



**Metro**

Los Angeles County Metropolitan Transportation Authority

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

**30/10 Initiative**

**August 10, 2010**

**For Planning Purposes Only**

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



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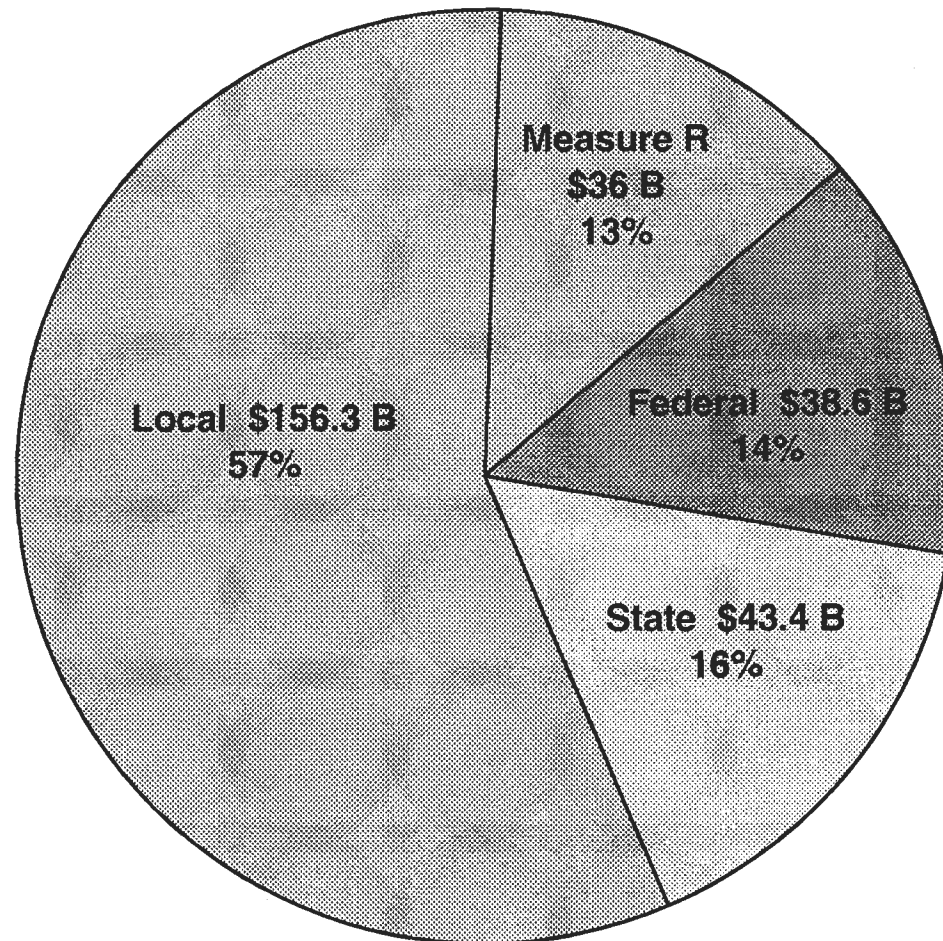


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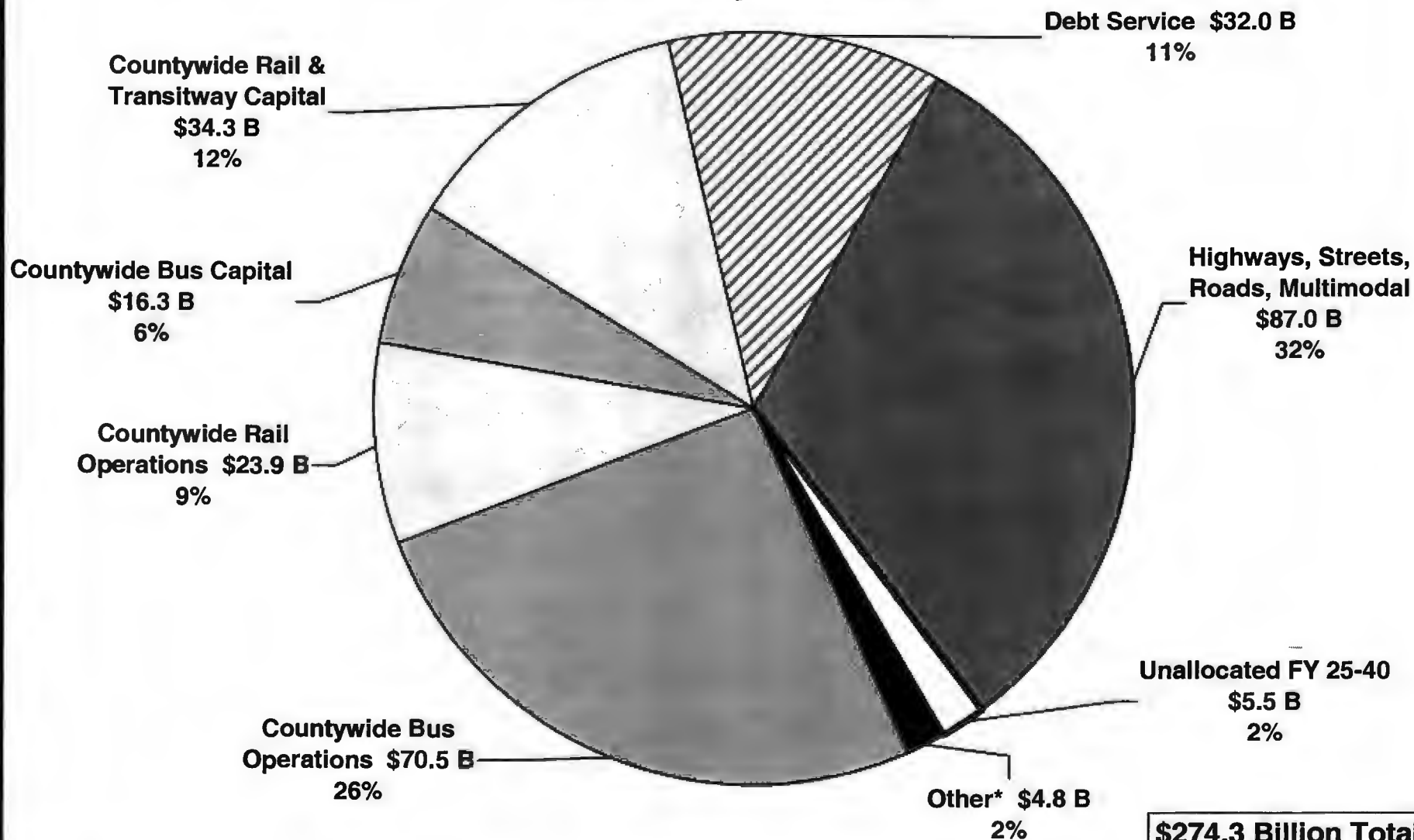
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# 2009 Long Range Transportation Plan Update 30/10 Initiative, August 2010 Summary of Sources



**\$274.3 Billion Total  
FY 2010 - FY 2040**

# 2009 Long Range Transportation Plan Update 30/10 Initiative, August 2010 Summary of Uses



**\$274.3 Billion Total  
FY 2010 - FY 2040**

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

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)		Total '10-'40 w/o Beg Bal	Total '10-'40 with Beg Bal	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	Beg Bal	2009 2010	2010 2011	2011 2012
<b>Local</b>											
1	Proposition A (gross)	37,973.6	\$ 38,055.3	13.9%	7,413.3	11,765.1	18,795.1	81.7	565.8	591.6	628.2
2	Proposition C (gross)	37,984.3	38,288.4	14.0%	7,415.4	11,768.4	18,800.4	304.1	566.0	591.8	628.4
3	Measure R (gross)	35,950.3	35,950.3	13.1%	7,379.4	11,765.1	16,805.8		537.5	586.0	628.2
4	TDA (gross)	18,928.6	19,045.9	6.9%	3,696.0	5,864.3	9,368.3	117.3	282.9	294.9	313.1
5	Fare Revenues - Metro Bus and Rail	20,105.1	20,105.1	7.3%	4,162.2	6,657.3	9,285.6		313.2	323.6	335.1
6	Fare Revenues - non-Metro bus	4,034.6	4,034.6	1.5%	1,042.6	1,285.5	1,706.5		91.9	95.2	97.8
7	Fare Revenues - Metrolink	1,888.4	1,888.4	0.7%	488.0	601.7	798.8		42.0	43.5	45.0
8	Lease and Leaseback Revenues	564.6	585.8	0.2%	151.6	177.5	235.6	21.2	16.5	16.2	16.2
9	Local Agency Contributions - Highway	3.5	3.5	0.0%	3.5	-	-		1.2	1.0	1.3
10	Local Agency Contributions - Transit	430.6	430.6	0.2%	293.0	137.6	-	-	1.4	5.4	39.2
11	Local Agency Street and Road Funds (no rev sheet)	37.2	37.2	0.0%	12.0	12.0	13.2		1.2	1.2	1.2
12	Net Financing: Highways (Prop C 25%)	3,711.4	3,711.4	1.4%	2,086.8	1,447.1	177.5	-	-	146.0	413.4
13	Net Financing: Rail Capital (Prop A 35%)	4,915.7	4,916.0	1.8%	1,080.2	2,196.6	1,639.0	0.3	7.9	102.1	188.0
14	Net Financing: Rail Capital (Prop C 40%)	710.0	710.0	0.3%	460.0	90.0	160.0		-	-	-
15	Net Financing: Rail Capital (Measure R 35%)	-	-	0.0%	-	-	-		-	-	-
16	Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	1,005.0	1,005.0	0.4%	385.0	500.0	120.0		-	-	65.0
17	Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	280.0	280.0	0.1%	100.0	180.0	-		-	-	15.0
18	Net Financing: Commuter Rail Capital (Prop C 10%)	1,092.9	1,092.9	0.4%	326.2	523.3	243.5		-	36.4	18.7
19	Net Financing: Highway Capital (Measure R 20%)	527.9	527.9	0.2%	496.6	31.3	-		-	1.1	130.5
20	Net Financing: Measure R 2% Commercial Paper	324.0	324.0	0.1%	324.0	-	-		-	-	-
21	Net Financing: Rail Capital 35% BABs (Measure R)	500.0	500.0	0.2%	500.0	-	-		-	500.0	-
22	Net Financing: Rail Capital QTIBs (Measure R)	5,757.2	5,757.2	2.1%	5,449.5	307.7	-		-	-	1,483.2
23	Net Financing: Rail Capital TIFIA Loan (Measure R)	1,680.2	1,680.2	0.6%	1,476.8	203.4	-		-	-	-
24	Net Financing: Rail Capital Measure R 35% Comm Paper	361.7	361.7	0.1%	361.7	-	-		-	-	-
25	Other - General, Advertising, Other Misc.	1,355.8	1,461.8	0.5%	367.8	424.5	563.5	106.1	40.2	32.6	35.2
26	HOV Violation Fund (no revenue sheet)	15.5	15.5	0.0%	5.0	5.0	5.5		0.5	0.5	0.5
27	Interest Earnings on Prop A funds	138.6	138.6	0.1%	65.1	35.0	38.5		33.6	3.5	3.5
28	Interest Earnings on Prop C funds	369.5	369.5	0.1%	119.2	119.2	131.1		11.9	11.9	11.9
29	Interest Earnings on TDA funds	83.9	83.9	0.0%	24.4	26.8	32.7		2.4	2.4	2.4
30	Interest Earnings on Measure R 35% funds	820.4	820.4	0.3%	212.2	192.0	416.2		-	7.1	35.2
31	Interest Earnings on STA-Op Rev Share funds	10.8	10.8	0.0%	2.4	4.0	4.4		-	-	-
32	Transit Corridor Bridge Loan Proceeds	(66.3)	(66.3)	0.0%	(66.3)	-	-		(66.3)	-	-
33	State repayment of capital proj LONP loans (fund 3562)	11.4	327.1	0.1%	11.4	-	-	315.7	11.4	-	-
34	Prop A Lapsed transferred to Prop C 40%	-	-	0.0%	-	-	-		-	-	-
35	<b>Subtotal Local Revenue Sources</b>	<b>181,506.3</b>	<b>182,452.7</b>	<b>66.5%</b>	<b>45,844.9</b>	<b>56,320.2</b>	<b>79,341.2</b>	<b>946.4</b>	<b>2,461.2</b>	<b>3,393.8</b>	<b>5,136.4</b>
<b>State</b>											
37	Air Quality Vehicle Registration Fee (AB 2766)	22.0	22.0	0.0%	8.0	6.0	8.0		-	4.0	-
38	Environmental Enhancement & Mitigation	31.0	31.0	0.0%	10.0	10.0	11.0		1.0	1.0	1.0
39	Interregional Improvement Program Funds (IIP)	168.9	168.9	0.1%	168.9	-	-		42.5	18.7	17.9
40	Misc. State Grants-Admin (no revenue sheet)	-	-	0.0%	-	-	-		-	-	-
41	Other State (no revenue sheet)	-	-	0.0%	-	-	-		-	-	-
42	Excise tax replacement for Prop 42 (no revenue sheet)	5,885.1	5,885.1	2.1%	1,551.9	1,861.7	2,471.5		140.7	144.3	147.6

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	Total '10-'40 w/o Beg Bal	Total '10-'40 with Beg Bal	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	Beg Bal	2009 2010	2010 2011	2011 2012
(\$ in millions)										
43 Regional Improvement Program Funds (RIP)	4,128.1	4,683.8	1.7%	978.1	1,500.0	1,650.0	555.7	6.9	61.0	144.8
44 SAFE	290.1	303.8	0.1%	92.7	94.0	103.4	13.7	9.2	9.2	9.2
45 SHOPP	5,178.0	5,178.0	1.9%	1,618.0	1,690.0	1,870.0		160.0	160.0	160.0
46 STA - Operator Revenue Share	1,899.9	1,899.9	0.7%	518.4	621.9	759.5		-	62.3	55.8
47 STA - Population Share	1,614.5	1,614.5	0.6%	440.2	528.6	645.6		-	52.8	47.3
48 Proposition 1B State Infrastructure Bonds	3,121.9	3,121.9	1.1%	3,121.9	-	-		418.3	675.0	697.6
49 Proposition 1B Bonds - PTMISEA	805.6	928.0	0.3%	805.6	-	-	122.4	103.6	141.1	141.0
50 High Speed Rail Bonds voted 11-4-08	238.6	238.6	0.1%	238.6	-	-		-	41.1	30.2
51 State Gas Tax Subventions to Cities (no rev sheet)	8,177.8	8,177.8	3.0%	2,638.0	2,638.0	2,901.8		263.8	263.8	263.8
52 State Highway Acct (Caltrans Ops) (no rev sheet)	7,910.9	7,910.9	2.9%	1,926.7	2,466.3	3,517.8		172.0	176.3	180.7
53 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	221.9	221.9	0.1%	64.9	69.1	87.9		10.2	5.9	5.9
54 Traffic Congestion Relief Allocations	453.5	453.5	0.2%	453.5	-	-		95.6	27.7	38.1
<b>55 Subtotal State Revenue Sources</b>	<b>40,147.7</b>	<b>40,839.5</b>	<b>14.9%</b>	<b>14,635.4</b>	<b>11,485.7</b>	<b>14,026.6</b>	<b>691.8</b>	<b>1,423.8</b>	<b>1,844.1</b>	<b>1,940.9</b>
<b>56 Federal</b>										
57 American Recovery and Reinvestment Act (ARRA)	787.3	787.3	0.3%	787.3	-	-		610.6	176.7	-
58 ARRA -Caltrans share (no rev sheet)	89.9	89.9	0.0%	89.9	-	-		89.9	-	-
59 Clean Fuel Prog-see Sec 5309 Bus below	-	-	0.0%	-	-	-		-	-	-
60 CMAQ (Congestion Mitigation & Air Quality)	2,647.1	2,813.9	1.0%	1,267.1	720.0	660.0	166.8	211.6	135.2	137.6
61 Homeland Security Grants	62.0	62.0	0.0%	20.0	20.0	22.0		2.0	2.0	2.0
62 ITS-Bus Preferential Signal System (no rev sheet)	-	-	0.0%	-	-	-		-	-	-
63 Misc. Federal Grants-Admin (no rev sheet)	-	-	0.0%	-	-	-		-	-	-
64 Other Federal Funds-Highway Earmarks	109.2	109.2	0.0%	109.2	-	-		41.0	31.0	16.0
65 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	0.0%	-	-	-		-	-	-
66 RSTP (Regional Surface Transportation Prog)	4,222.8	4,278.5	1.6%	1,173.2	1,341.6	1,708.0	55.6	114.2	110.7	112.7
67 Section 5307 Urbanized Area Formula	8,905.3	8,905.3	3.2%	2,465.4	2,833.1	3,606.8	-	231.4	234.6	237.9
68 Section 5309 Bus and Bus-Related Facilities (earmarks)	316.3	316.3	0.1%	232.3	40.0	44.0		82.6	75.5	46.1
69 Section 5309 Fixed Guideway Modernization	1,542.5	1,542.5	0.6%	425.7	491.3	625.5		38.2	40.7	41.3
70 Section 5309 New Starts	5,446.0	5,446.0	2.0%	2,458.8	1,202.2	1,785.0		74.0	-	159.9
71 Section 5309 Small Starts and Very Small Starts	41.0	41.0	0.0%	41.0	-	-		13.6	15.9	8.2
72 Section 5310 Elderly/Disabled (capital)	12.4	12.4	0.0%	4.0	4.0	4.4		0.4	0.4	0.4
73 Section 5316 Job Access and Reverse Commute (JARC)	48.0	48.0	0.0%	48.0	-	-		8.0	8.0	8.0
74 Section 5317 New Freedom	21.0	21.0	0.0%	21.0	-	-		3.5	3.5	3.5
75 Section 5340 Growing States and High Density	261.5	261.5	0.1%	72.4	83.2	105.9		6.8	6.9	7.0
76 Safe Routes to Schools	11.2	11.2	0.0%	11.2	-	-		3.0	6.3	1.9
77 TE-Transportation Enhancements	493.4	493.4	0.2%	144.2	155.0	194.2		23.7	11.8	13.0
<b>78 Subtotal Federal Revenue Sources</b>	<b>25,016.8</b>	<b>25,239.3</b>	<b>9.2%</b>	<b>9,370.6</b>	<b>6,890.4</b>	<b>8,755.8</b>	<b>222.4</b>	<b>1,554.5</b>	<b>859.2</b>	<b>795.5</b>
<b>79 SUBTOTAL REVENUE SOURCES</b>	<b>246,670.9</b>	<b>248,531.5</b>	<b>90.6%</b>	<b>69,850.9</b>	<b>74,696.3</b>	<b>102,123.7</b>	<b>1,860.6</b>	<b>5,439.6</b>	<b>6,097.2</b>	<b>7,872.8</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	Total '10-'10 w/o Beg Bal	Total '10-'10 with Beg Bal	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	Beg Bal	2009 2010	2010 2011	2011 2012
80 <b>Highway Strategy Revenues</b>										
81 <b>Local</b>										
82 Tolls/PPP	9,370.0	9,370.0	41.2%	2,375.0	4,809.0	2,186.0	-	-	-	-
83 Railroads	20.0	20.0	0.1%	20.0	-	-	-	2.0	5.0	-
84 Container Fees	360.0	360.0	1.6%	240.0	120.0	-	-	-	-	-
85 <b>Subtotal Local Revenues</b>	<b>9,750.0</b>	<b>9,750.0</b>	<b>42.9%</b>	<b>2,635.0</b>	<b>4,929.0</b>	<b>2,186.0</b>	-	<b>2.0</b>	<b>5.0</b>	-
86 <b>State</b>										
87 High Speed Rail Bonds	200.0	200.0	0.9%	135.0	65.0	-	-	15.0	15.0	-
88 Public Utilities Commission	5.0	5.0	0.0%	5.0	-	-	-	3.0	-	-
89 State Programs	2,353.0	2,353.0	10.4%	376.8	1,333.5	642.7	-	-	-	-
90 SHOPP (Additional)	51.0	51.0	0.2%	-	26.0	25.0	-	-	-	-
91 <b>Subtotal State Revenues</b>	<b>2,609.0</b>	<b>2,609.0</b>	<b>11.5%</b>	<b>516.8</b>	<b>1,424.5</b>	<b>667.7</b>	-	<b>18.0</b>	<b>15.0</b>	-
92 <b>Federal</b>										
93 Cap and Trade	190.0	190.0	0.8%	130.0	60.0	-	-	-	-	-
94 Federal Railroad Administration	2.0	2.0	0.0%	2.0	-	-	-	-	-	-
95 Federal Formula Funds (Additional)	3,370.9	3,370.9	14.8%	723.1	2,116.8	531.0	-	-	-	-
96 Federal HPP Earmarks	2,406.0	2,406.0	10.6%	1,410.2	795.8	200.0	32.2	100.6	110.0	-
97 Metropolitan Mobility and Access Program	1,636.0	1,636.0	7.2%	1,074.0	336.0	226.0	-	169.0	177.0	-
98 Freight Program	2,758.0	2,758.0	12.1%	1,511.9	896.1	350.0	-	89.0	89.0	-
99 <b>Subtotal Federal Revenues</b>	<b>10,362.9</b>	<b>10,362.9</b>	<b>45.6%</b>	<b>4,851.2</b>	<b>4,204.7</b>	<b>1,307.0</b>	<b>32.2</b>	<b>358.6</b>	<b>376.0</b>	-
100 <b>Total Highway Strategy Revenues</b>	<b>22,721.9</b>	<b>22,721.9</b>	<b>100.0%</b>	<b>8,003.0</b>	<b>10,558.2</b>	<b>4,160.7</b>	-	<b>32.2</b>	<b>378.6</b>	<b>396.0</b>
101 <b>Federal High Speed Rail assumed (no rev sheet)</b>	<b>3,000.0</b>	<b>3,000.0</b>		<b>2,850.0</b>	<b>150.0</b>				<b>75.0</b>	<b>150.0</b>
102 <b>Grand Total Revenue Sources</b>	<b>272,392.8</b>	<b>\$ 274,253.4</b>		<b>\$ 80,703.9</b>	<b>\$ 85,404.5</b>	<b>\$ 106,284.4</b>	<b>1,860.6</b>	<b>5,471.8</b>	<b>6,550.8</b>	<b>8,418.8</b>
103 <b>Selected Detail</b>										
104 Prop A 35% Rail Capital	12,626.2	12,626.2		2,464.9	3,911.9	6,249.4	188.1	196.7	208.9	
105 Prop A 40% Discretionary	14,430.0	14,430.0		2,817.1	4,470.7	7,142.2	215.0	224.8	238.7	
106 Prop C 5% Security	1,870.7	1,870.7		365.2	579.6	925.9	27.9	29.1	30.9	
107 Prop C 10% Commuter Rail	3,741.5	3,741.5		730.4	1,159.2	1,851.8	55.7	58.3	61.9	
108 Prop C 25% Highway	9,353.6	9,353.6		1,826.0	2,898.0	4,629.6	139.4	145.7	154.7	
109 Prop C 40% Discretionary	14,965.8	14,965.8		2,921.7	4,636.8	7,407.4	223.0	233.2	247.6	
110 Measure R 2% Rail System Improvements	708.2	708.2		145.4	231.8	331.1	10.6	11.5	12.4	
111 Measure R 5% Rail Operations	1,770.6	1,770.6		363.4	579.4	827.7	26.5	28.9	30.9	
112 Measure R 35% Transit Capital Projects (excl bus capita	12,243.9	12,243.9		2,494.1	4,006.0	5,743.8	175.3	202.0	206.6	
113 Measure R 20% Bus Operations (MTA only)	5,245.0	5,245.0		1,079.9	1,715.1	2,449.9	80.4	86.9	92.2	



**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>Local</b>											
1 Proposition A (gross)	673.7	720.8	763.6	805.7	847.0	887.5	929.4	972.4	1,014.7	1,057.4	1,102.3
2 Proposition C (gross)	673.9	721.0	763.8	805.9	847.3	887.7	929.7	972.7	1,015.0	1,057.7	1,102.6
3 Measure R (gross)	673.7	720.8	763.6	805.7	847.0	887.5	929.4	972.4	1,014.7	1,057.4	1,102.3
4 TDA (gross)	335.8	359.3	380.6	401.6	422.2	442.4	463.3	484.7	505.8	527.0	549.4
5 Fare Revenues - Metro Bus and Rail	376.8	379.9	445.0	461.8	489.4	493.5	543.9	552.4	603.6	624.3	648.2
6 Fare Revenues - non-Metro bus	100.0	102.4	105.2	107.6	110.6	114.8	117.1	119.3	121.6	123.7	125.7
7 Fare Revenues - Metrolink	46.6	48.2	49.9	51.6	52.6	53.7	54.8	55.8	56.9	57.9	58.8
8 Lease and Leaseback Revenues	12.8	13.4	14.1	14.8	15.5	15.8	16.2	16.5	16.8	17.1	17.4
9 Local Agency Contributions - Highway	-	-	-	-	-	-	-	-	-	-	-
10 Local Agency Contributions - Transit	6.5	26.0	22.3	75.2	39.0	52.6	25.4	88.4	22.2	27.0	-
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%)	281.2	370.5	266.8	125.5	71.1	336.8	75.5	169.2	151.6	47.3	67.5
13 Net Financing: Rail Capital (Prop A 35%)	87.0	344.1	20.0	67.2	93.9	110.0	60.0	250.0	73.6	52.1	274.1
14 Net Financing: Rail Capital (Prop C 40%)	-	-	160.0	300.0	-	-	-	-	30.0	-	-
15 Net Financing: Rail Capital (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	90.0	60.0	80.0	-	50.0	-	40.0	30.0	30.0	-	100.0
17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	10.0	15.0	-	25.0	-	25.0	10.0	60.0	40.0	40.0	40.0
18 Net Financing: Commuter Rail Capital (Prop C 10%)	36.7	48.4	35.5	28.8	32.9	50.7	38.3	52.0	54.4	56.2	58.5
19 Net Financing: Highway Capital (Measure R 20%)	120.8	136.5	43.4	32.3	32.2	-	-	-	-	5.6	21.1
20 Net Financing: Measure R 2% Commercial Paper	-	-	13.0	107.2	102.4	101.0	0.6	-	-	-	-
21 Net Financing: Rail Capital 35% BABs (Measure R)	-	-	-	-	-	-	-	-	-	-	-
22 Net Financing: Rail Capital QTIBs (Measure R)	-	-	2,507.0	-	836.2	-	623.1	-	307.7	-	-
23 Net Financing: Rail Capital TIFIA Loan (Measure R)	-	-	-	-	501.3	824.1	151.4	203.4	-	-	-
24 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	281.5	80.2	-	-	-	-	-	-	-
25 Other - General, Advertising, Other Misc.	36.6	36.7	36.3	36.4	37.1	37.9	38.7	39.4	40.1	40.8	41.5
26 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
27 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
28 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
29 Interest Earnings on TDA funds	2.4	2.4	2.4	2.5	2.5	2.5	2.5	2.6	2.6	2.6	2.6
30 Interest Earnings on Measure R 35% funds	44.5	22.0	28.8	30.6	14.4	15.1	14.5	13.7	14.1	15.0	15.4
31 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
32 Transit Corridor Bridge Loan Proceeds	-	-	-	-	-	-	-	-	-	-	-
33 State repayment of capital proj LONP loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
34 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenue Sources</b>	<b>3,626.0</b>	<b>4,145.0</b>	<b>6,800.2</b>	<b>4,382.9</b>	<b>5,462.2</b>	<b>5,356.0</b>	<b>5,081.2</b>	<b>5,072.3</b>	<b>5,132.9</b>	<b>4,826.7</b>	<b>5,345.1</b>
<b>State</b>											
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)	74.6	4.9	7.0	3.3	-	-	-	-	-	-	-
40 Misc. State Grants-Admin (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
41 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
42 Excise tax replacement for Prop 42 (no revenue sheet)	150.6	153.6	156.6	159.8	162.9	166.2	169.5	172.8	176.1	179.1	182.1

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
(\$ in millions)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
43 Regional Improvement Program Funds (RIP)	43.9	83.3	38.2	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0
44 SAFE	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.4	9.4	9.4	9.4
45 SHOPP	160.0	162.0	162.0	162.0	162.0	165.0	165.0	165.0	165.0	170.0	170.0
46 STA - Operator Revenue Share	55.8	56.0	56.6	57.1	57.7	58.3	58.9	59.4	60.0	60.6	61.2
47 STA - Population Share	47.3	47.6	48.1	48.6	49.0	49.5	50.0	50.5	51.0	51.5	52.1
48 Proposition 1B State Infrastructure Bonds	559.8	398.5	222.0	98.4	46.2	6.1	-	-	-	-	-
49 Proposition 1B Bonds - PTMISEA	141.3	139.6	139.0	-	-	-	-	-	-	-	-
50 High Speed Rail Bonds voted 11-4-08	74.3	40.1	4.7	22.7	19.6	5.9	-	-	-	-	-
51 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
52 State Highway Acct (Caltrans Ops) (no rev sheet)	185.2	189.8	194.6	199.4	204.4	209.5	214.8	220.1	225.6	231.3	237.1
53 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	5.9	6.0	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7	6.8
54 Traffic Congestion Relief Allocations	38.1	73.0	63.9	98.7	18.3	-	-	-	-	-	-
<b>55 Subtotal State Revenue Sources</b>	<b>1,810.9</b>	<b>1,628.5</b>	<b>1,374.8</b>	<b>1,280.3</b>	<b>1,150.5</b>	<b>1,093.0</b>	<b>1,088.7</b>	<b>1,098.6</b>	<b>1,110.6</b>	<b>1,123.5</b>	<b>1,133.4</b>
<b>56 Federal</b>											
57 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-	-	-	-
58 ARRA -Caltrans share (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
59 Clean Fuel Prog-see Sec 5309 Bus below											
60 CMAQ (Congestion Mitigation & Air Quality)	140.1	142.6	100.0	100.0	100.0	100.0	100.0	80.0	80.0	80.0	80.0
61 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
62 ITS-Bus Preferential Signal System (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
63 Misc. Federal Grants-Admin (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
64 Other Federal Funds-Highway Earmarks	21.2	-	-	-	-	-	-	-	-	-	-
65 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
66 RSTP (Regional Surface Transportation Prog)	114.7	116.8	117.5	119.1	120.8	122.5	124.2	125.9	127.7	129.5	131.3
67 Section 5307 Urbanized Area Formula	241.3	244.6	248.1	251.5	255.1	258.6	262.2	265.9	269.6	273.4	277.2
68 Section 5309 Bus and Bus-Related Facilities (earmarks)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
69 Section 5309 Fixed Guideway Modernization	41.8	42.4	43.0	43.6	44.2	44.9	45.5	46.1	46.8	47.4	48.1
70 Section 5309 New Starts	219.0	169.8	310.4	408.6	346.4	410.4	360.3	241.5	160.7	100.0	100.0
71 Section 5309 Small Starts and Very Small Starts	-	-	3.4	-	-	-	-	-	-	-	-
72 Section 5310 Elderly/Disabled (capital)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
73 Section 5316 Job Access and Reverse Commute (JARC)	8.0	8.0	8.0	-	-	-	-	-	-	-	-
74 Section 5317 New Freedom	3.5	3.5	3.5	-	-	-	-	-	-	-	-
75 Section 5340 Growing States and High Density	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1
76 Safe Routes to Schools	-	-	-	-	-	-	-	-	-	-	-
77 TE-Transportation Enhancements	13.2	13.0	13.1	13.8	14.0	14.2	14.4	14.6	14.8	15.0	15.2
<b>78 Subtotal Federal Revenue Sources</b>	<b>816.3</b>	<b>754.3</b>	<b>860.7</b>	<b>950.4</b>	<b>894.3</b>	<b>964.6</b>	<b>920.7</b>	<b>788.2</b>	<b>713.9</b>	<b>659.8</b>	<b>666.4</b>
<b>79 SUBTOTAL REVENUE SOURCES</b>	<b>6,253.1</b>	<b>6,527.8</b>	<b>9,035.7</b>	<b>6,613.7</b>	<b>7,507.0</b>	<b>7,413.6</b>	<b>7,090.6</b>	<b>6,959.2</b>	<b>6,957.4</b>	<b>6,609.9</b>	<b>7,144.9</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
(\$ in millions)	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>80 Highway Strategy Revenues</b>											
<b>81 Local</b>											
82 Tolls/PPP	-	53.0	119.0	479.0	546.0	617.0	561.0	502.0	439.0	546.0	546.0
83 Railroads	3.0	-	-	-	-	10.0	-	-	-	-	-
84 Container Fees	-	-	-	60.0	60.0	60.0	60.0	60.0	60.0	-	-
<b>85 Subtotal Local Revenues</b>	<b>3.0</b>	<b>53.0</b>	<b>119.0</b>	<b>539.0</b>	<b>606.0</b>	<b>687.0</b>	<b>621.0</b>	<b>562.0</b>	<b>499.0</b>	<b>546.0</b>	<b>546.0</b>
<b>86 State</b>											
87 High Speed Rail Bonds	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	5.0	5.0
88 Public Utilities Commission	-	-	-	-	-	2.0	-	-	-	-	-
89 State Programs	-	-	-	85.7	85.7	102.7	102.7	97.7	86.5	145.0	145.0
90 SHOPP (Additional)	-	-	-	-	-	-	-	8.0	9.0	9.0	-
<b>91 Subtotal State Revenues</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>100.7</b>	<b>100.7</b>	<b>119.7</b>	<b>117.7</b>	<b>120.7</b>	<b>110.5</b>	<b>159.0</b>	<b>150.0</b>
<b>92 Federal</b>											
93 Cap and Trade	-	-	-	30.0	40.0	30.0	30.0	30.0	30.0	-	-
94 Federal Railroad Administration	-	1.0	-	-	-	1.0	-	-	-	-	-
95 Federal Formula Funds (Additional)	-	30.0	33.0	159.0	159.0	173.1	169.0	176.4	154.5	223.0	223.0
96 Federal HPP Earmarks	119.4	148.8	205.0	227.0	210.3	168.4	88.5	85.8	86.0	106.0	106.0
97 Metropolitan Mobility and Access Program	176.0	174.0	178.0	50.0	50.0	50.0	50.0	50.0	50.0	32.0	32.0
98 Freight Program	91.0	93.0	133.0	180.2	239.2	351.0	246.5	186.1	128.0	97.0	97.0
<b>99 Subtotal Federal Revenues</b>	<b>386.4</b>	<b>446.8</b>	<b>549.0</b>	<b>646.2</b>	<b>698.5</b>	<b>773.5</b>	<b>584.0</b>	<b>528.3</b>	<b>448.5</b>	<b>458.0</b>	<b>458.0</b>
<b>100 Total Highway Strategy Revenues</b>	<b>404.4</b>	<b>514.8</b>	<b>683.0</b>	<b>1,285.9</b>	<b>1,405.2</b>	<b>1,580.2</b>	<b>1,322.7</b>	<b>1,211.0</b>	<b>1,058.0</b>	<b>1,163.0</b>	<b>1,154.0</b>
<b>101 Federal High Speed Rail assumed (no rev sheet)</b>	<b>300.0</b>	<b>350.0</b>	<b>400.0</b>	<b>450.0</b>	<b>500.0</b>	<b>425.0</b>	<b>200.0</b>	<b>150.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>102 Grand Total Revenue Sources</b>	<b>6,957.5</b>	<b>7,392.6</b>	<b>10,118.7</b>	<b>8,349.6</b>	<b>9,412.2</b>	<b>9,418.8</b>	<b>8,613.3</b>	<b>8,320.2</b>	<b>8,015.4</b>	<b>7,772.9</b>	<b>8,298.9</b>
<b>103 Selected Detail</b>											
104 Prop A 35% Rail Capital	224.0	239.7	253.9	267.9	281.6	295.1	309.0	323.3	337.4	351.6	366.5
105 Prop A 40% Discretionary	256.0	273.9	290.2	306.1	321.9	337.2	353.2	369.5	385.6	401.8	418.9
106 Prop C 5% Security	33.2	35.5	37.6	39.7	41.7	43.7	45.8	47.9	50.0	52.1	54.3
107 Prop C 10% Commuter Rail	66.4	71.0	75.2	79.4	83.5	87.4	91.6	95.8	100.0	104.2	108.6
108 Prop C 25% Highway	165.9	177.5	188.1	198.4	208.6	218.6	228.9	239.5	250.0	260.5	271.5
109 Prop C 40% Discretionary	265.5	284.1	300.9	317.5	333.8	349.8	366.3	383.2	399.9	416.7	434.4
110 Measure R 2% Rail System Improvements	13.3	14.2	15.0	15.9	16.7	17.5	18.3	19.2	20.0	20.8	21.7
111 Measure R 5% Rail Operations	33.2	35.5	37.6	39.7	41.7	43.7	45.8	47.9	50.0	52.1	54.3
112 Measure R 35% Transit Capital Projects (excl bus capita	232.3	238.5	263.2	267.8	292.0	296.0	320.4	325.2	349.8	354.5	380.0
113 Measure R 20% Bus Operations (MTA only)	98.2	105.1	111.3	117.4	123.5	129.4	135.5	141.8	147.9	154.1	160.7

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
(\$ in millions)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>Local</b>											
1 Proposition A (gross)	1,147.5	1,196.2	1,245.1	1,293.2	1,343.5	1,392.7	1,442.8	1,492.0	1,541.0	1,593.5	1,649.0
2 Proposition C (gross)	1,147.8	1,196.6	1,245.5	1,293.6	1,343.9	1,393.1	1,443.2	1,492.4	1,541.4	1,593.9	1,649.4
3 Measure R (gross)	1,147.5	1,196.2	1,245.1	1,293.2	1,343.5	1,392.7	1,442.8	1,492.0	1,541.0	1,593.5	1,649.0
4 TDA (gross)	571.9	596.3	620.6	644.6	669.7	694.2	719.1	743.7	768.1	794.3	821.9
5 Fare Revenues - Metro Bus and Rail	653.9	685.8	691.9	718.8	725.1	753.3	760.0	785.8	792.7	815.6	822.9
6 Fare Revenues - non-Metro bus	127.5	129.3	131.2	133.3	135.7	138.3	140.9	143.5	146.1	148.9	151.8
7 Fare Revenues - Metrolink	59.7	60.5	61.4	62.4	63.5	64.7	65.9	67.2	68.4	69.7	71.0
8 Lease and Leaseback Revenues	17.6	17.8	18.1	18.4	18.7	19.1	19.4	19.8	20.2	20.6	20.9
9 Local Agency Contributions - Highway	-	-	-	-	-	-	-	-	-	-	-
10 Local Agency Contributions - Transit	-	-	-	-	-	-	-	-	-	-	-
11 Local Agency Street and Road Funds (no rev sheet)	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
12 Net Financing: Highways (Prop C 25%)	134.1	189.9	234.8	287.7	49.6	115.4	177.5	-	-	-	-
13 Net Financing: Rail Capital (Prop A 35%)	234.6	361.3	264.3	190.4	286.8	209.4	224.8	184.7	187.5	250.1	101.8
14 Net Financing: Rail Capital (Prop C 40%)	-	-	60.0	-	-	-	-	-	-	-	-
15 Net Financing: Rail Capital (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	10.0	70.0	120.0	90.0	30.0	20.0	40.0	20.0	-	30.0	-
17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
18 Net Financing: Commuter Rail Capital (Prop C 10%)	59.5	59.1	61.6	62.7	52.7	6.7	54.5	47.1	38.4	39.7	39.0
19 Net Financing: Highway Capital (Measure R 20%)	4.6	-	-	-	-	-	-	-	-	-	-
20 Net Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-
21 Net Financing: Rail Capital 35% BABs (Measure R)	-	-	-	-	-	-	-	-	-	-	-
22 Net Financing: Rail Capital QTIBs (Measure R)	-	-	-	-	-	-	-	-	-	-	-
23 Net Financing: Rail Capital TIFIA Loan (Measure R)	-	-	-	-	-	-	-	-	-	-	-
24 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-	-	-	-	-	-
25 Other - General, Advertising, Other Misc.	42.1	42.7	43.3	44.0	44.8	45.7	46.5	47.4	48.3	49.2	50.1
26 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
27 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
28 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
29 Interest Earnings on TDA funds	2.7	2.7	2.7	2.7	2.8	2.8	2.8	2.9	2.9	2.9	2.9
30 Interest Earnings on Measure R 35% funds	17.2	19.1	21.1	23.2	25.4	27.8	30.2	32.8	35.5	38.4	41.3
31 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
32 Transit Corridor Bridge Loan Proceeds	-	-	-	-	-	-	-	-	-	-	-
33 State repayment of capital proj LONP loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
34 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>35 Subtotal Local Revenue Sources</b>	<b>5,395.5</b>	<b>5,841.1</b>	<b>6,084.3</b>	<b>6,175.7</b>	<b>6,153.3</b>	<b>6,293.3</b>	<b>6,628.0</b>	<b>6,588.6</b>	<b>6,748.9</b>	<b>7,057.7</b>	<b>7,088.6</b>
<b>36 State</b>											
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 Excise tax replacement for Prop 42 (no revenue sheet)	184.6	187.2	190.0	193.1	196.5	200.3	204.1	207.8	211.6	215.6	219.8

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
(\$ in millions)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
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
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	61.9	62.5	63.1	63.7	64.4	65.0	65.7	66.3	67.0	67.7	68.3
47 STA - Population Share	52.6	53.1	53.6	54.2	54.7	55.3	55.8	56.4	56.9	57.5	58.1
48 Proposition 1B State Infrastructure Bonds	-	-	-	-	-	-	-	-	-	-	-
49 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-	-
50 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-	-
51 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
52 State Highway Acct (Caltrans Ops) (no rev sheet)	243.0	249.1	255.3	261.7	268.2	274.9	281.8	288.8	296.1	303.5	311.1
53 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	6.9	6.9	7.0	7.1	7.2	7.3	7.4	7.6	7.7	7.8	7.9
54 Traffic Congestion Relief Allocations	-	-	-	-	-	-	-	-	-	-	-
<b>55 Subtotal State Revenue Sources</b>	<b>1,145.1</b>	<b>1,153.0</b>	<b>1,163.3</b>	<b>1,176.0</b>	<b>1,185.2</b>	<b>1,197.0</b>	<b>1,211.0</b>	<b>1,221.1</b>	<b>1,233.5</b>	<b>1,248.2</b>	<b>1,259.3</b>
<b>56 Federal</b>											
57 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-	-	-	-
58 ARRA -Caltrans share (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
59 Clean Fuel Prog-see Sec 5309 Bus below											
60 CMAQ (Congestion Mitigation & Air Quality)	80.0	80.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
61 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
62 ITS-Bus Preferential Signal System (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
63 Misc. Federal Grants-Admin (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
64 Other Federal Funds-Highway Earmarks	-	-	-	-	-	-	-	-	-	-	-
65 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
66 RSTP (Regional Surface Transportation Prog)	133.1	135.0	136.9	138.8	140.7	142.7	144.7	146.7	148.8	150.9	153.0
67 Section 5307 Urbanized Area Formula	281.1	285.1	289.0	293.1	297.2	301.4	305.6	309.9	314.2	318.6	323.1
68 Section 5309 Bus and Bus-Related Facilities (earmarks)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
69 Section 5309 Fixed Guideway Modernization	48.8	49.4	50.1	50.8	51.5	52.3	53.0	53.7	54.5	55.3	56.0
70 Section 5309 New Starts	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	185.0	200.0	200.0
71 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-	-	-	-
72 Section 5310 Elderly/Disabled (capital)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
73 Section 5316 Job Access and Reverse Commute (JARC)	-	-	-	-	-	-	-	-	-	-	-
74 Section 5317 New Freedom	-	-	-	-	-	-	-	-	-	-	-
75 Section 5340 Growing States and High Density	8.3	8.4	8.5	8.6	8.7	8.8	9.0	9.1	9.2	9.4	9.5
76 Safe Routes to Schools	-	-	-	-	-	-	-	-	-	-	-
77 TE-Transportation Enhancements	15.4	15.6	15.8	16.0	16.2	16.4	16.6	16.8	17.0	17.2	17.4
<b>78 Subtotal Federal Revenue Sources</b>	<b>673.0</b>	<b>679.9</b>	<b>666.8</b>	<b>673.7</b>	<b>680.8</b>	<b>688.0</b>	<b>695.2</b>	<b>702.6</b>	<b>795.1</b>	<b>817.7</b>	<b>825.4</b>
<b>79 SUBTOTAL REVENUE SOURCES</b>	<b>7,213.6</b>	<b>7,674.0</b>	<b>7,914.3</b>	<b>8,025.4</b>	<b>8,019.3</b>	<b>8,178.3</b>	<b>8,534.3</b>	<b>8,512.3</b>	<b>8,777.5</b>	<b>9,123.6</b>	<b>9,173.3</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
(\$ in millions)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
<b>80 Highway Strategy Revenues</b>											
<b>81 Local</b>											
82 Tolls/PPP	546.0	546.0	546.0	546.0	296.0	296.0	225.0	225.0	225.0	228.0	385.0
83 Railroads	-	-	-	-	-	-	-	-	-	-	-
84 Container Fees	-	-	-	-	-	-	-	-	-	-	-
<b>85 Subtotal Local Revenues</b>	<b>546.0</b>	<b>546.0</b>	<b>546.0</b>	<b>546.0</b>	<b>296.0</b>	<b>296.0</b>	<b>225.0</b>	<b>225.0</b>	<b>225.0</b>	<b>228.0</b>	<b>385.0</b>
<b>86 State</b>											
87 High Speed Rail Bonds	5.0	10.0	10.0	-	-	-	-	-	-	-	-
88 Public Utilities Commission	-	-	-	-	-	-	-	-	-	-	-
89 State Programs	145.0	140.0	140.0	140.0	133.5	160.8	160.3	57.1	50.3	75.0	100.0
90 SHOPP (Additional)	-	-	-	-	-	-	-	-	-	25.0	-
<b>91 Subtotal State Revenues</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>140.0</b>	<b>133.5</b>	<b>160.8</b>	<b>160.3</b>	<b>57.1</b>	<b>50.3</b>	<b>100.0</b>	<b>100.0</b>
<b>92 Federal</b>											
93 Cap and Trade	-	-	-	-	-	-	-	-	-	-	-
94 Federal Railroad Administration	-	-	-	-	-	-	-	-	-	-	-
95 Federal Formula Funds (Additional)	223.0	223.0	223.0	223.0	224.0	223.9	53.0	53.0	53.0	55.0	52.8
96 Federal HPP Earmarks	106.0	106.0	100.0	100.0	-	-	-	-	-	100.0	16.7
97 Metropolitan Mobility and Access Program	32.0	32.0	32.0	32.0	22.0	22.0	22.0	22.0	22.0	25.0	22.5
98 Freight Program	97.0	97.0	97.0	97.0	-	-	11.0	22.0	33.0	84.0	33.3
<b>99 Subtotal Federal Revenues</b>	<b>458.0</b>	<b>458.0</b>	<b>452.0</b>	<b>452.0</b>	<b>246.0</b>	<b>245.9</b>	<b>86.0</b>	<b>97.0</b>	<b>108.0</b>	<b>264.0</b>	<b>125.3</b>
<b>100 Total Highway Strategy Revenues</b>	<b>1,154.0</b>	<b>1,154.0</b>	<b>1,148.0</b>	<b>1,138.0</b>	<b>675.5</b>	<b>702.7</b>	<b>471.3</b>	<b>379.1</b>	<b>383.3</b>	<b>592.0</b>	<b>610.3</b>
<b>101 Federal High Speed Rail assumed (no rev sheet)</b>	-	-	-	-	-	-	-	-	-	-	-
<b>102 Grand Total Revenue Sources</b>	<b>8,367.6</b>	<b>8,828.0</b>	<b>9,062.3</b>	<b>9,163.4</b>	<b>8,694.8</b>	<b>8,881.0</b>	<b>9,005.6</b>	<b>8,891.4</b>	<b>9,160.8</b>	<b>9,715.6</b>	<b>9,783.6</b>
<b>103 Selected Detail</b>											
104 Prop A 35% Rail Capital	381.5	397.7	414.0	430.0	446.7	463.1	479.7	496.1	512.4	529.8	548.3
105 Prop A 40% Discretionary	436.0	454.6	473.1	491.4	510.5	529.2	548.3	567.0	585.6	605.5	626.6
106 Prop C 5% Security	56.5	58.9	61.3	63.7	66.2	68.6	71.1	73.5	75.9	78.5	81.2
107 Prop C 10% Commuter Rail	113.1	117.9	122.7	127.4	132.4	137.2	142.2	147.0	151.8	157.0	162.5
108 Prop C 25% Highway	282.6	294.7	306.7	318.5	330.9	343.1	355.4	367.5	379.6	392.5	406.2
109 Prop C 40% Discretionary	452.2	471.4	490.7	509.7	529.5	548.9	568.6	588.0	607.3	628.0	649.9
110 Measure R 2% Rail System Improvements	22.6	23.6	24.5	25.5	26.5	27.4	28.4	29.4	30.4	31.4	32.5
111 Measure R 5% Rail Operations	56.5	58.9	61.3	63.7	66.2	68.6	71.1	73.5	75.9	78.5	81.2
112 Measure R 35% Transit Capital Projects (excl bus capita	385.6	412.4	419.3	445.8	453.2	480.1	487.4	514.4	521.3	549.3	558.5
113 Measure R 20% Bus Operations (MTA only)	167.3	174.4	181.5	188.5	195.9	203.0	210.3	217.5	224.6	232.3	240.4

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2034	2035	2036	2037	2038	2039
(\$ in millions)	2035	2036	2037	2038	2039	2040
<b>Local</b>						
1 Proposition A (gross)	1,704.9	1,759.1	1,816.9	1,875.5	1,931.1	1,989.4
2 Proposition C (gross)	1,705.4	1,759.6	1,817.5	1,876.0	1,931.6	1,990.0
3 Measure R (gross)	1,704.9	1,759.1	1,816.9	1,875.5	1,931.1	-
4 TDA (gross)	849.8	876.8	905.6	934.8	962.5	991.6
5 Fare Revenues - Metro Bus and Rail	846.7	854.2	878.9	886.8	916.9	925.1
6 Fare Revenues - non-Metro bus	154.7	157.8	160.9	164.2	167.3	170.5
7 Fare Revenues - Metrolink	72.4	73.8	75.3	76.8	78.3	79.8
8 Lease and Leaseback Revenues	21.4	21.8	22.2	22.7	23.1	23.5
9 Local Agency Contributions - Highway	-	-	-	-	-	-
10 Local Agency Contributions - Transit	-	-	-	-	-	-
11 Local Agency Street and Road Funds (no rev sheet)	1.2	1.2	1.2	1.2	1.2	1.2
12 Net Financing: Highways (Prop C 25%)	-	-	-	-	-	-
13 Net Financing: Rail Capital (Prop A 35%)	402.3	142.5	48.9	44.5	46.4	5.5
14 Net Financing: Rail Capital (Prop C 40%)	80.0	80.0	-	-	-	-
15 Net Financing: Rail Capital (Measure R 35%)	-	-	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	-	30.0	-	-	-	-
17 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	-	-	-	-	-	-
18 Net Financing: Commuter Rail Capital (Prop C 10%)	24.9	-	-	-	-	-
19 Net Financing: Highway Capital (Measure R 20%)	-	-	-	-	-	-
20 Net Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-
21 Net Financing: Rail Capital 35% BABs (Measure R)	-	-	-	-	-	-
22 Net Financing: Rail Capital QTIBs (Measure R)	-	-	-	-	-	-
23 Net Financing: Rail Capital TIFIA Loan (Measure R)	-	-	-	-	-	-
24 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-
25 Other - General, Advertising, Other Misc.	51.1	52.1	53.1	54.2	55.3	56.3
26 HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5	0.5	0.5
27 Interest Earnings on Prop A funds	3.5	3.5	3.5	3.5	3.5	3.5
28 Interest Earnings on Prop C funds	11.9	11.9	11.9	11.9	11.9	11.9
29 Interest Earnings on TDA funds	3.0	3.0	3.0	3.1	3.1	3.1
30 Interest Earnings on Measure R 35% funds	44.4	47.7	51.1	54.7	40.1	-
31 Interest Earnings on STA-Op Rev Share funds	0.4	0.4	0.4	0.4	0.4	0.4
32 Transit Corridor Bridge Loan Proceeds	-	-	-	-	-	-
33 State repayment of capital proj LONP loans (fund 3562)	-	-	-	-	-	-
34 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-
<b>35 Subtotal Local Revenue Sources</b>	<b>7,683.4</b>	<b>7,635.0</b>	<b>7,668.1</b>	<b>7,886.3</b>	<b>8,104.3</b>	<b>6,252.2</b>
<b>36 State</b>						
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
39 Interregional Improvement Program Funds (IIP)	-	-	-	-	-	-
40 Misc. State Grants-Admin (no revenue sheet)	-	-	-	-	-	-
41 Other State (no revenue sheet)	-	-	-	-	-	-
42 Excise tax replacement for Prop 42 (no revenue sheet)	224.1	228.5	233.1	237.8	242.3	246.9

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2034	2035	2036	2037	2038	2039
(\$ in millions)	2035	2036	2037	2038	2039	2040
43 Regional Improvement Program Funds (RIP)	150.0	150.0	150.0	150.0	150.0	150.0
44 SAFE	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
46 STA - Operator Revenue Share	69.0	69.7	70.4	71.1	71.8	72.5
47 STA - Population Share	58.7	59.2	59.8	60.4	61.0	61.7
48 Proposition 1B State Infrastructure Bonds	-	-	-	-	-	-
49 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-
50 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-
51 State Gas Tax Subventions to Cities (no rev sheet)	263.8	263.8	263.8	263.8	263.8	263.8
52 State Highway Acct (Caltrans Ops) (no rev sheet)	318.8	326.8	335.0	343.3	351.9	360.7
53 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	8.0	8.1	8.2	8.3	8.4	8.6
54 Traffic Congestion Relief Allocations	-	-	-	-	-	-
<b>55 Subtotal State Revenue Sources</b>	<b>1,272.7</b>	<b>1,288.5</b>	<b>1,300.7</b>	<b>1,315.2</b>	<b>1,331.8</b>	<b>1,344.6</b>
<b>56 Federal</b>						
57 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-
58 ARRA -Caltrans share (no rev sheet)	-	-	-	-	-	-
59 Clean Fuel Prog-see Sec 5309 Bus below						
60 CMAQ (Congestion Mitigation & Air Quality)	60.0	60.0	60.0	60.0	60.0	60.0
61 Homeland Security Grants	2.0	2.0	2.0	2.0	2.0	2.0
62 ITS-Bus Preferential Signal System (no rev sheet)	-	-	-	-	-	-
63 Misc. Federal Grants-Admin (no rev sheet)	-	-	-	-	-	-
64 Other Federal Funds-Highway Earmarks	-	-	-	-	-	-
65 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-
66 RSTP (Regional Surface Transportation Prog)	155.1	157.3	159.5	161.7	164.0	166.3
67 Section 5307 Urbanized Area Formula	327.6	332.2	336.8	341.5	346.3	351.2
68 Section 5309 Bus and Bus-Related Facilities (earmarks)	4.0	4.0	4.0	4.0	4.0	4.0
69 Section 5309 Fixed Guideway Modernization	56.8	57.6	58.4	59.2	60.1	60.9
70 Section 5309 New Starts	200.0	200.0	200.0	200.0	200.0	-
71 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-
72 Section 5310 Elderly/Disabled (capital)	0.4	0.4	0.4	0.4	0.4	0.4
73 Section 5316 Job Access and Reverse Commute (JARC)	-	-	-	-	-	-
74 Section 5317 New Freedom	-	-	-	-	-	-
75 Section 5340 Growing States and High Density	9.6	9.8	9.9	10.0	10.2	10.3
76 Safe Routes to Schools	-	-	-	-	-	-
77 TE-Transportation Enhancements	17.6	17.8	18.0	18.3	18.6	18.9
<b>78 Subtotal Federal Revenue Sources</b>	<b>833.1</b>	<b>841.0</b>	<b>849.0</b>	<b>857.2</b>	<b>865.5</b>	<b>874.0</b>
<b>79 SUBTOTAL REVENUE SOURCES</b>	<b>9,789.3</b>	<b>9,764.6</b>	<b>9,817.8</b>	<b>10,058.7</b>	<b>10,301.6</b>	<b>8,270.8</b>



**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2034	2035	2036	2037	2038	2039
(\$ in millions)	2035	2036	2037	2038	2039	2040
<b>80 Highway Strategy Revenues</b>						
<b>81 Local</b>						
82 Tolls/PPP	454.0	216.0	111.0	58.0	59.0	-
83 Railroads	-	-	-	-	-	-
84 Container Fees	-	-	-	-	-	-
<b>85 Subtotal Local Revenues</b>	<b>454.0</b>	<b>216.0</b>	<b>111.0</b>	<b>58.0</b>	<b>59.0</b>	<b>-</b>
<b>86 State</b>						
87 High Speed Rail Bonds	-	-	-	-	-	-
88 Public Utilities Commission	-	-	-	-	-	-
89 State Programs	109.6	90.4	-	-	-	-
90 SHOPP (Additional)	-	-	-	-	-	-
<b>91 Subtotal State Revenues</b>	<b>109.6</b>	<b>90.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>92 Federal</b>						
93 Cap and Trade	-	-	-	-	-	-
94 Federal Railroad Administration	-	-	-	-	-	-
95 Federal Formula Funds (Additional)	142.6	52.8	52.8	7.2	8.8	-
96 Federal HPP Earmarks	16.7	16.7	16.7	16.6	16.6	-
97 Metropolitan Mobility and Access Program	81.7	22.5	8.3	-	-	-
98 Freight Program	33.3	33.3	33.3	33.3	33.5	-
<b>99 Subtotal Federal Revenues</b>	<b>274.3</b>	<b>125.3</b>	<b>111.1</b>	<b>57.1</b>	<b>58.9</b>	<b>-</b>
<b>100 Total Highway Strategy Revenues</b>	<b>837.9</b>	<b>431.7</b>	<b>222.1</b>	<b>115.1</b>	<b>117.9</b>	<b>-</b>
101 Federal High Speed Rail assumed (no rev sheet)	-	-	-	-	-	-
<b>102 Grand Total Revenue Sources</b>	<b>10,627.2</b>	<b>10,196.3</b>	<b>10,039.9</b>	<b>10,173.8</b>	<b>10,419.5</b>	<b>8,270.8</b>
<b>103 Selected Detail</b>						
104 Prop A 35% Rail Capital	566.9	584.9	604.1	623.6	642.1	661.5
105 Prop A 40% Discretionary	647.9	668.5	690.4	712.7	733.8	756.0
106 Prop C 5% Security	84.0	86.7	89.5	92.4	95.1	98.0
107 Prop C 10% Commuter Rail	168.0	173.3	179.0	184.8	190.3	196.0
108 Prop C 25% Highway	420.0	433.3	447.5	462.0	475.7	490.0
109 Prop C 40% Discretionary	671.9	693.3	716.1	739.2	761.1	784.0
110 Measure R 2% Rail System Improvements	33.6	34.7	35.8	36.9	38.0	0.0
111 Measure R 5% Rail Operations	84.0	86.6	89.5	92.4	95.1	0.0
112 Measure R 35% Transit Capital Projects (excl bus capita	587.8	596.5	626.4	636.6	665.7	0.0
113 Measure R 20% Bus Operations (MTA only)	248.5	256.4	264.9	273.4	281.5	0.0

