to Rio Rancho Rd. | Gap | 330.0 | 4.4 | 325.6 | - | - | - | - | - | - | - | - | - | - | - | | | | |
| 5 | I-5 | North Truck Lanes | HOV | 5,271.2 | - | 5,271.2 | - | - | - | - | - | - | - | 21.0 | 34.6 | 13.5 | 14.0 | | | | |
| 6 | SR-710 | North Extension (tunnel)- I-10 to I-210 | Gap | 5,636.0 | - | 5,636.0 | 8.2 | 8.4 | 0.5 | 4.5 | 5.5 | 0.1 | 17.9 | 34.0 | 32.0 | 28.0 | 40.0 | | | | |
| 7 | I-710 | South Early Action Projects in Long Beach | Int | 687.0 | - | 687.0 | - | - | - | - | 36.9 | 30.0 | 44.0 | 45.4 | 42.8 | 109.0 | 144.9 | | | | |
| 8 | I-710 | South | HOV | 6,263.6 | - | 6,263.6 | - | - | - | - | - | 250.0 | 235.0 | 235.0 | 235.0 | 235.0 | 522.0 | | | | |
| 9 | | High Desert Corridor (environmental) | Int | 33.0 | - | 33.0 | - | - | - | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | | | | |
| 10 | | High Desert Corridor (construction) | Int | 3,031.0 | - | 3,031.0 | - | - | - | - | - | - | - | - | 113.0 | 232.0 | 358.0 | | | | |
| 11 | I-5 | Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall) | HOV | 134.0 | 32.4 | 101.6 | 1.7 | 9.3 | 7.9 | 1.5 | 3.9 | 10.0 | 25.0 | 25.0 | 17.3 | - | - | | | | |
| 12 | SR-14 | Carpool Lanes from Pearblossom to Ave P-8 | HOV | 40.8 | 2.1 | 38.7 | 22.9 | 2.8 | 0.5 | 10.9 | 1.4 | - | 0.2 | - | - | - | - | | | | |
| 13 | I-405 | Carpool Lanes from I-105 to SR-90 | HOV | 50.0 | 27.4 | 22.6 | 4.3 | 3.7 | 2.1 | 3.1 | 3.5 | 6.0 | - | - | - | - | - | | | | |
| 14 | I-405 | Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. | HOV | 6.4 | - | 6.4 | 0.8 | 2.6 | 1.3 | 0.1 | 1.6 | - | - | - | - | - | - | | | | |
| 15 | I-405 | Carpool Lanes from Waterford to I-10, SB Auxiliary Lane | HOV | 50.0 | 34.7 | 15.3 | - | 4.2 | 3.4 | 1.3 | 0.2 | 0.5 | - | - | 5.7 | - | - | | | | |
| 16 | SR-60 | Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall) | HOV | 153.3 | 5.2 | 148.1 | 32.5 | 44.4 | 7.9 | 15.0 | 24.0 | 21.0 | 3.4 | - | - | - | - | | | | |
| 17 | I-405 | Carpool Lanes from SR-90 to I-10 | HOV | 169.5 | 148.5 | 21.0 | 8.6 | 0.8 | 0.8 | 0.5 | 0.1 | 0.1 | 10.1 | - | - | - | - | | | | |
| 18 | I-5 | Carpool Lanes from SR-170 to SR-118 | HOV | 250.9 | 2.2 | 248.7 | 5.7 | 19.7 | 35.3 | 10.3 | 93.2 | 74.7 | 9.8 | - | - | - | - | | | | |
| 19 | I-5 | Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave | HOV | 699.7 | 0.3 | 699.4 | 18.8 | 2.4 | 12.6 | 13.1 | 239.7 | 55.1 | 73.9 | 80.7 | 85.5 | 55.1 | 42.7 | | | | |
| 20 | I-10 | Carpool Lanes from I-605 to Puente | HOV | 168.6 | - | 168.6 | 2.3 | 25.0 | - | 109.4 | - | 31.9 | - | - | - | - | - | | | | |
| 21 | I-405 | Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB | HOV | 1,034.0 | - | 1,034.0 | 5.5 | 0.4 | 4.1 | 16.0 | 37.8 | 326.9 | 324.1 | 252.0 | 32.2 | 11.0 | 8.0 | | | | |
| 22 | I-10 | Carpool Lanes from Puente to Citrus | HOV | 182.8 | 1.2 | 181.6 | 0.1 | 0.2 | 0.2 | 34.5 | - | 27.9 | 23.8 | 43.5 | 10.3 | 10.3 | 10.3 | | | | |
| 23 | I-10 | Carpool Lanes from Citrus to SR-57 | HOV | 170.0 | 0.5 | 169.5 | - | - | - | 24.1 | - | - | 46.2 | 28.1 | 45.1 | 26.1 | - | | | | |
| 24 | I-5 | Carpool and Mixed Flow Lanes I-605 to OCL | HOV | 1,240.5 | 6.0 | 1,234.5 | 1.5 | 70.4 | - | 14.9 | 226.4 | - | 209.1 | 188.6 | 252.0 | 181.1 | 41.1 | | | | |
| 25 | SR-14 | Carpool Lane from Ave P-8 to Ave L | HOV | 120.0 | - | 120.0 | - | - | - | - | - | - | - | - | - | - | - | | | | |
| 26 | US-101 | Interchg SB-LA. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St) | Int | 40.9 | 12.8 | 28.0 | 7.4 | 4.6 | 2.7 | 0.4 | 0.6 | - | 12.3 | - | - | - | - | | | | |
| 27 | I-5 | Carmenita Road Interchange | Int | 379.7 | 15.6 | 364.1 | 31.3 | 1.1 | - | 75.8 | 63.0 | 134.0 | 15.0 | 15.0 | 15.0 | 13.9 | - | | | | |
| 28 | SR-57 / SR-60 | Mixed Flow Interchange | Int | 475.0 | - | 475.0 | - | - | - | - | - | - | - | - | - | - | - | | | | |
| 29 | | South Bay Ramp and Interchange Improvements | Int | 1,512.4 | - | 1,512.4 | - | - | - | - | - | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | | | | |
| 30 | I-605 | Corridor Hot Spot Interchanges | Int | 3,200.8 | - | 3,200.8 | - | - | - | - | - | 0.1 | 64.9 | 59.0 | 64.0 | 69.0 | 71.0 | | | | |
| 31 | SR-57 / SR-60 | Carpool Lanes Direct Connectors (NB 57 to EB 60; WB 60 to SB 57) | Int | 70.5 | 38.0 | 32.5 | 9.4 | 20.8 | 2.3 | - | - | - | - | - | - | - | - | | | | |
| 32 | I-405 / US-101 | Connector Gap Closure near Greenleaf | Gap | 45.7 | 38.7 | 7.0 | 1.8 | 0.7 | 0.4 | 0.1 | - | 4.0 | - | - | - | - | - | | | | |
| 33 | I-5 / SR-14 | Carpool Lane Direct Connectors (N to/from S) | HOV | 161.1 | - | 161.1 | - | 11.9 | 31.2 | 13.4 | 27.1 | 65.6 | 4.9 | 7.0 | - | - | - | | | | |
| 34 | I-5 / I-405 | Carpool Lane Partial Connector | HOV | 330.0 | - | 330.0 | - | - | - | - | - | - | - | - | - | - | - | | | | |
| 35 | | Hwy Operational Improvements in Arroyo Verdugo Subregion | Int | 259.6 | - | 259.6 | - | - | - | - | - | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | | | | |
| 36 | | Hwy Operational Improvements in Las Virgenes/Malibu Subregion | Int | 253.3 | - | 253.3 | - | - | - | - | - | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | | | | |
| 37 | | | | | | | | | | | | | | | | | | | | | |
| 38 | I-5 | Carmenita Road Interchange Enhancements | Int | 32.0 | - | 32.0 | - | - | - | - | - | - | 5.0 | 5.0 | 5.0 | 5.0 | 12.0 | | | | |
| 39 | I-5 / SR-14 | Carpool Lane Direct Connectors (N to/from S) Enhancements | HOV | 2.0 | - | 2.0 | - | - | - | - | - | - | - | 2.0 | - | - | - | | | | |
| 40 | I-5 | Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements | HOV | 18.0 | - | 18.0 | - | - | - | - | - | - | - | - | 9.0 | 9.0 | - | | | | |
| 41 | I-5 | Carpool and Mixed Flow Lanes I-605 to OCL Enhancements | HOV | 79.8 | - | 79.8 | - | - | - | - | - | - | 6.2 | 6.2 | 6.2 | 6.2 | 30.0 | | | | |
| 42 | SR-134 | Hollywood Way Interchange | Int | 43.3 | - | 43.3 | 7.0 | 32.6 | - | 0.2 | 0.9 | 0.6 | 2.1 | - | - | - | - | | | | |
| 43 | US-101 | Van Nuys Blvd. Off Ramps | Int | 13.1 | - | 13.1 | - | 2.5 | - | - | 1.0 | 0.2 | - | - | 9.5 | - | - | | | | |
| 44 | I-210 | Gap from Foothill Boulevard to SBCL (mitigation) | Gap | 5.3 | - | 5.3 | 0.3 | 2.5 | 1.0 | 0.4 | 1.0 | 0.1 | - | - | - | - | - | | | | |
| 45 | I-405 | SB to US-101 NB and SB Connector (Interchange) - PAVED only | Int | 7.0 | - | 7.0 | - | - | - | 7.0 | - | - | - | - | - | - | - | | | | |
| 46 | I-710 | South Previous Early Projects | HOV | 45.0 | - | 45.0 | - | - | 27.0 | 8.2 | 9.9 | - | - | - | - | - | - | | | | |
| 47 | | Miscellaneous project balances | HOV | 23.8 | - | 23.8 | - | 0.7 | 0.2 | 6.2 | 2.5 | 1.5 | 1.6 | - | - | 11.0 | - | | | | |
| 48 | | | | | | | | | | | | | | | | | | | | | |
| 49 | SR-138 | Corridor Widening (only 7 of 13 segments assumed in model) | RSTI | 217.1 | 25.5 | 191.6 | 0.1 | 8.0 | 27.6 | 8.3 | 1.5 | 33.5 | - | 12.0 | 21.6 | 2.3 | 0.2 | | | | |
| 50 | SR-138 | Corridor Widening (additional segments) | RSTI | 325.0 | - | 325.0 | - | - | - | - | - | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | | | | |
| 51 | I-5 / SR-126 | Interchange (Magic Mountain Parkway) Phases I and II | RSTI | 72.2 | 27.3 | 44.9 | 16.8 | 2.6 | 4.1 | 17.1 | 1.3 | 1.2 | 1.8 | - | - | - | - | | | | |

LACMTA Financial Forecasting Model
2009 LRTP Baseline 10/22/09
Freeway Project Costs (\$ in millions)

| | | | Costs | | FY 05-40 All Funds | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|----|----------------|---|---------------|---------|-----------------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | | Total Cost | Prior | | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| 1 | SR-90 | Freeway Extension (Gap) | Gap | 20.0 | - | 20.0 | - | - | - | - | - | - | - | - | - | - | - |
| 2 | I-710 | Improvement from PCH to downtown Long Beach | Int | 7.0 | 5.4 | 1.6 | - | - | - | - | - | - | - | - | - | - | - |
| 3 | 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 |
| 4 | 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 |
| 5 | I-5 | North Truck Lanes | HOV | 5,271.2 | - | 5,271.2 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 | 102.3 | 67.8 | 46.8 | - | 323.5 |
| 6 | SR-710 | North Extension (tunnel)- I-10 to I-210 | Gap | 5,636.0 | - | 5,636.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 675.8 | 675.7 | 675.7 | 675.7 | 674.7 | 250.8 |
| 7 | I-710 | South Early Action Projects in Long Beach | Int | 687.0 | - | 687.0 | 128.2 | 86.2 | 19.7 | - | - | - | - | - | - | - | - |
| 8 | I-710 | South | HOV | 6,263.6 | - | 6,263.6 | 532.0 | 522.0 | 523.0 | 523.0 | 523.0 | 210.0 | 210.0 | 210.0 | 210.0 | 217.0 | 311.4 |
| 9 | | High Desert Corridor (environmental) | Int | 33.0 | - | 33.0 | - | - | - | - | - | - | - | - | - | - | - |
| 10 | | High Desert Corridor (construction) | Int | 3,031.0 | - | 3,031.0 | 492.0 | 634.0 | 522.0 | 403.0 | 277.0 | - | - | - | - | - | - |
| 11 | I-5 | Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall) | HOV | 134.0 | 32.4 | 101.6 | - | - | - | - | - | - | - | - | - | - | - |
| 12 | SR-14 | Carpool Lanes from Pearblossom to Ave P-8 | HOV | 40.8 | 2.1 | 38.7 | - | - | - | - | - | - | - | - | - | - | - |
| 13 | I-405 | Carpool Lanes from I-105 to SR-90 | HOV | 50.0 | 27.4 | 22.6 | - | - | - | - | - | - | - | - | - | - | - |
| 14 | I-405 | Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. | HOV | 6.4 | - | 6.4 | - | - | - | - | - | - | - | - | - | - | - |
| 15 | I-405 | Carpool Lanes from Waterford to I-10, SB Auxiliary Lane | HOV | 50.0 | 34.7 | 15.3 | - | - | - | - | - | - | - | - | - | - | - |
| 16 | SR-60 | Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall) | HOV | 153.3 | 5.2 | 148.1 | - | - | - | - | - | - | - | - | - | - | - |
| 17 | I-405 | Carpool Lanes from SR-90 to I-10 | HOV | 169.5 | 148.5 | 21.0 | - | - | - | - | - | - | - | - | - | - | - |
| 18 | I-5 | Carpool Lanes from SR-170 to SR-118 | HOV | 250.9 | 2.2 | 248.7 | - | - | - | - | - | - | - | - | - | - | - |
| 19 | I-5 | Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave | HOV | 699.7 | 0.3 | 699.4 | - | - | - | - | - | - | - | - | - | - | - |
| 20 | I-10 | Carpool Lanes from I-605 to Puente | HOV | 168.6 | - | 168.6 | - | - | - | - | - | - | - | - | - | - | - |
| 21 | I-405 | Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB | HOV | 1,034.0 | - | 1,034.0 | 8.0 | - | - | - | - | - | - | - | - | - | - |
| 22 | I-10 | Carpool Lanes from Puente to Citrus | HOV | 182.8 | 1.2 | 181.6 | 10.3 | - | - | - | - | - | - | - | - | - | - |
| 23 | I-10 | Carpool Lanes from Citrus to SR-57 | HOV | 170.0 | 0.5 | 169.5 | - | - | - | - | - | - | - | - | - | - | - |
| 24 | I-5 | Carpool and Mixed Flow Lanes I-605 to OCL | HOV | 1,240.5 | 6.0 | 1,234.5 | - | - | - | - | - | - | - | - | - | - | - |
| 25 | SR-14 | Carpool Lane from Ave P-8 to Ave L | HOV | 120.0 | - | 120.0 | - | - | - | - | - | - | 15.0 | 40.0 | 35.0 | 30.0 | - |
| 26 | US-101 | Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St) | Int | 40.9 | 12.8 | 28.0 | - | - | - | - | - | - | - | - | - | - | - |
| 27 | I-5 | Carmenita Road Interchange | Int | 379.7 | 15.6 | 364.1 | - | - | - | - | - | - | - | - | - | - | - |
| 28 | SR-57 / SR-60 | Mixed Flow Interchange | Int | 475.0 | - | 475.0 | - | - | - | - | - | 85.5 | 50.1 | 37.1 | 52.9 | 110.9 | 63.0 |
| 29 | | South Bay Ramp and Interchange Improvements | Int | 1,512.4 | - | 1,512.4 | 33.0 | 34.0 | 34.0 | 25.5 | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 |
| 30 | I-605 | Corridor Hot Spot Interchanges | Int | 3,200.8 | - | 3,200.8 | 222.0 | 222.0 | 222.0 | 208.0 | 209.0 | 161.0 | 152.0 | 152.0 | 152.0 | 192.9 | 171.9 |
| 31 | SR-57 / SR-60 | Carpool Lanes Direct Connectors (NB 57 to EB 60; WB 60 to SB 57) | Int | 70.5 | 38.0 | 32.5 | - | - | - | - | - | - | - | - | - | - | - |
| 32 | I-405 / US-101 | Connector Gap Closure near Greenleaf | Gap | 45.7 | 38.7 | 7.0 | - | - | - | - | - | - | - | - | - | - | - |
| 33 | I-5 / SR-14 | Carpool Lane Direct Connectors (N to/from S) | HOV | 161.1 | - | 161.1 | - | - | - | - | - | - | - | - | - | - | - |
| 34 | I-5 / I-405 | Carpool Lane Partial Connector | HOV | 330.0 | - | 330.0 | - | - | - | - | - | - | 50.0 | 60.3 | 39.7 | 50.1 | 59.5 |
| 35 | | Hwy Operational Improvements in Arroyo Verdugo Subregion | Int | 259.6 | - | 259.6 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 |
| 36 | | Hwy Operational Improvements in Las Virgenes/Malibu Subregion | Int | 253.3 | - | 253.3 | - | - | - | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 |
| 37 | | | | | | | | | | | | | | | | | |
| 38 | I-5 | Carmenita Road Interchange Enhancements | Int | 32.0 | - | 32.0 | - | - | - | - | - | - | - | - | - | - | - |
| 39 | I-5 / SR-14 | Carpool Lane Direct Connectors (N to/from S) Enhancements | HOV | 2.0 | - | 2.0 | - | - | - | - | - | - | - | - | - | - | - |
| 40 | I-5 | Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements | HOV | 18.0 | - | 18.0 | - | - | - | - | - | - | - | - | - | - | - |
| 41 | I-5 | Carpool and Mixed Flow Lanes I-605 to OCL Enhancements | HOV | 79.8 | - | 79.8 | 25.0 | - | - | - | - | - | - | - | - | - | - |
| 42 | SR-134 | Hollywood Way Interchange | Int | 43.3 | - | 43.3 | - | - | - | - | - | - | - | - | - | - | - |
| 43 | US-101 | Van Nuys Blvd. Off Ramps | Int | 13.1 | - | 13.1 | - | - | - | - | - | - | - | - | - | - | - |
| 44 | I-210 | Gap from Foothill Boulevard to SBCL (mitigation) | Gap | 5.3 | - | 5.3 | - | - | - | - | - | - | - | - | - | - | - |
| 45 | I-405 | SB to US-101 NB and SB Connector (Interchange) - PAVED only | Int | 7.0 | - | 7.0 | - | - | - | - | - | - | - | - | - | - | - |
| 46 | I-710 | South Previous Early Projects | HOV | 45.0 | - | 45.0 | - | - | - | - | - | - | - | - | - | - | - |
| 47 | | Miscellaneous project balances | HOV | 23.8 | - | 23.8 | - | - | - | - | - | - | - | - | - | - | - |
| 48 | | | | | | | | | | | | | | | | | |
| 49 | SR-138 | Corridor Widening (only 7 of 13 segments assumed in model) | RSTI | 217.1 | 25.5 | 191.6 | - | 25.9 | 27.0 | - | - | - | - | - | - | - | - |
| 50 | SR-138 | Corridor Widening (additional segments) | RSTI | 325.0 | - | 325.0 | 16.0 | 43.5 | 44.0 | 67.0 | 32.2 | 21.7 | - | - | - | - | - |
| 51 | I-5 / SR-126 | Interchange (Magic Mountain Parkway) Phases I and II | RSTI | 72.2 | 27.3 | 44.9 | - | - | - | - | - | - | - | - | - | - | - |

LACMTA Financial Forecasting Model
2009 LRTP Baseline 10/22/09
Freeway Project Costs (\$ in millions)

| | | | Costs | | | | | | | | | | | | | | | | |
|----|----------------|---|-------|---------|-----------|---------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|--|
| | | | Total | | FY 05-40 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | | |
| | | | Cost | Prior | All Funds | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 | 2040 | | |
| 1 | SR-90 | Freeway Extension (Gap) | Gap | 20.0 | - | 20.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 2 | I-710 | Improvement from PCH to downtown Long Beach | Int | 7.0 | 5.4 | 1.6 | - | - | - | - | - | - | - | - | - | - | - | | |
| 3 | SR-71 | Gap from I-10 to Mission Blvd. | Gap | 115.0 | - | 115.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 4 | SR-71 | Gap from Mission Blvd. to Rio Rancho Rd. | Gap | 330.0 | 4.4 | 325.6 | 38.1 | 25.0 | - | - | - | - | - | - | - | - | - | | |
| 5 | I-5 | North Truck Lanes | HOV | 5,271.2 | - | 5,271.2 | 350.8 | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | 115.1 | 117.9 | | |
| 6 | SR-710 | North Extension (tunnel)- I-10 to I-210 | Gap | 5,636.0 | - | 5,636.0 | 250.7 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 | - | | |
| 7 | I-710 | South Early Action Projects in Long Beach | Int | 687.0 | - | 687.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 8 | I-710 | South | HOV | 6,263.6 | - | 6,263.6 | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - | | |
| 9 | | High Desert Corridor (environmental) | Int | 33.0 | - | 33.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 10 | | High Desert Corridor (construction) | Int | 3,031.0 | - | 3,031.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 11 | I-5 | Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall) | HOV | 134.0 | 32.4 | 101.6 | - | - | - | - | - | - | - | - | - | - | - | | |
| 12 | SR-14 | Carpool Lanes from Pearblossom to Ave P-8 | HOV | 40.8 | 2.1 | 38.7 | - | - | - | - | - | - | - | - | - | - | - | | |
| 13 | I-405 | Carpool Lanes from I-105 to SR-90 | HOV | 50.0 | 27.4 | 22.6 | - | - | - | - | - | - | - | - | - | - | - | | |
| 14 | I-405 | Carpool Lanes NB from US-101 (Greenleaf) to Burbank Blvd. | HOV | 6.4 | - | 6.4 | - | - | - | - | - | - | - | - | - | - | - | | |
| 15 | I-405 | Carpool Lanes from Waterford to I-10, SB Auxiliary Lane | HOV | 50.0 | 34.7 | 15.3 | - | - | - | - | - | - | - | - | - | - | - | | |
| 16 | SR-60 | Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall) | HOV | 153.3 | 5.2 | 148.1 | - | - | - | - | - | - | - | - | - | - | - | | |
| 17 | I-405 | Carpool Lanes from SR-90 to I-10 | HOV | 169.5 | 148.5 | 21.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 18 | I-5 | Carpool Lanes from SR-170 to SR-118 | HOV | 250.9 | 2.2 | 248.7 | - | - | - | - | - | - | - | - | - | - | - | | |
| 19 | I-5 | Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave | HOV | 699.7 | 0.3 | 699.4 | - | - | - | - | - | - | - | - | - | - | - | | |
| 20 | I-10 | Carpool Lanes from I-605 to Puente | HOV | 168.6 | - | 168.6 | - | - | - | - | - | - | - | - | - | - | - | | |
| 21 | I-405 | Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB | HOV | 1,034.0 | - | 1,034.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 22 | I-10 | Carpool Lanes from Puente to Citrus | HOV | 182.8 | 1.2 | 181.6 | - | - | - | - | - | - | - | - | - | - | - | | |
| 23 | I-10 | Carpool Lanes from Citrus to SR-57 | HOV | 170.0 | 0.5 | 169.5 | - | - | - | - | - | - | - | - | - | - | - | | |
| 24 | I-5 | Carpool and Mixed Flow Lanes I-605 to OCL | HOV | 1,240.5 | 6.0 | 1,234.5 | - | - | - | - | - | - | - | - | - | - | - | | |
| 25 | SR-14 | Carpool Lane from Ave P-8 to Ave L | HOV | 120.0 | - | 120.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 26 | US-101 | Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St) | Int | 40.9 | 12.8 | 28.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 27 | I-5 | Carmentita Road Interchange | Int | 379.7 | 15.6 | 364.1 | - | - | - | - | - | - | - | - | - | - | - | | |
| 28 | SR-57 / SR-60 | Mixed Flow Interchange | Int | 475.0 | - | 475.0 | 21.4 | 54.1 | - | - | - | - | - | - | - | - | - | | |
| 29 | | South Bay Ramp and Interchange Improvements | Int | 1,512.4 | - | 1,512.4 | 61.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 | | |
| 30 | I-605 | Corridor Hot Spot Interchanges | Int | 3,200.8 | - | 3,200.8 | 135.4 | 142.6 | 149.5 | 31.4 | - | - | - | - | - | - | - | | |
| 31 | SR-57 / SR-60 | Carpool Lanes Direct Connectors (NB 57 to EB 60; WB 60 to SB 57) | Int | 70.5 | 38.0 | 32.5 | - | - | - | - | - | - | - | - | - | - | - | | |
| 32 | I-405 / US-101 | Connector Gap Closure near Greenleaf | Gap | 45.7 | 38.7 | 7.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 33 | I-5 / SR-14 | Carpool Lane Direct Connectors (N to/from S) | HOV | 161.1 | - | 161.1 | - | - | - | - | - | - | - | - | - | - | - | | |
| 34 | I-5 / I-405 | Carpool Lane Partial Connector | HOV | 330.0 | - | 330.0 | 31.7 | 11.0 | 27.7 | - | - | - | - | - | - | - | - | | |
| 35 | | Hwy Operational Improvements in Arroyo Verdugo Subregion | Int | 259.6 | - | 259.6 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - | - | - | - | - | - | | |
| 36 | | Hwy Operational Improvements in Las Virgenes/Malibu Subregion | Int | 253.3 | - | 253.3 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - | - | - | - | - | - | | |
| 37 | | | | | | | | | | | | | | | | | | | |
| 38 | I-5 | Carmentita Road Interchange Enhancements | Int | 32.0 | - | 32.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 39 | I-5 / SR-14 | Carpool Lane Direct Connectors (N to/from S) Enhancements | HOV | 2.0 | - | 2.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 40 | I-5 | Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements | HOV | 18.0 | - | 18.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 41 | I-5 | Carpool and Mixed Flow Lanes I-605 to OCL Enhancements | HOV | 79.8 | - | 79.8 | - | - | - | - | - | - | - | - | - | - | - | | |
| 42 | SR-134 | Hollywood Way Interchange | Int | 43.3 | - | 43.3 | - | - | - | - | - | - | - | - | - | - | - | | |
| 43 | US-101 | Van Nuys Blvd. Off Ramps | Int | 13.1 | - | 13.1 | - | - | - | - | - | - | - | - | - | - | - | | |
| 44 | I-210 | Gap from Foothill Boulevard to SBCL (mitigation) | Gap | 5.3 | - | 5.3 | - | - | - | - | - | - | - | - | - | - | - | | |
| 45 | I-405 | SB to US-101 NB and SB Connector (Interchange) - PA/ED only | Int | 7.0 | - | 7.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 46 | I-710 | South Previous Early Projects | HOV | 45.0 | - | 45.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 47 | | Miscellaneous project balances | HOV | 23.8 | - | 23.8 | - | - | - | - | - | - | - | - | - | - | - | | |
| 48 | | | | | | | | | | | | | | | | | | | |
| 49 | SR-138 | Corridor Widening (only 7 of 13 segments assumed in model) | RSTI | 217.1 | 25.5 | 191.6 | - | - | - | - | - | - | - | - | - | - | - | | |
| 50 | SR-138 | Corridor Widening (additional segments) | RSTI | 325.0 | - | 325.0 | - | - | - | - | - | - | - | - | - | - | - | | |
| 51 | I-5 / SR-126 | Interchange (Magic Mountain Parkway) Phases I and II | RSTI | 72.2 | 27.3 | 44.9 | - | - | - | - | - | - | - | - | - | - | - | | |

LACMTA Financial Forecasting Model

Post Mile

I-5 Carpool Lanes-SR-134 to SR-170,

26.7 / 36.4

NB & SB, & Empire Ave

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 |
|--|--------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Not yet programmed | 431.0 | | - | 431.0 | - | - | 55.1 | 73.9 | 80.7 | 85.5 | 64.1 | 51.7 | 20.0 |
| Baseline Project Programmed | 286.5 | 0.3 | 286.5 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 717.4 | 0.3 | 286.5 | 431.0 | - | - | 55.1 | 73.9 | 80.7 | 85.5 | 64.1 | 51.7 | 20.0 |
| TOTAL COSTS INFLATED | 717.4 | 0.3 | 286.5 | 431.0 | - | - | 55.1 | 73.9 | 80.7 | 85.5 | 64.1 | 51.7 | 20.0 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 432.4 | 0.3 | 69.5 | 362.9 | - | - | 5.0 | 73.9 | 80.7 | 85.5 | 55.1 | 42.7 | 20.0 |
| Subtotal Prop. C | 432.4 | 0.3 | 69.5 | 362.9 | - | - | 5.0 | 73.9 | 80.7 | 85.5 | 55.1 | 42.7 | 20.0 |
| Other Local | | | | | | | | | | | | | |
| Measure R (\$271.5) (enhancements) (replacement TBD) | 18.0 | | - | 18.0 | - | - | | | | | 9.0 | 9.0 | - |
| Total Local | 450.4 | 0.3 | 69.5 | 380.9 | - | - | 5.0 | 73.9 | 80.7 | 85.5 | 64.1 | 51.7 | 20.0 |
| State (programming basis) | | | | | | | | | | | | | |
| State Infrastructure Bonds (CMIA) | 73.0 | | 65.0 | 8.0 | - | - | 8.0 | | | | | | |
| Subtotal State | 73.0 | - | 65.0 | 8.0 | - | - | 8.0 | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| Other Federal Funds | 0.4 | | 0.4 | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 2.3 | | 2.3 | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 2.7 | - | 2.7 | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 175.0 | | 135.1 | 39.9 | - | - | 39.9 | | | | | | |
| Interregional Improvement Prog Funds (IIP) | 16.3 | | 14.1 | 2.2 | - | - | 2.2 | | | | | | |
| Subtotal Mixed | 191.3 | - | 149.3 | 42.1 | - | - | 42.1 | - | - | - | - | - | - |
| Total Revenues | 717.4 | 0.3 | 286.5 | 431.0 | 0.0 | 0.0 | 55.1 | 73.9 | 80.7 | 85.5 | 64.1 | 51.7 | 20.0 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priorities 10 and 18.
- Escalated project cost is: **\$699.7**
- Widen one carpool lane in each direction; includes Empire Ave Access Improve, CFP 6375 & 8501, PPNO 0151E, EA 133501
- CFP 2199 & 8355, PPNO 0142F, EA 121801 (\$357.2)
- SAFETEA-LU High Priority Project #570: \$400,000.
- Currently in design phase. Construction expected Fall 2008.
- Empire Ave post mile = 30.5/31.2.
- \$116 M cost increase approved by Board Dec 06 (#7)
- Estimated opening FY 2012.

LACMTA Financial Forecasting Model

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

2009 LRTP Baseline 10/22/09

Post Mile

36.4 / 39.4

Plan total X
Project completion Y
Difference (X-Y)
 \$ 298.7 ?

| (\$ in millions) | Plan TOTAL | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|---|------------|---------------|---------------|---------------|---------------|---------------|-----------|-----------|
| PROJECT COSTS | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Not yet programmed | - | | - | - | - | - | | |
| Baseline Project programmed | 248.7 | 2.2 | 164.2 | 84.5 | - | - | 74.7 | 9.8 |
| Subtotal Construction Costs | 248.7 | 2.2 | 164.2 | 84.5 | - | - | 74.7 | 9.8 |
| TOTAL COSTS INFLATED | 248.7 | 2.2 | 164.2 | 84.5 | - | - | 74.7 | 9.8 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (Cash Flow) | 40.1 | 0.4 | 24.3 | 15.8 | - | - | 6.0 | 9.8 |
| Subtotal Prop. C | 40.1 | 0.4 | 24.3 | 15.8 | - | - | 6.0 | 9.8 |
| Other Local | | | | | | | | |
| Measure R | - | | - | - | - | - | | |
| Total Local | 40.1 | 0.4 | 24.3 | 15.8 | - | - | 6.0 | 9.8 |
| State (programming basis) | | | | | | | | |
| Prop 1B State Infrastructure Bonds (SLPP) | 40.0 | | 25.1 | 14.9 | - | - | 14.9 | |
| Traffic Congestion Relief (TCRP) | 40.2 | 1.8 | 40.2 | - | - | - | | |
| Subtotal State | 80.2 | 1.8 | 65.3 | 14.9 | - | - | 14.9 | - |
| Federal (programming basis) | | | | | | | | |
| ARRA | 15.4 | | - | 15.4 | - | - | 15.4 | |
| CMAQ | 38.4 | | - | 38.4 | - | - | 38.4 | |
| RSTP | 12.8 | | 12.8 | - | - | - | | |
| Subtotal Federal | 66.6 | - | 12.8 | 53.8 | - | - | 53.8 | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 61.9 | | 61.9 | - | - | - | | |
| Subtotal Mixed | 61.9 | - | 61.9 | - | - | - | | |
| Total Revenues | 248.7 | 2.2 | 164.2 | 84.5 | - | - | 74.7 | 9.8 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priority 9.
- Escalated project cost is: \$250.9
- Projects 2197 design and 8339 construction.
- STIP PPNO 0158K, EA 12190, construct 1 lane each direction and direct connector at the 5/170 Interchange.
- TCRP project 41.2: \$1.8 spent through 8/31/05.
- Estimated open FY 2012.

LACMTA Financial Forecasting Model

Post Mile

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

39.4 / 47.0

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed | 77.3 | | - | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| Baseline Project programmed | 24.3 | 32.4 | 24.3 | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 101.6 | 32.4 | 24.3 | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| TOTAL COSTS INFLATED | 101.6 | 32.4 | 24.3 | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 89.0 | 2.5 | 11.7 | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| Subtotal Prop. C | 89.0 | 2.5 | 11.7 | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| Other Local | | | | | | | | | | | |
| Local Agency Funds | - | | - | - | - | - | - | - | - | - | - |
| Total Local | 89.0 | 2.5 | 11.7 | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| State (programming basis) | | | | | | | | | | | |
| GARVEE Bond Proceeds | - | 23.9 | - | - | - | - | - | - | - | - | - |
| Traffic Congestion Relief (TCRP) | 9.7 | | 9.7 | - | - | - | - | - | - | - | - |
| Subtotal State | 9.7 | 23.9 | 9.7 | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | |
| Other Federal Funds | - | | - | - | - | - | - | - | - | - | - |
| CMAQ | - | 4.7 | - | - | - | - | - | - | - | - | - |
| RSTP | - | 1.3 | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | 6.0 | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 2.9 | | 2.9 | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 2.9 | - | 2.9 | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 101.6 | 32.4 | 24.3 | 77.3 | - | - | 10.0 | 25.0 | 25.0 | 17.3 | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 5.
2. Escalated cost including soundwall = \$134.0
3. Call for Projects 2198, PPNO 0162P EA 12200.
4. TCRP project 41.1 (\$9.7 allocated, \$2.7 spent as of 1/06).
5. \$23.9 RIP GARVEE in FY 04.
6. Includes \$15.8 construction cost increase approved by Board in 2/05.

LACMTA Financial Forecasting Model

I-5 Carmenita Rd. Interchange

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
|---|--------------|---------------|---------------|---------------|---------------|---------------|--------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Not yet programmed | 90.9 | | - | 90.9 | - | - | | 20.0 | 20.0 | 20.0 | 18.9 | 12.0 |
| Baseline Project | 305.2 | 15.6 | 171.2 | 134.0 | - | - | 134.0 | | | | | |
| Subtotal Construction Costs | 396.1 | 15.6 | 171.2 | 224.9 | - | - | 134.0 | 20.0 | 20.0 | 20.0 | 18.9 | 12.0 |
| TOTAL COSTS INFLATED | 396.1 | 15.6 | 171.2 | 224.9 | - | - | 134.0 | 20.0 | 20.0 | 20.0 | 18.9 | 12.0 |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 90.7 | | 19.8 | 70.9 | - | - | 12.0 | 15.0 | 15.0 | 15.0 | 13.9 | |
| Subtotal Prop. C | 90.7 | 0.0 | 19.8 | 70.9 | - | - | 12.0 | 15.0 | 15.0 | 15.0 | 13.9 | - |
| Other Local | | | | | | | | | | | | |
| Measure R enhancements (\$138 put on I-710 South) | 32.0 | | - | 32.0 | - | - | | 5.0 | 5.0 | 5.0 | 5.0 | 12.0 |
| Local Agency Funds | - | 0.5 | - | - | - | - | - | - | - | - | - | - |
| Total Local | 122.7 | 0.5 | 19.8 | 102.9 | - | - | 12.0 | 20.0 | 20.0 | 20.0 | 18.9 | 12.0 |
| State (programming basis) | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (SLPP) | 40.0 | | - | 40.0 | - | - | 40.0 | 0.0 | | | | |
| Traffic Congestion Relief Program (TCRP) | 71.0 | | 71.0 | - | - | - | - | - | - | - | - | - |
| Subtotal State | 111.0 | - | 71.0 | 40.0 | - | - | 40.0 | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | |
| Other Federal Funds | - | 15.1 | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 46.2 | | 8.2 | 38.0 | - | - | 38.0 | - | - | - | - | - |
| RSTP | - | | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 46.2 | 15.1 | 8.2 | 38.0 | - | - | 38.0 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 111.6 | 0.0 | 70.9 | 40.6 | - | - | 40.6 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) & IIP TE | 4.6 | | 1.2 | 3.4 | - | - | 3.4 | | | | | |
| Subtotal Mixed | 116.2 | 0.0 | 72.2 | 44.0 | - | - | 44.0 | - | - | - | - | - |
| TOTAL REVENUES | 396.1 | 15.6 | 171.2 | 224.9 | - | - | 134.0 | 20.0 | 20.0 | 20.0 | 18.9 | 12.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priority 12. TCRP #43.
- Post mile: 1.8 - 3.0. Escalated cost excl enhancements is: **\$379.7**
- Call for Projects 6376 & 7217, STIP PPNO 2808A EA 2159C.
- Currently in design; Construction begins Summer 2009.
- Estimated opening FY 2015.

LACMTA Financial Forecasting Model

Post Mile

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

0.0 / 6.3

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | 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 |
|---|----------------|---------------|---------------|----------------|---------------|---------------|-----------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed | 993.3 | | 14.9 | 978.4 | - | - | - | 192.5 | 194.8 | 258.2 | 187.3 | 41.1 | 79.4 | 25.0 |
| Baseline Project programmed | 321.0 | 6.0 | 298.2 | 22.8 | - | - | - | 22.8 | - | - | - | - | - | - |
| Subtotal Construction Costs | 1,314.3 | 6.0 | 313.1 | 1,001.2 | - | - | - | 215.3 | 194.8 | 258.2 | 187.3 | 41.1 | 79.4 | 25.0 |
| TOTAL COSTS INFLATED | 1,314.3 | 6.0 | 313.1 | 1,001.2 | - | - | - | 215.3 | 194.8 | 258.2 | 187.3 | 41.1 | 79.4 | 25.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 269.1 | | 14.9 | 254.2 | - | - | - | 58.0 | 34.4 | 60.0 | 80.5 | 21.3 | - | - |
| Subtotal Prop. C | 269.1 | - | 14.9 | 254.2 | - | - | - | 58.0 | 34.4 | 60.0 | 80.5 | 21.3 | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R (\$264.8) (enhancements) | 79.8 | | - | 79.8 | - | - | - | 6.2 | 6.2 | 6.2 | 6.2 | - | 30.0 | 25.0 |
| Total Local | 348.9 | - | 14.9 | 334.0 | - | - | - | 64.2 | 40.6 | 66.2 | 86.7 | 21.3 | 30.0 | 25.0 |
| State (programming basis) | | | | | | | | | | | | | | |
| Prop 1B State Infrastructure Bonds (CMIA) | 387.0 | | - | 387.0 | - | - | - | 106.2 | 100.0 | 100.0 | 80.8 | - | - | - |
| Prop 1B State Infrastructure Bonds (SLPP) | 50.0 | | - | 50.0 | - | - | - | - | - | 50.0 | - | - | - | - |
| Traffic Congestion Relief Program (TCRP) | 119.0 | 6.0 | - | 119.0 | - | - | - | 19.8 | 19.8 | 19.8 | 19.8 | 19.8 | 19.8 | - |
| Subtotal State | 556.0 | 6.0 | - | 556.0 | - | - | - | 126.0 | 119.8 | 169.8 | 100.6 | 19.8 | 19.8 | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| Other Federal Funds | 1.4 | | 0.8 | 0.6 | - | - | - | 0.6 | - | - | - | - | - | - |
| CMAQ | 56.6 | | - | 56.6 | - | - | - | - | 34.4 | 22.2 | - | - | - | - |
| RSTP | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 58.0 | - | 0.8 | 57.1 | - | - | - | 0.6 | 34.4 | 22.2 | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 316.1 | - | 284.8 | 31.3 | - | - | - | 1.7 | - | - | - | - | 29.6 | - |
| Interregional Improvement Prog Funds (IIP) & TE | 35.4 | | 12.6 | 22.8 | - | - | - | 22.8 | - | - | - | - | - | - |
| Subtotal Mixed | 351.5 | - | 297.4 | 54.1 | - | - | - | 24.5 | - | - | - | - | 29.6 | - |
| Total Revenues | 1,314.3 | 6.0 | 313.1 | 1,001.2 | - | - | - | 215.3 | 194.8 | 258.2 | 187.3 | 41.1 | 79.4 | 25.0 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priorities 13 (Valley View) and 14.
- Unescalated cost is \$1,155.3 (2006\$); escalated cost: \$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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Prior Years | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 |
|--|---------------|---------------|----------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | - | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Not yet programmed | 13.9 | - | | - | 13.9 | - | - | | 4.9 | 9.0 |
| Baseline Project programmed | 149.2 | - | | 83.6 | 65.6 | - | - | 65.6 | | |
| Subtotal Construction Costs | 163.1 | - | 0.0 | 83.6 | 79.5 | - | - | 65.6 | 4.9 | 9.0 |
| TOTAL COSTS INFLATED | 163.1 | 100.0% | | 83.6 | 79.5 | - | - | 65.6 | 4.9 | 9.0 |
| PROJECT REVENUES | | | | | | | | | | |
| Local | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 18.6 | 11.4% | | 4.7 | 13.9 | - | - | 9.0 | 4.9 | |
| Subtotal Prop. C | 18.6 | 11.4% | | 4.7 | 13.9 | - | - | 9.0 | 4.9 | - |
| Other Local | | | | | | | | | | |
| Measure R enhancements (\$90.8 to be put on other projs) | 2.0 | 1.2% | | - | 2.0 | - | - | | | 2.0 |
| Total Local | 20.6 | 12.7% | | 4.7 | 15.9 | - | - | 9.0 | 4.9 | 2.0 |
| State (programming basis) | | | | | | | | | | |
| Subtotal State | - | 0.0% | | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | |
| CMAQ | 101.4 | 62.2% | | 37.8 | 63.6 | - | - | 56.6 | | 7.0 |
| Subtotal Federal | 101.4 | 62.2% | | 37.8 | 63.6 | - | - | 56.6 | - | 7.0 |
| Mixed (programming basis) | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 41.1 | 25.2% | | 41.1 | - | - | - | - | - | - |
| Subtotal Mixed | 41.1 | 25.2% | 0.0 | 41.1 | - | - | - | - | - | - |
| TOTAL REVENUES | 163.1 | 100.0% | 0.0 | 83.6 | 79.5 | - | - | 65.6 | 4.9 | 9.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | | | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priority 17. Est. open Fall 2012.
- Total unescalated cost \$110.13 (2005\$); escalated w/o enhance: \$161.1
Total with enhancements: \$163.1
- Call for Projects 6134 and 8343; STIP PPNO 0168 M,
- EA 168000, 2-lanes elevated at 5/14 interchange near Santa Clarita. Currently in design.
- \$30M cost increase approved by Board Dec06 (#7).

LACMTA Financial Forecasting Model

I-5 and I-405 Carpool Lane Connector

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 | 2030 2031 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 330.0 - | - | - | 291.3 | 38.7 | - | 50.0 | 60.3 | 39.7 | 50.1 | 59.5 | 31.7 | 11.0 | 27.7 |
| Subtotal Construction Costs | 330.0 | - | - | 291.3 | 38.7 | - | 50.0 | 60.3 | 39.7 | 50.1 | 59.5 | 31.7 | 11.0 | 27.7 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | 64.7 | - | - | 64.7 | - | - | - | - | - | 30.0 | 34.7 | - | - | - |
| Subtotal Prop. C | 64.7 | - | - | 64.7 | - | - | - | - | - | 30.0 | 34.7 | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Total Local | 64.7 | - | - | 64.7 | - | - | - | - | - | 30.0 | 34.7 | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| CMAQ | 235.3 | - | - | 196.6 | 38.7 | - | 50.0 | 50.0 | 20.0 | 20.1 | 24.8 | 31.7 | 11.0 | 27.7 |
| Subtotal Federal | 235.3 | - | - | 196.6 | 38.7 | - | 50.0 | 50.0 | 20.0 | 20.1 | 24.8 | 31.7 | 11.0 | 27.7 |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 30.0 | - | - | 30.0 | - | - | - | 10.3 | 19.7 | - | - | - | - | - |
| Subtotal Mixed | 30.0 | - | - | 30.0 | - | - | - | 10.3 | 19.7 | - | - | - | - | - |
| TOTAL REVENUES | 330.0 | - | - | 291.3 | 38.7 | - | 50.0 | 60.3 | 39.7 | 50.1 | 59.5 | 31.7 | 11.0 | 27.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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 Truck Lanes

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 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 |
|--|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Not yet programmed | 553.2 | 139.1 | 414.1 | - | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 |
| Subtotal Construction Costs | 553.2 | 139.1 | 414.1 | - | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 553.2 | 139.1 | 414.1 | - | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 553.2 | 139.1 | 414.1 | - | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 |
| TOTAL REVENUES | 553.2 | 139.1 | 414.1 | - | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 4,718.0 | - | 674.3 | 4,043.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 2,636.0 | - | 450.0 | 2,186.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 2,636.0 | - | 450.0 | 2,186.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | | | |
| State Programs | 600.0 | - | 74.3 | 525.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SHOPP (Additional) | 25.0 | - | - | 25.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State Revenues | 625.0 | - | 74.3 | 550.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 637.0 | - | 106.0 | 531.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal HPP/PNS Earmarks | 200.0 | - | - | 200.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Metropolitan Mobility | 270.0 | - | 44.0 | 226.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Freight Program | 350.0 | - | - | 350.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal Revenues | 1,457.0 | - | 150.0 | 1,307.0 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 4,718.0 | - | 674.3 | 4,043.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| GRAND TOTAL | 5,271.2 | 139.1 | 1,088.4 | 4,043.7 | - | - | 21.0 | 34.6 | 13.5 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 75.2 | 51.4 | 70.7 |

1. \$410 M from Measure R plus escalation.
2. SR-14 to Pico Cyn, Pico Cyn to Parker Rd, Parker Rd to Kern County Line.
3. Estimated openings FY 2014, 2025, 2039.

LACMTA Financial Forecasting Model

I-5 North Truck Lanes

2009 L RTP Baseline 10/22/09

| (\$ in millions) | Plan | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | |
|--|----------------|--------------|-------------|-------------|----------|----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
| | Total | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | |
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Not yet programmed | 553.2 | 102.3 | 67.8 | 46.8 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Subtotal Construction Costs | 553.2 | 102.3 | 67.8 | 46.8 | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 553.2 | 102.3 | 67.8 | 46.8 | - | - | - | - | - | - | - | - | - | - | - | - | |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Total Local | 553.2 | 102.3 | 67.8 | 46.8 | - | - | - | - | - | - | - | - | - | - | - | - | |
| TOTAL REVENUES | 553.2 | 102.3 | 67.8 | 46.8 | - | - | - | - | - | - | - | - | - | - | - | - | |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| Highway Strategy Project Cost | 4,718.0 | - | - | - | - | - | 323.5 | 350.8 | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 2,636.0 | - | - | - | - | - | 225.0 | 225.0 | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | |
| Subtotal Local Revenues | 2,636.0 | - | - | - | - | - | 225.0 | 225.0 | 225.0 | 225.0 | 225.0 | 228.0 | 385.0 | 454.0 | 216.0 | 111.0 | |
| State | | | | | | | | | | | | | | | | | |
| State Programs | 600.0 | - | - | - | - | - | 23.5 | 50.8 | 50.3 | 50.1 | 50.3 | 75.0 | 100.0 | 109.6 | 90.4 | - | |
| SHOPP (Additional) | 25.0 | - | - | - | - | - | - | - | - | - | - | 25.0 | - | - | - | - | |
| Subtotal State Revenues | 625.0 | - | - | - | - | - | 23.5 | 50.8 | 50.3 | 50.1 | 50.3 | 100.0 | 100.0 | 109.6 | 90.4 | - | |
| Federal | | | | | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 637.0 | - | - | - | - | - | 53.0 | 53.0 | 53.0 | 53.0 | 53.0 | 55.0 | 52.8 | 142.6 | 52.8 | 52.8 | |
| Federal HPP/PNS Earmarks | 200.0 | - | - | - | - | - | - | - | - | - | - | 100.0 | 16.7 | 16.7 | 16.7 | 16.7 | |
| Metropolitan Mobility | 270.0 | - | - | - | - | - | 22.0 | 22.0 | 22.0 | 22.0 | 22.0 | 25.0 | 22.5 | 81.7 | 22.5 | 8.3 | |
| Freight Program | 350.0 | - | - | - | - | - | - | - | 11.0 | 22.0 | 33.0 | 84.0 | 33.3 | 33.3 | 33.3 | 33.3 | |
| Subtotal Federal Revenues | 1,457.0 | - | - | - | - | - | 75.0 | 75.0 | 86.0 | 97.0 | 108.0 | 264.0 | 125.3 | 274.3 | 125.3 | 111.1 | |
| Total Highway Strategy Revenues | 4,718.0 | - | - | - | - | - | 323.5 | 350.8 | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | |
| GRAND TOTAL | 5,271.2 | 102.3 | 67.8 | 46.8 | - | - | 323.5 | 350.8 | 361.3 | 372.1 | 383.3 | 592.0 | 610.3 | 837.9 | 431.7 | 222.1 | |

1. \$410 M from Measure R plus escalation.
2. SR-14 to Pico Cyn, Pico Cyn to Parker Rd, Parker Rd to Kern County Line.
3. Estimated openings FY 2014, 2025, 2039.