**LACMTA Financial Forecasting Model**

**Countywide Uses Summary**

**30/10 Initiative 100% ScenA 8/10/10**

Uses Allocated (\$ in millions)	Total	% of Total	Years			2009	2010	2011	2012	2013
			'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014
<b>Countywide Bus Operations</b>										
Bus Operations - MTA	\$ 42,529.8	17.1%	\$ 10,188.0	\$ 13,413.3	\$ 18,928.5	\$ 911.2	\$ 951.8	\$ 955.7	\$ 963.1	\$ 992.6
Bus Operations - Municipal & Non-Metro Operators	20,885.4	8.4%	4,672.8	6,519.9	9,692.7	408.7	423.9	435.2	438.9	445.7
Other Eligible Operators (Prop A 40% Alloc)	902.4	0.4%	251.5	279.7	371.3	21.1	27.7	28.3	28.9	23.1
Paratransit - (ASI Operations)	4,344.6	1.7%	1,139.2	1,375.4	1,830.0	96.0	108.0	109.0	111.1	113.4
Paratransit (TDA Article 8)	1,000.9	0.4%	194.2	309.9	496.7	14.8	15.4	16.4	17.6	18.9
Paratransit (New Freedom)	21.0	0.0%	21.0	-	-	3.5	3.5	3.5	3.5	3.5
Job Access transit (JARC)	48.0	0.0%	48.0	-	-	8.0	8.0	8.0	8.0	8.0
Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	738.8	0.3%	158.2	223.5	357.1	28.1	11.2	11.9	12.8	13.7
<b>Subtotal Countywide Bus Operations</b>	<b>70,470.9</b>	<b>28.4%</b>	<b>16,672.8</b>	<b>22,121.7</b>	<b>31,676.4</b>	<b>1,491.5</b>	<b>1,549.5</b>	<b>1,568.0</b>	<b>1,583.9</b>	<b>1,618.8</b>
Rail Operations - MTA	20,101.1	8.1%	3,524.9	6,981.9	9,594.2	257.7	257.7	305.3	313.1	324.9
Rail Operations - Metrolink	3,749.7	1.5%	869.4	1,169.3	1,711.0	81.9	75.8	78.6	81.5	84.5
<b>Subtotal Countywide Rail Operations</b>	<b>23,850.8</b>	<b>9.6%</b>	<b>4,394.3</b>	<b>8,151.2</b>	<b>11,305.3</b>	<b>339.6</b>	<b>333.4</b>	<b>383.9</b>	<b>394.6</b>	<b>409.4</b>
<b>Total Countywide Operations</b>	<b>94,321.7</b>	<b>38.0%</b>	<b>21,067.2</b>	<b>30,272.9</b>	<b>42,981.6</b>	<b>1,831.1</b>	<b>1,883.0</b>	<b>1,951.9</b>	<b>1,978.5</b>	<b>2,028.2</b>
Bus Capital - MTA	8,929.0	3.6%	2,364.7	2,882.5	3,681.8	322.2	179.9	206.6	260.5	227.4
Bus Capital - CRD	189.6	0.1%	189.6	-	-	-	147.5	42.1	-	-
Bus Capital - Municipal & Non-MTA Operators	7,184.8	2.9%	1,850.6	2,210.6	3,123.6	188.6	190.3	184.2	182.0	181.4
Bus Capital - Paratransit (ASI)	14.0	0.0%	4.5	4.5	5.0	0.5	0.5	0.5	0.5	0.5
Bus Capital - Paratransit - Other Operators	-	0.0%	-	-	-	-	-	-	-	-
<b>Total Countywide Bus Capital</b>	<b>16,317.4</b>	<b>6.6%</b>	<b>4,409.4</b>	<b>5,097.6</b>	<b>6,810.4</b>	<b>511.2</b>	<b>518.1</b>	<b>433.4</b>	<b>443.0</b>	<b>409.2</b>
<b>Rail Capital - Major Projects</b>										
Exposition LRT-Phase I to Venice/Robertson	514.5	0.2%	514.5	-	-	194.3	154.0	166.2	-	-
Exposition LRT-Phase II to Santa Monica	1,519.6	0.6%	1,519.6	-	-	11.5	196.8	198.8	292.3	376.7
Wilshire Metro Rapid Transitway	115.3	0.0%	-	115.3	-	-	-	-	-	-
San Fernando Valley North-South - Canoga	216.0	0.1%	216.0	-	-	3.0	65.5	70.0	44.8	32.7
East San Fernando Valley North-South Corridor	168.3	0.1%	168.3	-	-	0.5	2.5	0.8	10.0	20.3
Gold Line Foothill Extension (from Pasadena)	836.1	0.3%	724.6	111.6	-	-	66.8	88.3	175.3	213.1
Westside Subway Extension	5,150.3	2.1%	3,958.7	1,191.7	-	12.1	88.9	204.1	367.9	254.8
Regional Connector	1,360.1	0.5%	1,352.7	7.4	-	7.9	30.7	86.3	119.7	113.1
Crenshaw/LAX Transit Corridor	1,709.9	0.7%	1,709.9	-	-	7.0	37.6	58.8	223.5	258.4
Green Line Extension to LAX	241.3	0.1%	241.3	-	-	0.1	1.8	8.0	17.2	40.0
West Santa Ana Branch	289.4	0.1%	289.4	-	-	0.6	0.1	12.6	19.4	48.5
Eastside Extension Phase II	1,525.5	0.6%	1,516.7	8.8	-	6.6	6.9	19.0	64.4	70.0
South Bay Green Line Extension	332.5	0.1%	332.5	-	-	-	2.4	7.8	24.3	40.0
San Fernando Valley I-405 Corridor Connection	1,380.1	0.6%	1,380.1	-	-	-	1.0	38.8	135.8	232.8
Contingency	123.0	0.0%	291.6	265.6	(434.2)	164.5	443.3	1,192.2	(691.3)	(854.6)
Balance of Westside Subway Extension Minimum for TBD	1,240.6	0.5%	-	-	1,240.6	-	-	-	-	-
Subregional repayment for TBD from SFV N-S Canoga (\$182)	180.2	0.1%	-	-	180.2	-	-	-	-	-
Subregional repayment for TBD from East San Fern. Val N-S	1.0	0.0%	-	-	1.0	-	-	-	-	-
Subregional repayment for TBD from Expo Phase II	57.7	0.0%	-	-	57.7	-	-	-	-	-
<b>Subtotal</b>	<b>16,961.4</b>	<b>6.8%</b>	<b>14,215.8</b>	<b>1,700.3</b>	<b>1,045.3</b>	<b>408.0</b>	<b>1,098.1</b>	<b>2,151.6</b>	<b>803.2</b>	<b>845.8</b>
Rail Capital - Balance of Major Projects (Eastside LRT)	7.7	0.0%	7.7	-	-	7.7	-	-	-	-
Rail Capital - Closeout of Prior Projects	11.5	0.0%	11.5	-	-	0.6	5.6	5.3	-	-
Rail Capital - Misc. Red, Blue & Green Improvements	170.2	0.1%	91.4	78.8	-	21.4	5.5	12.4	-	-
Rail Capital - Eastside LRT Access	30.0	0.0%	30.0	-	-	-	5.3	5.0	5.0	6.7
Rail Capital - System Improvements (ARRA)	190.9	0.1%	190.9	-	-	190.9	-	-	-	-
Rail Capital - System Improvements	8.6	0.0%	8.6	-	-	-	8.6	-	-	-
Rail Capital - New Red/Purple Line System Improvements	531.1	0.2%	531.1	-	-	-	-	-	-	5.1
Rail Capital - P2550 Light Rail Vehicles (not in project budgets)	67.1	0.0%	67.1	-	-	22.8	21.7	22.6	-	-
Rail Capital - P3000 Light Rail Vehicles (not in project budgets)	26.1	0.0%	26.1	-	-	-	-	0.8	20.7	-
Rail Capital - Future Light Rail Vehicles (not in project budgets)	1,296.5	0.5%	250.5	591.4	454.6	-	-	-	-	25.7
Rail Capital - Heavy Rail Vehicles (not in project budgets)	73.1	0.0%	-	73.1	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

Uses Allocated (\$ in millions)		Total	% of Total	Years	Years	Years	2009	2010	2011	2012	2013	
				'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	
53	Rail Capital - MTA Wayside Systems, Facilities Maint, Vehicle Maint	517.3	0.2%	73.9	107.8	335.6	-	-	9.0	9.0	9.0	
54	Rail Capital - State of Good Rep - Existing Lines excl vehicles	3,440.5	1.4%	995.1	891.2	1,554.2	29.3	27.5	93.3	26.9	115.2	
55	Rail Capital - State of Good Repair - Systemwide	1,558.0	0.6%	-	1,358.0	200.0	-	-	-	-	-	
56	Rail Capital - State of Good Repair - Future Lines	3,615.8	1.5%	-	376.6	3,239.2	-	-	-	-	-	
57	Rail Capital - rail yard	225.0	0.1%	165.0	60.0	-	-	50.0	60.0	55.0	-	
58	Rail Capital - Transit Project Studies and Planning	75.0	0.0%	-	75.0	-	-	-	-	-	-	
59	Rail Capital - Intercity Rail	30.0	0.0%	30.0	-	-	10.0	10.0	10.0	-	-	
60	Rail Capital - Transit System Safety & Security	73.0	0.0%	73.0	-	-	12.6	-	-	18.1	18.3	
61	Rail Capital - Misc Transit Projects TBD (SLPP)	40.1	0.0%	40.1	-	-	-	-	-	4.4	10.2	
62	Rail Capital - Metrolink prior obligations	44.6	0.0%	44.6	-	-	23.4	20.6	0.6	-	-	
63	Rail Capital - Metrolink	2,326.2	0.9%	764.7	779.1	782.4	48.1	92.7	88.4	100.2	111.7	
64	<b>Total Countywide Rail Capital</b>	<b>31,319.4</b>	<b>12.6%</b>	<b>17,616.8</b>	<b>6,091.2</b>	<b>7,611.4</b>	<b>774.9</b>	<b>1,345.6</b>	<b>2,459.0</b>	<b>1,042.4</b>	<b>1,147.7</b>	
65	<b>Subtotal Transit Capital</b>	<b>47,636.8</b>	<b>19.2%</b>	<b>22,026.2</b>	<b>11,188.9</b>	<b>14,421.8</b>	<b>1,286.1</b>	<b>1,863.7</b>	<b>2,892.4</b>	<b>1,485.4</b>	<b>1,556.9</b>	
66	<b>Highway/Multimodal/Streets and Roads</b>											
67	Regional Surface Transportation Improvements (RSTI)	615.0	0.2%	471.6	143.4	-	44.3	63.9	66.4	115.3	46.0	
68	Transit Capital (including some Metrolink through CFP)	118.0	0.0%	118.0	-	-	18.4	22.7	37.1	18.2	14.1	
69	Signal Synchronization	241.6	0.1%	180.3	61.3	-	28.6	32.9	4.3	19.5	32.0	
70	Bikeways & Pedestrian Improvements	97.1	0.0%	97.1	-	-	13.3	13.9	13.6	29.4	26.8	
71	Transportation Enhancements	94.1	0.0%	94.1	-	-	25.2	13.4	13.8	15.7	13.0	
72	Transportation Demand Management (TDM)	14.3	0.0%	14.3	-	-	5.8	7.2	0.7	0.6	-	
73	Regionally Significant	7.0	0.0%	7.0	-	-	3.4	3.5	-	-	-	
74	Future Call for Projects	3,260.0	1.3%	447.3	2,532.6	280.1	-	-	-	-	-	
75	<b>Subtotal Call for Projects (CFP)</b>	<b>4,447.0</b>	<b>1.8%</b>	<b>1,429.6</b>	<b>2,737.3</b>	<b>280.1</b>	<b>139.0</b>	<b>157.5</b>	<b>136.0</b>	<b>198.7</b>	<b>131.9</b>	
76	Freeways	11,587.6	4.7%	4,921.8	2,794.2	3,871.6	533.1	773.8	874.5	700.4	526.5	
77	SR-138 Widening	405.8	0.2%	306.2	99.6	-	48.0	20.2	30.9	19.7	21.4	
78	Measure R to be transferred to West Santa Ana Branch	194.8	0.1%	-	194.8	-	-	-	-	-	-	
79	I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	88.8	0.0%	-	-	88.8	-	-	-	-	-	
80	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	-	-	-	-	-	
81	I-5 Carmenita Interchange (\$106 to 710-South)	133.0	0.1%	-	-	133.0	-	-	-	-	-	
82	Alameda Corridor East	627.1	0.3%	627.1	-	-	78.0	79.7	143.5	85.0	80.0	
83	Retrofit Soundwalls	1,175.1	0.5%	161.9	251.4	761.8	29.7	23.0	73.2	16.1	19.9	
84	Miscellaneous Projects	28.7	0.0%	28.7	-	-	-	-	-	-	21.3	
85	Expo Phase II Bikeway (in addition to prior Call for Projects funding)	10.0	0.0%	10.0	-	-	-	-	-	-	10.0	
86	Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	374.9	0.2%	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	
87	SHOPP	5,178.0	2.1%	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	
88	Environmental Enhancement & Mitigation (EEM)	31.0	0.0%	10.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	
89	Gerald Desmond Bridge (earmark)	303.6	0.1%	303.6	-	-	-	50.0	158.5	89.4	5.7	
90	BNSF Grade Separations	35.0	0.0%	35.0	-	-	0.1	-	5.9	3.0	3.0	
91	Other Projects from Prop 1B Bonds	822.0	0.3%	822.0	-	-	220.0	170.0	70.0	150.0	212.0	
92	Local Roads Rehabilitation (Prop 1B)	430.0	0.2%	430.0	-	-	50.0	100.0	90.0	75.0	75.0	
93	Regional Integration of Intelligent Transportation Systems (ITS)	37.0	0.0%	17.0	18.0	2.0	1.8	1.7	1.7	1.7	1.7	
94	Safe Routes to Schools Projects	11.2	0.0%	11.2	-	-	3.0	6.3	1.9	-	-	
95	Rapid Bus Projects Subsidies	88.8	0.0%	88.8	-	-	16.2	21.9	20.4	-	12.3	
96	Highway-Railroad Crossing Safety-Prop 1B	13.0	0.0%	13.0	-	-	13.0	-	-	-	-	
97	Highway Safety-SHOPP-Prop 1B (no project sheet)	25.0	0.0%	25.0	-	-	25.0	-	-	-	-	
98	Highway Safety-Signal Synchron LA City-Prop 1B	90.0	0.0%	90.0	-	-	30.0	30.0	30.0	-	-	
99	Local Street Improvements - City and County ARRA	308.9	0.1%	308.9	-	-	308.9	-	-	-	-	
100	Wilshire Bus Only Lane	27.7	0.0%	27.7	-	-	14.7	9.0	4.0	-	-	
101	<b>Subtotal Highway Capital including CFP</b>	<b>26,727.5</b>	<b>10.8%</b>	<b>11,358.3</b>	<b>7,911.5</b>	<b>7,457.7</b>	<b>1,677.1</b>	<b>1,609.8</b>	<b>1,807.6</b>	<b>1,506.6</b>	<b>1,290.7</b>	
102	Freeway Service Patrol	989.2	0.4%	270.0	313.1	406.2	26.8	25.4	25.7	26.1	26.5	
103	SAFE Call Boxes	243.8	0.1%	88.4	74.0	81.4	22.9	7.2	7.2	7.3	7.3	
104	Local Roads Rehabilitation	14,100.1	5.7%	4,201.9	4,511.7	5,386.5	405.7	409.3	412.6	415.6	418.6	

**LACMTA Financial Forecasting Model**

**Countywide Uses Summary**

**30/10 Initiative 100% ScenA 8/10/10**

	Total	% of Total	Years			2009	2010	2011	2012	2013
			'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014
<b>Uses Allocated (\$ in millions)</b>										
105 Caltrans L.A. County Operations and Administration	7,910.9	3.2%	1,926.7	2,466.3	3,517.8	172.0	176.3	180.7	185.2	189.8
106 Rideshare	528.4	0.2%	103.4	182.1	242.8	6.7	6.7	10.4	12.3	6.1
107 <b>Subtotal</b>	<b>23,772.4</b>	<b>9.6%</b>	<b>6,590.4</b>	<b>7,547.3</b>	<b>9,634.8</b>	<b>634.1</b>	<b>624.8</b>	<b>636.7</b>	<b>646.4</b>	<b>648.3</b>
108 Highway Project Development Support	415.0	0.2%	126.0	131.5	157.5	12.3	15.1	12.0	12.3	12.2
109 Local Roads (Props A and C Local Return) - not on Hwy Summary	7,039.8	2.8%	1,374.3	2,181.1	3,484.4	104.9	109.7	116.5	124.9	133.6
110 Local Roads (STPL) - not on Hwy Summary	1,001.2	0.4%	335.5	317.0	348.7	31.7	37.9	37.9	37.8	31.7
111 Measure R Local Return - Highway Assumed - not on Hwy Summary	5,311.7	2.1%	1,090.3	1,738.3	2,483.0	79.4	86.6	92.8	99.5	106.5
112 <b>Subtotal Highway Operations</b>	<b>13,767.6</b>	<b>5.5%</b>	<b>2,926.2</b>	<b>4,367.9</b>	<b>6,473.6</b>	<b>228.3</b>	<b>249.3</b>	<b>259.2</b>	<b>274.5</b>	<b>284.0</b>
113 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>64,267.5</b>	<b>25.9%</b>	<b>20,874.8</b>	<b>19,826.6</b>	<b>23,566.1</b>	<b>2,539.5</b>	<b>2,483.9</b>	<b>2,703.5</b>	<b>2,427.5</b>	<b>2,223.0</b>
114 <b>Debt Service</b>										
115 Prop C 40% Admin Debt Service	29.4	0.0%	29.4	-	-	14.8	14.6	-	-	-
116 Bus Facil Cap Debt Serv-Prop C 40%	-	0.0%	-	-	-	-	-	-	-	-
117 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	1,525.5	0.6%	266.7	651.1	607.8	-	-	8.1	19.4	27.1
118 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	426.3	0.2%	26.8	177.4	222.2	-	-	0.5	1.3	2.2
119 Rail Capital Debt Service-Prop A 35% (including commercial paper)	7,907.1	3.2%	1,994.1	2,313.1	3,599.9	162.2	166.7	184.3	186.3	197.0
121 Rail Capital Debt Service-Prop C 40%	2,126.0	0.9%	810.4	794.3	521.3	63.6	70.4	68.6	68.4	68.3
122 Prop A 40% Debt Service	56.1	0.0%	23.0	19.8	13.3	2.3	2.3	2.3	2.3	2.3
123 Commuter Rail Debt Service-Prop C 10%	1,584.6	0.6%	219.9	518.5	846.1	11.9	12.9	15.6	17.4	20.3
124 Highway Debt Serv-Prop C 25%	6,262.6	2.5%	1,081.4	2,205.7	2,975.6	34.6	41.7	59.2	82.3	104.6
125 <b>Subtotal Props A &amp; C Debt Service</b>	<b>19,917.7</b>	<b>8.0%</b>	<b>4,451.7</b>	<b>6,679.8</b>	<b>8,786.2</b>	<b>289.3</b>	<b>308.6</b>	<b>338.6</b>	<b>377.4</b>	<b>421.9</b>
126 Measure R 2% - Commercial Paper Debt Service	507.5	0.2%	41.9	235.1	230.5	-	-	-	-	-
127 Measure R 20% Highway - Debt Service	995.2	0.4%	215.3	394.3	385.7	-	0.0	4.7	13.6	23.2
128 Measure R 35% Transit - Tax Exempt Debt Service	-	0.0%	-	-	-	-	-	-	-	-
129 Measure R 35% - Commercial Paper Debt Service	470.1	0.2%	26.0	54.4	389.7	-	-	-	-	-
130 Measure R 35% - 35% BAB Debt Service	809.8	0.3%	297.6	290.2	222.0	-	25.6	35.2	35.0	34.7
131 Measure R 35% - 100 % QTIB Debt Service	6,378.8	2.6%	1,202.0	2,576.4	2,600.4	-	-	63.7	63.6	63.6
132 Measure R 35% - TIFIA Loan Debt Service	2,879.5	1.2%	90.4	886.5	1,902.6	-	-	-	-	-
133 <b>Subtotal Measure R Debt Service</b>	<b>12,040.9</b>	<b>4.8%</b>	<b>1,873.2</b>	<b>4,436.9</b>	<b>5,730.9</b>	-	<b>25.6</b>	<b>103.5</b>	<b>112.1</b>	<b>121.5</b>
134 GARVEE Bond Debt Service & C of I	51.6	0.0%	51.6	-	-	8.6	8.6	8.6	8.6	8.6
135 <b>Total Debt Service</b>	<b>32,010.2</b>	<b>12.9%</b>	<b>6,376.5</b>	<b>11,116.6</b>	<b>14,517.1</b>	<b>297.9</b>	<b>342.9</b>	<b>450.7</b>	<b>498.1</b>	<b>551.9</b>
136 <b>Other</b>										
137 ROW Security (Prop C 10%)	85.3	0.0%	22.5	27.0	35.8	2.0	2.1	2.1	2.2	2.2
138 Metro Other Security Costs (Prop C 5%)	-	0.0%	-	-	-	-	-	-	-	-
138 LOSSAN	1.1	0.0%	0.5	0.3	0.3	0.1	0.2	0.0	0.0	0.0
139 Pomona Station Improvements	1.1	0.0%	1.1	-	-	-	1.1	-	-	-
139 SCRRA relocation	0.5	0.0%	0.5	-	-	0.5	-	-	-	-
140 Agency-wide Capital	617.1	0.2%	164.9	196.2	255.9	14.0	15.4	15.8	16.0	16.5
140 Admin Overhead	3,784.6	1.5%	818.3	1,183.9	1,782.3	75.2	69.9	72.5	74.8	78.0
141 Immediate Needs and General Relief Token Program	340.5	0.1%	108.4	110.5	121.6	9.0	11.1	11.1	11.1	11.1
142 <b>Total Other</b>	<b>4,830.2</b>	<b>1.9%</b>	<b>1,116.3</b>	<b>1,517.9</b>	<b>2,196.0</b>	<b>100.8</b>	<b>99.8</b>	<b>101.5</b>	<b>104.1</b>	<b>107.9</b>
143 <b>Subtotal, Uses Allocated</b>	<b>243,066.4</b>	<b>97.8%</b>	<b>71,461.0</b>	<b>73,922.9</b>	<b>97,682.5</b>	<b>6,055.4</b>	<b>6,673.3</b>	<b>8,099.9</b>	<b>6,493.7</b>	<b>6,467.9</b>
144 <b>Cumulative Uses Allocated</b>	<b>243,066.4</b>		<b>71,461.0</b>	<b>145,383.9</b>	<b>243,066.4</b>	<b>6,055.4</b>	<b>12,728.6</b>	<b>20,828.6</b>	<b>27,322.2</b>	<b>33,790.1</b>
145 Municipal Operators' Capital Balance	-	0.0%	-	-	-	22.6	(17.9)	(4.7)	-	-
146 Municipal Operators' Operations Balance	-	0.0%	-	-	-	27.2	(14.3)	(12.0)	(0.8)	-
147 <b>Metro Uses Surplus/(Deficit)</b>										
148 Admin Balance	0.0	0.0%	0.0	0.0	(0.0)	4.5	(1.7)	(1.8)	(1.0)	-
149 Agencywide Balance	0.0	0.0%	0.0	0.0	0.0	0.0	-	-	-	0.0
150 MTA Bus Operations Balance	0.0	0.0%	0.0	(0.0)	-	29.0	(11.1)	(13.5)	(4.4)	0.0
151 MTA Rail Operations Balance	0.0	0.0%	0.0	-	0.0	29.8	(13.5)	(2.4)	(7.5)	(6.5)
152 MTA Bus Capital Balance	0.0	0.0%	0.0	-	-	22.7	(7.4)	(15.3)	-	-
153 <b>Subtotal MTA Uses Surplus/(Deficit)</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>86.1</b>	<b>(33.8)</b>	<b>(33.0)</b>	<b>(12.9)</b>	<b>(6.5)</b>
154 <b>Cumulative MTA Surplus/(Deficit)</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>86.1</b>	<b>52.3</b>	<b>19.3</b>	<b>6.5</b>	<b>0.0</b>
155 <b>Total Countywide Surplus/(Deficit)</b>	<b>0.0</b>		<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>108.7</b>	<b>(51.7)</b>	<b>(37.7)</b>	<b>(12.9)</b>	<b>(6.5)</b>

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

Uses Allocated (\$ in millions)	Total	% of Total	Years	Years	Years	2009	2010	2011	2012	2013
			'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014
156 Cumulative Countywide Surplus/(Deficit)	0.0		0.0	0.0	0.0	113.3	38.0	7.3	5.7	0.0
157 Unallocated Regional Program Funds - Future Projs										
158 Regional Improvement Program Funds (RIP)	0.0	0.0%	0.0	0.0	-	299.0	(119.5)	(19.6)	(155.2)	41.3
159 CMAQ	0.0	0.0%	0.0	0.0	(0.0)	102.8	(62.4)	(2.8)	6.6	(44.2)
160 RSTP	0.0	0.0%	0.0	-	-	79.6	(3.4)	(76.2)	5.7	(5.7)
161 TE-Federal Transportation Enhancements	177.6	0.1%	0.0	-	177.6	1.9	0.0	-	(1.9)	-
162 STA-State Transit Assistance Population Share	-	0.0%	-	-	-	-	-	-	-	-
163 STA-State Transit Assistance Operator Revenue Share	-	0.0%	-	-	-	-	-	-	-	-
164 Section 5307 Urbanized Formula Grants	-	0.0%	-	-	-	-	-	-	-	-
165 Section 5309 New Starts	2,488.7	1.0%	-	703.7	1,785.0	-	-	-	-	-
166 Section 5309 Fixed Guideway Modernization	-	0.0%	-	-	-	-	-	-	-	-
167 TDA	0.0	0.0%	0.0	-	-	30.9	(28.0)	(2.9)	-	-
168 Lease Revenues	0.0	0.0%	0.0	-	-	27.8	(27.8)	0.0	-	-
169 Traffic Congestion Relief Program (TCRP)	-	0.0%	-	-	-	-	-	-	-	-
170 State repayment of capital project LONP loans (fund 3562)	(0.0)	0.0%	(0.0)	-	-	266.7	(130.5)	(84.7)	(3.6)	(24.7)
171 Prop 1B PTMISEA	0.0	0.0%	69.9	(69.9)	-	176.4	(49.5)	14.3	(93.2)	74.1
172 Proposition C 10%	0.0	0.0%	0.0	0.0	(0.0)	0.0	(0.0)	-	0.0	(0.0)
173 Proposition C 25% Highways	580.7	0.2%	0.1	(0.1)	580.7	11.3	(11.2)	0.0	(0.0)	(0.0)
174 Prop A 35%	0.0	0.0%	0.0	0.0	-	0.0	(0.0)	-	-	-
175 Other (Advertising)	0.0	0.0%	0.0	-	-	16.1	(16.1)	-	-	-
176 Measure R 20% Highway	244.9	0.1%	0.1	5.7	239.1	55.1	(36.4)	(18.7)	(0.0)	(0.0)
177 Measure R 2% Rail System Improvements	104.2	0.0%	7.0	(3.3)	100.5	10.6	2.9	12.4	13.3	14.2
178 Proposition C 40% Cash	1,868.8	0.8%	173.3	137.3	1,558.3	30.7	(28.2)	0.7	1.3	11.4
179 Subtotal Unallocated Regional Program Funds-Future Projs	5,465.1	2.2%	250.5	773.4	4,441.2	1,108.9	(510.1)	(177.4)	(226.9)	66.4
180 Cumulative Unallocated Regional Program Funds	5,465.1		250.5	1,023.9	5,465.1	1,108.9	598.9	421.5	194.5	260.9
181 Total without deducting deficit	\$ 248,531.5	100.0%	\$ 71,711.5	\$ 74,696.3	\$ 102,123.6	\$ 7,186.9	\$ 6,145.3	\$ 7,917.8	\$ 6,266.7	\$ 6,534.2
182 Highway Funding 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
183 High Speed Rail Los Angeles to Anaheim	3,000.0		2,850.0	150.0	-	-	75.0	150.0	300.0	350.0
184 GRAND TOTAL COSTS	\$ 274,253.4		\$ 82,564.5	\$ 85,404.5	\$ 106,284.3	\$ 7,219.1	\$ 6,598.9	\$ 8,463.8	\$ 6,971.1	\$ 7,399.0

# LACMTA Financial Forecasting Model

## Countywide Uses Summary

30/10 Initiative 100% ScenA 8/10/10

	2014	2015	2016	2017	2018	2019	2020	2021
Uses Allocated (\$ in millions)	2015	2016	2017	2018	2019	2020	2021	2022
<b>1 Countywide Bus Operations</b>								
2 Bus Operations - MTA	\$ 1,024.0	\$ 1,052.6	\$ 1,081.1	\$ 1,111.3	\$ 1,144.4	\$ 1,166.3	\$ 1,225.7	\$ 1,246.9
3 Bus Operations - Municipal & Non-Metro Operators	465.3	484.4	503.7	524.0	543.0	562.3	581.4	600.4
4 Other Eligible Operators (Prop A 40% Alloc)	23.5	24.0	24.5	25.0	25.5	26.0	26.5	26.9
5 Paratransit - (ASI Operations)	115.6	118.0	120.2	122.7	125.2	127.6	130.1	132.4
6 Paratransit (TDA Article 8)	20.0	21.1	22.2	23.3	24.4	25.6	26.7	27.8
7 Paratransit (New Freedom)	3.5	-	-	-	-	-	-	-
8 Job Access transit (JARC)	8.0	-	-	-	-	-	-	-
9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	14.5	15.3	16.1	16.9	17.7	18.5	19.3	20.1
<b>10 Subtotal Countywide Bus Operations</b>	<b>1,674.5</b>	<b>1,715.4</b>	<b>1,767.9</b>	<b>1,823.2</b>	<b>1,880.1</b>	<b>1,926.2</b>	<b>2,009.6</b>	<b>2,054.6</b>
11 Rail Operations - MTA	329.4	402.7	410.8	419.2	504.1	530.3	610.4	687.4
12 Rail Operations - Metrolink	87.6	90.9	93.5	96.2	99.0	101.8	104.7	113.4
<b>13 Subtotal Countywide Rail Operations</b>	<b>417.1</b>	<b>493.6</b>	<b>504.3</b>	<b>515.3</b>	<b>603.1</b>	<b>632.0</b>	<b>715.0</b>	<b>800.7</b>
<b>14 Total Countywide Operations</b>	<b>2,091.6</b>	<b>2,209.0</b>	<b>2,272.2</b>	<b>2,338.5</b>	<b>2,483.2</b>	<b>2,558.2</b>	<b>2,724.6</b>	<b>2,855.3</b>
15 Bus Capital - MTA	260.2	238.0	248.9	194.5	226.6	340.9	257.6	221.9
16 Bus Capital - CRD	-	-	-	-	-	-	-	-
17 Bus Capital - Municipal & Non-MTA Operators	183.7	179.7	182.1	188.1	190.5	198.3	200.8	208.5
18 Bus Capital - Paratransit (ASI)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
19 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-
<b>20 Total Countywide Bus Capital</b>	<b>444.4</b>	<b>418.1</b>	<b>431.4</b>	<b>383.0</b>	<b>417.6</b>	<b>539.7</b>	<b>458.9</b>	<b>430.8</b>
<b>21 Rail Capital - Major Projects</b>								
22 Exposition LRT-Phase I to Venice/Robertson	-	-	-	-	-	-	-	-
23 Exposition LRT-Phase II to Santa Monica	326.4	103.2	13.9	-	-	-	-	-
24 Wilshire Metro Rapid Transitway	-	-	-	-	-	30.0	50.3	20.0
25 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-
26 East San Fernando Valley North-South Corridor	51.6	56.2	17.9	8.5	-	-	-	-
27 Gold Line Foothill Extension (from Pasadena)	80.0	8.0	3.0	45.1	45.1	50.6	61.0	-
28 Westside Subway Extension	404.0	596.1	572.8	649.0	809.0	577.8	401.7	197.6
29 Regional Connector	248.1	283.6	195.3	214.5	53.5	7.4	-	-
30 Crenshaw/LAX Transit Corridor	274.6	282.8	276.9	207.3	83.0	-	-	-
31 Green Line Extension to LAX	60.0	46.3	35.5	24.5	8.0	-	-	-
32 West Santa Ana Branch	58.2	58.2	60.8	24.3	6.8	-	-	-
33 Eastside Extension Phase II	240.0	273.8	296.6	317.0	222.4	8.8	-	-
34 South Bay Green Line Extension	60.0	80.0	58.4	52.0	7.6	-	-	-
35 San Fernando Valley I-405 Corridor Connection	242.8	325.3	281.6	108.4	13.6	-	-	-
36 Contingency	1,259.2	(1,210.1)	74.5	(72.7)	(13.5)	(71.9)	91.9	(62.8)
37 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-
39 Subregional repayment for TBD from East San Fern. Val N-S	-	-	-	-	-	-	-	-
40 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-
<b>41 Subtotal</b>	<b>3,304.9</b>	<b>903.6</b>	<b>1,887.2</b>	<b>1,577.9</b>	<b>1,235.5</b>	<b>602.7</b>	<b>604.8</b>	<b>154.7</b>
42 Rail Capital - Balance of Major Projects (Eastside LRT)	-	-	-	-	-	-	-	-
43 Rail Capital - Closeout of Prior Projects	-	-	-	-	-	-	-	-
44 Rail Capital - Misc. Red, Blue & Green Improvements	12.1	40.0	-	-	-	-	-	-
45 Rail Capital - Eastside LRT Access	8.0	-	-	-	-	-	-	-
46 Rail Capital - System Improvements (ARRA)	-	-	-	-	-	-	-	-
47 Rail Capital - System Improvements	-	-	-	-	-	-	-	-
48 Rail Capital - New Red/Purple Line System Improvements	93.0	121.8	137.4	135.4	38.4	-	-	-
49 Rail Capital - P2550 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-
50 Rail Capital - P3000 Light Rail Vehicles (not in project budgets)	-	-	4.5	-	-	-	-	-
51 Rail Capital - Future Light Rail Vehicles (not in project budgets)	50.4	75.0	2.6	96.8	-	73.6	52.1	34.1
52 Rail Capital - Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	10.2	31.2	31.7

**LACMTA Financial Forecasting Model**

**Countywide Uses Summary**

**30/10 Initiative 100% ScenA 8/10/10**

		2014	2015	2016	2017	2018	2019	2020	2021
<b>Uses Allocated (\$ in millions)</b>		<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
53	Rail Capital - MTA Wayside Systems, Facilities Maint, Vehicle Maint	9.0	9.0	9.4	9.6	9.8	10.0	10.2	10.4
54	Rail Capital - State of Good Rep - Existing Lines excl vehicles	130.4	314.8	45.2	146.5	66.0	133.0	47.3	0.7
55	Rail Capital - State of Good Repair - Systemwide	-	-	-	-	-	-	-	-
56	Rail Capital - State of Good Repair - Future Lines	-	-	-	-	-	6.0	10.2	14.1
57	Rail Capital - rail yard	-	-	-	-	-	60.0	-	-
58	Rail Capital - Transit Project Studies and Planning	-	-	-	-	-	15.0	10.0	-
59	Rail Capital - Intercity Rail	-	-	-	-	-	-	-	-
60	Rail Capital - Transit System Safety & Security	18.3	5.7	-	-	-	-	-	-
61	Rail Capital - Misc Transit Projects TBD (SLPP)	5.0	9.0	11.5	-	-	-	-	-
62	Rail Capital - Metrolink prior obligations	-	-	-	-	-	-	-	-
63	Rail Capital - Metrolink	64.3	61.1	62.7	73.7	61.8	77.8	80.4	76.7
64	<b>Total Countywide Rail Capital</b>	<b>3,695.3</b>	<b>1,539.9</b>	<b>2,160.6</b>	<b>2,039.9</b>	<b>1,411.6</b>	<b>988.3</b>	<b>846.2</b>	<b>322.4</b>
65	<b>Subtotal Transit Capital</b>	<b>4,139.7</b>	<b>1,958.0</b>	<b>2,592.0</b>	<b>2,422.9</b>	<b>1,829.2</b>	<b>1,527.9</b>	<b>1,305.1</b>	<b>753.2</b>
66	<b>Highway/Multimodal/Streets and Roads</b>								
67	Regional Surface Transportation Improvements (RSTI)	53.6	17.5	7.2	50.4	6.9	75.4	68.0	-
68	Transit Capital (including some Metrolink through CFP)	7.5	-	-	-	-	-	-	-
69	Signal Synchronization	-	-	-	30.0	33.0	20.0	15.0	26.3
70	Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-
71	Transportation Enhancements	13.1	-	-	-	-	-	-	-
72	Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-
73	Regionally Significant	-	-	-	-	-	-	-	-
74	Future Call for Projects	6.8	33.8	152.8	82.2	171.8	298.8	267.1	288.9
75	<b>Subtotal Call for Projects (CFP)</b>	<b>81.0</b>	<b>51.3</b>	<b>160.1</b>	<b>162.6</b>	<b>211.7</b>	<b>394.2</b>	<b>350.1</b>	<b>315.2</b>
76	Freeways	568.3	342.6	235.0	209.1	158.6	83.9	61.2	82.6
77	SR-138 Widening	17.1	44.4	34.9	32.6	37.0	53.8	32.2	13.6
78	Measure R to be transferred to West Santa Ana Branch	-	-	-	-	-	15.8	23.7	83.6
79	I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-
80	I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-
81	I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-
82	Alameda Corridor East	51.1	59.8	50.0	-	-	-	-	-
83	Retrofit Soundwalls	-	-	-	-	-	15.7	45.6	12.9
84	Miscellaneous Projects	7.5	-	-	-	-	-	-	-
85	Expo Phase II Bikeway (in addition to prior Call for Projects funding)	-	-	-	-	-	-	-	-
86	Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	7.5	7.9	8.3	8.7	9.1	9.6	10.0	10.4
87	SHOPP	162.0	162.0	162.0	165.0	165.0	165.0	165.0	170.0
88	Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
89	Gerald Desmond Bridge (earmark)	-	-	-	-	-	-	-	-
90	BNSF Grade Separations	7.0	8.0	8.0	-	-	-	-	-
91	Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-
92	Local Roads Rehabilitation (Prop 1B)	40.0	-	-	-	-	-	-	-
93	Regional Integration of Intelligent Transportation Systems (ITS)	1.8	1.8	1.6	1.6	1.6	1.7	1.7	1.7
94	Safe Routes to Schools Projects	-	-	-	-	-	-	-	-
95	Rapid Bus Projects Subsidies	11.0	7.0	-	-	-	-	-	-
96	Highway-Railroad Crossing Safety-Prop 1B	-	-	-	-	-	-	-	-
97	Highway Safety-SHOPP-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-
98	Highway Safety-Signal Synchron LA City-Prop 1B	-	-	-	-	-	-	-	-
99	Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-
100	Wilshire Bus Only Lane	-	-	-	-	-	-	-	-
101	<b>Subtotal Highway Capital including CFP</b>	<b>955.2</b>	<b>685.9</b>	<b>660.8</b>	<b>580.6</b>	<b>584.0</b>	<b>740.6</b>	<b>690.4</b>	<b>691.1</b>
102	Freeway Service Patrol	27.0	27.4	27.9	28.4	28.8	29.3	29.8	30.2
103	SAFE Call Boxes	7.3	7.3	7.3	7.3	7.3	7.4	7.4	7.4
104	Local Roads Rehabilitation	421.6	424.8	427.9	431.2	434.5	437.8	441.1	444.1

# LACMTA Financial Forecasting Model

## Countywide Uses Summary

30/10 Initiative 100% ScenA 8/10/10

Uses Allocated (\$ in millions)	2014	2015	2016	2017	2018	2019	2020	2021
	2015	2016	2017	2018	2019	2020	2021	2022
105 Caltrans L.A. County Operations and Administration	194.6	199.4	204.4	209.5	214.8	220.1	225.6	231.3
106 Rideshare	6.5	12.4	13.0	15.1	14.2	14.8	15.4	16.0
107 <b>Subtotal</b>	<b>657.0</b>	<b>671.4</b>	<b>680.5</b>	<b>691.5</b>	<b>699.7</b>	<b>709.4</b>	<b>719.4</b>	<b>729.1</b>
108 Highway Project Development Support	12.3	12.3	12.4	12.5	12.6	12.7	12.8	12.9
109 Local Roads (Props A and C Local Return) - not on Hwy Summary	141.6	149.4	157.0	164.5	172.3	180.3	188.1	196.0
110 Local Roads (STPL) - not on Hwy Summary	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
111 Measure R Local Return - Highway Assumed - not on Hwy Summary	112.8	119.0	125.1	131.1	137.3	143.7	149.9	156.2
112 <b>Subtotal Highway Operations</b>	<b>298.3</b>	<b>312.4</b>	<b>326.3</b>	<b>339.9</b>	<b>354.0</b>	<b>368.4</b>	<b>382.6</b>	<b>396.9</b>
113 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>1,910.5</b>	<b>1,669.7</b>	<b>1,667.7</b>	<b>1,612.0</b>	<b>1,637.6</b>	<b>1,818.3</b>	<b>1,792.4</b>	<b>1,817.1</b>
114 <b>Debt Service</b>								
115 Prop C 40% Admin Debt Service	-	-	-	-	-	-	-	-
116 Bus Facil Cap Debt Serv-Prop C 40%	-	-	-	-	-	-	-	-
117 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	37.5	37.5	43.9	43.9	49.1	53.0	57.0	57.0
118 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	2.7	3.6	4.5	5.4	6.6	9.1	12.7	15.7
119 Rail Capital Debt Service-Prop A 35% (including commercial paper)	210.1	212.8	218.2	225.5	231.2	241.9	253.4	255.6
121 Rail Capital Debt Service-Prop C 40%	75.8	91.5	101.7	101.3	100.8	100.4	99.9	97.3
122 Prop A 40% Debt Service	2.3	2.3	2.3	2.3	2.3	2.3	2.3	1.9
123 Commuter Rail Debt Service-Prop C 10%	23.6	25.8	27.9	30.7	33.8	36.9	40.7	44.1
124 Highway Debt Serv-Prop C 25%	128.5	141.8	148.6	162.9	177.3	185.8	196.9	204.1
125 <b>Subtotal Props A &amp; C Debt Service</b>	<b>480.5</b>	<b>515.3</b>	<b>547.1</b>	<b>572.0</b>	<b>601.1</b>	<b>629.3</b>	<b>662.9</b>	<b>675.6</b>
126 Measure R 2% - Commercial Paper Debt Service	0.1	1.5	7.7	13.5	19.1	19.4	20.3	21.2
127 Measure R 20% Highway - Debt Service	30.2	33.2	35.9	37.2	37.2	37.2	37.2	37.5
128 Measure R 35% Transit - Tax Exempt Debt Service	-	-	-	-	-	-	-	-
129 Measure R 35% - Commercial Paper Debt Service	4.2	5.4	5.4	5.4	5.4	5.4	5.4	5.4
130 Measure R 35% - 35% BAB Debt Service	34.3	33.9	33.5	33.0	32.5	31.9	31.3	30.7
131 Measure R 35% - 100 % QTIB Debt Service	173.0	173.0	211.3	211.3	242.6	242.6	253.6	260.0
132 Measure R 35% - TIFIA Loan Debt Service	-	-	27.2	40.4	22.8	36.9	39.8	47.3
133 <b>Subtotal Measure R Debt Service</b>	<b>241.9</b>	<b>247.1</b>	<b>321.0</b>	<b>340.8</b>	<b>359.6</b>	<b>373.4</b>	<b>387.6</b>	<b>402.2</b>
134 GARVEE Bond Debt Service & C of I	8.6	-	-	-	-	-	-	-
135 <b>Total Debt Service</b>	<b>731.0</b>	<b>762.4</b>	<b>868.1</b>	<b>912.8</b>	<b>960.7</b>	<b>1,002.7</b>	<b>1,050.5</b>	<b>1,077.8</b>
136 <b>Other</b>								
137 ROW Security (Prop C 10%)	2.3	2.3	2.4	2.4	2.5	2.5	2.6	2.6
138 Metro Other Security Costs (Prop C 5%)	-	-	-	-	-	-	-	-
138 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139 Pomona Station Improvements	-	-	-	-	-	-	-	-
139 SCRRRA relocation	-	-	-	-	-	-	-	-
140 Agency-wide Capital	16.8	17.1	17.4	17.7	18.0	18.4	18.7	19.0
140 Admin Overhead	82.0	85.9	89.7	93.3	97.0	100.7	104.5	108.2
141 Immediate Needs and General Relief Token Program	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
142 <b>Total Other</b>	<b>112.1</b>	<b>116.4</b>	<b>120.6</b>	<b>124.5</b>	<b>128.6</b>	<b>132.7</b>	<b>136.8</b>	<b>140.8</b>
143 <b>Subtotal, Uses Allocated</b>	<b>8,984.9</b>	<b>6,715.5</b>	<b>7,520.6</b>	<b>7,410.8</b>	<b>7,039.2</b>	<b>7,040.0</b>	<b>7,009.3</b>	<b>6,644.2</b>
144 <b>Cumulative Uses Allocated</b>	<b>42,775.0</b>	<b>49,490.4</b>	<b>57,011.0</b>	<b>64,421.7</b>	<b>71,461.0</b>	<b>78,500.9</b>	<b>85,510.3</b>	<b>92,154.4</b>
145 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-
146 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-
147 <b>Metro Uses Surplus/(Deficit)</b>								
148 Admin Balance	-	-	-	-	-	-	-	-
149 Agencywide Balance	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0	(0.0)	(0.0)
150 MTA Bus Operations Balance	(0.0)	(0.0)	0.0	(0.0)	0.0	-	(0.0)	0.0
151 MTA Rail Operations Balance	-	(0.0)	0.0	(0.0)	-	-	-	-
152 MTA Bus Capital Balance	0.0	(0.0)	-	-	-	-	-	-
153 Subtotal MTA Uses Surplus/(Deficit)	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	0.0
154 Cumulative MTA Surplus/(Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
155 <b>Total Countywide Surplus/(Deficit)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>



**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2014	2015	2016	2017	2018	2019	2020	2021
<b>Uses Allocated (\$ in millions)</b>	2015	2016	2017	2018	2019	2020	2021	2022
156 <b>Cumulative Countywide Surplus/(Deficit)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
157 <b>Unallocated Regional Program Funds - Future Projs</b>								
158 Regional Improvement Program Funds (RIP)	(23.0)	(23.0)	-	0.0	-	(0.0)	-	-
159 CMAQ	20.1	(20.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0
160 RSTP	0.0	-	0.0	-	-	-	-	-
161 TE-Federal Transportation Enhancements	-	-	-	-	-	-	-	-
162 STA-State Transit Assistance Population Share	-	-	-	-	-	-	-	-
163 STA-State Transit Assistance Operator Revenue Share	-	-	-	-	-	-	-	-
164 Section 5307 Urbanized Formula Grants	-	-	-	-	-	-	-	-
165 Section 5309 New Starts	-	-	-	-	-	-	-	18.3
166 Section 5309 Fixed Guideway Modernization	-	-	-	-	-	-	-	-
167 TDA	-	-	-	-	-	-	-	-
168 Lease Revenues	-	-	-	-	-	-	-	-
169 Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-
170 State repayment of capital project LONP loans (fund 3562)	0.0	(8.6)	(7.9)	(6.8)	-	-	-	-
171 Prop 1B PTMISEA	68.5	(23.3)	(70.2)	(27.3)	-	(69.9)	-	-
172 Proposition C 10%	0.0	-	-	-	-	0.0	0.0	0.0
173 Proposition C 25% Highways	(0.0)	0.0	0.0	0.0	0.0	(0.0)	(0.1)	0.1
174 Prop A 35%	-	-	-	-	-	-	-	-
175 Other (Advertising)	-	-	-	-	-	-	-	-
176 Measure R 20% Highway	0.0	0.0	(0.0)	(0.0)	0.1	(0.0)	(0.0)	0.1
177 Measure R 2% Rail System Improvements	(45.4)	(0.3)	(0.2)	(0.2)	(0.2)	(0.2)	(0.3)	(0.4)
178 Proposition C 40% Cash	30.7	(26.6)	64.7	37.2	51.5	(10.6)	(51.5)	(52.5)
179 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>50.8</b>	<b>(101.8)</b>	<b>(13.6)</b>	<b>2.8</b>	<b>51.4</b>	<b>(80.8)</b>	<b>(52.0)</b>	<b>(34.3)</b>
180 <b>Cumulative Unallocated Regional Program Funds</b>	<b>311.7</b>	<b>209.9</b>	<b>196.4</b>	<b>199.2</b>	<b>250.5</b>	<b>169.8</b>	<b>117.8</b>	<b>83.5</b>
181 <b>Total without deducting deficit</b>	<b>\$ 9,035.7</b>	<b>\$ 6,613.7</b>	<b>\$ 7,507.0</b>	<b>\$ 7,413.6</b>	<b>\$ 7,090.6</b>	<b>\$ 6,959.2</b>	<b>\$ 6,957.4</b>	<b>\$ 6,609.9</b>
182 <b>Highway Funding Strategy Project Costs</b>	<b>683.0</b>	<b>1,285.9</b>	<b>1,405.2</b>	<b>1,580.2</b>	<b>1,322.7</b>	<b>1,211.0</b>	<b>1,058.0</b>	<b>1,163.0</b>
183 <b>High Speed Rail Los Angeles to Anaheim</b>	<b>400.0</b>	<b>450.0</b>	<b>500.0</b>	<b>425.0</b>	<b>200.0</b>	<b>150.0</b>	<b>-</b>	<b>-</b>
184 <b>GRAND TOTAL COSTS</b>	<b>\$ 10,118.7</b>	<b>\$ 8,349.6</b>	<b>\$ 9,412.2</b>	<b>\$ 9,418.8</b>	<b>\$ 8,613.3</b>	<b>\$ 8,320.2</b>	<b>\$ 8,015.4</b>	<b>\$ 7,772.9</b>

LACMTA Financial Forecasting Model

Countywide Uses Summary

30/10 Initiative 100% ScenA 8/10/10

	2022	2023	2024	2025	2026	2027	2028	2029
Uses Allocated (\$ in millions)	2023	2024	2025	2026	2027	2028	2029	2030
<b>1 Countywide Bus Operations</b>								
2 Bus Operations - MTA	\$ 1,267.4	\$ 1,306.0	\$ 1,364.2	\$ 1,416.3	\$ 1,430.9	\$ 1,480.6	\$ 1,509.0	\$ 1,562.7
3 Bus Operations - Municipal & Non-Metro Operators	620.2	639.6	660.4	681.4	702.5	724.7	747.0	769.6
4 Other Eligible Operators (Prop A 40% Alloc)	27.4	27.7	28.1	28.5	29.0	29.5	30.1	30.7
5 Paratransit - (ASI Operations)	134.5	136.4	138.3	140.4	142.6	145.2	148.0	150.8
6 Paratransit (TDA Article 8)	29.0	30.2	31.5	32.8	34.1	35.4	36.7	38.1
7 Paratransit (New Freedom)	-	-	-	-	-	-	-	-
8 Job Access transit (JARC)	-	-	-	-	-	-	-	-
9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	20.9	21.8	22.7	23.7	24.6	25.5	26.5	27.4
<b>10 Subtotal Countywide Bus Operations</b>	<b>2,099.4</b>	<b>2,161.7</b>	<b>2,245.2</b>	<b>2,323.1</b>	<b>2,363.7</b>	<b>2,441.0</b>	<b>2,497.2</b>	<b>2,579.3</b>
11 Rail Operations - MTA	698.6	710.8	718.4	729.0	751.0	767.1	779.0	793.8
12 Rail Operations - Metrolink	114.4	115.0	123.1	124.2	125.3	125.2	122.3	127.5
<b>13 Subtotal Countywide Rail Operations</b>	<b>813.0</b>	<b>825.9</b>	<b>841.5</b>	<b>853.1</b>	<b>876.3</b>	<b>892.2</b>	<b>901.3</b>	<b>921.3</b>
<b>14 Total Countywide Operations</b>	<b>2,912.4</b>	<b>2,987.6</b>	<b>3,086.7</b>	<b>3,176.2</b>	<b>3,240.1</b>	<b>3,333.2</b>	<b>3,398.5</b>	<b>3,500.6</b>
15 Bus Capital - MTA	374.5	225.7	262.1	322.1	327.3	277.1	273.3	294.1
16 Bus Capital - CRD	-	-	-	-	-	-	-	-
17 Bus Capital - Municipal & Non-MTA Operators	211.2	219.1	222.1	230.3	233.4	241.9	245.1	253.7
18 Bus Capital - Paratransit (ASI)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
19 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-
<b>20 Total Countywide Bus Capital</b>	<b>586.1</b>	<b>445.3</b>	<b>484.6</b>	<b>552.9</b>	<b>561.1</b>	<b>519.4</b>	<b>518.9</b>	<b>548.2</b>
<b>21 Rail Capital - Major Projects</b>								
22 Exposition LRT-Phase I to Venice/Robertson	-	-	-	-	-	-	-	-
23 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-
24 Wilshire Metro Rapid Transitway	15.0	-	-	-	-	-	-	-
25 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-
26 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-
27 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-
28 Westside Subway Extension	14.7	-	-	-	-	-	-	-
29 Regional Connector	-	-	-	-	-	-	-	-
30 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-
31 Green Line Extension to LAX	-	-	-	-	-	-	-	-
32 West Santa Ana Branch	-	-	-	-	-	-	-	-
33 Eastside Extension Phase II	-	-	-	-	-	-	-	-
34 South Bay Green Line Extension	-	-	-	-	-	-	-	-
35 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-
36 Contingency	37.9	31.1	44.6	38.1	51.8	45.5	59.4	53.4
37 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-
39 Subregional repayment for TBD from East San Fern. Val N-S	-	-	-	-	-	-	-	-
40 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-
<b>41 Subtotal</b>	<b>67.6</b>	<b>31.1</b>	<b>44.6</b>	<b>38.1</b>	<b>51.8</b>	<b>45.5</b>	<b>59.4</b>	<b>53.4</b>
42 Rail Capital - Balance of Major Projects (Eastside LRT)	-	-	-	-	-	-	-	-
43 Rail Capital - Closeout of Prior Projects	-	-	-	-	-	-	-	-
44 Rail Capital - Misc. Red, Blue & Green Improvements	19.7	19.7	19.7	19.7	-	-	-	-
45 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-
46 Rail Capital - System Improvements (ARRA)	-	-	-	-	-	-	-	-
47 Rail Capital - System Improvements	-	-	-	-	-	-	-	-
48 Rail Capital - New Red/Purple Line System Improvements	-	-	-	-	-	-	-	-
49 Rail Capital - P2550 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-
50 Rail Capital - P3000 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-
51 Rail Capital - Future Light Rail Vehicles (not in project budgets)	34.6	61.3	64.3	50.4	46.8	109.4	64.8	64.7
52 Rail Capital - Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**

**Countywide Uses Summary**

**30/10 Initiative 100% ScenA 8/10/10**

	2022	2023	2024	2025	2026	2027	2028	2029
	2023	2024	2025	2026	2027	2028	2029	2030
<b>Uses Allocated (\$ in millions)</b>								
53 Rail Capital - MTA Wayside Systems, Facilities Maint, Vehicle Maint	10.5	10.7	10.8	11.0	11.2	11.4	11.6	11.8
54 Rail Capital - State of Good Rep - Existing Lines excl vehicles	113.1	85.4	330.7	64.8	7.8	34.8	73.6	21.8
55 Rail Capital - State of Good Repair - Systemwide	150.0	180.0	75.0	275.0	250.0	250.0	178.0	200.0
56 Rail Capital - State of Good Repair - Future Lines	23.2	24.8	33.3	46.6	60.9	79.5	78.0	107.5
57 Rail Capital - rail yard	-	-	-	-	-	-	-	-
58 Rail Capital - Transit Project Studies and Planning	-	-	14.6	13.2	14.9	7.3	-	-
59 Rail Capital - Intercity Rail	-	-	-	-	-	-	-	-
60 Rail Capital - Transit System Safety & Security	-	-	-	-	-	-	-	-
61 Rail Capital - Misc Transit Projects TBD (SLPP)	-	-	-	-	-	-	-	-
62 Rail Capital - Metrolink prior obligations	-	-	-	-	-	-	-	-
63 Rail Capital - Metrolink	79.0	81.4	83.8	86.5	89.1	81.2	43.2	91.1
<b>64 Total Countywide Rail Capital</b>	<b>497.7</b>	<b>494.4</b>	<b>676.8</b>	<b>605.3</b>	<b>532.4</b>	<b>619.0</b>	<b>508.6</b>	<b>550.3</b>
<b>65 Subtotal Transit Capital</b>	<b>1,083.9</b>	<b>939.6</b>	<b>1,161.4</b>	<b>1,158.2</b>	<b>1,093.6</b>	<b>1,138.4</b>	<b>1,027.5</b>	<b>1,098.5</b>
<b>66 Highway/Multimodal/Streets and Roads</b>								
67 Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-
68 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-
69 Signal Synchronization	-	-	-	-	-	-	-	-
70 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-
71 Transportation Enhancements	-	-	-	-	-	-	-	-
72 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-
73 Regionally Significant	-	-	-	-	-	-	-	-
74 Future Call for Projects	245.9	259.4	252.0	285.2	285.6	109.1	240.8	280.1
<b>75 Subtotal Call for Projects (CFP)</b>	<b>245.9</b>	<b>259.4</b>	<b>252.0</b>	<b>285.2</b>	<b>285.6</b>	<b>109.1</b>	<b>240.8</b>	<b>280.1</b>
76 Freeways	202.8	342.7	407.4	423.9	469.9	398.8	321.0	376.0
77 SR-138 Widening	-	-	-	-	-	-	-	-
78 Measure R to be transferred to West Santa Ana Branch	62.0	-	3.6	3.4	2.8	-	-	-
79 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-
80 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-
81 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-
82 Alameda Corridor East	-	-	-	-	-	-	-	-
83 Retrofit Soundwalls	30.0	7.5	22.0	22.0	22.0	22.0	51.8	48.6
84 Miscellaneous Projects	-	-	-	-	-	-	-	-
85 Expo Phase II Bikeway (in addition to prior Call for Projects funding)	-	-	-	-	-	-	-	-
86 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	10.9	11.3	11.8	12.3	12.8	13.3	13.8	14.3
87 SHOPP	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
88 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
89 Gerald Desmond Bridge (earmark)	-	-	-	-	-	-	-	-
90 BNSF Grade Separations	-	-	-	-	-	-	-	-
91 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-
92 Local Roads Rehabilitation (Prop 1B)	-	-	-	-	-	-	-	-
93 Regional Integration of Intelligent Transportation Systems (ITS)	1.8	1.8	1.8	1.8	1.9	1.9	1.9	2.0
94 Safe Routes to Schools Projects	-	-	-	-	-	-	-	-
95 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-
96 Highway-Railroad Crossing Safety-Prop 1B	-	-	-	-	-	-	-	-
97 Highway Safety-SHOPP-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-
98 Highway Safety-Signal Synchron LA City-Prop 1B	-	-	-	-	-	-	-	-
99 Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-
100 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-
<b>101 Subtotal Highway Capital including CFP</b>	<b>724.3</b>	<b>793.7</b>	<b>869.6</b>	<b>919.7</b>	<b>965.9</b>	<b>716.0</b>	<b>800.3</b>	<b>891.9</b>
102 Freeway Service Patrol	30.7	31.1	31.5	31.9	32.4	32.9	33.4	34.0
103 SAFE Call Boxes	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
104 Local Roads Rehabilitation	447.1	449.6	452.2	455.0	458.1	461.5	465.3	469.1

**LACMTA Financial Forecasting Model**

**Countywide Uses Summary**

**30/10 Initiative 100% ScenA 8/10/10**

	2022	2023	2024	2025	2026	2027	2028	2029
<b>Uses Allocated (\$ in millions)</b>	2023	2024	2025	2026	2027	2028	2029	2030
105 Caltrans L.A. County Operations and Administration	237.1	243.0	249.1	255.3	261.7	268.2	274.9	281.8
106 Rideshare	18.5	17.4	18.1	18.8	19.6	22.3	21.3	22.1
107 <b>Subtotal</b>	<b>740.7</b>	<b>748.4</b>	<b>758.3</b>	<b>768.4</b>	<b>779.1</b>	<b>792.3</b>	<b>802.2</b>	<b>814.3</b>
108 Highway Project Development Support	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7
109 Local Roads (Props A and C Local Return) - not on Hwy Summary	204.4	212.7	221.8	230.8	239.7	249.1	258.2	267.5
110 Local Roads (STPL) - not on Hwy Summary	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
111 Measure R Local Return - Highway Assumed - not on Hwy Summary	162.9	169.5	176.7	184.0	191.1	198.5	205.8	213.2
112 <b>Subtotal Highway Operations</b>	<b>411.9</b>	<b>427.1</b>	<b>443.4</b>	<b>459.8</b>	<b>475.9</b>	<b>492.7</b>	<b>509.2</b>	<b>526.0</b>
113 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>1,877.0</b>	<b>1,969.2</b>	<b>2,071.3</b>	<b>2,147.8</b>	<b>2,220.9</b>	<b>2,001.0</b>	<b>2,111.8</b>	<b>2,232.2</b>
114 <b>Debt Service</b>								
115 Prop C 40% Admin Debt Service	-	-	-	-	-	-	-	-
116 Bus Facil Cap Debt Serv-Prop C 40%	-	-	-	-	-	-	-	-
117 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	70.3	63.5	61.6	69.9	71.5	75.5	71.7	77.1
118 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	18.7	20.2	20.2	20.2	20.2	20.2	20.2	20.2
119 Rail Capital Debt Service-Prop A 35% (including commercial paper)	169.6	188.4	210.5	233.7	250.4	252.4	257.3	264.6
121 Rail Capital Debt Service-Prop C 40%	97.0	97.2	64.5	66.6	56.7	57.3	57.3	50.0
122 Prop A 40% Debt Service	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
123 Commuter Rail Debt Service-Prop C 10%	48.4	52.8	50.6	55.1	59.6	64.1	66.3	68.6
124 Highway Debt Serv-Prop C 25%	208.2	215.6	210.9	226.7	242.0	254.7	260.9	271.4
125 <b>Subtotal Props A &amp; C Debt Service</b>	<b>614.1</b>	<b>639.6</b>	<b>620.2</b>	<b>674.1</b>	<b>702.3</b>	<b>726.1</b>	<b>735.5</b>	<b>753.7</b>
126 Measure R 2% - Commercial Paper Debt Service	22.2	23.1	24.0	24.9	25.8	26.7	27.6	28.6
127 Measure R 20% Highway - Debt Service	38.9	40.3	40.6	40.6	40.6	40.6	40.6	40.6
128 Measure R 35% Transit - Tax Exempt Debt Service	-	-	-	-	-	-	-	-
129 Measure R 35% - Commercial Paper Debt Service	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
130 Measure R 35% - 35% BAB Debt Service	30.0	29.4	28.7	28.1	27.4	26.7	26.0	25.3
131 Measure R 35% - 100 % QTIB Debt Service	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0
132 Measure R 35% - TIFIA Loan Debt Service	62.0	76.8	92.7	108.7	124.4	140.9	157.0	173.4
133 <b>Subtotal Measure R Debt Service</b>	<b>418.6</b>	<b>435.1</b>	<b>451.5</b>	<b>467.7</b>	<b>483.6</b>	<b>500.4</b>	<b>516.7</b>	<b>533.4</b>
134 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-
135 <b>Total Debt Service</b>	<b>1,032.7</b>	<b>1,074.7</b>	<b>1,071.7</b>	<b>1,141.8</b>	<b>1,185.9</b>	<b>1,226.4</b>	<b>1,252.3</b>	<b>1,287.0</b>
136 <b>Other</b>								
137 ROW Security (Prop C 10%)	2.6	2.7	2.7	2.8	2.8	2.8	2.9	3.0
138 Metro Other Security Costs (Prop C 5%)	-	-	-	-	-	-	-	-
138 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139 Pomona Station Improvements	-	-	-	-	-	-	-	-
139 SCRRA relocation	-	-	-	-	-	-	-	-
140 Agency-wide Capital	19.2	19.5	19.7	20.0	20.3	20.6	21.0	21.3
140 Admin Overhead	112.1	115.9	120.1	124.3	128.4	132.8	137.1	141.4
141 Immediate Needs and General Relief Token Program	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
142 <b>Total Other</b>	<b>145.0</b>	<b>149.1</b>	<b>153.6</b>	<b>158.1</b>	<b>162.6</b>	<b>167.3</b>	<b>172.0</b>	<b>176.8</b>
143 <b>Subtotal, Uses Allocated</b>	<b>7,051.0</b>	<b>7,120.2</b>	<b>7,544.7</b>	<b>7,782.1</b>	<b>7,903.0</b>	<b>7,866.3</b>	<b>7,962.0</b>	<b>8,295.2</b>
144 <b>Cumulative Uses Allocated</b>	<b>99,205.5</b>	<b>106,325.7</b>	<b>113,870.4</b>	<b>121,652.5</b>	<b>129,555.6</b>	<b>137,421.9</b>	<b>145,383.9</b>	<b>153,679.1</b>
145 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-
146 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-
147 <b>Metro Uses Surplus/(Deficit)</b>								
148 Admin Balance	-	-	0.0	-	-	-	-	-
149 Agencywide Balance	0.0	(0.0)	(0.0)	0.0	(0.0)	(0.0)	0.0	(0.0)
150 MTA Bus Operations Balance	(0.0)	(0.0)	(0.0)	(0.0)	-	0.0	0.0	-
151 MTA Rail Operations Balance	-	-	-	-	-	-	-	-
152 MTA Bus Capital Balance	-	-	-	-	-	-	-	-
153 <b>Subtotal MTA Uses Surplus/(Deficit)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>
154 <b>Cumulative MTA Surplus/(Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
155 <b>Total Countywide Surplus/(Deficit)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2022	2023	2024	2025	2026	2027	2028	2029
<b>Uses Allocated (\$ in millions)</b>	2023	2024	2025	2026	2027	2028	2029	2030
156 <b>Cumulative Countywide Surplus/(Deficit)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
157 <b>Unallocated Regional Program Funds - Future Projs</b>								
158 Regional Improvement Program Funds (RIP)	-	-	-	-	-	-	0.0	-
159 CMAQ	(0.0)	0.0	(0.0)	-	0.0	0.0	-	0.0
160 RSTP	-	-	-	-	-	-	-	-
161 TE-Federal Transportation Enhancements	-	-	-	-	-	-	-	-
162 STA-State Transit Assistance Population Share	-	-	-	-	-	-	-	-
163 STA-State Transit Assistance Operator Revenue Share	-	-	-	-	-	-	-	-
164 Section 5307 Urbanized Formula Grants	-	-	-	-	-	-	-	-
165 Section 5309 New Starts	85.3	100.0	100.0	100.0	100.0	100.0	100.0	100.0
166 Section 5309 Fixed Guideway Modernization	-	-	-	-	-	-	-	-
167 TDA	-	-	-	-	-	-	-	-
168 Lease Revenues	-	-	-	-	-	-	-	-
169 Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-
170 State repayment of capital project LONP loans (fund 3562)	-	-	-	-	-	-	-	-
171 Prop 1B PTMISEA	-	-	-	-	-	-	-	-
172 Proposition C 10%	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)
173 Proposition C 25% Highways	(0.1)	(0.0)	(0.0)	0.0	(0.1)	0.1	(0.1)	0.1
174 Prop A 35%	-	0.0	(0.0)	-	-	-	(0.0)	-
175 Other (Advertising)	-	-	-	-	-	-	-	-
176 Measure R 20% Highway	0.0	0.0	0.0	(0.0)	0.2	3.5	2.0	1.6
177 Measure R 2% Rail System Improvements	(0.5)	(0.5)	(0.4)	(0.4)	(0.3)	(0.2)	(0.2)	(0.1)
178 Proposition C 40% Cash	9.1	(6.1)	29.7	32.6	22.6	49.6	114.5	137.5
179 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>93.9</b>	<b>93.4</b>	<b>129.2</b>	<b>132.2</b>	<b>122.4</b>	<b>153.0</b>	<b>216.3</b>	<b>239.1</b>
180 <b>Cumulative Unallocated Regional Program Funds</b>	<b>177.4</b>	<b>270.8</b>	<b>400.0</b>	<b>532.3</b>	<b>654.7</b>	<b>807.7</b>	<b>1,023.9</b>	<b>1,263.0</b>
181 <b>Total without deducting deficit</b>	<b>\$ 7,144.9</b>	<b>\$ 7,213.6</b>	<b>\$ 7,674.0</b>	<b>\$ 7,914.4</b>	<b>\$ 8,025.4</b>	<b>\$ 8,019.3</b>	<b>\$ 8,178.3</b>	<b>\$ 8,534.3</b>
182 <b>Highway Funding Strategy Project Costs</b>	<b>1,154.0</b>	<b>1,154.0</b>	<b>1,154.0</b>	<b>1,148.0</b>	<b>1,138.0</b>	<b>675.5</b>	<b>702.7</b>	<b>471.3</b>
183 <b>High Speed Rail Los Angeles to Anaheim</b>	-	-	-	-	-	-	-	-
184 <b>GRAND TOTAL COSTS</b>	<b>\$ 8,298.9</b>	<b>\$ 8,367.6</b>	<b>\$ 8,828.0</b>	<b>\$ 9,062.4</b>	<b>\$ 9,163.4</b>	<b>\$ 8,694.8</b>	<b>\$ 8,881.0</b>	<b>\$ 9,005.6</b>

LACMTA Financial Forecasting Model

Countywide Uses Summary

30/10 Initiative 100% ScenA 8/10/10

	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Uses Allocated (\$ in millions)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>1 Countywide Bus Operations</b>											
2 Bus Operations - MTA	\$ 1,591.6	\$ 1,620.9	\$ 1,651.5	\$ 1,683.2	\$ 1,715.9	\$ 1,749.8	\$ 1,784.9	\$ 1,821.1	\$ 1,856.0	\$ 1,890.9	
3 Bus Operations - Municipal & Non-Metro Operators	791.9	814.2	838.0	863.0	888.3	913.2	939.5	966.4	992.0	916.7	
4 Other Eligible Operators (Prop A 40% Alloc)	31.2	31.8	32.4	33.0	33.7	34.3	35.0	35.7	36.4	37.1	
5 Paratransit - (ASI Operations)	153.6	156.5	159.5	162.5	165.8	169.0	172.4	175.9	179.3	184.7	
6 Paratransit (TDA Article 8)	39.4	40.7	42.1	43.6	45.1	46.5	48.0	49.6	51.1	52.6	
7 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-	
8 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-	
9 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	28.3	29.3	30.3	31.3	32.4	33.4	34.5	35.6	36.7	37.8	
<b>10 Subtotal Countywide Bus Operations</b>	<b>2,636.0</b>	<b>2,693.3</b>	<b>2,753.7</b>	<b>2,816.6</b>	<b>2,881.1</b>	<b>2,946.3</b>	<b>3,014.4</b>	<b>3,084.3</b>	<b>3,151.4</b>	<b>3,119.8</b>	
11 Rail Operations - MTA	808.4	826.2	835.4	851.4	868.0	888.3	902.9	921.2	938.8	959.9	
12 Rail Operations - Metrolink	138.5	141.1	145.1	146.8	136.2	161.0	168.1	175.3	182.2	189.3	
<b>13 Subtotal Countywide Rail Operations</b>	<b>946.9</b>	<b>967.3</b>	<b>980.5</b>	<b>998.3</b>	<b>1,004.2</b>	<b>1,049.2</b>	<b>1,070.9</b>	<b>1,096.5</b>	<b>1,121.0</b>	<b>1,149.2</b>	
<b>14 Total Countywide Operations</b>	<b>3,582.9</b>	<b>3,660.6</b>	<b>3,734.3</b>	<b>3,814.9</b>	<b>3,885.3</b>	<b>3,995.5</b>	<b>4,085.4</b>	<b>4,180.8</b>	<b>4,272.4</b>	<b>4,269.0</b>	
15 Bus Capital - MTA	332.8	282.8	312.8	284.1	272.4	413.5	302.4	357.4	410.9	418.6	
16 Bus Capital - CRD	-	-	-	-	-	-	-	-	-	-	
17 Bus Capital - Municipal & Non-MTA Operators	257.0	265.5	269.2	278.3	282.3	291.4	295.6	305.2	309.3	316.2	
18 Bus Capital - Paratransit (ASI)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
19 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-	-	-	
<b>20 Total Countywide Bus Capital</b>	<b>590.3</b>	<b>548.8</b>	<b>582.4</b>	<b>562.9</b>	<b>555.2</b>	<b>705.3</b>	<b>598.4</b>	<b>663.0</b>	<b>720.6</b>	<b>735.3</b>	
<b>21 Rail Capital - Major Projects</b>											
22 Exposition LRT-Phase I to Venice/Robertson	-	-	-	-	-	-	-	-	-	-	
23 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-	-	-	
24 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	
25 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-	
26 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	
27 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-	
28 Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	
29 Regional Connector	-	-	-	-	-	-	-	-	-	-	
30 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-	-	
31 Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	
32 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	
33 Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	
34 South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	-	
35 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	
36 Contingency	67.5	61.7	76.3	71.0	85.9	80.8	96.1	91.4	(1,118.2)	-	
37 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	1,240.6	-	
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-	180.2	-	
39 Subregional repayment for TBD from East San Fern. Val N-S	-	-	-	-	-	-	-	-	1.0	-	
40 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	57.7	-	
<b>41 Subtotal</b>	<b>67.5</b>	<b>61.7</b>	<b>76.3</b>	<b>71.0</b>	<b>85.9</b>	<b>80.8</b>	<b>96.1</b>	<b>91.4</b>	<b>361.3</b>	<b>-</b>	
42 Rail Capital - Balance of Major Projects (Eastside LRT)	-	-	-	-	-	-	-	-	-	-	
43 Rail Capital - Closeout of Prior Projects	-	-	-	-	-	-	-	-	-	-	
44 Rail Capital - Misc. Red, Blue & Green Improvements	-	-	-	-	-	-	-	-	-	-	
45 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	
46 Rail Capital - System Improvements (ARRA)	-	-	-	-	-	-	-	-	-	-	
47 Rail Capital - System Improvements	-	-	-	-	-	-	-	-	-	-	
48 Rail Capital - New Red/Purple Line System Improvements	-	-	-	-	-	-	-	-	-	-	
49 Rail Capital - P2550 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	
50 Rail Capital - P3000 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	
51 Rail Capital - Future Light Rail Vehicles (not in project budgets)	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4	
52 Rail Capital - Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
<b>Uses Allocated (\$ in millions)</b>	<b>2031</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
53 Rail Capital - MTA Wayside Systems, Facilities Maint, Vehicle Maint	12.0	12.3	12.5	12.7	55.4	47.7	36.4	36.7	17.7	80.5
54 Rail Capital - State of Good Rep - Existing Lines excl vehicles	109.9	47.5	270.3	50.1	530.2	61.4	0.0	15.1	140.0	307.9
55 Rail Capital - State of Good Repair - Systemwide	-	-	-	-	-	-	-	-	-	-
56 Rail Capital - State of Good Repair - Future Lines	177.3	275.2	257.5	342.0	324.5	433.7	311.2	240.8	290.3	479.2
57 Rail Capital - rail yard	-	-	-	-	-	-	-	-	-	-
58 Rail Capital - Transit Project Studies and Planning	-	-	-	-	-	-	-	-	-	-
59 Rail Capital - Intercity Rail	-	-	-	-	-	-	-	-	-	-
60 Rail Capital - Transit System Safety & Security	-	-	-	-	-	-	-	-	-	-
61 Rail Capital - Misc Transit Projects TBD (SLPP)	-	-	-	-	-	-	-	-	-	-
62 Rail Capital - Metrolink prior obligations	-	-	-	-	-	-	-	-	-	-
63 Rail Capital - Metrolink	94.8	87.6	90.6	93.7	96.2	54.0	55.7	57.5	59.1	2.0
<b>64 Total Countywide Rail Capital</b>	<b>549.1</b>	<b>554.4</b>	<b>709.0</b>	<b>611.7</b>	<b>1,134.7</b>	<b>726.4</b>	<b>543.9</b>	<b>487.8</b>	<b>873.8</b>	<b>870.1</b>
<b>65 Subtotal Transit Capital</b>	<b>1,139.4</b>	<b>1,103.2</b>	<b>1,291.4</b>	<b>1,174.6</b>	<b>1,689.9</b>	<b>1,431.7</b>	<b>1,142.4</b>	<b>1,150.9</b>	<b>1,594.4</b>	<b>1,605.3</b>
<b>66 Highway/Multimodal/Streets and Roads</b>										
67 Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-
68 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	-
69 Signal Synchronization	-	-	-	-	-	-	-	-	-	-
70 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-
71 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-
72 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-
73 Regionally Significant	-	-	-	-	-	-	-	-	-	-
74 Future Call for Projects	-	-	-	-	-	-	-	-	-	-
<b>75 Subtotal Call for Projects (CFP)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
76 Freeways	309.0	323.8	348.2	426.7	444.8	361.2	469.9	337.6	325.1	149.3
77 SR-138 Widening	-	-	-	-	-	-	-	-	-	-
78 Measure R to be transferred to West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-
79 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	88.8	-	-
80 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	253.5	-
81 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	133.0	-	-
82 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-
83 Retrofit Soundwalls	115.3	123.5	115.0	-	72.3	95.0	96.3	95.9	-	-
84 Miscellaneous Projects	-	-	-	-	-	-	-	-	-	-
85 Expo Phase II Bikeway (in addition to prior Call for Projects funding)	-	-	-	-	-	-	-	-	-	-
86 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
87 SHOPP	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
88 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
89 Gerald Desmond Bridge (earmark)	-	-	-	-	-	-	-	-	-	-
90 BNSF Grade Separations	-	-	-	-	-	-	-	-	-	-
91 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-
92 Local Roads Rehabilitation (Prop 1B)	-	-	-	-	-	-	-	-	-	-
93 Regional Integration of Intelligent Transportation Systems (ITS)	-	-	-	-	-	-	-	-	-	-
94 Safe Routes to Schools Projects	-	-	-	-	-	-	-	-	-	-
95 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	-
96 Highway-Railroad Crossing Safety-Prop 1B	-	-	-	-	-	-	-	-	-	-
97 Highway Safety-SHOPP-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-
98 Highway Safety-Signal Synchron LA City-Prop 1B	-	-	-	-	-	-	-	-	-	-
99 Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-	-	-
100 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-
<b>101 Subtotal Highway Capital including CFP</b>	<b>610.0</b>	<b>633.5</b>	<b>649.9</b>	<b>614.0</b>	<b>705.0</b>	<b>644.6</b>	<b>755.2</b>	<b>844.8</b>	<b>768.6</b>	<b>340.0</b>
102 Freeway Service Patrol	34.5	35.1	35.6	36.2	36.8	37.5	38.1	38.8	39.5	40.1
103 SAFE Call Boxes	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
104 Local Roads Rehabilitation	472.8	476.6	480.6	484.8	489.1	493.5	498.1	502.8	507.3	511.9

# LACMTA Financial Forecasting Model

## Countywide Uses Summary

30/10 Initiative 100% ScenA 8/10/10

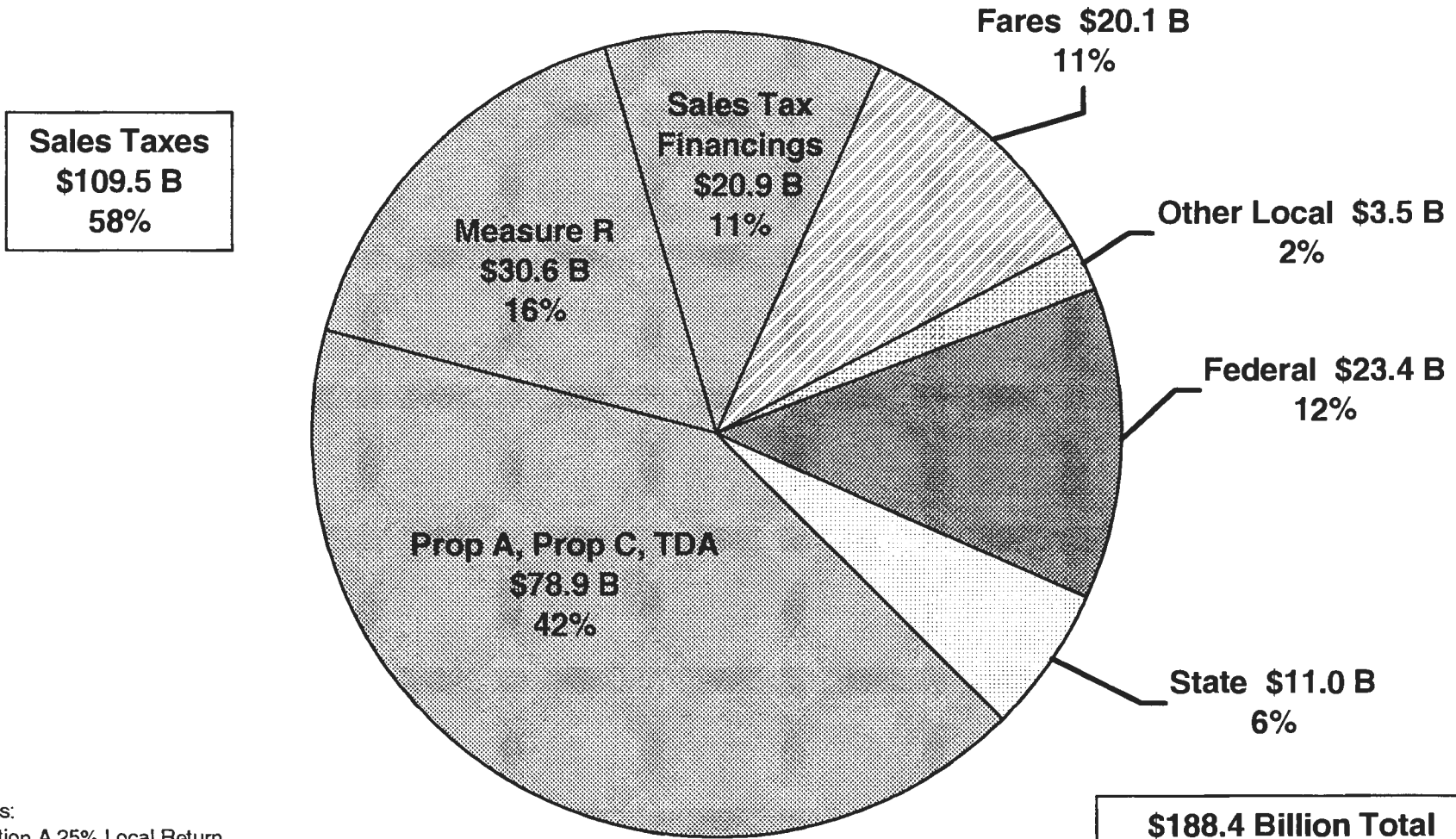
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Uses Allocated (\$ in millions)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
105 Caltrans L.A. County Operations and Administration	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
106 Rideshare	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
107 <b>Subtotal</b>	<b>825.6</b>	<b>837.2</b>	<b>849.2</b>	<b>861.5</b>	<b>874.2</b>	<b>887.2</b>	<b>900.6</b>	<b>914.4</b>	<b>928.2</b>	<b>942.2</b>
108 Highway Project Development Support	13.8	13.9	14.0	14.2	14.3	14.4	14.6	14.7	14.9	15.0
109 Local Roads (Props A and C Local Return) - not on Hwy Summary	276.6	285.7	295.4	305.7	316.1	326.1	336.8	347.7	358.0	368.8
110 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
111 Measure R Local Return - Highway Assumed - not on Hwy Summary	220.4	227.7	235.4	243.6	251.9	259.9	268.5	277.1	285.3	-
112 <b>Subtotal Highway Operations</b>	<b>542.5</b>	<b>559.0</b>	<b>576.6</b>	<b>595.2</b>	<b>614.0</b>	<b>632.2</b>	<b>651.6</b>	<b>671.2</b>	<b>689.9</b>	<b>415.5</b>
113 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>1,978.2</b>	<b>2,029.7</b>	<b>2,075.7</b>	<b>2,070.8</b>	<b>2,193.2</b>	<b>2,164.0</b>	<b>2,307.4</b>	<b>2,430.4</b>	<b>2,386.7</b>	<b>1,697.7</b>
114 <b>Debt Service</b>										
115 Prop C 40% Admin Debt Service	-	-	-	-	-	-	-	-	-	-
116 Bus Facil Cap Debt Serv-Prop C 40%	-	-	-	-	-	-	-	-	-	-
117 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	74.6	70.7	70.7	70.7	57.3	60.0	50.7	34.7	22.7	18.7
118 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2
119 Rail Capital Debt Service-Prop A 35% (including commercial paper)	279.9	293.8	306.6	319.7	338.6	359.0	354.7	358.2	361.6	363.2
121 Rail Capital Debt Service-Prop C 40%	50.0	42.7	40.1	40.1	43.1	48.8	51.6	51.6	51.6	51.6
122 Prop A 40% Debt Service	1.9	1.9	1.9	1.9	1.9	1.9	-	-	-	-
123 Commuter Rail Debt Service-Prop C 10%	69.0	72.3	74.6	77.5	79.9	80.8	80.8	80.8	80.8	80.8
124 Highway Debt Serv-Prop C 25%	278.0	275.3	275.3	275.3	275.3	265.1	265.0	265.0	265.0	265.0
125 <b>Subtotal Props A &amp; C Debt Service</b>	<b>773.6</b>	<b>776.8</b>	<b>789.4</b>	<b>805.5</b>	<b>816.4</b>	<b>835.9</b>	<b>823.0</b>	<b>810.5</b>	<b>801.9</b>	<b>799.5</b>
126 Measure R 2% - Commercial Paper Debt Service	29.5	30.4	31.4	32.3	33.4	34.4	10.6	0.0	0.0	-
127 Measure R 20% Highway - Debt Service	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	20.3	-
128 Measure R 35% Transit - Tax Exempt Debt Service	-	-	-	-	-	-	-	-	-	-
129 Measure R 35% - Commercial Paper Debt Service	55.4	54.7	53.9	53.2	52.4	51.7	50.9	11.9	-	-
130 Measure R 35% - 35% BAB Debt Service	24.7	24.0	23.3	22.6	21.9	21.1	20.4	19.7	19.0	-
131 Measure R 35% - 100 % QTIB Debt Service	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	-
132 Measure R 35% - TIFIA Loan Debt Service	139.5	156.3	174.2	193.0	212.0	230.5	250.0	308.2	65.5	-
133 <b>Subtotal Measure R Debt Service</b>	<b>549.7</b>	<b>566.0</b>	<b>583.4</b>	<b>601.8</b>	<b>620.2</b>	<b>638.4</b>	<b>632.6</b>	<b>640.5</b>	<b>364.9</b>	<b>-</b>
134 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-
135 <b>Total Debt Service</b>	<b>1,323.3</b>	<b>1,342.9</b>	<b>1,372.8</b>	<b>1,407.2</b>	<b>1,436.6</b>	<b>1,474.3</b>	<b>1,455.6</b>	<b>1,451.0</b>	<b>1,166.8</b>	<b>799.5</b>
136 <b>Other</b>										
137 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
138 Metro Other Security Costs (Prop C 5%)	-	-	-	-	-	-	-	-	-	-
138 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
139 Pomona Station Improvements	-	-	-	-	-	-	-	-	-	-
139 SCRRA relocation	-	-	-	-	-	-	-	-	-	-
140 Agency-wide Capital	21.7	22.0	22.4	22.8	23.2	23.6	24.1	24.5	24.9	25.4
140 Admin Overhead	145.8	150.1	154.6	159.5	164.4	169.2	174.2	179.4	184.3	159.5
141 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
142 <b>Total Other</b>	<b>181.5</b>	<b>186.2</b>	<b>191.3</b>	<b>196.6</b>	<b>201.9</b>	<b>207.2</b>	<b>212.7</b>	<b>218.4</b>	<b>223.8</b>	<b>199.6</b>
143 <b>Subtotal, Uses Allocated</b>	<b>8,205.3</b>	<b>8,322.6</b>	<b>8,665.5</b>	<b>8,664.1</b>	<b>9,406.9</b>	<b>9,272.7</b>	<b>9,203.5</b>	<b>9,431.4</b>	<b>9,644.1</b>	<b>8,571.1</b>
144 <b>Cumulative Uses Allocated</b>	<b>161,884.4</b>	<b>170,207.1</b>	<b>178,872.6</b>	<b>187,536.7</b>	<b>196,943.6</b>	<b>206,216.3</b>	<b>215,419.8</b>	<b>224,851.2</b>	<b>234,495.3</b>	<b>243,066.4</b>
145 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-	-	-
146 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-	-
147 <b>Metro Uses Surplus/(Deficit)</b>										
148 Admin Balance	-	-	(0.0)	-	-	-	-	-	-	-
149 Agencywide Balance	0.0	(0.0)	(0.0)	0.0	0.0	(0.0)	0.0	0.0	(0.0)	0.0
150 MTA Bus Operations Balance	-	-	-	-	-	-	-	-	21.8	(21.8)
151 MTA Rail Operations Balance	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0
152 MTA Bus Capital Balance	-	-	-	-	-	-	-	-	-	-
153 <b>Subtotal MTA Uses Surplus/(Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>(21.7)</b>
154 <b>Cumulative MTA Surplus/(Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.8</b>	<b>0.0</b>
155 <b>Total Countywide Surplus/(Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>21.7</b>	<b>(21.7)</b>



**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
<b>Uses Allocated (\$ in millions)</b>	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
156 <b>Cumulative Countywide Surplus/(Deficit)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0.0
157 <b>Unallocated Regional Program Funds - Future Projs</b>										
158 Regional Improvement Program Funds (RIP)	-	-	-	-	-	-	-	-	-	-
159 CMAQ	(0.0)	-	-	-	-	-	-	-	-	-
160 RSTP	-	-	-	-	-	-	-	-	-	-
161 TE-Federal Transportation Enhancements	16.8	17.0	17.2	17.4	17.6	17.8	18.0	18.3	18.6	18.9
162 STA-State Transit Assistance Population Share	-	-	-	-	-	-	-	-	-	-
163 STA-State Transit Assistance Operator Revenue Share	-	-	-	-	-	-	-	-	-	-
164 Section 5307 Urbanized Formula Grants	-	-	-	-	-	-	-	-	-	-
165 Section 5309 New Starts	100.0	185.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	-
166 Section 5309 Fixed Guideway Modernization	-	-	-	-	-	-	-	-	-	-
167 TDA	-	-	-	-	-	-	-	-	-	-
168 Lease Revenues	-	-	-	-	-	-	-	-	-	-
169 Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-
170 State repayment of capital project LONP loans (fund 3562)	-	-	-	-	-	-	-	-	-	-
171 Prop 1B PTMISEA	-	-	-	-	-	-	-	-	-	-
172 Proposition C 10%	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)
173 Proposition C 25% Highways	44.1	31.0	44.1	58.2	72.2	119.7	19.6	19.6	19.6	152.5
174 Prop A 35%	-	-	-	-	-	-	-	-	-	-
175 Other (Advertising)	-	-	-	-	-	-	-	-	-	-
176 Measure R 20% Highway	34.9	33.4	23.5	12.9	(32.3)	54.8	54.8	(9.3)	64.6	-
177 Measure R 2% Rail System Improvements	(0.1)	(0.0)	0.0	0.1	0.2	0.2	25.2	36.9	38.0	-
178 Proposition C 40% Cash	111.3	188.4	173.2	220.6	124.5	99.3	296.7	361.7	295.0	(450.0)
179 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>307.0</b>	<b>454.9</b>	<b>458.1</b>	<b>509.2</b>	<b>382.3</b>	<b>491.9</b>	<b>614.3</b>	<b>627.3</b>	<b>635.8</b>	<b>(278.6)</b>
180 <b>Cumulative Unallocated Regional Program Funds</b>	<b>1,570.0</b>	<b>2,024.8</b>	<b>2,482.9</b>	<b>2,992.1</b>	<b>3,374.4</b>	<b>3,866.3</b>	<b>4,480.6</b>	<b>5,107.9</b>	<b>5,743.7</b>	<b>5,465.1</b>
181 <b>Total without deducting deficit</b>	<b>\$ 8,512.3</b>	<b>\$ 8,777.5</b>	<b>\$ 9,123.6</b>	<b>\$ 9,173.3</b>	<b>\$ 9,789.3</b>	<b>\$ 9,764.6</b>	<b>\$ 9,817.8</b>	<b>\$ 10,058.7</b>	<b>\$ 10,279.9</b>	<b>\$ 8,292.5</b>
182 Highway Funding Strategy Project Costs	379.1	383.3	592.0	610.3	837.9	431.7	222.1	115.1	117.9	-
183 High Speed Rail Los Angeles to Anaheim	-	-	-	-	-	-	-	-	-	-
184 <b>GRAND TOTAL COSTS</b>	<b>\$ 8,891.4</b>	<b>\$ 9,160.8</b>	<b>\$ 9,715.6</b>	<b>\$ 9,783.6</b>	<b>\$ 10,627.2</b>	<b>\$ 10,196.3</b>	<b>\$ 10,039.9</b>	<b>\$ 10,173.8</b>	<b>\$ 10,397.8</b>	<b>\$ 8,292.5</b>

# MTA-Controlled Federal, State, and Local Revenue Forecast 2009 Long Range Transportation Plan Update 30/10 Initiative, August 2010

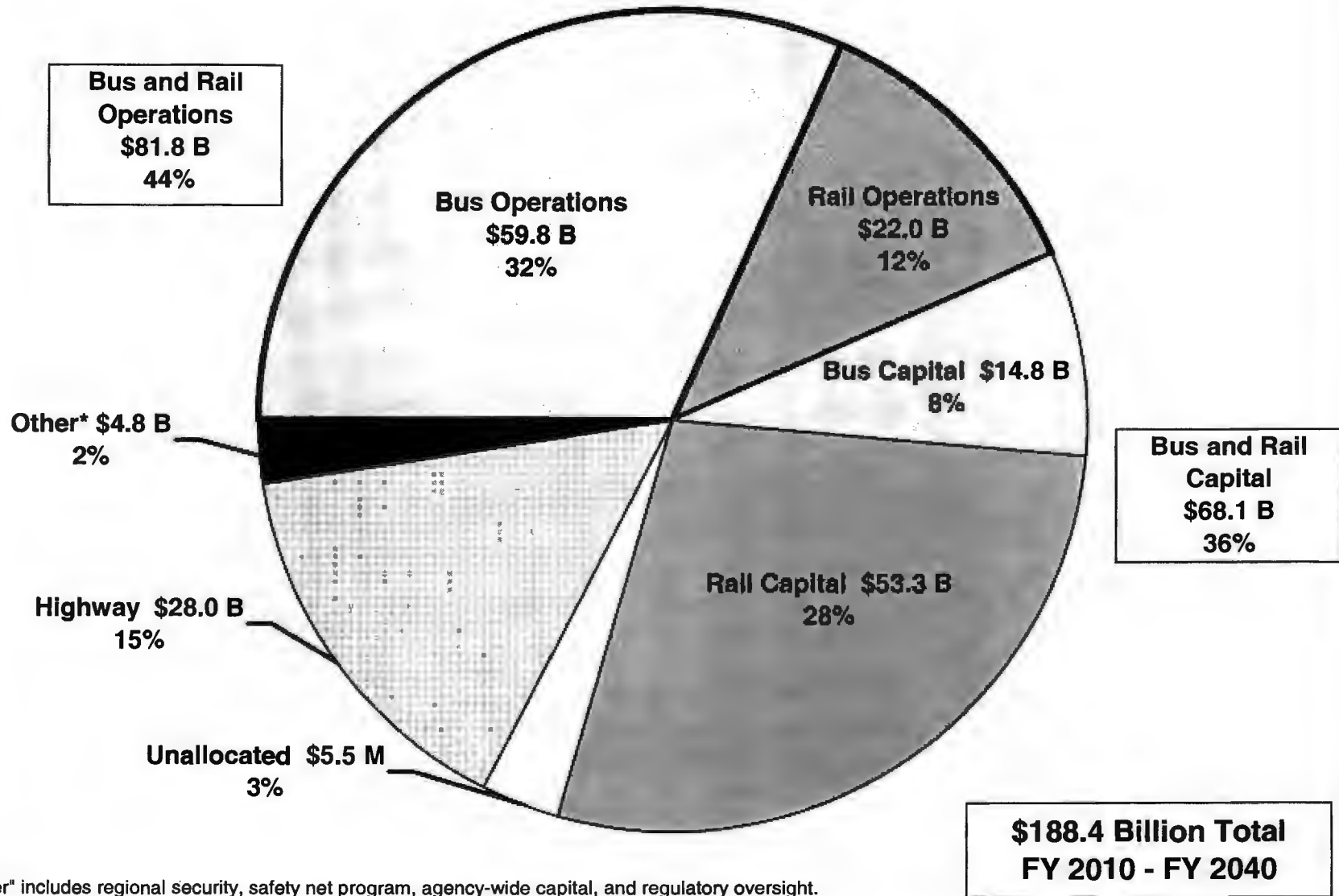


**Sales Taxes**  
**\$109.5 B**  
**58%**

**\$188.4 Billion Total**  
**FY 2010 - FY 2040**

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

**Summary of MTA-Controlled Uses by Mode  
2009 Long Range Transportation Plan Update  
30/10 100% Initiative, August 2010**



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

**LACMTA Financial Forecasting Model  
Revenue Sources**

<b>30/10 Initiative 100% ScenA 8/10/10</b>		<b>Total '05-'10</b>	<b>Total '05-'10</b>		<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Beg</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>(\$ in millions)</b>		<b>w/o Beg Bal</b>	<b>with Beg Bal</b>	<b>Alloc %</b>	<b>'10-'19</b>	<b>'20-'29</b>	<b>'30-'40</b>	<b>Bal</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>Sources Belonging to/Programmed by MTA Board</b>											
<b>Local</b>											
1	Proposition A (without 25% Local Return)	28,954.9	\$ 29,036.5	15.4%	5,652.7	8,970.9	14,331.3	81.7	431.4	451.1	479.0
2	Proposition C (without 20% Local Return)	30,501.4	30,805.5	16.4%	5,954.6	9,450.0	15,096.7	304.1	454.5	475.2	504.6
3	Measure R (without 15% Local Return)	30,638.6	30,638.6	16.3%	6,289.1	10,026.8	14,322.7		458.1	499.4	535.4
4	TDA (gross)	18,928.6	19,045.9	10.1%	3,696.0	5,864.3	9,368.3	117.3	282.9	294.9	313.1
5	Fare Revenues - MTA Bus and Rail	20,105.1	20,105.1	10.7%	4,162.2	6,657.3	9,285.6		313.2	323.6	335.1
6	Lease and Leaseback Revenues	564.6	585.8	0.3%	151.6	177.5	235.6	21.2	16.5	16.2	16.2
7	Financing: Highways (Prop C 25%) (net)	3,711.4	3,711.4	2.0%	2,086.8	1,447.1	177.5	-	-	146.0	413.4
8	Financing: Rail Capital (Prop A 35%) (net)	4,915.7	4,916.0	2.6%	1,080.2	2,196.6	1,639.0	0.3	7.9	102.1	188.0
9	Financing: Rail Capital (Prop C 40%) (net)	710.0	710.0	0.4%	460.0	90.0	160.0	-	-	-	-
10	Financing: Bus Facilities Cap (Prop C 40%) (net)	1,285.0	1,285.0	0.7%	485.0	680.0	120.0	-	-	-	80.0
11	Financing: Additional Prop C40% (net)	-	-	0.0%	-	-	-	-	-	-	-
12	Financing: Commuter Rail Cap (Prop C 10%) (net)	1,092.9	1,092.9	0.6%	326.2	523.3	243.5	-	-	36.4	18.7
13	Financing: Measure R 35% (net)	-	-	0.0%	-	-	-	-	-	-	-
14	Net Financing: Rail Capital 35% BABs (Measure R)	500.0	500.0	0.3%	500.0	-	-	-	-	500.0	-
15	Net Financing: Rail Capital QTIBs (Measure R)	5,757.2	5,757.2	3.1%	5,449.5	307.7	-	-	-	-	1,483.2
16	Net Financing: Rail Capital TIFIA Loan (Measure R)	1,680.2	1,680.2	0.9%	1,476.8	203.4	-	-	-	-	-
17	Net Financing: Rail Capital Measure R 35% Comm Paper	361.7	361.7	0.2%	361.7	-	-	-	-	-	-
18	Net Financing: Highway Capital (Measure R 20%)	527.9	527.9	0.3%	496.6	31.3	-	-	-	1.1	130.5
19	Net Financing: Measure R 2% Commercial Paper	324.0	324.0	0.2%	324.0	-	-	-	-	-	-
20	Other - General, Advertising, Other Misc.	1,166.9	1,211.5	0.6%	318.0	364.7	484.2	44.7	35.7	28.0	30.5
21	HOV Violation Fund (no revenue sheet)	15.5	15.5	0.0%	5.0	5.0	5.5	-	0.5	0.5	0.5
22	Interest Earnings on Prop A funds	138.6	138.6	0.1%	65.1	35.0	38.5	-	33.6	3.5	3.5
23	Interest Earnings on Prop C funds	369.5	369.5	0.2%	119.2	119.2	131.1	-	11.9	11.9	11.9
24	Interest Earnings on TDA funds	83.9	83.9	0.0%	24.4	26.8	32.7	-	2.4	2.4	2.4
25	Interest Earnings on Measure R 35% funds	820.4	820.4	0.4%	212.2	192.0	416.2	-	-	7.1	35.2
26	Interest Earnings on STA-Op Rev Share funds	10.8	10.8	0.0%	2.4	4.0	4.4	-	-	-	-
27	Transit Corridor Bridge Loan Proceeds	(66.3)	(66.3)	0.0%	(66.3)	-	-	-	(66.3)	-	-
28	Prop A Lapsed transferred to Prop C 40%	-	-	0.0%	-	-	-	-	-	-	-
29	State repayment of capital proj loans (fund 3562)	11.4	327.1	0.2%	11.4	-	-	315.7	11.4	-	-
30	<b>Total MTA Local Revenue Sources</b>	<b>153,109.8</b>	<b>153,994.8</b>	<b>81.8%</b>	<b>39,644.2</b>	<b>47,372.8</b>	<b>66,092.8</b>	<b>885.0</b>	<b>1,993.7</b>	<b>2,899.3</b>	<b>4,581.2</b>
<b>State</b>											
31	Air Quality Vehicle Registration Fee (AB 2766)	22.0	22.0	0.0%	8.0	6.0	8.0	-	-	4.0	-
32	Misc. State Grants-Admin (no revenue sheet)	-	-	0.0%	-	-	-	-	-	-	-
33	Other State (no revenue sheet)	-	-	0.0%	-	-	-	-	-	-	-
34	Regional Improvement Program Funds (RIP)	4,128.1	4,683.8	2.5%	978.1	1,500.0	1,650.0	555.7	6.9	61.0	144.8
35	STA - Operator Revenue Share	1,899.9	1,899.9	1.0%	518.4	621.9	759.5	-	-	62.3	55.8
36	STA - Population Share	1,614.5	1,614.5	0.9%	440.2	528.6	645.6	-	-	52.8	47.3
37	State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	221.9	221.9	0.1%	64.9	69.1	87.9	-	10.2	5.9	5.9
38	State Prop 1B Bonds (CMA, Secur, SLPP)	1,411.3	1,411.3	0.7%	1,411.3	-	-	-	58.3	301.4	347.6
39	Proposition 1B Bonds - PTMISEA	708.5	830.9	0.4%	708.5	-	-	122.4	88.4	125.5	125.4
40	High Speed Rail Bonds voted 11-4-08	114.9	114.9	0.1%	114.9	-	-	-	-	11.1	0.2
41	Traffic Congestion Relief Program Allocations	167.8	167.8	0.1%	167.8	-	-	-	76.1	2.5	-
42	<b>Total MTA State Revenue Sources</b>	<b>10,288.8</b>	<b>10,966.9</b>	<b>5.8%</b>	<b>4,412.1</b>	<b>2,725.6</b>	<b>3,151.1</b>	<b>678.1</b>	<b>239.9</b>	<b>626.4</b>	<b>727.0</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>Total '05-'40</b>	<b>Total '05-'40</b>		<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Beg</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>(\$ in millions)</b>	<b>w/o Beg Bal</b>	<b>with Beg Bal</b>	<b>Alloc %</b>	<b>'10-'19</b>	<b>'20-'29</b>	<b>'30-'40</b>	<b>Bal</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b>43 Federal</b>										
44 American Recovery and Reinvestment Act (ARRA)	457.3	457.3	0.2%	457.3	-	-		280.6	176.7	-
45 ARRA -Caltrans share (no rev sheet)	89.9	89.9	0.0%	89.9	-	-		89.9	-	-
46 CMAQ (Congestion Mitigation & Air Quality)	2,647.1	2,813.9	1.5%	1,267.1	720.0	660.0	166.8	211.6	135.2	137.6
47 Homeland Security Grants (Metro)	62.0	62.0	0.0%	20.0	20.0	22.0	-	2.0	2.0	2.0
48 ITS-Bus Pref. Signl. Syst. (no rev sheet)	-	-	0.0%	-	-	-	-	-	-	-
49 Misc. Fed. Grants-Metro Admin (no rev sheet)	-	-	0.0%	-	-	-	-	-	-	-
50 RSTP (Regional Surface Transportation Prog) w/o STPL	3,240.1	3,295.8	1.7%	856.2	1,024.6	1,359.3	55.6	82.5	79.0	81.0
51 Section 5307 (excluding Other UZAs)	8,512.0	8,512.0	4.5%	2,356.5	2,708.0	3,447.5	-	221.2	224.3	227.4
52 Section 5309 Bus and Bus-Related Facilities (earmarks)	316.3	316.3	0.2%	232.3	40.0	44.0	-	82.6	75.5	46.1
53 Section 5309 Fixed Guideway Modernization	1,542.5	1,542.5	0.8%	425.7	491.3	625.5	-	38.2	40.7	41.3
54 Section 5309 New Starts	5,446.0	5,446.0	2.9%	2,458.8	1,202.2	1,785.0	-	74.0	-	159.9
55 Section 5309 Small Starts and Very Small Starts	41.0	41.0	0.0%	41.0	-	-	-	13.6	15.9	8.2
56 Section 5316 JARC	48.0	48.0	0.0%	48.0	-	-	-	8.0	8.0	8.0
57 Section 5317 New Freedom	21.0	21.0	-	21.0	-	-	-	3.5	3.5	3.5
58 Section 5340 Growing States and High Density	248.0	248.0	0.1%	68.7	78.9	100.4	-	6.4	6.5	6.6
59 TE-Transportation Enhancements	493.4	493.4	0.3%	144.2	155.0	194.2	-	23.7	11.8	13.0
<b>60 Total MTA Federal Revenue Sources</b>	<b>23,164.6</b>	<b>23,387.0</b>	<b>12.4%</b>	<b>8,486.6</b>	<b>6,440.0</b>	<b>8,238.0</b>	<b>222.4</b>	<b>1,137.8</b>	<b>779.1</b>	<b>734.6</b>
<b>61 Total MTA Revenue Sources</b>	<b>186,563.2</b>	<b>\$ 188,348.7</b>	<b>100.0%</b>	<b>\$ 52,542.9</b>	<b>\$ 56,538.4</b>	<b>\$ 77,481.8</b>	<b>1,785.6</b>	<b>3,371.5</b>	<b>4,304.8</b>	<b>6,042.9</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>										
<b>63 Local</b>										
64 Proposition A 25% Local Return	9,018.7	9,018.7	10.5%	1,760.7	2,794.2	4,463.8		134.4	140.5	149.2
65 Proposition C 20% Local Return	7,482.9	7,482.9	8.7%	1,460.8	2,318.4	3,703.7		111.5	116.6	123.8
66 Measure R 15% Local Return	5,311.7	5,311.7	6.2%	1,090.3	1,738.3	2,483.0		79.4	86.6	92.8
67 Fare Revenues - non-Metro bus	4,034.6	4,034.6	4.7%	1,042.6	1,285.5	1,706.5		91.9	95.2	97.8
68 Fare Revenues - Metrolink	1,888.4	1,888.4	2.2%	488.0	601.7	798.8		42.0	43.5	45.0
69 Advertising, Other Misc.	188.9	250.3	0.3%	49.8	59.8	79.3	61.4	4.5	4.6	4.7
70 Local Agency Call for Projects Match	3.5	3.5	0.0%	3.5	-	-		1.2	1.0	1.3
71 Local Agency/Public Private Joint Venture (Transit)	430.6	430.6	0.5%	293.0	137.6	-		1.4	5.4	39.2
72 Local Agency Street and Road Funds (no rev sheet)	37.2	37.2	0.0%	12.0	12.0	13.2		1.2	1.2	1.2
73 Tolls/PPP	9,370.0	9,370.0	10.9%	2,375.0	4,809.0	2,186.0		-	-	-
74 Railroads	20.0	20.0	0.0%	20.0	-	-		-	2.0	5.0
75 Container Fees	360.0	360.0	0.4%	240.0	120.0	-		-	-	-
<b>76 Total Other Agencies' Local Revenue Sources</b>	<b>38,146.5</b>	<b>38,207.9</b>	<b>33.1%</b>	<b>6,200.7</b>	<b>8,947.4</b>	<b>13,248.4</b>	<b>61.4</b>	<b>467.5</b>	<b>496.6</b>	<b>560.1</b>
<b>77 State</b>										
78 Environmental Enhancement & Mitigation	31.0	31.0	0.0%	10.0	10.0	11.0		1.0	1.0	1.0
79 Interregional Improvement Program Funds (IIP)	168.9	168.9	0.2%	168.9	-	-		42.5	18.7	17.9
80 Excise tax replacement for Prop 42 (no revenue sheet)	5,885.1	5,885.1	6.9%	1,551.9	1,861.7	2,471.5		140.7	144.3	147.6
81 SAFE	290.1	303.8	0.4%	92.7	94.0	103.4	13.7	9.2	9.2	9.2
82 SHOPP	5,178.0	5,178.0	6.0%	1,618.0	1,690.0	1,870.0		160.0	160.0	160.0
83 Proposition 1B Bonds (non-PTMISEA)	1,710.6	1,710.6	2.0%	1,710.6	-	-		360.0	373.6	350.0
84 Proposition 1B Bonds - PTMISEA	97.1	97.1	0.1%	97.1	-	-		15.2	15.6	15.6
85 High Speed Rail Bonds	123.7	123.7	0.1%	123.7	-	-		-	30.0	30.0
86 TCRP - Highway projects	285.7	285.7	0.3%	285.7	-	-		19.5	25.2	38.1
87 State Gas Tax Subventions to Cities (no rev sheet)	8,177.8	8,177.8	9.5%	2,638.0	2,638.0	2,901.8		263.8	263.8	263.8
88 State Highway Account-Caltrans Ops (no revenue sheet)	7,910.9	7,910.9	9.2%	1,926.7	2,466.3	3,517.8		172.0	176.3	180.7
89 High Speed Rail Bonds (grade seps)	200.0	200.0	0.2%	135.0	65.0	-		-	15.0	15.0
90 Public Utilities Commission	5.0	5.0	0.0%	5.0	-	-		-	3.0	-
91 State Programs	2,353.0	2,353.0	2.7%	376.8	1,333.5	642.7		-	-	-
92 SHOPP (Additional)	51.0	51.0	0.1%	-	26.0	25.0		-	-	-
<b>93 Total Other Agencies' State Revenue Sources</b>	<b>32,467.9</b>	<b>32,481.6</b>	<b>34.8%</b>	<b>10,223.2</b>	<b>8,760.1</b>	<b>10,875.6</b>	<b>13.7</b>	<b>1,183.9</b>	<b>1,235.7</b>	<b>1,228.9</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>											
<b>(\$ in millions)</b>											
	<b>Total '05-'40</b>	<b>Total '05-'40</b>		<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Beg</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	
	<b>w/o Beg Bal</b>	<b>with Beg Bal</b>	<b>Alloc %</b>	<b>'10-'19</b>	<b>'20-'29</b>	<b>'30-'40</b>	<b>Bal</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	
94	<b>Federal</b>										
95	American Recovery and Reinvestment Act (ARRA)	330.0	330.0	0.4%	330.0	-	-	330.0	-	-	
96	Other Federal Funds-Highway Earmarks	109.2	109.2	0.1%	109.2	-	-	41.0	31.0	16.0	
97	Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	0.0%	-	-	-	-	-	-	
98	RSTP - STP-L	982.7	982.7	1.1%	317.0	317.0	348.7	31.7	31.7	31.7	
99	Section 5309 Bus and Bus-Related Facilities (earmarks)	-	-	0.0%	-	-	-	-	-	-	
100	Section 5307 (Other UZAs)	393.3	393.3	0.5%	108.9	125.1	159.3	10.2	10.4	10.5	
101	Section 5310 Elderly/Disabled (cap) (no rev sheet)	12.4	12.4	0.0%	4.0	4.0	4.4	0.4	0.4	0.4	
102	Section 5340 Growing States and High Density	13.5	13.5	0.0%	3.7	4.3	5.5	0.4	0.4	0.4	
103	Safe Routes to Schools	11.2	11.2	0.0%	11.2	0.0	0.0	3.0	6.3	1.9	
104	Cap and Trade	190.0	190.0	0.2%	130.0	60.0	0.0	-	-	-	
105	Federal Railroad Administration	2.0	2.0	0.0%	2.0	0.0	0.0	-	-	-	
106	Federal Formula Funds (Additional)	3,370.9	3,370.9	3.9%	723.1	2,116.8	531.0	-	-	-	
107	Federal HPP Earmarks	2,406.0	2,406.0	2.8%	1,410.2	795.8	200.0	32.2	100.6	110.0	
108	Metropolitan Mobility and Access Program	1,636.0	1,636.0	1.9%	1,074.0	336.0	226.0	-	169.0	177.0	
109	Freight Program	2,758.0	2,758.0	3.2%	1,511.9	896.1	350.0	-	89.0	89.0	
110	Federal High Speed Rail assumed (no rev sheet)	3,000.0	3,000.0	3.5%	2,850.0	150.0	0.0	-	75.0	150.0	
111	<b>Total Other Agencies' Federal Revenue Sources</b>	<b>15,215.2</b>	<b>15,215.2</b>	<b>2.2%</b>	<b>884.0</b>	<b>450.4</b>	<b>517.8</b>	<b>-</b>	<b>448.9</b>	<b>513.7</b>	<b>586.9</b>
112	<b>Total Other Agencies' Revenue Sources</b>	<b>85,829.6</b>	<b>\$ 85,904.7</b>	<b>70.1%</b>	<b>17,308.0</b>	<b>18,157.9</b>	<b>24,641.8</b>	<b>75.1</b>	<b>\$ 2,100.3</b>	<b>\$ 2,246.0</b>	<b>\$ 2,375.9</b>
113	<b>GRAND TOTAL REVENUE SOURCES</b>	<b>272,392.8</b>	<b>\$ 274,253.4</b>		<b>\$ 69,850.9</b>	<b>\$ 74,696.3</b>	<b>\$ 102,123.7</b>	<b>\$ 1,860.6</b>	<b>5,471.8</b>	<b>6,550.8</b>	<b>8,418.8</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
(\$ in millions)	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>Sources Belonging to/Programmed by MTA Board</b>										
<b>Local</b>										
1 Proposition A (without 25% Local Return)	513.7	549.6	582.2	614.3	645.9	676.7	708.7	741.5	773.7	806.3
2 Proposition C (without 20% Local Return)	541.1	579.0	613.3	647.1	680.4	712.9	746.5	781.1	815.1	849.3
3 Measure R (without 15% Local Return)	574.2	614.3	650.8	686.6	721.9	756.4	792.1	828.7	864.8	901.2
4 TDA (gross)	335.8	359.3	380.6	401.6	422.2	442.4	463.3	484.7	505.8	527.0
5 Fare Revenues - MTA Bus and Rail	376.8	379.9	445.0	461.8	489.4	493.5	543.9	552.4	603.6	624.3
6 Lease and Leaseback Revenues	12.8	13.4	14.1	14.8	15.5	15.8	16.2	16.5	16.8	17.1
7 Financing: Highways (Prop C 25%) (net)	281.2	370.5	266.8	125.5	71.1	336.8	75.5	169.2	151.6	47.3
8 Financing: Rail Capital (Prop A 35%) (net)	87.0	344.1	20.0	67.2	93.9	110.0	60.0	250.0	73.6	52.1
9 Financing: Rail Capital (Prop C 40%) (net)	-	-	160.0	300.0	-	-	-	-	30.0	-
10 Financing: Bus Facilities Cap (Prop C 40%) (net)	100.0	75.0	80.0	25.0	50.0	25.0	50.0	90.0	70.0	40.0
11 Financing: Additional Prop C 40% (net)	-	-	-	-	-	-	-	-	-	-
12 Financing: Commuter Rail Cap (Prop C 10%) (net)	36.7	48.4	35.5	28.8	32.9	50.7	38.3	52.0	54.4	56.2
13 Financing: Measure R 35% (net)	-	-	-	-	-	-	-	-	-	-
14 Net Financing: Rail Capital 35% BABs (Measure R)	-	-	-	-	-	-	-	-	-	-
15 Net Financing: Rail Capital QTIBs (Measure R)	-	-	2,507.0	-	836.2	-	623.1	-	307.7	-
16 Net Financing: Rail Capital TIFIA Loan (Measure R)	-	-	-	-	501.3	824.1	151.4	203.4	-	-
17 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	281.5	80.2	-	-	-	-	-	-
18 Net Financing: Highway Capital (Measure R 20%)	120.8	136.5	43.4	32.3	32.2	-	-	-	-	5.6
19 Net Financing: Measure R 2% Commercial Paper	-	-	13.0	107.2	102.4	101.0	0.6	-	-	-
20 Other - General, Advertising, Other Misc.	31.8	31.8	31.3	31.3	31.9	32.6	33.2	33.8	34.5	35.1
21 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
22 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
23 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
24 Interest Earnings on TDA funds	2.4	2.4	2.4	2.5	2.5	2.5	2.5	2.6	2.6	2.6
25 Interest Earnings on Measure R 35% funds	44.5	22.0	28.8	30.6	14.4	15.1	14.5	13.7	14.1	15.0
26 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
27 Transit Corridor Bridge Loan Proceeds	-	-	-	-	-	-	-	-	-	-
28 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-	-	-
29 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-
<b>30 Total MTA Local Revenue Sources</b>	<b>3,074.6</b>	<b>3,542.5</b>	<b>6,171.9</b>	<b>3,673.0</b>	<b>4,760.3</b>	<b>4,611.6</b>	<b>4,336.0</b>	<b>4,235.8</b>	<b>4,334.5</b>	<b>3,995.4</b>
<b>State</b>										
32 Air Quality Vehicle Registration Fee (AB 2766)	-	-	2.0	-	-	2.0	-	-	2.0	-
33 Misc. State Grants-Admin (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
34 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
34 Regional Improvement Program Funds (RIP)	43.9	83.3	38.2	150.0	150.0	150.0	150.0	150.0	150.0	150.0
35 STA - Operator Revenue Share	55.8	56.0	56.6	57.1	57.7	58.3	58.9	59.4	60.0	60.6
36 STA - Population Share	47.3	47.6	48.1	48.6	49.0	49.5	50.0	50.5	51.0	51.5
37 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	5.9	6.0	6.0	6.1	6.2	6.3	6.4	6.5	6.6	6.7
38 State Prop 1B Bonds (CMIA, Secur, SLPP)	259.8	111.5	182.0	98.4	46.2	6.1	-	-	-	-
39 Proposition 1B Bonds - PTMISEA	125.7	124.0	123.5	(4.0)	-	-	-	-	-	-
40 High Speed Rail Bonds voted 11-4-08	44.3	6.4	4.7	22.7	19.6	5.9	-	-	-	-
41 Traffic Congestion Relief Program Allocations	-	8.9	25.8	54.5	-	-	-	-	-	-
<b>42 Total MTA State Revenue Sources</b>	<b>582.7</b>	<b>443.7</b>	<b>486.9</b>	<b>433.4</b>	<b>328.7</b>	<b>278.1</b>	<b>265.3</b>	<b>266.5</b>	<b>269.6</b>	<b>268.8</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
(\$ in millions)	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
<b>43 Federal</b>										
44 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-	-	-
45 ARRA -Caltrans share (no rev sheet)	-	-	-	-	-	-	-	-	-	-
46 CMAQ (Congestion Mitigation & Air Quality)	140.1	142.6	100.0	100.0	100.0	100.0	100.0	80.0	80.0	80.0
47 Homeland Security Grants (Metro)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
48 ITS-Bus Pref. Signl. Syst. (no rev sheet)	-	-	-	-	-	-	-	-	-	-
49 Misc. Fed. Grants-Metro Admin (no rev sheet)	-	-	-	-	-	-	-	-	-	-
50 RSTP (Regional Surface Transportation Prog) w/o STPL	83.0	85.1	85.8	87.4	89.1	90.8	92.5	94.2	96.0	97.8
51 Section 5307 (excluding Other UZAs)	230.6	233.8	237.1	240.4	243.8	247.2	250.7	254.2	257.7	261.3
52 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
53 Section 5309 Fixed Guideway Modernization	41.8	42.4	43.0	43.6	44.2	44.9	45.5	46.1	46.8	47.4
54 Section 5309 New Starts	219.0	169.8	310.4	408.6	346.4	410.4	360.3	241.5	160.7	100.0
55 Section 5309 Small Starts and Very Small Starts	-	-	3.4	-	-	-	-	-	-	-
56 Section 5316 JARC	8.0	8.0	8.0	-	-	-	-	-	-	-
57 Section 5317 New Freedom	3.5	3.5	3.5	-	-	-	-	-	-	-
58 Section 5340 Growing States and High Density	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6
59 TE-Transportation Enhancements	13.2	13.0	13.1	13.8	14.0	14.2	14.4	14.6	14.8	15.0
<b>60 Total MTA Federal Revenue Sources</b>	<b>751.9</b>	<b>711.0</b>	<b>817.3</b>	<b>906.9</b>	<b>850.6</b>	<b>920.7</b>	<b>876.7</b>	<b>744.0</b>	<b>669.5</b>	<b>615.2</b>
<b>61 Total MTA Revenue Sources</b>	<b>4,409.2</b>	<b>4,697.3</b>	<b>7,476.1</b>	<b>5,013.3</b>	<b>5,939.6</b>	<b>5,810.4</b>	<b>5,478.0</b>	<b>5,246.3</b>	<b>5,273.6</b>	<b>4,879.4</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>										
<b>63 Local</b>										
64 Proposition A 25% Local Return	160.0	171.2	181.4	191.3	201.2	210.8	220.7	230.9	241.0	251.1
65 Proposition C 20% Local Return	132.8	142.0	150.5	158.8	166.9	174.9	183.1	191.6	200.0	208.4
66 Measure R 15% Local Return	99.5	106.5	112.8	119.0	125.1	131.1	137.3	143.7	149.9	156.2
67 Fare Revenues - non-Metro bus	100.0	102.4	105.2	107.6	110.6	114.8	117.1	119.3	121.6	123.7
68 Fare Revenues - Metrolink	46.6	48.2	49.9	51.6	52.6	53.7	54.8	55.8	56.9	57.9
69 Advertising, Other Misc.	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.7	5.7
70 Local Agency Call for Projects Match	-	-	-	-	-	-	-	-	-	-
71 Local Agency/Public Private Joint Venture (Transit)	6.5	26.0	22.3	75.2	39.0	52.6	25.4	88.4	22.2	27.0
72 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
73 Tolls/PPP	-	53.0	119.0	479.0	546.0	617.0	561.0	502.0	439.0	546.0
74 Railroads	3.0	-	-	-	-	10.0	-	-	-	-
75 Container Fees	-	-	-	60.0	60.0	60.0	60.0	60.0	60.0	-
<b>76 Total Other Agencies' Local Revenue Sources</b>	<b>554.4</b>	<b>655.5</b>	<b>747.3</b>	<b>1,248.9</b>	<b>1,307.9</b>	<b>1,431.4</b>	<b>1,366.1</b>	<b>1,398.5</b>	<b>1,297.4</b>	<b>1,377.3</b>
<b>77 State</b>										
78 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
79 Interregional Improvement Program Funds (IIP)	74.6	4.9	7.0	3.3	-	-	-	-	-	-
80 Excise tax replacement for Prop 42 (no revenue sheet)	150.6	153.6	156.6	159.8	162.9	166.2	169.5	172.8	176.1	179.1
81 SAFE	9.3	9.3	9.3	9.3	9.3	9.3	9.3	9.4	9.4	9.4
82 SHOPP	160.0	162.0	162.0	162.0	162.0	165.0	165.0	165.0	165.0	170.0
83 Proposition 1B Bonds (non-PTMISEA)	300.0	287.0	40.0	-	-	-	-	-	-	-
84 Proposition 1B Bonds - PTMISEA	15.6	15.6	15.5	4.0	-	-	-	-	-	-
85 High Speed Rail Bonds	30.0	33.7	-	-	-	-	-	-	-	-
86 TCRP - Highway projects	38.1	64.0	38.1	44.2	18.3	-	-	-	-	-
87 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
88 State Highway Account-Caltrans Ops (no revenue sheet)	185.2	189.8	194.6	199.4	204.4	209.5	214.8	220.1	225.6	231.3
89 High Speed Rail Bonds (grade seps)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	5.0
90 Public Utilities Commission	-	-	-	-	-	2.0	-	-	-	-
91 State Programs	-	-	-	85.7	85.7	102.7	102.7	97.7	86.5	145.0
92 SHOPP (Additional)	-	-	-	-	-	-	-	8.0	9.0	9.0
<b>93 Total Other Agencies' State Revenue Sources</b>	<b>1,243.2</b>	<b>1,199.8</b>	<b>902.9</b>	<b>947.6</b>	<b>922.4</b>	<b>934.6</b>	<b>941.1</b>	<b>952.8</b>	<b>951.4</b>	<b>1,013.6</b>