LACMTA Financial Forecasting Model

Post Mile

I-10 Carpool Lanes - I-605 to Puente

31.2/33.4

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|------------|--------|---------------|---------------|---------------|---------------|-----------|
| PROJECT COSTS | | | | | | | |
| Not yet programmed | - | | - | - | - | - | |
| Baseline Project Programmed | 168.6 | - | 136.7 | 31.9 | - | - | 31.9 |
| Subtotal Construction Costs | 168.6 | - | 136.7 | 31.9 | - | - | 31.9 |
| TOTAL COSTS INFLATED | 168.6 | 100.0% | 136.7 | 31.9 | - | - | 31.9 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (cash flow basis) | 0.0 | 0.0% | - | - | - | - | |
| Subtotal Prop. C | 0.0 | 0.0% | - | - | - | - | - |
| Total Local | 0.0 | 0.0% | - | - | - | - | - |
| State (programming basis) | | | | | | | |
| Traffic Congestion Relief (TCRP) | 27.3 | 16.2% | 27.3 | - | - | - | |
| Subtotal State | 27.3 | 16.2% | 27.3 | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| CMAQ | 31.9 | 18.9% | - | 31.9 | - | - | 31.9 |
| RSTP | 0.0 | 0.0% | - | - | - | - | |
| Subtotal Federal | 31.9 | 18.9% | - | 31.9 | - | - | 31.9 |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 109.4 | 64.9% | 109.4 | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 0.0 | 0.0% | - | - | - | - | |
| Subtotal Mixed | 109.4 | 64.9% | 109.4 | - | - | - | - |
| Total Revenues | 168.6 | 100.0% | 136.7 | 31.9 | 0.0 | 0.0 | 31.9 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 11.
2. Project cost is \$144.9 unescalated (2005\$); escalated: \$168.6
3. Call for Projects 342. STIP PPNO 306H, EA 11707.
4. Part of TCRP project 40 (\$3.8 spent as of 1/06).
5. Construction start summer 2009.
6. Estimated opening FY 2012.

LACMTA Financial Forecasting Model

Post Mile

I-10 Carpool Lane - Puente to Citrus

33.4 - 37.5

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | 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 |
|--|--------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed | 0.0 | | - | - | - | - | | | | | | | | |
| Baseline Project Programmed | 181.6 | 1.2 | 35.0 | 146.7 | - | - | 27.9 | 23.8 | 43.5 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 |
| Subtotal Construction Costs | 181.6 | 1.2 | 35.0 | 146.7 | - | - | 27.9 | 23.8 | 43.5 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 |
| TOTAL COSTS INFLATED | 181.6 | 1.2 | 35.0 | 146.7 | - | - | 27.9 | 23.8 | 43.5 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 0.0 | 1.2 | - | - | - | - | | | | | | | | |
| Subtotal Prop. C | 0.0 | 1.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 0.0 | 1.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | |
| Traffic Congestion Relief (TCRP) | 62.0 | | 0.2 | 61.8 | - | - | | | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 |
| Subtotal State | 62.0 | - | 0.2 | 61.8 | - | - | - | - | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 |
| Federal (programming basis) | | | | | | | | | | | | | | |
| CMAQ | 64.1 | | - | 64.1 | - | - | 19.6 | 23.8 | 20.7 | - | - | - | - | - |
| RSTP | 0.0 | | - | - | - | - | | | | | | | | |
| Subtotal Federal | 64.1 | - | - | 64.1 | - | - | 19.6 | 23.8 | 20.7 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 50.6 | - | 34.5 | 16.1 | - | - | 3.6 | - | 12.5 | - | - | - | - | - |
| Interregional Improvement Funds | 4.9 | | 0.3 | 4.6 | - | - | 4.6 | | | | | | | |
| Subtotal Mixed | 55.6 | - | 34.8 | 20.8 | - | - | 8.3 | - | 12.5 | - | - | - | - | - |
| Total Revenues | 181.6 | 1.2 | 35.0 | 146.7 | 0.0 | 0.0 | 27.9 | 23.8 | 43.5 | 10.3 | 10.3 | 10.3 | 10.3 | 10.3 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 20.
2. Unescalated \$140.0 (2006\$), escalated: \$182.8
3. Call for Projects 340 and 340B, PPNO 309N, EA 11708.
4. \$8.5 Soundwall = STIP PPNO 0309S, EA 111720.
5. Part of TCRP project 40.
6. Estimated opening FY 2015.

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

Post Mile
 42.4 / 48.3

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'30 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Not yet programmed | 169.5 | | 24.1 | 145.4 | - | - | - | 46.2 | 28.1 | 45.1 | 26.1 |
| Baseline Project Programmed | - | 0.5 | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 169.5 | 0.5 | 24.1 | 145.4 | - | - | - | 46.2 | 28.1 | 45.1 | 26.1 |
| TOTAL COSTS INFLATED | 169.5 | 0.5 | 24.1 | 145.4 | - | - | - | 46.2 | 28.1 | 45.1 | 26.1 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 5.0 | 0.5 | - | 5.0 | - | - | - | - | - | 5.0 | - |
| Subtotal Prop. C | 5.0 | 0.5 | - | 5.0 | - | - | - | - | - | 5.0 | - |
| Total Local | 5.0 | 0.5 | - | 5.0 | - | - | - | - | - | 5.0 | - |
| State (programming basis) | | | | | | | | | | | |
| State Infrastructure Bonds (CMIA) | 26.1 | | - | 26.1 | - | - | - | - | - | - | 26.1 |
| Traffic Congestion Relief (TCRP) | 0.1 | | 0.1 | - | - | - | - | - | - | - | - |
| Subtotal State | 26.2 | - | 0.1 | 26.1 | - | - | - | - | - | - | 26.1 |
| Federal (programming basis) | | | | | | | | | | | |
| CMAQ | 95.5 | | - | 95.5 | - | - | - | 46.2 | 12.0 | 37.3 | - |
| RSTP | 11.7 | | - | 11.7 | - | - | - | - | 8.9 | 2.8 | - |
| Subtotal Federal | 107.2 | - | - | 107.2 | - | - | - | 46.2 | 20.9 | 40.1 | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 31.2 | | 24.0 | 7.2 | - | - | - | - | 7.2 | - | - |
| Interregional Improvement Funds | - | | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 31.2 | - | 24.0 | 7.2 | - | - | - | - | 7.2 | - | - |
| Total Revenues | 169.5 | 0.5 | 24.1 | 145.4 | 0.0 | 0.0 | - | 46.2 | 28.1 | 45.1 | 26.1 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priority 22.
- Cost \$150.0 unescalated (2006\$), escalated: \$170.0
- Currently in design phase.
- Estimated opening FY 2015.
- STIP PPNO 0310B, CFP 399, 77719, 77719B.

LACMTA Financial Forecasting Model

Post Mile

SR-14 Carpool Lanes Pearblossom to Ave P-8

54.5/60.7

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Not yet programmed | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Baseline Project Programmed | 38.7 | 2.1 | 38.5 | 0.2 | - | - | - | 0.2 |
| Subtotal Construction Costs | 38.7 | 2.1 | 38.5 | 0.2 | - | - | - | 0.2 |
| TOTAL COSTS INFLATED | 38.7 | 2.1 | 38.5 | 0.2 | - | - | - | 0.2 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (Cash Flow) | 4.5 | 0.2 | 4.3 | 0.2 | - | - | - | 0.2 |
| Subtotal Prop. C | 4.5 | 0.2 | 4.3 | 0.2 | - | - | - | 0.2 |
| Other Local | | | | | | | | |
| Total Local | 4.5 | 0.2 | 4.3 | 0.2 | - | - | - | 0.2 |
| Federal (programming basis) | | | | | | | | |
| CMAQ | 1.8 | 1.9 | 1.8 | - | - | - | - | - |
| RSTP | 32.4 | | 32.4 | - | - | - | - | - |
| Subtotal Federal | 34.2 | 1.9 | 34.2 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - |
| Total Revenues | 38.7 | 2.1 | 38.5 | 0.2 | - | - | - | 0.2 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 15. Total cost: \$40.8
2. Call for Projects project 8348 and prior project 347.
3. STIP PPNO 0391A, EA 12520.
4. One lane in each direction for 6.2 miles near Palmdale.
5. Construction began Mar 2005, completed Aug 2006.

LACMTA Financial Forecasting Model

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

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

NOTES:

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

LACMTA Financial Forecasting Model
SR-57 and SR-60 Carpool Lane Direct Connector
2009 LRTP Baseline 10/22/09

Post Mile
22.4/25.0

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | | |
| Baseline project programmed | 32.5 | 38.0 | 32.5 | - | - | - |
| Subtotal Construction Costs | 32.5 | 38.0 | 32.5 | - | - | - |
| TOTAL COSTS INFLATED | 32.5 | 38.0 | 32.5 | - | - | - |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (cash flow basis) | - | - | - | - | - | - |
| Total Local | - | - | - | - | - | - |
| State (programming basis) | | | | | | |
| GARVEE Bond Proceeds | - | - | - | - | - | - |
| Traffic Congestion Relief Program | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | |
| Other Federal Funds | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | |
| Regional Improvement Prog Funds (RIP) | 32.5 | 38.0 | 32.5 | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | - | - | - | - | - |
| Subtotal Mixed | 32.5 | 38.0 | 32.5 | - | - | - |
| TOTAL REVENUES | 32.5 | 38.0 | 32.5 | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - |

NOTES:

1. Call for Projects 8350, STIP PPNO 0499Q, EA 1257U.
2. \$38.0 Grandfathered RIP before FY04; total cost: \$70.5
3. RIP in FY 05-07 represents prior year allocations carried forward.
4. NB SR-57 to EB SR-60, WB SR-60 to SB SR-57
5. Construction began April 2003, completed Feb 2007.

LACMTA Financial Forecasting Model
SR-57 and SR-60 Mixed Flow Interchange
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|--------------|---------------|---------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| 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 | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 475.0 | | - | 420.9 | 54.1 | - | 85.5 | 50.1 | 37.1 | 52.9 | 110.9 | 63.0 | 21.4 | 54.1 |
| TOTAL COSTS INFLATED | 475.0 | | - | 420.9 | 54.1 | - | 85.5 | 50.1 | 37.1 | 52.9 | 110.9 | 63.0 | 21.4 | 54.1 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 47.1 | 9.9% | - | 47.1 | - | | | | | | 47.1 | | | |
| Total Local | 47.1 | | - | 47.1 | - | - | - | - | - | - | 47.1 | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | |
| GARVEE Bond Proceeds | - | | - | - | - | | | | | | | | | |
| Traffic Congestion Relief Program (TCRP) | - | | - | - | - | | | | | | | | | |
| Subtotal State | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| Other Federal Funds | - | | - | - | - | | | | | | | | | |
| CMAQ | - | | - | - | - | | | | | | | | | |
| RSTP | - | | - | - | - | | | | | | | | | |
| Subtotal Federal | - | | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| 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) | - | | - | - | - | | | | | | | | | |
| Subtotal Mixed | 427.9 | | - | 373.8 | 54.1 | - | 85.5 | 50.1 | 37.1 | 52.9 | 63.8 | 63.0 | 21.4 | 54.1 |
| TOTAL REVENUES | 475.0 | 100.0% | - | 420.9 | 54.1 | - | 85.5 | 50.1 | 37.1 | 52.9 | 110.9 | 63.0 | 21.4 | 54.1 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior Years | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|---------------|----------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Not yet programmed | 0.0 | | - | - | - | - | | |
| Baseline Project Programmed | 148.1 | 5.2 | 123.8 | 24.4 | - | - | 21.0 | 3.4 |
| Subtotal Construction Costs | 148.1 | 5.2 | 123.8 | 24.4 | - | - | 21.0 | 3.4 |
| TOTAL COSTS INFLATED | 148.1 | 5.2 | 123.8 | 24.4 | - | - | 21.0 | 3.4 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (Cash Flow) | 67.6 | 5.2 | 43.2 | 24.4 | - | - | 21.0 | 3.4 |
| Subtotal Prop. C | 67.6 | 5.2 | 43.2 | 24.4 | - | - | 21.0 | 3.4 |
| Federal (programming basis) | | | | | | | | |
| CMAQ | 5.4 | | 5.4 | - | - | - | - | - |
| RSTP | 17.9 | | 17.9 | - | - | - | - | - |
| Subtotal Federal | 23.3 | | 23.3 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 35.9 | | 35.9 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 21.3 | | 21.3 | - | - | - | - | - |
| Subtotal Mixed | 57.2 | | 57.2 | - | - | - | - | - |
| TOTAL REVENUES | 148.1 | 5.2 | 123.8 | 24.4 | - | - | 21.0 | 3.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 7.
2. Unescalated cost is \$116.7 (2005\$); escalated cost is: \$153.3
3. Call for Projects 358, 4262, and 6137LK.
4. STIP PPNO 0482R, EA 129410.
5. One lane in each direction; includes \$15.2 for soundwall.
6. Construction began June 2007; estimated open 2010.
7. Includes \$20.0 cost increase approved by Board in March 2006.

LACMTA Financial Forecasting Model

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | % | Years '05-'09 | 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 |
|--|---------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Not yet programmed | 113.4 | | - | 9.2 | 104.2 | - | - | - | - | 9.2 | - | - | - | - | - | - | - |
| Baseline Project | 1.6 | | 1.6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 115.0 | | 1.6 | 9.2 | 104.2 | - | - | - | - | 9.2 | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 115.0 | 100.0% | 1.6 | 9.2 | 104.2 | - | - | - | - | 9.2 | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 104.2 | 90.6% | - | - | 104.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 104.2 | 90.6% | - | - | 104.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 104.2 | 90.6% | - | - | 104.2 | - | - | - | - | - | - | - | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | | | | |
| Traffic Congestion Relief (TCRP) | 9.2 | 8.0% | - | 9.2 | - | - | - | - | - | 9.2 | - | - | - | - | - | - | - |
| Subtotal State | 9.2 | 8.0% | - | 9.2 | - | - | - | - | - | 9.2 | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | | | |
| CMAQ | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 1.6 | 1.4% | 1.6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 1.6 | 1.4% | 1.6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 115.0 | 100.0% | 1.6 | 9.2 | 104.2 | - | - | - | - | 9.2 | - | - | - | - | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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.

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|----------|-------------|-------------|-------------|-------------|-------------|-------------|------------|----------|----------|
| | TOTAL | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed | 113.4 | - | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | - | - |
| Baseline Project | 1.6 | | | | | | | | | | |
| Subtotal Construction Costs | 115.0 | - | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | - | - |
| TOTAL COSTS INFLATED | 115.0 | - | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | - | - |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 104.2 | | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | | |
| Subtotal Prop. C | 104.2 | - | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | - | - |
| Total Local | 104.2 | - | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | - | - |
| State (programming basis) | | | | | | | | | | | |
| Traffic Congestion Relief (TCRP) | 9.2 | | | | | | | | | | |
| Subtotal State | 9.2 | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 1.6 | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | | | | | | | | | |
| Subtotal Mixed | 1.6 | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 115.0 | - | 16.4 | 10.0 | 15.0 | 15.0 | 30.0 | 12.0 | 5.8 | - | - |
| TOTAL SURPLUS/ <SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

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 2106;
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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | % | Prior to Plan | Years '05-'09 | 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 |
|--|---------------|--------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Not yet programmed | 325.6 | | | - | - | 300.6 | 25.0 | - | - | - | - | - | - | - | - |
| Baseline Project Programmed | - | | 4.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 325.6 | | 4.4 | - | - | 300.6 | 25.0 | - | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 325.6 | 100.0% | 4.4 | - | - | 300.6 | 25.0 | - | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 102.0 | | | - | - | 102.0 | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 102.0 | | 0.0 | - | - | 102.0 | - | - | - | - | - | - | - | - | - |
| Total Local | 102.0 | | | - | - | 102.0 | - | - | - | - | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | | |
| Traffic Congestion Relief (TCRP) | - | | 4.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | | 4.4 | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | |
| CMAQ | 20.7 | | | - | - | 20.7 | - | - | - | - | - | - | - | - | - |
| RSTP | - | | | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 20.7 | | | - | - | 20.7 | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 202.9 | | | - | - | 177.9 | 25.0 | - | - | - | - | - | - | - | - |
| Interregional Improvement Funds | - | | | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 202.9 | | | - | - | 177.9 | 25.0 | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 325.6 | | 4.4 | - | - | 300.6 | 25.0 | - | - | - | - | - | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
SR-71 Gap-Mission Blvd. to Rio Rancho Rd.

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 |
|--|--------------|----------|----------|----------|----------|----------|----------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | TOTAL | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 |
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed | 325.6 | - | - | - | - | - | - | 28.7 | 63.6 | 65.0 | 55.7 | 49.5 | 38.1 | 25.0 |
| Baseline Project Programmed | - | | | | | | | | | | | | | |
| Subtotal Construction Costs | 325.6 | - | - | - | - | - | - | 28.7 | 63.6 | 65.0 | 55.7 | 49.5 | 38.1 | 25.0 |
| TOTAL COSTS INFLATED | 325.6 | - | - | - | - | - | - | 28.7 | 63.6 | 65.0 | 55.7 | 49.5 | 38.1 | 25.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 102.0 | - | - | - | - | - | - | - | - | 65.0 | 35.0 | 2.0 | - | - |
| Subtotal Prop. C | 102.0 | - | - | - | - | - | - | - | - | 65.0 | 35.0 | 2.0 | - | - |
| Total Local | 102.0 | - | - | - | - | - | - | - | - | 65.0 | 35.0 | 2.0 | - | - |
| State (programming basis) | | | | | | | | | | | | | | |
| Traffic Congestion Relief (TCRP) | - | | | | | | | | | | | | | |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| CMAQ | 20.7 | - | - | - | - | - | - | - | - | - | 20.7 | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 20.7 | - | - | - | - | - | - | - | - | - | 20.7 | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 202.9 | - | - | - | - | - | - | 28.7 | 63.6 | - | - | 47.5 | 38.1 | 25.0 |
| Interregional Improvement Funds | - | | | | | | | | | | | | | |
| Subtotal Mixed | 202.9 | - | - | - | - | - | - | 28.7 | 63.6 | - | - | 47.5 | 38.1 | 25.0 |
| TOTAL REVENUES | 325.6 | - | - | - | - | - | - | 28.7 | 63.6 | 65.0 | 55.7 | 49.5 | 38.1 | 25.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
SR-90 Freeway Extension (Playa Vista)
to halfway between Culver Blvd and Mindanao Way
2009 LRTP Baseline 10/22/09

Post Mile
1.2/1.8

| (\$ in millions) | Plan TOTAL | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Not yet programmed | - | | - | - | - | - | | |
| Baseline Project Programmed | 20.0 | | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| Subtotal Construction Costs | 20.0 | - | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| TOTAL COSTS INFLATED | 20.0 | - | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 20.0 | | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| Subtotal Prop. C | 20.0 | - | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| Other Local | | | | | | | | |
| Total Local | 20.0 | - | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| State (programming basis) | | | | | | | | |
| Traffic Congestion Relief (TCRP) | - | | - | - | - | - | | |
| Subtotal State | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| CMAQ | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Funds (RIP) | - | | - | - | - | - | - | - |
| Interregional Improvement Funds | - | | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 20.0 | - | 19.3 | 0.7 | - | - | 0.3 | 0.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - |

NOTES:

- Grandfathered STIP Project PPNO# 2012A & 3339.
- Total project cost is: \$20.0
- Two segments- Extension of SR-90 West of Culver Blvd and SR-90-Centinel Ave Interchange.
- 2012A: Extension of SR-90 west of Culver Blvd.
- RSTI project 3339GF: SR-90-Centinel Ave Interchange.
- RSTI project 2012GF: SR-90 west beyond Culver.
- See also RSTI SR-1 page for related improvements.
- Both segments opened for traffic in 2007.

LACMTA Financial Forecasting Model
US-101 S.B. from L.A. St. to Center St. - Improve
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Baseline Project Programmed | 28.0 | 12.8 | 15.7 | 12.3 | - | - | - | 12.3 |
| Subtotal Construction Costs | 28.0 | 12.8 | 15.7 | 12.3 | - | - | - | 12.3 |
| TOTAL COSTS INFLATED | 28.0 | 12.8 | 15.7 | 12.3 | - | - | - | 12.3 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 25.3 | 12.8 | 13.0 | 12.3 | - | - | - | 12.3 |
| Subtotal Prop. C | 25.3 | 12.8 | 13.0 | 12.3 | - | - | - | 12.3 |
| Total Local | 25.3 | 12.8 | 13.0 | 12.3 | - | - | - | 12.3 |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 2.8 | | 2.8 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | - | - | - | - | - | - |
| Subtotal Mixed | 2.8 | | 2.8 | - | - | - | - | - |
| Total Revenues | 28.0 | 12.8 | 15.7 | 12.3 | - | - | - | 12.3 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - |

NOTES:

1. 2003 SRTP priority 2: cost \$30.6 plus \$9.1 for Eastside LRT overpass plus \$1.2 for Commercial Street = total \$40.9
2. Call for Projects 4257LK and 8353.
3. STIP PPNO 0567P, EA 1199U, realign SB fwy & ramp.
4. RSTI CFP 8043, PPNO 3096, Commercial St widening.
5. Construction began Sep 2004, opened 2007.
6. Freeway ramp realignment at Center Street.

LACMTA Financial Forecasting Model

US-101 Van Nuys Blvd. Off Ramps

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 |
|--|------------|--------|---------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|
| PROJECT COSTS | | | | | | | | | | |
| Not yet programmed | - | | - | - | - | - | - | - | - | - |
| Baseline Project Programmed | 13.1 | - | 3.5 | 9.7 | - | - | 0.2 | - | - | 9.5 |
| Subtotal Construction Costs | 13.1 | - | 3.5 | 9.7 | - | - | 0.2 | - | - | 9.5 |
| TOTAL COSTS INFLATED | 13.1 | 100.0% | 3.5 | 9.7 | - | - | 0.2 | - | - | 9.5 |
| PROJECT REVENUES | | | | | | | | | | |
| Local | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 0.2 | 1.2% | - | 0.2 | - | - | 0.2 | - | - | - |
| Total Local | 0.2 | 1.2% | - | 0.2 | - | - | 0.2 | - | - | - |
| Federal (programming basis) | | | | | | | | | | |
| Other Federal Funds | 1.0 | 7.5% | 1.0 | - | - | - | - | - | - | - |
| CMAQ | - | 0.0% | - | - | - | - | - | - | - | - |
| RSTP | - | | - | - | - | - | - | - | - | - |
| Subtotal Federal | 1.0 | 7.5% | 1.0 | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 0.0% | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 12.0 | 91.2% | 2.5 | 9.5 | - | - | - | - | - | 9.5 |
| Subtotal Mixed | 12.0 | 91.2% | 2.5 | 9.5 | - | - | - | - | - | 9.5 |
| Total Revenues | 13.1 | 100.0% | 3.5 | 9.7 | - | - | 0.2 | - | - | 9.5 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Call for Projects 8503. Cost is: \$13.1
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
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|-------------|---------------|---------------|---------------|---------------|---------------|------------|------------|
| PROJECT COSTS | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | - | 0.0 | 0.0 | 0.0 | - | - | - |
| Not yet programmed | - | - | - | - | - | - | - | - |
| Baseline Project Programmed | 43.3 | - | 40.6 | 2.7 | - | - | 0.6 | 2.1 |
| Subtotal Construction Costs | 43.3 | - | 40.6 | 2.7 | - | - | 0.6 | 2.1 |
| TOTAL COSTS INFLATED | 43.3 | 100.0% | 40.6 | 2.7 | - | - | 0.6 | 2.1 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 3.8 | 8.7% | 1.1 | 2.7 | - | - | 0.6 | 2.1 |
| Total Local | 3.8 | 8.7% | 1.1 | 2.7 | - | - | 0.6 | 2.1 |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 16.7 | 38.6% | 16.7 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 22.8 | 52.7% | 22.8 | - | - | - | - | - |
| Subtotal Mixed | 39.6 | 91.3% | 39.6 | - | - | - | - | - |
| Total Revenues | 43.3 | 100.0% | 40.6 | 2.7 | - | - | 0.6 | 2.1 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - |

NOTES:

1. Total cost is: \$43.3
2. Call for Projects Freeway 8415.
3. STIP PPNO 2223, EA 18850.
4. On-ramp in Burbank between Hollywood Way & Alameda Ave.
4. Construction April 2007 to Summer 2010.