**LACMTA Financial Forecasting Model  
Revenue Sources**

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>
<b>(\$ in millions)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
94 <b>Federal</b>										
95 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-	-	-
96 Other Federal Funds-Highway Earmarks	21.2	-	-	-	-	-	-	-	-	-
97 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-	-	-
98 RSTP - STP-L	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
99 Section 5309 Bus and Bus-Related Facilities (earmarks)	-	-	-	-	-	-	-	-	-	-
100 Section 5307 (Other UZAs)	10.7	10.8	11.0	11.1	11.3	11.4	11.6	11.7	11.9	12.1
101 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
102 Section 5340 Growing States and High Density	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
103 Safe Routes to Schools	-	-	-	-	-	-	-	-	-	-
104 Cap and Trade	-	-	-	30.0	40.0	30.0	30.0	30.0	30.0	-
105 Federal Railroad Administration	-	1.0	-	-	-	1.0	-	-	-	-
106 Federal Formula Funds (Additional)	-	30.0	33.0	159.0	159.0	173.1	169.0	176.4	154.5	223.0
107 Federal HPP Earmarks	119.4	148.8	205.0	227.0	210.3	168.4	88.5	85.8	86.0	106.0
108 Metropolitan Mobility and Access Program	176.0	174.0	178.0	50.0	50.0	50.0	50.0	50.0	50.0	32.0
109 Freight Program	91.0	93.0	133.0	180.2	239.2	351.0	246.5	186.1	128.0	97.0
110 Federal High Speed Rail assumed (no rev sheet)	300.0	350.0	400.0	450.0	500.0	425.0	200.0	150.0	-	-
111 <b>Total Other Agencies' Federal Revenue Sources</b>	<b>750.7</b>	<b>840.1</b>	<b>992.4</b>	<b>1,139.8</b>	<b>1,242.2</b>	<b>1,242.4</b>	<b>828.1</b>	<b>722.5</b>	<b>492.9</b>	<b>502.6</b>
112 <b>Total Other Agencies' Revenue Sources</b>	<b>\$ 2,548.3</b>	<b>\$ 2,695.3</b>	<b>\$ 2,642.6</b>	<b>\$ 3,336.3</b>	<b>\$ 3,472.6</b>	<b>\$ 3,608.4</b>	<b>\$ 3,135.3</b>	<b>\$ 3,073.9</b>	<b>\$ 2,741.8</b>	<b>\$ 2,893.5</b>
113 <b>GRAND TOTAL REVENUE SOURCES</b>	<b>6,957.5</b>	<b>7,392.6</b>	<b>10,118.7</b>	<b>8,349.6</b>	<b>9,412.2</b>	<b>9,418.8</b>	<b>8,613.3</b>	<b>8,320.2</b>	<b>8,015.4</b>	<b>7,772.9</b>

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

<i>3Q/10 Initiative 100% ScenA 8/10/10</i>	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
(\$ in millions)	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>Sources Belonging to/Programmed by MTA Board</b>										
<b>Local</b>										
1 Proposition A (without 25% Local Return)	840.5	874.9	912.1	949.4	986.1	1,024.4	1,061.9	1,100.1	1,137.6	1,175.0
2 Proposition C (without 20% Local Return)	885.4	921.7	960.8	1,000.1	1,038.7	1,079.2	1,118.7	1,158.9	1,198.4	1,237.8
3 Measure R (without 15% Local Return)	939.5	977.9	1,019.5	1,061.2	1,102.1	1,145.0	1,186.9	1,229.6	1,271.5	1,313.3
4 TDA (gross)	549.4	571.9	596.3	620.6	644.6	669.7	694.2	719.1	743.7	768.1
5 Fare Revenues - MTA Bus and Rail	648.2	653.9	685.8	691.9	718.8	725.1	753.3	760.0	785.8	792.7
6 Lease and Leaseback Revenues	17.4	17.6	17.8	18.1	18.4	18.7	19.1	19.4	19.8	20.2
7 Financing: Highways (Prop C 25%) (net)	67.5	134.1	189.9	234.8	287.7	49.6	115.4	177.5	-	-
8 Financing: Rail Capital (Prop A 35%) (net)	274.1	234.6	361.3	264.3	190.4	286.8	209.4	224.8	184.7	187.5
9 Financing: Rail Capital (Prop C 40%) (net)	-	-	-	60.0	-	-	-	-	-	-
10 Financing: Bus Facilities Cap (Prop C 40%) (net)	140.0	10.0	70.0	120.0	90.0	30.0	20.0	40.0	20.0	-
11 Financing: Additional Prop C 40% (net)	-	-	-	-	-	-	-	-	-	-
12 Financing: Commuter Rail Cap (Prop C 10%) (net)	58.5	59.5	59.1	61.6	62.7	52.7	6.7	54.5	47.1	38.4
13 Financing: Measure R 35% (net)	-	-	-	-	-	-	-	-	-	-
14 Net Financing: Rail Capital 35% BABs (Measure R)	-	-	-	-	-	-	-	-	-	-
15 Net Financing: Rail Capital QTIBs (Measure R)	-	-	-	-	-	-	-	-	-	-
16 Net Financing: Rail Capital TIFIA Loan (Measure R)	-	-	-	-	-	-	-	-	-	-
17 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-	-	-	-	-
18 Net Financing: Highway Capital (Measure R 20%)	21.1	4.6	-	-	-	-	-	-	-	-
19 Net Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-
20 Other - General, Advertising, Other Misc.	35.7	36.2	36.7	37.2	37.8	38.5	39.2	40.0	40.7	41.5
21 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
22 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
23 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
24 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
25 Interest Earnings on Measure R 35% funds	15.4	17.2	19.1	21.1	23.2	25.4	27.8	30.2	32.8	35.5
26 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
27 Transit Corridor Bridge Loan Proceeds	-	-	-	-	-	-	-	-	-	-
28 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-	-	-
29 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-
<b>30 Total MTA Local Revenue Sources</b>	<b>4,511.6</b>	<b>4,533.1</b>	<b>4,947.5</b>	<b>5,159.4</b>	<b>5,219.6</b>	<b>5,164.3</b>	<b>5,271.7</b>	<b>5,573.3</b>	<b>5,501.3</b>	<b>5,629.1</b>
<b>State</b>										
32 Air Quality Vehicle Registration Fee (AB 2766)	-	2.0	-	-	2.0	-	-	2.0	-	-
33 Misc. State Grants-Admin (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
34 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
34 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
35 STA - Operator Revenue Share	61.2	61.9	62.5	63.1	63.7	64.4	65.0	65.7	66.3	67.0
36 STA - Population Share	52.1	52.6	53.1	53.6	54.2	54.7	55.3	55.8	56.4	56.9
37 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
38 State Prop 1B Bonds (CMIA, Secur, SLPP)	-	-	-	-	-	-	-	-	-	-
39 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-
40 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-
41 Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-	-	-
<b>42 Total MTA State Revenue Sources</b>	<b>270.1</b>	<b>273.3</b>	<b>272.5</b>	<b>273.8</b>	<b>277.1</b>	<b>276.3</b>	<b>277.6</b>	<b>280.9</b>	<b>280.2</b>	<b>281.6</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
(\$ in millions)	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>
<b>43 Federal</b>										
44 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-	-	-
45 ARRA -Caltrans share (no rev sheet)	-	-	-	-	-	-	-	-	-	-
46 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
47 Homeland Security Grants (Metro)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
48 ITS-Bus Pref. Signl. Syst. (no rev sheet)	-	-	-	-	-	-	-	-	-	-
49 Misc. Fed. Grants-Metro Admin (no rev sheet)	-	-	-	-	-	-	-	-	-	-
50 RSTP (Regional Surface Transportation Prog) w/o STPL	99.6	101.4	103.3	105.2	107.1	109.0	111.0	113.0	115.0	117.1
51 Section 5307 (excluding Other UZAs)	265.0	268.7	272.5	276.3	280.2	284.1	288.1	292.1	296.2	300.3
52 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
53 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
54 Section 5309 New Starts	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	185.0
55 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-	-	-
56 Section 5316 JARC	-	-	-	-	-	-	-	-	-	-
57 Section 5317 New Freedom	-	-	-	-	-	-	-	-	-	-
58 Section 5340 Growing States and High Density	7.7	7.8	7.9	8.0	8.2	8.3	8.4	8.5	8.6	8.7
59 TE-Transportation Enhancements	15.2	15.4	15.6	15.8	16.0	16.2	16.4	16.6	16.8	17.0
<b>60 Total MTA Federal Revenue Sources</b>	<b>621.6</b>	<b>628.1</b>	<b>634.7</b>	<b>621.5</b>	<b>628.2</b>	<b>635.1</b>	<b>642.1</b>	<b>649.2</b>	<b>656.3</b>	<b>748.7</b>
<b>61 Total MTA Revenue Sources</b>	<b>5,403.3</b>	<b>5,434.5</b>	<b>5,854.8</b>	<b>6,054.6</b>	<b>6,124.9</b>	<b>6,075.7</b>	<b>6,191.5</b>	<b>6,503.4</b>	<b>6,437.9</b>	<b>6,659.3</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>										
<b>63 Local</b>										
64 Proposition A 25% Local Return	261.8	272.5	284.1	295.7	307.1	319.1	330.8	342.7	354.3	366.0
65 Proposition C 20% Local Return	217.2	226.1	235.7	245.4	254.8	264.8	274.4	284.3	294.0	303.7
66 Measure R 15% Local Return	162.9	169.5	176.7	184.0	191.1	198.5	205.8	213.2	220.4	227.7
67 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
68 Fare Revenues - Metrolink	58.8	59.7	60.5	61.4	62.4	63.5	64.7	65.9	67.2	68.4
69 Advertising, Other Misc.	5.8	5.9	6.0	6.1	6.2	6.3	6.4	6.5	6.7	6.8
70 Local Agency Call for Projects Match	-	-	-	-	-	-	-	-	-	-
71 Local Agency/Public Private Joint Venture (Transit)	-	-	-	-	-	-	-	-	-	-
72 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
73 Tolls/PPP	546.0	546.0	546.0	546.0	546.0	296.0	296.0	225.0	225.0	225.0
74 Railroads	-	-	-	-	-	-	-	-	-	-
75 Container Fees	-	-	-	-	-	-	-	-	-	-
<b>76 Total Other Agencies' Local Revenue Sources</b>	<b>1,379.5</b>	<b>1,408.4</b>	<b>1,439.6</b>	<b>1,470.9</b>	<b>1,502.1</b>	<b>1,285.0</b>	<b>1,317.6</b>	<b>1,279.7</b>	<b>1,312.3</b>	<b>1,344.8</b>
<b>77 State</b>										
78 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
79 Interregional Improvement Program Funds (IIP)	-	-	-	-	-	-	-	-	-	-
80 Excise tax replacement for Prop 42 (no revenue sheet)	182.1	184.6	187.2	190.0	193.1	196.5	200.3	204.1	207.8	211.6
81 SAFE	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
82 SHOPP	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
83 Proposition 1B Bonds (non-PTMISEA)	-	-	-	-	-	-	-	-	-	-
84 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-
85 High Speed Rail Bonds	-	-	-	-	-	-	-	-	-	-
86 TCRP - Highway projects	-	-	-	-	-	-	-	-	-	-
87 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
88 State Highway Account-Caltrans Ops (no revenue sheet)	237.1	243.0	249.1	255.3	261.7	268.2	274.9	281.8	288.8	296.1
89 High Speed Rail Bonds (grade seps)	5.0	5.0	10.0	10.0	-	-	-	-	-	-
90 Public Utilities Commission	-	-	-	-	-	-	-	-	-	-
91 State Programs	145.0	145.0	140.0	140.0	140.0	133.5	160.8	160.3	57.1	50.3
92 SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-
<b>93 Total Other Agencies' State Revenue Sources</b>	<b>1,013.4</b>	<b>1,021.8</b>	<b>1,030.5</b>	<b>1,039.5</b>	<b>1,038.9</b>	<b>1,042.4</b>	<b>1,080.2</b>	<b>1,090.4</b>	<b>998.0</b>	<b>1,002.2</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>
<b>(\$ in millions)</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>2032</b>
94 <b>Federal</b>										
95 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-	-	-
96 Other Federal Funds-Highway Earmarks	-	-	-	-	-	-	-	-	-	-
97 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-	-	-
98 RSTP - STP-L	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
99 Section 5309 Bus and Bus-Related Facilities (earmarks)	-	-	-	-	-	-	-	-	-	-
100 Section 5307 (Other UZAs)	12.2	12.4	12.6	12.8	12.9	13.1	13.3	13.5	13.7	13.9
101 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
102 Section 5340 Growing States and High Density	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5
103 Safe Routes to Schools	-	-	-	-	-	-	-	-	-	-
104 Cap and Trade	-	-	-	-	-	-	-	-	-	-
105 Federal Railroad Administration	-	-	-	-	-	-	-	-	-	-
106 Federal Formula Funds (Additional)	223.0	223.0	223.0	223.0	223.0	224.0	223.9	53.0	53.0	53.0
107 Federal HPP Earmarks	106.0	106.0	106.0	100.0	100.0	-	-	-	-	-
108 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
109 Freight Program	97.0	97.0	97.0	97.0	97.0	-	-	11.0	22.0	33.0
110 Federal High Speed Rail assumed (no rev sheet)	-	-	-	-	-	-	-	-	-	-
111 <b>Total Other Agencies' Federal Revenue Sources</b>	<b>502.8</b>	<b>502.9</b>	<b>503.1</b>	<b>497.3</b>	<b>497.5</b>	<b>291.7</b>	<b>291.8</b>	<b>132.1</b>	<b>143.3</b>	<b>154.5</b>
112 <b>Total Other Agencies' Revenue Sources</b>	<b>\$ 2,895.6</b>	<b>\$ 2,933.2</b>	<b>\$ 2,973.2</b>	<b>\$ 3,007.7</b>	<b>\$ 3,038.5</b>	<b>\$ 2,619.1</b>	<b>\$ 2,689.5</b>	<b>\$ 2,502.1</b>	<b>\$ 2,453.5</b>	<b>\$ 2,501.5</b>
113 <b>GRAND TOTAL REVENUE SOURCES</b>	<b>8,298.9</b>	<b>8,367.6</b>	<b>8,828.0</b>	<b>9,062.3</b>	<b>9,163.4</b>	<b>8,694.8</b>	<b>8,881.0</b>	<b>9,005.6</b>	<b>8,891.4</b>	<b>9,160.8</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>		<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
(\$ in millions)		<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
<b>Sources Belonging to/Programmed by MTA Board</b>									
<b>Local</b>									
1	Proposition A (without 25% Local Return)	1,215.0	1,257.3	1,300.0	1,341.3	1,385.4	1,430.1	1,472.4	1,516.9
2	Proposition C (without 20% Local Return)	1,279.9	1,324.5	1,369.5	1,413.0	1,459.4	1,506.4	1,551.1	1,597.9
3	Measure R (without 15% Local Return)	1,358.0	1,405.3	1,453.0	1,499.2	1,548.5	1,598.4	1,645.8	-
4	TDA (gross)	794.3	821.9	849.8	876.8	905.6	934.8	962.5	991.6
5	Fare Revenues - MTA Bus and Rail	815.6	822.9	846.7	854.2	878.9	886.8	916.9	925.1
6	Lease and Leaseback Revenues	20.6	20.9	21.4	21.8	22.2	22.7	23.1	23.5
7	Financing: Highways (Prop C 25%) (net)	-	-	-	-	-	-	-	-
8	Financing: Rail Capital (Prop A 35%) (net)	250.1	101.8	402.3	142.5	48.9	44.5	46.4	5.5
9	Financing: Rail Capital (Prop C 40%) (net)	-	-	80.0	80.0	-	-	-	-
10	Financing: Bus Facilities Cap (Prop C 40%) (net)	30.0	-	-	30.0	-	-	-	-
11	Financing: Additional Prop C 40% (net)	-	-	-	-	-	-	-	-
12	Financing: Commuter Rail Cap (Prop C 10%) (net)	39.7	39.0	24.9	-	-	-	-	-
13	Financing: Measure R 35% (net)	-	-	-	-	-	-	-	-
14	Net Financing: Rail Capital 35% BABs (Measure R)	-	-	-	-	-	-	-	-
15	Net Financing: Rail Capital QTIBs (Measure R)	-	-	-	-	-	-	-	-
16	Net Financing: Rail Capital TIFIA Loan (Measure R)	-	-	-	-	-	-	-	-
17	Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-	-	-
18	Net Financing: Highway Capital (Measure R 20%)	-	-	-	-	-	-	-	-
19	Net Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-
20	Other - General, Advertising, Other Misc.	42.2	43.1	43.9	44.8	45.7	46.6	47.5	48.4
21	HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
22	Interest Earnings on Prop A funds	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
23	Interest Earnings on Prop C funds	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9
24	Interest Earnings on TDA funds	2.9	2.9	3.0	3.0	3.0	3.1	3.1	3.1
25	Interest Earnings on Measure R 35% funds	38.4	41.3	44.4	47.7	51.1	54.7	40.1	-
26	Interest Earnings on STA-Op Rev Share funds	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
27	Transit Corridor Bridge Loan Proceeds	-	-	-	-	-	-	-	-
28	Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-
29	State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-
30	<b>Total MTA Local Revenue Sources</b>	<b>5,903.1</b>	<b>5,897.3</b>	<b>6,455.1</b>	<b>6,370.6</b>	<b>6,365.1</b>	<b>6,544.3</b>	<b>6,725.2</b>	<b>5,128.3</b>
<b>State</b>									
31	Air Quality Vehicle Registration Fee (AB 2766)	2.0	-	-	2.0	-	-	2.0	-
32	Misc. State Grants-Admin (no revenue sheet)	-	-	-	-	-	-	-	-
33	Other State (no revenue sheet)	-	-	-	-	-	-	-	-
34	Regional Improvement Program Funds (RIP)	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0
35	STA - Operator Revenue Share	67.7	68.3	69.0	69.7	70.4	71.1	71.8	72.5
36	STA - Population Share	57.5	58.1	58.7	59.2	59.8	60.4	61.0	61.7
37	State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.6
38	State Prop 1B Bonds (CMIA, Secur, SLPP)	-	-	-	-	-	-	-	-
39	Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-
40	High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-
41	Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-
42	<b>Total MTA State Revenue Sources</b>	<b>284.9</b>	<b>284.3</b>	<b>285.7</b>	<b>289.0</b>	<b>288.5</b>	<b>289.9</b>	<b>293.3</b>	<b>292.7</b>

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

<b>30/10 Initiative 100% ScenA 8/10/10</b>	<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
<b>(\$ in millions)</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
<b>43 Federal</b>								
44 American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-
45 ARRA -Caltrans share (no rev sheet)	-	-	-	-	-	-	-	-
46 CMAQ (Congestion Mitigation & Air Quality)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
47 Homeland Security Grants (Metro)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
48 ITS-Bus Pref. Signl. Syst. (no rev sheet)	-	-	-	-	-	-	-	-
49 Misc. Fed. Grants-Metro Admin (no rev sheet)	-	-	-	-	-	-	-	-
50 RSTP (Regional Surface Transportation Prog) w/o STPL	119.2	121.3	123.4	125.6	127.8	130.0	132.3	134.6
51 Section 5307 (excluding Other UZAs)	304.5	308.8	313.1	317.5	321.9	326.4	331.0	335.6
52 Section 5309 Bus and Bus-Related Facilities (earmarks)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
53 Section 5309 Fixed Guideway Modernization	55.3	56.0	56.8	57.6	58.4	59.2	60.1	60.9
54 Section 5309 New Starts	200.0	200.0	200.0	200.0	200.0	200.0	200.0	-
55 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-
56 Section 5316 JARC	-	-	-	-	-	-	-	-
57 Section 5317 New Freedom	-	-	-	-	-	-	-	-
58 Section 5340 Growing States and High Density	8.9	9.0	9.1	9.2	9.4	9.5	9.6	9.8
59 TE-Transportation Enhancements	17.2	17.4	17.6	17.8	18.0	18.3	18.6	18.9
<b>60 Total MTA Federal Revenue Sources</b>	<b>771.0</b>	<b>778.5</b>	<b>786.0</b>	<b>793.7</b>	<b>801.5</b>	<b>809.5</b>	<b>817.6</b>	<b>625.8</b>
<b>61 Total MTA Revenue Sources</b>	<b>6,959.0</b>	<b>6,960.1</b>	<b>7,526.8</b>	<b>7,453.4</b>	<b>7,455.1</b>	<b>7,643.7</b>	<b>7,836.1</b>	<b>6,046.9</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>								
<b>63 Local</b>								
64 Proposition A 25% Local Return	378.4	391.6	404.9	417.8	431.5	445.4	458.6	472.5
65 Proposition C 20% Local Return	314.0	324.9	336.0	346.6	358.0	369.6	380.5	392.0
66 Measure R 15% Local Return	235.4	243.6	251.9	259.9	268.5	277.1	285.3	0.0
67 Fare Revenues - non-Metro bus	148.9	151.8	154.7	157.8	160.9	164.2	167.3	170.5
68 Fare Revenues - Metrolink	69.7	71.0	72.4	73.8	75.3	76.8	78.3	79.8
69 Advertising, Other Misc.	6.9	7.1	7.2	7.3	7.5	7.6	7.8	7.9
70 Local Agency Call for Projects Match	-	-	-	-	-	-	-	-
71 Local Agency/Public Private Joint Venture (Transit)	-	-	-	-	-	-	-	-
72 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
73 Tolls/PPP	228.0	385.0	454.0	216.0	111.0	58.0	59.0	-
74 Railroads	-	-	-	-	-	-	-	-
75 Container Fees	-	-	-	-	-	-	-	-
<b>76 Total Other Agencies' Local Revenue Sources</b>	<b>1,382.6</b>	<b>1,576.2</b>	<b>1,682.3</b>	<b>1,480.5</b>	<b>1,413.9</b>	<b>1,400.0</b>	<b>1,438.1</b>	<b>1,123.9</b>
<b>77 State</b>								
78 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
79 Interregional Improvement Program Funds (IIP)	-	-	-	-	-	-	-	-
80 Excise tax replacement for Prop 42 (no revenue sheet)	215.6	219.8	224.1	228.5	233.1	237.8	242.3	246.9
81 SAFE	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
82 SHOPP	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
83 Proposition 1B Bonds (non-PTMISEA)	-	-	-	-	-	-	-	-
84 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-
85 High Speed Rail Bonds	-	-	-	-	-	-	-	-
86 TCRP - Highway projects	-	-	-	-	-	-	-	-
87 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
88 State Highway Account-Caltrans Ops (no revenue sheet)	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
89 High Speed Rail Bonds (grade seps)	-	-	-	-	-	-	-	-
90 Public Utilities Commission	-	-	-	-	-	-	-	-
91 State Programs	75.0	100.0	109.6	90.4	-	-	-	-
92 SHOPP (Additional)	25.0	-	-	-	-	-	-	-
<b>93 Total Other Agencies' State Revenue Sources</b>	<b>1,063.3</b>	<b>1,075.0</b>	<b>1,096.7</b>	<b>1,089.9</b>	<b>1,012.2</b>	<b>1,025.3</b>	<b>1,038.5</b>	<b>1,051.8</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>30/10 Initiative 100% ScenA 8/10/10</b>		<b>2032</b>	<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
(\$ in millions)		<b>2033</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
94	<b>Federal</b>								
95	American Recovery and Reinvestment Act (ARRA)	-	-	-	-	-	-	-	-
96	Other Federal Funds-Highway Earmarks	-	-	-	-	-	-	-	-
97	Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-
98	RSTP - STP-L	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
99	Section 5309 Bus and Bus-Related Facilities (earmarks)	-	-	-	-	-	-	-	-
100	Section 5307 (Other UZAs)	14.1	14.3	14.5	14.7	14.9	15.1	15.3	15.5
101	Section 5310 Elderly/Disabled (cap) (no rev sheet)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
102	Section 5340 Growing States and High Density	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
103	Safe Routes to Schools	-	-	-	-	-	-	-	-
104	Cap and Trade	-	-	-	-	-	-	-	-
105	Federal Railroad Administration	-	-	-	-	-	-	-	-
106	Federal Formula Funds (Additional)	55.0	52.8	142.6	52.8	52.8	7.2	8.8	-
107	Federal HPP Earmarks	100.0	16.7	16.7	16.7	16.7	16.6	16.6	-
108	Metropolitan Mobility and Access Program	25.0	22.5	81.7	22.5	8.3	-	-	-
109	Freight Program	84.0	33.3	33.3	33.3	33.3	33.3	33.5	-
110	Federal High Speed Rail assumed (no rev sheet)	-	-	-	-	-	-	-	-
111	<b>Total Other Agencies' Federal Revenue Sources</b>	<b>310.7</b>	<b>172.2</b>	<b>321.4</b>	<b>172.6</b>	<b>158.6</b>	<b>104.8</b>	<b>106.8</b>	<b>48.1</b>
112	<b>Total Other Agencies' Revenue Sources</b>	<b>\$ 2,756.6</b>	<b>\$ 2,823.4</b>	<b>\$ 3,100.4</b>	<b>\$ 2,742.9</b>	<b>\$ 2,584.8</b>	<b>\$ 2,530.1</b>	<b>\$ 2,583.4</b>	<b>\$ 2,223.9</b>
113	<b>GRAND TOTAL REVENUE SOURCES</b>	<b>9,715.6</b>	<b>9,783.6</b>	<b>10,627.2</b>	<b>10,196.3</b>	<b>10,039.9</b>	<b>10,173.8</b>	<b>10,419.5</b>	<b>8,270.8</b>

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015
(\$ in millions)	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016
1 Bus Ops - MTA	\$ 42,529.8	\$ 10,188.0	\$ 13,413.3	\$ 18,928.5	\$ 911.2	\$ 951.8	\$ 955.7	\$ 963.1	\$ 992.6	\$ 1,024.0	\$ 1,052.6
2 Bus Operations - Municipal Operators	10,490.7	2,397.2	3,264.7	4,828.8	223.2	230.8	233.2	227.0	223.5	233.1	242.6
3 Bus Operations - Other Eligible Operators	902.4	251.5	279.7	371.3	21.1	27.7	28.3	28.9	23.1	23.5	24.0
4 Paratransit (TDA Article 8)	1,000.9	194.2	309.9	496.7	14.8	15.4	16.4	17.6	18.9	20.0	21.1
5 Paratransit (New Freedom)	21.0	21.0	-	-	3.5	3.5	3.5	3.5	3.5	3.5	-
6 Job Access transit (JARC)	48.0	48.0	-	-	8.0	8.0	8.0	8.0	8.0	8.0	-
7 Bus Operations - ADA (ASI)	4,030.0	1,056.3	1,275.9	1,697.9	88.5	100.3	101.1	103.1	105.2	107.3	109.4
8 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	738.8	158.2	223.5	357.1	28.1	11.2	11.9	12.8	13.7	14.5	15.3
9 Subtotal Bus Operations	59,761.6	14,314.3	18,787.0	26,680.3	1,298.4	1,348.7	1,358.1	1,364.0	1,388.4	1,433.9	1,465.0
10 Rail Operations - MTA	20,101.1	3,524.9	6,981.9	9,594.2	257.7	257.7	305.3	313.1	324.9	329.4	402.7
11 Rail Operations - Metrolink	1,861.3	381.4	567.6	912.3	39.9	32.3	33.6	34.9	36.3	37.7	39.3
12 Subtotal Rail Operations	21,962.3	3,906.3	7,549.5	10,506.5	297.6	289.9	338.9	348.0	361.2	367.2	442.0
13 Total MTA-Controlled Funds - Bus & Rail Ops	81,724.0	18,220.6	26,316.5	37,186.8	1,596.1	1,638.6	1,697.0	1,712.0	1,749.5	1,801.1	1,907.0
14 Bus Capital - MTA	8,929.0	2,364.7	2,882.5	3,681.8	322.2	179.9	206.6	260.5	227.4	260.2	238.0
15 Bus Capital - MTA CRD	189.6	189.6	-	-	-	147.5	42.1	-	-	-	-
16 Bus Capital - Municipal Operators	3,715.7	1,070.8	1,159.1	1,485.9	128.4	103.6	107.7	106.5	102.1	101.0	105.1
17 Bus Capital - Paratransit (ASI)	1.6	0.5	0.5	0.6	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18 Prop A 40% Debt Service	56.1	23.0	19.8	13.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
19 Bus Facil Cap Debt Serv-Prop C 40%	1,951.8	293.5	828.4	829.9	-	-	8.6	20.7	29.3	40.2	41.1
20 Subtotal Bus Capital	14,843.9	3,942.0	4,890.4	6,011.5	453.0	433.3	367.4	390.1	361.1	403.7	386.5
21 Rail Capital - Major Projects											
22 Exposition LRT-Phase I to Venice/Robertson	475.1	475.1	-	-	194.0	150.7	130.3	-	-	-	-
23 Exposition LRT-Phase II to Santa Monica	1,519.6	1,519.6	-	-	11.5	196.8	198.8	292.3	376.7	326.4	103.2
24 Wilshire Metro Rapid Transitway	115.3	-	115.3	-	-	-	-	-	-	-	-
25 San Fernando Valley North-South - Canoga	216.0	216.0	-	-	3.0	65.5	70.0	44.8	32.7	-	-
26 East San Fernando Valley North-South Corridor	163.2	163.2	-	-	0.5	2.5	0.8	9.7	19.7	50.1	54.5
27 Gold Line Foothill Extension (from Pasadena)	810.6	699.1	111.6	-	-	66.8	88.3	172.8	190.1	80.0	8.0
28 Westside Subway Extension	4,995.6	3,932.3	1,063.3	-	12.1	86.3	200.8	367.9	254.8	404.0	596.1
29 Regional Connector	1,319.2	1,312.2	7.0	-	7.9	30.7	86.3	119.7	113.1	248.1	283.6
30 Crenshaw/LAX Transit Corridor	1,655.6	1,655.6	-	-	4.1	37.6	58.8	223.5	258.4	274.6	231.4
31 Green Line Extension to LAX	234.2	234.2	-	-	0.1	1.8	8.0	14.6	38.8	58.2	44.9
32 West Santa Ana Branch	280.7	280.7	-	-	0.6	0.1	12.6	19.4	48.5	58.2	58.2
33 Eastside Extension Phase II	1,479.6	1,479.6	-	-	6.6	6.9	19.0	64.4	70.0	232.8	265.6
34 South Bay Green Line Extension	322.6	322.6	-	-	-	2.4	7.8	23.3	38.8	58.2	77.6
35 San Fernando Valley I-405 Corridor Connection	1,338.7	1,338.7	-	-	-	1.0	38.8	135.8	232.8	232.8	315.3
36 Contingency	123.0	291.6	265.6	(434.2)	164.5	443.3	1,192.2	(691.3)	(854.6)	1,259.2	(1,210.1)
37 Balance of Westside Subway Extension Minimum for TBD	1,240.6	-	-	1,240.6	-	-	-	-	-	-	-
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	180.2	-	-	180.2	-	-	-	-	-	-	-
39 Subregional repayment for TBD from East San Fern. Val N-S	1.0	-	-	1.0	-	-	-	-	-	-	-
40 Subregional repayment for TBD from Expo Phase II	57.7	-	-	57.7	-	-	-	-	-	-	-
41 Rail Capital - Balance of Major Projects (Eastside LRT)	7.7	7.7	-	-	7.7	-	-	-	-	-	-
42 Rail Capital - Closeout of Prior Projects	11.5	11.5	-	-	0.6	5.6	5.3	-	-	-	-
43 Rail Capital - MTA Rail Misc. System Improvements	8.6	8.6	-	-	-	8.6	-	-	-	-	-
44 Rail Capital - Misc. Red, Blue & Green Improvements	169.1	90.3	78.8	-	20.3	5.5	12.4	-	-	12.1	40.0
45 Rail Capital - Eastside LRT Access	30.0	30.0	-	-	-	5.3	5.0	5.0	6.7	8.0	-
46 Rail Capital - MTA System Improvements - New	531.1	531.1	-	-	-	-	-	-	5.1	93.0	121.8



**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)		Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015
		Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016
47	Rail Capital - MTA System Improvements (ARRA/future TBD)	190.9	190.9	-	-	190.9	-	-	-	-	-	-
48	Rail Capital - MTA Rail Vehicles	1,462.8	343.7	664.5	454.6	22.8	21.7	23.4	20.7	25.7	50.4	75.0
49	Rail Capital - MTA Wayside Systems, Facilities & Vehicle Maint	517.3	73.9	107.8	335.6	-	-	9.0	9.0	9.0	9.0	9.0
50	Rail Project Contingency for Rail Yards and Cars	225.0	165.0	60.0	-	-	50.0	60.0	55.0	-	-	-
51	Future Project Planning and Studies	75.0	-	75.0	-	-	-	-	-	-	-	-
52	Rail Capital - Metrolink	2,150.5	589.0	779.1	782.4	39.6	48.8	44.5	66.3	74.1	60.4	57.1
53	Rail Capital - Rehab & Replacement (state of good repair)	8,614.3	995.1	2,625.8	4,993.4	29.3	27.5	93.3	26.9	115.2	130.4	314.8
54	Misc Transit Projects TBD (SLPP)	40.1	40.1	-	-	-	-	-	4.4	10.2	5.0	9.0
55	Rail Capital - Transit System Safety & Security Prop 1B	73.0	73.0	-	-	12.6	-	-	18.1	18.3	18.3	5.7
56	Rail Capital Debt Service-Prop A 35% (incl commercial paper)	7,907.1	1,994.1	2,313.1	3,599.9	162.2	166.7	184.3	186.3	197.0	210.1	212.8
57	Rail Capital Debt Service-Prop C 40%	2,126.0	810.4	794.3	521.3	63.6	70.4	68.6	68.4	68.3	75.8	91.5
58	Measure R 35% Commercial Paper Debt Service	470.1	26.0	54.4	389.7	-	-	-	-	-	4.2	5.4
59	Measure R 35% 35% BAB Debt Service	809.8	297.6	290.2	222.0	-	25.6	35.2	35.0	34.7	34.3	33.9
60	Measure R 2% Debt Service	507.5	41.9	235.1	230.5	-	-	-	-	-	0.1	1.5
61	Measure R 35% Debt Service	-	-	-	-	-	-	-	-	-	-	-
62	Measure R QTIB Debt Service	6,378.8	1,202.0	2,576.4	2,600.4	-	-	63.7	63.6	63.6	173.0	173.0
63	Measure R TIFIA Loan Debt Service	2,879.5	90.4	886.5	1,902.6	-	-	-	-	-	-	-
64	Commuter Rail Debt Service-Prop C 10%	1,584.6	219.9	518.5	846.1	11.9	12.9	15.6	17.4	20.3	23.6	25.8
65	<b>Subtotal Rail Capital</b>	<b>53,298.5</b>	<b>21,752.5</b>	<b>13,622.1</b>	<b>17,923.9</b>	<b>966.3</b>	<b>1,540.8</b>	<b>2,732.5</b>	<b>1,372.7</b>	<b>1,468.0</b>	<b>4,190.2</b>	<b>2,004.7</b>
66	<b>Highways</b>											
67	<b>Call for Projects</b>											
68	Regional Surface Transp Improv (RSTI) incl SR-138	919.0	676.0	243.0	-	59.5	78.7	89.3	79.5	67.4	70.7	61.9
69	Transit Capital (including some Metrolink through CFP)	118.0	118.0	-	-	18.4	22.7	37.1	18.2	14.1	7.5	-
70	Signal Synchronization	241.6	180.3	61.3	-	28.6	32.9	4.3	19.5	32.0	-	-
71	Bikeways & Pedestrian Improvements	97.1	97.1	-	-	13.3	13.9	13.6	29.4	26.8	-	-
72	Transportation Enhancements	91.8	91.8	-	-	22.8	13.4	13.8	15.7	13.0	13.1	-
73	Transportation Demand Management (TDM)	14.3	14.3	-	-	5.8	7.2	0.7	0.6	-	-	-
74	Regionally Significant	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-
75	Future Call for Projects	3,260.0	447.3	2,532.6	280.1	-	-	-	-	-	6.8	33.8
76	<b>Subtotal Call for Projects (CFP)</b>	<b>4,748.7</b>	<b>1,631.7</b>	<b>2,836.9</b>	<b>280.1</b>	<b>151.9</b>	<b>172.3</b>	<b>158.9</b>	<b>162.9</b>	<b>153.3</b>	<b>98.1</b>	<b>95.7</b>
77	Freeway	11,051.5	4,385.7	2,794.2	3,871.6	380.3	706.0	812.2	623.7	459.2	524.9	295.1
78	Alameda Corridor East	598.0	598.0	-	-	62.5	66.1	143.5	85.0	80.0	51.1	59.8
79	Measure R to be transferred to West Santa Ana Branch	194.8	-	194.8	-	-	-	-	-	-	-	-
80	I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	88.8	-	-	88.8	-	-	-	-	-	-	-
81	I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	253.5	-	-	253.5	-	-	-	-	-	-	-
82	I-5 Carmenita Interchange (\$106 to 710-South)	133.0	-	-	133.0	-	-	-	-	-	-	-
83	BNSF	35.0	35.0	-	-	0.1	-	5.9	3.0	3.0	7.0	8.0
84	Gerald Desmond Bridge	28.6	28.6	-	-	-	-	8.5	14.4	5.7	-	-
85	Retrofit Soundwalls	1,175.1	161.9	251.4	761.8	29.7	23.0	73.2	16.1	19.9	-	-
86	Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3)	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9
87	Rapid Bus Projects Subsidies	88.8	88.8	-	-	16.2	21.9	20.4	-	12.3	11.0	7.0
88	Wilshire Bus Only Lane	27.7	27.7	-	-	14.7	9.0	4.0	-	-	-	-
89	Misc Projects	28.7	28.7	-	-	-	-	-	-	21.3	7.5	-
90	Expo Phase II Bikeway (in addition to prior Call funding)	10.0	10.0	-	-	-	-	-	-	10.0	-	-
91	Regional Intelligent Transportation Systems (ITS)	37.0	17.0	18.0	2.0	1.8	1.7	1.7	1.7	1.7	1.8	1.8
92	<b>Subtotal Highways Capital including CFP</b>	<b>18,874.2</b>	<b>7,085.9</b>	<b>6,211.5</b>	<b>5,576.7</b>	<b>662.8</b>	<b>1,005.7</b>	<b>1,234.4</b>	<b>913.3</b>	<b>773.5</b>	<b>708.8</b>	<b>475.3</b>

LACMTA Financial Forecasting Model

MTA-Controlled Funds Uses

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016
93 Freeway Service Patrol	929.2	252.0	293.1	384.2	26.8	23.4	23.7	24.1	24.5	25.0	25.4
94 Rideshare	528.4	103.4	182.1	242.8	6.7	6.7	10.4	12.3	6.1	6.5	12.4
95 Highway Project Development Support	415.0	126.0	131.5	157.5	12.3	15.1	12.0	12.3	12.2	12.3	12.3
96 <b>Subtotal Highways Capital and Operations</b>	<b>20,746.7</b>	<b>7,567.4</b>	<b>6,818.2</b>	<b>6,361.1</b>	<b>708.6</b>	<b>1,050.8</b>	<b>1,280.6</b>	<b>962.1</b>	<b>816.2</b>	<b>752.5</b>	<b>525.5</b>
97 Highway Debt Serv-Prop C 25%	6,262.6	1,081.4	2,205.7	2,975.6	34.6	41.7	59.2	82.3	104.6	128.5	141.8
98 Highway Debt Serv-Measure R 20%	995.2	215.3	394.3	385.7	-	0.0	4.7	13.6	23.2	30.2	33.2
99 GARVEE Bond Debt Service & C of I	41.4	41.4	-	-	6.9	6.9	6.9	6.9	6.9	6.9	-
100 <b>Total MTA-Controlled Funds - Highway Uses</b>	<b>28,046.0</b>	<b>8,905.4</b>	<b>9,418.1</b>	<b>9,722.4</b>	<b>750.1</b>	<b>1,099.5</b>	<b>1,351.3</b>	<b>1,064.8</b>	<b>950.9</b>	<b>918.1</b>	<b>700.6</b>
101 <b>Other</b>											
102 ROW Security (Prop C 10%)	85.3	22.5	27.0	35.8	2.0	2.1	2.1	2.2	2.2	2.3	2.3
103 LOSSAN	1.1	0.5	0.3	0.3	0.1	0.2	0.0	0.0	0.0	0.0	0.0
104 Pomona Station Improvements	1.1	1.1	-	-	-	1.1	-	-	-	-	-
105 SCRRA relocation	0.5	0.5	-	-	0.5	-	-	-	-	-	-
106 Agency-wide Capital	617.1	164.9	196.2	255.9	14.0	15.4	15.8	16.0	16.5	16.8	17.1
107 Immediate Needs and General Relief Token Program	340.5	108.4	110.5	121.6	9.0	11.1	11.1	11.1	11.1	11.1	11.1
108 Admin Prop C 40% Debt Service	29.4	29.4	-	-	14.8	14.6	-	-	-	-	-
109 Admin Overhead	3,784.6	818.3	1,183.9	1,782.3	75.2	69.9	72.5	74.8	78.0	82.0	85.9
110 <b>Total MTA-Controlled Funds - Other Uses</b>	<b>4,859.6</b>	<b>1,145.8</b>	<b>1,517.9</b>	<b>2,196.0</b>	<b>115.6</b>	<b>114.5</b>	<b>101.5</b>	<b>104.1</b>	<b>107.9</b>	<b>112.1</b>	<b>116.4</b>
111 Subtotal MTA Uses Surplus/(Deficit)	0.0	0.0	(0.0)	0.0	86.1	(33.8)	(33.0)	(12.9)	(6.5)	(0.0)	(0.0)
112 Unallocated Future Projects TBD	5,465.1	250.5	773.4	4,441.2	1,108.9	(510.1)	(177.4)	(226.9)	66.4	50.8	(101.8)
113 <b>Total MTA-Controlled Funds Uses</b>	<b>188,237.1</b>	<b>54,216.9</b>	<b>56,538.4</b>	<b>77,481.8</b>	<b>5,076.1</b>	<b>4,282.8</b>	<b>6,039.4</b>	<b>4,403.9</b>	<b>4,697.3</b>	<b>7,476.1</b>	<b>5,013.3</b>
114 <b>Uses Belonging to or Programmed by Other Agencies</b>											
115 Bus Ops - Munis	10,394.6	2,275.6	3,255.1	4,863.9	185.5	193.1	202.0	211.9	222.2	232.2	241.8
116 Municipal Operators' Operations Balance	-	-	-	-	27.2	(14.3)	(12.0)	(0.8)	-	-	-
117 Paratransit - ASI Operations	314.6	83.0	99.5	132.1	7.5	7.7	7.9	8.0	8.2	8.4	8.5
118 <b>Subtotal Bus Operations</b>	<b>10,709.3</b>	<b>2,358.6</b>	<b>3,354.7</b>	<b>4,996.0</b>	<b>220.3</b>	<b>186.5</b>	<b>197.8</b>	<b>219.1</b>	<b>230.4</b>	<b>240.6</b>	<b>250.4</b>
119 Metrolink Rail Operations	1,888.4	488.0	601.7	798.8	42.0	43.5	45.0	46.6	48.2	49.9	51.6
120 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>	<b>12,597.7</b>	<b>2,846.6</b>	<b>3,956.4</b>	<b>5,794.8</b>	<b>262.3</b>	<b>230.0</b>	<b>242.8</b>	<b>265.7</b>	<b>278.6</b>	<b>290.5</b>	<b>302.0</b>
121 Rail Capital - Metrolink	220.3	220.3	-	-	31.9	64.5	44.5	33.9	37.6	3.9	4.0
122 Bus Capital - Munis	3,469.0	779.8	1,051.5	1,637.8	82.7	68.8	71.8	75.5	79.4	82.8	74.6
123 Municipal Operators' Capital Balance	-	-	-	-	22.6	(17.9)	(4.7)	-	-	-	-
124 Bus Capital - ASI	12.4	4.0	4.0	4.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
125 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-	-	-	-
126 Rail Capital - Major New Projects	432.9	295.3	137.6	-	3.2	5.9	39.2	6.5	26.0	22.3	75.2
127 Rail Capital - Misc.	1.1	1.1	-	-	1.1	-	-	-	-	-	-
128 Rail Capital - Intercity Rail Prop 1B	30.0	30.0	-	-	10.0	10.0	10.0	-	-	-	-
129 Rail Capital - High Speed Rail	3,000.0	2,850.0	150.0	-	-	75.0	150.0	300.0	350.0	400.0	450.0
130 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b>	<b>7,165.7</b>	<b>4,180.5</b>	<b>1,343.1</b>	<b>1,642.2</b>	<b>151.9</b>	<b>206.7</b>	<b>311.3</b>	<b>416.3</b>	<b>493.4</b>	<b>509.4</b>	<b>604.2</b>
131 <b>Highways</b>											
132 Regional Surface Transp Improv (RSTI) incl SR-138	160.5	132.5	28.0	-	9.6	5.4	8.0	55.5	-	-	-
133 Transit Capital	-	-	-	-	-	-	-	-	-	-	-
134 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
135 Transportation Enhancements	2.4	2.4	-	-	2.4	-	-	-	-	-	-
136 Freeways (Incl contingency and highway funding strategy funds)	21,373.0	7,847.1	9,482.2	4,043.7	184.9	381.4	393.3	416.1	517.1	672.4	1,255.4
137 Alameda Corridor East	400.1	400.1	-	-	15.5	63.6	50.0	50.0	50.0	39.0	30.0
138 Retrofit Soundwalls	1,197.0	132.0	948.0	117.0	-	-	-	-	-	-	33.0

**LACMTA Financial Forecasting Model**

**MTA-Controlled Funds Uses**

**30/10 Initiative 100% ScenA 8/10/10**

	<b>Plan</b>	<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
<b>(\$ in millions)</b>	<b>Total</b>	<b>'10-'19</b>	<b>'20-'29</b>	<b>'30-'40</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
139 SHOPP	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0
140 Environmental Enhancement & Mitigation (EEM)	31.0	10.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
141 Gerald Desmond Bridge	275.0	275.0	-	-	-	50.0	150.0	75.0	-	-	-
142 BNSF	235.0	135.0	100.0	-	-	15.0	15.0	15.0	15.0	15.0	15.0
143 Other Projects from Prop 1B Bonds	822.0	822.0	-	-	220.0	170.0	70.0	150.0	212.0	-	-
144 Local Roads Rehabilitation- Prop 1B Bonds	430.0	430.0	-	-	50.0	100.0	90.0	75.0	75.0	40.0	-
145 Highway Safety- Prop 1B Bonds	128.0	128.0	-	-	68.0	30.0	30.0	-	-	-	-
146 Safe Routes to Schools Projects	11.2	11.2	-	-	3.0	6.3	1.9	-	-	-	-
147 Freeway Service Patrol	60.0	18.0	20.0	22.0	-	2.0	2.0	2.0	2.0	2.0	2.0
148 SAFE Call Boxes	243.8	88.4	74.0	81.4	22.9	7.2	7.2	7.3	7.3	7.3	7.3
149 Local Roads Rehabilitation	14,100.1	4,201.9	4,511.7	5,386.5	405.7	409.3	412.6	415.6	418.6	421.6	424.8
150 Local Roads (Props A and C Local Return) - not on Hwy Summar	7,039.8	1,374.3	2,181.1	3,484.4	104.9	109.7	116.5	124.9	133.6	141.6	149.4
151 Local Street Improvements - City and County ARRA	308.9	308.9	-	-	308.9	-	-	-	-	-	-
152 Measure R Local Return - Highway Assumed	5,311.7	1,090.3	1,738.3	2,483.0	79.4	86.6	92.8	99.5	106.5	112.8	119.0
153 Caltrans L.A. County Operations and Administration	7,910.9	1,926.7	2,466.3	3,517.8	172.0	176.3	180.7	185.2	189.8	194.6	199.4
154 Local Return: STPL/FAS (RSTP)	1,001.2	335.5	317.0	348.7	31.7	37.9	37.9	37.8	31.7	31.7	31.7
155 Miscellaneous	23.2	23.2	-	-	23.2	-	-	-	-	-	-
156 GARVEE Bond Debt Service & C of I	10.2	10.2	-	-	1.7	1.7	1.7	1.7	1.7	1.7	-
<b>157 Total Non-MTA Controlled Funds - Highway Uses</b>	<b>66,252.9</b>	<b>21,320.7</b>	<b>23,566.7</b>	<b>21,365.6</b>	<b>1,864.8</b>	<b>1,813.4</b>	<b>1,820.6</b>	<b>1,871.6</b>	<b>1,923.3</b>	<b>1,842.7</b>	<b>2,430.1</b>
<b>158 Total Other Agencies' Uses</b>	<b>86,016.3</b>	<b>28,347.7</b>	<b>28,866.1</b>	<b>28,802.5</b>	<b>2,278.9</b>	<b>2,250.0</b>	<b>2,374.7</b>	<b>2,553.6</b>	<b>2,695.3</b>	<b>2,642.6</b>	<b>3,336.3</b>
<b>159 GRAND TOTAL USES</b>	<b>274,253.4</b>	<b>82,564.6</b>	<b>85,404.5</b>	<b>106,284.4</b>	<b>7,355.0</b>	<b>6,532.9</b>	<b>8,414.1</b>	<b>6,957.5</b>	<b>7,392.6</b>	<b>10,118.7</b>	<b>8,349.6</b>

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1 Bus Ops - MTA	\$ 1,081.1	\$ 1,111.3	\$ 1,144.4	\$ 1,166.3	\$ 1,225.7	\$ 1,246.9	\$ 1,267.4	\$ 1,306.0	\$ 1,364.2	\$ 1,416.3	\$ 1,430.9	\$ 1,480.6
2 Bus Operations - Municipal Operators	251.9	261.2	270.8	280.6	290.3	300.0	310.1	320.1	330.8	341.6	352.4	363.8
3 Bus Operations - 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
4 Paratransit (TDA Article 8)	22.2	23.3	24.4	25.6	26.7	27.8	29.0	30.2	31.5	32.8	34.1	35.4
5 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-	-	-
6 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-	-	-
7 Bus Operations - ADA (ASI)	111.5	113.8	116.1	118.4	120.7	122.8	124.8	126.5	128.3	130.2	132.3	134.7
8 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	16.1	16.9	17.7	18.5	19.3	20.1	20.9	21.8	22.7	23.7	24.6	25.5
9 Subtotal Bus Operations	1,507.4	1,551.5	1,598.9	1,635.3	1,709.0	1,744.5	1,779.5	1,832.3	1,905.6	1,973.1	2,003.4	2,069.5
10 Rail Operations - MTA	410.8	419.2	504.1	530.3	610.4	687.4	698.6	710.8	718.4	729.0	751.0	767.1
11 Rail Operations - Metrolink	40.8	42.5	44.2	45.9	47.8	55.5	55.6	55.4	62.6	62.8	62.9	61.7
12 Subtotal Rail Operations	451.6	461.6	548.3	576.2	658.1	742.8	754.2	766.2	781.0	791.7	813.9	828.7
13 Total MTA-Controlled Funds - Bus & Rail Ops	1,959.0	2,013.1	2,147.1	2,211.5	2,367.2	2,487.4	2,533.7	2,598.5	2,686.6	2,764.9	2,817.3	2,898.2
14 Bus Capital - MTA	248.9	194.5	226.6	340.9	257.6	221.9	374.5	225.7	262.1	322.1	327.3	277.1
15 Bus Capital - MTA CRD	-	-	-	-	-	-	-	-	-	-	-	-
16 Bus Capital - Municipal Operators	104.0	106.7	105.7	109.9	108.9	113.1	112.1	116.3	115.3	119.5	118.6	123.0
17 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	0.1
18 Prop A 40% Debt Service	2.3	2.3	2.3	2.3	2.3	1.9	1.9	1.9	1.9	1.9	1.9	1.9
19 Bus Facil Cap Debt Serv-Prop C 40%	48.4	49.3	55.7	62.1	69.7	72.7	89.0	83.7	81.8	90.1	91.7	95.7
20 Subtotal Bus Capital	403.7	352.8	390.4	515.3	438.6	409.6	577.8	427.7	461.1	533.7	539.6	497.8
21 Rail Capital - Major Projects												
22 Exposition LRT-Phase I to Venice/Robertson	-	-	-	-	-	-	-	-	-	-	-	-
23 Exposition LRT-Phase II to Santa Monica	13.9	-	-	-	-	-	-	-	-	-	-	-
24 Wilshire Metro Rapid Transitway	-	-	-	30.0	50.3	20.0	15.0	-	-	-	-	-
25 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-	-	-
26 East San Fernando Valley North-South Corridor	17.4	8.2	-	-	-	-	-	-	-	-	-	-
27 Gold Line Foothill Extension (from Pasadena)	3.0	45.1	45.1	50.6	61.0	-	-	-	-	-	-	-
28 Westside Subway Extension	563.8	642.5	804.1	498.6	379.5	170.6	14.7	-	-	-	-	-
29 Regional Connector	195.3	190.8	36.7	7.0	-	-	-	-	-	-	-	-
30 Crenshaw/LAX Transit Corridor	276.9	207.3	83.0	-	-	-	-	-	-	-	-	-
31 Green Line Extension to LAX	35.5	24.5	8.0	-	-	-	-	-	-	-	-	-
32 West Santa Ana Branch	52.1	24.3	6.8	-	-	-	-	-	-	-	-	-
33 Eastside Extension Phase II	288.0	307.5	218.9	-	-	-	-	-	-	-	-	-
34 South Bay Green Line Extension	56.3	50.9	7.4	-	-	-	-	-	-	-	-	-
35 San Fernando Valley I-405 Corridor Connection	271.6	97.0	13.6	-	-	-	-	-	-	-	-	-
36 Contingency	74.5	(72.7)	(13.5)	(71.9)	91.9	(62.8)	37.9	31.1	44.6	38.1	51.8	45.5
37 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	-	-	-	-
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-	-	-	-	-
39 Subregional repayment for TBD from East San Fern. Val N-S	-	-	-	-	-	-	-	-	-	-	-	-
40 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	-	-
41 Rail Capital - Balance of Major Projects (Eastside LRT)	-	-	-	-	-	-	-	-	-	-	-	-
42 Rail Capital - Closeout of Prior Projects	-	-	-	-	-	-	-	-	-	-	-	-
43 Rail Capital - MTA Rail Misc. System Improvements	-	-	-	-	-	-	-	-	-	-	-	-
44 Rail Capital - Misc. Red, Blue & Green Improvements	-	-	-	-	-	-	19.7	19.7	19.7	19.7	-	-
45 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-	-
46 Rail Capital - MTA System Improvements - New	137.4	135.4	38.4	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
47 Rail Capital - MTA System Improvements (ARRA/future TBD)	-	-	-	-	-	-	-	-	-	-	-	-
48 Rail Capital - MTA Rail Vehicles	7.1	96.8	-	83.8	83.3	65.8	34.6	61.3	64.3	50.4	46.8	109.4
49 Rail Capital - MTA Wayside Systems, Facilities & Vehicle Maint	9.4	9.6	9.8	10.0	10.2	10.4	10.5	10.7	10.8	11.0	11.2	11.4
50 Rail Project Contingency for Rail Yards and Cars	-	-	-	60.0	-	-	-	-	-	-	-	-
51 Future Project Planning and Studies	-	-	-	15.0	10.0	-	-	-	14.6	13.2	14.9	7.3
52 Rail Capital - Metrolink	62.7	73.7	61.8	77.8	80.4	76.7	79.0	81.4	83.8	86.5	89.1	81.2
53 Rail Capital - Rehab & Replacement (state of good repair)	45.2	146.5	66.0	139.0	57.5	14.8	286.3	290.2	439.0	386.4	318.7	364.3
54 Misc Transit Projects TBD (SLPP)	11.5	-	-	-	-	-	-	-	-	-	-	-
55 Rail Capital - Transit System Safety & Security Prop 1B	-	-	-	-	-	-	-	-	-	-	-	-
56 Rail Capital Debt Service-Prop A 35% (incl commercial paper)	218.2	225.5	231.2	241.9	253.4	255.6	169.6	188.4	210.5	233.7	250.4	252.4
57 Rail Capital Debt Service-Prop C 40%	101.7	101.3	100.8	100.4	99.9	97.3	97.0	97.2	64.5	66.6	56.7	57.3
58 Measure R 35% Commercial Paper Debt Service	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
59 Measure R 35% 35% BAB Debt Service	33.5	33.0	32.5	31.9	31.3	30.7	30.0	29.4	28.7	28.1	27.4	26.7
60 Measure R 2% Debt Service	7.7	13.5	19.1	19.4	20.3	21.2	22.2	23.1	24.0	24.9	25.8	26.7
61 Measure R 35% Debt Service	-	-	-	-	-	-	-	-	-	-	-	-
62 Measure R QTIB Debt Service	211.3	211.3	242.6	242.6	253.6	260.0	260.0	260.0	260.0	260.0	260.0	260.0
63 Measure R TIFIA Loan Debt Service	27.2	40.4	22.8	36.9	39.8	47.3	62.0	76.8	92.7	108.7	124.4	140.9
64 Commuter Rail Debt Service-Prop C 10%	27.9	30.7	33.8	36.9	40.7	44.1	48.4	52.8	50.6	55.1	59.6	64.1
<b>65 Subtotal Rail Capital</b>	<b>2,754.5</b>	<b>2,648.4</b>	<b>2,074.3</b>	<b>1,615.2</b>	<b>1,568.4</b>	<b>1,057.0</b>	<b>1,192.4</b>	<b>1,227.5</b>	<b>1,413.3</b>	<b>1,387.9</b>	<b>1,342.2</b>	<b>1,452.5</b>
<b>66 Highways</b>												
<b>67 Call for Projects</b>												
68 Regional Surface Transp Improv (RSTI) incl SR-138	42.1	83.0	43.9	129.2	100.2	13.6	-	-	-	-	-	-
69 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	-	-	-
70 Signal Synchronization	-	30.0	33.0	20.0	15.0	26.3	-	-	-	-	-	-
71 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
72 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
73 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-	-
74 Regionally Significant	-	-	-	-	-	-	-	-	-	-	-	-
75 Future Call for Projects	152.8	82.2	171.8	298.8	267.1	288.9	245.9	259.4	252.0	285.2	285.6	109.1
<b>76 Subtotal Call for Projects (CFP)</b>	<b>194.9</b>	<b>195.2</b>	<b>248.7</b>	<b>448.0</b>	<b>382.3</b>	<b>328.8</b>	<b>245.9</b>	<b>259.4</b>	<b>252.0</b>	<b>285.2</b>	<b>285.6</b>	<b>109.1</b>
77 Freeway	216.7	209.1	158.6	83.9	61.2	82.6	202.8	342.7	407.4	423.9	469.9	398.8
78 Alameda Corridor East	50.0	-	-	-	-	-	-	-	-	-	-	-
79 Measure R to be transferred to West Santa Ana Branch	-	-	-	15.8	23.7	83.6	62.0	-	3.6	3.4	2.8	-
80 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	-	-	-	-
81 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	-	-	-	-
82 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-	-	-	-	-
83 BNSF	8.0	-	-	-	-	-	-	-	-	-	-	-
84 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
85 Retrofit Soundwalls	-	-	-	15.7	45.6	12.9	30.0	7.5	22.0	22.0	22.0	22.0
86 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3)	8.3	8.7	9.1	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3
87 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	-	-	-
88 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-	-
89 Misc Projects	-	-	-	-	-	-	-	-	-	-	-	-
90 Expo Phase II Bikeway (in addition to prior Call funding)	-	-	-	-	-	-	-	-	-	-	-	-
91 Regional Intelligent Transportation Systems (ITS)	1.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.8	1.9	1.9
<b>92 Subtotal Highways Capital Including CFP</b>	<b>479.5</b>	<b>414.6</b>	<b>418.0</b>	<b>574.6</b>	<b>524.4</b>	<b>520.1</b>	<b>553.3</b>	<b>622.7</b>	<b>698.6</b>	<b>748.7</b>	<b>794.9</b>	<b>545.0</b>

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
(\$ in millions)	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
93 Freeway Service Patrol	25.9	26.4	26.8	27.3	27.8	28.2	28.7	29.1	29.5	29.9	30.4	30.9
94 Rideshare	13.0	15.1	14.2	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3
95 Highway Project Development Support	12.4	12.5	12.6	12.7	12.8	12.9	13.0	13.1	13.2	13.3	13.4	13.5
96 <b>Subtotal Highways Capital and Operations</b>	<b>530.9</b>	<b>468.6</b>	<b>471.7</b>	<b>629.4</b>	<b>580.5</b>	<b>577.3</b>	<b>613.5</b>	<b>682.2</b>	<b>759.4</b>	<b>810.6</b>	<b>858.2</b>	<b>611.6</b>
97 Highway Debt Serv-Prop C 25%	148.6	162.9	177.3	185.8	196.9	204.1	208.2	215.6	210.9	226.7	242.0	254.7
98 Highway Debt Serv-Measure R 20%	35.9	37.2	37.2	37.2	37.2	37.5	38.9	40.3	40.6	40.6	40.6	40.6
99 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-	-
100 <b>Total MTA-Controlled Funds - Highway Uses</b>	<b>715.3</b>	<b>668.7</b>	<b>686.2</b>	<b>852.4</b>	<b>814.6</b>	<b>818.9</b>	<b>860.7</b>	<b>938.1</b>	<b>1,010.9</b>	<b>1,077.9</b>	<b>1,140.8</b>	<b>906.9</b>
101 <b>Other</b>												
102 ROW Security (Prop C 10%)	2.4	2.4	2.5	2.5	2.6	2.6	2.6	2.7	2.7	2.8	2.8	2.8
103 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
104 Pomona Station Improvements	-	-	-	-	-	-	-	-	-	-	-	-
105 SCRRA relocation	-	-	-	-	-	-	-	-	-	-	-	-
106 Agency-wide Capital	17.4	17.7	18.0	18.4	18.7	19.0	19.2	19.5	19.7	20.0	20.3	20.6
107 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	11.1
108 Admin Prop C 40% Debt Service	-	-	-	-	-	-	-	-	-	-	-	-
109 Admin Overhead	89.7	93.3	97.0	100.7	104.5	108.2	112.1	115.9	120.1	124.3	128.4	132.8
110 <b>Total MTA-Controlled Funds - Other Uses</b>	<b>120.6</b>	<b>124.5</b>	<b>128.6</b>	<b>132.7</b>	<b>136.8</b>	<b>140.8</b>	<b>145.0</b>	<b>149.1</b>	<b>153.6</b>	<b>158.1</b>	<b>162.6</b>	<b>167.3</b>
111 Subtotal MTA Uses Surplus/(Deficit)	0.0	(0.0)	0.0	0.0	(0.0)	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
112 Unallocated Future Projects TBD	(13.6)	2.8	51.4	(80.8)	(52.0)	(34.3)	93.9	93.4	129.2	132.2	122.4	153.0
113 <b>Total MTA-Controlled Funds Uses</b>	<b>5,939.6</b>	<b>5,810.4</b>	<b>5,478.0</b>	<b>5,246.3</b>	<b>5,273.6</b>	<b>4,879.4</b>	<b>5,403.3</b>	<b>5,434.5</b>	<b>5,854.8</b>	<b>6,054.6</b>	<b>6,124.9</b>	<b>6,075.7</b>
114 <b>Uses Belonging to or Programmed by Other Agencies</b>												
115 Bus Ops - Munis	251.8	262.8	272.2	281.7	291.1	300.5	310.1	319.5	329.6	339.8	350.0	360.9
116 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-	-	-	-
117 Paratransit - ASI Operations	8.7	8.9	9.1	9.2	9.4	9.6	9.7	9.9	10.0	10.2	10.3	10.5
118 <b>Subtotal Bus Operations</b>	<b>260.5</b>	<b>271.7</b>	<b>281.3</b>	<b>290.9</b>	<b>300.6</b>	<b>310.0</b>	<b>319.8</b>	<b>329.4</b>	<b>339.6</b>	<b>349.9</b>	<b>360.4</b>	<b>371.4</b>
119 Metrolink Rail Operations	52.6	53.7	54.8	55.8	56.9	57.9	58.8	59.7	60.5	61.4	62.4	63.5
120 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>	<b>313.2</b>	<b>325.4</b>	<b>336.0</b>	<b>346.8</b>	<b>357.5</b>	<b>367.9</b>	<b>378.7</b>	<b>389.0</b>	<b>400.1</b>	<b>411.3</b>	<b>422.8</b>	<b>434.9</b>
121 Rail Capital - Metrolink	-	-	-	-	-	-	-	-	-	-	-	-
122 Bus Capital - Munis	78.0	81.4	84.8	88.4	91.8	95.4	99.1	102.8	106.8	110.8	114.7	118.9
123 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-	-	-	-	-
124 Bus Capital - ASI	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
125 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-	-	-	-	-
126 Rail Capital - Major New Projects	39.0	52.6	25.4	88.4	22.2	27.0	-	-	-	-	-	-
127 Rail Capital - Misc.	-	-	-	-	-	-	-	-	-	-	-	-
128 Rail Capital - Intercity Rail Prop 1B	-	-	-	-	-	-	-	-	-	-	-	-
129 Rail Capital - High Speed Rail	500.0	425.0	200.0	150.0	-	-	-	-	-	-	-	-
130 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b>	<b>617.4</b>	<b>559.3</b>	<b>310.7</b>	<b>327.2</b>	<b>114.4</b>	<b>122.8</b>	<b>99.5</b>	<b>103.2</b>	<b>107.2</b>	<b>111.2</b>	<b>115.1</b>	<b>119.3</b>
131 <b>Highways</b>												
132 Regional Surface Transp Improv (RSTI) incl SR-138	-	27.0	27.0	28.0	-	-	-	-	-	-	-	-
133 Transit Capital	-	-	-	-	-	-	-	-	-	-	-	-
134 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
135 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
136 Freeways (incl contingency and highway funding strategy funds)	1,353.5	1,425.2	1,247.7	1,134.0	1,009.0	1,038.0	1,029.0	1,029.0	1,029.0	1,028.0	1,028.0	565.5
137 Alameda Corridor East	22.0	80.0	-	-	-	-	-	-	-	-	-	-
138 Retrofit Soundwalls	33.0	33.0	33.0	34.0	34.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
139 SHOPP	162.0	165.0	165.0	165.0	165.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
140 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
141 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
142 BNSF	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	10.0	-
143 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
144 Local Roads Rehabilitation- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
145 Highway Safety- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
146 Safe Routes to Schools Projects	-	-	-	-	-	-	-	-	-	-	-	-
147 Freeway Service Patrol	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
148 SAFE Call Boxes	7.3	7.3	7.3	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
149 Local Roads Rehabilitation	427.9	431.2	434.5	437.8	441.1	444.1	447.1	449.6	452.2	455.0	458.1	461.5
150 Local Roads (Props A and C Local Return) - not on Hwy Summa	157.0	164.5	172.3	180.3	188.1	196.0	204.4	212.7	221.8	230.8	239.7	249.1
151 Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-	-	-	-	-
152 Measure R Local Return - Highway Assumed	125.1	131.1	137.3	143.7	149.9	156.2	162.9	169.5	176.7	184.0	191.1	198.5
153 Caltrans L.A. County Operations and Administration	204.4	209.5	214.8	220.1	225.6	231.3	237.1	243.0	249.1	255.3	261.7	268.2
154 Local Return: STPL/FAS (RSTP)	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
155 Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-
156 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-	-
<b>157 Total Non-MTA Controlled Funds - Highway Uses</b>	<b>2,542.0</b>	<b>2,723.6</b>	<b>2,488.6</b>	<b>2,400.0</b>	<b>2,269.9</b>	<b>2,402.8</b>	<b>2,417.5</b>	<b>2,441.0</b>	<b>2,465.9</b>	<b>2,485.2</b>	<b>2,500.6</b>	<b>2,064.9</b>
<b>158 Total Other Agencies' Uses</b>	<b>3,472.6</b>	<b>3,608.4</b>	<b>3,135.3</b>	<b>3,073.9</b>	<b>2,741.8</b>	<b>2,893.5</b>	<b>2,895.6</b>	<b>2,933.2</b>	<b>2,973.2</b>	<b>3,007.7</b>	<b>3,038.5</b>	<b>2,619.1</b>
<b>159 GRAND TOTAL USES</b>	<b>9,412.2</b>	<b>9,418.8</b>	<b>8,613.3</b>	<b>8,320.2</b>	<b>8,015.4</b>	<b>7,772.9</b>	<b>8,298.9</b>	<b>8,367.6</b>	<b>8,828.0</b>	<b>9,062.3</b>	<b>9,163.4</b>	<b>8,694.8</b>

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
1 Bus Ops - MTA	\$ 1,509.0	\$ 1,562.7	\$ 1,591.6	\$ 1,620.9	\$ 1,651.5	\$ 1,683.2	\$ 1,715.9	\$ 1,749.8	\$ 1,784.9	\$ 1,821.1	\$ 1,856.0	\$ 1,890.9
2 Bus Operations - Municipal Operators	375.1	386.6	398.0	409.4	421.5	434.3	447.2	459.8	473.3	486.9	500.0	411.7
3 Bus Operations - Other Eligible Operators	30.1	30.7	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)	36.7	38.1	39.4	40.7	42.1	43.6	45.1	46.5	48.0	49.6	51.1	52.6
5 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-	-	-
6 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-	-	-
7 Bus Operations - ADA (ASI)	137.3	139.9	142.5	145.2	148.0	150.8	153.8	156.8	160.0	163.2	166.3	171.5
8 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	26.5	27.4	28.3	29.3	30.3	31.3	32.4	33.4	34.5	35.6	36.7	37.8
9 Subtotal Bus Operations	2,114.7	2,185.4	2,231.1	2,277.2	2,325.8	2,376.2	2,428.0	2,480.7	2,535.7	2,592.2	2,646.5	2,601.6
10 Rail Operations - MTA	779.0	793.8	808.4	826.2	835.4	851.4	868.0	888.3	902.9	921.2	938.8	959.9
11 Rail Operations - Metrolink	57.6	61.6	71.3	72.7	75.5	75.8	63.8	87.1	92.7	98.4	103.9	109.5
12 Subtotal Rail Operations	836.6	855.4	879.7	898.9	910.8	927.2	931.8	975.4	995.6	1,019.6	1,042.7	1,069.4
13 Total MTA-Controlled Funds - Bus & Rail Ops	2,951.3	3,040.8	3,110.8	3,176.1	3,236.6	3,303.4	3,359.8	3,456.1	3,531.3	3,611.8	3,689.1	3,671.0
14 Bus Capital - MTA	273.3	294.1	332.8	282.8	312.8	284.1	272.4	413.5	302.4	357.4	410.9	418.6
15 Bus Capital - MTA CRD	-	-	-	-	-	-	-	-	-	-	-	-
16 Bus Capital - Municipal Operators	122.2	126.7	125.9	130.4	129.7	134.3	133.7	138.4	137.8	142.6	142.1	144.2
17 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	0.1
18 Prop A 40% Debt Service	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	-	-	-	-
19 Bus Facil Cap Debt Serv-Prop C 40%	91.9	97.3	94.8	90.9	90.9	90.9	77.5	80.2	70.9	54.9	42.9	38.9
20 Subtotal Bus Capital	489.4	519.9	555.4	506.1	535.4	511.3	485.7	634.0	511.1	554.9	595.9	601.8
21 Rail Capital - Major Projects	-	-	-	-	-	-	-	-	-	-	-	-
22 Exposition LRT-Phase I to Venice/Robertson	-	-	-	-	-	-	-	-	-	-	-	-
23 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-	-	-	-	-
24 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-	-
25 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-	-	-
26 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	-	-
27 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-	-	-
28 Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	-	-
29 Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-
30 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-	-	-	-
31 Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	-	-
32 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
33 Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-
34 South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	-	-	-
35 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-	-
36 Contingency	59.4	53.4	67.5	61.7	76.3	71.0	85.9	80.8	96.1	91.4	(1,118.2)	-
37 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	-	-	1,240.6	-
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-	-	-	180.2	-
39 Subregional repayment for TBD from East San Fern. Val N-S	-	-	-	-	-	-	-	-	-	-	1.0	-
40 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	57.7	-
41 Rail Capital - Balance of Major Projects (Eastside LRT)	-	-	-	-	-	-	-	-	-	-	-	-
42 Rail Capital - Closeout of Prior Projects	-	-	-	-	-	-	-	-	-	-	-	-
43 Rail Capital - MTA Rail Misc. System Improvements	-	-	-	-	-	-	-	-	-	-	-	-
44 Rail Capital - Misc. Red, Blue & Green Improvements	-	-	-	-	-	-	-	-	-	-	-	-
45 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-	-
46 Rail Capital - MTA System Improvements - New	-	-	-	-	-	-	-	-	-	-	-	-



**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
47 Rail Capital - MTA System Improvements (ARRA/future TBD)	-	-	-	-	-	-	-	-	-	-	-	-
48 Rail Capital - MTA Rail Vehicles	64.8	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4
49 Rail Capital - MTA Wayside Systems, Facilities & Vehicle Maint	11.6	11.8	12.0	12.3	12.5	12.7	55.4	47.7	36.4	36.7	17.7	80.5
50 Rail Project Contingency for Rail Yards and Cars	-	-	-	-	-	-	-	-	-	-	-	-
51 Future Project Planning and Studies	-	-	-	-	-	-	-	-	-	-	-	-
52 Rail Capital - Metrolink	43.2	91.1	94.8	87.6	90.6	93.7	96.2	54.0	55.7	57.5	59.1	2.0
53 Rail Capital - Rehab & Replacement (state of good repair)	329.6	329.3	287.2	322.7	527.8	392.1	854.7	495.1	311.2	255.9	430.3	787.1
54 Misc Transit Projects TBD (SLPP)	-	-	-	-	-	-	-	-	-	-	-	-
55 Rail Capital - Transit System Safety & Security Prop 1B	-	-	-	-	-	-	-	-	-	-	-	-
56 Rail Capital Debt Service-Prop A 35% (incl commercial paper)	257.3	264.6	279.9	293.8	306.6	319.7	338.6	359.0	354.7	358.2	361.6	363.2
57 Rail Capital Debt Service-Prop C 40%	57.3	50.0	50.0	42.7	40.1	40.1	43.1	48.8	51.6	51.6	51.6	51.6
58 Measure R 35% Commercial Paper Debt Service	5.4	5.4	55.4	54.7	53.9	53.2	52.4	51.7	50.9	11.9	-	-
59 Measure R 35% 35% BAB Debt Service	26.0	25.3	24.7	24.0	23.3	22.6	21.9	21.1	20.4	19.7	19.0	-
60 Measure R 2% Debt Service	27.6	28.6	29.5	30.4	31.4	32.3	33.4	34.4	10.6	0.0	0.0	-
61 Measure R 35% Debt Service	-	-	-	-	-	-	-	-	-	-	-	-
62 Measure R QTIB Debt Service	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	-
63 Measure R TIFIA Loan Debt Service	157.0	173.4	139.5	156.3	174.2	193.0	212.0	230.5	250.0	308.2	65.5	-
64 Commuter Rail Debt Service-Prop C 10%	66.3	68.6	69.0	72.3	74.6	77.5	79.9	80.8	80.8	80.8	80.8	80.8
<b>65 Subtotal Rail Capital</b>	<b>1,365.6</b>	<b>1,426.2</b>	<b>1,457.2</b>	<b>1,488.5</b>	<b>1,673.1</b>	<b>1,610.3</b>	<b>2,176.0</b>	<b>1,812.9</b>	<b>1,623.1</b>	<b>1,578.4</b>	<b>1,712.5</b>	<b>1,365.8</b>
<b>66 Highways</b>												
<b>67 Call for Projects</b>												
68 Regional Surface Transp Improv (RSTI) incl SR-138	-	-	-	-	-	-	-	-	-	-	-	-
69 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	-	-	-
70 Signal Synchronization	-	-	-	-	-	-	-	-	-	-	-	-
71 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
72 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
73 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-	-
74 Regionally Significant	-	-	-	-	-	-	-	-	-	-	-	-
75 Future Call for Projects	240.8	280.1	-	-	-	-	-	-	-	-	-	-
<b>76 Subtotal Call for Projects (CFP)</b>	<b>240.8</b>	<b>280.1</b>	-	-	-	-	-	-	-	-	-	-
77 Freeway	321.0	376.0	309.0	323.8	348.2	426.7	444.8	361.2	469.9	337.6	325.1	149.3
78 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-	-
79 Measure R to be transferred to West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
80 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	-	88.8	-	-
81 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	-	-	253.5	-
82 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-	-	133.0	-	-
83 BNSF	-	-	-	-	-	-	-	-	-	-	-	-
84 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
85 Retrofit Soundwalls	51.8	48.6	115.3	123.5	115.0	-	72.3	95.0	96.3	95.9	-	-
86 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3)	13.8	14.3	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
87 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	-	-	-
88 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-	-
89 Misc Projects	-	-	-	-	-	-	-	-	-	-	-	-
90 Expo Phase II Bikeway (in addition to prior Call funding)	-	-	-	-	-	-	-	-	-	-	-	-
91 Regional Intelligent Transportation Systems (ITS)	1.9	2.0	-	-	-	-	-	-	-	-	-	-
<b>92 Subtotal Highways Capital Including CFP</b>	<b>629.3</b>	<b>720.9</b>	<b>439.0</b>	<b>462.5</b>	<b>478.9</b>	<b>443.0</b>	<b>534.0</b>	<b>473.6</b>	<b>584.2</b>	<b>673.8</b>	<b>597.6</b>	<b>169.0</b>

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

	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
93 Freeway Service Patrol	31.4	32.0	32.5	33.1	33.6	34.2	34.8	35.5	36.1	36.8	37.5	38.1
94 Rideshare	21.3	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
95 Highway Project Development Support	13.6	13.7	13.8	13.9	14.0	14.2	14.3	14.4	14.6	14.7	14.9	15.0
96 <b>Subtotal Highways Capital and Operations</b>	<b>695.5</b>	<b>788.6</b>	<b>507.4</b>	<b>531.6</b>	<b>548.7</b>	<b>513.5</b>	<b>605.2</b>	<b>545.6</b>	<b>657.0</b>	<b>747.4</b>	<b>672.0</b>	<b>244.1</b>
97 Highway Debt Serv-Prop C 25%	260.9	271.4	278.0	275.3	275.3	275.3	275.3	265.1	265.0	265.0	265.0	265.0
98 Highway Debt Serv-Measure R 20%	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	20.3	-
99 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-	-
100 <b>Total MTA-Controlled Funds - Highway Uses</b>	<b>997.0</b>	<b>1,100.6</b>	<b>826.0</b>	<b>847.5</b>	<b>864.6</b>	<b>829.4</b>	<b>921.1</b>	<b>851.3</b>	<b>962.5</b>	<b>1,053.0</b>	<b>957.3</b>	<b>509.1</b>
101 <b>Other</b>												
102 ROW Security (Prop C 10%)	2.9	3.0	3.0	3.1	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6
103 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
104 Pomona Station Improvements	-	-	-	-	-	-	-	-	-	-	-	-
105 SCRRA relocation	-	-	-	-	-	-	-	-	-	-	-	-
106 Agency-wide Capital	21.0	21.3	21.7	22.0	22.4	22.8	23.2	23.6	24.1	24.5	24.9	25.4
107 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	11.1
108 Admin Prop C 40% Debt Service	-	-	-	-	-	-	-	-	-	-	-	-
109 Admin Overhead	137.1	141.4	145.8	150.1	154.6	159.5	164.4	169.2	174.2	179.4	184.3	159.5
110 <b>Total MTA-Controlled Funds - Other Uses</b>	<b>172.0</b>	<b>178.8</b>	<b>181.5</b>	<b>186.2</b>	<b>191.3</b>	<b>196.6</b>	<b>201.9</b>	<b>207.2</b>	<b>212.7</b>	<b>218.4</b>	<b>223.8</b>	<b>199.6</b>
111 Subtotal MTA Uses Surplus/(Deficit)	0.0	(0.0)	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	21.7	(21.7)
112 Unallocated Future Projects TBD	216.3	239.1	307.0	454.9	458.1	509.2	382.3	491.9	614.3	627.3	635.8	(278.6)
113 <b>Total MTA-Controlled Funds Uses</b>	<b>6,191.5</b>	<b>6,503.4</b>	<b>6,437.9</b>	<b>6,659.3</b>	<b>6,959.0</b>	<b>6,960.1</b>	<b>7,526.8</b>	<b>7,453.4</b>	<b>7,455.1</b>	<b>7,643.7</b>	<b>7,836.1</b>	<b>6,046.9</b>
114 <b>Uses Belonging to or Programmed by Other Agencies</b>												
115 Bus Ops - Munis	371.9	383.0	393.9	404.8	416.4	428.7	441.1	453.3	466.3	479.4	492.0	505.0
116 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-	-	-	-
117 Paratransit - ASI Operations	10.7	10.9	11.1	11.3	11.5	11.7	12.0	12.2	12.5	12.7	13.0	13.2
118 <b>Subtotal Bus Operations</b>	<b>382.6</b>	<b>393.9</b>	<b>405.0</b>	<b>416.1</b>	<b>428.0</b>	<b>440.4</b>	<b>453.1</b>	<b>465.5</b>	<b>478.7</b>	<b>492.1</b>	<b>504.9</b>	<b>518.2</b>
119 Metrolink Rail Operations	64.7	65.9	67.2	68.4	69.7	71.0	72.4	73.8	75.3	76.8	78.3	79.8
120 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>	<b>447.3</b>	<b>459.8</b>	<b>472.1</b>	<b>484.5</b>	<b>497.7</b>	<b>511.5</b>	<b>525.5</b>	<b>539.4</b>	<b>554.1</b>	<b>569.0</b>	<b>583.2</b>	<b>598.0</b>
121 Rail Capital - Metrolink	-	-	-	-	-	-	-	-	-	-	-	-
122 Bus Capital - Munis	122.9	127.0	131.1	135.1	139.4	144.0	148.6	153.0	157.8	162.6	167.2	172.0
123 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-	-	-	-	-
124 Bus Capital - ASI	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
125 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-	-	-	-	-
126 Rail Capital - Major New Projects	-	-	-	-	-	-	-	-	-	-	-	-
127 Rail Capital - Misc.	-	-	-	-	-	-	-	-	-	-	-	-
128 Rail Capital - Intercity Rail Prop 1B	-	-	-	-	-	-	-	-	-	-	-	-
129 Rail Capital - High Speed Rail	-	-	-	-	-	-	-	-	-	-	-	-
130 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b>	<b>123.3</b>	<b>127.4</b>	<b>131.5</b>	<b>135.5</b>	<b>139.8</b>	<b>144.4</b>	<b>149.0</b>	<b>153.4</b>	<b>158.2</b>	<b>163.0</b>	<b>167.6</b>	<b>172.4</b>
131 <b>Highways</b>												
132 Regional Surface Transp Improv (RSTI) incl SR-138	-	-	-	-	-	-	-	-	-	-	-	-
133 Transit Capital	-	-	-	-	-	-	-	-	-	-	-	-
134 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
135 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
136 Freeways (incl contingency and highway funding strategy funds)	592.7	361.3	372.1	383.3	592.0	610.3	837.9	431.7	222.1	115.1	117.9	-
137 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-	-
138 Retrofit Soundwalls	110.0	110.0	7.0	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
139 SHOPP	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
140 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
141 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
142 BNSF	-	-	-	-	-	-	-	-	-	-	-	-
143 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
144 Local Roads Rehabilitation- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
145 Highway Safety- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
146 Safe Routes to Schools Projects	-	-	-	-	-	-	-	-	-	-	-	-
147 Freeway Service Patrol	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
148 SAFE Call Boxes	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
149 Local Roads Rehabilitation	465.3	469.1	472.8	476.6	480.6	484.8	489.1	493.5	498.1	502.8	507.3	511.9
150 Local Roads (Props A and C Local Return) - not on Hwy Summa	258.2	267.5	276.6	285.7	295.4	305.7	316.1	326.1	336.8	347.7	358.0	368.8
151 Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-	-	-	-	-
152 Measure R Local Return - Highway Assumed	205.8	213.2	220.4	227.7	235.4	243.6	251.9	259.9	268.5	277.1	285.3	-
153 Caltrans L.A. County Operations and Administration	274.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
154 Local Return: STPL/FAS (RSTP)	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
155 Miscellaneous	-	-	-	-	-	-	-	-	-	-	-	-
156 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-	-
157 <b>Total Non-MTA Controlled Funds - Highway Uses</b>	<b>2,118.9</b>	<b>1,914.9</b>	<b>1,849.9</b>	<b>1,881.5</b>	<b>2,119.1</b>	<b>2,167.6</b>	<b>2,425.9</b>	<b>2,050.1</b>	<b>1,872.5</b>	<b>1,798.1</b>	<b>1,832.6</b>	<b>1,453.5</b>
158 <b>Total Other Agencies' Uses</b>	<b>2,689.5</b>	<b>2,502.1</b>	<b>2,453.5</b>	<b>2,501.5</b>	<b>2,756.6</b>	<b>2,823.4</b>	<b>3,100.4</b>	<b>2,742.9</b>	<b>2,584.8</b>	<b>2,530.1</b>	<b>2,583.4</b>	<b>2,223.9</b>
159 <b>GRAND TOTAL USES</b>	<b>8,881.0</b>	<b>9,005.6</b>	<b>8,891.4</b>	<b>9,160.8</b>	<b>9,715.6</b>	<b>9,783.6</b>	<b>10,627.2</b>	<b>10,196.3</b>	<b>10,039.9</b>	<b>10,173.8</b>	<b>10,419.5</b>	<b>8,270.8</b>

LACMTA Financial Forecasting Model

**New Debt Financing**

*30/10 Initiative 100% ScenA 8/10/10*

(\$ in millions)	Total	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Rail, Proposition A 35% Gross	5,352.0	1,171.3	2,393.8	1,787.0	8.6	110.4	203.3	94.1	373.6	21.7	73.0	102.0	119.4	65.2
<b>Rail, Proposition A 35% Net</b>	<b>4,915.7</b>	<b>1,080.2</b>	<b>2,196.6</b>	<b>1,639.0</b>	<b>7.9</b>	<b>102.1</b>	<b>188.0</b>	<b>87.0</b>	<b>344.1</b>	<b>20.0</b>	<b>67.2</b>	<b>93.9</b>	<b>110.0</b>	<b>60.0</b>
Rail, Proposition C 10% Gross	1,189.5	353.8	570.3	265.4	-	39.3	20.2	39.6	52.6	38.5	31.3	35.7	55.0	41.5
<b>Rail, Proposition C 10% Net</b>	<b>1,092.9</b>	<b>326.2</b>	<b>523.3</b>	<b>243.5</b>	<b>-</b>	<b>36.4</b>	<b>18.7</b>	<b>36.7</b>	<b>48.4</b>	<b>35.5</b>	<b>28.8</b>	<b>32.9</b>	<b>50.7</b>	<b>38.3</b>
Rail, Proposition C 40% Gross	772.1	499.5	98.1	174.4	-	-	-	-	-	173.7	325.8	-	-	-
<b>Rail, Proposition C 40% Net</b>	<b>710.0</b>	<b>460.0</b>	<b>90.0</b>	<b>160.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>160.0</b>	<b>300.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
12-yr Bus, Proposition C 40% Gross	1,152.8	440.3	574.6	137.9	-	-	74.2	102.7	68.7	91.6	-	57.3	-	45.8
<b>Bus, Proposition C 40% Net</b>	<b>1,005.0</b>	<b>385.0</b>	<b>500.0</b>	<b>120.0</b>	<b>-</b>	<b>-</b>	<b>65.0</b>	<b>90.0</b>	<b>60.0</b>	<b>80.0</b>	<b>-</b>	<b>50.0</b>	<b>-</b>	<b>40.0</b>
30-yr Bus, Proposition C 40% Gross	304.5	108.5	196.0	-	-	-	16.2	10.8	16.3	-	27.1	-	27.1	10.9
<b>Bus, Proposition C 40% Net</b>	<b>280.0</b>	<b>100.0</b>	<b>180.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>10.0</b>	<b>15.0</b>	<b>-</b>	<b>25.0</b>	<b>-</b>	<b>25.0</b>	<b>10.0</b>
Subtotal Bus, Proposition C 40% Gross	1,457.3	548.8	770.6	137.9	-	-	90.4	113.5	85.0	91.6	27.1	57.3	27.1	56.7
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>1,285.0</b>	<b>485.0</b>	<b>680.0</b>	<b>120.0</b>	<b>-</b>	<b>-</b>	<b>80.0</b>	<b>100.0</b>	<b>75.0</b>	<b>80.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>	<b>50.0</b>
<i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>	<i>2,229.3</i>	<i>1,048.2</i>	<i>868.7</i>	<i>312.4</i>	<i>-</i>	<i>-</i>	<i>90.4</i>	<i>113.5</i>	<i>85.0</i>	<i>265.4</i>	<i>352.9</i>	<i>57.3</i>	<i>27.1</i>	<i>56.7</i>
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	<b>1,995.0</b>	<b>945.0</b>	<b>770.0</b>	<b>280.0</b>	<b>-</b>	<b>-</b>	<b>80.0</b>	<b>100.0</b>	<b>75.0</b>	<b>240.0</b>	<b>325.0</b>	<b>50.0</b>	<b>25.0</b>	<b>50.0</b>
Hwy, Proposition C 25% Gross	4,032.8	2,262.3	1,577.0	193.5	-	157.9	447.1	304.2	402.3	289.7	136.3	77.2	365.7	81.9
<b>Hwy, Proposition C 25% Net</b>	<b>3,711.4</b>	<b>2,086.8</b>	<b>1,447.1</b>	<b>177.5</b>	<b>-</b>	<b>146.0</b>	<b>413.4</b>	<b>281.2</b>	<b>370.5</b>	<b>266.8</b>	<b>125.5</b>	<b>71.1</b>	<b>336.8</b>	<b>75.5</b>
Rail, Measure R 35% Gross	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail, Measure R 35% Bonds Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Measure R 20% Bonds Gross	576.6	541.4	35.2	-	-	1.1	141.7	131.3	149.2	47.5	35.4	35.4	-	-
<b>Measure R 20% Bonds Net</b>	<b>527.9</b>	<b>496.6</b>	<b>31.3</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>130.5</b>	<b>120.8</b>	<b>136.5</b>	<b>43.4</b>	<b>32.3</b>	<b>32.2</b>	<b>-</b>	<b>-</b>
Measure R 35% Commercial Paper	361.7	361.7	-	-	-	-	-	-	-	281.5	80.2	-	-	-
<b>Measure R 2% Commercial Paper</b>	<b>324.0</b>	<b>324.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.0</b>	<b>107.2</b>	<b>102.4</b>	<b>101.0</b>	<b>0.6</b>
<b>Total Net New Financing, Annual</b>	<b>12,566.9</b>	<b>5,258.7</b>	<b>4,968.3</b>	<b>2,340.0</b>	<b>7.9</b>	<b>285.5</b>	<b>830.6</b>	<b>625.6</b>	<b>974.5</b>	<b>618.6</b>	<b>685.9</b>	<b>382.5</b>	<b>623.4</b>	<b>224.3</b>
<b>Total Net New Financing, Cumulative</b>		<b>5,258.7</b>	<b>10,227.0</b>	<b>12,566.9</b>	<b>7.9</b>	<b>293.4</b>	<b>1,124.0</b>	<b>1,749.6</b>	<b>2,724.1</b>	<b>3,342.7</b>	<b>4,028.6</b>	<b>4,411.0</b>	<b>5,034.4</b>	<b>5,258.7</b>

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

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

LACMTA Financial Forecasting Model

**New Debt Financing**

*30/10 Initiative 100% ScenA 8/10/10*

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Rail, Proposition A 35% Gross	271.5	80.2	56.8	298.8	255.8	393.9	288.2	207.6	312.7	228.3	245.1
<b>Rail, Proposition A 35% Net</b>	<b>250.0</b>	<b>73.6</b>	<b>52.1</b>	<b>274.1</b>	<b>234.6</b>	<b>361.3</b>	<b>264.3</b>	<b>190.4</b>	<b>286.8</b>	<b>209.4</b>	<b>224.8</b>
Rail, Proposition C 10% Gross	56.5	59.3	61.3	63.8	64.8	64.4	67.2	68.4	57.5	7.3	59.4
<b>Rail, Proposition C 10% Net</b>	<b>52.0</b>	<b>54.4</b>	<b>56.2</b>	<b>58.5</b>	<b>59.5</b>	<b>59.1</b>	<b>61.6</b>	<b>62.7</b>	<b>52.7</b>	<b>6.7</b>	<b>54.5</b>
Rail, Proposition C 40% Gross	-	32.7	-	-	-	-	65.4	-	-	-	-
<b>Rail, Proposition C 40% Net</b>	<b>-</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
12-yr Bus, Proposition C 40% Gross	34.4	34.5	-	114.9	11.5	80.5	137.9	103.5	34.5	23.0	46.0
<b>Bus, Proposition C 40% Net</b>	<b>30.0</b>	<b>30.0</b>	<b>-</b>	<b>100.0</b>	<b>10.0</b>	<b>70.0</b>	<b>120.0</b>	<b>90.0</b>	<b>30.0</b>	<b>20.0</b>	<b>40.0</b>
30-yr Bus, Proposition C 40% Gross	65.2	43.6	43.6	43.6	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	<b>60.0</b>	<b>40.0</b>	<b>40.0</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Subtotal Bus, Proposition C 40% Gross	99.5	78.1	43.6	158.6	11.5	80.5	137.9	103.5	34.5	23.0	46.0
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>90.0</b>	<b>70.0</b>	<b>40.0</b>	<b>140.0</b>	<b>10.0</b>	<b>70.0</b>	<b>120.0</b>	<b>90.0</b>	<b>30.0</b>	<b>20.0</b>	<b>40.0</b>
<i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>	<i>99.5</i>	<i>110.8</i>	<i>43.6</i>	<i>158.6</i>	<i>11.5</i>	<i>80.5</i>	<i>203.4</i>	<i>103.5</i>	<i>34.5</i>	<i>23.0</i>	<i>46.0</i>
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	<b>90.0</b>	<b>100.0</b>	<b>40.0</b>	<b>140.0</b>	<b>10.0</b>	<b>70.0</b>	<b>180.0</b>	<b>90.0</b>	<b>30.0</b>	<b>20.0</b>	<b>40.0</b>
Hwy, Proposition C 25% Gross	183.7	165.3	51.5	73.6	146.2	207.0	256.0	313.7	54.1	125.9	193.5
<b>Hwy, Proposition C 25% Net</b>	<b>169.2</b>	<b>151.6</b>	<b>47.3</b>	<b>67.5</b>	<b>134.1</b>	<b>189.9</b>	<b>234.8</b>	<b>287.7</b>	<b>49.6</b>	<b>115.4</b>	<b>177.5</b>
Rail, Measure R 35% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Rail, Measure R 35% Bonds Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Measure R 20% Bonds Gross	-	-	6.3	23.7	5.2	-	-	-	-	-	-
<b>Measure R 20% Bonds Net</b>	<b>-</b>	<b>-</b>	<b>5.6</b>	<b>21.1</b>	<b>4.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Measure R 35% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-
<b>Measure R 2% Commercial Paper</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Net New Financing, Annual</b>	<b>561.2</b>	<b>379.5</b>	<b>201.2</b>	<b>561.2</b>	<b>442.8</b>	<b>680.3</b>	<b>740.7</b>	<b>630.8</b>	<b>419.1</b>	<b>351.5</b>	<b>496.8</b>
<b>Total Net New Financing, Cumulative</b>	<b>5,819.9</b>	<b>6,199.4</b>	<b>6,400.6</b>	<b>6,961.9</b>	<b>7,404.6</b>	<b>8,084.9</b>	<b>8,825.6</b>	<b>9,456.4</b>	<b>9,875.5</b>	<b>10,227.0</b>	<b>10,723.8</b>

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

LACMTA Financial Forecasting Model

**New Debt Financing**

*3Q/10 Initiative 100% ScenA 8/10/10*

	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
(\$ in millions)	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
Rail, Proposition A 35% Gross	201.4	204.4	272.7	111.0	438.6	155.4	53.3	48.5	50.6	6.0	
<b>Rail, Proposition A 35% Net</b>	<b>184.7</b>	<b>187.5</b>	<b>250.1</b>	<b>101.8</b>	<b>402.3</b>	<b>142.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	
Rail, Proposition C 10% Gross	51.4	41.8	43.2	42.5	27.1	-	-	-	-	-	
<b>Rail, Proposition C 10% Net</b>	<b>47.1</b>	<b>38.4</b>	<b>39.7</b>	<b>39.0</b>	<b>24.9</b>	-	-	-	-	-	
Rail, Proposition C 40% Gross	-	-	-	-	87.2	87.2	-	-	-	-	
<b>Rail, Proposition C 40% Net</b>	-	-	-	-	<b>80.0</b>	<b>80.0</b>	-	-	-	-	
12-yr Bus, Proposition C 40% Gross	23.0	-	34.5	-	-	34.5	-	-	-	-	
<b>Bus, Proposition C 40% Net</b>	<b>20.0</b>	-	<b>30.0</b>	-	-	<b>30.0</b>	-	-	-	-	
30-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	
<b>Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-	
Subtotal Bus, Proposition C 40% Gross	23.0	-	34.5	-	-	34.5	-	-	-	-	
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>20.0</b>	-	<b>30.0</b>	-	-	<b>30.0</b>	-	-	-	-	
<i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>	<i>23.0</i>	-	<i>34.5</i>	-	<i>87.2</i>	<i>121.7</i>	-	-	-	-	
<b><i>Subtotal Proposition C 40% Net - Bus &amp; Rail</i></b>	<b><i>20.0</i></b>	-	<b><i>30.0</i></b>	-	<b><i>80.0</i></b>	<b><i>110.0</i></b>	-	-	-	-	
Hwy, Proposition C 25% Gross	-	-	-	-	-	-	-	-	-	-	
<b>Hwy, Proposition C 25% Net</b>	-	-	-	-	-	-	-	-	-	-	
Rail, Measure R 35% Gross	-	-	-	-	-	-	-	-	-	-	
<b>Rail, Measure R 35% Bonds Net</b>	-	-	-	-	-	-	-	-	-	-	
Measure R 20% Bonds Gross	-	-	-	-	-	-	-	-	-	-	
<b>Measure R 20% Bonds Net</b>	-	-	-	-	-	-	-	-	-	-	
<b>Measure R 35% Commercial Paper</b>	-	-	-	-	-	-	-	-	-	-	
<b>Measure R 2% Commercial Paper</b>	-	-	-	-	-	-	-	-	-	-	
<b>Total Net New Financing, Annual</b>	<b>251.8</b>	<b>225.9</b>	<b>319.8</b>	<b>140.8</b>	<b>507.2</b>	<b>252.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	
<b>Total Net New Financing, Cumulative</b>	<b>10,975.6</b>	<b>11,201.4</b>	<b>11,521.2</b>	<b>11,662.0</b>	<b>12,169.1</b>	<b>12,421.6</b>	<b>12,470.5</b>	<b>12,515.0</b>	<b>12,561.4</b>	<b>12,566.9</b>	

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

LACMTA Financial Forecasting Model  
**New Debt Innovative Financing**  
*30/10 Initiative 100% ScenA 8/10/10*

(\$ in millions)	Total	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Build America Bonds (BAB) Proceeds</b>	<b>500.0</b>	<b>500.0</b>	-	-	-	500.0	-	-	-	-	-	-	-	-
Expo Phase II	172.2	172.2	-	-	-	-	109.2	63.1	-	-	-	-	-	-
Gold Line Foothill	327.8	327.8	-	-	-	66.8	88.3	172.8	-	-	-	-	-	-
<b>Total Build America Bonds Uses</b>	<b>500.0</b>	<b>500.0</b>	-	-	-	<b>66.8</b>	<b>197.4</b>	<b>235.8</b>	-	-	-	-	-	-
<b>Qualified Transit Improvement Bonds Proceeds</b>	<b>5,757.2</b>	<b>5,449.5</b>	<b>307.7</b>	-	-	-	<b>1,483.2</b>	-	-	<b>2,507.0</b>	-	<b>836.2</b>	-	<b>623.1</b>
Green Line LAX	164.3	164.3	-	-	-	-	7.9	14.6	38.8	58.2	44.9	-	-	-
South Bay Green Line	246.9	246.9	-	-	-	-	7.8	23.3	38.8	58.2	77.6	41.3	-	-
Crenshaw/LAX Transit Corridor	613.2	613.2	-	-	-	-	-	-	258.4	260.4	94.4	-	-	-
Westside Subway Extension	2,097.9	1,732.1	365.8	-	-	-	-	220.7	152.9	242.4	357.7	328.6	-	429.9
West Santa Ana Branch	225.7	225.7	-	-	-	-	12.6	19.4	48.5	58.2	58.2	28.8	-	-
SFV I-405	1,120.5	1,120.5	-	-	-	-	38.8	135.8	232.8	232.8	315.3	165.0	-	-
Gold Line Foothill - not eligible	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expo II - not eligible	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	1,075.2	1,075.2	-	-	-	-	-	64.4	70.0	232.8	265.6	202.7	48.6	191.1
Regional Connector	160.0	160.0	-	-	-	-	-	-	-	73.1	74.3	12.6	-	-
East San Fernando Valley North-South	53.5	53.5	-	-	-	-	-	9.7	10.8	24.3	-	8.8	-	-
<b>Total QTIBs Uses</b>	<b>5,757.2</b>	<b>5,391.4</b>	<b>365.8</b>	-	-	-	<b>67.0</b>	<b>487.9</b>	<b>851.0</b>	<b>1,240.3</b>	<b>1,288.1</b>	<b>787.7</b>	<b>48.6</b>	<b>621.0</b>
<b>TIFIA Loan Proceeds</b>	<b>1,680.2</b>	<b>1,476.8</b>	<b>203.4</b>	-	-	-	-	-	-	-	-	<b>501.3</b>	<b>824.1</b>	<b>151.4</b>
SFV I-405	217.2	217.2	-	-	-	-	-	-	-	-	-	106.6	97.0	13.6
Eastside Extension Phase II	189.1	189.1	-	-	-	-	-	-	-	-	-	85.2	103.9	-
Crenshaw/LAX Transit Corridor	545.9	545.9	-	-	-	-	-	-	-	-	-	266.9	197.6	81.4
Expo Phase II - not eligible	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Foothill - not eligible	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SFV East N-S	14.0	14.0	-	-	-	-	-	-	-	-	-	5.8	8.2	-
Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	640.8	437.4	203.4	-	-	-	-	-	-	-	-	6.0	382.9	48.5
West Santa Ana Branch	14.3	14.3	-	-	-	-	-	-	-	-	-	14.3	-	-
South Bay Green Line	25.1	25.1	-	-	-	-	-	-	-	-	-	15.0	10.1	-
Green Line LAX	33.8	33.8	-	-	-	-	-	-	-	-	-	1.3	24.5	8.0
<b>Total TIFIA Uses</b>	<b>1,680.2</b>	<b>1,476.8</b>	<b>203.4</b>	-	-	-	-	-	-	-	-	<b>501.3</b>	<b>824.1</b>	<b>151.5</b>

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

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

*3Q/10 Initiative 100% ScenA 8/10/10*

	2019	2020	2021
(\$ in millions)	2020	2021	2022
<b>Build America Bonds (BAB) Proceeds</b>	-	-	-
Expo Phase II	-	-	-
Gold Line Foothill	-	-	-
<b>Total Build America Bonds Uses</b>	-	-	-
<b>Qualified Transit Improvement Bonds Proceeds</b>	-	307.7	-
Green Line LAX	-	-	-
South Bay Green Line	-	-	-
Crenshaw/LAX Transit Corridor	-	-	-
Westside Subway Extension	58.1	218.8	88.9
West Santa Ana Branch	-	-	-
SFV I-405	-	-	-
Gold Line Foothill - not eligible	-	-	-
Expo II - not eligible	-	-	-
Eastside Extension Phase II	-	-	-
Regional Connector	-	-	-
East San Fernando Valley North-South	-	-	-
<b>Total QTIBs Uses</b>	58.1	218.8	88.9
<b>TIFIA Loan Proceeds</b>	203.4	-	-
SFV I-405	-	-	-
Eastside Extension Phase II	-	-	-
Crenshaw/LAX Transit Corridor	-	-	-
Expo Phase II - not eligible	-	-	-
Gold Foothill - not eligible	-	-	-
SFV East N-S	-	-	-
Regional Connector	-	-	-
Westside Subway Extension	203.4	-	-
West Santa Ana Branch	-	-	-
South Bay Green Line	-	-	-
Green Line LAX	-	-	-
<b>Total TIFIA Uses</b>	203.4	-	-

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



**LACMTA Financial Forecasting Model**

**Debt Policy Conformance**

*30/10 Initiative 100% ScenA 8/10/10*

	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Proposition A 35%</b>														
Projected Revenues	2,464.9	3,911.9	6,249.4	12,626.2	188.1	196.7	208.9	224.0	239.7	253.9	267.9	281.6	295.1	309.0
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%
Maximum Available for Debt Service	2,144.5	3,403.4	5,437.0	10,984.8	163.7	171.1	181.7	194.9	208.5	220.9	233.1	245.0	256.7	268.9
Less: Existing Debt Service (not incl CP or fees)	1,486.5	763.4	92.3	2,342.2	151.6	149.9	157.8	150.6	146.3	146.5	146.2	145.9	146.0	145.7
Available for Future Issuance	658.0	2,640.0	5,344.7	8,642.6	12.1	21.2	24.0	44.3	62.2	74.3	86.9	99.1	110.7	123.2
Less: Projected Payment (Model) (not incl CP) (Incl T)	426.4	2,207.5	4,906.9	7,540.8	3.5	4.0	17.3	28.7	41.8	55.5	59.0	65.0	72.6	79.1
<b>Available DS Capacity (Overutilization)</b>	<b>231.5</b>	<b>432.5</b>	<b>437.8</b>	<b>870.2</b>	<b>8.5</b>	<b>17.3</b>	<b>6.7</b>	<b>15.6</b>	<b>20.4</b>	<b>18.9</b>	<b>27.9</b>	<b>34.1</b>	<b>38.1</b>	<b>44.1</b>
<b>Annual DSCR: Minimum 1.15</b>					<b>1.21</b>	<b>1.28</b>	<b>1.19</b>	<b>1.25</b>	<b>1.27</b>	<b>1.26</b>	<b>1.31</b>	<b>1.34</b>	<b>1.35</b>	<b>1.37</b>
<b>Annual Debt Service % of Rev (87% max)</b>					<b>82.5%</b>	<b>78.2%</b>	<b>83.8%</b>	<b>80.0%</b>	<b>78.5%</b>	<b>79.6%</b>	<b>76.6%</b>	<b>74.9%</b>	<b>74.1%</b>	<b>72.7%</b>
<b>Proposition C 25%</b>														
Projected Revenues	1,826.0	2,898.0	4,629.6	9,353.6	139.4	145.7	154.7	165.9	177.5	188.1	198.4	208.6	218.6	228.9
Policy Maximum	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Maximum Available for Debt Service	1,552.1	2,463.3	3,935.2	7,950.6	118.5	123.9	131.5	141.1	150.9	159.9	168.7	177.3	185.8	194.6
Less: Existing Debt Service (Treasury)	360.4	252.6	67.6	680.7	34.6	36.2	35.8	35.8	35.7	37.1	36.5	36.4	36.2	36.1
Available for Future Issuance	1,191.7	2,210.6	3,867.6	7,269.9	83.9	87.6	95.7	105.3	115.2	122.8	132.1	141.0	149.6	158.5
Less: Projected Payment (Financial Model)	720.3	1,953.0	2,908.0	5,581.3	0.0	4.8	23.4	46.5	68.9	91.4	105.3	112.2	126.6	141.2
<b>Available DS Capacity (Overutilization)</b>	<b>471.4</b>	<b>257.6</b>	<b>959.6</b>	<b>1,688.6</b>	<b>83.9</b>	<b>82.8</b>	<b>72.3</b>	<b>58.8</b>	<b>46.3</b>	<b>31.4</b>	<b>26.9</b>	<b>28.8</b>	<b>23.0</b>	<b>17.3</b>
<b>Annual DSCR: Minimum 1.176</b>					<b>4.03</b>	<b>3.55</b>	<b>2.61</b>	<b>2.02</b>	<b>1.70</b>	<b>1.46</b>	<b>1.40</b>	<b>1.40</b>	<b>1.34</b>	<b>1.29</b>
<b>Annual Debt Service % of Rev (85% max)</b>					<b>24.8%</b>	<b>28.2%</b>	<b>38.3%</b>	<b>49.6%</b>	<b>58.9%</b>	<b>68.3%</b>	<b>71.5%</b>	<b>71.2%</b>	<b>74.5%</b>	<b>77.4%</b>
<b>Proposition C 40%</b>														
Projected Revenues	2,921.7	4,636.8	7,407.4	14,965.8	223.0	233.2	247.6	265.5	284.1	300.9	317.5	333.8	349.8	366.3
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	1,168.7	1,854.7	2,962.9	5,986.3	89.2	93.3	99.0	106.2	113.6	120.4	127.0	133.5	139.9	146.5
Less: Existing Debt Service (not incl CP or fees)	668.2	411.5	18.0	1,097.7	62.2	68.7	66.8	66.7	66.6	68.4	67.8	67.5	67.0	66.6
Less: Pending Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Available for Future Issuance	500.5	1,443.2	2,944.9	4,888.6	27.0	24.6	32.2	39.5	47.1	52.0	59.2	66.1	72.9	79.9
Less: Projected Payment (Financial Model)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rail Capital	125.0	359.8	491.7	976.5	-	-	-	-	-	5.7	21.9	32.5	32.5	32.5
Bus Capital	26.8	177.4	222.2	426.3	-	-	0.5	1.3	2.2	2.7	3.6	4.5	5.4	6.6
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Triple Barrel Bonds (Applied to A35)	45.0	718.5	1,425.3	2,188.8	3.2	0.0	3.7	5.9	4.1	4.8	5.3	5.5	6.0	6.5
<b>Available DS Capacity (Overutilization)</b>	<b>348.7</b>	<b>906.0</b>	<b>2,231.0</b>	<b>3,485.7</b>	<b>27.0</b>	<b>24.6</b>	<b>31.7</b>	<b>38.2</b>	<b>44.9</b>	<b>43.6</b>	<b>33.7</b>	<b>29.1</b>	<b>35.0</b>	<b>40.8</b>
<b>Annual DSCR: Minimum 2.50</b>					<b>3.59</b>	<b>3.40</b>	<b>3.68</b>	<b>3.90</b>	<b>4.13</b>	<b>3.92</b>	<b>3.40</b>	<b>3.20</b>	<b>3.33</b>	<b>3.47</b>
<b>Annual Debt Service % of Rev (40% max)</b>					<b>27.9%</b>	<b>29.5%</b>	<b>27.2%</b>	<b>25.6%</b>	<b>24.2%</b>	<b>25.5%</b>	<b>29.4%</b>	<b>31.3%</b>	<b>30.0%</b>	<b>28.9%</b>
<b>Proposition C 10%</b>														
Projected Revenues	730.4	1,159.2	1,851.8	3,741.5	55.7	58.3	61.9	66.4	71.0	75.2	79.4	83.5	87.4	91.6
Policy Maximum	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Available for Debt Service	365.2	579.6	925.9	1,870.7	27.9	29.1	30.9	33.2	35.5	37.6	39.7	41.7	43.7	45.8
Less: Existing Debt Service (Treasury)	124.6	83.7	15.1	223.4	11.9	11.7	12.6	12.5	12.5	12.9	12.7	12.7	12.6	12.5
Available for Future Issuance	240.6	495.9	910.8	1,647.3	16.0	17.5	18.4	20.7	23.0	24.8	26.9	29.0	31.1	33.3
Less: Projected Payment (Financial Model)	95.4	434.8	831.0	1,361.1	0.0	1.2	3.0	4.9	7.8	10.8	13.0	15.2	18.2	21.3
<b>Available DS Capacity (Overutilization)</b>	<b>145.3</b>	<b>61.1</b>	<b>77.7</b>	<b>286.1</b>	<b>16.0</b>	<b>16.3</b>	<b>15.3</b>	<b>15.8</b>	<b>15.2</b>	<b>14.0</b>	<b>13.9</b>	<b>13.0</b>	<b>13.0</b>	<b>12.0</b>
<b>Annual DSCR: Minimum 2.00</b>					<b>4.70</b>	<b>4.53</b>	<b>3.97</b>	<b>3.81</b>	<b>3.49</b>	<b>3.19</b>	<b>3.08</b>	<b>2.99</b>	<b>2.84</b>	<b>2.71</b>
<b>Annual Debt Service % of Rev (50% max)</b>					<b>21.3%</b>	<b>22.1%</b>	<b>25.2%</b>	<b>26.2%</b>	<b>28.6%</b>	<b>31.4%</b>	<b>32.5%</b>	<b>33.4%</b>	<b>35.2%</b>	<b>36.9%</b>