LACMTA Financial Forecasting Model

I-210 (SR-30) Gap - Foothill Blvd to SBD Cnty Line

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|---------------|---------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | | |
| Not yet programmed | - | | - | - | - | - | - |
| Baseline Project Programmed | 5.3 | | 5.3 | 0.1 | - | - | 0.1 |
| Subtotal Construction Costs | 5.3 | | 5.3 | 0.1 | - | - | 0.1 |
| TOTAL COSTS INFLATED | 5.3 | 100.0% | 5.3 | 0.1 | - | - | 0.1 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (cash flow basis) | 3.9 | 73.0% | 3.8 | 0.1 | - | - | 0.1 |
| Total Local | 3.9 | 73.0% | 3.8 | 0.1 | - | - | 0.1 |
| State (programming basis) | | | | | | | |
| Traffic Congestion Relief (TCRP) | - | 0.0% | - | - | - | - | - |
| Subtotal State | - | 0.0% | - | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| Other Federal Funds (earmarks) | 1.4 | 27.0% | 1.4 | - | - | - | - |
| CMAQ | - | 0.0% | - | - | - | - | - |
| RSTP | - | 0.0% | - | - | - | - | - |
| Subtotal Federal | 1.4 | 27.0% | 1.4 | - | - | - | - |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 0.0% | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | 0.0% | - | - | - | - | - |
| Subtotal Mixed | - | 0.0% | - | - | - | - | - |
| TOTAL REVENUES | 5.3 | 100.0% | 5.3 | 0.1 | - | - | 0.1 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - |

NOTES:

1. Outstanding bal CFP 360, 2209, 2209B, C, D, E, F.
2. STIP PPNOs 0411S, 0418W, 0422; 0422Y EA 1264F; 2022; 2022Y, EA 17217.
3. STIP PPNO 2946, EA 220401, Soundwalls in San Dimas, post mile 0.8-1.5.
4. High Priority Proj #219, soundwall in Pasadena: \$1.44 M.
5. Opened December 2002.

LACMTA Financial Forecasting Model

Post Mile

I-405 Carpool Lanes - I-105 to SR-90

22.2/25.6

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Not yet programmed | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Baseline project programmed | 22.6 | 27.4 | 16.6 | 6.0 | - | - | 6.0 |
| Subtotal Construction Costs | 22.6 | 27.4 | 16.6 | 6.0 | - | - | 6.0 |
| TOTAL COSTS INFLATED | 22.6 | 27.4 | 16.6 | 6.0 | - | - | 6.0 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (Cash Flow) | 22.6 | 12.4 | 16.6 | 6.0 | - | - | 6.0 |
| Subtotal Prop. C | 22.6 | 12.4 | 16.6 | 6.0 | - | - | 6.0 |
| Total Local | 22.6 | 12.4 | 16.6 | 6.0 | - | - | 6.0 |
| Federal (programming basis) | | | | | | | |
| CMAQ | - | 0.2 | - | - | - | - | - |
| RSTP | - | 8.6 | - | - | - | - | - |
| Subtotal Federal | - | 8.8 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 6.2 | - | - | - | - | - |
| Subtotal Mixed | - | 6.2 | - | - | - | - | - |
| Total Revenues | 22.6 | 27.4 | 16.6 | 6.0 | - | - | 6.0 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - |

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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Not yet programmed | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Baseline project programmed | 21.0 | 148.5 | 10.8 | 10.2 | - | - | 0.1 | 10.1 | - | - | - |
| Subtotal Construction Costs | 21.0 | 148.5 | 10.8 | 10.2 | - | - | 0.1 | 10.1 | - | - | - |
| TOTAL COSTS INFLATED | 21.0 | 148.5 | 10.8 | 10.2 | - | - | 0.1 | 10.1 | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 12.5 | | 2.3 | 10.2 | - | - | 0.05 | 10.1 | | | - |
| Subtotal Prop. C | 12.5 | - | 2.3 | 10.2 | - | - | 0.1 | 10.1 | - | - | - |
| Total Local | 12.5 | - | 2.3 | 10.2 | - | - | 0.1 | 10.1 | - | - | - |
| Federal (programming basis) | | | | | | | | | | | |
| CMAQ | - | 14.8 | - | - | - | - | - | - | - | - | - |
| RSTP | 8.5 | 4.0 | 8.5 | - | - | - | - | - | - | - | - |
| Subtotal Federal | 8.5 | 18.8 | 8.5 | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 129.7 | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | 129.7 | - | - | - | - | - | - | - | - | - |
| Total Revenues | 21.0 | 148.5 | 10.8 | 10.2 | - | - | 0.1 | 10.1 | - | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priority 4.
- Escalated project cost including prior years: **\$169.5**
- Outstanding balance from Call for Projects 2206LK, 4270, 6140, 6141.
- STIP PPNOs 0837A, EA 1178A0; and 0837C, EA 1178C0.
- Construction began Oct 2004.
- Estimated opening summer 2009.

LACMTA Financial Forecasting Model

Post Mile

I-405 SB Carpool Lanes & Aux Lane-Waterford to I-10

29.2/32.1

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'30 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Baseline Project | 15.3 | 34.7 | 9.1 | 6.2 | - | - | 0.5 | - | - | - | 5.7 |
| Subtotal Construction Costs | 15.3 | 34.7 | 9.1 | 6.2 | - | - | 0.5 | - | - | - | 5.7 |
| TOTAL COSTS INFLATED | 15.3 | 34.7 | 9.1 | 6.2 | - | - | 0.5 | - | - | - | 5.7 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 9.6 | | 9.1 | 0.5 | - | - | 0.5 | - | - | - | - |
| Subtotal Prop. C | 9.6 | - | 9.1 | 0.5 | - | - | 0.5 | - | - | - | - |
| Other Local | | | | | | | | | | | |
| State (programming basis) | | | | | | | | | | | |
| GARVEE Bond Proceeds | - | 21.6 | - | - | - | - | | | | | |
| Traffic Congestion Relief (TCRP) | 5.7 | | - | 5.7 | - | - | | | | | 5.7 |
| Subtotal State | 5.7 | 21.6 | - | 5.7 | - | - | - | - | - | - | 5.7 |
| Federal (programming basis) | | | | | | | | | | | |
| CMAQ | - | | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | 13.1 | - | - | - | - | | | | | |
| Subtotal Mixed | - | 13.1 | - | - | - | - | - | - | - | - | - |
| Total Revenues | 15.3 | 34.7 | 9.1 | 6.2 | - | - | 0.5 | - | - | - | 5.7 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - |

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 approved for \$9.648.
8. Open 2009.

LACMTA Financial Forecasting Model

Post Mile

I-405/US-101 NB Connector Gap Closure (Greenleaf)

38.7/39.4

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|---------------|---|------------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Baseline project programmed | 7.0 | | 38.7 | 3.0 | 4.0 | - | - | 4.0 |
| Subtotal Construction Costs | 7.0 | | 38.7 | 3.0 | 4.0 | - | - | 4.0 |
| TOTAL COSTS INFLATED | 7.0 | | 38.7 | 3.0 | 4.0 | - | - | 4.0 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 7.0 | | | 3.0 | 4.0 | - | - | 4.0 |
| Total Local | 7.0 | | - | 3.0 | 4.0 | - | - | 4.0 |
| State (programming basis) | | | | | | | | |
| GARVEE Bond Proceeds | - | | 25.4 | - | - | - | - | - |
| Traffic Congestion Relief (TCRP) | - | | 10.0 | - | - | - | - | - |
| Subtotal State | - | | 35.4 | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| CMAQ | - | | | - | - | - | - | - |
| RSTP | - | | | - | - | - | - | - |
| Subtotal Federal | - | | | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | | 3.3 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | | - | - | - | - | - |
| Subtotal Mixed | - | | 3.3 | - | - | - | - | - |
| TOTAL REVENUES | 7.0 | | 38.7 | 3.0 | 4.0 | - | - | 4.0 |
| TOTAL SURPLUS<SHORTFALL> | - | | | - | - | - | - | - |

NOTES:

- 2003 Short Range Plan priority 6. 45.7
- Widen fwy from north of Greenleaf off-ramp to north of Ventura Blvd.
- Connect 2 previous widening projects between Mulholland and Greenleaf and along NB 405 connector to SB 101.
- Call for Projects 8347.
- STIP PPNO 2336, EA 20120, NB Greenleaf off-ramp to n/o Ventura Blvd. GARVEE project.
- TCRP #51
- Construction began April 2005, opened 2007.
- TCRP LONP for \$1.790.

LACMTA Financial Forecasting Model
SB I-405 to NB and SB US-101 Connector
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan TOTAL | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|---------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | |
| Baseline project programmed | 7.0 | 7.0 | - | - | - |
| Subtotal Construction Costs | 7.0 | 7.0 | - | - | - |
| TOTAL COSTS INFLATED | 7.0 | 7.0 | - | - | - |
| PROJECT REVENUES | | | | | |
| Mixed (programming basis) | | | | | |
| Regional Improvement Prog Funds (RIP) | 7.0 | 7.0 | - | - | - |
| Subtotal Mixed | 7.0 | 7.0 | - | - | - |
| TOTAL REVENUES | 7.0 | 7.0 | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - |

NOTES:

1. PA/ED only, expected July 2007.
2. Call for Projects 8340, STIP PPNO 2787 PA/ED.
3. 2003 Short Range Plan priority 23.
4. EA 19961.

LACMTA Financial Forecasting Model
I-405 Carpool Lane - Greenleaf to Burbank
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|---------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Not yet programmed | 1.6 | 1.6 | - | - | - |
| Baseline project programmed | 4.8 | 4.8 | - | - | - |
| Subtotal Construction Costs | 6.4 | 6.4 | - | - | - |
| TOTAL COSTS INFLATED | 6.4 | 6.4 | - | - | - |
| PROJECT REVENUES | | | | | |
| Local | | | | | |
| Proposition C 25% (Cash Flow) | 5.5 | 5.5 | - | - | - |
| Subtotal Prop. C | 5.5 | 5.5 | - | - | - |
| Total Local | 5.5 | 5.5 | - | - | - |
| Federal (programming basis) | | | | | |
| CMAQ | - | - | - | - | - |
| RSTP | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - |
| Mixed (programming basis) | | | | | |
| Regional Improvement Prog Funds (RIP) | 0.8 | 0.8 | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | - | - | - | - |
| Subtotal Mixed | 0.8 | 0.8 | - | - | - |
| Total Revenues | 6.4 | 6.4 | - | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 8, total cost: \$6.4
2. Call for Projects 8344.
3. STIP PPNO 2788, EA 19962.
4. Construction began April 2005, completed late 2006.

LACMTA Financial Forecasting Model
I-405 Carpool Lanes - I-10 to US-101
over Sepulveda Pass, NB
2009 L RTP Baseline 10/22/06

Post Mile
32.5/39.4

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|---|----------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Baseline project programmed | 1,034.0 | 63.8 | 970.2 | - | - | 326.9 | 324.1 | 252.0 | 32.2 | 11.0 | 8.0 | 8.0 | 8.0 |
| Subtotal Construction Costs | 1,034.0 | 63.8 | 970.2 | - | - | 326.9 | 324.1 | 252.0 | 32.2 | 11.0 | 8.0 | 8.0 | 8.0 |
| TOTAL COSTS INFLATED | 1,034.0 | 63.8 | 970.2 | - | - | 326.9 | 324.1 | 252.0 | 32.2 | 11.0 | 8.0 | 8.0 | 8.0 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 13.0 | 2.0 | 11.0 | - | - | - | 2.0 | 3.0 | 3.0 | 3.0 | - | - | - |
| Subtotal Prop. C | 13.0 | 2.0 | 11.0 | - | - | - | 2.0 | 3.0 | 3.0 | 3.0 | - | - | - |
| Other Local | | | | | | | | | | | | | |
| Total Local | 13.0 | 2.0 | 11.0 | - | - | - | 2.0 | 3.0 | 3.0 | 3.0 | - | - | - |
| State (programming basis) | | | | | | | | | | | | | |
| State Infrastructure Bonds (CMIA) | 614.0 | 20.0 | 594.0 | - | - | 88.0 | 284.0 | 222.0 | - | - | - | - | - |
| Traffic Congestion Relief Prog Alloc (TCRP) | 90.0 | 34.0 | 56.0 | - | - | 8.0 | - | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Subtotal State | 704.0 | 54.0 | 650.0 | - | - | 96.0 | 284.0 | 230.0 | 8.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Federal (programming basis) | | | | | | | | | | | | | |
| ARRA | 100.0 | - | 100.0 | - | - | 100.0 | - | - | - | - | - | - | - |
| Other Federal Funds-Earmarks (cash flow) | 117.0 | 7.8 | 109.2 | - | - | 41.0 | 31.0 | 16.0 | 21.2 | - | - | - | - |
| RSTP | 10.1 | - | 10.1 | - | - | - | 7.1 | 3.0 | - | - | - | - | - |
| Subtotal Federal | 227.1 | 7.8 | 219.3 | - | - | 141.0 | 38.1 | 19.0 | 21.2 | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Caltrans ARRA Funds | 89.9 | - | 89.9 | - | - | 89.9 | - | - | - | - | - | - | - |
| Subtotal Mixed | 89.9 | - | 89.9 | - | - | 89.9 | - | - | - | - | - | - | - |
| Total Revenues | 1,034.0 | 63.8 | 970.2 | - | - | 326.9 | 324.1 | 252.0 | 32.2 | 11.0 | 8.0 | 8.0 | 8.0 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Total cost unescalated \$770 (2006\$), escalated: \$1,034
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. Currently in Environmental phase. Construction start Spring 2009.
7. PPNO 851G, EA 12030.
8. 2003 Short Range Plan priority 19. FIS 405523.
9. Estimated opening FY 2013; 10 miles.

LACMTA Financial Forecasting Model

SR-710 North Extension (tunnel)

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|----------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | | | | |
| Not yet programmed | 1,049.0 | | - | 173.9 | 82.7 | 792.4 | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 8.8 |
| Baseline project programmed | 27.1 | | 27.1 | - | - | - | | | | | | | | | | | | | |
| Subtotal Costs | 1,076.1 | 100.0% | 27.1 | 173.9 | 82.7 | 792.4 | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 8.8 |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460315) | 1,049.0 | 97.5% | - | 173.9 | 82.7 | 792.4 | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 8.8 |
| Total Local | 1,049.0 | 97.5% | - | 173.9 | 82.7 | 792.4 | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 8.8 |
| Federal (programming basis) | | | | | | | | | | | | | | | | | | | |
| Other Federal Funds (earmarks) | 2.4 | 0.2% | 2.4 | - | - | - | | | | | | | | | | | | | |
| Subtotal Federal | 2.4 | 0.2% | 2.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 8.8 | 0.8% | 8.8 | - | - | - | | | | | | | | | | | | | |
| Interregional Improvement Funds | 15.9 | 1.5% | 15.9 | - | - | - | | | | | | | | | | | | | |
| Subtotal Mixed | 24.7 | 2.3% | 24.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 1,076.1 | 100.0% | 27.1 | 173.9 | 82.7 | 792.4 | 0.1 | 8.9 | 17.0 | 16.0 | 14.0 | 20.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 8.8 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 4,559.9 | | - | 76.0 | 4,483.9 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 20.0 | - | - | - | - | - | - | 667.0 |
| Highway Strategy Revenues | - | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 2,818.0 | 61.8% | - | - | 2,818.0 | - | | | | | | | | | | | | | 446.0 |
| Subtotal Local Revenues | 2,818.0 | | - | - | 2,818.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | 446.0 |
| State | | | | | | | | | | | | | | | | | | | |
| State Programs | 180.0 | 3.9% | - | - | 180.0 | - | | | | | | | | | | | | | 30.0 |
| Subtotal State Revenues | 180.0 | | - | - | 180.0 | - | - | - | - | - | - | - | - | - | - | - | - | - | 30.0 |
| Federal | | | | | | | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 1,301.9 | 28.6% | - | - | 1,301.9 | - | | | | | | | | | | | | | 160.0 |
| Federal HPP/PNS Earmarks | 186.0 | 4.1% | - | 2.0 | 184.0 | - | | | | | | 2.0 | | | | | | | 31.0 |
| Metropolitan Mobility and Access | 74.0 | 1.6% | - | 74.0 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 18.0 | | | | | | | | |
| Subtotal Federal Revenues | 1,561.9 | | - | 76.0 | 1,485.9 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 20.0 | - | - | - | - | - | - | 191.0 |
| Total Highway Strategy Revenues | 4,559.9 | 100.0% | - | 76.0 | 4,483.9 | - | - | 9.0 | 17.0 | 16.0 | 14.0 | 20.0 | - | - | - | - | - | - | 667.0 |
| GRAND TOTAL | 5,636.0 | | 27.1 | 249.9 | 4,566.6 | 792.4 | 0.1 | 17.9 | 34.0 | 32.0 | 28.0 | 40.0 | 20.0 | 20.0 | 24.8 | 33.1 | 4.3 | 8.7 | 675.8 |

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)

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|------------|------------|--------------|--------------|--------------|-------------|
| | Total | 2023 | 2024 | 2025 | 2028 | 2027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 |
| PROJECT COSTS | | | | | | | | | | | | | | | | | |
| Not yet programmed | 1,049.0 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 |
| Baseline project programmed | 27.1 | | | | | | | | | | | | | | | | |
| Subtotal Costs | 1,076.1 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 |
| PROJECT REVENUES | | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460315) | 1,049.0 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 |
| Total Local | 1,049.0 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 |
| Federal (programming basis) | | | | | | | | | | | | | | | | | |
| Other Federal Funds (earmarks) | 2.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 2.4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | | |
| Regional Improvement Funds (RIP) | 8.8 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Funds | 15.9 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 24.7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 1,076.1 | 8.7 | 8.7 | 8.7 | 8.7 | 8.7 | 8.8 | 8.8 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 4,559.9 | 667.0 | 667.0 | 667.0 | 666.0 | 666.0 | 242.0 | 241.9 | - | - | - | - | - | - | - | - | - |
| Highway Strategy Revenues | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Local | | | | | | | | | | | | | | | | | |
| Tolls/PPP | 2,818.0 | 446.0 | 446.0 | 446.0 | 446.0 | 446.0 | 71.0 | 71.0 | | | | | | | | | |
| Subtotal Local Revenues | 2,818.0 | 446.0 | 446.0 | 446.0 | 446.0 | 446.0 | 71.0 | 71.0 | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | | | |
| State Programs | 180.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | | | | | | | | | | | |
| Subtotal State Revenues | 180.0 | 30.0 | 30.0 | 30.0 | 30.0 | 30.0 | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | | | | | |
| 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 | | | | | | | | | | | |
| Metropolitan Mobility and Access | 74.0 | | | | | | | | | | | | | | | | |
| Subtotal Federal Revenues | 1,561.9 | 191.0 | 191.0 | 191.0 | 190.0 | 190.0 | 171.0 | 170.9 | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 4,559.9 | 667.0 | 667.0 | 667.0 | 666.0 | 666.0 | 242.0 | 241.9 | - | - | - | - | - | - | - | - | - |
| GRAND TOTAL | 5,636.0 | 675.7 | 675.7 | 675.7 | 674.7 | 674.7 | 250.8 | 250.7 | 8.7 | 8.8 | 8.6 | 8.7 | 8.8 | 171.7 | 235.3 | 244.9 | 97.1 |

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
I-710 Improvement PCH to Downtown Long Beach
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|---------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Not yet programmed | - | | - | - | - | - | - | - |
| Baseline project programmed | 1.6 | 5.4 | 1.2 | 0.4 | - | - | - | 0.4 |
| Subtotal Construction Costs | 1.6 | 5.4 | 1.2 | 0.4 | - | - | - | 0.4 |
| TOTAL COSTS INFLATED | 1.6 | 5.4 | 1.2 | 0.4 | - | - | - | 0.4 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 1.6 | | 1.2 | 0.4 | - | - | - | 0.4 |
| Subtotal Prop. C | 1.6 | - | 1.2 | 0.4 | - | - | - | 0.4 |
| Total Local | 1.6 | | 1.2 | 0.4 | - | - | - | 0.4 |
| Federal (programming basis) | | | | | | | | |
| CMAQ | - | | - | - | - | - | - | - |
| RSTP | - | 5.4 | - | - | - | - | - | - |
| Subtotal Federal | - | 5.4 | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1.6 | 5.4 | 1.2 | 0.4 | - | - | - | 0.4 |
| TOTAL SURPLUS<SHORTFALL> | - | | - | - | - | - | - | - |

NOTES:

1. 2003 Short Range Plan priority 16: cost incl prior years: \$7.0
2. Call for Projects 6143.
3. EA 22030.

LACMTA Financial Forecasting Model
I-710 South Early Projects
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|---------------|--------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Baseline Project Programmed | 45.0 | - | 45.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 45.0 | - | 45.0 | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 45.0 | 100.0% | 45.0 | - | - | - | - | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 3.7 | 8.3% | 3.7 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 3.7 | 8.3% | 3.7 | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460316) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Local Agency Funds | 21.2 | 47.1% | 21.2 | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 24.9 | 55.4% | 24.9 | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| Other Federal Funds | 5.1 | 11.3% | 5.1 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 5.1 | 11.3% | 5.1 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 5.0 | 11.1% | 5.0 | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 10.0 | 22.2% | 10.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 15.0 | 33.3% | 15.0 | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 45.0 | 100.0% | 45.0 | - | - | - | - | - | - | - | - | - | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. STIP PPNO 3612.

LACMTA Financial Forecasting Model

I-710 South

2009 L RTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|----------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Baseline Project Programmed | 683.6 | - | - | 15.0 | 108.4 | 560.3 | - | 15.0 | - | - | - | - | - | - |
| Subtotal Costs | 683.6 | 100.0% | - | 15.0 | 108.4 | 560.3 | - | 15.0 | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460316) | 683.6 | 100.0% | - | 15.0 | 108.4 | 560.3 | - | 15.0 | - | - | - | - | - | - |
| Local Agency Funds | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 683.6 | 100.0% | - | 15.0 | 108.4 | 560.3 | - | 15.0 | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| Other Federal Funds | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 683.6 | 100.0% | - | 15.0 | 108.4 | 560.3 | - | 15.0 | - | - | - | - | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 5,580.0 | | - | 3,274.0 | 2,306.0 | - | - | 235.0 | 235.0 | 235.0 | 235.0 | 235.0 | 522.0 | 532.0 |
| Highway Strategy Revenues | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Tolls/PPP | 2,400.0 | | - | 1,200.0 | 1,200.0 | - | | | | | | | 300.0 | 300.0 |
| Container Fees | 360.0 | | - | 240.0 | 120.0 | - | | | | | | | 60.0 | 60.0 |
| Subtotal Local Revenues | 2,760.0 | | - | 1,440.0 | 1,320.0 | - | - | - | - | - | - | - | 360.0 | 360.0 |
| Federal | | | | | | | | | | | | | | |
| Cap and Trade | 190.0 | | - | 130.0 | 60.0 | - | | | | | | | 30.0 | 40.0 |
| Federal Formula Funds (Additional) | 360.0 | | - | 120.0 | 240.0 | - | | | | | | | 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 |
| 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 |
| Subtotal Federal Revenues | 2,820.0 | | - | 1,834.0 | 986.0 | - | - | 235.0 | 235.0 | 235.0 | 235.0 | 235.0 | 162.0 | 172.0 |
| Total Highway Strategy Revenues | 5,580.0 | | - | 3,274.0 | 2,306.0 | - | - | 235.0 | 235.0 | 235.0 | 235.0 | 235.0 | 522.0 | 532.0 |
| GRAND TOTAL | 6,263.6 | | - | 3,289.0 | 2,414.4 | 560.3 | - | 250.0 | 235.0 | 235.0 | 235.0 | 235.0 | 522.0 | 532.0 |

**LACMTA Financial Forecasting Model
I-710 South**

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Baseline Project Programmed | 683.6 | - | - | - | - | - | - | - | - | 7.0 | 101.4 | - | - |
| Subtotal Costs | 683.6 | - | - | - | - | - | - | - | - | 7.0 | 101.4 | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460316) | 683.6 | - | - | - | - | - | - | - | - | 7.0 | 101.4 | - | - |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 683.6 | - | - | - | - | - | - | - | - | 7.0 | 101.4 | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| Other Federal Funds | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 683.6 | - | - | - | - | - | - | - | - | 7.0 | 101.4 | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 5,580.0 | 522.0 | 523.0 | 523.0 | 523.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Tolls/PPP | 2,400.0 | 300.0 | 300.0 | 300.0 | 300.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | - | - |
| Container Fees | 360.0 | 60.0 | 60.0 | 60.0 | 60.0 | - | - | - | - | - | - | - | - |
| Subtotal Local Revenues | 2,760.0 | 360.0 | 360.0 | 360.0 | 360.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | - | - |
| Federal | | | | | | | | | | | | | |
| Cap and Trade | 190.0 | 30.0 | 30.0 | 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 | 30.0 | - | - |
| Federal HPP/PNS Earmarks | 645.0 | 25.0 | 25.0 | 25.0 | 25.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | - | - |
| Metro Area | 550.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Freight Program | 1,075.0 | 77.0 | 78.0 | 78.0 | 78.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | 60.0 | - | - |
| Subtotal Federal Revenues | 2,820.0 | 162.0 | 163.0 | 163.0 | 163.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | - | - |
| Total Highway Strategy Revenues | 5,580.0 | 522.0 | 523.0 | 523.0 | 523.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | 210.0 | - | - |
| GRAND TOTAL | 6,263.6 | 522.0 | 523.0 | 523.0 | 523.0 | 210.0 | 210.0 | 210.0 | 210.0 | 217.0 | 311.4 | - | - |

LACMTA Financial Forecasting Model

I-710 South

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Baseline Project Programmed | 683.6 | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| Subtotal Costs | 683.6 | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460316) | 683.6 | | | 124.8 | 169.9 | 210.9 | 54.7 | | | | | |
| Local Agency Funds | - | | | | | | | | | | | |
| Total Local | 683.6 | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | |
| Other Federal Funds | - | | | | | | | | | | | |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | | | | | | | | | | |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Revenues | 683.6 | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |
| Total Surplus/<Shortfall> | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 5,580.0 | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Tolls/PPP | 2,400.0 | | | | | | | | | | | |
| Container Fees | 360.0 | | | | | | | | | | | |
| Subtotal Local Revenues | 2,760.0 | - | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | |
| 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 | | | | | | | | | | | |
| Subtotal Federal Revenues | 2,820.0 | - | - | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 5,580.0 | - | - | - | - | - | - | - | - | - | - | - |
| GRAND TOTAL | 6,263.6 | - | - | 124.8 | 169.9 | 210.9 | 54.7 | - | - | - | - | - |

LACMTA Financial Forecasting Model
I-710 Early Action Projects in Long Beach
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 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 |
|--|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 127.0 | 127.0 | - | - | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| Subtotal Construction Costs | 127.0 | 127.0 | - | - | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| Subtotal Costs | 127.0 | 127.0 | - | - | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax | 127.0 | 127.0 | - | - | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| Total Local | 127.0 | 127.0 | - | - | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| TOTAL REVENUES | 127.0 | 127.0 | - | - | 4.7 | 10.4 | 15.0 | 7.0 | 5.0 | 17.0 | 17.0 | 17.0 | 17.0 | 17.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 |
| Highway Strategy Revenues | - | | | | | | | | | | | | | |
| Federal | | | | | | | | | | | | | | |
| 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 |
| Subtotal Federal Revenues | 560.0 | 560.0 | - | - | 32.2 | 19.6 | 29.0 | 38.4 | 37.8 | 92.0 | 127.9 | 111.2 | 69.2 | 2.7 |
| Total Highway Strategy Revenues | 560.0 | 560.0 | - | - | 32.2 | 19.6 | 29.0 | 38.4 | 37.8 | 92.0 | 127.9 | 111.2 | 69.2 | 2.7 |
| GRAND TOTAL | 687.0 | 687.0 | - | - | 36.9 | 30.0 | 44.0 | 45.4 | 42.8 | 109.0 | 144.9 | 128.2 | 86.2 | 19.7 |

NOTES:

LACMTA Financial Forecasting Model

Misc. Freeway Project Balances

2009 L RTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|--|---------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | 0.0 | - | 0.0 | 0.0 | 0.0 | | | | | | | | | | | |
| Baseline projects programmed | 23.8 | - | 9.7 | 14.1 | - | - | 1.5 | 1.6 | - | - | 11.0 | | | | | |
| Subtotal Construction Costs | 23.8 | - | 9.7 | 14.1 | - | - | 1.5 | 1.6 | - | - | 11.0 | - | - | - | - | - |
| TOTAL COSTS INFLATED | 23.8 | 100.0% | 9.7 | 14.1 | - | - | 1.5 | 1.6 | - | - | 11.0 | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 7.8 | N/A | 4.7 | 3.1 | - | - | 1.5 | 1.6 | | | | | | | | |
| Subtotal Prop. C | 7.8 | N/A | 4.7 | 3.1 | - | - | 1.5 | 1.6 | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | |
| Total Local | 7.8 | 0.0% | 4.7 | 3.1 | - | - | 1.5 | 1.6 | - | - | - | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | | | |
| Traffic Congestion Relief (TCRP) | 11.0 | N/A | - | 11.0 | - | - | - | - | - | 11.0 | | | | | | |
| Subtotal State | 11.0 | 0.0% | - | 11.0 | - | - | - | - | - | 11.0 | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | | |
| Other Federal Funds | 4.2 | N/A | 4.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | N/A | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | N/A | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 4.2 | 0.0% | 4.2 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RiP) | 0.8 | N/A | 0.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | N/A | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| SHOPP | - | N/A | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 0.8 | 0.0% | 0.8 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 23.8 | 0.0% | 9.7 | 14.1 | - | - | 1.5 | 1.6 | - | - | 11.0 | - | - | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. This sheet represents mostly small outstanding Prop C 25% 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,

LACMTA Financial Forecasting Model
High Desert Corridor
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | 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 | 2019 2020 | 2020 2021 |
|---|----------------|---------------|----------------|---------------|------------|-------------|-------------|------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Environmental | 33.0 | - | 33.0 | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 33.0 | - | 33.0 | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - | - | - | - | - |
| Subtotal Costs | 33.0 | 100.0% | 33.0 | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | | | | |
| Measure R-\$33 M environmental | 33.0 | 100.0% | 33.0 | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - | - | - | - | - |
| Total Local | 33.0 | 100.0% | 33.0 | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 33.0 | 100.0% | 33.0 | - | 0.4 | 14.6 | 10.0 | 8.0 | - | - | - | - | - | - | - | - |
| TOTAL SURPLUS/SHORTFALL | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 |
| Highway Strategy Revenues | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| 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 |
| Subtotal Local Revenues | 1,516.0 | | 1,175.0 | 341.0 | - | - | - | - | 53.0 | 119.0 | 179.0 | 246.0 | 317.0 | 261.0 | 202.0 | 139.0 |
| State | | | | | | | | | | | | | | | | |
| State Programs | 316.0 | 10.4% | 210.8 | 105.2 | | | | | | | 52.7 | 52.7 | 52.7 | 52.7 | 52.7 | 52.5 |
| Subtotal State Revenues | 316.0 | | 210.8 | 105.2 | - | - | - | - | - | - | 52.7 | 52.7 | 52.7 | 52.7 | 52.7 | 52.5 |
| Federal | | | | | | | | | | | | | | | | |
| 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 | |
| Subtotal Federal Revenues | 1,199.0 | | 965.2 | 233.8 | - | - | - | - | 60.0 | 113.0 | 126.3 | 193.3 | 264.3 | 208.3 | 148.3 | 85.5 |
| Total Highway Strategy Revenues | 3,031.0 | 100.0% | 2,351.0 | 680.0 | - | - | - | - | 113.0 | 232.0 | 358.0 | 492.0 | 634.0 | 522.0 | 403.0 | 277.0 |

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
2009 L RTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 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 |
|--|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 259.6 | 58.0 | 125.3 | 76.3 | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 |
| Subtotal Construction Costs | 259.6 | 58.0 | 125.3 | 76.3 | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 |
| TOTAL COSTS INFLATED | 259.6 | 58.0 | 125.3 | 76.3 | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 |
| PROJECT REVENUES | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | |
| Measure R Sales Tax | 259.6 | 58.0 | 125.3 | 76.3 | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 259.6 | 58.0 | 125.3 | 76.3 | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 |
| TOTAL REVENUES | 259.6 | 58.0 | 125.3 | 76.3 | 0.4 | 9.6 | 5.0 | 5.5 | 5.5 | 6.0 | 6.0 | 6.0 | 7.0 | 7.0 | 9.0 | 9.3 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$170 M from Measure R plus escalation.
2. FIS 460310.

**LACMTA Financial Forecasting Model
 Highway Operational Improvements
 in Arroyo Verdugo Subregion
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 259.6 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - |
| Subtotal Construction Costs | 259.6 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - |
| TOTAL COSTS INFLATED | 259.6 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax | 259.6 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 259.6 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - |
| TOTAL REVENUES | 259.6 | 9.6 | 9.8 | 10.1 | 10.4 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 20.4 | - |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$170 M from Measure R plus escalation.
2. FIS 460310.

**LACMTA Financial Forecasting Model
Highway Operational Improvements
in Las Virgenes/Malibu Subregion
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | 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 |
|--|---------------|---------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 253.3 - | - - | 87.9 | 97.1 | 68.3 | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - | - | - | - |
| Subtotal Construction Costs | 253.3 | - | 87.9 | 97.1 | 68.3 | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - | - | - | - |
| TOTAL COSTS INFLATED | 253.3 | | 87.9 | 97.1 | 68.3 | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | |
| Proposition C 25% | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460311) | 253.3 | 100.0% | 87.9 | 97.1 | 68.3 | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - | - | - | - |
| Local Agency Funds | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 253.3 | 100.0% | 87.9 | 97.1 | 68.3 | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - | - | - | - |
| TOTAL REVENUES | 253.3 | 100.0% | 87.9 | 97.1 | 68.3 | 0.1 | 17.1 | 9.6 | 13.1 | 14.7 | 13.9 | 19.4 | - | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$175 M from Measure R plus escalation.

**LACMTA Financial Forecasting Model
Highway Operational Improvements
in Las Virgenes/Malibu Subregion
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 253.3 | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - |
| Subtotal Construction Costs | 253.3 | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - |
| TOTAL COSTS INFLATED | 253.3 | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460311) | 253.3 | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 253.3 | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - |
| TOTAL REVENUES | 253.3 | - | - | - | 14.4 | 15.6 | 16.1 | 16.5 | 17.0 | 17.5 | 18.1 | 18.6 | 19.2 | 12.4 | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$175 M from Measure R plus escalation.

LACMTA Financial Forecasting Model
I-605 Corridor "Hot Spot" Interchanges
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 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 |
|---|----------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 812.8 | 165.0 | 324.4 | 323.5 | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 | 22.0 | 22.0 | - |
| Subtotal Construction Costs | 812.8 | 165.0 | 324.4 | 323.5 | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 | 22.0 | 22.0 | - |
| Subtotal Costs | 812.8 | 165.0 | 324.4 | 323.5 | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 | 22.0 | 22.0 | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Other Local Measure R Sales Tax (FIS 460314) Local Agency Funds | 812.8 | 165.0 | 324.4 | 323.5 | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 | 22.0 | 22.0 | - |
| Total Local | 812.8 | 165.0 | 324.4 | 323.5 | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 | 22.0 | 22.0 | - |
| TOTAL REVENUES | 812.8 | 165.0 | 324.4 | 323.5 | 0.1 | 14.9 | 9.0 | 14.0 | 19.0 | 21.0 | 21.0 | 22.0 | 22.0 | 22.0 | - |
| TOTAL SURPLUS/(<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 | 208.0 |
| Highway Strategy Revenues | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| State | | | | | | | | | | | | | | | |
| SHOPP (Additional) | 26.0 | - | 26.0 | - | - | - | - | - | - | - | - | - | - | - | 8.0 |
| Subtotal State Revenues | 26.0 | - | 26.0 | - | - | - | - | - | - | - | - | - | - | - | 8.0 |
| Federal | | | | | | | | | | | | | | | |
| 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 |
| Subtotal Federal Revenues | 2,362.0 | 1,050.0 | 1,312.0 | - | - | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 200.0 | 200.0 | 200.0 | 200.0 | 200.0 |
| Total Highway Strategy Revenues | 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 | 208.0 |
| GRAND TOTAL | 3,200.8 | 1,215.0 | 1,662.4 | 323.5 | 0.1 | 64.9 | 59.0 | 64.0 | 69.0 | 71.0 | 221.0 | 222.0 | 222.0 | 222.0 | 208.0 |

Notes:
1. \$590 M from Measure R plus escalation.

LACMTA Financial Forecasting Model
I-605 Corridor "Hot Spot" Interchanges
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 | 2030 2031 | 2031 2032 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 812.8 | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |
| Subtotal Construction Costs | 812.8 | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |
| Subtotal Costs | 812.8 | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460314) | 812.8 | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 812.8 | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |
| TOTAL REVENUES | 812.8 | - | - | - | - | - | 40.9 | 19.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 2,388.0 | 209.0 | 161.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 | - | - | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | |
| SHOPP (Additional) | 26.0 | 9.0 | 9.0 | - | - | - | - | - | - | - | - | - | - |
| Subtotal State Revenues | 26.0 | 9.0 | 9.0 | - | - | - | - | - | - | - | - | - | - |
| Federal | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 498.0 | 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 | - | - | - | - | - |
| Metropolitan Mobility and Access Program | 742.0 | 50.0 | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | 32.0 | - | - | - | - | - |
| Freight Program | 522.0 | 50.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | - | - | - | - | - |
| Subtotal Federal Revenues | 2,362.0 | 200.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 | - | - | - | - | - |
| Total Highway Strategy Revenues | 2,388.0 | 209.0 | 161.0 | 152.0 | 152.0 | 152.0 | 152.0 | 152.0 | - | - | - | - | - |
| GRAND TOTAL | 3,200.8 | 209.0 | 161.0 | 152.0 | 152.0 | 152.0 | 192.9 | 171.9 | 128.2 | 135.4 | 142.6 | 149.5 | 31.4 |

Notes:
1. \$590 M from Measure R plus escalation.

LACMTA Financial Forecasting Model
South Bay Ramp and Interchange
Improvements - I-405, I-110, I-105, SR-91
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 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 |
|--|------------|---------------|---------------|---------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 1,512.4 | 237.0 | 539.4 | 736.0 | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 | 34.0 | 34.0 |
| Subtotal Construction Costs | 1,512.4 | 237.0 | 539.4 | 736.0 | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 | 34.0 | 34.0 |
| TOTAL COSTS INFLATED | 1,512.4 | 237.0 | 539.4 | 736.0 | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 | 34.0 | 34.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax | 1,512.4 | 237.0 | 539.4 | 736.0 | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 | 34.0 | 34.0 |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 1,512.4 | 237.0 | 539.4 | 736.0 | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 | 34.0 | 34.0 |
| TOTAL REVENUES | 1,512.4 | 237.0 | 539.4 | 736.0 | - | 20.0 | 10.0 | 20.0 | 20.0 | 33.0 | 33.0 | 33.0 | 34.0 | 34.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$906 M from Measure R plus escalation.
2. \$ unescalated (2005\$), escalated:
3. Estimated opening FY

LACMTA Financial Forecasting Model
South Bay Ramp and Interchange
Improvements - I-405, I-110, I-105, SR-91
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed Baseline Project | 1,512.4 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| Subtotal Construction Costs | 1,512.4 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| TOTAL COSTS INFLATED | 1,512.4 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | |
| Measure R Sales Tax | 1,512.4 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 1,512.4 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| TOTAL REVENUES | 1,512.4 | 25.5 | - | - | - | 91.6 | 120.7 | 122.8 | 57.9 | 59.6 | 61.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$906 M from Measure R plus escalation.
2. \$ unescalated (2005\$), escalated:
3. Estimated opening FY

**LACMTA Financial Forecasting Model
 South Bay Ramp and Interchange
 Improvements - I-405, I-110, I-105, SR-91
 2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed Baseline Project | 1,512.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| Subtotal Construction Costs | 1,512.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| TOTAL COSTS INFLATED | 1,512.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | |
| Measure R Sales Tax | 1,512.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| Local Agency Funds | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 1,512.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| TOTAL REVENUES | 1,512.4 | 63.2 | 65.1 | 67.1 | 69.1 | 71.4 | 75.4 | 77.7 | 80.0 | 82.4 | 84.9 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

Notes:

1. \$906 M from Measure R plus escalation.
2. \$ unescalated (2005\$), escalated:
3. Estimated opening FY

LACMTA Financial Forecasting Model
Freeway Traffic Systems Management
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | |
| Not yet programmed | 0.0 | - | - | - | - | |
| Programmed | 1.7 | - | 1.7 | - | - | 1.7 |
| Subtotal Construction Costs | 1.7 | - | 1.7 | - | - | 1.7 |
| TOTAL COSTS INFLATED | 1.7 | - | 1.7 | - | - | 1.7 |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (Cash Flow) | 1.7 | - | 1.7 | - | - | 1.7 |
| Subtotal Prop. C | 1.7 | - | 1.7 | - | - | 1.7 |
| Total Local | 1.7 | - | 1.7 | - | - | 1.7 |
| State | | | | | | |
| Traffic Congestion Relief Program | | | | | | |
| Other State (No revenue sheet) | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - |
| Federal | | | | | | |
| Other Federal Funds | - | - | - | - | - | - |
| TE | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - |
| Mixed | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - |
| Interregional Improvement Prog | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - |
| TOTAL REVENUES | 1.7 | - | 1.7 | - | - | 1.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Prior Years | Years '05-'09 | Years '10-'19 | Years '20-'29 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 |
|--|----------------|---------------|-------------|---------------|----------------|---------------|-------------|--------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Phase II - Measure R | 400.0 | - | | - | 400.0 | - | 42.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 58.0 | - |
| Phase II | 265.4 | - | 86.6 | 236.3 | 29.1 | - | 15.5 | 13.6 | - | - | - | - | - | - | - |
| Phase I (Metro funds) | 281.4 | - | | 74.7 | 206.7 | - | 28.5 | 54.6 | 87.4 | 13.4 | 10.6 | 12.2 | - | - | - |
| Subtotal Construction Costs | 946.8 | - | 86.6 | 311.0 | 635.8 | - | 86.0 | 118.2 | 137.4 | 63.4 | 60.6 | 62.2 | 50.0 | 58.0 | - |
| Subtotal Costs | 946.8 | 100.0% | | 311.0 | 635.8 | - | 86.0 | 118.2 | 137.4 | 63.4 | 60.6 | 62.2 | 50.0 | 58.0 | - |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 279.5 | 29.5% | | 72.8 | 206.7 | - | 28.5 | 54.6 | 87.4 | 13.4 | 10.6 | 12.2 | - | - | - |
| Proposition C 10% (cash flow basis) | 1.9 | 0.2% | | 1.9 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 281.4 | 29.7% | - | 74.7 | 206.7 | - | 28.5 | 54.6 | 87.4 | 13.4 | 10.6 | 12.2 | - | - | - |
| Other Local | | | | | | | | | | | | | | | |
| Measure R Sales Tax (\$400) (FIS 460307) | 400.0 | 42.2% | | - | 400.0 | - | 42.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 58.0 | - |
| Total Local | 681.4 | 72.0% | - | 74.7 | 606.7 | - | 70.5 | 104.6 | 137.4 | 63.4 | 60.6 | 62.2 | 50.0 | 58.0 | - |
| State (programming basis) | | | | | | | | | | | | | | | |
| Prop 1B Hwy-Railroad Crossing Safety | 25.6 | 2.7% | | - | 25.6 | - | 12.0 | 13.6 | - | - | - | - | - | - | - |
| Traffic Congestion Relief Program | 72.2 | 7.6% | | 68.7 | 3.5 | - | 3.5 | - | - | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | 0.0% | 86.6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 97.8 | 10.3% | 86.6 | 68.7 | 29.1 | - | 15.5 | 13.6 | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | |
| Other Federal Funds (earmarks) | 167.6 | 17.7% | | 167.6 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 167.6 | 17.7% | | 167.6 | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 946.8 | 100.0% | 86.6 | 311.0 | 635.8 | - | 86.0 | 118.2 | 137.4 | 63.4 | 60.6 | 62.2 | 50.0 | 58.0 | - |
| TOTAL SURPLUS/SHORTFALL | - | | | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 |
| Highway Strategy Revenues | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Railroads | 20.0 | | | - | 20.0 | - | - | 2.0 | 5.0 | 3.0 | - | - | - | - | 10.0 |
| Subtotal Local Revenues | 20.0 | | | - | 20.0 | - | - | 2.0 | 5.0 | 3.0 | - | - | - | - | 10.0 |
| State | | | | | | | | | | | | | | | |
| Public Utilities Commission | 5.0 | | | - | 5.0 | - | - | 3.0 | - | - | - | - | - | - | 2.0 |
| Subtotal State Revenues | 5.0 | | | - | 5.0 | - | - | 3.0 | - | - | - | - | - | - | 2.0 |
| Federal | | | | | | | | | | | | | | | |
| 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 |
| Subtotal Federal Revenues | 346.0 | | | - | 346.0 | - | - | 45.0 | 45.0 | 47.0 | 50.0 | 39.0 | 30.0 | 22.0 | 68.0 |
| Total Highway Strategy Revenues | 371.0 | | | - | 371.0 | - | - | 50.0 | 50.0 | 50.0 | 50.0 | 39.0 | 30.0 | 22.0 | 80.0 |
| GRAND TOTAL COSTS | 1,317.8 | | 86.6 | 311.0 | 1,006.8 | - | 86.0 | 168.2 | 187.4 | 113.4 | 110.6 | 101.2 | 80.0 | 80.0 | 80.0 |

NOTES:

- \$85.0 Phase II advance to Phase I included in Prop C 25%.
- \$912M total project 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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet programmed Baseline Project | 35.0 | - | 35.0 | - | - | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 | - |
| Subtotal Construction Costs | 35.0 | - | 35.0 | - | - | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 | - |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax (FIS 460308) | 35.0 | - | 35.0 | - | - | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 | - |
| Total Local | 35.0 | - | 35.0 | - | - | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 | - |
| TOTAL REVENUES | 35.0 | - | 35.0 | - | - | 0.1 | 1.9 | 2.0 | 3.0 | 3.0 | 8.0 | 8.0 | 9.0 | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 |
| Highway Strategy Revenues | | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | | |
| 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 |
| State Programs | 15.0 | - | - | 15.0 | - | | | | | | | | | |
| Subtotal State Revenues | 215.0 | - | 135.0 | 80.0 | - | - | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Federal | | | | | | | | | | | | | | |
| Federal HPP/PNS Earmarks | 20.0 | - | - | 20.0 | - | | | | | | | | | |
| Subtotal Federal Revenues | 20.0 | - | - | 20.0 | - | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 235.0 | - | 135.0 | 100.0 | - | - | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| GRAND TOTAL COSTS | 235.0 | - | 135.0 | 100.0 | - | - | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |

LACMTA Financial Forecasting Model
BNSF Grade Separations in
Gateway Cities
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | |
| Not yet programmed Baseline Project | 35.0 - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 35.0 | - | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | |
| Local | | | | | | | | | |
| Proposition C 25% | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | |
| Measure R Sales Tax (FIS 460308) | 35.0 | - | - | - | - | - | - | - | - |
| Total Local | 35.0 | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 35.0 | - | - | - | - | - | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 235.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 10.0 |
| Highway Strategy Revenues | | | | | | | | | |
| State | | | | | | | | | |
| High Speed Rail Bonds | 200.0 | 15.0 | 15.0 | 15.0 | 5.0 | 5.0 | 5.0 | 10.0 | 10.0 |
| State Programs | 15.0 | - | - | - | 5.0 | 5.0 | 5.0 | - | - |
| Subtotal State Revenues | 215.0 | 15.0 | 15.0 | 15.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 |
| Federal | | | | | | | | | |
| Federal HPP/PNS Earmarks | 20.0 | - | - | - | 5.0 | 5.0 | 5.0 | 5.0 | - |
| Subtotal Federal Revenues | 20.0 | - | - | - | 5.0 | 5.0 | 5.0 | 5.0 | - |
| Total Highway Strategy Revenues | 235.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 10.0 |
| GRAND TOTAL COSTS | 235.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 10.0 |

LACMTA Financial Forecasting Model
Exposition Phase II Bikeway
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | |
| Programmed | 10.0 | - | 10.0 | - | - | - | - | - | - | 10.0 |
| Subtotal Construction Costs | 10.0 | - | 10.0 | - | - | - | - | - | - | 10.0 |
| TOTAL COSTS INFLATED | 10.0 | - | 10.0 | - | - | - | - | - | - | 10.0 |
| PROJECT REVENUES | | | | | | | | | | |
| Local | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | - | - | - | - | - | - | - | - | - | - |
| Proposition C 10% | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | |
| TDA - Article 3 (see separate sheet) | - | - | - | - | - | - | - | - | - | - |
| Local Agency Funds (match) (see sep sheet) | - | - | - | - | - | - | - | - | - | - |
| Total Local | - | - | - | - | - | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | |
| Traffic Congestion Relief Program | - | - | - | - | - | - | - | - | - | - |
| Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | |
| Other Federal Funds (earmarks) | - | - | - | - | - | - | - | - | - | - |
| Transportation Enhancements (TE) | - | - | - | - | - | - | - | - | - | - |
| CMAQ | 10.0 | - | 10.0 | - | - | - | - | - | - | 10.0 |
| RSTP | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 10.0 | - | 10.0 | - | - | - | - | - | - | 10.0 |
| Mixed (programming basis) | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 10.0 | - | 10.0 | - | - | - | - | - | - | 10.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. In addition to previous Call for Projects funding.