**LACMTA Financial Forecasting Model**

**Debt Policy Conformance**

*30/10 Initiative 100% ScenA 8/10/10*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Proposition A 35%</b>										
Projected Revenues	323.3	337.4	351.6	366.5	381.5	397.7	414.0	430.0	446.7	463.1
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	281.3	293.5	305.9	318.9	331.9	346.0	360.2	374.1	388.7	402.9
Less: Existing Debt Service (not incl CP or fees)	145.4	145.4	142.9	54.2	53.9	53.7	53.4	53.1	37.1	24.3
Available for Future Issuance	135.8	148.1	163.0	264.7	278.0	292.4	306.8	321.0	351.5	378.5
Less: Projected Payment (Model) (not incl CP) (Incl T	91.2	106.5	155.7	168.1	215.9	238.5	270.5	295.1	319.4	346.4
<b>Available DS Capacity (Overutilization)</b>	<b>44.7</b>	<b>41.6</b>	<b>7.3</b>	<b>96.6</b>	<b>62.1</b>	<b>53.8</b>	<b>36.2</b>	<b>25.9</b>	<b>32.1</b>	<b>32.1</b>
<b>Annual DSCR: Minimum 1.15</b>	<b>1.37</b>	<b>1.34</b>	<b>1.18</b>	<b>1.65</b>	<b>1.41</b>	<b>1.36</b>	<b>1.28</b>	<b>1.23</b>	<b>1.25</b>	<b>1.25</b>
<b>Annual Debt Service % of Rev (87% max)</b>	<b>73.2%</b>	<b>74.7%</b>	<b>84.9%</b>	<b>60.6%</b>	<b>70.7%</b>	<b>73.5%</b>	<b>78.2%</b>	<b>81.0%</b>	<b>79.8%</b>	<b>80.1%</b>
<b>Proposition C 25%</b>										
Projected Revenues	239.5	250.0	260.5	271.5	282.6	294.7	306.7	318.5	330.9	343.1
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	203.6	212.5	221.4	230.8	240.2	250.5	260.7	270.8	281.3	291.6
Less: Existing Debt Service (Treasury)	36.0	35.4	35.1	35.0	34.8	17.9	17.8	13.5	13.5	13.5
Available for Future Issuance	167.6	177.0	186.2	195.8	205.5	232.5	242.8	257.3	267.8	278.0
Less: Projected Payment (Financial Model)	149.8	161.5	168.9	173.2	180.8	193.0	208.9	228.5	241.1	247.3
<b>Available DS Capacity (Overutilization)</b>	<b>17.8</b>	<b>15.6</b>	<b>17.3</b>	<b>22.6</b>	<b>24.7</b>	<b>39.6</b>	<b>34.0</b>	<b>28.8</b>	<b>26.6</b>	<b>30.7</b>
<b>Annual DSCR: Minimum 1.176</b>	<b>1.29</b>	<b>1.27</b>	<b>1.28</b>	<b>1.30</b>	<b>1.31</b>	<b>1.40</b>	<b>1.35</b>	<b>1.32</b>	<b>1.30</b>	<b>1.32</b>
<b>Annual Debt Service % of Rev (85% max)</b>	<b>77.6%</b>	<b>78.8%</b>	<b>78.4%</b>	<b>76.7%</b>	<b>76.3%</b>	<b>71.6%</b>	<b>73.9%</b>	<b>76.0%</b>	<b>77.0%</b>	<b>76.0%</b>
<b>Proposition C 40%</b>										
Projected Revenues	383.2	399.9	416.7	434.4	452.2	471.4	490.7	509.7	529.5	548.9
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	153.3	160.0	166.7	173.8	180.9	188.6	196.3	203.9	211.8	219.6
Less: Existing Debt Service (not incl CP or fees)	66.2	64.5	60.8	60.5	60.7	27.0	26.8	14.6	15.3	15.2
Less: Pending Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-
Available for Future Issuance	87.1	95.4	105.9	113.2	120.2	161.6	169.5	189.3	196.5	204.4
Less: Projected Payment (Financial Model)										
Rail Capital	32.5	33.6	34.7	34.7	34.7	34.7	37.0	39.2	39.2	39.2
Bus Capital	9.1	12.7	15.7	18.7	20.2	20.2	20.2	20.2	20.2	20.2
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-
Triple Barrel Bonds (Applied to A35)	7.6	11.3	55.9	56.0	84.8	85.0	93.5	101.1	107.5	115.9
<b>Available DS Capacity (Overutilization)</b>	<b>45.6</b>	<b>49.1</b>	<b>55.5</b>	<b>59.8</b>	<b>65.3</b>	<b>106.7</b>	<b>112.3</b>	<b>129.8</b>	<b>137.1</b>	<b>144.9</b>
<b>Annual DSCR: Minimum 2.50</b>	<b>3.56</b>	<b>3.61</b>	<b>3.75</b>	<b>3.81</b>	<b>3.91</b>	<b>5.76</b>	<b>5.84</b>	<b>6.89</b>	<b>7.09</b>	<b>7.35</b>
<b>Annual Debt Service % of Rev (40% max)</b>	<b>28.1%</b>	<b>27.7%</b>	<b>26.7%</b>	<b>26.2%</b>	<b>25.6%</b>	<b>17.4%</b>	<b>17.1%</b>	<b>14.5%</b>	<b>14.1%</b>	<b>13.6%</b>
<b>Proposition C 10%</b>										
Projected Revenues	95.8	100.0	104.2	108.6	113.1	117.9	122.7	127.4	132.4	137.2
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	47.9	50.0	52.1	54.3	56.5	58.9	61.3	63.7	66.2	68.6
Less: Existing Debt Service (Treasury)	12.4	12.3	11.6	11.5	11.6	4.9	4.9	4.8	4.9	4.9
Available for Future Issuance	35.5	37.7	40.5	42.8	44.9	54.0	56.5	58.9	61.3	63.7
Less: Projected Payment (Financial Model)	24.5	28.4	32.5	36.8	41.2	45.7	50.2	54.9	59.2	61.4
<b>Available DS Capacity (Overutilization)</b>	<b>11.0</b>	<b>9.3</b>	<b>8.0</b>	<b>5.9</b>	<b>3.7</b>	<b>8.4</b>	<b>6.3</b>	<b>4.1</b>	<b>2.1</b>	<b>2.3</b>
<b>Annual DSCR: Minimum 2.00</b>	<b>2.60</b>	<b>2.46</b>	<b>2.36</b>	<b>2.25</b>	<b>2.14</b>	<b>2.33</b>	<b>2.23</b>	<b>2.14</b>	<b>2.07</b>	<b>2.07</b>
<b>Annual Debt Service % of Rev (50% max)</b>	<b>38.5%</b>	<b>40.7%</b>	<b>42.3%</b>	<b>44.5%</b>	<b>46.7%</b>	<b>42.9%</b>	<b>44.9%</b>	<b>46.8%</b>	<b>48.4%</b>	<b>48.3%</b>

**LACMTA Financial Forecasting Model**  
**Debt Policy Conformance**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Proposition A 35%</b>											
Projected Revenues	479.7	496.1	512.4	529.8	548.3	566.9	584.9	604.1	623.6	642.1	661.5
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	417.4	431.6	445.8	461.0	477.0	493.2	508.9	525.6	542.5	558.6	575.5
Less: Existing Debt Service (not incl CP or fees)	15.3	15.3	15.2	11.7	11.6	11.6	11.5	0.0	0.0	0.0	0.0
Available for Future Issuance	402.0	416.3	430.5	449.3	465.4	481.6	497.3	525.6	542.5	558.6	575.5
Less: Projected Payment (Model) (not incl CP) (Incl T	364.4	384.9	400.9	417.4	430.6	454.8	481.1	488.3	491.8	495.2	497.3
<b>Available DS Capacity (Overutilization)</b>	<b>37.6</b>	<b>31.4</b>	<b>29.6</b>	<b>31.9</b>	<b>34.8</b>	<b>26.8</b>	<b>16.2</b>	<b>37.3</b>	<b>50.7</b>	<b>63.4</b>	<b>78.1</b>
<b>Annual DSCR: Minimum 1.15</b>	<b>1.26</b>	<b>1.24</b>	<b>1.23</b>	<b>1.23</b>	<b>1.24</b>	<b>1.22</b>	<b>1.19</b>	<b>1.24</b>	<b>1.27</b>	<b>1.30</b>	<b>1.33</b>
<b>Annual Debt Service % of Rev (87% max)</b>	<b>79.2%</b>	<b>80.7%</b>	<b>81.2%</b>	<b>81.0%</b>	<b>80.7%</b>	<b>82.3%</b>	<b>84.2%</b>	<b>80.8%</b>	<b>78.9%</b>	<b>77.1%</b>	<b>75.2%</b>
<b>Proposition C 25%</b>											
Projected Revenues	355.4	367.5	379.6	392.5	406.2	420.0	433.3	447.5	462.0	475.7	490.0
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	302.1	312.4	322.6	333.6	345.2	357.0	368.3	380.4	392.7	404.3	416.5
Less: Existing Debt Service (Treasury)	13.1	13.0	10.4	10.4	10.3	10.3	0.1	0.0	0.0	0.0	0.0
Available for Future Issuance	289.0	299.3	312.3	323.3	334.9	346.6	368.2	380.4	392.7	404.3	416.5
Less: Projected Payment (Financial Model)	258.3	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0
<b>Available DS Capacity (Overutilization)</b>	<b>30.7</b>	<b>34.4</b>	<b>47.3</b>	<b>58.3</b>	<b>69.9</b>	<b>81.7</b>	<b>103.2</b>	<b>115.4</b>	<b>127.7</b>	<b>139.3</b>	<b>151.6</b>
<b>Annual DSCR: Minimum 1.176</b>	<b>1.31</b>	<b>1.32</b>	<b>1.38</b>	<b>1.43</b>	<b>1.48</b>	<b>1.53</b>	<b>1.63</b>	<b>1.69</b>	<b>1.74</b>	<b>1.80</b>	<b>1.85</b>
<b>Annual Debt Service % of Rev (85% max)</b>	<b>76.4%</b>	<b>75.6%</b>	<b>72.5%</b>	<b>70.1%</b>	<b>67.8%</b>	<b>65.6%</b>	<b>61.2%</b>	<b>59.2%</b>	<b>57.4%</b>	<b>55.7%</b>	<b>54.1%</b>
<b>Proposition C 40%</b>											
Projected Revenues	568.6	588.0	607.3	628.0	649.9	671.9	693.3	716.1	739.2	761.1	784.0
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	227.4	235.2	242.9	251.2	259.9	268.8	277.3	286.4	295.7	304.4	313.6
Less: Existing Debt Service (not incl CP or fees)	7.9	8.0	0.5	0.5	0.5	0.5	0.2	0.0	0.0	0.0	0.0
Less: Pending Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-
Available for Future Issuance	219.5	227.2	242.4	250.7	259.5	268.3	277.1	286.4	295.7	304.4	313.6
Less: Projected Payment (Financial Model)											
Rail Capital	39.2	39.2	39.2	39.2	39.2	42.2	48.2	51.2	51.2	51.2	51.2
Bus Capital	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	-
Triple Barrel Bonds (Applied to A35)	117.6	122.6	124.8	124.8	124.8	130.1	136.0	136.0	136.0	136.0	136.5
<b>Available DS Capacity (Overutilization)</b>	<b>160.1</b>	<b>167.8</b>	<b>183.0</b>	<b>191.3</b>	<b>200.0</b>	<b>205.9</b>	<b>208.7</b>	<b>215.0</b>	<b>224.2</b>	<b>233.0</b>	<b>242.2</b>
<b>Annual DSCR: Minimum 2.50</b>	<b>8.44</b>	<b>8.72</b>	<b>10.13</b>	<b>10.48</b>	<b>10.85</b>	<b>10.68</b>	<b>10.10</b>	<b>10.02</b>	<b>10.35</b>	<b>10.65</b>	<b>10.97</b>
<b>Annual Debt Service % of Rev (40% max)</b>	<b>11.9%</b>	<b>11.5%</b>	<b>9.9%</b>	<b>9.5%</b>	<b>9.2%</b>	<b>9.4%</b>	<b>9.9%</b>	<b>10.0%</b>	<b>9.7%</b>	<b>9.4%</b>	<b>9.1%</b>
<b>Proposition C 10%</b>											
Projected Revenues	142.2	147.0	151.8	157.0	162.5	168.0	173.3	179.0	184.8	190.3	196.0
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	71.1	73.5	75.9	78.5	81.2	84.0	86.7	89.5	92.4	95.1	98.0
Less: Existing Debt Service (Treasury)	4.8	1.5	1.5	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Available for Future Issuance	66.2	72.0	74.4	77.6	80.3	83.1	85.8	88.6	91.5	94.2	97.1
Less: Projected Payment (Financial Model)	63.7	67.5	70.7	73.7	76.6	79.0	79.9	79.9	79.9	79.9	79.9
<b>Available DS Capacity (Overutilization)</b>	<b>2.5</b>	<b>4.5</b>	<b>3.6</b>	<b>3.9</b>	<b>3.7</b>	<b>4.1</b>	<b>5.8</b>	<b>8.7</b>	<b>11.5</b>	<b>14.3</b>	<b>17.2</b>
<b>Annual DSCR: Minimum 2.00</b>	<b>2.07</b>	<b>2.13</b>	<b>2.10</b>	<b>2.11</b>	<b>2.10</b>	<b>2.10</b>	<b>2.14</b>	<b>2.21</b>	<b>2.29</b>	<b>2.35</b>	<b>2.42</b>
<b>Annual Debt Service % of Rev (50% max)</b>	<b>48.2%</b>	<b>47.0%</b>	<b>47.6%</b>	<b>47.5%</b>	<b>47.7%</b>	<b>47.6%</b>	<b>46.6%</b>	<b>45.2%</b>	<b>43.8%</b>	<b>42.5%</b>	<b>41.2%</b>

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 30/10 Initiative 100% ScenA 8/10/10

	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015
<b>Growth Rate:</b>					Actual per CAFR	Actual per CAFR	-8.85%	4.56%	6.19%	7.24%	6.99%	5.94%
<b>Props A and C Combined</b>	14,828.8	23,533.5	37,595.6	75,957.9	1,366.9	1,241.7	1,131.8	1,183.4	1,256.6	1,347.6	1,441.8	1,527.4
<b>Prop. A Forecast</b>	7,413.3	11,765.1	18,795.1	37,973.6	683.4	620.8	565.8	591.6	628.2	673.7	720.8	763.6
<b>Prop. C Forecast</b>	7,415.4	11,768.4	18,800.4	37,984.3	683.5	620.9	566.0	591.8	628.4	673.9	721.0	763.8
<b>Measure R Sales Tax</b>	7,379.4	11,765.1	16,805.8	35,950.3			537.5	586.0	628.2	673.7	720.8	763.6
<b>TDA Forecast</b>	3,696.0	5,864.3	9,368.3	18,928.6	340.5	310.4	282.9	294.9	313.1	335.8	359.3	380.6
<b>Total Sales Tax Forecast</b>	25,904.2	41,162.9	63,769.6	130,836.7	1,707.4	1,552.1	1,952.2	2,064.4	2,198.0	2,357.1	2,521.8	2,671.6
Total Actual Annual Change Prop A Annual Change	Avg Annual Change: 7.11%      4.30%      3.82%					-9.15%	-8.85%	4.56%	6.19%	7.24%	6.99%	5.94%
Props A and C Compound Growth: from FY 10 to the year indicated----->					9.03%							
	from FY 10 to FY 30 (20 years)				4.79%							
	from FY 10 to FY 40 (30 years)				4.28%							

**Notes:**

1. Growth rate derived by reducing the 7/09 UCLA Anderson Forecast real growth component by 5%.

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 30/10 Initiative 100% ScenA 8/10/10

	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028
<b>Growth Rate:</b>	5.51%	5.14%	4.78%	4.72%	4.62%	4.35%	4.20%	4.25%	4.09%	4.25%	4.09%	3.86%	3.89%
<b>Props A and C Combined</b>	1,611.5	1,694.3	1,775.2	1,859.1	1,945.1	2,029.8	2,115.1	2,205.0	2,295.3	2,392.8	2,490.6	2,586.8	2,687.4
<b>Prop. A Forecast</b>	805.7	847.0	887.5	929.4	972.4	1,014.7	1,057.4	1,102.3	1,147.5	1,196.2	1,245.1	1,293.2	1,343.5
<b>Prop. C Forecast</b>	805.9	847.3	887.7	929.7	972.7	1,015.0	1,057.7	1,102.6	1,147.8	1,196.6	1,245.5	1,293.6	1,343.9
<b>Measure R Sales Tax</b>	805.7	847.0	887.5	929.4	972.4	1,014.7	1,057.4	1,102.3	1,147.5	1,196.2	1,245.1	1,293.2	1,343.5
<b>TDA Forecast</b>	401.6	422.2	442.4	463.3	484.7	505.8	527.0	549.4	571.9	596.3	620.6	644.6	669.7
<b>Total Sales Tax Forecast</b>	2,818.8	2,963.5	3,105.1	3,251.8	3,402.2	3,550.3	3,699.5	3,856.7	4,014.7	4,185.3	4,356.3	4,524.6	4,700.7
Total Actual Annual Change Prop A Annual Change	5.51%	5.14%	4.78%	4.72%	4.62%	4.35%	4.20%	4.25%	4.09%	4.25%	4.09%	3.86%	3.89%

Props A and C Compound Growth:  
 from FY 10 to the year indicated----->

5.56%

5.12%

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 30/10 Initiative 100% ScenA 8/10/10

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Growth Rate:</b>	3.66%	3.60%	3.41%	3.28%	3.41%	3.48%	3.40%	3.18%	3.29%	3.22%	2.96%	-26.43%
<b>Props A and C Combined</b>	2,785.8	2,886.0	2,984.4	3,082.4	3,187.4	3,298.4	3,410.4	3,518.7	3,634.4	3,751.5	3,862.7	3,979.3
<b>Prop. A Forecast</b>	1,392.7	1,442.8	1,492.0	1,541.0	1,593.5	1,649.0	1,704.9	1,759.1	1,816.9	1,875.5	1,931.1	1,989.4
<b>Prop. C Forecast</b>	1,393.1	1,443.2	1,492.4	1,541.4	1,593.9	1,649.4	1,705.4	1,759.6	1,817.5	1,876.0	1,931.6	1,990.0
<b>Measure R Sales Tax</b>	1,392.7	1,442.8	1,492.0	1,541.0	1,593.5	1,649.0	1,704.9	1,759.1	1,816.9	1,875.5	1,931.1	0.0
<b>TDA Forecast</b>	694.2	719.1	743.7	768.1	794.3	821.9	849.8	876.8	905.6	934.8	962.5	991.6
<b>Total Sales Tax Forecast</b>	4,872.7	5,047.9	5,220.0	5,391.5	5,575.1	5,769.3	5,965.1	6,154.6	6,357.0	6,561.8	6,756.3	4,970.9
Total Actual Annual Change	3.66%	3.60%	3.41%	3.28%	3.41%	3.48%	3.40%	3.18%	3.29%	3.22%	2.96%	-26.43%
Prop A Annual Change												3.02%
Props A and C Compound Growth: from FY 10 to the year indicated----->		4.79%										4.28%

**LACMTA Financial Forecasting Model**

**Proposition A**

**30/10 Initiative 100% ScenA 8/10/10**

One-half cent permanent countywide sales tax.	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
<b>Total Revenue Pool</b>	<b>7,413.3</b>	<b>11,765.1</b>	<b>18,795.1</b>	<b>37,973.6</b>		<b>565.8</b>	<b>591.6</b>	<b>628.2</b>	<b>673.7</b>	<b>720.8</b>	<b>763.6</b>	<b>805.7</b>
Admin Carry-In Balance	7.0	-	-	7.0		7.0						
Less: MTA Admin Charge (5%)	370.7	588.3	939.8	1,898.7		28.3	29.6	31.4	33.7	36.0	38.2	40.3
<b>Amount Available (not incl carry in)</b>	<b>7,042.7</b>	<b>11,176.9</b>	<b>17,855.4</b>	<b>36,074.9</b>		<b>537.5</b>	<b>562.0</b>	<b>596.8</b>	<b>640.0</b>	<b>684.8</b>	<b>725.4</b>	<b>765.4</b>
<b>Ordinance Allocation</b>						0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Rail Development Account (35%)</b>												
Carry-In Balance	57.3	-	-	57.3		57.3						
Rail Capital	2,070.9	2,593.5	4,398.4	9,062.8	25.1%	204.5	169.9	185.6	187.5	198.6	211.6	214.9
Rail Operations	451.4	1,318.4	1,851.0	3,620.8	10.0%	41.0	26.8	23.2	36.5	41.1	42.3	53.0
<b>Total Rail Development Account</b>	<b>2,522.3</b>	<b>3,911.9</b>	<b>6,249.4</b>	<b>12,683.6</b>	<b>35.2%</b>	<b>245.5</b>	<b>196.7</b>	<b>208.9</b>	<b>224.0</b>	<b>239.7</b>	<b>253.9</b>	<b>267.9</b>
<b>Discretionary Account (40%)</b>						OK	OK	OK	OK	OK	OK	OK
Plus: Interest	65.1	35.0	38.5	138.6	0.4%	33.6	3.5	3.5	3.5	3.5	3.5	3.5
Bus Operations (95% of 40%)	-	-	-	-								
MTA Operations	1,590.9	1,870.6	2,477.8	5,939.3	16.1%	166.2	148.0	149.8	151.7	154.7	157.8	160.9
Municipal Operators	553.8	659.4	872.9	2,086.1	5.8%	55.9	48.9	51.5	53.5	54.6	55.6	56.7
MTA Expansion	-	-	-	-	0.0%	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	0.0%	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	251.5	279.7	371.3	902.4	2.5%	21.1	27.7	28.3	28.9	23.1	23.5	24.0
Growth above CPI	345.0	1,472.6	3,101.6	4,919.2	13.6%	(5.4)	(7.5)	0.7	12.6	31.3	42.2	52.7
Less - Prop A 40% Debt Service	23.0	19.8	13.3	56.1	0.2%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Growth above CPI (Transfer to Prop C 40%)	322.0	1,452.8	3,088.3	4,863.1	13.5%	(7.8)	(9.8)	(1.6)	10.3	29.0	39.9	50.4
<b>Subtotal Bus Operations</b>	<b>2,741.3</b>	<b>4,282.2</b>	<b>6,823.5</b>	<b>13,847.0</b>	<b>38.0%</b>	<b>237.8</b>	<b>217.1</b>	<b>230.3</b>	<b>246.7</b>	<b>263.7</b>	<b>279.2</b>	<b>294.3</b>
<b>Bus Incentive Program (5% of 40%)</b>												
Incentive Program Carry-in Balance	17.3	-	-	17.3		17.3						
Bus Incentive Program (5% of Prop C 40%)	158.2	223.5	357.1	738.8	2.0%	28.1	11.2	11.9	12.8	13.7	14.5	15.3
<b>Total Discretionary Account</b>	<b>2,899.5</b>	<b>4,505.7</b>	<b>7,180.7</b>	<b>14,585.9</b>	<b>40.0%</b>	<b>265.9</b>	<b>228.3</b>	<b>242.2</b>	<b>259.5</b>	<b>277.4</b>	<b>293.7</b>	<b>309.6</b>
<b>Local Return Account (25%)</b>												
Local Return - Cities/County Highway	264.1	419.1	669.6	1,352.8	3.8%	20.2	21.1	22.4	24.0	25.7	27.2	28.7
Local Return - Muni Bus Capital	374.1	593.8	948.6	1,916.5	5.3%	28.6	29.9	31.7	34.0	36.4	38.5	40.7
Local Return - Muni Bus Operations	1,122.4	1,781.3	2,845.7	5,749.4	15.9%	85.7	89.6	95.1	102.0	109.1	115.6	122.0
<b>Total Local Return Account</b>	<b>1,760.7</b>	<b>2,794.2</b>	<b>4,463.8</b>	<b>9,018.7</b>	<b>25.0%</b>	<b>134.4</b>	<b>140.5</b>	<b>149.2</b>	<b>160.0</b>	<b>171.2</b>	<b>181.4</b>	<b>191.3</b>
<b>Total Prop A Without Local Return-OTHER)</b>	<b>5,421.7</b>	<b>8,417.6</b>	<b>13,430.0</b>	<b>27,269.4</b>		<b>511.4</b>	<b>425.0</b>	<b>451.1</b>	<b>483.5</b>	<b>517.1</b>	<b>547.6</b>	<b>577.5</b>
<b>Modal Allocation</b>												
Rail Capital	2,070.9	2,593.5	4,398.4	9,062.8	25.9%	204.5	169.9	185.6	187.5	198.6	211.6	214.9
Rail Operations	451.4	1,318.4	1,851.0	3,620.8	10.4%	41.0	26.8	23.2	36.5	41.1	42.3	53.0
Bus Capital	374.1	593.8	948.6	1,916.5	5.5%	28.6	29.9	31.7	34.0	36.4	38.5	40.7
Bus Operations	3,863.7	6,063.5	9,669.2	19,596.5	56.1%	323.5	306.7	325.4	348.7	372.8	394.8	416.3
Bus Incentive Program	158.2	223.5	357.1	738.8	2.1%	28.1	11.2	11.9	12.8	13.7	14.5	15.3
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>6,918.3</b>	<b>10,792.7</b>	<b>17,224.3</b>	<b>34,935.4</b>	<b>100.0%</b>	<b>625.6</b>	<b>544.5</b>	<b>577.9</b>	<b>619.5</b>	<b>662.6</b>	<b>701.7</b>	<b>740.2</b>

**LACMTA Financial Forecasting Model**  
**Proposition A**

**30/10 Initiative 100% ScenA 8/10/10**

One-half cent permanent countywide sales tax.	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenue Pool</b>	<b>847.0</b>	<b>887.5</b>	<b>929.4</b>	<b>972.4</b>	<b>1,014.7</b>	<b>1,057.4</b>	<b>1,102.3</b>	<b>1,147.5</b>	<b>1,196.2</b>	<b>1,245.1</b>	<b>1,293.2</b>	<b>1,343.5</b>	<b>1,392.7</b>
Admin Carry-In Balance													
Less: MTA Admin Charge (5%)	42.4	44.4	46.5	48.6	50.7	52.9	55.1	57.4	59.8	62.3	64.7	67.2	69.6
<b>Amount Available (not incl carry in)</b>	<b>804.7</b>	<b>843.1</b>	<b>882.9</b>	<b>923.8</b>	<b>964.0</b>	<b>1,004.5</b>	<b>1,047.2</b>	<b>1,090.1</b>	<b>1,136.4</b>	<b>1,182.9</b>	<b>1,228.5</b>	<b>1,276.4</b>	<b>1,323.1</b>
<b>Ordinance Allocation</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Rail Development Account (35%)</b>													
Carry-In Balance													
Rail Capital	222.2	237.1	239.0	241.9	257.4	255.6	186.5	201.5	260.7	278.0	298.0	303.7	310.1
Rail Operations	59.4	58.0	70.0	81.4	80.0	96.0	180.0	180.0	137.0	136.0	132.0	143.0	153.0
<b>Total Rail Development Account</b>	<b>281.6</b>	<b>295.1</b>	<b>309.0</b>	<b>323.3</b>	<b>337.4</b>	<b>351.6</b>	<b>366.5</b>	<b>381.5</b>	<b>397.7</b>	<b>414.0</b>	<b>430.0</b>	<b>446.7</b>	<b>463.1</b>
<b>Discretionary Account (40%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
<b>Plus: Interest</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>
<b>Bus Operations (95% of 40%)</b>													
MTA Operations	164.0	167.3	170.6	173.8	177.1	180.1	183.0	185.5	188.1	190.8	193.9	197.3	201.0
Municipal Operators	57.8	59.0	60.1	61.3	62.4	63.5	64.5	65.4	66.3	67.3	68.3	69.5	70.8
MTA Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	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
Growth above CPI	63.0	72.7	82.8	93.5	103.9	114.7	126.6	139.1	152.8	166.3	179.1	192.2	204.3
Less - Prop A 40% Debt Service	2.3	2.3	2.3	2.3	2.3	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Growth above CPI (Transfer to Prop C 40%)	60.7	70.4	80.6	91.2	101.6	112.8	124.7	137.2	150.9	164.4	177.2	190.3	202.4
<b>Subtotal Bus Operations</b>	<b>309.3</b>	<b>323.9</b>	<b>339.0</b>	<b>354.5</b>	<b>369.8</b>	<b>385.2</b>	<b>401.4</b>	<b>417.7</b>	<b>435.3</b>	<b>453.0</b>	<b>470.3</b>	<b>488.5</b>	<b>506.3</b>
<b>Bus Incentive Program (5% of 40%)</b>													
Incentive Program Carry-in Balance													
Bus Incentive Program (5% of Prop C 40%)	16.1	16.9	17.7	18.5	19.3	20.1	20.9	21.8	22.7	23.7	24.6	25.5	26.5
<b>Total Discretionary Account</b>	<b>325.4</b>	<b>340.7</b>	<b>356.7</b>	<b>373.0</b>	<b>389.1</b>	<b>405.3</b>	<b>422.4</b>	<b>439.5</b>	<b>458.1</b>	<b>476.6</b>	<b>494.9</b>	<b>514.0</b>	<b>532.7</b>
<b>Local Return Account (25%)</b>													
Local Return - Cities/County Highway	30.2	31.6	33.1	34.6	36.2	37.7	39.3	40.9	42.6	44.4	46.1	47.9	49.6
Local Return - Muni Bus Capital	42.7	44.8	46.9	49.1	51.2	53.4	55.6	57.9	60.4	62.8	65.3	67.8	70.3
Local Return - Muni Bus Operations	128.2	134.4	140.7	147.2	153.6	160.1	166.9	173.7	181.1	188.5	195.8	203.4	210.9
<b>Total Local Return Account</b>	<b>201.2</b>	<b>210.8</b>	<b>220.7</b>	<b>230.9</b>	<b>241.0</b>	<b>251.1</b>	<b>261.8</b>	<b>272.5</b>	<b>284.1</b>	<b>295.7</b>	<b>307.1</b>	<b>319.1</b>	<b>330.8</b>
<b>Total Prop A Without Local Return-OTHER)</b>	<b>607.0</b>	<b>635.8</b>	<b>665.7</b>	<b>696.3</b>	<b>726.5</b>	<b>756.9</b>	<b>788.9</b>	<b>821.1</b>	<b>855.8</b>	<b>890.6</b>	<b>924.9</b>	<b>960.8</b>	<b>995.8</b>
<b>Modal Allocation</b>													
Rail Capital	222.2	237.1	239.0	241.9	257.4	255.6	186.5	201.5	260.7	278.0	298.0	303.7	310.1
Rail Operations	59.4	58.0	70.0	81.4	80.0	96.0	180.0	180.0	137.0	136.0	132.0	143.0	153.0
Bus Capital	42.7	44.8	46.9	49.1	51.2	53.4	55.6	57.9	60.4	62.8	65.3	67.8	70.3
Bus Operations	437.5	458.3	479.7	501.8	523.5	545.3	568.3	591.5	616.5	641.5	666.1	691.9	717.1
Bus Incentive Program	16.1	16.9	17.7	18.5	19.3	20.1	20.9	21.8	22.7	23.7	24.6	25.5	26.5
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>778.0</b>	<b>815.0</b>	<b>853.3</b>	<b>892.6</b>	<b>931.4</b>	<b>970.3</b>	<b>1,011.4</b>	<b>1,052.7</b>	<b>1,097.3</b>	<b>1,142.0</b>	<b>1,186.0</b>	<b>1,232.0</b>	<b>1,277.0</b>



**LACMTA Financial Forecasting Model**

**Proposition A**

**30/10 Initiative 100% ScenA 8/10/10**

One-half cent permanent countywide sales tax.	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenue Pool</b>	<b>1,442.8</b>	<b>1,492.0</b>	<b>1,541.0</b>	<b>1,593.5</b>	<b>1,649.0</b>	<b>1,704.9</b>	<b>1,759.1</b>	<b>1,816.9</b>	<b>1,875.5</b>	<b>1,931.1</b>	<b>1,989.4</b>
Admin Carry-In Balance											
Less: MTA Admin Charge (5%)	72.1	74.6	77.0	79.7	82.4	85.2	88.0	90.8	93.8	96.6	99.5
<b>Amount Available (not incl carry in)</b>	<b>1,370.6</b>	<b>1,417.4</b>	<b>1,463.9</b>	<b>1,513.8</b>	<b>1,566.5</b>	<b>1,619.7</b>	<b>1,671.1</b>	<b>1,726.1</b>	<b>1,781.7</b>	<b>1,834.5</b>	<b>1,889.9</b>
<b>Ordinance Allocation</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Rail Development Account (35%)</b>											
Carry-In Balance											
Rail Capital	323.7	346.1	370.4	391.8	383.3	396.9	404.9	429.1	447.6	463.1	441.5
Rail Operations	156.0	150.0	142.0	138.0	165.0	170.0	180.0	175.0	176.0	179.0	220.0
<b>Total Rail Development Account</b>	<b>479.7</b>	<b>496.1</b>	<b>512.4</b>	<b>529.8</b>	<b>548.3</b>	<b>566.9</b>	<b>584.9</b>	<b>604.1</b>	<b>623.6</b>	<b>642.1</b>	<b>661.5</b>
<b>Discretionary Account (40%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
<b>Plus: Interest</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>
Bus Operations (95% of 40%)											
MTA Operations	204.8	208.5	212.3	216.3	220.4	224.6	229.0	233.6	238.2	242.8	247.3
Municipal Operators	72.2	73.5	74.8	76.2	77.6	79.1	80.7	82.3	83.9	85.5	87.1
MTA Expansion	-	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	30.7	31.2	31.8	32.4	33.0	33.7	34.3	35.0	35.7	36.4	37.1
Growth above CPI	216.7	228.9	240.9	253.9	267.7	281.6	294.5	308.6	322.7	336.0	350.2
Less - Prop A 40% Debt Service	1.9	1.9	1.9	1.9	1.9	1.9	1.9	-	-	-	-
Growth above CPI (Transfer to Prop C 40%)	214.8	227.0	239.0	251.9	265.8	279.7	292.6	308.6	322.7	336.0	350.2
<b>Subtotal Bus Operations</b>	<b>524.3</b>	<b>542.1</b>	<b>559.8</b>	<b>578.7</b>	<b>598.8</b>	<b>619.0</b>	<b>638.5</b>	<b>659.4</b>	<b>680.6</b>	<b>700.6</b>	<b>721.7</b>
<b>Bus Incentive Program (5% of 40%)</b>											
Incentive Program Carry-in Balance											
Bus Incentive Program (5% of Prop C 40%)	27.4	28.3	29.3	30.3	31.3	32.4	33.4	34.5	35.6	36.7	37.8
<b>Total Discretionary Account</b>	<b>551.8</b>	<b>570.5</b>	<b>589.1</b>	<b>609.0</b>	<b>630.1</b>	<b>651.4</b>	<b>672.0</b>	<b>693.9</b>	<b>716.2</b>	<b>737.3</b>	<b>759.5</b>
<b>Local Return Account (25%)</b>											
Local Return - Cities/County Highway	51.4	53.2	54.9	56.8	58.7	60.7	62.7	64.7	66.8	68.8	70.9
Local Return - Muni Bus Capital	72.8	75.3	77.8	80.4	83.2	86.0	88.8	91.7	94.7	97.5	100.4
Local Return - Muni Bus Operations	218.4	225.9	233.3	241.3	249.7	258.1	266.3	275.1	284.0	292.4	301.2
<b>Total Local Return Account</b>	<b>342.7</b>	<b>354.3</b>	<b>366.0</b>	<b>378.4</b>	<b>391.6</b>	<b>404.9</b>	<b>417.8</b>	<b>431.5</b>	<b>445.4</b>	<b>458.6</b>	<b>472.5</b>
<b>Total Prop A Without Local Return-OTHER)</b>	<b>1,031.5</b>	<b>1,066.5</b>	<b>1,101.5</b>	<b>1,138.8</b>	<b>1,178.4</b>	<b>1,218.3</b>	<b>1,256.9</b>	<b>1,298.1</b>	<b>1,339.8</b>	<b>1,379.4</b>	<b>1,420.9</b>
<b>Modal Allocation</b>											
Rail Capital	323.7	346.1	370.4	391.8	383.3	396.9	404.9	429.1	447.6	463.1	441.5
Rail Operations	156.0	150.0	142.0	138.0	165.0	170.0	180.0	175.0	176.0	179.0	220.0
Bus Capital	72.8	75.3	77.8	80.4	83.2	86.0	88.8	91.7	94.7	97.5	100.4
Bus Operations	742.8	768.0	793.1	820.0	848.4	877.1	904.9	934.5	964.5	993.0	1,022.9
Bus Incentive Program	27.4	28.3	29.3	30.3	31.3	32.4	33.4	34.5	35.6	36.7	37.8
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>1,322.7</b>	<b>1,367.7</b>	<b>1,412.5</b>	<b>1,460.5</b>	<b>1,511.3</b>	<b>1,562.5</b>	<b>1,612.0</b>	<b>1,664.9</b>	<b>1,718.4</b>	<b>1,769.2</b>	<b>1,822.5</b>

LACMTA Financial Forecasting Model  
Proposition C  
30/10 Initiative 100% ScenA 8/10/10

One-half cent permanent countywide sales tax for transit.	Years	Years	Years	Plan	%	2009	2010	2011	2012	2013	2014	2015	2016	2017
	'10-'19	'20-'29	'30-'40	Total		2010	2011	2012	2013	2014	2015	2016	2017	2018
1 Total Revenue Pool	7,415.4	11,768.4	18,800.4	37,984.3	-	566.0	591.8	628.4	673.9	721.0	763.8	805.9	847.3	887.7
2 Admin. Carry-In Balance	1.0			1.0		1.0								
3 Less: Metro Admin Charge (1.5%)	111.2	176.5	282.0	569.8	-	8.5	8.9	9.4	10.1	10.8	11.5	12.1	12.7	13.3
4 Amount Available	7,304.2	11,591.9	18,518.4	37,414.5	-	557.5	582.9	619.0	663.8	710.2	752.3	793.8	834.6	874.4
5														
6 Ordinance Allocation														
7														
8 Local Return (20%)						OK	OK	OK	OK	OK	OK	OK	OK	OK
9 Local Return - Muni Bus Operations	143.7	228.1	364.4	736.3	2.0%	11.0	11.5	12.2	13.1	14.0	14.8	15.6	16.4	17.2
10 Local Return - Muni Bus Capital	206.9	328.3	524.4	1,059.6	2.8%	15.8	16.5	17.5	18.8	20.1	21.3	22.5	23.6	24.8
11 Local Return - Highway	1,110.2	1,762.0	2,814.8	5,687.0	15.2%	84.7	88.6	94.1	100.9	107.9	114.4	120.7	126.9	132.9
12 Subtotal Local Return	1,460.8	2,318.4	3,703.7	7,482.9	20.0%	111.5	116.6	123.8	132.8	142.0	150.5	158.8	166.9	174.9
13 Commuter (10%)	0.0			0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 Revenue - 10% of Amount Available	730.4	1,159.2	1,851.8	3,741.5		55.7	58.3	61.9	66.4	71.0	75.2	79.4	83.5	87.4
15 Prior Year Metrolink Obligations	44.6	0.0	0.0	44.6	0.1%	23.4	20.6	0.6						
16 Prop C 10% Debt Service	219.9	518.5	846.1	1,584.6	4.2%	11.9	12.9	15.6	17.4	20.3	23.6	25.8	27.9	30.7
17 LOSSAN	0.5	0.3	0.3	1.1	0.003%	0.1	0.2	0.03	0.03	0.03	0.03	0.03	0.03	0.03
18 Pomona Station Improvements	1.1	0.0	0.0	1.1	0.003%		1.1							
19 Westlake/MacArthur Joint Development	6.0	0.0	0.0	6.0	0.016%	4.1	2.0							
20 Eastside LRT Enhancements	4.5	0.0	0.0	4.5	0.012%	2.5	2.0	-	-	-	-	-	-	-
21 SCRRA relocation	0.5	0.0	0.0	0.5	0.001%	0.5								
22 ROW Security contract w/SCRRA (no sheet) (405533)	22.5	27.0	35.8	85.3	0.2%	2.0	2.1	2.1	2.2	2.2	2.3	2.3	2.4	2.4
23 Metrolink - Operations	381.4	567.6	912.3	1,861.3	5.0%	39.9	32.3	33.6	34.9	36.3	37.7	39.3	40.8	42.5
24 Subtotal Cash Commitments	681.1	1,113.4	1,794.5	3,589.0	9.6%	84.4	73.1	51.9	54.5	58.9	63.7	67.4	71.1	75.6
25 Cash Commitments % of PC 10% Revenue						109.5%	90.1%	82.9%	82.1%	82.9%	84.6%	84.9%	85.2%	86.5%
26 Prop C 10% Cash Available	49.3	45.8	57.3	152.4		(28.6)	(14.8)	10.0	11.9	12.1	11.6	12.0	12.3	11.8
27 Bond Proceeds (new, net)	326.2	523.3	243.5	1,092.9		-	36.4	18.7	36.7	48.4	35.5	28.8	32.9	50.7
28 2009 & Prior CFP Park & Ride/Transit Capital, etc.	35.1	0.0	0.0	35.1		11.0	4.0	2.8	2.2	7.7	7.5	-	-	-
29 Future Call for Projects	46.8	137.6	15.0	199.4		-	-	-	-	-	1.8	7.5	7.5	15.0
30 Local Transportation Projects	0.0	0.0	0.0	0.0		-	-	-	-	-	-	-	-	-
31 Metrolink - Capital Rehab	190.2	269.5	261.8	721.5		15.8	8.0	8.0	17.8	18.5	20.0	25.0	25.0	25.0
32 Metrolink - Capital	166.7	162.0	24.0	352.7		7.9	9.5	17.9	28.5	34.3	17.8	8.3	12.7	22.4
33 Subtotal Bond Eligible Commitments	438.8	569.1	300.8	1,308.6		34.7	21.5	28.7	48.5	60.5	47.1	40.8	45.2	62.4
34 Beginning Balance	63.4	0.0	0.0	63.4		63.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35 Annual Surplus/(Shortfall)	(63.4)	0.0	(0.0)	(63.3)		(63.3)	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0
36 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
37														
38 Security (5%)						OK	OK	OK	OK	OK	OK	OK	OK	OK
39 Carry-in Balance				0.0		-	-	-	-	-	-	-	-	-
40 Municipal Operators Security (Calderon Bill)	63.3	100.5	160.5	324.3	0.9%	4.8	5.1	5.4	5.8	6.2	6.5	6.9	7.2	7.6
41 MTA Bus Security	289.2	364.8	484.3	1,138.3	3.0%	23.0	24.1	25.6	27.4	29.4	30.7	31.3	31.9	32.6
42 MTA Rail Security	12.7	114.3	281.1	408.1	1.1%	-	-	-	-	-	0.4	1.5	2.6	3.6
43 MTA Other Security Costs	-	-	-	0.0	0.0%	-	-	-	-	-	-	-	-	-
44	365.2	579.6	925.9	1,870.7	5.0%	27.9	29.1	30.9	33.2	35.5	37.6	39.7	41.7	43.7
45														
46 Transit-Related Hwy Improve (25%) (see sep pg)	1,826.0	2,898.0	4,829.6	9,353.6	25.0%	139.4	145.7	154.7	165.9	177.5	188.1	198.4	208.6	218.6
47														

LACMTA Financial Forecasting Model

Proposition C

30/10 Initiative 100% ScenA 8/10/10

One-half cent permanent countywide sales tax for transit.	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
48 Discretionary (40%)														
49 Plus: Prop A 40% Growth over CPI transferred in	322.0	1,452.8	3,088.3	4,863.1	11.4%	(7.8)	(9.8)	(1.6)	10.3	29.0	39.9	50.4	60.7	70.4
50 Plus Lapsing Funds	-	-	-	0.0	0.0%									
51 Plus LONP Reimbursement Fund Loan	-	-	-	0.0	0.0%	39.9		27.0			(27.0)	(39.9)		
52 Plus: Interest Earnings	119.2	119.2	131.1	369.5	0.9%	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9
53 Agencywide Administration and Capital	237.9	235.7	290.8	764.4	1.8%	27.7	35.5	20.6	21.3	21.6	22.1	22.1	22.1	22.3
54 Rapid Bus Phase II Subsidy Projects	21.2	-	-	21.2	0.0%	14.2	-	-	-	-	-	7.0	-	-
55 CRDP Local Match	-	-	-	0.0	0.0%	-	-	-	-	-	-	-	-	-
56 Rail Capital - MTA Debt Service	810.4	794.3	521.3	2,126.0	5.0%	63.6	70.4	68.6	68.4	68.3	75.8	91.5	101.7	101.3
57 Rail Capital - Specific Projects (see detail below)	12.5	115.3	-	127.8	0.3%	11.5	1.1	-	-	-	-	-	-	-
58 Rail Capital - General Improvements (no proj sheet)	65.9	860.4	2,582.6	3,508.9	8.2%	-	0.1	0.4	2.6	2.6	4.8	14.5	4.8	33.3
59 Rail Operations	330.9	1,397.9	1,644.9	3,373.6	7.9%	78.3	-	35.0	20.4	23.0	20.0	34.8	21.6	27.6
60 Bus Capital - MTA Debt Service	293.5	828.4	829.9	1,951.8	4.6%	-	-	8.6	20.7	29.3	40.2	41.1	48.4	49.3
61 Bus Capital - MTA	106.3	197.1	792.0	1,095.4	2.6%	16.2	18.4	5.1	4.7	27.7	1.6	9.7	4.9	10.3
62 Muni Bus Capital Prop 1B Bond Mitigation Allocation	33.9	-	-	33.9	0.1%	8.3	8.5	8.5	8.5					
63 Muni Security Capital Prop 1B Bond Mitigation Allocation	11.8	-	-	11.8	0.0%	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
64 Debt Service - Enterprise Fund (610309)	-	-	-	0.0	0.0%	-	-	-	-	-	-	-	-	-
65 Bus Ops: TSE, Base Bus (Munis)	94.3	113.1	150.2	357.6	0.8%	8.5	8.8	9.0	9.1	9.3	9.5	9.7	9.9	10.1
66 Bus: ADA/Paratransit (ASI)	456.6	555.3	739.2	1,751.0	4.1%	34.2	44.5	44.0	44.9	45.8	46.7	47.7	48.6	49.6
67 Bus Operations	830.4	973.9	1,517.7	3,322.0	7.8%	88.2	74.7	82.9	84.2	84.6	72.8	86.9	78.3	91.1
68 Labor Negotiations/Regional Activities	-	-	-	0.0	0.0%	-	-	-	-	-	-	-	-	-
69 MTA Security Shortfall	14.9	-	-	14.9	0.0%	4.5	4.2	3.3	2.1	0.7	-	-	-	-
70 Municipal Operators (MOSIP and interest alloc)	254.2	329.1	479.6	1,062.9	2.5%	22.6	23.2	23.8	24.4	25.0	25.7	26.3	27.0	27.7
71 MTA bus operations (mostly interest alloc)	75.2	68.4	71.9	215.5	0.5%	7.2	7.2	8.1	8.1	8.3	8.3	7.0	7.0	7.0
72 MTA bus ops (MOSIP and gap filling)	171.0	195.1	460.1	826.2	1.9%	27.8	10.6	17.4	18.8	19.0	6.8	20.8	10.9	22.3
73 Municipal Operators - Shuttles	58.8	70.5	93.6	222.8	0.5%	5.3	5.5	5.6	5.7	5.8	5.9	6.1	6.2	6.3
74 Bus Service Improvement Program (BSIP) - MTA	114.4	138.0	183.2	435.5	1.0%	9.8	10.7	10.9	11.2	11.4	11.6	11.8	12.1	12.3
75 Bus Service Improvement Program (BSIP) - Munis	36.7	44.0	58.4	139.0	0.3%	3.3	3.4	3.5	3.6	3.6	3.7	3.8	3.8	3.9
76 Foothill Mitigation - MTA	80.3	98.8	131.2	310.3	0.7%	5.4	7.7	7.8	8.0	8.2	8.3	8.5	8.6	8.8
77 Foothill Mitigation - Munis	25.0	30.0	39.9	94.9	0.2%	2.3	2.3	2.4	2.4	2.5	2.5	2.6	2.6	2.7
78 Carry-in Balance	115.8	-	-	115.8		115.8	30.7	2.5	3.2	4.4	15.8	46.5	19.9	84.6
79 Contingency Fund/Unallocated	173.3	137.3	1,558.3	1,868.8		30.7	2.5	3.2	4.4	15.8	46.5	19.9	84.6	121.8
80 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
81	3,478.7	6,208.8	10,626.8	20,314.2	43.3%	382.9	266.0	287.4	290.9	329.4	341.6	386.4	426.4	516.7
82 Bus Operations - MTA	455.8	500.3	846.3	1,802.3										
83 Bus Operations - Municipal Operators	374.6	473.6	671.4	1,519.6										
84 Total	830.4	973.9	1,517.7	3,322.0										
85 Rail Capital Project and Debt Service Detail														
86 Wilshire BRT	-	115.3	-	115.3										
87 Green Line to LAX	-	-	-	0.0										
88 Crenshaw	-	-	-	0.0										
89 Green Line - South Bay	-	-	-	0.0										
90 West Santa Ana Branch	-	-	-	0.0										
91 Eastside LRT Enhancements	12.5	-	-	12.5		11.5	1.1	-	-	-	-	-	-	-
92 Subtotal Projects	12.5	115.3	-	127.8		11.5	1.1	-	-	-	-	-	-	-
93 Existing Rail Capital Debt Service	685.4	434.5	29.7	1,149.5		63.6	70.4	68.6	68.4	68.3	70.1	69.6	69.2	68.8
94 New Rail Capital Debt Service	125.0	359.8	491.7	976.5		-	-	-	-	-	5.7	21.9	32.5	32.5
95 Subtotal Debt Service	810.4	794.3	521.3	2,126.0	-	63.6	70.4	68.6	68.4	68.3	75.8	91.5	101.7	101.3

**LACMTA Financial Forecasting Model**  
**Proposition C**  
**30/10 Initiative 100% ScenA 8/10/10**

One-half cent permanent countywide sales tax for transit.	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
1 <b>Total Revenue Pool</b>	929.7	972.7	1,015.0	1,057.7	1,102.6	1,147.8	1,196.6	1,245.5	1,293.6	1,343.9	1,393.1	1,443.2
2 Admin. Carry-in Balance												
3 Less: Metro Admin Charge (1.5%)	13.9	14.6	15.2	15.9	16.5	17.2	17.9	18.7	19.4	20.2	20.9	21.6
4 <b>Amount Available</b>	<b>915.7</b>	<b>958.1</b>	<b>999.8</b>	<b>1,041.8</b>	<b>1,086.1</b>	<b>1,130.6</b>	<b>1,178.6</b>	<b>1,226.8</b>	<b>1,274.2</b>	<b>1,323.8</b>	<b>1,372.2</b>	<b>1,421.5</b>
5												
6 <b>Ordinance Allocation</b>												
7												
8 <b>Local Return (20%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
9 Local Return - Muni Bus Operations	18.0	18.9	19.7	20.5	21.4	22.2	23.2	24.1	25.1	26.1	27.0	28.0
10 Local Return - Muni Bus Capital	25.9	27.1	28.3	29.5	30.8	32.0	33.4	34.7	36.1	37.5	38.9	40.3
11 Local Return - Highway	139.2	145.6	152.0	158.4	165.1	171.8	179.2	186.5	193.7	201.2	208.6	216.1
12 <b>Subtotal Local Return</b>	<b>183.1</b>	<b>191.6</b>	<b>200.0</b>	<b>208.4</b>	<b>217.2</b>	<b>226.1</b>	<b>235.7</b>	<b>245.4</b>	<b>254.8</b>	<b>264.8</b>	<b>274.4</b>	<b>284.3</b>
13 <b>Commuter (10%)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 <b>Revenue - 10% of Amount Available</b>	<b>91.6</b>	<b>95.8</b>	<b>100.0</b>	<b>104.2</b>	<b>108.6</b>	<b>113.1</b>	<b>117.9</b>	<b>122.7</b>	<b>127.4</b>	<b>132.4</b>	<b>137.2</b>	<b>142.2</b>
15 Prior Year Metrolink Obligations												
16 Prop C 10% Debt Service	33.8	36.9	40.7	44.1	48.4	52.8	50.6	55.1	59.6	64.1	66.3	68.6
17 LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
18 Pomona Station Improvements												
19 Westlake/MacArthur Joint Development												
20 Eastside LRT Enhancements												
21 SCRRA relocation												
22 ROW Security contract w/SCRRA (no sheet) (405533)	2.5	2.5	2.6	2.6	2.6	2.7	2.7	2.8	2.8	2.8	2.9	3.0
23 Metrolink - Operations	44.2	45.9	47.8	55.5	55.6	55.4	62.6	62.8	62.9	61.7	57.6	61.6
24 Subtotal Cash Commitments	80.4	85.4	91.0	102.2	106.6	110.9	115.9	120.6	125.4	128.6	126.8	133.1
25 <i>Cash Commitments % of PC 10% Revenue</i>	<i>87.8%</i>	<i>89.1%</i>	<i>91.0%</i>	<i>98.1%</i>	<i>98.1%</i>	<i>98.1%</i>	<i>98.3%</i>	<i>98.3%</i>	<i>98.4%</i>	<i>97.2%</i>	<i>92.4%</i>	<i>93.7%</i>
26 Prop C 10% Cash Available	11.1	10.5	9.0	2.0	2.0	2.1	2.0	2.0	2.0	3.8	10.4	9.0
27 Bond Proceeds (new, net)	38.3	52.0	54.4	56.2	58.5	59.5	59.1	61.6	62.7	52.7	6.7	54.5
28 2009 & Prior CFP Park & Ride/Transit Capital, etc.	-	-	-	-	-	-	-	-	-	-	-	-
29 Future Call for Projects	15.0	13.4	12.9	12.8	14.2	14.1	12.6	13.9	13.8	15.0	15.0	15.0
30 Local Transportation Projects	-	-	-	-	-	-	-	-	-	-	-	-
31 Metrolink - Capital Rehab	27.1	31.1	32.5	27.4	28.4	29.5	30.5	31.8	32.9	23.5	2.0	36.5
32 Metrolink - Capital	7.3	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	0.0	12.0
33 <b>Subtotal Bond Eligible Commitments</b>	<b>49.4</b>	<b>62.5</b>	<b>63.3</b>	<b>58.2</b>	<b>60.6</b>	<b>61.6</b>	<b>61.1</b>	<b>63.7</b>	<b>64.7</b>	<b>56.5</b>	<b>17.0</b>	<b>63.5</b>
34 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
35 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)
36 <b>Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
37												
38 <b>Security (5%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
39 <b>Carry-in Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
40 Municipal Operators Security (Calderon Bill)	7.9	8.3	8.7	9.0	9.4	9.8	10.2	10.6	11.0	11.5	11.9	12.3
41 MTA Bus Security	33.2	33.9	34.5	35.1	35.7	36.2	36.7	37.2	37.8	38.5	39.2	40.0
42 MTA Rail Security	4.6	5.7	6.8	8.0	9.2	10.6	12.0	13.5	14.8	16.2	17.5	18.8
43 MTA Other Security Costs	-	-	-	-	-	-	-	-	-	-	-	-
44	45.8	47.9	50.0	52.1	54.3	56.5	58.9	61.3	63.7	66.2	68.6	71.1
45												
46 <b>Transit-Related Hwy Improve (25%) (see sep pg)</b>	<b>228.9</b>	<b>239.5</b>	<b>250.0</b>	<b>260.5</b>	<b>271.5</b>	<b>282.6</b>	<b>294.7</b>	<b>306.7</b>	<b>318.5</b>	<b>330.9</b>	<b>343.1</b>	<b>355.4</b>
47												

**LACMTA Financial Forecasting Model**  
**Proposition C**  
**30/10 Initiative 100% ScenA 8/10/10**

One-half cent permanent countywide sales tax for transit.	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
<b>48 Discretionary (40%)</b>												
49 Plus: Prop A 40% Growth over CPI transferred in	80.6	91.2	101.6	112.8	124.7	137.2	150.9	164.4	177.2	190.3	202.4	214.8
50 Plus Lapsing Funds												
51 Plus LONP Reimbursement Fund Loan												
52 <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
53 Agencywide Administration and Capital	22.6	22.8	23.0	23.2	23.3	23.5	23.6	23.8	24.0	24.2	24.4	24.7
54 Rapid Bus Phase II Subsidy Projects	-	-	-	-	-	-	-	-	-	-	-	-
55 CRDP Local Match	-	-	-	-	-	-	-	-	-	-	-	-
56 Rail Capital - MTA Debt Service	100.8	100.4	99.9	97.3	97.0	97.2	64.5	66.6	56.7	57.3	57.3	50.0
57 Rail Capital - Specific Projects (see detail below)	-	30.0	50.3	20.0	15.0	-	-	-	-	-	-	-
58 Rail Capital - General Improvements (no proj sheet)	2.7	38.1	17.0	0.1	43.5	134.1	136.8	112.1	141.0	124.3	113.5	109.3
59 Rail Operations	70.1	86.0	134.3	228.0	117.7	107.0	140.5	143.6	154.1	150.4	136.2	139.1
60 Bus Capital - MTA Debt Service	55.7	62.1	69.7	72.7	89.0	83.7	81.8	90.1	91.7	95.7	91.9	97.3
61 Bus Capital - MTA	7.8	1.2	12.5	1.6	30.4	12.5	6.0	25.2	24.3	41.1	42.4	51.0
62 Muni Bus Capital Prop 1B Bond Mitigation Allocation												
63 Muni Security Capital Prop 1B Bond Mitigation Allocation												
64 Debt Service - Enterprise Fund (610309)	-	-	-	-	-	-	-	-	-	-	-	-
65 Bus Ops: TSE, Base Bus (Munis)	10.3	10.5	10.7	10.9	11.1	11.2	11.4	11.5	11.7	11.9	12.2	12.4
66 Bus: ADA/Paratransit (AS)	50.6	51.5	52.5	53.4	54.3	55.1	55.8	56.7	57.6	58.6	59.7	60.9
67 Bus Operations	86.6	94.4	95.1	86.8	80.5	83.2	84.0	105.0	115.2	118.6	111.1	113.4
68 Labor Negotiations/Regional Activities	-	-	-	-	-	-	-	-	-	-	-	-
69 MTA Security Shortfall	-	-	-	-	-	-	-	-	-	-	-	-
70 Municipal Operators (MOSIP and interest alloc)	28.4	29.2	29.9	30.7	31.5	32.4	33.2	34.1	35.0	36.0	37.0	38.0
71 MTA bus operations (mostly interest alloc)	7.0	6.9	6.9	6.9	6.9	6.8	6.8	6.8	6.8	6.8	6.7	6.7
72 MTA bus ops (MOSIP and gap filling)	16.5	22.9	22.2	12.5	4.8	6.2	5.6	25.1	33.8	35.6	26.4	26.9
73 Municipal Operators - 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
74 Bus Service Improvement Program (BSIP) - MTA	12.6	12.8	13.0	13.3	13.5	13.7	13.9	14.1	14.3	14.6	14.8	15.1
75 Bus Service Improvement Program (BSIP) - Munis	4.0	4.1	4.2	4.2	4.3	4.4	4.4	4.5	4.6	4.6	4.7	4.8
76 Foothill Mitigation - MTA	9.0	9.2	9.3	9.5	9.7	9.8	9.9	10.1	10.2	10.4	10.6	10.8
77 Foothill Mitigation - Munis	2.7	2.8	2.8	2.9	2.9	3.0	3.0	3.1	3.1	3.2	3.2	3.3
78 Carry-in Balance	121.8	173.3	162.7	111.1	58.7	67.8	61.7	91.3	123.9	146.5	196.1	310.6
79 Contingency Fund/Unallocated	173.3	162.7	111.1	58.7	67.8	61.7	91.3	123.9	146.5	196.1	310.6	448.1
<b>80 Less: Prop C 40% Balance Carryover</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>
81	<b>580.5</b>	<b>659.7</b>	<b>676.1</b>	<b>652.6</b>	<b>629.7</b>	<b>669.2</b>	<b>695.9</b>	<b>758.4</b>	<b>822.7</b>	<b>878.2</b>	<b>959.3</b>	<b>1,105.9</b>
82 Bus Operations - MTA												
83 Bus Operations - Municipal Operators												
84 Total												
85 <u>Rail Capital Project and Debt Service Detail</u>												
86 Wilshire BRT	-	30.0	50.3	20.0	15.0	-	-	-	-	-	-	-
87 Green Line to LAX	-	-	-	-	-	-	-	-	-	-	-	-
88 Crenshaw	-	-	-	-	-	-	-	-	-	-	-	-
89 Green Line - South Bay	-	-	-	-	-	-	-	-	-	-	-	-
90 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
91 Eastside LRT Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
92 Subtotal Projects	-	30.0	50.3	20.0	15.0	-	-	-	-	-	-	-
93 Existing Rail Capital Debt Service	68.3	67.9	66.3	62.5	62.3	62.4	29.8	29.6	17.4	18.1	18.0	10.8
94 New Rail Capital Debt Service	32.5	32.5	33.6	34.7	34.7	34.7	34.7	37.0	39.2	39.2	39.2	39.2
95 Subtotal Debt Service	100.8	100.4	99.9	97.3	97.0	97.2	64.5	66.6	56.7	57.3	57.3	50.0