LACMTA Financial Forecasting Model
Gerald Desmond Bridge
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|---------------|--------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | | |
| Programmed | 100.0 | - | 100.0 | - | - | - |
| Subtotal Construction Costs | 100.0 | - | 100.0 | - | - | - |
| TOTAL COSTS INFLATED | 100.0 | 100.0% | 100.0 | - | - | - |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% | - | 0.0% | - | - | - | - |
| Subtotal Prop. C | - | 0.0% | - | - | - | - |
| Total Local | - | 0.0% | - | - | - | - |
| State | | | | | | |
| State Infrastructure Bonds | - | 0.0% | - | - | - | - |
| Subtotal State | - | 0.0% | - | - | - | - |
| Federal | | | | | | |
| Other Federal Funds | 100.0 | 100.0% | 100.0 | - | - | - |
| TE | - | 0.0% | - | - | - | - |
| CMAQ | - | 0.0% | - | - | - | - |
| RSTP | - | 0.0% | - | - | - | - |
| Subtotal Federal | 100.0 | 100.0% | 100.0 | - | - | - |
| Mixed | | | | | | |
| Regional Improvement Funds | - | 0.0% | - | - | - | - |
| Subtotal Mixed | - | 0.0% | - | - | - | - |
| TOTAL REVENUES | 100.0 | 100.0% | 100.0 | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - |

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.

LACMTA Financial Forecasting Model
Local Agency Pedestrian and Bicycle Facilities
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Programmed | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| Subtotal Construction Costs | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| TOTAL COSTS INFLATED | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | |
| TDA - Article 3 | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| Total Local | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| State (programming basis) | | | | | | | | | | | | | |
| Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 433.9 | 32.8 | 78.5 | 125.4 | 197.3 | 6.0 | 6.3 | 6.6 | 7.1 | 7.6 | 8.1 | 8.6 | 9.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---------------------------------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Programmed | 433.9 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| Subtotal Construction Costs | 433.9 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| TOTAL COSTS INFLATED | 433.9 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | - | | | | | | | | | | | | | |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| TDA - Article 3 | 433.9 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| Total Local | 433.9 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| State (programming basis) | | | | | | | | | | | | | | |
| Other State (no revenue sheet) | - | | | | | | | | | | | | | |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| CMAQ | - | | | | | | | | | | | | | |
| RSTP | - | | | | | | | | | | | | | |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | | | | | | | | | | | | | |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 433.9 | 9.4 | 9.9 | 10.3 | 10.8 | 11.3 | 11.8 | 12.3 | 12.8 | 13.3 | 13.7 | 14.2 | 14.7 | 15.3 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Programmed | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| Subtotal Construction Costs | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| TOTAL COSTS INFLATED | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | |
| TDA - Article 3 | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| Total Local | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| State (programming basis) | | | | | | | | | | | |
| Other State (no revenue sheet) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 433.9 | 15.8 | 16.2 | 16.8 | 17.3 | 17.8 | 18.4 | 19.0 | 19.6 | 20.2 | 20.8 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - |

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
Rapid Bus Phase II Subsidy Projects
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Programmed | 106.6 | 60.5 | 46.1 | - | - | 16.2 | 18.4 | 11.6 |
| Subtotal Construction Costs | 106.6 | 60.5 | 46.1 | - | - | 16.2 | 18.4 | 11.6 |
| TOTAL COSTS INFLATED | 106.6 | 60.5 | 46.1 | - | - | 16.2 | 18.4 | 11.6 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (Cash Flow) | 26.5 | 11.0 | 15.6 | - | - | 2.0 | 10.2 | 3.4 |
| Proposition C 40% | 21.1 | 6.9 | 14.2 | - | - | 14.2 | - | - |
| Subtotal Prop. C | 47.6 | 17.9 | 29.8 | - | - | 16.2 | 10.2 | 3.4 |
| Total Local | 47.6 | 17.9 | 29.8 | - | - | 16.2 | 10.2 | 3.4 |
| State (programming basis) | | | | | | | | |
| Traffic Congestion Relief Program | - | - | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| Other Federal Funds | - | - | - | - | - | - | - | - |
| Small Starts | 16.4 | - | 16.4 | - | - | - | 8.2 | 8.2 |
| TE | - | - | - | - | - | - | - | - |
| CMAQ | 42.7 | 42.7 | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - | - | - |
| Subtotal Federal | 59.0 | 42.7 | 16.4 | - | - | - | 8.2 | 8.2 |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Funds | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 106.6 | 60.5 | 46.1 | - | - | 16.2 | 18.4 | 11.6 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - |

NOTES:

1. Rapid Bus Phase II Signal and Station projects.
2. City of Los Angeles, County of Los Angeles, other cities.
3. FIS #405598.
4. Also Countywide Signal Priority Expansion.

LACMTA Financial Forecasting Model
Retrofit Soundwalls
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|----------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|------------|-------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Metro regional list & Monterey Park/SR-60-Measure R | 220.0 | - | 220.0 | - | - | 13.9 | 48.1 | 77.2 | 43.5 | 32.1 | 4.7 | 0.5 | - |
| Not yet programmed Phase 1 | 111.0 | - | 111.0 | - | - | | 20.0 | | | | | 18.0 | 70.0 |
| Not yet programmed Phase 2 | 791.5 | - | - | - | 791.5 | | | | | | | - | - |
| Programmed Phase 1 | 80.8 | 64.7 | 15.8 | - | - | 15.8 | | | | | | | |
| Subtotal Construction Costs | 1,203.0 | 64.7 | 346.8 | - | 791.5 | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 18.5 | 70.0 |
| Subtotal | 1,203.0 | 64.7 | 346.8 | - | 791.5 | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 18.5 | 70.0 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Prop C 25% (cash flow basis) (not eligible for Phase II) | 191.8 | 64.7 | 126.8 | - | - | 15.8 | 20.0 | - | - | - | - | 18.0 | 70.0 |
| Subtotal Prop. C | 191.8 | 64.7 | 126.8 | - | - | 15.8 | 20.0 | - | - | - | - | 18.0 | 70.0 |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax (\$250) (FIS 460309) | 220.0 | - | 220.0 | - | - | 13.9 | 48.1 | 77.2 | 43.5 | 32.1 | 4.7 | 0.5 | - |
| Total Local | 411.5 | 64.7 | 346.8 | - | - | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 18.5 | 70.0 |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 791.5 | - | - | - | 791.5 | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 791.5 | - | - | - | 791.5 | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,203.0 | 64.7 | 346.8 | - | 791.5 | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 18.5 | 70.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 1,197.0 | - | 132.0 | 948.0 | 117.0 | - | - | - | - | - | - | 33.0 | 33.0 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | |
| State Programs | 1,197.0 | - | 132.0 | 948.0 | 117.0 | | | | | | | 33.0 | 33.0 |
| Subtotal State Revenues | 1,197.0 | - | 132.0 | 948.0 | 117.0 | - | - | - | - | - | - | 33.0 | 33.0 |
| Total Highway Strategy Revenues | 1,197.0 | - | 132.0 | 948.0 | 117.0 | - | - | - | - | - | - | 33.0 | 33.0 |
| GRAND TOTAL COSTS | 2,400.0 | 64.7 | 478.8 | 948.0 | 908.5 | 29.7 | 68.1 | 77.2 | 43.5 | 32.1 | 4.7 | 51.5 | 103.0 |

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. \$81.6, incl \$1.8 spent in FY04, approved by Board 4/03.
3. \$26.4 was approved by Board in Sept. 2004.
4. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
5. SR-134 Soundwalls is FIS 405516.
6. Total Measure R is \$250 M upon Board schedule approval.

LACMTA Financial Forecasting Model
Retrofit Soundwalls
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Metro regional list & Monterey Park/SR-60-Measure R | 220.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Not yet programmed Phase 1 | 111.0 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| Not yet programmed Phase 2 | 791.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Programmed Phase 1 | 80.6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Construction Costs | 1,203.0 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | 1,203.0 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Prop C 25% (cash flow basis) (not eligible for Phase II) | 191.6 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 191.6 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | |
| Measure R Sales Tax (\$250) (FIS 460309) | 220.0 | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 411.5 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 791.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Mixed | 791.5 | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 1,203.0 | 3.0 | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 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 |
| Highway Strategy Revenues | | | | | | | | | | | | | |
| State | | | | | | | | | | | | | |
| State Programs | 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 |
| Subtotal State Revenues | 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 |
| Total Highway Strategy Revenues | 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 |
| GRAND TOTAL COSTS | 2,400.0 | 36.0 | 33.0 | 34.0 | 34.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 | 110.0 |

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. \$81.6, incl \$1.8 spent in FY04, approved by Board 4/03.
3. \$26.4 was approved by Board in Sept. 2004.
4. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
5. SR-134 Soundwalls is FIS 405516.
6. Total Measure R is \$250 M upon Board schedule approval.

LACMTA Financial Forecasting Model

Retrofit Soundwalls

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2029 2030 | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Metro regional list & Monterey Park/SR-60-Measure R | 220.0 | - | - | - | - | - | - | - | - | - | - | - |
| Not yet programmed Phase 1 | 111.0 | | | | | | | | | | | |
| Not yet programmed Phase 2 | 791.5 | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| Programmed Phase 1 | 80.6 | | | | | | | | | | | |
| Subtotal Construction Costs | 1,203.0 | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| Subtotal | 1,203.0 | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Prop C 25% (cash flow basis) (not eligible for Phase II) | 191.6 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 191.6 | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | |
| Measure R Sales Tax (\$250) (FIS 480309) | 220.0 | | | | | | | | | | | |
| Total Local | 411.5 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 791.5 | | 124.0 | 123.5 | 115.0 | | 69.0 | 119.5 | 120.5 | 120.0 | | |
| Subtotal Mixed | 791.5 | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| TOTAL REVENUES | 1,203.0 | - | 124.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |
| TOTAL SURPLUS/SHORTFALL | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 1,197.0 | 110.0 | 7.0 | - | - | - | - | - | - | - | - | - |
| Highway Strategy Revenues | | | | | | | | | | | | |
| State | | | | | | | | | | | | |
| State Programs | 1,197.0 | 110.0 | 7.0 | | | | | | | | | |
| Subtotal State Revenues | 1,197.0 | 110.0 | 7.0 | - | - | - | - | - | - | - | - | - |
| Total Highway Strategy Revenues | 1,197.0 | 110.0 | 7.0 | - | - | - | - | - | - | - | - | - |
| GRAND TOTAL COSTS | 2,400.0 | 110.0 | 131.0 | 123.5 | 115.0 | - | 69.0 | 119.5 | 120.5 | 120.0 | - | - |

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. \$61.6, incl \$1.8 spent in FY04, approved by Board 4/03.
3. \$26.4 was approved by Board in Sept. 2004.
4. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
5. SR-134 Soundwalls is FIS 405516.
6. Total Measure R is \$250 M upon Board schedule approval.

LACMTA Financial Forecasting Model
Rideshare/Vanpools
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | 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 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Not yet programmed | 539.8 | 8.1 | 106.8 | 182.1 | 242.8 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 12.4 | 13.0 | 15.1 | 14.2 |
| Programmed | 16.7 | 16.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Costs | 556.5 | 24.8 | 106.8 | 182.1 | 242.8 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 12.4 | 13.0 | 15.1 | 14.2 |
| TOTAL COSTS INFLATED | 556.5 | 24.8 | 106.8 | 182.1 | 242.8 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 12.4 | 13.0 | 15.1 | 14.2 |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition C 25% | 381.6 | 11.5 | 91.4 | 117.4 | 161.4 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 8.5 | 13.0 | 9.4 | 8.4 |
| Subtotal Prop. C | 381.6 | 11.5 | 91.4 | 117.4 | 161.4 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 8.5 | 13.0 | 9.4 | 8.4 |
| Other Local | | | | | | | | | | | | | | | |
| LTF General Revenues | 3.1 | 3.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 384.8 | 14.6 | 91.4 | 117.4 | 161.4 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 8.5 | 13.0 | 9.4 | 8.4 |
| State (programming basis) | | | | | | | | | | | | | | | |
| Other State (No revenue sheet) | 0.1 | 0.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | 0.1 | 0.1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | | |
| JARC | 6.7 | 6.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | 6.7 | 6.7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 164.9 | 3.3 | 15.4 | 64.8 | 81.4 | - | - | - | - | - | - | 3.9 | - | 5.7 | 5.8 |
| Subtotal Mixed | 164.9 | 3.3 | 15.4 | 64.8 | 81.4 | - | - | - | - | - | - | 3.9 | - | 5.7 | 5.8 |
| TOTAL REVENUES | 556.5 | 24.8 | 106.8 | 182.1 | 242.8 | 6.7 | 10.0 | 10.4 | 12.3 | 6.1 | 6.5 | 12.4 | 13.0 | 15.1 | 14.2 |
| TOTAL SURPLUS/<SHORTFALL> | 0.0 | - | 0.0 | - | - | - | - | - | - | 0.0 | (0.0) | - | - | - | - |

NOTES:

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
3. FIS #405547.

LACMTA Financial Forecasting Model
Rideshare/Vanpools
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Not yet programmed | 539.8 | 14.8 | 15.4 | 16.0 | 18.5 | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 | 22.1 |
| Programmed | 16.7 | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Costs | 556.5 | 14.8 | 15.4 | 16.0 | 18.5 | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 | 22.1 |
| TOTAL COSTS INFLATED | 556.5 | 14.8 | 15.4 | 16.0 | 18.5 | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 | 22.1 |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Proposition C 25% | 381.6 | 8.9 | 9.4 | 9.9 | 12.2 | 11.0 | 11.6 | 12.2 | 12.8 | 15.3 | 14.1 | 14.7 |
| Subtotal Prop. C | 381.6 | 8.9 | 9.4 | 9.9 | 12.2 | 11.0 | 11.6 | 12.2 | 12.8 | 15.3 | 14.1 | 14.7 |
| Other Local | | | | | | | | | | | | |
| LTF General Revenues | 3.1 | | | | | | | | | | | |
| Total Local | 384.8 | 8.9 | 9.4 | 9.9 | 12.2 | 11.0 | 11.6 | 12.2 | 12.8 | 15.3 | 14.1 | 14.7 |
| State (programming basis) | | | | | | | | | | | | |
| Other State (No revenue sheet) | 0.1 | | | | | | | | | | | |
| Subtotal State | 0.1 | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | |
| JARC | 6.7 | | | | | | | | | | | |
| CMAQ | - | | | | | | | | | | | |
| Subtotal Federal | 6.7 | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 164.9 | 5.9 | 6.0 | 6.1 | 6.3 | 6.4 | 6.6 | 6.6 | 6.8 | 7.0 | 7.2 | 7.4 |
| Subtotal Mixed | 164.9 | 5.9 | 6.0 | 6.1 | 6.3 | 6.4 | 6.6 | 6.6 | 6.8 | 7.0 | 7.2 | 7.4 |
| TOTAL REVENUES | 556.5 | 14.8 | 15.4 | 16.0 | 18.5 | 17.4 | 18.1 | 18.8 | 19.6 | 22.3 | 21.3 | 22.1 |
| TOTAL SURPLUS/<SHORTFALL> | 0.0 | - | - | - | - | - | 0.0 | - | - | 0.0 | - | - |

NOTES:

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
3. FIS #405547.

LACMTA Financial Forecasting Model
Rideshare/Vanpools
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2030 2031 | 2031 2032 | 2032 2033 | 2033 2034 | 2034 2035 | 2035 2036 | 2036 2037 | 2037 2038 | 2038 2039 | 2039 2040 |
|--|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed | 539.8 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| Programmed | 16.7 | - | - | - | - | - | - | - | - | - | - |
| Subtotal Costs | 556.5 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| TOTAL COSTS INFLATED | 556.5 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% | 381.6 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 |
| Subtotal Prop. C | 381.6 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 |
| Other Local | | | | | | | | | | | |
| LTF General Revenues | 3.1 | | | | | | | | | | |
| Total Local | 384.8 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 | 14.7 |
| State (programming basis) | | | | | | | | | | | |
| Other State (No revenue sheet) | 0.1 | | | | | | | | | | |
| Subtotal State | 0.1 | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | |
| JARC | 6.7 | | | | | | | | | | |
| CMAQ | - | | | | | | | | | | |
| Subtotal Federal | 6.7 | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 164.9 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| Subtotal Mixed | 164.9 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 | 7.4 |
| TOTAL REVENUES | 556.5 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 | 22.1 |
| TOTAL SURPLUS/<SHORTFALL> | 0.0 | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
3. FIS #405547.

LACMTA Financial Forecasting Model
Wilshire Bus Only Lane
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 |
|---------------------------------------|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Programmed | 28.8 | 1.1 | 27.7 | - | - | 14.6 | 10.0 | 3.2 |
| Subtotal Construction Costs | 28.8 | 1.1 | 27.7 | - | - | 14.6 | 10.0 | 3.2 |
| TOTAL COSTS INFLATED | 28.8 | 1.1 | 27.7 | - | - | 14.6 | 10.0 | 3.2 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (Cash Flow) | 3.4 | - | 3.4 | - | - | - | 1.5 | 1.9 |
| Subtotal Prop. C | 3.4 | - | 3.4 | - | - | - | 1.5 | 1.9 |
| Other Local | | | | | | | | |
| Local Agency Funds (match) | 3.3 | - | 3.3 | - | - | 1.0 | 1.0 | 1.3 |
| Total Local | 6.7 | - | 6.7 | - | - | 1.0 | 2.5 | 3.2 |
| State (programming basis) | | | | | | | | |
| Subtotal State | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| Small Starts | 22.2 | 1.1 | 21.1 | - | - | 13.6 | 7.5 | - |
| Subtotal Federal | 22.2 | 1.1 | 21.1 | - | - | 13.6 | 7.5 | - |
| Mixed (programming basis) | | | | | | | | |
| Subtotal Mixed | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 28.8 | 1.1 | 27.7 | - | - | 14.6 | 10.0 | 3.2 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - |

NOTES:

LACMTA Financial Forecasting Model
Regional Bikeways
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|---------------|--------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | | |
| Programmed | 36.8 | - | 36.7 | 0.1 | - | - | 0.1 |
| Subtotal Construction Costs | 36.8 | - | 36.7 | 0.1 | - | - | 0.1 |
| TOTAL COSTS INFLATED | 36.8 | 100.0% | 36.7 | 0.1 | - | - | 0.1 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (Cash Flow) | 1.6 | 4.5% | 1.5 | 0.1 | - | - | 0.1 |
| Proposition C 10% | - | 0.0% | - | - | - | - | - |
| Subtotal Prop. C | 1.6 | 4.5% | 1.5 | 0.1 | - | - | 0.1 |
| Other Local | | | | | | | |
| TDA - Article 3 (see separate sheet) | - | 0.0% | - | - | - | - | - |
| Local Agency Funds (match) (see sep sheet) | - | 0.0% | - | - | - | - | - |
| Total Local | 1.6 | 4.5% | 1.5 | 0.1 | - | - | 0.1 |
| State (programming basis) | | | | | | | |
| Traffic Congestion Relief Program | | | | | | | |
| Other State (no revenue sheet) | - | 0.0% | - | - | - | - | - |
| Subtotal State | - | 0.0% | - | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| Other Federal Funds (earmarks) | 1.1 | 2.9% | 1.1 | - | - | - | - |
| Transportation Enhancements (TE) | 31.2 | 84.7% | 31.2 | - | - | - | - |
| CMAQ | - | 0.0% | - | - | - | - | - |
| RSTP | 2.9 | 8.0% | 2.9 | - | - | - | - |
| Subtotal Federal | 35.2 | 95.5% | 35.2 | - | - | - | - |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 0.0% | - | - | - | - | - |
| Subtotal Mixed | - | 0.0% | - | - | - | - | - |
| TOTAL REVENUES | 36.8 | 100.0% | 36.7 | 0.1 | - | - | 0.1 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - |

NOTES:

1. Includes awarded Call for Projects Pedestrian projects (410008).
2. Includes the Orange Line Bikeway (800114) for \$10.6 M.

LACMTA Financial Forecasting Model
RSTI - I-405/Arbor Vitae Interchg (South Half)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | | | - | - | - | - | - | - | - | - | - | - |
| Constrained Plan Project | | | - | - | - | - | - | - | - | - | - | - |
| Programmed | 72.4 | 7.5 | 8.9 | 63.4 | - | - | 32.7 | - | - | 14.8 | 13.0 | 2.9 |
| Subtotal Construction Costs | 72.4 | 7.5 | 8.9 | 63.4 | - | - | 32.7 | - | - | 14.8 | 13.0 | 2.9 |
| Inflated Construction Costs | 72.4 | 7.5 | 8.9 | 63.4 | - | - | 32.7 | - | - | 14.8 | 13.0 | 2.9 |
| Right of Way | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Inflated Right of Way | 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 72.4 | 7.5 | 8.9 | 63.4 | - | - | 32.7 | - | - | 14.8 | 13.0 | 2.9 |
| PROJECT REVENUES | | | | | | | | | | | | |
| Local | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 30.7 | | - | 30.7 | - | - | - | - | - | 14.8 | 13.0 | 2.9 |
| Subtotal Prop. C | 30.7 | 0.0 | - | 30.7 | - | - | - | - | - | 14.8 | 13.0 | 2.9 |
| Other Local | | | | | | | | | | | | |
| Local Agency Funds/Other (match) | - | 2.0 | - | - | - | - | - | - | - | - | - | - |
| Total Local | 30.7 | 2.0 | - | 30.7 | - | - | - | - | - | 14.8 | 13.0 | 2.9 |
| State (programming basis) | | | | | | | | | | | | |
| Traffic Congestion Relief Program | - | | - | - | - | - | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | | - | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | |
| Other Federal Funds | - | | - | - | - | - | - | - | - | - | - | - |
| TE | - | | - | - | - | - | - | - | - | - | - | - |
| CMAQ | - | | - | - | - | - | - | - | - | - | - | - |
| RSTP | - | | - | - | - | - | - | - | - | - | - | - |
| Subtotal Federal | - | 0.0 | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 34.4 | 5.6 | 3.1 | 31.3 | - | - | 31.3 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 7.3 | | 5.9 | 1.4 | - | - | 1.4 | - | - | - | - | - |
| Subtotal Mixed | 41.7 | 5.6 | 8.9 | 32.7 | - | - | 32.7 | - | - | - | - | - |
| TOTAL REVENUES | 72.4 | 7.5 | 8.9 | 63.4 | - | - | 32.7 | - | - | 14.8 | 13.0 | 2.9 |
| TOTAL SURPLUS<SHORTFALL> | - | 0.0 | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. CFP 4311 and 7219.
2. STIP PPNO 0831, EA 491601, PM 22.2-23.4, \$52.1 total
3. Project Sponsor is City of Los Angeles.

LACMTA Financial Forecasting Model
RSTI - I-710 Atlantic Blvd Interchange
2009 LRTP Baseline 10/22/09

Post Mile
21.9 / 22.0

| (\$ in millions) | Total '05-'40 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | | |
| Plans, Specs and Estimates (PS&E) | | | - | - | - | - |
| Constrained Plan Project Programmed | 5.9 | 7.4 | 5.9 | - | - | - |
| Subtotal Construction Costs | 5.9 | 7.4 | 5.9 | - | - | - |
| TOTAL COSTS INFLATED | 5.9 | 7.4 | 5.9 | - | - | - |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (cash flow basis) | 3.3 | | 3.3 | - | - | - |
| Subtotal Prop. C | 3.3 | 0.0 | 3.3 | - | - | - |
| Other Local | | | | | | |
| Local Agency Funds/Other (Private) | 1.1 | | 1.1 | - | - | - |
| Total Local | 4.4 | 0.0 | 4.4 | - | - | - |
| State (programming basis) | | | | | | |
| Traffic Congestion Relief Program | - | | - | - | - | - |
| Subtotal State | - | 0.0 | - | - | - | - |
| Federal (programming basis) | | | | | | |
| CMAQ | - | 0.0 | - | - | - | - |
| RSTP | - | 0.0 | - | - | - | - |
| Subtotal Federal | - | 0.0 | - | - | - | - |
| Mixed (programming basis) | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 7.4 | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 1.5 | 0.0 | 1.5 | - | - | - |
| Subtotal Mixed | 1.5 | 7.4 | 1.5 | - | - | - |
| TOTAL REVENUES | 5.9 | 7.4 | 5.9 | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | 0.0 | - | - | - | - |

NOTES:

- Total including prior years: 13.3
- STIP PPNO 2019, EA 171900. Total cost incl prior:
- CFP 4300, City of Vernon.
- Phase I, Atlantic to Bandini Blvds, in Vernon/Bell.
- Ramp reconstruction to increase radius for trucks.
- \$0.9 cost increase from 2007 Supplemental Call.