**LACMTA Financial Forecasting Model**  
**Proposition C**  
**30/10 Initiative 100% ScenA 8/10/10**

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 <b>Total Revenue Pool</b>	1,492.4	1,541.4	1,593.9	1,649.4	1,705.4	1,759.6	1,817.5	1,876.0	1,931.6	1,990.0
2 Admin. Carry-In Balance										
3 Less: Metro Admin Charge (1.5%)	22.4	23.1	23.9	24.7	25.6	26.4	27.3	28.1	29.0	29.8
4 <b>Amount Available</b>	1,470.0	1,518.3	1,570.0	1,624.7	1,679.8	1,733.2	1,790.2	1,847.9	1,902.6	1,960.1
5										
6 <b>Ordinance Allocation</b>										
7										
8 <b>Local Return (20%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
9 Local Return - Muni Bus Operations	28.9	29.9	30.9	32.0	33.1	34.1	35.2	36.4	37.4	38.6
10 Local Return - Muni Bus Capital	41.6	43.0	44.5	46.0	47.6	49.1	50.7	52.3	53.9	55.5
11 Local Return - Highway	223.4	230.8	238.6	247.0	255.3	263.4	272.1	280.9	289.2	297.9
12 <b>Subtotal Local Return</b>	294.0	303.7	314.0	324.9	336.0	346.6	358.0	369.6	380.5	392.0
13 <b>Commuter (10%)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 <b>Revenue - 10% of Amount Available</b>	147.0	151.8	157.0	162.5	168.0	173.3	179.0	184.8	190.3	196.0
15 Prior Year Metrolink Obligations										
16 Prop C 10% Debt Service	69.0	72.3	74.6	77.5	79.9	80.8	80.8	80.8	80.8	80.8
17 LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
18 Pomona Station Improvements										
19 Westlake/MacArthur Joint Development										
20 Eastside LRT Enhancements										
21 SCRRA relocation										
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 Metrolink - Operations	71.3	72.7	75.5	75.8	63.8	87.1	92.7	98.4	103.9	109.5
24 Subtotal Cash Commitments	143.4	148.1	153.2	156.5	147.0	171.3	177.0	182.7	188.2	194.0
25 <b>Cash Commitments % of PC 10% Revenue</b>	97.5%	97.5%	97.6%	96.3%	87.5%	98.8%	98.9%	98.9%	98.9%	99.0%
26 Prop C 10% Cash Available	3.6	3.8	3.8	5.9	21.0	2.0	2.0	2.0	2.0	2.0
27 Bond Proceeds (new, net)	47.1	38.4	39.7	39.0	24.9	-	-	-	-	-
28 2009 & Prior CFP Park & Ride/Transit Capital, etc.	-	-	-	-	-	-	-	-	-	-
29 Future Call for Projects	-	-	-	-	-	-	-	-	-	-
30 Local Transportation Projects	-	-	-	-	-	-	-	-	-	-
31 Metrolink - Capital Rehab	38.7	42.1	43.5	44.9	45.9	2.0	2.0	2.1	2.0	2.0
32 Metrolink - Capital	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33 <b>Subtotal Bond Eligible Commitments</b>	50.7	42.1	43.5	44.9	45.9	2.0	2.0	2.1	2.0	2.0
34 Beginning Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
35 Annual Surplus/(Shortfall)	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)
36 <b>Ending Balance</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
37										
38 <b>Security (5%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
39 <b>Carry-in Balance</b>	-	-	-	-	-	-	-	-	-	-
40 Municipal Operators Security (Calderon Bill)	12.7	13.2	13.6	14.1	14.6	15.0	15.5	16.0	16.5	17.0
41 MTA Bus Security	40.7	41.5	42.3	43.1	43.9	44.8	45.7	46.6	47.5	48.4
42 MTA Rail Security	20.0	21.3	22.6	24.1	25.5	26.9	28.3	29.8	31.2	32.6
43 MTA Other Security Costs	-	-	-	-	-	-	-	-	-	-
44	73.5	75.9	78.5	81.2	84.0	86.7	89.5	92.4	95.1	98.0
45										
46 <b>Transit-Related Hwy Improve (25%) (see sep pg)</b>	367.5	379.6	392.5	406.2	420.0	433.3	447.5	462.0	475.7	490.0
47										

**LACMTA Financial Forecasting Model**  
**Proposition C**  
**30/10 Initiative 100% ScenA 8/10/10**

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
<b>48 Discretionary (40%)</b>										
49 Plus: Prop A 40% Growth over CPI transferred in	227.0	239.0	251.9	265.8	279.7	292.6	308.6	322.7	336.0	350.2
50 Plus Lapsing Funds										
51 Plus LONP Reimbursement Fund Loan										
52 <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
53 Agencywide Administration and Capital	25.0	25.3	25.7	26.0	26.4	26.8	27.2	27.6	28.0	28.4
54 Rapid Bus Phase II Subsidy Projects	-	-	-	-	-	-	-	-	-	-
55 CRDP Local Match	-	-	-	-	-	-	-	-	-	-
56 Rail Capital - MTA Debt Service	50.0	42.7	40.1	40.1	43.1	48.8	51.6	51.6	51.6	51.6
57 Rail Capital - Specific Projects (see detail below)	-	-	-	-	-	-	-	-	-	-
58 Rail Capital - General Improvements (no proj sheet)	112.2	101.3	163.1	180.6	345.5	296.4	226.2	161.7	207.8	678.4
59 Rail Operations	144.3	161.0	159.3	138.4	134.4	134.8	138.2	145.0	141.5	208.9
60 Bus Capital - MTA Debt Service	94.8	90.9	90.9	90.9	77.5	80.2	70.9	54.9	42.9	38.9
61 Bus Capital - MTA	62.4	34.1	24.0	18.8	3.3	78.6	27.8	67.6	150.7	273.7
62 Muni Bus Capital Prop 1B Bond Mitigation Allocation										
63 Muni Security Capital Prop 1B Bond Mitigation Allocation										
64 Debt Service - Enterprise Fund (610309)	-	-	-	-	-	-	-	-	-	-
65 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
66 Bus: ADA/Paratransit (ASi)	62.0	63.1	64.3	65.6	66.8	68.1	69.5	70.9	72.3	75.6
67 Bus Operations	152.4	138.6	138.2	133.3	128.3	150.9	114.4	118.2	104.4	225.7
68 Labor Negotiations/Regional Activities	-	-	-	-	-	-	-	-	-	-
69 MTA Security Shortfall	-	-	-	-	-	-	-	-	-	-
70 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
71 MTA 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
72 MTA bus ops (MOSIP and gap filling)	64.2	48.5	46.3	39.4	32.4	53.0	14.3	16.0	-	119.0
73 Municipal Operators - Shuttles	7.9	8.0	8.2	8.3	8.5	8.7	8.8	9.0	9.2	9.3
74 Bus Service Improvement Program (BSIP) - MTA	15.4	15.7	16.0	16.3	16.6	16.9	17.3	17.6	18.0	18.3
75 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
76 Foothill Mitigation - MTA	11.0	11.2	11.4	11.7	11.9	12.1	12.4	12.6	12.9	13.1
77 Foothill Mitigation - Munis	3.4	3.4	3.5	3.5	3.6	3.7	3.8	3.8	3.9	4.0
78 Carry-in Balance	448.1	559.4	747.8	921.0	1,141.6	1,266.1	1,365.4	1,662.1	2,023.8	2,318.8
79 Contingency Fund/Unallocated	559.4	747.8	921.0	1,141.6	1,266.1	1,365.4	1,662.1	2,023.8	2,318.8	1,868.8
80 <b>Less: Prop C 40% Balance Carryover</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>
81	1,275.0	1,417.6	1,639.7	1,848.6	2,105.1	2,263.9	2,402.0	2,735.8	3,132.7	3,465.0
82 Bus Operations - MTA										
83 Bus Operations - Municipal Operators										
84 <b>Total</b>										
85 <u>Rail Capital Project and Debt Service Detail</u>										
86 Wilshire BRT	-	-	-	-	-	-	-	-	-	-
87 Green Line to LAX	-	-	-	-	-	-	-	-	-	-
88 Crenshaw	-	-	-	-	-	-	-	-	-	-
89 Green Line - South Bay	-	-	-	-	-	-	-	-	-	-
90 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-
91 Eastside LRT Enhancements	-	-	-	-	-	-	-	-	-	-
92 Subtotal Projects	-	-	-	-	-	-	-	-	-	-
93 Existing Rail Capital Debt Service	10.8	3.4	0.9	0.9	0.9	0.6	0.4	0.4	0.4	0.4
94 New Rail Capital Debt Service	39.2	39.2	39.2	39.2	42.2	48.2	51.2	51.2	51.2	51.2
95 Subtotal Debt Service	50.0	42.7	40.1	40.1	43.1	48.8	51.6	51.6	51.6	51.6

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018
<b>Proposition 25% Direct (Less Metro Administration)</b>	<b>1,826.0</b>	<b>2,898.0</b>	<b>4,629.6</b>	<b>9,353.6</b>	<b>139.4</b>	<b>145.7</b>	<b>154.7</b>	<b>165.9</b>	<b>177.5</b>	<b>188.1</b>	<b>198.4</b>	<b>208.6</b>	<b>218.6</b>
<b>Direct Cash Commitments</b>													
Freeway Service Patrol (300070) (Highway Operations)	182.1	219.0	290.8	691.8	16.1	17.0	17.4	17.7	18.1	18.4	18.8	19.2	19.6
Regional Administration (Hwy Planning 405522) (no project sheet)	32.5	35.2	46.8	114.5	2.7	5.8	2.8	2.8	2.9	3.0	3.0	3.1	3.1
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	17.2	20.4	27.1	64.7	1.8	1.6	1.6	1.6	1.7	1.7	1.8	1.8	1.8
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.9	0.8	1.1	2.9	0.33	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Rideshare (405547)	88.0	117.4	161.4	366.8	6.7	6.7	10.4	12.3	6.1	6.5	8.5	13.0	9.4
<b>Financing Payments:</b>													
Sr. Lien Bonds (Prop C 25%)	361.1	252.6	67.6	681.3	34.6	36.8	35.8	35.8	35.7	37.1	36.5	36.4	36.2
Add'l Sr. Lien Bonds (from Model)	720.3	1,953.0	2,908.0	5,581.3	-	4.8	23.4	46.5	68.9	91.4	105.3	112.2	126.6
<b>Subtotal Financing Payments</b>	<b>1,081.4</b>	<b>2,205.7</b>	<b>2,975.6</b>	<b>6,262.6</b>	<b>34.6</b>	<b>41.7</b>	<b>59.2</b>	<b>82.3</b>	<b>104.6</b>	<b>128.5</b>	<b>141.8</b>	<b>148.6</b>	<b>162.9</b>
<b>Subtotal Direct Commitments</b>	<b>1,402.2</b>	<b>2,598.5</b>	<b>3,502.7</b>	<b>7,503.4</b>	<b>62.1</b>	<b>72.8</b>	<b>91.5</b>	<b>116.8</b>	<b>133.4</b>	<b>158.2</b>	<b>174.0</b>	<b>185.7</b>	<b>196.9</b>
<b>Subtotal Prop C 25% Direct Available</b>	<b>423.9</b>	<b>299.5</b>	<b>1,126.9</b>	<b>1,850.2</b>	<b>77.2</b>	<b>72.9</b>	<b>63.2</b>	<b>49.1</b>	<b>44.2</b>	<b>29.9</b>	<b>24.5</b>	<b>22.9</b>	<b>21.7</b>
<b>Proposition C 25% Financing Revenues</b>													
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-	-	-
Add'l Sr. Lien Bonds (Gross from Model)	2,262.3	1,577.0	193.5	4,032.8	-	157.9	447.1	304.2	402.3	289.7	136.3	77.2	365.7
Issuance Expense	(31.7)	(22.1)	(2.7)	(56.5)	-	(2.2)	(6.3)	(4.3)	(5.6)	(4.1)	(1.9)	(1.1)	(5.1)
Bond Reserve Fund	(143.8)	(107.8)	(13.3)	(264.9)	-	(9.7)	(27.4)	(18.7)	(26.2)	(18.8)	(8.9)	(5.0)	(23.8)
<b>Subtotal Net Financing Revenues</b>	<b>2,086.8</b>	<b>1,447.1</b>	<b>177.5</b>	<b>3,711.4</b>	<b>0.0</b>	<b>146.0</b>	<b>413.4</b>	<b>281.2</b>	<b>370.5</b>	<b>266.8</b>	<b>125.5</b>	<b>71.1</b>	<b>336.8</b>
<b>Bond Eligible Commitments</b>													
Freeway Interchanges (410001)	113.5	47.1	-	160.6	0.8	33.4	34.2	20.0	13.1	12.0	-	-	-
HOV Lanes (410001)	993.3	184.7	507.1	1,685.1	57.4	40.4	177.3	114.8	142.5	229.8	85.2	73.4	57.1
Gap Closures (410001)	1.4	206.2	-	207.6	1.3	0.1	-	-	-	-	-	-	-
Subtotal Freeway Projects (see detail below)	1,108.1	438.0	507.1	2,053.2	59.5	73.9	211.5	134.8	155.6	241.8	85.2	73.4	57.1
CFP - Freeway Traffic System Management (410001)	1.7	-	-	1.7	1.7	-	-	-	-	-	-	-	-
CFP - RSTI-Regional Surface Transp. Improvements (410002)	297.6	112.1	-	409.7	28.4	50.4	55.7	43.1	40.0	40.0	-	-	40.0
CFP - RSTI SR-138 Widening (7 of 13 segments)	1.1	-	-	1.1	1.1	-	-	-	-	-	-	-	-
CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa	2.4	-	-	2.4	1.2	1.0	0.2	-	-	-	-	-	-
CFP - Signal Synch. & Bus Speed Improvements (410007)	171.9	61.3	-	233.2	28.6	32.9	-	17.4	30.0	-	-	-	30.0
CFP - Transit Capital/Park & Ride (410010 & 33)	6.7	-	-	6.7	-	6.7	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvements (410008)	0.1	-	-	0.1	0.1	-	-	-	-	-	-	-	-
CFP - Regionally Significant (420002 & 420004)	7.0	-	-	7.0	3.4	3.5	-	-	-	-	-	-	-
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	5.9	-	-	5.9	0.1	5.8	-	-	-	-	-	-	-
CFP - Future Call for Projects	-	961.5	214.6	1,176.1	-	-	-	-	-	-	-	-	-



**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018
Gerald Desmond Bridge	17.3	-	-	17.3	-	-	8.5	8.8	-	-	-	-	-
Alameda Corridor East	198.0	-	-	198.0	28.5	26.0	85.5	25.0	25.1	7.9	-	-	-
Retrofit Soundwalls (410040, 405516)	115.1	111.1	-	226.2	15.8	7.2	56.1	16.1	19.9	-	-	-	-
Rapid Bus Subsidy Projects (405598)	20.9	-	-	20.9	2.0	1.4	12.2	-	-	5.3	-	-	-
Wilshire Bus Only Lane	3.4	-	-	3.4	0.2	0.5	2.7	-	-	-	-	-	-
Rail Capital (see detail below)	660.5	44.7	-	705.2	17.5	19.2	42.5	83.4	142.5	-	63.0	19.0	229.8
RIITS-Regional Integration of ITS (405526, No Project Sheet)	17.0	18.0	2.0	37.0	1.8	1.7	1.7	1.7	1.7	1.8	1.8	1.6	1.6
<b>Subtotal Bond Eligible Commitments</b>	<b>2,634.5</b>	<b>1,746.7</b>	<b>723.7</b>	<b>5,105.0</b>	<b>189.9</b>	<b>230.1</b>	<b>476.6</b>	<b>330.3</b>	<b>414.7</b>	<b>296.7</b>	<b>150.0</b>	<b>94.0</b>	<b>358.5</b>
<b>Beginning Balance</b>	124.0	0.1	(0.0)	124.0	124.0	11.3	0.1	0.1	0.1	0.1	0.0	0.1	0.1
<b>Annual Surplus/Shortfall</b>	(123.9)	(0.1)	580.7	456.7	(112.7)	(11.2)	0.0	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0
<b>Ending Balance</b>	0.1	(0.0)	580.7	580.7	11.3	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1
Subtotal Call for Projects (CFP) Bond Eligible	2,710.5	1,049.4	1,014.3	4,774.2	183.6	248.2	478.9	330.0	381.2	523.5	170.3	146.8	184.2
<b>Debt Service % of Revenue (85% maximum assumed)</b>					<b>24.82%</b>	<b>28.61%</b>	<b>38.27%</b>	<b>49.57%</b>	<b>58.91%</b>	<b>68.32%</b>	<b>71.46%</b>	<b>71.21%</b>	<b>74.50%</b>
<u>Rail Capital Projects Detail:</u>													
Eastside LRT	-	-	-	-	-	-	-	-	-	-	-	-	-
Expo Phase I	32.2	-	-	32.2	13.7	10.9	7.6	-	-	-	-	-	-
Expo Phase II	115.3	-	-	115.3	2.6	-	-	10.3	102.4	-	-	-	-
Crenshaw/LAX	135.1	-	-	135.1	-	-	-	50.7	-	-	63.0	10.0	9.7
East SFV N-S	0.8	-	-	0.8	-	-	0.8	-	-	-	-	-	-
Eastside Extension Phase II	182.9	-	-	182.9	-	-	-	-	-	-	-	-	155.1
Gold Line Pasadena	1.5	-	-	1.5	0.6	0.9	-	-	-	-	-	-	-
Gold Line Foothill Extension	30.9	44.7	-	75.7	-	-	-	-	30.9	-	-	-	-
Green Line	-	-	-	-	-	-	-	-	-	-	-	-	-
Orange Line	-	-	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	73.0	-	-	73.0	-	7.4	34.1	22.4	9.1	-	-	-	-
SFV I-405 Transit	-	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	48.2	-	-	48.2	-	-	-	-	-	-	-	-	40.8
West Santa Ana Branch Corridor	40.7	-	-	40.7	0.6	0.1	-	-	-	-	-	9.0	24.3
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>660.5</b>	<b>44.7</b>	<b>-</b>	<b>705.2</b>	<b>17.5</b>	<b>19.2</b>	<b>42.5</b>	<b>83.4</b>	<b>142.5</b>	<b>-</b>	<b>63.0</b>	<b>19.0</b>	<b>229.8</b>

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years	Years	Years	Plan	2009	2010	2011	2012	2013	2014	2015	2016	2017
	'10-'19	'20-'29	'30-'40	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Freeway Projects Detail:</b>													
Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 I-5/US-101)	12.3	-	-	12.3	-	-	12.3	-	-	-	-	-	-
Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405	0.5	-	-	0.5	0.5	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	10.2	-	-	10.2	0.1	0.1	10.0	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sound barrier) I-5	77.3	-	-	77.3	10.0	6.0	25.0	17.3	19.0	-	-	-	-
Gap Connector Closure near Greenleaf I-405 / US-101	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Pearblossom to Ave P-8 SR-14	0.2	-	-	0.2	-	-	0.2	-	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90 I-405	6.5	-	-	6.5	-	6.5	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	48.4	-	-	48.4	21.0	2.3	25.1	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	28.6	-	-	28.6	6.0	-	12.8	9.8	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	380.8	-	-	380.8	5.0	5.5	64.2	72.8	65.6	42.7	63.2	22.4	39.4
Carmenita Road Interchange I-5	97.9	-	-	97.9	-	32.8	20.0	20.0	13.1	12.0	-	-	-
PCH to Long Beach CBD (Interchange) I-710	0.4	-	-	0.4	-	-	0.4	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	13.9	-	-	13.9	9.0	2.0	2.9	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	313.2	-	-	313.2	4.4	12.0	34.1	6.9	21.8	153.1	12.9	35.0	17.7
Carpool Lanes from Citrus to SR-57 I-10	46.1	-	-	46.1	-	-	-	-	26.2	4.0	-	16.0	-
Carpool Lanes from Puente to Citrus I-10	54.1	-	-	54.1	-	-	-	5.0	10.0	30.0	9.1	-	-
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 Pkwy I-405	11.0	-	-	11.0	-	5.0	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	0.2	-	-	0.2	0.1	0.1	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	2.7	-	-	2.7	0.6	0.6	1.5	-	-	-	-	-	-
Van Nuys Blvd. Off Ramps (Interchange) US-101	0.2	-	-	0.2	0.2	-	-	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	403.3	403.3	-	-	-	-	-	-	-	-	-
Improvement I-710 South	-	-	103.8	103.8	-	-	-	-	-	-	-	-	-
Freeway Extension (Gap) SR-90	1.2	-	-	1.2	1.2	-	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	2.5	-	-	2.5	1.5	1.0	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	<b>1,108.1</b>	<b>438.0</b>	<b>507.1</b>	<b>2,053.2</b>	<b>59.5</b>	<b>73.9</b>	<b>211.5</b>	<b>134.8</b>	<b>155.6</b>	<b>241.8</b>	<b>85.2</b>	<b>73.4</b>	<b>57.1</b>

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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	
<b>Proposition 25% Direct (Less Metro Administration)</b>	<b>228.9</b>	<b>239.5</b>	<b>250.0</b>	<b>260.5</b>	<b>271.5</b>	<b>282.6</b>	<b>294.7</b>	<b>306.7</b>	<b>318.5</b>	<b>330.9</b>	<b>343.1</b>	
<b>Direct Cash Commitments</b>												
Freeway Service Patrol (300070) (Highway Operations)	19.9	20.3	20.7	21.1	21.4	21.7	22.0	22.4	22.7	23.1	23.6	
Regional Administration (Hwy Planning 405522) (no project sheet)	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)	1.9	1.9	1.9	2.0	2.0	2.0	2.1	2.1	2.1	2.2	2.2	
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Rideshare (405547)	8.4	8.9	9.4	9.9	12.2	11.0	11.6	12.2	12.8	15.3	14.1	
<b>Financing Payments:</b>												
Sr. Lien Bonds (Prop C 25%)	36.1	36.0	35.4	35.1	35.0	34.8	17.9	17.8	13.5	13.5	13.5	
Add'l Sr. Lien Bonds (from Model)	141.2	149.8	161.5	168.9	173.2	180.8	193.0	208.9	228.5	241.1	247.3	
<b>Subtotal Financing Payments</b>	<b>177.3</b>	<b>185.8</b>	<b>196.9</b>	<b>204.1</b>	<b>208.2</b>	<b>215.6</b>	<b>210.9</b>	<b>226.7</b>	<b>242.0</b>	<b>254.7</b>	<b>260.9</b>	
<b>Subtotal Direct Commitments</b>	<b>210.8</b>	<b>220.2</b>	<b>232.4</b>	<b>240.5</b>	<b>247.4</b>	<b>253.9</b>	<b>250.1</b>	<b>267.0</b>	<b>283.4</b>	<b>299.0</b>	<b>304.6</b>	
<b>Subtotal Prop C 25% Direct Available</b>	<b>18.2</b>	<b>19.3</b>	<b>17.6</b>	<b>20.0</b>	<b>24.2</b>	<b>28.8</b>	<b>44.5</b>	<b>39.7</b>	<b>35.2</b>	<b>31.9</b>	<b>38.5</b>	
<b>Proposition C 25% Financing Revenues</b>												
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-	
Add'l Sr. Lien Bonds (Gross from Model)	81.9	183.7	165.3	51.5	73.6	146.2	207.0	256.0	313.7	54.1	125.9	
Issuance Expense	(1.1)	(2.6)	(2.3)	(0.7)	(1.0)	(2.0)	(2.9)	(3.6)	(4.4)	(0.8)	(1.8)	
Bond Reserve Fund	(5.3)	(11.9)	(11.4)	(3.5)	(5.1)	(10.1)	(14.2)	(17.6)	(21.6)	(3.7)	(8.7)	
<b>Subtotal Net Financing Revenues</b>	<b>75.5</b>	<b>169.2</b>	<b>151.6</b>	<b>47.3</b>	<b>67.5</b>	<b>134.1</b>	<b>189.9</b>	<b>234.8</b>	<b>287.7</b>	<b>49.6</b>	<b>115.4</b>	
<b>Bond Eligible Commitments</b>												
Freeway Interchanges (410001)	-	-	-	-	-	-	-	-	47.1	-	-	
HOV Lanes (410001)	15.4	-	-	-	-	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)	15.4	-	-	16.4	10.0	30.0	55.0	130.0	154.1	42.5	-	
CFP - Freeway Traffic System Management (410001)	-	-	-	-	-	-	-	-	-	-	-	
CFP - RSTI-Regional Surface Transp. Improvements (410002)	-	44.1	68.0	-	-	-	-	-	-	-	-	
CFP - RSTI SR-138 Widening (7 of 13 segments)	-	-	-	-	-	-	-	-	-	-	-	
CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa	-	-	-	-	-	-	-	-	-	-	-	
CFP - Signal Synch. & Bus Speed Improvements (410007)	33.0	20.0	15.0	26.3	-	-	-	-	-	-	-	
CFP - Transit Capital/Park & Ride (410010 & 33)	-	-	-	-	-	-	-	-	-	-	-	
CFP - Regional Bikeways & Pedestrian Improvements (410008)	-	-	-	-	-	-	-	-	-	-	-	
CFP - Regionally Significant (420002 & 420004)	-	-	-	-	-	-	-	-	-	-	-	
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	-	-	-	-	-	-	-	-	-	-	-	
CFP - Future Call for Projects	-	108.1	54.5	22.7	80.0	130.0	155.6	120.6	145.0	15.0	130.0	

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls (410040, 405516)	-	-	-	-	-	1.1	22.0	22.0	22.0	22.0	22.0
Rapid Bus Subsidy Projects (405598)	-	-	-	-	-	-	-	-	-	-	-
Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	43.6	14.7	30.1	-	-	-	-	-	-	-	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.8	1.9	1.9	1.9
<b>Subtotal Bond Eligible Commitments</b>	<b>93.6</b>	<b>188.5</b>	<b>169.3</b>	<b>67.1</b>	<b>91.8</b>	<b>162.9</b>	<b>234.4</b>	<b>274.4</b>	<b>323.0</b>	<b>81.4</b>	<b>153.9</b>
<b>Beginning Balance</b>	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	(0.0)	0.0
<b>Annual Surplus/&lt;Shortfall&gt;</b>	0.0	(0.0)	(0.1)	0.1	(0.1)	(0.0)	(0.0)	0.0	(0.1)	0.1	(0.1)
<b>Ending Balance</b>	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	(0.0)	0.0	(0.0)
Subtotal Call for Projects (CFP) Bond Eligible	63.8	64.1	83.0	59.1	20.0	60.0	110.0	260.0	308.2	85.0	0.0
<b>Debt Service % of Revenue (85% maximum assumed)</b>	<b>77.44%</b>	<b>77.58%</b>	<b>78.77%</b>	<b>78.35%</b>	<b>76.68%</b>	<b>76.27%</b>	<b>71.56%</b>	<b>73.92%</b>	<b>75.96%</b>	<b>76.95%</b>	<b>76.04%</b>
<u>Rail Capital Projects Detail:</u>											
Eastside LRT	-	-	-	-	-	-	-	-	-	-	-
Expo Phase I	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX	1.7	-	-	-	-	-	-	-	-	-	-
East SFV N-S	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	27.8	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	14.7	30.1	-	-	-	-	-	-	-	-
Green Line	-	-	-	-	-	-	-	-	-	-	-
Orange Line	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	7.4	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	6.8	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>43.6</b>	<b>14.7</b>	<b>30.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>Freeway Projects Detail:</b>												
Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soun I-5	-	-	-	-	-	-	-	-	-	-	-	-
Gap Connector Closure near Greenleaf I-405 / US-101	-	-	-	-	-	-	-	-	-	-	-	-
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 I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
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 I-5 South	15.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	-	-	-	16.4	10.0	15.0	15.0	30.0	12.0	5.8	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	-	-	-	-	-	-	-	65.0	35.0	2.0	-	-
Carpool Lanes from I-10 to US-101 over Sepulveda Pt 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	-	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-	-
Van Nuys Blvd. Off Ramps (Interchange) US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Improvement I-710 South	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Extension (Gap) SR-90	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects	15.4	-	-	16.4	10.0	30.0	55.0	130.0	154.1	42.5	-	-

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Proposition 25% Direct (Less Metro Administration)</b>	<b>355.4</b>	<b>367.5</b>	<b>379.6</b>	<b>392.5</b>	<b>406.2</b>	<b>420.0</b>	<b>433.3</b>	<b>447.5</b>	<b>462.0</b>	<b>475.7</b>	<b>490.0</b>
<b>Direct Cash Commitments</b>											
Freeway Service Patrol (300070) (Highway Operations)	24.0	24.4	24.9	25.4	25.9	26.4	26.9	27.4	28.0	28.5	29.0
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)	2.2	2.3	2.3	2.4	2.4	2.5	2.5	2.6	2.6	2.7	2.7
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Rideshare (405547)	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7
<b>Financing Payments:</b>											
Sr. Lien Bonds (Prop C 25%)	13.1	13.0	10.4	10.4	10.3	10.3	0.1	-	-	-	-
Add'l Sr. Lien Bonds (from Model)	258.3	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0
<b>Subtotal Financing Payments</b>	<b>271.4</b>	<b>278.0</b>	<b>275.3</b>	<b>275.3</b>	<b>275.3</b>	<b>275.3</b>	<b>265.1</b>	<b>265.0</b>	<b>265.0</b>	<b>265.0</b>	<b>265.0</b>
<b>Subtotal Direct Commitments</b>	<b>316.2</b>	<b>323.4</b>	<b>321.3</b>	<b>321.9</b>	<b>322.5</b>	<b>323.1</b>	<b>313.6</b>	<b>314.1</b>	<b>314.8</b>	<b>315.5</b>	<b>316.2</b>
<b>Subtotal Prop C 25% Direct Available</b>	<b>39.2</b>	<b>44.1</b>	<b>58.3</b>	<b>70.6</b>	<b>83.7</b>	<b>96.8</b>	<b>119.7</b>	<b>133.4</b>	<b>147.1</b>	<b>160.2</b>	<b>173.9</b>
<b>Proposition C 25% Financing Revenues</b>											
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-
Add'l Sr. Lien Bonds (Gross from Model)	193.5	-	-	-	-	-	-	-	-	-	-
Issuance Expense	(2.7)	-	-	-	-	-	-	-	-	-	-
Bond Reserve Fund	(13.3)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Net Financing Revenues</b>	<b>177.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Bond Eligible Commitments</b>											
Freeway Interchanges (410001)	-	-	-	-	-	-	-	-	-	-	-
HOV Lanes (410001)	-	-	27.2	26.5	25.5	24.6	-	113.8	127.5	140.6	21.4
Gap Closures (410001)	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects (see detail below)	-	-	27.2	26.5	25.5	24.6	-	113.8	127.5	140.6	21.4
CFP - Freeway Traffic System Management (410001)	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI-Regional Surface Transp. Improvements (410002)	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI SR-138 Widening (7 of 13 segments)	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa	-	-	-	-	-	-	-	-	-	-	-
CFP - Signal Synch. & Bus Speed Improvements (410007)	-	-	-	-	-	-	-	-	-	-	-
CFP - Transit Capital/Park & Ride (410010 & 33)	-	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvements (410008)	-	-	-	-	-	-	-	-	-	-	-
CFP - Regionally Significant (420002 & 420004)	-	-	-	-	-	-	-	-	-	-	-
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	-	-	-	-	-	-	-	-	-	-	-
CFP - Future Call for Projects	214.6	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls (410040, 405516)	-	-	-	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects (405598)	-	-	-	-	-	-	-	-	-	-	-
Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	-	-	-	-	-	-	-	-	-	-	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	2.0										
<b>Subtotal Bond Eligible Commitments</b>	<b>216.6</b>	<b>0.0</b>	<b>27.2</b>	<b>26.5</b>	<b>25.5</b>	<b>24.6</b>	<b>0.0</b>	<b>113.8</b>	<b>127.5</b>	<b>140.6</b>	<b>21.4</b>
<b>Beginning Balance</b>	(0.0)	0.1	44.1	75.2	119.2	177.4	249.7	369.4	389.0	408.6	428.2
<b>Annual Surplus/&lt;Shortfall&gt;</b>	0.1	44.1	31.0	44.1	58.2	72.2	119.7	19.6	19.6	19.6	152.5
<b>Ending Balance</b>	0.1	44.1	75.2	119.2	177.4	249.7	369.4	389.0	408.6	428.2	580.7
Subtotal Call for Projects (CFP) Bond Eligible	0.0	0.0	54.5	53.0	51.0	49.2	0.0	227.6	255.1	281.1	42.7
<b>Debt Service % of Revenue (85% maximum assumed)</b>	<b>76.36%</b>	<b>75.65%</b>	<b>72.54%</b>	<b>70.15%</b>	<b>67.78%</b>	<b>65.55%</b>	<b>61.18%</b>	<b>59.20%</b>	<b>57.36%</b>	<b>55.71%</b>	<b>54.07%</b>
<u>Rail Capital Projects Detail:</u>											
Eastside LRT	-	-	-	-	-	-	-	-	-	-	-
Expo Phase I	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-
East SFV N-S	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-
Green Line	-	-	-	-	-	-	-	-	-	-	-
Orange Line	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-
Subtotal Rail Capital Projects	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**3Q/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Freeway Projects Detail:</b>											
Interchg SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 I-10) US-101	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sou I-5	-	-	-	-	-	-	-	-	-	-	-
Gap Connector Closure near Greenleaf I-405 / US-101	-	-	-	-	-	-	-	-	-	-	-
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 I-5 North	-	-	-	-	-	-	-	-	-	-	-
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 I-5 South	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-10 to US-101 over Sepulveda Pt I-405	-	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-60	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Ave P-8 to Ave L SR-14	-	-	-	-	-	-	-	-	-	-	-
Gap from Foothill Boulevard to SBCL (mitigation) I-210	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-
Van Nuys Blvd. Off Ramps (Interchange) US-101	-	-	-	-	-	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	-	-	-	-	-	113.8	127.5	140.6	21.4
Improvement I-710 South	-	-	27.2	26.5	25.5	24.6	-	-	-	-	-
Freeway Extension (Gap) SR-90	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects	-	-	27.2	26.5	25.5	24.6	-	113.8	127.5	140.6	21.4



**LACMTA Financial Forecasting Model**

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

**30/10 initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08		Years	Years	Years	Plan		2009	2010	2011	2012	2013	2014	2015	2016	2017	2017
		'10-'19	'20-'29	'30-'40	Total	%	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018
1	<b>Total Revenue Pool</b>	7,379.4	11,765.1	16,805.8	35,950.3	-	537.5	586.0	628.2	673.7	720.8	763.6	805.7	847.0	887.5	887.5
2	Less: Metro Admin Charge (1.5%)	110.7	176.5	252.1	539.3	-	8.1	8.8	9.4	10.1	10.8	11.5	12.1	12.7	13.3	13.3
3	<b>Amount Available</b>	<b>7,268.7</b>	<b>11,588.6</b>	<b>16,553.7</b>	<b>35,411.0</b>	-	<b>529.4</b>	<b>577.2</b>	<b>618.8</b>	<b>663.6</b>	<b>710.0</b>	<b>752.1</b>	<b>793.6</b>	<b>834.3</b>	<b>874.2</b>	<b>874.2</b>
4	<b>Ordinance Allocation</b>															
5	Local Return (15%) - Highway assumed	1,090.3	1,738.3	2,483.0	5,311.7	15.0%	79.4	86.6	92.8	99.5	106.5	112.8	119.0	125.1	131.1	131.1
6	Metrolink (3%)	218.1	347.7	496.6	1,062.3	3.0%	15.9	17.3	18.6	19.9	21.3	22.6	23.8	25.0	26.2	26.2
7	<b>Rail Capital - General Improvements (2%) Revenue</b>	<b>145.4</b>	<b>231.8</b>	<b>331.1</b>	<b>708.2</b>	<b>2.0%</b>	<b>10.6</b>	<b>11.5</b>	<b>12.4</b>	<b>13.3</b>	<b>14.2</b>	<b>15.0</b>	<b>15.9</b>	<b>16.7</b>	<b>17.5</b>	<b>17.5</b>
8	P3000 Rail Vehicles	4.5	-	-	4.5	0.0%	-	-	-	-	-	-	-	4.5	-	-
9	Eastside Quad Gates Study	8.6	-	-	8.6	0.0%	-	8.6	-	-	-	-	-	-	-	-
10	Red/Purple Line System Improvements	407.4	-	-	407.4	1.2%	-	0.0	-	-	-	73.3	121.8	107.1	105.2	105.2
11	Subtotal Uses	420.5	-	-	420.5		-	8.6	-	-	-	73.3	121.8	111.6	105.2	105.2
12	Rail 2% Annual Balance before commercial paper	(275.1)	231.8	331.1	287.7		10.6	2.9	12.4	13.3	14.2	(58.3)	(105.9)	(94.9)	(87.7)	(87.7)
13	Rail 2% Cumulative Balance before commercial paper	(275.1)	(43.4)	287.7	287.7		10.6	13.5	25.9	39.2	53.4	(4.9)	(110.8)	(205.7)	(293.4)	(293.4)
14	Measure R 2% Commercial Paper Proceeds/(Repayment)	312.1	(119.8)	(192.2)	0.0		-	-	-	-	-	13.0	106.9	100.3	97.0	97.0
15	Financing Interest and Fees	(29.9)	(115.2)	(38.3)	(183.5)		-	-	-	-	-	(0.1)	(1.3)	(5.5)	(9.6)	(9.6)
16	Rail 2% Annual Balance after commercial paper	7.0	(3.3)	100.5	104.2	0.3%	10.6	2.9	12.4	13.3	14.2	(45.4)	(0.3)	(0.2)	(0.2)	(0.2)
17	<b>Rail 2% Cumulative Balance after commercial paper</b>	<b>7.0</b>	<b>3.7</b>	<b>104.2</b>	<b>104.2</b>	<b>0.3%</b>	<b>10.6</b>	<b>13.5</b>	<b>25.9</b>	<b>39.2</b>	<b>53.4</b>	<b>7.9</b>	<b>7.7</b>	<b>7.5</b>	<b>7.2</b>	<b>7.2</b>
18	<b>Rail Operations (5%)</b>	<b>363.4</b>	<b>579.4</b>	<b>827.7</b>	<b>1,770.6</b>	<b>5.0%</b>	<b>26.5</b>	<b>28.9</b>	<b>30.9</b>	<b>33.2</b>	<b>35.5</b>	<b>37.6</b>	<b>39.7</b>	<b>41.7</b>	<b>43.7</b>	<b>43.7</b>
19	<b>Bus Operations (20%)</b>	<b>1,453.7</b>	<b>2,317.7</b>	<b>3,310.7</b>	<b>7,082.2</b>	<b>20.0%</b>	<b>105.9</b>	<b>115.4</b>	<b>123.8</b>	<b>132.7</b>	<b>142.0</b>	<b>150.4</b>	<b>158.7</b>	<b>166.9</b>	<b>174.8</b>	<b>174.8</b>
20	MTA bus operations	1,079.9	1,715.1	2,449.9	5,245.0	14.8%	80.4	86.9	92.2	98.2	105.1	111.3	117.4	123.5	129.4	129.4
21	Municipal Operators	373.8	602.6	860.8	1,837.2	5.2%	25.4	28.6	31.6	34.5	36.9	39.1	41.3	43.4	45.5	45.5

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08

	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018
22 Transit Capital - (35%) Gross incl Bus Capital	2,544.1	4,056.0	5,793.8	12,393.9	35.0%	185.3	202.0	216.6	232.3	248.5	263.2	277.8	292.0	306.0
23 Bus Capital (\$150)	50.0	50.0	50.0	150.0	0.4%	10.0	-	10.0	-	10.0	-	10.0	-	10.0
24 Bus Capital - MTA 75% estimate	37.0	37.0	37.0	111.0	0.3%	7.4	-	7.4	-	7.4	-	7.4	-	7.4
25 Bus Capital - Munis 25% estimate	13.0	13.0	13.0	39.0	0.1%	2.6	-	2.6	-	2.6	-	2.6	-	2.6
26 Transit Capital - (35%) Net After Bus Capital	2,494.1	4,006.0	5,743.8	12,243.9		175.3	202.0	206.6	232.3	238.5	263.2	267.8	292.0	296.0
27 Measure R 35% Debt Service (Tax Exempt)	-	-	-	-		-	-	-	-	-	-	-	-	-
28 Measure R 35% BABs Debt Service	(297.6)	(290.2)	(222.0)	(809.8)		-	(25.6)	(35.2)	(35.0)	(34.7)	(34.3)	(33.9)	(33.5)	(33.0)
29 Measure R 35% QTIB Debt Service	(1,202.0)	(2,576.4)	(2,600.4)	(6,378.8)		-	-	(63.7)	(63.6)	(63.6)	(173.0)	(173.0)	(211.3)	(211.3)
27 TIFIA Loan Repayment Debt Service	(90.4)	(886.5)	(1,902.6)	(2,879.5)		-	-	-	-	-	-	-	(27.2)	(40.4)
27 Commercial Paper Debt Service	(26.0)	(54.4)	(389.7)	(470.1)		-	-	-	-	-	(4.2)	(5.4)	(5.4)	(5.4)
27 Subtotal Debt Service	(1,616.0)	(3,807.5)	(5,114.7)	(10,538.2)	0.0%	-	(25.6)	(98.9)	(98.6)	(98.3)	(211.5)	(212.4)	(277.4)	(290.1)
28 Annual Balance net of Bus Capital After Debt Service	878.0	198.5	629.1	1,705.7		175.3	176.4	107.7	133.7	140.2	51.7	55.4	14.6	5.9
29 Cumulative Balance net of Bus Capital After Debt Service	878.0	1,076.5	1,705.7			175.3	351.7	459.5	593.2	733.4	785.1	840.4	855.0	860.9
30 Eastside Light Rail Access (\$30) (FY10/FY13)	30.0	-	-	30.0	0.1%	-	5.3	5.0	5.0	6.7	8.0	-	-	-
31 Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)	867.3	-	-	867.3	2.4%	-	153.1	148.6	203.9	-	281.5	80.2	-	-
32 Subregional payback for TBD from Expo Phase II (remainder from \$925)	-	-	57.7	57.7	0.2%	-	-	-	-	-	-	-	-	-
33 Regional Connector (\$160) (FY14-16/FY23-25)	160.0	-	-	160.0	0.5%	-	-	-	-	-	73.1	74.3	12.6	-
34 Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)	1,207.0	-	-	1,207.0	3.4%	4.1	13.3	30.5	-	258.4	260.4	94.4	266.9	197.6
35 Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)	1,270.9	-	-	1,270.9	3.6%	6.6	-	-	64.4	70.0	232.8	265.6	288.0	152.4
36 Gold Line Foothill Extension (\$735) (FY10-12/FY15-17)	668.1	66.8	-	735.0	2.1%	-	66.8	88.3	172.8	159.2	80.0	8.0	3.0	45.1
37 Green Line Extension to LAX (\$200) (FY10-12/FY15-28)	200.0	-	-	200.0	0.6%	0.1	1.8	8.0	14.6	38.8	58.2	44.9	1.3	24.5
38 Green Line Extension - South Bay (\$272) (FY28-30/FY33-35)	272.0	-	-	272.0	0.8%	-	-	7.8	23.3	38.8	58.2	77.6	56.3	10.1
39 San Fern. Valley I-405 Corr. Connection (\$1,000) (FY30-32/FY38-39)	1,337.7	-	-	1,337.7	3.8%	-	-	38.8	135.8	232.8	232.8	315.3	271.6	97.0
40 San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)	1.8	-	-	1.8	0.0%	-	-	1.8	-	-	-	-	-	-
41 Subregional payback for TBD from San Fern. Val. N-S Canoga	-	-	180.2	180.2	0.5%	-	-	-	-	-	-	-	-	-
42 East San Fernando Valley N-S (\$68.5)	67.5	-	-	67.5	0.2%	-	-	-	9.7	10.8	24.3	-	14.6	8.2
43 Subregional payback for TBD from East San Fernando Valley N-S	-	-	1.0	1.0	0.0%	-	-	-	-	-	-	-	-	-
44 West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)*	240.0	-	-	240.0	0.7%	-	-	12.6	19.4	48.5	58.2	58.2	43.1	-
45 Balance of Westside Subway Extension Minimum for TBD	-	-	1,240.6	1,240.6	3.5%	-	-	-	-	-	-	-	-	-
46 Westside Subway Extension (\$4,074) (FY13-15/FY34-36)	2,264.3	569.2	-	2,833.4	8.0%	-	-	92.6	220.7	152.9	242.4	357.7	334.6	382.9
47 Subtotal Projects from Measure R Cash, Bonds, TIFIA	8,586.7	636.0	1,479.5	10,702.2		10.8	240.2	433.9	869.5	1,016.8	1,609.8	1,376.3	1,292.0	917.7
48 Measure R 35% Long-term Bond Proceeds (Tax Exempt)	-	-	-	-		-	-	-	-	-	-	-	-	-
49 Measure R 35% BABs Proceeds (Scenario A)	500.0	-	-	500.0		-	500.0	-	-	-	0.0	-	-	-
50 Measure R 35% 100% QTIB Proceeds (Scenario A)	5,449.5	307.7	-	5,757.2		-	-	1,483.2	-	-	2,507.0	-	836.2	-
51 TIFIA Loan Proceeds (Scenario A)	1,476.8	203.4	-	1,680.2		-	-	-	-	-	-	-	501.3	824.1
52 Commercial Paper Proceeds	361.7	-	-	361.7		-	-	-	-	-	281.5	80.2	-	-
53 Subtotal Bond Proceeds	7,788.0	511.1	-	8,299.1		-	500.0	1,483.2	-	-	2,788.5	80.2	1,337.5	824.1
54 Annual Balance After Bonding	79.4	73.6	(850.4)	(697.4)		164.5	436.2	1,157.0	(735.8)	(876.6)	1,230.4	(1,240.7)	60.1	(87.8)
55 Cumulative Balance After Bonding	79.4	153.0	(697.4)	(697.4)		164.5	600.7	1,757.7	1,021.9	145.3	1,375.7	135.0	195.1	107.4
56 Interest Earnings on average of beg and ending balances	212.2	192.0	416.2	820.4		-	7.1	35.2	44.5	22.0	28.8	30.6	14.4	15.1
57 Annual Balance including interest earnings	291.6	265.6	(434.2)	123.0		164.5	443.3	1,192.2	(691.3)	(854.6)	1,259.2	(1,210.1)	74.5	(72.7)
58 Cumulative Balance including interest earnings	291.6	557.2	123.0	123.0		164.5	607.8	1,800.0	1,108.7	254.1	1,513.3	303.2	377.7	305.1
59 Contingency	291.6	265.6	(434.2)	123.0		164.5	443.3	1,192.2	(691.3)	(854.6)	1,259.2	(1,210.1)	74.5	(72.7)
60 Annual Balance	-	-	-	-		-	-	-	-	-	-	-	-	-

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

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08		Years	Years	Years	Plan		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
		'10-'19	'20-'29	'30-'40	Total	%	2010	2011	2012	2013	2014	2015	2016	2017	2018	
62	<b>Highway Projects (20%)</b>	<b>1,453.7</b>	<b>2,317.7</b>	<b>3,310.7</b>	<b>7,082.2</b>	<b>20.0%</b>	<b>105.9</b>	<b>115.4</b>	<b>123.8</b>	<b>132.7</b>	<b>142.0</b>	<b>150.4</b>	<b>158.7</b>	<b>166.9</b>	<b>174.8</b>	
63	Alameda Corridor East Grade Separations Phase II (\$400)	400.0	-	-	400.0	1.1%	34.0	40.1	58.0	60.0	54.9	43.2	59.8	50.0	-	
64	BNSF Grade Separations in Gateway Cities (\$35)	35.0	-	-	35.0	0.1%	0.1	-	5.9	3.0	3.0	7.0	8.0	8.0	-	
65	Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)	46.8	110.6	-	157.4	0.4%	13.9	15.8	17.1	-	-	-	-	-	-	
66	High Desert Corridor environmental (\$33)	33.0	-	-	33.0	0.1%	0.3	12.5	20.3	-	-	-	-	-	-	
67	I-5/SR-14 Capacity Enhancement (\$90.8 incl enhancements)	2.0	-	-	2.0	0.0%	-	-	2.0	-	-	-	-	-	-	
68	I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	88.8	88.8	0.3%	-	-	-	-	-	-	-	-	-	
69	I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhancements)*	70.0	-	-	70.0	0.2%	-	-	-	-	-	-	20.2	25.0	24.8	
70	I-5 S. funds to be transferred to W. Santa Ana Branch above*	-	194.8	-	194.8	0.6%	-	-	-	-	-	-	-	-	-	
71	I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancements)	18.0	-	-	18.0	0.1%	-	-	-	-	-	-	-	9.0	9.0	
72	I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)	-	-	253.5	253.5	0.7%	-	-	-	-	-	-	-	-	-	
73	I-5 Carmenita Interchange Enhancements (\$138 incl enhancements)	5.0	-	-	5.0	0.0%	-	-	5.0	-	-	-	-	-	-	
74	I-5 Carmenita Interchange (\$133 to 710-South)	-	-	133.0	133.0	0.4%	-	-	-	-	-	-	-	-	-	
75	Operational Improvements in Arroyo Verdugo subregion (\$170+escal)	67.8	115.6	76.2	259.6	0.7%	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	
76	Operational Improvemn in Las Virgenes/Malibu subregion (\$175+escal)	87.9	97.1	68.3	253.3	0.7%	0.1	17.0	11.1	11.1	10.9	11.7	8.7	8.7	8.6	
77	I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906+escal)	237.0	564.0	588.2	1,389.1	3.9%	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	
78	I-5 N. Capacity Enhance, SR-14-Kem Cty (Truck Lanes) (\$410+escal)	243.8	309.4	-	553.2	1.6%	-	8.0	37.0	50.0	44.1	-	-	-	22.5	
79	I-605 Corridor "Hot Spot" Interchanges (\$590+escalation)	165.0	324.3	323.5	812.8	2.3%	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	
80	SR-710 North Extension (tunnel) (\$780+escalation)	63.6	-	811.7	875.3	2.5%	0.1	3.1	12.4	13.0	33.0	2.0	-	-	-	
81	I-710 South	15.0	108.4	342.9	466.3	1.3%	-	-	15.0	-	-	-	-	-	-	
82	I-710 Early Action Projects (\$590+escalation incl I-710 South)	87.0	40.0	-	127.0	0.4%	2.0	9.2	25.8	26.0	24.0	-	-	-	-	
83	SR-138 Capacity Enhancements (\$200+escalation)	158.2	84.8	-	243.0	0.7%	0.1	18.0	18.9	19.7	21.4	15.1	15.5	16.0	16.5	
84	<b>Subtotal Highway Subfund Allocated</b>	<b>1,735.0</b>	<b>1,949.1</b>	<b>2,685.9</b>	<b>6,370.0</b>		<b>50.8</b>	<b>152.9</b>	<b>268.3</b>	<b>239.9</b>	<b>255.3</b>	<b>163.6</b>	<b>157.7</b>	<b>163.2</b>	<b>137.6</b>	
85	Highway Capital Projects Annual Bal before bonding to fund escalation as indicat	(281.3)	368.7	624.8	712.2		55.1	(37.4)	(144.5)	(107.2)	(113.3)	(13.1)	1.0	3.7	37.2	
86	Highway Capital Projects Cumulative Balance before bonding	(281.3)	87.4	712.2	712.2		55.1	17.7	(126.8)	(234.0)	(347.3)	(360.5)	(359.5)	(355.8)	(318.6)	
87	Measure R 20% Long-term Bond Proceeds	496.6	31.3	-	527.9		-	1.1	130.5	120.8	136.5	43.4	32.3	32.2	-	
88	Measure R 20% Debt Service	(215.3)	(394.3)	(385.7)	(995.2)		-	(0.0)	(4.7)	(13.6)	(23.2)	(30.2)	(33.2)	(35.9)	(37.2)	
89	Highway Capital Projects Annual Balance After Bonding	0.1	5.7	239.1	244.9		55.1	(36.4)	(18.7)	(0.0)	(0.0)	0.0	0.0	(0.0)	(0.0)	
90	Highway Capital Projects Cumulative Balance After Bonding	0.1	5.8	244.9	244.9		55.1	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
91	<b>TOTAL MEASURE R ALLOCATION (net of administration)</b>	<b>7,268.7</b>	<b>11,588.6</b>	<b>16,553.7</b>	<b>35,411.0</b>	<b>100.0%</b>	<b>529.4</b>	<b>577.2</b>	<b>618.8</b>	<b>663.6</b>	<b>710.0</b>	<b>752.1</b>	<b>793.6</b>	<b>834.3</b>	<b>874.2</b>	

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

**LACMTA Financial Forecasting Model**  
**Measure R Sales Tax (FY 10-FY 39)**  
**30/10 Initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
1	<b>Total Revenue Pool</b>	929.4	972.4	1,014.7	1,057.4	1,102.3	1,147.5	1,196.2	1,245.1	1,293.2	1,343.5	1,392.7	
2	Less: Metro Admin Charge (1.5%)	13.9	14.6	15.2	15.9	16.5	17.2	17.9	18.7	19.4	20.2	20.9	
3	<b>Amount Available</b>	915.5	957.8	999.5	1,041.5	1,085.8	1,130.3	1,178.3	1,226.4	1,273.8	1,323.4	1,371.8	
4	<b>Ordinance Allocation</b>												
5	Local Return (15%) - Highway assumed	137.3	143.7	149.9	156.2	162.9	169.5	176.7	184.0	191.1	198.5	205.8	
6	Metrolink (3%)	27.5	28.7	30.0	31.2	32.6	33.9	35.3	36.8	38.2	39.7	41.2	
7	<b>Rail Capital - General Improvements (2%) Revenue</b>	18.3	19.2	20.0	20.8	21.7	22.6	23.6	24.5	25.5	26.5	27.4	
8	P3000 Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-	
9	Eastside Quad Gates Study	-	-	-	-	-	-	-	-	-	-	-	
10	Red/Purple Line System Improvements	-	-	-	-	-	-	-	-	-	-	-	
11	Subtotal Uses	-	-	-	-	-	-	-	-	-	-	-	
12	Rail 2% Annual Balance before commercial paper	18.3	19.2	20.0	20.8	21.7	22.6	23.6	24.5	25.5	26.5	27.4	
13	Rail 2% Cumulative Balance before commercial paper	(275.1)	(256.0)	(236.0)	(215.1)	(193.4)	(170.8)	(147.3)	(122.7)	(97.3)	(70.8)	(43.4)	
14	Measure R 2% Commercial Paper Proceeds/(Repayment)	(5.1)	(6.1)	(7.3)	(8.5)	(9.8)	(11.1)	(12.5)	(13.9)	(15.3)	(16.8)	(18.4)	
15	Financing Interest and Fees	(13.4)	(13.2)	(13.0)	(12.7)	(12.4)	(12.0)	(11.5)	(11.0)	(10.5)	(9.8)	(9.2)	
16	Rail 2% Annual Balance after commercial paper	(0.2)	(0.2)	(0.3)	(0.4)	(0.5)	(0.5)	(0.4)	(0.4)	(0.3)	(0.2)	(0.2)	
17	Rail 2% Cumulative Balance after commercial paper	7.0	6.8	6.5	6.1	5.6	5.1	4.7	4.4	4.1	3.9	3.7	
18	<b>Rail Operations (5%)</b>	45.8	47.9	50.0	52.1	54.3	56.5	58.9	61.3	63.7	66.2	68.6	
19	<b>Bus Operations (20%)</b>	183.1	191.6	199.9	208.3	217.2	226.1	235.7	245.3	254.8	264.7	274.4	
20	MTA bus operations	135.5	141.8	147.9	154.1	160.7	167.3	174.4	181.5	188.5	195.9	203.0	
21	Municipal Operators	47.6	49.8	52.0	54.2	56.5	58.8	61.3	63.8	66.2	68.8	71.3	

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08		2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
22	<b>Transit Capital - (35%) Gross incl Bus Capital</b>	<b>320.4</b>	<b>335.2</b>	<b>349.8</b>	<b>364.5</b>	<b>380.0</b>	<b>395.6</b>	<b>412.4</b>	<b>429.3</b>	<b>445.8</b>	<b>463.2</b>	<b>480.1</b>
23	<b>Bus Capital (\$150)</b>	-	10.0	-	10.0	-	10.0	-	10.0	-	10.0	-
24	Bus Capital - MTA 75% estimate	-	7.4	-	7.4	-	7.4	-	7.4	-	7.4	-
25	Bus Capital - Munis 25% estimate	-	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-
26	<b>Transit Capital - (35%) Net After Bus Capital</b>	<b>320.4</b>	<b>325.2</b>	<b>349.8</b>	<b>354.5</b>	<b>380.0</b>	<b>385.6</b>	<b>412.4</b>	<b>419.3</b>	<b>445.8</b>	<b>453.2</b>	<b>480.1</b>
27	Measure R 35% Debt Service (Tax Exempt)											
28	Measure R 35% BABs Debt Service	(32.5)	(31.9)	(31.3)	(30.7)	(30.0)	(29.4)	(28.7)	(28.1)	(27.4)	(26.7)	(26.0)
29	Measure R 35% QTIB Debt Service	(242.6)	(242.6)	(253.6)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)
27	TIFIA Loan Repayment Debt Service	(22.8)	(36.9)	(39.8)	(47.3)	(62.0)	(76.8)	(92.7)	(108.7)	(124.4)	(140.9)	(157.0)
27	Commercial Paper Debt Service	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)	(5.4)
27	<b>Subtotal Debt Service</b>	<b>(303.3)</b>	<b>(316.8)</b>	<b>(330.1)</b>	<b>(343.4)</b>	<b>(357.5)</b>	<b>(371.7)</b>	<b>(386.9)</b>	<b>(402.2)</b>	<b>(417.3)</b>	<b>(433.1)</b>	<b>(448.5)</b>
28	Annual Balance net of Bus Capital After Debt Service	17.2	8.5	19.7	11.1	22.5	13.9	25.5	17.0	28.6	20.1	31.6
29	<b>Cumulative Balance net of Bus Capital After Debt Service</b>	<b>878.0</b>	<b>886.5</b>	<b>906.2</b>	<b>917.3</b>	<b>939.9</b>	<b>953.8</b>	<b>979.3</b>	<b>996.3</b>	<b>1,024.8</b>	<b>1,044.9</b>	<b>1,076.5</b>
30	Eastside Light Rail Access (\$30) (FY10/FY13)	-	-	-	-	-	-	-	-	-	-	-
31	Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)	-	-	-	-	-	-	-	-	-	-	-
32	Subregional payback for TBD from Expo Phase II (remainder from \$925)	-	-	-	-	-	-	-	-	-	-	-
33	Regional Connector (\$160) (FY14-16/FY23-25)	-	-	-	-	-	-	-	-	-	-	-
34	Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)	81.4	-	-	-	-	-	-	-	-	-	-
35	Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)	191.1	-	-	-	-	-	-	-	-	-	-
36	Gold Line Foothill Extension (\$735) (FY10-12/FY15-17)	45.1	35.9	30.9	-	-	-	-	-	-	-	-
37	Green Line Extension to LAX (\$200) (FY10-12/FY15-28)	8.0	-	-	-	-	-	-	-	-	-	-
38	Green Line Extension - South Bay (\$272) (FY28-30/FY33-35)	-	-	-	-	-	-	-	-	-	-	-
39	San Fern. Valley I-405 Corr. Connection (\$1,000) (FY30-32/FY38-39)	13.6	-	-	-	-	-	-	-	-	-	-
40	San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)	-	-	-	-	-	-	-	-	-	-	-
41	Subregional payback for TBD from San Fern. Val. N-S Canoga	-	-	-	-	-	-	-	-	-	-	-
42	East San Fernando Valley N-S (\$68.5)	-	-	-	-	-	-	-	-	-	-	-
43	Subregional payback for TBD from East San Fernando Valley N-S	-	-	-	-	-	-	-	-	-	-	-
44	West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)*	-	-	-	-	-	-	-	-	-	-	-
45	Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	-	-	-
46	<b>Westside Subway Extension (\$4,074) (FY13-15/FY34-36)</b>	<b>480.5</b>	<b>261.5</b>	<b>218.8</b>	<b>88.9</b>	-	-	-	-	-	-	-
47	<b>Subtotal Projects from Measure R Cash, Bonds, TIFIA</b>	<b>819.6</b>	<b>297.4</b>	<b>249.7</b>	<b>88.9</b>	-	-	-	-	-	-	-
48	Measure R 35% Long-term Bond Proceeds (Tax Exempt)	-	-	-	-	-	-	-	-	-	-	-
49	Measure R 35% BABs Proceeds (Scenario A)	-	-	-	-	-	-	-	-	-	-	-
50	Measure R 35% 100% QTIB Proceeds (Scenario A)	623.1	-	307.7	-	-	-	-	-	-	-	-
51	TIFIA Loan Proceeds (Scenario A)	151.4	203.4	-	-	-	-	-	-	-	-	-
52	Commercial Paper Proceeds	-	-	-	-	-	-	-	-	-	-	-
53	<b>Subtotal Bond Proceeds</b>	<b>774.5</b>	<b>203.4</b>	<b>307.7</b>	-	-	-	-	-	-	-	-
54	Annual Balance After Bonding	(28.0)	(85.6)	77.8	(77.8)	22.5	13.9	25.5	17.0	28.6	20.1	31.6
55	<b>Cumulative Balance After Bonding</b>	<b>79.4</b>	<b>(6.2)</b>	<b>71.6</b>	<b>(6.2)</b>	<b>16.3</b>	<b>30.2</b>	<b>55.7</b>	<b>72.7</b>	<b>101.3</b>	<b>121.4</b>	<b>153.0</b>
56	Interest Earnings on average of beg and ending balances	14.5	13.7	14.1	15.0	15.4	17.2	19.1	21.1	23.2	25.4	27.8
57	Annual Balance including interest earnings	(13.5)	(71.9)	91.9	(62.8)	37.9	31.1	44.6	38.1	51.8	45.5	59.4
58	<b>Cumulative Balance including interest earnings</b>	<b>291.6</b>	<b>219.7</b>	<b>311.6</b>	<b>248.8</b>	<b>286.7</b>	<b>317.8</b>	<b>362.4</b>	<b>400.5</b>	<b>452.3</b>	<b>497.8</b>	<b>557.2</b>
59	Contingency	(13.5)	(71.9)	91.9	(62.8)	37.9	31.1	44.6	38.1	51.8	45.5	59.4
60	Annual Balance	-	-	-	-	-	-	-	-	-	-	-

\*Per note on pg 4 of Measure R Expenditure Plan, the I-5 South

Measure R funds are transferred to the West Santa Ana Branch,

assuming necessary Board approval after ten years.