LACMTA Financial Forecasting Model
RSTI - Mission Blvd/SR-71 Interchange
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|------------------|--------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | | | | - | - | - | - | - | - |
| Constrained Plan Project Programmed | 0.0 | - | | - | - | - | - | - | - |
| | 19.7 | - | 2.3 | 6.3 | 13.4 | - | - | 8.0 | 5.4 |
| Subtotal Construction Costs | 19.7 | - | 2.3 | 6.3 | 13.4 | - | - | 8.0 | 5.4 |
| TOTAL COSTS INFLATED | 19.7 | 100.0% | 2.3 | 6.3 | 13.4 | - | - | 8.0 | 5.4 |
| PROJECT REVENUES | | | | | | | | | |
| Local | | | | | | | | | |
| Proposition C 25% (cash flow basis) | - | 0.0% | | - | - | - | - | - | - |
| Subtotal Prop. C | - | 0.0% | 0.0 | - | - | - | - | - | - |
| Other Local | | | | | | | | | |
| Local Agency Funds/Other (match) | 0.1 | 0.5% | | 0.1 | - | - | - | - | - |
| Total Local | 0.1 | 0.5% | 0.0 | 0.1 | - | - | - | - | - |
| State (programming basis) | | | | | | | | | |
| Traffic Congestion Relief Program | 16.4 | 83.2% | | 3.0 | 13.4 | - | - | 8.0 | 5.4 |
| Other State (No revenue sheet) | - | 0.0% | | - | - | - | - | - | - |
| Subtotal State | 16.4 | 83.2% | 0.0 | 3.0 | 13.4 | - | - | 8.0 | 5.4 |
| Federal (programming basis) | | | | | | | | | |
| Other Federal Funds (earmarks) | 3.0 | 15.2% | | 3.0 | - | - | - | - | - |
| TE | - | 0.0% | 0.0 | - | - | - | - | - | - |
| CMAQ | - | 0.0% | 0.0 | - | - | - | - | - | - |
| RSTP | - | 0.0% | 0.0 | - | - | - | - | - | - |
| Subtotal Federal | 3.0 | 15.2% | 0.0 | 3.0 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 0.2 | 1.0% | 2.3 | 0.2 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | 0.0% | 0.0 | - | - | - | - | - | - |
| Subtotal Mixed | 0.2 | 1.0% | 2.3 | 0.2 | - | - | - | - | - |
| TOTAL REVENUES | 19.7 | 100.0% | 2.3 | 6.3 | 13.4 | - | - | 8.0 | 5.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - |

NOTES:

1. CFP 6340, 8400, F1185-City of Pomona.
2. STIP PPNO 2232A, EA 189400.

LACMTA Financial Forecasting Model
RSTI - SR-1 Widen In Marina del Rey (Playa Vista)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | | | - | - | - | - | - | - |
| Constrained Plan Project Programmed | 10.3 | 4.2 | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| Subtotal Construction Costs | 10.3 | 4.2 | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| TOTAL COSTS INFLATED | 10.3 | 4.2 | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 10.3 | | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| Subtotal Prop. C | 10.3 | 0.0 | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| Total Local | 10.3 | 0.0 | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| State (programming basis) | | | | | | | | |
| Traffic Congestion Relief Prograrr | - | | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | | - | - | - | - | - | - |
| Subtotal State | - | 0.0 | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| Other Federal Funds | - | | - | - | - | - | - | - |
| TE | - | 0.0 | - | - | - | - | - | - |
| CMAQ | - | 0.0 | - | - | - | - | - | - |
| RSTP | - | 0.0 | - | - | - | - | - | - |
| Subtotal Federal | - | 0.0 | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 4.2 | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | - | | - | - | - | - | - | - |
| Subtotal Mixed | - | 4.2 | - | - | - | - | - | - |
| TOTAL REVENUES | 10.3 | 4.2 | 8.8 | 1.5 | - | - | 0.6 | 0.9 |
| TOTAL SURPLUS/<SHORTFALL> | - | 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, to be completed 2009.

**LACMTA Financial Forecasting Mode
Santa Monica Blvd. Transit Parkway
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|------------|--------|---------------|---------------|---------------|---------------|---------------|
| PROJECT COSTS | | | | | | | |
| Baseline Plans, Specs and Estimates (PS&E) | 0.0 | - | | - | - | - | - |
| Constrained Plan Project Programmed | 0.0 | - | | - | - | - | - |
| | 26.5 | - | 26.8 | 26.5 | - | - | - |
| Subtotal Construction Costs | 26.5 | - | 26.8 | 26.5 | - | - | - |
| Inflated Construction Costs | 26.5 | 100.0% | 26.8 | 26.5 | - | - | - |
| Right of Way | 0.0 | - | | - | - | - | - |
| Inflated Right of Way | 0.0 | 0.0% | | - | - | - | - |
| TOTAL COSTS | 26.5 | 100.0% | 26.8 | 26.5 | - | - | - |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (cash flow basis) | 7.2 | 27.3% | 12.5 | 7.2 | - | - | - |
| Proposition C 10% | - | 0.0% | | - | - | - | - |
| Subtotal Prop. C | 7.2 | 27.3% | 12.5 | 7.2 | - | - | - |
| Other Local | | | | | | | |
| Local Agency Funds | 5.8 | 21.9% | 6.6 | 5.8 | - | - | - |
| Total Local | 13.0 | 49.1% | 19.1 | 13.0 | - | - | - |
| State | | | | | | | |
| GARVEE Bond Proceeds | - | 0.0% | | - | - | - | - |
| State Bonds | - | 0.0% | | - | - | - | - |
| Traffic Congestion Relief Program | - | - | | - | - | - | - |
| Other State (No revenue sheet) | - | 0.0% | | - | - | - | - |
| Subtotal State | - | 0.0% | 0.0 | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| Other Federal Funds (earmarks) | 13.5 | 50.9% | | 13.5 | - | - | - |
| TE | - | 0.0% | | - | - | - | - |
| CMAQ | - | 0.0% | | - | - | - | - |
| RSTP | - | 0.0% | | - | - | - | - |
| Subtotal Federal | 13.5 | 50.9% | 0.0 | 13.5 | - | - | - |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | 0.0% | 7.7 | - | - | - | - |
| Subtotal Mixed | - | 0.0% | 7.7 | - | - | - | - |
| TOTAL REVENUES | 26.5 | 100.0% | 26.8 | 26.5 | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - |

NOTES:

1. Outstanding balances from Call for Projects: RSTI Projects 2062 and 4343;
Signal Synchronization Projects 2064 and 4252.
Prior STIP PPNO 7072 and CFP 2061 and 4124.

LACMTA Financial Forecasting Model
RSTI - I-105 NB Sepulveda Blvd Off-Ramp
2009 LRTP Baseline 10/22/09

Post Mile
.7 / .9

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|------------|---------------|---------------|---------------|---------------|-----------|
| PROJECT COSTS | | | | | | |
| Plans, Specs and Estimates (PS&E) | | - | - | - | - | - |
| Constrained Plan Project Programmed | 31.5 | 30.1 | 1.4 | - | - | 1.4 |
| Subtotal Construction Costs | 31.5 | 30.1 | 1.4 | - | - | 1.4 |
| TOTAL COSTS | 31.5 | 30.1 | 1.4 | - | - | 1.4 |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (cash flow basis) | 1.8 | 0.6 | 1.2 | - | - | 1.2 |
| Subtotal Prop. C | 1.8 | 0.6 | 1.2 | - | - | 1.2 |
| Other Local | | | | | | |
| Local Agency Funds (City of LA) | 3.0 | 2.8 | 0.2 | - | - | 0.2 |
| Total Local | 4.8 | 3.4 | 1.4 | - | - | 1.4 |
| State (programming basis) | | | | | | |
| Traffic Congestion Relief Program | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | |
| CMAQ | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - |
| Subtotal Federal | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 26.7 | 26.7 | - | - | - | - |
| Subtotal Mixed | 26.7 | 26.7 | - | - | - | - |
| TOTAL REVENUES | 31.5 | 30.1 | 1.4 | - | - | 1.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - |

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/SR-126 (Magic Mountain Parkway)
Interchange Reconstruction Phases I and II
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Plans, Specs and Estimates (PS&E) | | | - | - | - | - | - | - |
| Constrained Plan Project Programmed | 44.9 | 27.3 | 41.9 | 3.0 | - | - | 1.2 | 1.8 |
| Subtotal Construction Costs | 44.9 | 27.3 | 41.9 | 3.0 | - | - | 1.2 | 1.8 |
| TOTAL COSTS INFLATED | 44.9 | 27.3 | 41.9 | 3.0 | - | - | 1.2 | 1.8 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 11.8 | 2.8 | 8.8 | 3.0 | - | - | 1.2 | 1.8 |
| Subtotal Prop. C | 11.8 | 2.8 | 8.8 | 3.0 | - | - | 1.2 | 1.8 |
| Other Local | | | | | | | | |
| Local Agency Funds/Other (match) | 32.3 | 11.5 | 32.3 | - | - | - | - | - |
| Total Local | 44.1 | 14.3 | 41.1 | 3.0 | - | - | 1.2 | 1.8 |
| State (programming basis) | | | | | | | | |
| Traffic Congestion Relief Program | - | - | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | - | - | - | - | - | - | - |
| Subtotal State | - | 0.0 | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| CMAQ | - | 0.0 | - | - | - | - | - | - |
| RSTP | - | 0.0 | - | - | - | - | - | - |
| Subtotal Federal | - | 0.0 | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 0.4 | 7.5 | 0.4 | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 0.4 | 5.5 | 0.4 | - | - | - | - | - |
| Subtotal Mixed | 0.8 | 13.0 | 0.8 | - | - | - | - | - |
| TOTAL REVENUES | 44.9 | 27.3 | 41.9 | 3.0 | - | - | 1.2 | 1.8 |
| TOTAL SURPLUS/<SHORTFALL> | - | 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-138 Widening (remaining 7 segments)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'10 | Prior to Plan | Years '05-'09 | Years '10-'19 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 | 2016 2017 | 2017 2018 | 2018 2019 |
|---|---------------|---------------|---------------|---------------|-------------|-----------|-------------|-------------|------------|------------|-------------|-----------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not Yet Programmed | 112.6 | | - | 112.6 | | - | 12.0 | 21.6 | 2.3 | 0.2 | 23.6 | - | 25.9 | 27.0 |
| Programmed | 79.0 | 25.5 | 45.6 | 33.5 | 33.5 | | | | | | | | | |
| Subtotal Construction Costs | 191.6 | 25.5 | 45.6 | 146.1 | 33.5 | - | 12.0 | 21.6 | 2.3 | 0.2 | 23.6 | - | 25.9 | 27.0 |
| TOTAL COSTS INFLATED | 191.6 | 25.5 | 45.6 | 146.1 | 33.5 | - | 12.0 | 21.6 | 2.3 | 0.2 | 23.6 | - | 25.9 | 27.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) (future not eligible) | 6.0 | | 4.9 | 1.1 | 1.1 | | | | | | | | | |
| Subtotal Prop. C | 6.0 | | 4.9 | 1.1 | 1.1 | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | |
| Measure R Sales Tax | - | | - | - | | | | | | | | | | |
| Total Local | 6.0 | - | 4.9 | 1.1 | 1.1 | - | - | - | - | - | - | - | - | - |
| State (programming basis) | | | | | | | | | | | | | | |
| Other State (No revenue sheet) | - | 5.6 | - | - | | | | | | | | | | |
| Subtotal State | - | 5.6 | - | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| CMAQ (not eligible) | - | | - | - | | | | | | | | | | |
| RSTP | 62.0 | | - | 62.0 | | | 12.0 | 21.6 | 2.3 | 0.2 | | | 25.9 | |
| Subtotal Federal | 62.0 | - | - | 62.0 | - | - | 12.0 | 21.6 | 2.3 | 0.2 | - | - | 25.9 | - |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 81.9 | 19.9 | 22.0 | 59.8 | 9.2 | | | | | | 23.6 | | | 27.0 |
| Interregional Improvement Prog Funds (IIP) | 41.8 | | 18.6 | 23.2 | 23.2 | | | | | | | | | |
| Subtotal Mixed | 123.6 | 19.9 | 40.6 | 83.0 | 32.4 | - | - | - | - | - | 23.6 | - | - | 27.0 |
| TOTAL REVENUES | 191.8 | 25.5 | 45.6 | 146.1 | 33.5 | - | 12.0 | 21.6 | 2.3 | 0.2 | 23.6 | - | 25.9 | 27.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Notes:

- Total project cost is \$177.5 (2005\$), escalated: \$217.1
- CFP 4287, 6380, 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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | Years '05-'09 | 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 |
|---|------------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | | |
| Not Yet Programmed | 242.9 | - | 150.1 | 92.8 | - | | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 | 16.5 | 17.0 |
| Programmed | 0.1 | - | 0.1 | - | - | 0.1 | | | | | | | | | |
| Subtotal Costs | 243.0 | - | 150.2 | 92.8 | - | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 | 16.5 | 17.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) (future not eligible) | - | - | - | - | - | | | | | | | | | | |
| Subtotal Prop. C | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Other Local | | | | | | | | | | | | | | | |
| Measure R Sales Tax (\$200 + escalation) (FIS 460317) | 243.0 | - | 150.2 | 92.8 | - | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 | 16.5 | 17.0 |
| Total Local | 243.0 | - | 150.2 | 92.8 | - | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 | 16.5 | 17.0 |
| Federal (programming basis) | | | | | | | | | | | | | | | |
| CMAQ (not eligible) | - | - | - | - | - | | | | | | | | | | |
| RSTP | - | - | - | - | - | | | | | | | | | | |
| Subtotal Federal | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | | | | | | | | | | |
| Interregional Improvement Prog Funds (IIP) | - | - | - | - | - | | | | | | | | | | |
| Subtotal Mixed | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 243.0 | - | 150.2 | 92.8 | - | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 | 16.5 | 17.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Highway Strategy Project Cost | 82.0 | - | 54.0 | 28.0 | - | | | | | | | | | 27.0 | 27.0 |
| Highway Strategy Revenues | | | | | | | | | | | | | | | |
| State Programs | 45.0 | - | 34.0 | 11.0 | - | | | | | | | | | 17.0 | 17.0 |
| Subtotal State Revenues | 45.0 | - | 34.0 | 11.0 | - | - | - | - | - | - | - | - | - | 17.0 | 17.0 |
| Federal | | | | | | | | | | | | | | | |
| Federal Formula Funds (Additional) | 37.0 | - | 20.0 | 17.0 | - | | | | | | | | | 10.0 | 10.0 |
| Subtotal Federal Revenues | 37.0 | - | 20.0 | 17.0 | - | - | - | - | - | - | - | - | - | 10.0 | 10.0 |
| Total Highway Strategy Revenues | 82.0 | - | 54.0 | 28.0 | - | - | - | - | - | - | - | - | - | 27.0 | 27.0 |
| GRAND TOTAL COSTS | 325.0 | - | 204.2 | 120.8 | - | 0.1 | 16.2 | 12.7 | 19.7 | 21.4 | 15.1 | 15.5 | 16.0 | 43.5 | 44.0 |

LACMTA Financial Forecasting Model
RSTI - SR-138 Widening Additional Segments
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | 2019 2020 | 2020 2021 | 2021 2022 |
|---|------------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | |
| Not Yet Programmed | 242.9 | 39.0 | 32.2 | 21.7 |
| Programmed | 0.1 | | | |
| Subtotal Costs | 243.0 | 39.0 | 32.2 | 21.7 |
| PROJECT REVENUES | | | | |
| Local | | | | |
| Proposition C 25% (cash flow basis) (future not eligible) | - | | | |
| Subtotal Prop. C | - | - | - | - |
| Other Local | | | | |
| Measure R Sales Tax (\$200 + escalation) (FIS 460317) | 243.0 | 39.0 | 32.2 | 21.7 |
| Total Local | 243.0 | 39.0 | 32.2 | 21.7 |
| Federal (programming basis) | | | | |
| CMAQ (not eligible) | - | | | |
| RSTP | - | | | |
| Subtotal Federal | - | - | - | - |
| Mixed (programming basis) | | | | |
| Regional Improvement Prog Funds (RIP) | - | | | |
| Interregional Improvement Prog Funds (IIP) | - | | | |
| Subtotal Mixed | - | - | - | - |
| TOTAL REVENUES | 243.0 | 39.0 | 32.2 | 21.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - |
| Highway Strategy Project Cost | 82.0 | 28.0 | | |
| Highway Strategy Revenues | | | | |
| State Programs | 45.0 | 11.0 | | |
| Subtotal State Revenues | 45.0 | 11.0 | - | - |
| Federal | | | | |
| Federal Formula Funds (Additional) | 37.0 | 17.0 | | |
| Subtotal Federal Revenues | 37.0 | 17.0 | - | - |
| Total Highway Strategy Revenues | 82.0 | 28.0 | - | - |
| GRAND TOTAL COSTS | 325.0 | 67.0 | 32.2 | 21.7 |

LACMTA Financial Forecasting Model
RSTI - SR-138 New Expressway, ROW
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Total '05-'40 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|
| PROJECT COSTS | | | | | | |
| Programmed | 13.9 | 14.4 | 13.9 | - | - | - |
| Subtotal Construction Costs | 13.9 | 14.4 | 13.9 | - | - | - |
| TOTAL COSTS | 13.9 | 14.4 | 13.9 | - | - | - |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (cash flow basis) | - | | - | - | - | - |
| Subtotal Prop. C | - | 0.0 | - | - | - | - |
| Other Local | | | | | | |
| Measure R Sales Tax if approved by voters | - | | - | - | - | - |
| Local Agency Funds/Other (Private) | - | | - | - | - | - |
| Total Local | - | 0.0 | - | - | - | - |
| State (programming basis) | | | | | | |
| Traffic Congestion Relief Program | - | | - | - | - | - |
| Other State (No revenue sheet) | - | | - | - | - | - |
| Subtotal State | - | 0.0 | - | - | - | - |
| Federal (programming basis) | | | | | | |
| Other Federal Funds | - | 10.4 | - | - | - | - |
| RSTP | - | 4.0 | - | - | - | - |
| Subtotal Federal | - | 14.4 | - | - | - | - |
| Mixed (programming basis) | | | | | | |
| Regional Improvement Prog Funds (RIP) | 13.9 | 0.0 | 13.9 | - | - | - |
| Interregional Improvement Prog Funds (RIP) | - | 0.0 | - | - | - | - |
| Subtotal Mixed | 13.9 | 0.0 | 13.9 | - | - | - |
| TOTAL REVENUES | 13.9 | 14.4 | 13.9 | - | - | - |
| TOTAL SURPLUS/<SHORTFALL> | - | 0.0 | - | - | - | - |

NOTES:

1. SR-14 to 50th Right of Way only, Post Mile 43.4-48.7, \$13.9: Grandfathered STIP PPNO 0393F, EA 116720.

LACMTA Financial Forecasting Model
RSTI - I-5/Western Avenue Access
2009 LRTP Baseline 10/22/09

Post Mile
 27.4/28.1

| (\$ in millions) | Total '05-'40 | Prior to Plan | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | | |
| Plans, Specs and Estimates (PS&E) | | | - | - | - | - | - |
| Constrained Plan Project | | | - | - | - | - | - |
| Programmed | 36.5 | 19.0 | 36.4 | 0.2 | - | - | 0.2 |
| Subtotal Construction Costs | 36.5 | 19.0 | 36.4 | 0.2 | - | - | 0.2 |
| TOTAL COSTS INFLATED | 36.5 | 19.0 | 36.4 | 0.2 | - | - | 0.2 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (cash flow basis) | 0.7 | | 0.6 | 0.2 | - | - | 0.2 |
| Subtotal Prop. C | 0.7 | 0.0 | 0.6 | 0.2 | - | - | 0.2 |
| Other Local | | | | | | | |
| Local Agency Funds/Other (match) | 2.2 | | 2.2 | - | - | - | |
| Total Local | 2.9 | 0.0 | 2.8 | 0.2 | - | - | 0.2 |
| State (programming basis) | | | | | | | |
| Traffic Congestion Relief Program | - | | - | - | - | - | - |
| Other State (No revenue sheet) | - | | - | - | - | - | - |
| Subtotal State | - | 0.0 | - | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| Other Federal Funds | - | | - | - | - | - | - |
| TE | - | 0.0 | - | - | - | - | - |
| CMAQ | 3.0 | 0.0 | 3.0 | - | - | - | - |
| RSTP | - | 0.0 | - | - | - | - | - |
| Subtotal Federal | 3.0 | 0.0 | 3.0 | - | - | - | - |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 3.1 | 12.4 | 3.1 | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 27.5 | 6.7 | 27.5 | - | - | - | - |
| Subtotal Mixed | 30.6 | 19.0 | 30.6 | - | - | - | - |
| TOTAL REVENUES | 36.5 | 19.0 | 36.4 | 0.2 | - | - | 0.2 |
| TOTAL SURPLUS/<SHORTFALL> | - | 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

2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 |
|--|--------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | |
| Not yet programmed | 104.2 | - | - | 104.2 | - | - | | | | 75.5 | 28.7 |
| Programmed | 245.6 | - | 157.0 | 88.6 | - | - | 27.0 | 33.6 | 28.0 | - | |
| Subtotal Construction Costs | 349.8 | - | 157.0 | 192.8 | - | - | 27.0 | 33.6 | 28.0 | 75.5 | 28.7 |
| TOTAL COSTS INFLATED | 349.8 | 100.0% | 157.0 | 192.8 | - | - | 27.0 | 33.6 | 28.0 | 75.5 | 28.7 |
| PROJECT REVENUES | | | | | | | | | | | |
| Local | | | | | | | | | | | |
| Proposition C 25% (cash flow basis) | 211.3 | 60.4% | 82.0 | 129.3 | - | - | 27.0 | 33.6 | 20.0 | 20.0 | 28.7 |
| Proposition C 10% (cash flow basis) | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal Prop. C | 211.3 | 60.4% | 82.0 | 129.3 | - | - | 27.0 | 33.6 | 20.0 | 20.0 | 28.7 |
| Other Local | | | | | | | | | | | |
| Local Agency Funds (match) | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Total Local | 211.3 | 60.4% | 82.0 | 129.3 | - | - | 27.0 | 33.6 | 20.0 | 20.0 | 28.7 |
| State (programming basis) | | | | | | | | | | | |
| Traffic Congestion Relief Program | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Other State (no revenue sheet) | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | |
| Other Federal Funds | 2.4 | 0.7% | 2.4 | - | - | - | - | - | - | - | - |
| CMAQ | - | 0.0% | - | - | - | - | - | - | - | - | - |
| RSTP | 30.8 | 8.8% | 30.8 | - | - | - | - | - | - | - | - |
| Subtotal Federal | 33.2 | 9.5% | 33.2 | - | - | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 1.9 | 0.6% | 1.9 | - | - | - | - | - | - | - | - |
| Interregional Improvement Prog Funds (IIP) | 103.3 | 29.5% | 39.8 | 63.5 | - | - | - | - | 8.0 | 55.5 | - |
| Subtotal Mixed | 105.2 | 30.1% | 41.7 | 63.5 | - | - | - | - | 8.0 | 55.5 | - |
| TOTAL REVENUES | 349.8 | 100.0% | 157.0 | 192.8 | - | - | 27.0 | 33.6 | 28.0 | 75.5 | 28.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - |

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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|---------------------------------------|---------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | |
| Programmed | 28.8 | 24.9 | 4.0 | - | - | 4.0 |
| Subtotal Costs | 28.8 | 24.9 | 4.0 | - | - | 4.0 |
| TOTAL COSTS INFLATED | 28.8 | 24.9 | 4.0 | - | - | 4.0 |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (Cash Flow) | 26.7 | 22.7 | 4.0 | - | - | 4.0 |
| Proposition C 10% | 1.3 | 1.3 | - | - | - | - |
| Subtotal Prop. C | 28.0 | 24.0 | 4.0 | - | - | 4.0 |
| Total Local | 28.0 | 24.0 | 4.0 | - | - | 4.0 |
| State (programming basis) | | | | | | |
| Traffic Congestion Relief Program | | | | | | |
| Other State (No revenue sheet) | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | |
| Other Federal Funds | 0.5 | 0.5 | - | - | - | - |
| CMAQ | 0.4 | 0.4 | - | - | - | - |
| Subtotal Federal | 0.9 | 0.9 | - | - | - | - |
| Mixed (programming basis) | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - |
| TOTAL REVENUES | 28.8 | 24.9 | 4.0 | - | - | 4.0 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - |

NOTES:

1. LACMTA Projects awarded funding in the Call for Projects (Total 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
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 |
|---|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Not yet programmed | 0.0 | - | - | - | - | | | |
| Programmed | 199.2 | 117.6 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| Subtotal Construction Costs | 199.2 | 117.6 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| TOTAL COSTS INFLATED | 199.2 | 117.6 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (Cash Flow) | 197.8 | 116.2 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| Subtotal Prop. C | 197.8 | 116.2 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| Other Local | | | | | | | | |
| Local Agency Funds (match) (see separate sheet) | - | - | - | - | - | | | |
| Total Local | 197.8 | 116.2 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| State (programming basis) | | | | | | | | |
| Traffic Congestion Relief Program | - | - | - | - | - | - | - | - |
| Other State (No revenue sheet) | - | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| CMAQ | 1.0 | 1.0 | - | - | - | - | - | - |
| RSTP | 0.4 | 0.4 | - | - | - | - | - | - |
| Subtotal Federal | 1.4 | 1.4 | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 199.2 | 117.6 | 81.6 | - | - | 28.6 | 23.5 | 29.5 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - |

NOTES:

1. Signal Synchronization & Bus Speed Improvement Mode (Local TSM).
2. FIS project 410007.

LACMTA Financial Forecasting Model
Transit Capital (Park&Ride, Transit Centers, Other)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | |
| Baseline Plans, Specs and Estimates (PS&E) | 0.0 | - | - | - | - | - | - | - |
| Not yet programmed | 0.0 | - | - | - | - | - | - | - |
| Programmed | 125.7 | 90.7 | 35.0 | - | - | 9.6 | 16.9 | 8.5 |
| Subtotal Construction Costs | 125.7 | 90.7 | 35.0 | - | - | 9.6 | 16.9 | 8.5 |
| Inflated Construction Costs | 125.7 | 55.6 | 70.1 | - | - | 9.6 | 16.9 | 8.5 |
| Right of Way | 0.0 | - | - | - | - | - | - | - |
| Inflated Right of Way | 0.0 | - | - | - | - | - | - | - |
| TOTAL COSTS INFLATED | 125.7 | 90.7 | 35.0 | - | - | 9.6 | 16.9 | 8.5 |
| | 0.0 | - | - | - | - | - | - | - |
| PROJECT REVENUES | | | | | | | | |
| Local | | | | | | | | |
| Proposition C 25% (cash flow basis) | 11.7 | 5.0 | 6.7 | - | - | - | 6.7 | - |
| Proposition C 10% (cash flow basis) | 58.2 | 30.9 | 27.3 | - | - | 9.6 | 9.2 | 8.5 |
| Subtotal Prop. C | 69.9 | 35.9 | 34.0 | - | - | 9.6 | 15.9 | 8.5 |
| Other Local | | | | | | | | |
| Local Agency Funds (match) (see separate sheet) | - | - | - | - | - | - | - | - |
| Total Local | 69.9 | 35.9 | 34.0 | - | - | 9.6 | 15.9 | 8.5 |
| State (programming basis) | | | | | | | | |
| Traffic Congestion Relief Program | 2.5 | 2.5 | - | - | - | - | - | - |
| Subtotal State | 2.5 | 2.5 | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | |
| Other Federal Funds | - | - | - | - | - | - | - | - |
| Section 5309 Bus & Bus-Related Facilities (earmarks) | 38.7 | 38.7 | - | - | - | - | - | - |
| Transportation Enhancements (TE) | 2.8 | 2.8 | - | - | - | - | - | - |
| CMAQ | 10.3 | 10.3 | - | - | - | - | - | - |
| RSTP | 0.5 | 0.5 | - | - | - | - | - | - |
| Subtotal Federal | 52.3 | 52.3 | - | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | | |
| Regional Improvement Program Funds (RIP) | 1.0 | - | 1.0 | - | - | - | 1.0 | - |
| Subtotal Mixed | 1.0 | - | 1.0 | - | - | - | 1.0 | - |
| TOTAL REVENUES | 125.7 | 90.7 | 35.0 | - | - | 9.6 | 16.9 | 8.5 |
| TOTAL SURPLUS<SHORTFALL> | - | - | - | - | - | - | - | - |

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)
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|--------------|
| PROJECT COSTS | | | | | | | |
| Not yet programmed | 5.9 | - | 5.9 | - | - | 0.1 | 5.8 |
| Programmed | 10.5 | 10.5 | - | - | - | - | - |
| Subtotal Costs | 16.5 | 10.5 | 5.9 | - | - | 0.1 | 5.8 |
| TOTAL COSTS INFLATED | 16.5 | 10.5 | 5.9 | - | - | 0.1 | 5.8 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (Cash Flow) | 7.3 | 1.4 | 5.9 | - | - | 0.1 | 5.8 |
| Proposition C 10% | 0.5 | 0.5 | - | - | - | - | - |
| Subtotal Prop. C | 7.7 | 1.8 | 5.9 | - | - | 0.1 | 5.8 |
| Other Local | | | | | | | |
| Local Agency Funds (match) (see sep sheet) | - | - | - | - | - | - | - |
| LTF General Revenues (no rev sheet) | 3.2 | 3.2 | - | - | - | - | - |
| Total Local | 10.9 | 5.0 | 5.9 | - | - | 0.1 | 5.8 |
| State (programming basis) | | | | | | | |
| Other State (No revenue sheet) | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| Transportation Enhancements (TE) | 0.5 | 0.5 | - | - | - | - | - |
| CMAQ | 0.6 | 0.6 | - | - | - | - | - |
| RSTP | 4.4 | 4.4 | - | - | - | - | - |
| Subtotal Federal | 5.5 | 5.5 | - | - | - | - | - |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - |
| TOTAL REVENUES | 16.5 | 10.5 | 5.9 | - | - | 0.1 | 5.8 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - |

NOTES:

1. Call for Projects TDM mode (FIS 410009 and 410029).

**LACMTA Financial Forecasting Model
Transportation Enhancement Projects
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 |
|--|---------------|------------------|------------------|------------------|------------------|--------------|
| PROJECT COSTS | | | | | | |
| Not yet programmed | 2.7 | - | 2.7 | - | - | 2.7 |
| Programmed | 66.8 | 54.4 | 12.4 | - | - | 12.4 |
| Subtotal Construction Costs | 69.5 | 54.4 | 15.1 | - | - | 15.1 |
| TOTAL COSTS INFLATED | 69.5 | 54.4 | 15.1 | - | - | 15.1 |
| PROJECT REVENUES | | | | | | |
| Local | | | | | | |
| Proposition C 25% (Cash Flow) | - | - | - | - | - | - |
| Proposition C 10% | - | - | - | - | - | - |
| Subtotal Prop. C | - | - | - | - | - | - |
| Other Local | | | | | | |
| Local Agency Funds (match) (see sep sheet) | - | - | - | - | - | - |
| Total Local | - | - | - | - | - | - |
| State (programming basis) | | | | | | |
| Other State (no revenue sheet) | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | |
| Transportation Enhancements (TE) | 56.7 | 43.9 | 12.8 | - | - | 12.8 |
| CMAQ | - | - | - | - | - | - |
| RSTP | - | - | - | - | - | - |
| Subtotal Federal | 56.7 | 43.9 | 12.8 | - | - | 12.8 |
| Mixed (programming basis) | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - |
| Interregional Improvement Program (IIP) TE | 12.9 | 10.5 | 2.4 | - | - | 2.4 |
| Subtotal Mixed | 12.9 | 10.5 | 2.4 | - | - | 2.4 |
| TOTAL REVENUES | 69.5 | 54.4 | 15.1 | - | - | 15.1 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - |

NOTES:

1. Call for Projects Transportation Enhancements mode.
2. FIS #410005.

**LACMTA Financial Forecasting Model
Supplemental Call for Projects 2007
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2011 |
|--|------------|---------------|---------------|---------------|---------------|-----------|------|
| PROJECT COSTS | | | | | | | |
| Not yet Programmed | 92.9 | 35.1 | 57.8 | - | - | 33.1 | 19.7 |
| Programmed | - | - | - | - | - | - | - |
| Subtotal Costs | 92.9 | 35.1 | 57.8 | - | - | 33.1 | 19.7 |
| TOTAL COSTS | 92.9 | 35.1 | 57.8 | - | - | 33.1 | 19.7 |
| PROJECT REVENUES | | | | | | | |
| Local | | | | | | | |
| Proposition C 25% (Cash Flow) | 21.5 | 6.5 | 15.0 | - | - | 5.0 | 5.0 |
| Proposition C 10% (Cash Flow) | 3.2 | 3.2 | - | - | - | - | - |
| Subtotal Prop. C | 24.7 | 9.7 | 15.0 | - | - | 5.0 | 5.0 |
| Other Local | | | | | | | |
| Local Agency Funds (match)-see separate pg | - | - | - | - | - | - | - |
| Total Local | 24.7 | 9.7 | 15.0 | - | - | 5.0 | 5.0 |
| State (programming basis) | | | | | | | |
| State Infrastructure Bonds | - | - | - | - | - | - | - |
| Subtotal State | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | |
| Transportation Enhancements (TE) | 6.3 | - | 6.3 | - | - | 6.3 | - |
| CMAQ | 6.2 | 6.2 | - | - | - | - | - |
| RSTP | 55.7 | 19.2 | 36.5 | - | - | 21.8 | 14.7 |
| Subtotal Federal | 68.2 | 25.4 | 42.8 | - | - | 28.1 | 14.7 |
| Mixed (programming basis) | | | | | | | |
| Regional Improvement Prog Funds (RIP) | - | - | - | - | - | - | - |
| Subtotal Mixed | - | - | - | - | - | - | - |
| TOTAL REVENUES | 92.9 | 35.1 | 57.8 | - | - | 33.1 | 19.7 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - |

NOTES:

1. For Call modes (except Freeway) of RSTI, Signal Synch, Transit Capital, Regional Bikeways, Transportation Enhancement Activities, and TDM.
2. Existing Call Supplemental Funding per Board action 1/07.
3. \$5.0 for I-5/SR-126 and \$0.9 for Atlantic-710 on their pages.

LACMTA Financial Forecasting Model
2007 Call for Projects
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | % | Years '05-'09 | Years '10-'19 | Years '20-'29 | Years '30-'40 | 2009 2010 | 2010 2011 | 2011 2012 | 2012 2013 | 2013 2014 | 2014 2015 | 2015 2016 |
|--|--------------|---------------|---------------|---------------|---------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| PROJECT COSTS | | | | | | | | | | | | | |
| Not yet Programmed | 454.5 | - | 19.5 | 434.9 | - | - | 23.0 | 99.2 | 91.2 | 70.5 | 47.3 | 48.8 | 55.0 |
| Programmed | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Costs | 454.5 | - | 19.5 | 434.9 | - | - | 23.0 | 99.2 | 91.2 | 70.5 | 47.3 | 48.8 | 55.0 |
| TOTAL COSTS | 454.5 | 100.0% | 19.5 | 434.9 | - | - | 23.0 | 99.2 | 91.2 | 70.5 | 47.3 | 48.8 | 55.0 |
| PROJECT REVENUES | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | |
| Proposition C 25% (Cash Flow) | 280.7 | 61.8% | - | 280.7 | - | - | | 44.2 | 45.5 | 41.5 | 45.7 | 48.8 | 55.0 |
| Proposition C 10% (Cash Flow) | 5.3 | 1.2% | - | 5.3 | - | - | 1.4 | 3.9 | | | | | |
| Subtotal Prop. C | 286.0 | 62.9% | - | 286.0 | - | - | 1.4 | 48.1 | 45.5 | 41.5 | 45.7 | 48.8 | 55.0 |
| Other Local | | | | | | | | | | | | | |
| Local Agency Funds (match)-see separate pg | - | 0.0% | - | - | - | - | | | | | | | |
| Total Local | 286.0 | 62.9% | - | 286.0 | - | - | 1.4 | 48.1 | 45.5 | 41.5 | 45.7 | 48.8 | 55.0 |
| State (programming basis) | | | | | | | | | | | | | |
| State Infrastructure Bonds - SLPP | - | 0.0% | - | - | - | - | | | | | | | |
| Subtotal State | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | |
| Transportation Enhancements (TE) | 40.7 | 9.0% | - | 40.7 | - | - | 2.7 | 11.8 | 13.0 | 13.2 | | | |
| CMAQ | 116.4 | 25.6% | 8.1 | 108.3 | - | - | 19.0 | 39.3 | 32.7 | 15.8 | 1.6 | | |
| RSTP | - | 0.0% | - | - | - | - | | | | | | | |
| Subtotal Federal | 157.1 | 34.6% | 8.1 | 149.0 | - | - | 21.7 | 51.0 | 45.7 | 29.0 | 1.6 | - | - |
| Mixed (programming basis) | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 11.4 | 2.5% | 11.4 | - | - | - | | | | | | | |
| Subtotal Mixed | 11.4 | 2.5% | 11.4 | - | - | - | - | - | - | - | - | - | - |
| TOTAL REVENUES | 454.5 | 100.0% | 19.5 | 434.9 | - | - | 23.0 | 99.2 | 91.2 | 70.5 | 47.3 | 48.8 | 55.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | | - | - | - | - | - | - | - | - | - | - | - |

NOTES:

1. Represents the 2007 Call period of FY 08-13 for \$454.5.
2. Does not include the 2007 Supplemental Call (see separate page).
3. Match is assumed covered by cities' Local Return funds.

| | | |
|-----------------------------|-------|-----|
| RSTI | 95.4 | 21% |
| Goods Movement | 86.4 | 19% |
| Signal Synch | 109.1 | 24% |
| Transit Capital | 50.0 | 11% |
| TDM | 31.8 | 7% |
| Bikeways | 36.4 | 8% |
| Pedestrian | 36.4 | 8% |
| Transportation Enhancements | 9.1 | 2% |

**LACMTA Financial Forecasting Model
2009 and Future Calls for Projects
2009 LRTP Baseline 10/22/09**

| (\$ in millions) | Plan Total | % | Years '05-'09 | 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 |
|---|----------------|---------------|---------------|---------------|----------------|---------------|-----------|-----------|-------------|-------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet Programmed | 3,590.0 | - | - | 845.0 | 2,504.0 | 241.0 | - | - | 21.0 | 53.5 | 115.1 | 140.4 | 102.6 | 114.4 |
| Programmed | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal Costs | 3,590.0 | - | - | 845.0 | 2,504.0 | 241.0 | - | - | 21.0 | 53.5 | 115.1 | 140.4 | 102.6 | 114.4 |
| TOTAL COSTS | 3,590.0 | 100.0% | - | 845.0 | 2,504.0 | 241.0 | - | - | 21.0 | 53.5 | 115.1 | 140.4 | 102.6 | 114.4 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | 1,131.6 | 31.5% | - | 241.6 | 803.3 | 86.6 | - | - | 16.0 | 41.6 | 22.4 | 24.0 | 19.3 | 13.3 |
| Proposition C 10% | 238.0 | 6.6% | - | 73.0 | 150.0 | 15.0 | - | - | - | 5.0 | 7.5 | 7.5 | 12.0 | 11.0 |
| Subtotal Prop. C | 1,369.6 | 38.1% | - | 314.6 | 953.3 | 101.6 | - | - | 16.0 | 46.6 | 29.9 | 31.5 | 31.3 | 24.3 |
| Other Local | | | | | | | | | | | | | | |
| SAFE | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| LONP Reimburse (fund 3562) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Local Agency Funds (match)-see separate pg | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| LTF General Revenues (No Revenue Sheet) | - | 0.0% | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Local | 1,369.6 | 38.1% | - | 314.6 | 953.3 | 101.6 | - | - | 16.0 | 46.6 | 29.9 | 31.5 | 31.3 | 24.3 |
| State (programming basis) | | | | | | | | | | | | | | |
| State Infrastructure Bonds - SLPP | 10.0 | 0.3% | - | 10.0 | - | - | - | - | 5.0 | 5.0 | - | - | - | - |
| Subtotal State | 10.0 | 0.3% | - | 10.0 | - | - | - | - | 5.0 | 5.0 | - | - | - | - |
| Federal (programming basis) | | | | | | | | | | | | | | |
| Transportation Enhancements (TE) | 256.0 | 7.1% | - | 84.4 | 155.0 | 16.6 | - | - | - | 1.9 | 13.0 | 13.1 | 13.8 | 14.0 |
| CMAQ | 504.0 | 14.0% | - | 157.4 | 313.7 | 32.9 | - | - | - | 49.7 | 70.8 | - | - | 0.7 |
| RSTP | 464.1 | 12.9% | - | 126.7 | 303.5 | 33.9 | - | - | - | 22.5 | 25.0 | 25.6 | 26.1 | 26.1 |
| Subtotal Federal | 1,224.1 | 34.1% | - | 368.5 | 772.2 | 83.4 | - | - | - | 1.9 | 85.2 | 108.9 | 39.4 | 40.8 |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 986.4 | 27.5% | - | 151.9 | 778.5 | 56.0 | - | - | - | - | - | - | 31.9 | 49.3 |
| Subtotal Mixed | 986.4 | 27.5% | - | 151.9 | 778.5 | 56.0 | - | - | - | - | - | - | 31.9 | 49.3 |
| TOTAL REVENUES | 3,590.0 | 100.0% | - | 845.0 | 2,504.0 | 241.0 | - | - | 21.0 | 53.5 | 115.1 | 140.4 | 102.6 | 114.4 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NOTES: | | | | | | | | | | | | | | |
| 1. Estimate by mode: | | | | | | | | | | | | | | |
| RSTI (\$29.2 M annual unescalated) | 753.9 | 21% | - | 177.5 | 525.8 | 50.6 | - | - | 4.4 | 11.2 | 24.2 | 29.5 | 21.5 | 24.0 |
| Goods Movement (\$26.2 M annual unescal) | 682.1 | 19% | - | 160.6 | 475.8 | 45.8 | - | - | 4.0 | 10.2 | 21.9 | 26.7 | 19.5 | 21.7 |
| Signal Synch (\$33.9 M annual unescalated) | 861.6 | 24% | - | 202.8 | 601.0 | 57.8 | - | - | 5.0 | 12.8 | 27.6 | 33.7 | 24.6 | 27.5 |
| Transit Capital (\$15.7 M annual unescalated) | 394.9 | 11% | - | 93.0 | 275.4 | 26.5 | - | - | 2.3 | 5.9 | 12.7 | 15.4 | 11.3 | 12.6 |
| TDM (\$6.0 M annual unescalated) | 158.0 | 4.4% | - | 37.2 | 110.2 | 10.6 | - | - | 0.9 | 2.4 | 5.1 | 6.2 | 4.5 | 5.0 |
| Bikeways (\$11.7 M annual unescalated) | 287.2 | 8% | - | 67.6 | 200.3 | 19.3 | - | - | 1.7 | 4.3 | 9.2 | 11.2 | 8.2 | 9.2 |
| Pedestrian (\$11.7 M annual unescalated) | 287.2 | 8% | - | 67.6 | 200.3 | 19.3 | - | - | 1.7 | 4.3 | 9.2 | 11.2 | 8.2 | 9.2 |
| Transportation Enhancements (\$2.3 M an'l unes) | 71.8 | 2% | - | 16.9 | 50.1 | 4.8 | - | - | 0.4 | 1.1 | 2.3 | 2.8 | 2.1 | 2.3 |
| Reserve for appeals | 93.3 | 2.6% | - | 22.0 | 65.1 | 6.3 | - | - | 0.5 | 1.4 | 3.0 | 3.7 | 2.7 | 3.0 |
| 2. Match assumed covered by cities' Local Return funds. | 3,590.0 | | | 845.0 | 2,504.0 | 241.0 | | | | | | | | |

LACMTA Financial Forecasting Model
2009 and Future Calls for Projects
2009 LRTP Baseline 10/22/09

| (\$ in millions) | Plan Total | 2017 2018 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | 2028 2029 | 2029 2030 |
|---|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| PROJECT COSTS | | | | | | | | | | | | | | |
| Not yet Programmed | 3,590.0 | 149.8 | 148.2 | 291.2 | 288.7 | 305.9 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 |
| Programmed | - | | | | | | | | | | | | | |
| Subtotal Costs | 3,590.0 | 149.8 | 148.2 | 291.2 | 288.7 | 305.9 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 |
| TOTAL COSTS | 3,590.0 | 149.8 | 148.2 | 291.2 | 288.7 | 305.9 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 |
| PROJECT REVENUES | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | |
| Proposition C 25% | 1,131.6 | 60.4 | 44.6 | 83.3 | 53.3 | 47.6 | 80.0 | 80.0 | 99.1 | 90.0 | 90.0 | 90.0 | 90.0 | 86.6 |
| Proposition C 10% | 238.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 |
| Subtotal Prop. C | 1,369.6 | 75.4 | 59.6 | 98.3 | 68.3 | 62.6 | 95.0 | 95.0 | 114.1 | 105.0 | 105.0 | 105.0 | 105.0 | 101.6 |
| Other Local | | | | | | | | | | | | | | |
| SAFE | - | | | | | | | | | | | | | |
| LONP Reimburse (fund 3562) | - | | | | | | | | | | | | | |
| Local Agency Funds (match)-see separate pg | - | | | | | | | | | | | | | |
| LTF General Revenues (No Revenue Sheet) | - | | | | | | | | | | | | | |
| Total Local | 1,369.6 | 75.4 | 59.6 | 98.3 | 68.3 | 62.6 | 95.0 | 95.0 | 114.1 | 105.0 | 105.0 | 105.0 | 105.0 | 101.6 |
| State (programming basis) | | | | | | | | | | | | | | |
| State Infrastructure Bonds - SLPP | 10.0 | | | | | | | | | | | | | |
| Subtotal State | 10.0 | | | | | | | | | | | | | |
| Federal (programming basis) | | | | | | | | | | | | | | |
| Transportation Enhancements (TE) | 256.0 | 14.2 | 14.4 | 14.6 | 14.8 | 15.0 | 15.2 | 15.4 | 15.6 | 15.8 | 16.0 | 16.2 | 16.4 | 16.6 |
| CMAQ | 504.0 | 19.6 | 16.6 | 14.4 | 41.3 | 63.5 | 80.0 | 30.0 | 30.0 | 40.0 | 7.1 | 7.4 | | 32.9 |
| RSTP | 464.1 | 0.6 | 26.9 | 27.3 | 27.8 | 28.4 | 29.1 | 29.9 | 30.8 | 31.6 | 32.3 | 32.9 | 33.4 | 33.9 |
| Subtotal Federal | 1,224.1 | 34.4 | 57.9 | 56.3 | 83.9 | 106.9 | 124.3 | 75.3 | 76.4 | 87.4 | 55.4 | 56.5 | 49.8 | 83.4 |
| Mixed (programming basis) | | | | | | | | | | | | | | |
| Regional Improvement Prog Funds (RIP) | 986.4 | 40.0 | 30.7 | 136.6 | 136.5 | 136.4 | 50.7 | 57.3 | 25.0 | 63.3 | 71.9 | 25.0 | 75.8 | 56.0 |
| Subtotal Mixed | 986.4 | 40.0 | 30.7 | 136.6 | 136.5 | 136.4 | 50.7 | 57.3 | 25.0 | 63.3 | 71.9 | 25.0 | 75.8 | 56.0 |
| TOTAL REVENUES | 3,590.0 | 149.8 | 148.2 | 291.2 | 288.7 | 305.9 | 270.0 | 227.6 | 215.5 | 255.7 | 232.3 | 186.5 | 230.6 | 241.0 |
| TOTAL SURPLUS/<SHORTFALL> | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| NOTES: | | | | | | | | | | | | | | |
| 1. Estimate by mode: | | | | | | | | | | | | | | |
| RSTI (\$29.2 M annual unescalated) | 753.9 | 31.5 | 31.1 | 61.2 | 60.6 | 64.2 | 56.7 | 47.8 | 45.3 | 53.7 | 48.8 | 39.2 | 48.4 | 50.6 |
| Goods Movement (\$26.2 M annual unescal) | 682.1 | 28.5 | 28.2 | 55.3 | 54.9 | 58.1 | 51.3 | 43.2 | 40.9 | 48.6 | 44.1 | 35.4 | 43.8 | 45.8 |
| Signal Synch (\$33.9 M annual unescalated) | 861.6 | 36.0 | 35.6 | 69.9 | 69.3 | 73.4 | 64.8 | 54.6 | 51.7 | 61.4 | 55.8 | 44.7 | 55.3 | 57.8 |
| Transit Capital (\$15.7 M annual unescalated) | 394.9 | 16.5 | 16.3 | 32.0 | 31.8 | 33.7 | 29.7 | 25.0 | 23.7 | 28.1 | 25.6 | 20.5 | 25.4 | 26.5 |
| TDM (\$6.0 M annual unescalated) | 158.0 | 6.6 | 6.5 | 12.8 | 12.7 | 13.5 | 11.9 | 10.0 | 9.5 | 11.3 | 10.2 | 8.2 | 10.1 | 10.6 |
| Bikeways (\$11.7 M annual unescalated) | 287.2 | 12.0 | 11.9 | 23.3 | 23.1 | 24.5 | 21.6 | 18.2 | 17.2 | 20.5 | 18.6 | 14.9 | 18.4 | 19.3 |
| Pedestrian (\$11.7 M annual unescalated) | 287.2 | 12.0 | 11.9 | 23.3 | 23.1 | 24.5 | 21.6 | 18.2 | 17.2 | 20.5 | 18.6 | 14.9 | 18.4 | 19.3 |
| Transportation Enhancements (\$2.3 M an'l unes) | 71.8 | 3.0 | 3.0 | 5.8 | 5.8 | 6.1 | 5.4 | 4.6 | 4.3 | 5.1 | 4.6 | 3.7 | 4.6 | 4.8 |
| Reserve for appeals | 93.3 | 3.9 | 3.9 | 7.6 | 7.5 | 8.0 | 7.0 | 5.9 | 5.6 | 6.6 | 6.0 | 4.8 | 6.0 | 6.3 |
| 2. Match assumed covered by cities' Local Return funds. | 3,590.0 | | | | | | | | | | | | | |