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
62 <b>Highway Projects (20%)</b>	<b>183.1</b>	<b>191.6</b>	<b>199.9</b>	<b>208.3</b>	<b>217.2</b>	<b>226.1</b>	<b>235.7</b>	<b>245.3</b>	<b>254.8</b>	<b>264.7</b>	<b>274.4</b>	
63 Alameda Corridor East Grade Separations Phase II (\$400)	-	-	-	-	-	-	-	-	-	-	-	-
64 BNSF Grade Separations in Gateway Cities (\$35)	-	-	-	-	-	-	-	-	-	-	-	-
65 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)	-	15.7	45.6	12.9	30.0	6.4	-	-	-	-	-	-
66 High Desert Corridor environmental (\$33)	-	-	-	-	-	-	-	-	-	-	-	-
67 I-5/SR-14 Capacity Enhancement (\$90.8 incl enhancements)	-	-	-	-	-	-	-	-	-	-	-	-
68 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	-	-	-	-
69 I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhancements)*	-	-	-	-	-	-	-	-	-	-	-	-
70 I-5 S. funds to be transferred to W. Santa Ana Branch above*	-	15.8	23.7	83.6	62.0	-	3.6	3.4	2.8	-	-	-
71 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancements)	-	-	-	-	-	-	-	-	-	-	-	-
72 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	-	-	-	-
73 I-5 Carmenita Interchange Enhancements (\$138 incl enhancements)	-	-	-	-	-	-	-	-	-	-	-	-
74 I-5 Carmenita Interchange (\$133 to 710-South)	-	-	-	-	-	-	-	-	-	-	-	-
75 Operational Improvements in Arroyo Verdugo subregion (\$170+escal)	5.9	8.0	8.3	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	
76 Operational Improvemn in Las Virgenes/Malibu subregion (\$175+escal)	-	-	-	-	-	14.4	15.6	16.1	16.5	17.0	17.5	
77 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906+escal)	18.7	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4	
78 I-5 N. Capacty Enhance, SR-14-Kern Cty (Truck Lanes) (\$410+escal)	82.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	-	-	
79 I-605 Corridor "Hot Spot" Interchanges (\$590+escalation)	22.0	-	-	-	-	-	-	40.9	19.9	128.2	135.4	
80 SR-710 North Extension (tunnel) (\$780+escalation)	-	-	-	-	-	-	-	-	-	-	-	
81 I-710 South	-	-	-	-	-	-	-	7.0	101.4	-	-	
82 I-710 Early Action Projects (\$590+escalation incl I-710 South)	-	10.0	10.0	10.0	10.0	-	-	-	-	-	-	
83 SR-138 Capacity Enhancements (\$200+escalation)	17.0	39.0	32.2	13.6	-	-	-	-	-	-	-	
84 <b>Subtotal Highway Subfund Allocated</b>	<b>145.8</b>	<b>154.4</b>	<b>162.7</b>	<b>176.3</b>	<b>199.3</b>	<b>190.3</b>	<b>195.1</b>	<b>204.7</b>	<b>213.9</b>	<b>220.6</b>	<b>231.8</b>	
85 Highway Capital Projects Annual Bal before bonding to fund escalation as indicat	37.3	37.2	37.2	32.0	17.9	35.8	40.6	40.6	40.8	44.1	42.6	
86 Highway Capital Projects Cumulative Balance before bonding	(281.3)	(244.0)	(206.8)	(174.8)	(157.0)	(121.2)	(80.6)	(40.0)	0.8	44.9	87.4	
87 Measure R 20% Long-term Bond Proceeds	-	-	-	5.6	21.1	4.6	-	-	-	-	-	
88 Measure R 20% Debt Service	(37.2)	(37.2)	(37.2)	(37.5)	(38.9)	(40.3)	(40.6)	(40.6)	(40.6)	(40.6)	(40.6)	
89 Highway Capital Projects Annual Balance After Bonding	0.1	(0.0)	(0.0)	0.1	0.0	0.0	0.0	(0.0)	0.2	3.5	2.0	
90 Highway Capital Projects Cumulative Balance After Bonding	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.3	3.8	5.8	
91 <b>TOTAL MEASURE R ALLOCATION (net of administration)</b>	<b>915.5</b>	<b>957.8</b>	<b>999.5</b>	<b>1,041.5</b>	<b>1,085.8</b>	<b>1,130.3</b>	<b>1,178.3</b>	<b>1,226.4</b>	<b>1,273.8</b>	<b>1,323.4</b>	<b>1,371.8</b>	

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

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

30-year 1/2 cent sales tax approved by voters on 11/4/08		2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
		2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
1	<b>Total Revenue Pool</b>	<b>1,442.8</b>	<b>1,492.0</b>	<b>1,541.0</b>	<b>1,593.5</b>	<b>1,649.0</b>	<b>1,704.9</b>	<b>1,759.1</b>	<b>1,816.9</b>	<b>1,875.5</b>	<b>1,931.1</b>	<b>0.0</b>
2	Less: Metro Admin Charge (1.5%)	21.6	22.4	23.1	23.9	24.7	25.6	26.4	27.3	28.1	29.0	0.0
3	<b>Amount Available</b>	<b>1,421.1</b>	<b>1,469.6</b>	<b>1,517.9</b>	<b>1,569.6</b>	<b>1,624.2</b>	<b>1,679.4</b>	<b>1,732.7</b>	<b>1,789.7</b>	<b>1,847.4</b>	<b>1,902.1</b>	<b>0.0</b>
4	<b>Ordinance Allocation</b>											
5	<b>Local Return (15%) - Highway assumed</b>	213.2	220.4	227.7	235.4	243.6	251.9	259.9	268.5	277.1	285.3	
6	<b>MetroInk (3%)</b>	42.6	44.1	45.5	47.1	48.7	50.4	52.0	53.7	55.4	57.1	
7	<b>Rail Capital - General Improvements (2%) Revenue</b>	28.4	29.4	30.4	31.4	32.5	33.6	34.7	35.8	36.9	38.0	
8	P3000 Rail Vehicles	-	-	-	-	-	-	-	-	-	-	
9	Eastside Quad Gates Study	-	-	-	-	-	-	-	-	-	-	
10	Red/Purple Line System Improvements	-	-	-	-	-	-	-	-	-	-	
11	Subtotal Uses	-	-	-	-	-	-	-	-	-	-	
12	Rail 2% Annual Balance before commercial paper	28.4	29.4	30.4	31.4	32.5	33.6	34.7	35.8	36.9	38.0	
13	Rail 2% Cumulative Balance before commercial paper	(14.9)	14.5	44.8	76.2	108.7	142.3	176.9	212.7	249.7	287.7	
14	Measure R 2% Commercial Paper Proceeds/(Repayment)	(20.1)	(21.8)	(23.6)	(25.5)	(27.5)	(29.7)	(33.7)	(10.2)	-	-	
15	Financing Interest and Fees	(8.4)	(7.6)	(6.8)	(5.8)	(4.8)	(3.7)	(0.8)	(0.4)	(0.0)	(0.0)	
16	Rail 2% Annual Balance after commercial paper	(0.1)	(0.1)	(0.0)	0.0	0.1	0.2	0.2	25.2	36.9	38.0	
17	<b>Rail 2% Cumulative Balance after commercial paper</b>	<b>3.6</b>	<b>3.5</b>	<b>3.4</b>	<b>3.5</b>	<b>3.6</b>	<b>3.9</b>	<b>4.1</b>	<b>29.3</b>	<b>66.2</b>	<b>104.2</b>	
18	<b>Rail Operations (5%)</b>	71.1	73.5	75.9	78.5	81.2	84.0	86.6	89.5	92.4	95.1	
19	<b>Bus Operations (20%)</b>	<b>284.2</b>	<b>293.9</b>	<b>303.6</b>	<b>313.9</b>	<b>324.8</b>	<b>335.9</b>	<b>346.5</b>	<b>357.9</b>	<b>369.5</b>	<b>380.4</b>	
20	MTA bus operations	210.3	217.5	224.6	232.3	240.4	248.5	256.4	264.9	273.4	281.5	
21	Municipal Operators	73.9	76.4	78.9	81.6	84.5	87.3	90.1	93.1	96.1	98.9	

**LACMTA Financial Forecasting Model**  
**Measure R Sales Tax (FY 10-FY 39)**  
**30/10 Initiative 100% ScenA 8/10/10**

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	2040
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
22 Transit Capital - (35%) Gross Incl Bus Capital	497.4	514.4	531.3	549.3	568.5	587.8	606.5	626.4	646.6	665.7		
23 Bus Capital (\$150)	10.0	-	10.0	-	10.0	-	10.0	-	10.0	-		
24 Bus Capital - MTA 75% estimate	7.4	-	7.4	-	7.4	-	7.4	-	7.4	-		
25 Bus Capital - Munis 25% estimate	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-		
26 Transit Capital - (35%) Net After Bus Capital	487.4	514.4	521.3	549.3	558.5	587.8	596.5	626.4	636.6	665.7		
27 Measure R 35% Debt Service (Tax Exempt)												
28 Measure R 35% BABs Debt Service	(25.3)	(24.7)	(24.0)	(23.3)	(22.6)	(21.9)	(21.1)	(20.4)	(19.7)	(19.0)		
29 Measure R 35% QTIB Debt Service	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)	(260.0)		
27 TIFIA Loan Repayment Debt Service	(173.4)	(139.5)	(156.3)	(174.2)	(193.0)	(212.0)	(230.5)	(250.0)	(308.2)	(65.5)		
27 Commercial Paper Debt Service	(5.4)	(55.4)	(54.7)	(53.9)	(53.2)	(52.4)	(51.7)	(50.9)	(11.9)	-		
27 Subtotal Debt Service	(464.2)	(479.6)	(495.0)	(511.4)	(528.8)	(546.3)	(563.4)	(581.4)	(599.9)	(344.6)		
28 Annual Balance net of Bus Capital After Debt Service	23.2	34.7	26.2	37.9	29.7	41.5	33.1	45.0	36.7	321.2		
29 Cumulative Balance net of Bus Capital After Debt Service	1,099.7	1,134.5	1,160.7	1,198.6	1,228.2	1,269.7	1,302.8	1,347.8	1,384.5	1,705.7		
30 Eastside Light Rail Access (\$30) (FY10/FY13)	-	-	-	-	-	-	-	-	-	-		
31 Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)	-	-	-	-	-	-	-	-	-	-		
32 Subregional payback for TBD from Expo Phase II (remainder from \$925)	-	-	-	-	-	-	-	-	-	-		57.7
33 Regional Connector (\$160) (FY14-16/FY23-25)	-	-	-	-	-	-	-	-	-	-		
34 Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)	-	-	-	-	-	-	-	-	-	-		
35 Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)	-	-	-	-	-	-	-	-	-	-		
36 Gold Line Foothill Extension (\$735) (FY10-12/FY15-17)	-	-	-	-	-	-	-	-	-	-		
37 Green Line Extension to LAX (\$200) (FY10-12/FY15-28)	-	-	-	-	-	-	-	-	-	-		
38 Green Line Extension - South Bay (\$272) (FY28-30/FY33-35)	-	-	-	-	-	-	-	-	-	-		
39 San Fern. Valley I-405 Corr. Connection (\$1,000) (FY30-32/FY38-39)	-	-	-	-	-	-	-	-	-	-		
40 San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)	-	-	-	-	-	-	-	-	-	-		
41 Subregional payback for TBD from San Fern. Val. N-S Canoga	-	-	-	-	-	-	-	-	-	-		180.2
42 East San Fernando Valley N-S (\$68.5)	-	-	-	-	-	-	-	-	-	-		
43 Subregional payback for TBD from East San Fernando Valley N-S	-	-	-	-	-	-	-	-	-	-		1.0
44 West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)*	-	-	-	-	-	-	-	-	-	-		
45 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	-	-		1,240.6
46 Westside Subway Extension (\$4,074) (FY13-15/FY34-36)	-	-	-	-	-	-	-	-	-	-		
47 Subtotal Projects from Measure R Cash, Bonds, TIFIA	-	-	-	-	-	-	-	-	-	-		1,479.5
48 Measure R 35% Long-term Bond Proceeds (Tax Exempt)												
49 Measure R 35% BABs Proceeds (Scenario A)	-	-	-	-	-	-	-	-	-	-		
50 Measure R 35% 100% QTIB Proceeds (Scenario A)	-	-	-	-	-	-	-	-	-	-		
51 TIFIA Loan Proceeds (Scenario A)	-	-	-	-	-	-	-	-	-	-		
52 Commercial Paper Proceeds	-	-	-	-	-	-	-	-	-	-		
53 Subtotal Bond Proceeds	-	-	-	-	-	-	-	-	-	-		
54 Annual Balance After Bonding	23.2	34.7	26.2	37.9	29.7	41.5	33.1	45.0	36.7	(1,158.3)		
55 Cumulative Balance After Bonding	176.2	210.9	237.1	275.0	304.7	346.2	379.3	424.3	461.0	(697.4)		
56 Interest Earnings on average of beg and ending balances	30.2	32.8	35.5	38.4	41.3	44.4	47.7	51.1	54.7	40.1		
57 Annual Balance including interest earnings	53.4	67.5	61.7	76.3	71.0	85.9	80.8	96.1	91.4	(1,118.2)		
58 Cumulative Balance including interest earnings	610.6	678.1	739.8	816.1	887.1	973.0	1,053.8	1,149.9	1,241.3	123.0	123.0	
59 Contingency	53.4	67.5	61.7	76.3	71.0	85.9	80.8	96.1	91.4	(1,118.2)		
60 Annual Balance	-	-	-	-	-	-	-	-	-	-		

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



**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

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	2040
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>62 Highway Projects (20%)</b>	<b>284.2</b>	<b>293.9</b>	<b>303.6</b>	<b>313.9</b>	<b>324.8</b>	<b>335.9</b>	<b>346.5</b>	<b>357.9</b>	<b>369.5</b>	<b>380.4</b>		
63 Alameda Corridor East Grade Separations Phase II (\$400)	-	-	-	-	-	-	-	-	-	-	-	-
64 BNSF Grade Separations in Gateway Cities (\$35)	-	-	-	-	-	-	-	-	-	-	-	-
65 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)	-	-	-	-	-	-	-	-	-	-	-	-
66 High Desert Corridor environmental (\$33)	-	-	-	-	-	-	-	-	-	-	-	-
67 I-5/SR-14 Capacity Enhancement (\$90.8 incl enhancements)	-	-	-	-	-	-	-	-	-	-	-	-
68 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	88.8	-	-	-
69 I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhancements)*	-	-	-	-	-	-	-	-	-	-	-	-
70 I-5 S. funds to be transferred to W. Santa Ana Branch above*	-	-	-	-	-	-	-	-	-	-	-	-
71 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancements)	-	-	-	-	-	-	-	-	-	-	-	-
72 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	-	-	253.5	-
73 I-5 Carmenita Interchange Enhancements (\$138 incl enhancements)	-	-	-	-	-	-	-	-	-	-	-	-
74 I-5 Carmenita Interchange (\$133 to 710-South)	-	-	-	-	-	-	-	-	133.0	-	-	-
75 Operational Improvements in Arroyo Verdugo subregion (\$170+escal)	18.1	18.6	19.2	20.3	-	-	-	-	-	-	-	-
76 Operational Improvemn in Las Virgenes/Malibu subregion (\$175+escal)	18.1	18.6	19.2	12.4	-	-	-	-	-	-	-	-
77 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906+escal)	63.2	11.8	59.7	61.7	64.0	68.0	70.2	72.6	75.0	42.1	-	-
78 I-5 N. Capacity Enhance, SR-14-Kem Cty (Truck Lanes) (\$410+escal)	-	-	-	-	-	-	-	-	-	-	-	-
79 I-605 Corridor "Hot Spot" Interchanges (\$590+escalation)	142.6	149.5	31.4	-	-	-	-	-	-	-	-	-
80 SR-710 North Extension (tunnel) (\$780+escalation)	-	19.9	30.0	40.0	50.7	258.8	180.9	190.0	41.5	-	-	-
81 I-710 South	-	-	70.1	115.4	156.7	0.8	-	-	-	-	-	-
82 I-710 Early Action Projects (\$590+escalation incl I-710 South)	-	-	-	-	-	-	-	-	-	-	-	-
83 SR-138 Capacity Enhancements (\$200+escalation)	-	-	-	-	-	-	-	-	-	-	-	-
<b>84 Subtotal Highway Subfund Allocated</b>	<b>242.0</b>	<b>218.4</b>	<b>229.5</b>	<b>249.8</b>	<b>271.3</b>	<b>327.5</b>	<b>251.1</b>	<b>262.5</b>	<b>338.2</b>	<b>295.6</b>		
85 Highway Capital Projects Annual Bal before bonding to fund escalation as indicat	42.2	75.5	74.0	64.1	53.5	8.3	95.4	95.4	31.3	84.9		
86 Highway Capital Projects Cumulative Balance before bonding	129.7	205.2	279.2	343.3	396.8	405.2	500.6	596.1	627.3	712.2		
87 Measure R 20% Long-term Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-	-
88 Measure R 20% Debt Service	(40.6)	(40.6)	(40.6)	(40.6)	(40.6)	(40.6)	(40.6)	(40.6)	(40.6)	(20.3)		
89 Highway Capital Projects Annual Balance After Bonding	1.6	34.9	33.4	23.5	12.9	(32.3)	54.8	54.8	(9.3)	64.6		
90 Highway Capital Projects Cumulative Balance After Bonding	7.4	42.3	75.7	99.3	112.2	79.9	134.8	189.6	180.3	244.9		
<b>91 TOTAL MEASURE R ALLOCATION (net of administration)</b>	<b>1,421.1</b>	<b>1,469.6</b>	<b>1,517.9</b>	<b>1,569.6</b>	<b>1,624.2</b>	<b>1,679.4</b>	<b>1,732.7</b>	<b>1,789.7</b>	<b>1,847.4</b>	<b>1,902.1</b>		

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

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**30/10 Initiative 100% ScenA 8/10/10**

TDA is a statewide 1/4-cent retail sales tax. (\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenue Pool</b>	<b>18,928.6</b>		<b>3,696.0</b>	<b>5,864.3</b>	<b>9,368.3</b>	<b>282.9</b>	<b>294.9</b>	<b>313.1</b>	<b>335.8</b>	<b>359.3</b>	<b>380.6</b>	<b>401.6</b>	<b>422.2</b>	<b>442.4</b>	<b>463.3</b>
Less: Metro Admin Charge	186.0		60.0	60.0	66.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
<b>Amount Available</b>	<b>18,742.6</b>		<b>3,636.0</b>	<b>5,804.3</b>	<b>9,302.3</b>	<b>276.9</b>	<b>288.9</b>	<b>307.1</b>	<b>329.8</b>	<b>353.3</b>	<b>374.6</b>	<b>395.6</b>	<b>416.2</b>	<b>436.4</b>	<b>457.3</b>
<b>ALLOCATION OF FUNDS</b>															
<b>Article 3</b>															
Pedestrian & Bicycle Facilities (County & Cities)	374.9	2.0%	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
<b>Total Article 3</b>	<b>374.9</b>	<b>2.0%</b>	<b>72.7</b>	<b>116.1</b>	<b>186.0</b>	<b>5.5</b>	<b>5.8</b>	<b>6.1</b>	<b>6.6</b>	<b>7.1</b>	<b>7.5</b>	<b>7.9</b>	<b>8.3</b>	<b>8.7</b>	<b>9.1</b>
<b>Article 4</b>															
<b>Plus: Interest</b>	<b>83.9</b>	<b>0.4%</b>	<b>24.4</b>	<b>26.8</b>	<b>32.7</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>
<b>Bus Operations</b>															
MTA Operations	9,419.4	50.0%	1,572.8	2,668.9	5,177.7	191.8	158.8	161.7	127.6	145.6	141.0	147.7	163.5	159.6	175.4
Municipal Operators	2,995.4	15.9%	569.7	877.2	1,548.5	49.7	62.9	60.8	58.3	49.6	52.6	56.1	58.5	58.6	62.7
Municipal Operators - Expansion	813.4	4.3%	171.8	275.6	365.9	10.9	12.4	13.5	14.3	15.3	17.1	18.2	20.3	24.6	25.1
<b>Subtotal Bus Operations</b>	<b>13,228.2</b>	<b>70.3%</b>	<b>2,314.3</b>	<b>3,821.7</b>	<b>7,092.1</b>	<b>252.5</b>	<b>234.1</b>	<b>236.0</b>	<b>200.3</b>	<b>210.5</b>	<b>210.6</b>	<b>222.0</b>	<b>242.4</b>	<b>242.8</b>	<b>263.2</b>
<b>Bus Capital</b>															
MTA Capital	3,492.3	18.6%	975.3	1,316.5	1,200.5	68.4	44.4	33.9	87.3	98.4	116.7	124.3	122.6	140.4	138.9
Municipal Operators	798.1	4.2%	210.5	252.5	335.2	19.1	19.6	20.0	20.4	20.8	21.2	21.7	22.1	22.5	23.0
<b>Subtotal Bus Capital</b>	<b>4,290.5</b>	<b>22.8%</b>	<b>1,185.8</b>	<b>1,569.0</b>	<b>1,535.7</b>	<b>87.5</b>	<b>64.0</b>	<b>53.9</b>	<b>107.7</b>	<b>119.2</b>	<b>137.9</b>	<b>146.0</b>	<b>144.7</b>	<b>163.0</b>	<b>161.9</b>
<b>Rail Operations</b>															
Rail Operations	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Operations</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>															
Westside Subway Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	8.6	0.0%	-	1.7	6.9	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital</b>	<b>8.6</b>	<b>0.0%</b>	<b>-</b>	<b>1.7</b>	<b>6.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-wide Capital</b>															
Agency-wide Capital	40.8	0.2%	10.7	12.6	17.5	5.4	-	-	-	-	1.0	1.0	1.1	1.1	1.1
<b>Subtotal Agency-wide Capital</b>	<b>40.8</b>	<b>0.2%</b>	<b>10.7</b>	<b>12.6</b>	<b>17.5</b>	<b>5.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>1.0</b>	<b>1.1</b>	<b>1.1</b>	<b>1.1</b>
<b>Subtotal Article 4</b>	<b>17,568.0</b>	<b>93.7%</b>	<b>3,510.8</b>	<b>5,405.0</b>	<b>8,652.2</b>	<b>345.4</b>	<b>298.1</b>	<b>289.9</b>	<b>308.0</b>	<b>329.8</b>	<b>349.5</b>	<b>369.0</b>	<b>388.1</b>	<b>406.8</b>	<b>426.2</b>
<b>Article 4.5</b>															
Access Services Inc.	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Article 4.5</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Article 8</b>															
Transit & Paratransit	1,000.9	5.3%	194.2	309.9	496.7	14.8	15.4	16.4	17.6	18.9	20.0	21.1	22.2	23.3	24.4
<b>Total Article 8</b>	<b>1,000.9</b>	<b>5.3%</b>	<b>194.2</b>	<b>309.9</b>	<b>496.7</b>	<b>14.8</b>	<b>15.4</b>	<b>16.4</b>	<b>17.6</b>	<b>18.9</b>	<b>20.0</b>	<b>21.1</b>	<b>22.2</b>	<b>23.3</b>	<b>24.4</b>
<b>Total TDA Allocated</b>	<b>18,943.7</b>	<b>100.0%</b>	<b>3,777.7</b>	<b>5,831.0</b>	<b>9,335.0</b>	<b>365.7</b>	<b>319.3</b>	<b>312.4</b>	<b>332.2</b>	<b>355.7</b>	<b>377.0</b>	<b>398.0</b>	<b>418.7</b>	<b>438.9</b>	<b>459.8</b>
<b>Beginning Balance</b>	<b>117.3</b>		<b>117.3</b>	<b>-</b>	<b>-</b>	<b>117.3</b>	<b>30.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Interest Income</b>	<b>83.9</b>		<b>24.4</b>	<b>26.8</b>	<b>32.7</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(117.3)</b>		<b>(117.3)</b>	<b>-</b>	<b>-</b>	<b>(86.4)</b>	<b>(28.0)</b>	<b>(2.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>		<b>0.0</b>	<b>-</b>	<b>-</b>	<b>30.9</b>	<b>2.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

NOTES:

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**30/10 Initiative 100% ScenA 8/10/10**

TDA is a statewide 1/4-cent retail sales tax. (\$ In millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>Total Revenue Pool</b>	<b>18,928.6</b>	<b>484.7</b>	<b>505.8</b>	<b>527.0</b>	<b>549.4</b>	<b>571.9</b>	<b>596.3</b>	<b>620.6</b>	<b>644.6</b>	<b>669.7</b>	<b>694.2</b>
Less: Metro Admin Charge	186.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
<b>Amount Available</b>	<b>18,742.6</b>	<b>478.7</b>	<b>499.8</b>	<b>521.0</b>	<b>543.4</b>	<b>565.9</b>	<b>590.3</b>	<b>614.6</b>	<b>638.6</b>	<b>663.7</b>	<b>688.2</b>
<b>ALLOCATION OF FUNDS</b>											
<b>Article 3</b>											
Pedestrian & Bicycle Facilities (County & Cities)	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
<b>Total Article 3</b>	<b>374.9</b>	<b>9.6</b>	<b>10.0</b>	<b>10.4</b>	<b>10.9</b>	<b>11.3</b>	<b>11.8</b>	<b>12.3</b>	<b>12.8</b>	<b>13.3</b>	<b>13.8</b>
<b>Article 4</b>											
<b>Plus: Interest</b>	<b>83.9</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.8</b>	<b>2.8</b>
<b>Bus Operations</b>											
MTA Operations	9,419.4	167.1	200.9	226.7	204.9	230.4	280.4	325.6	323.4	339.3	370.2
Municipal Operators	2,995.4	67.0	71.1	75.4	80.0	84.7	89.8	94.9	99.8	104.9	109.7
Municipal Operators - Expansion	813.4	25.6	26.1	26.5	27.0	27.3	27.7	28.1	28.6	29.1	29.6
<b>Subtotal Bus Operations</b>	<b>13,228.2</b>	<b>259.7</b>	<b>298.1</b>	<b>328.6</b>	<b>311.9</b>	<b>342.4</b>	<b>397.9</b>	<b>448.6</b>	<b>451.8</b>	<b>473.2</b>	<b>509.6</b>
<b>Bus Capital</b>											
MTA Capital	3,492.3	161.9	142.6	131.3	166.7	158.4	125.0	96.5	115.1	116.5	102.3
Municipal Operators	798.1	23.4	23.9	24.3	24.7	25.0	25.4	25.8	26.2	26.6	27.2
<b>Subtotal Bus Capital</b>	<b>4,290.5</b>	<b>185.3</b>	<b>166.4</b>	<b>155.6</b>	<b>191.4</b>	<b>183.5</b>	<b>150.4</b>	<b>122.3</b>	<b>141.3</b>	<b>143.2</b>	<b>129.5</b>
<b>Rail Operations</b>											
Rail Operations	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>											
Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	8.6	-	-	-	1.7	-	-	-	-	-	-
<b>Subtotal Rail Capital</b>	<b>8.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-wide Capital</b>											
Agency-wide Capital	40.8	1.1	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	1.4
<b>Subtotal Agency-wide Capital</b>	<b>40.8</b>	<b>1.1</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.4</b>	<b>1.4</b>
<b>Subtotal Article 4</b>	<b>17,568.0</b>	<b>446.1</b>	<b>465.7</b>	<b>485.4</b>	<b>506.2</b>	<b>527.1</b>	<b>549.6</b>	<b>572.2</b>	<b>594.5</b>	<b>617.7</b>	<b>640.5</b>
<b>Article 4.5</b>											
Access Services Inc.	-	-	-	-	-	-	-	-	-	-	-
<b>Total Article 4.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Article 8</b>											
Transit & Paratransit	1,000.9	25.6	26.7	27.8	29.0	30.2	31.5	32.8	34.1	35.4	36.7
<b>Total Article 8</b>	<b>1,000.9</b>	<b>25.6</b>	<b>26.7</b>	<b>27.8</b>	<b>29.0</b>	<b>30.2</b>	<b>31.5</b>	<b>32.8</b>	<b>34.1</b>	<b>35.4</b>	<b>36.7</b>
<b>Total TDA Allocated</b>	<b>18,943.7</b>	<b>481.2</b>	<b>502.4</b>	<b>523.7</b>	<b>546.1</b>	<b>568.6</b>	<b>592.9</b>	<b>617.3</b>	<b>641.3</b>	<b>666.4</b>	<b>691.0</b>
<b>Beginning Balance</b>	<b>117.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Interest Income</b>	<b>83.9</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.7</b>	<b>2.8</b>	<b>2.8</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(117.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

NOTES:

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**30/10 Initiative 100% ScenA 8/10/10**

TDA is a statewide 1/4-cent retail sales tax. (\$ 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
<b>Total Revenue Pool</b>	<b>18,928.6</b>	<b>719.1</b>	<b>743.7</b>	<b>768.1</b>	<b>794.3</b>	<b>821.9</b>	<b>849.8</b>	<b>876.8</b>	<b>905.6</b>	<b>934.8</b>	<b>962.5</b>	<b>991.6</b>
Less: Metro Admin Charge	186.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
<b>Amount Available</b>	<b>18,742.6</b>	<b>713.1</b>	<b>737.7</b>	<b>762.1</b>	<b>788.3</b>	<b>815.9</b>	<b>843.8</b>	<b>870.8</b>	<b>899.6</b>	<b>928.8</b>	<b>956.5</b>	<b>985.6</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Article 3</b>												
Pedestrian & Bicycle Facilities (County & Cities)	374.9	14.3	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
<b>Total Article 3</b>	<b>374.9</b>	<b>14.3</b>	<b>14.8</b>	<b>15.2</b>	<b>15.8</b>	<b>16.3</b>	<b>16.9</b>	<b>17.4</b>	<b>18.0</b>	<b>18.6</b>	<b>19.1</b>	<b>19.7</b>
<b>Article 4</b>												
<b>Plus: Interest</b>	<b>83.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>
<b>Bus Operations</b>												
MTA Operations	9,419.4	399.7	371.3	402.4	422.0	445.8	473.6	471.9	536.4	555.2	531.5	568.1
Municipal Operators	2,995.4	114.7	119.5	124.3	129.5	135.0	140.5	145.8	151.4	157.1	162.5	168.2
Municipal Operators - Expansion	813.4	30.2	30.8	31.3	31.9	32.5	33.2	33.8	34.5	35.2	35.9	36.6
<b>Subtotal Bus Operations</b>	<b>13,228.2</b>	<b>544.5</b>	<b>521.6</b>	<b>558.1</b>	<b>583.4</b>	<b>613.3</b>	<b>647.3</b>	<b>651.5</b>	<b>722.3</b>	<b>747.5</b>	<b>729.8</b>	<b>772.8</b>
<b>Bus Capital</b>												
MTA Capital	3,492.3	90.0	135.1	120.8	119.1	114.3	105.6	125.8	81.1	82.3	118.1	108.3
Municipal Operators	798.1	27.7	28.2	28.7	29.2	29.8	30.4	31.0	31.6	32.2	32.9	33.5
<b>Subtotal Bus Capital</b>	<b>4,290.5</b>	<b>117.7</b>	<b>163.3</b>	<b>149.5</b>	<b>148.4</b>	<b>144.1</b>	<b>136.0</b>	<b>156.8</b>	<b>112.7</b>	<b>114.5</b>	<b>150.9</b>	<b>141.8</b>
<b>Rail Operations</b>												
Rail Operations	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>												
Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	8.6	-	-	-	-	-	-	-	-	-	6.9	-
<b>Subtotal Rail Capital</b>	<b>8.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.9</b>	<b>-</b>
<b>Agency-wide Capital</b>												
Agency-wide Capital	40.8	1.4	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.7	1.8
<b>Subtotal Agency-wide Capital</b>	<b>40.8</b>	<b>1.4</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.8</b>
<b>Subtotal Article 4</b>	<b>17,568.0</b>	<b>663.6</b>	<b>686.4</b>	<b>709.0</b>	<b>733.3</b>	<b>759.0</b>	<b>784.9</b>	<b>809.9</b>	<b>836.6</b>	<b>863.7</b>	<b>889.4</b>	<b>916.4</b>
<b>Article 4.5</b>												
Access Services Inc.	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Article 4.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Article 8</b>												
Transit & Paratransit	1,000.9	38.1	39.4	40.7	42.1	43.6	45.1	46.5	48.0	49.6	51.1	52.6
<b>Total Article 8</b>	<b>1,000.9</b>	<b>38.1</b>	<b>39.4</b>	<b>40.7</b>	<b>42.1</b>	<b>43.6</b>	<b>45.1</b>	<b>46.5</b>	<b>48.0</b>	<b>49.6</b>	<b>51.1</b>	<b>52.6</b>
<b>Total TDA Allocated</b>	<b>18,943.7</b>	<b>716.0</b>	<b>740.5</b>	<b>765.0</b>	<b>791.2</b>	<b>818.9</b>	<b>846.8</b>	<b>873.8</b>	<b>902.7</b>	<b>931.9</b>	<b>959.6</b>	<b>988.7</b>
<b>Beginning Balance</b>	<b>117.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Interest Income</b>	<b>83.9</b>	<b>2.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.1</b>	<b>3.1</b>	<b>3.1</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(117.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

NOTES:

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Metro Rail Fares</b>															
Red/Purple Lines	425.9	775.5	1,156.0	2,357.3	9.1%	29.0	34.8	35.2	39.7	40.2	46.2	46.8	49.7	50.3	54.0
Blue Line (incl Expo & Reg'l Connector)	356.8	649.0	933.0	1,938.8	7.4%	16.5	19.8	28.8	32.0	32.4	37.2	43.8	47.2	47.8	51.3
Green Line	110.6	213.5	307.0	631.1	2.4%	7.2	8.7	8.8	9.9	10.0	11.5	11.7	12.4	12.5	17.9
Gold Line (including Eastside and Foothill)	137.0	318.8	467.1	923.0	3.5%	8.0	8.7	8.8	9.9	10.0	11.5	18.7	19.8	20.1	21.5
Crenshaw Line	12.1	145.6	209.5	367.2	1.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1
West Santa Ana Line	0.0	99.9	157.1	257.0	1.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Rail Fares</b>	<b>1,042.4</b>	<b>2,202.3</b>	<b>3,229.7</b>	<b>6,474.4</b>	<b>24.9%</b>	<b>60.8</b>	<b>71.9</b>	<b>81.6</b>	<b>91.4</b>	<b>92.6</b>	<b>106.5</b>	<b>121.0</b>	<b>129.1</b>	<b>130.7</b>	<b>156.8</b>
<b>Metro Bus Fares</b>															
Operations	3,152.4	4,455.0	6,055.9	13,663.3	52.5%	252.5	259.8	261.6	293.5	295.6	338.5	340.8	360.2	362.8	387.1
Reduction for Fare Freeze	(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	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	0.0
<b>Subtotal, Metro Bus Fares</b>	<b>3,119.8</b>	<b>4,455.0</b>	<b>6,055.9</b>	<b>13,630.7</b>	<b>52.4%</b>	<b>252.5</b>	<b>251.7</b>	<b>253.5</b>	<b>285.4</b>	<b>287.4</b>	<b>338.5</b>	<b>340.8</b>	<b>360.2</b>	<b>362.8</b>	<b>387.1</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>4,162.2</b>	<b>6,657.3</b>	<b>9,285.6</b>	<b>20,105.1</b>	<b>77.2%</b>	<b>313.2</b>	<b>323.6</b>	<b>335.1</b>	<b>376.8</b>	<b>379.9</b>	<b>445.0</b>	<b>461.8</b>	<b>489.4</b>	<b>493.5</b>	<b>543.9</b>
Annual % Change (Metro Fares)							3.32%	3.54%	12.46%	0.83%	17.12%	3.79%	5.97%	0.85%	10.21%
<b>Other Bus Operators</b>															
ADA-Paratransit (ASI)	71.2	85.4	113.3	269.8	1.0%	6.5	6.6	6.8	6.9	7.0	7.2	7.3	7.5	7.6	7.8
Municipal Operations	776.9	932.0	1,237.3	2,946.3	11.3%	70.4	72.3	73.9	75.4	76.9	78.4	80.0	81.6	83.2	84.9
Municipal Expansion	194.5	268.1	355.9	818.5	3.1%	15.0	16.3	17.2	17.8	18.5	19.6	20.3	21.6	23.9	24.4
<b>Subtotal Municipal Operators</b>	<b>971.4</b>	<b>1,200.1</b>	<b>1,593.2</b>	<b>3,764.8</b>	<b>14.5%</b>	<b>85.4</b>	<b>88.6</b>	<b>91.0</b>	<b>93.1</b>	<b>95.4</b>	<b>98.0</b>	<b>100.3</b>	<b>103.2</b>	<b>107.1</b>	<b>109.3</b>
<b>Subtotal, Other Bus Operators Fares</b>	<b>1,042.6</b>	<b>1,285.5</b>	<b>1,706.5</b>	<b>4,034.6</b>	<b>15.5%</b>	<b>91.9</b>	<b>95.2</b>	<b>97.8</b>	<b>100.0</b>	<b>102.4</b>	<b>105.2</b>	<b>107.6</b>	<b>110.6</b>	<b>114.8</b>	<b>117.1</b>
Annual % Change (Other Operator Fares)							3.57%	2.77%	2.27%	2.35%	2.69%	2.37%	2.78%	3.74%	2.00%
<b>Subtotal, All Bus Fares</b>	<b>4,162.4</b>	<b>5,740.5</b>	<b>7,762.5</b>	<b>17,665.3</b>	<b>67.9%</b>	<b>344.4</b>	<b>346.9</b>	<b>351.3</b>	<b>385.4</b>	<b>389.8</b>	<b>443.6</b>	<b>448.5</b>	<b>470.9</b>	<b>477.5</b>	<b>504.1</b>
Percent Change Metrolink Fares							3.50%	3.50%	3.50%	3.50%	3.50%	3.50%	1.95%	2.03%	2.00%
<b>Metrolink Rail Fares</b>	<b>488.0</b>	<b>601.7</b>	<b>798.8</b>	<b>1,888.4</b>	<b>7.3%</b>	<b>42.0</b>	<b>43.5</b>	<b>45.0</b>	<b>46.6</b>	<b>48.2</b>	<b>49.9</b>	<b>51.6</b>	<b>52.6</b>	<b>53.7</b>	<b>54.8</b>
<b>Total Fares</b>	<b>5,692.8</b>	<b>8,544.5</b>	<b>11,790.9</b>	<b>26,028.2</b>	<b>100.0%</b>	<b>447.1</b>	<b>462.3</b>	<b>477.9</b>	<b>523.4</b>	<b>530.5</b>	<b>600.0</b>	<b>621.1</b>	<b>652.7</b>	<b>662.0</b>	<b>715.8</b>

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	28.9%	30.0%	29.3%	29.4%	26.3%	26.4%	26.3%	28.5%	28.1%	30.8%	30.0%	30.6%	30.2%	30.7%
Countywide Bus including ASI	25.8%	26.7%	25.2%	25.8%	23.8%	23.2%	23.2%	25.3%	24.9%	27.4%	26.8%	27.4%	26.9%	27.5%
Metro Bus	30.6%	33.2%	32.0%	32.0%	27.7%	26.4%	26.5%	29.6%	29.0%	33.1%	32.4%	33.3%	32.6%	33.8%
Metro Rail	29.6%	31.6%	34.0%	32.4%	23.6%	27.9%	26.7%	29.2%	28.5%	32.3%	30.0%	31.4%	31.2%	31.1%
Metro Bus and Metro Rail	30.4%	32.7%	32.7%	32.2%	26.8%	26.8%	26.6%	29.5%	28.8%	32.9%	31.7%	32.8%	32.2%	33.0%

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Metro Rail Fares</b>										
Red/Purple Lines	54.7	58.4	74.5	77.3	78.2	82.4	83.4	86.9	88.0	91.8
Blue Line (incl Expo & Reg'l Connector)	55.5	59.1	59.8	62.4	63.1	66.5	67.3	70.2	71.0	74.1
Green Line	18.2	19.4	19.7	20.5	20.8	21.9	22.1	23.1	23.4	24.4
Gold Line (including Eastside and Foothill)	21.8	29.6	30.0	31.2	31.6	33.3	33.7	35.1	35.6	37.1
Crenshaw Line	12.4	13.3	13.4	14.0	14.2	14.9	15.1	15.7	15.9	16.6
West Santa Ana Line	0.0	9.9	10.1	10.5	10.6	11.2	11.3	11.8	12.0	12.5
<b>Subtotal, Metro Rail Fares</b>	<b>162.6</b>	<b>189.6</b>	<b>207.5</b>	<b>215.9</b>	<b>218.6</b>	<b>230.1</b>	<b>232.9</b>	<b>242.8</b>	<b>245.9</b>	<b>256.3</b>
<b>Metro Bus Fares</b>										
Operations	389.8	414.0	416.8	432.3	435.3	455.8	458.9	475.9	479.3	497.0
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
<b>Subtotal, Metro Bus Fares</b>	<b>389.8</b>	<b>414.0</b>	<b>416.8</b>	<b>432.3</b>	<b>435.3</b>	<b>455.8</b>	<b>458.9</b>	<b>475.9</b>	<b>479.3</b>	<b>497.0</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>552.4</b>	<b>603.6</b>	<b>624.3</b>	<b>648.2</b>	<b>653.9</b>	<b>685.8</b>	<b>691.9</b>	<b>718.8</b>	<b>725.1</b>	<b>753.3</b>
Annual % Change (Metro Fares)	1.56%	9.26%	3.44%	3.82%	0.88%	4.88%	0.88%	3.89%	0.89%	3.89%
<b>Other Bus Operators</b>										
ADA-Paratransit (ASI)	7.9	8.1	8.2	8.3	8.5	8.6	8.7	8.9	9.0	9.2
Municipal Operations	86.5	88.2	89.7	91.2	92.4	93.7	95.1	96.6	98.4	100.3
Municipal Expansion	24.9	25.4	25.8	26.2	26.6	27.0	27.4	27.8	28.3	28.8
<b>Subtotal Municipal Operators</b>	<b>111.4</b>	<b>113.5</b>	<b>115.5</b>	<b>117.4</b>	<b>119.0</b>	<b>120.7</b>	<b>122.5</b>	<b>124.4</b>	<b>126.7</b>	<b>129.1</b>
<b>Subtotal, Other Bus Operators Fares</b>	<b>119.3</b>	<b>121.6</b>	<b>123.7</b>	<b>125.7</b>	<b>127.5</b>	<b>129.3</b>	<b>131.2</b>	<b>133.3</b>	<b>135.7</b>	<b>138.3</b>
Annual % Change (Other Operator Fares)	1.91%	1.91%	1.74%	1.64%	1.38%	1.43%	1.47%	1.61%	1.78%	1.92%
<b>Subtotal, All Bus Fares</b>	<b>509.1</b>	<b>535.5</b>	<b>540.5</b>	<b>558.0</b>	<b>562.8</b>	<b>585.0</b>	<b>590.1</b>	<b>609.2</b>	<b>614.9</b>	<b>635.3</b>
Percent Change Metrolink Fares	1.91%	1.91%	1.74%	1.64%	1.38%	1.43%	1.47%	1.61%	1.78%	1.92%
<b>Metrolink Rail Fares</b>	<b>55.8</b>	<b>56.9</b>	<b>57.9</b>	<b>58.8</b>	<b>59.7</b>	<b>60.5</b>	<b>61.4</b>	<b>62.4</b>	<b>63.5</b>	<b>64.7</b>
<b>Total Fares</b>	<b>727.5</b>	<b>782.0</b>	<b>805.9</b>	<b>832.7</b>	<b>841.0</b>	<b>875.6</b>	<b>884.5</b>	<b>914.5</b>	<b>924.3</b>	<b>956.3</b>

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	30.3%	30.5%	30.0%	30.4%	29.9%	30.2%	29.6%	30.0%	29.5%	29.9%
Countywide Bus including ASI	27.2%	27.4%	27.0%	27.3%	26.8%	26.8%	26.1%	26.5%	25.9%	26.1%
Metro Bus	33.4%	33.8%	33.4%	34.1%	33.3%	33.4%	32.4%	33.3%	32.4%	32.9%
Metro Rail	30.7%	31.1%	30.2%	30.9%	30.8%	32.0%	32.0%	32.3%	32.1%	32.9%
Metro Bus and Metro Rail	32.6%	32.9%	32.3%	33.0%	32.4%	32.9%	32.3%	32.9%	32.4%	33.0%

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Metro Rail Fares</b>											
Red/Purple Lines	92.9	96.4	97.6	100.8	102.0	105.3	106.6	110.1	111.5	115.7	117.1
Blue Line (incl Expo & Reg'l Connector)	75.0	77.8	78.8	81.3	82.3	85.0	86.1	88.9	90.0	93.4	94.5
Green Line	24.7	25.6	25.9	26.8	27.1	28.0	28.3	29.2	29.6	30.7	31.1
Gold Line (including Eastside and Foothill)	37.5	38.9	39.4	40.7	41.2	42.6	43.1	44.5	45.1	46.7	47.3
Crenshaw Line	16.8	17.5	17.7	18.3	18.5	19.1	19.3	20.0	20.2	21.0	21.2
West Santa Ana Line	12.6	13.1	13.3	13.7	13.9	14.3	14.5	15.0	15.2	15.7	15.9
<b>Subtotal, Metro Rail Fares</b>	<b>259.5</b>	<b>269.3</b>	<b>272.6</b>	<b>281.5</b>	<b>285.0</b>	<b>294.3</b>	<b>298.0</b>	<b>307.6</b>	<b>311.5</b>	<b>323.2</b>	<b>327.2</b>
<b>Metro Bus Fares</b>											
Operations	500.5	516.5	520.1	534.1	537.9	552.4	556.3	571.3	575.3	593.7	597.9
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
Expansion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Bus Fares</b>	<b>500.5</b>	<b>516.5</b>	<b>520.1</b>	<b>534.1</b>	<b>537.9</b>	<b>552.4</b>	<b>556.3</b>	<b>571.3</b>	<b>575.3</b>	<b>593.7</b>	<b>597.9</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>760.0</b>	<b>785.8</b>	<b>792.7</b>	<b>815.6</b>	<b>822.9</b>	<b>846.7</b>	<b>854.2</b>	<b>878.9</b>	<b>886.8</b>	<b>916.9</b>	<b>925.1</b>
Annual % Change (Metro Fares)	0.89%	3.39%	0.89%	2.89%	0.89%	2.89%	0.89%	2.89%	0.89%	3.39%	0.89%
<b>Other Bus Operators</b>											
ADA-Paratransit (ASI)	9.4	9.5	9.7	9.9	10.1	10.3	10.5	10.7	10.9	11.1	11.3
Municipal Operations	102.2	104.0	106.0	108.0	110.0	112.2	114.4	116.7	119.0	121.3	123.6
Municipal Expansion	29.4	29.9	30.5	31.1	31.6	32.3	32.9	33.6	34.2	34.9	35.6
<b>Subtotal Municipal Operators</b>	<b>131.5</b>	<b>134.0</b>	<b>136.4</b>	<b>139.0</b>	<b>141.7</b>	<b>144.4</b>	<b>147.3</b>	<b>150.2</b>	<b>153.3</b>	<b>156.2</b>	<b>159.2</b>
<b>Subtotal, Other Bus Operators Fares</b>	<b>140.9</b>	<b>143.5</b>	<b>146.1</b>	<b>148.9</b>	<b>151.8</b>	<b>154.7</b>	<b>157.8</b>	<b>160.9</b>	<b>164.2</b>	<b>167.3</b>	<b>170.5</b>
Annual % Change (Other Operator Fares)	1.90%	1.84%	1.84%	1.89%	1.92%	1.94%	1.98%	2.00%	2.03%	1.91%	1.88%
<b>Subtotal, All Bus Fares</b>	<b>641.4</b>	<b>660.0</b>	<b>666.2</b>	<b>683.0</b>	<b>689.6</b>	<b>707.1</b>	<b>714.0</b>	<b>732.2</b>	<b>739.5</b>	<b>761.0</b>	<b>768.3</b>
Percent Change Metrolink Fares	1.90%	1.84%	1.84%	1.89%	1.92%	1.94%	1.98%	2.00%	2.03%	1.91%	1.88%
<b>Metrolink Rail Fares</b>	<b>65.9</b>	<b>67.2</b>	<b>68.4</b>	<b>69.7</b>	<b>71.0</b>	<b>72.4</b>	<b>73.8</b>	<b>75.3</b>	<b>76.8</b>	<b>78.3</b>	<b>79.8</b>
<b>Total Fares</b>	<b>966.8</b>	<b>996.4</b>	<b>1,007.3</b>	<b>1,034.2</b>	<b>1,045.7</b>	<b>1,073.8</b>	<b>1,085.8</b>	<b>1,115.2</b>	<b>1,127.8</b>	<b>1,162.5</b>	<b>1,175.3</b>

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%	29.6%	29.3%	29.5%	29.2%	29.3%	29.0%	29.2%	28.8%	29.1%	29.5%
Countywide Bus including ASI	25.5%	25.7%	25.4%	25.5%	25.2%	25.2%	24.9%	25.0%	24.7%	24.8%	25.4%
Metro Bus	32.0%	32.5%	32.1%	32.3%	32.0%	32.2%	31.8%	32.0%	31.6%	32.0%	31.6%
Metro Rail	32.7%	33.3%	33.0%	33.7%	33.5%	33.9%	33.5%	34.1%	33.8%	34.4%	34.1%
Metro Bus and Metro Rail	32.4%	32.9%	32.5%	32.9%	32.6%	32.9%	32.5%	32.8%	32.5%	32.9%	32.6%

## LACMTA Financial Forecasting Model

### Lease Revenues

#### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	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
<b>Total Revenues Available</b>	<b>564.6</b>	<b>151.8</b>	<b>177.5</b>	<b>235.6</b>	<b>16.5</b>	<b>16.2</b>	<b>16.2</b>	<b>12.8</b>	<b>13.4</b>	<b>14.1</b>	<b>14.8</b>	<b>15.5</b>	<b>15.8</b>	<b>16.2</b>
Annual Percent Change						-1.97%	-0.06%	-20.98%	4.95%	4.96%	4.97%	4.96%	2.03%	2.00%
<b>ALLOCATION OF FUNDS:</b>														
<b>Regional Administration</b>														
Agencywide Capital	27.7	6.1	9.3	12.3	-	2.0	0.5	(0.0)	0.2	0.4	0.6	0.8	0.8	0.8
Regional Administration	527.6	136.1	168.2	223.3	10.0	13.8	13.3	12.8	13.3	13.7	14.2	14.7	15.0	15.3
<b>Regional Administration Total</b>	<b>555.3</b>	<b>142.2</b>	<b>177.5</b>	<b>235.6</b>	<b>10.0</b>	<b>15.8</b>	<b>13.8</b>	<b>12.8</b>	<b>13.4</b>	<b>14.1</b>	<b>14.8</b>	<b>15.5</b>	<b>15.8</b>	<b>16.2</b>
<b>Bus Operations</b>														
MTA Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>	<b>30.6</b>	<b>30.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28.1</b>	<b>2.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>														
Gold Line Eastside Extension	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>585.8</b>	<b>172.8</b>	<b>177.5</b>	<b>235.6</b>	<b>10.0</b>	<b>44.0</b>	<b>16.2</b>	<b>12.8</b>	<b>13.4</b>	<b>14.1</b>	<b>14.8</b>	<b>15.5</b>	<b>15.8</b>	<b>16.2</b>
<b>Beginning Balance</b>	<b>21.2</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>21.2</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(21.2)</b>	<b>(21.2)</b>	<b>-</b>	<b>-</b>	<b>6.5</b>	<b>(27.8)</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>27.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

#### NOTES:

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



## LACMTA Financial Forecasting Model

### Lease Revenues

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	<b>584.8</b>	<b>16.5</b>	<b>16.8</b>	<b>17.1</b>	<b>17.4</b>	<b>17.6</b>	<b>17.8</b>	<b>18.1</b>	<b>18.4</b>	<b>18.7</b>	<b>19.1</b>
Annual Percent Change		1.91%	1.91%	1.74%	1.64%	1.38%	1.43%	1.47%	1.61%	1.78%	1.92%
<b>ALLOCATION OF FUNDS:</b>											
<b>Regional Administration</b>											
Agencywide Capital	27.7	0.9	0.9	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0
Regional Administration	527.6	15.6	15.9	16.2	16.5	16.7	16.9	17.2	17.4	17.8	18.1
<b>Regional Administration Total</b>	<b>555.3</b>	<b>16.5</b>	<b>16.8</b>	<b>17.1</b>	<b>17.4</b>	<b>17.6</b>	<b>17.8</b>	<b>18.1</b>	<b>18.4</b>	<b>18.7</b>	<b>19.1</b>
<b>Bus Operations</b>											
MTA Operations	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>											
	<b>30.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital</b>											
Gold Line Eastside Extension	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>585.8</b>	<b>16.5</b>	<b>16.8</b>	<b>17.1</b>	<b>17.4</b>	<b>17.6</b>	<b>17.8</b>	<b>18.1</b>	<b>18.4</b>	<b>18.7</b>	<b>19.1</b>
<b>Beginning Balance</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(21.2)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

#### NOTES:

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

## LACMTA Financial Forecasting Model

### Lease Revenues

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	<b>564.6</b>	<b>19.4</b>	<b>19.8</b>	<b>20.2</b>	<b>20.6</b>	<b>20.9</b>	<b>21.4</b>	<b>21.8</b>	<b>22.2</b>	<b>22.7</b>	<b>23.1</b>	<b>23.5</b>
Annual Percent Change		1.90%	1.84%	1.84%	1.89%	1.92%	1.94%	1.98%	2.00%	2.03%	1.91%	1.88%
<b>ALLOCATION OF FUNDS:</b>												
<b>Regional Administration</b>												
Agencywide Capital	27.7	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2
Regional Administration	527.6	18.4	18.8	19.1	19.5	19.9	20.2	20.6	21.1	21.5	21.9	22.3
<b>Regional Administration Total</b>	<b>555.3</b>	<b>19.4</b>	<b>19.8</b>	<b>20.2</b>	<b>20.6</b>	<b>20.9</b>	<b>21.4</b>	<b>21.8</b>	<b>22.2</b>	<b>22.7</b>	<b>23.1</b>	<b>23.5</b>
<b>Bus Operations</b>												
MTA Operations	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>												
	<b>30.6</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital</b>												
Gold Line Eastside Extension	-	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>585.8</b>	<b>19.4</b>	<b>19.8</b>	<b>20.2</b>	<b>20.6</b>	<b>20.9</b>	<b>21.4</b>	<b>21.8</b>	<b>22.2</b>	<b>22.7</b>	<b>23.1</b>	<b>23.5</b>
<b>Beginning Balance</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(21.2)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Local Agency Funds-Highway Project Match**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	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
<b>Total Revenues Available</b>	3.5	3.5	-	-	1.2	1.0	1.3	-	-	-	-	-	-	-
<b>ALLOCATION OF FUNDS</b>														
Carpool Lanes, Gap Closures, Interchanges	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI-Individual Project Sheets	0.2	0.2	-	-	0.2	-	-	-	-	-	-	-	-	-
RSTI-Santa Monica Blvd. Transit Parkway	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilshire Bus Only Lane	3.3	3.3	-	-	1.0	1.0	1.3	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>3.5</b>	<b>3.5</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>1.0</b>	<b>1.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ In millions)	Plan	Alloc %	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	<b>430.6</b>		<b>293.0</b>	<b>137.6</b>	<b>-</b>	<b>1.4</b>	<b>5.4</b>	<b>39.2</b>	<b>6.5</b>	<b>26.0</b>	<b>22.3</b>	<b>75.2</b>	<b>39.0</b>	<b>52.6</b>	<b>25.4</b>
<b>ALLOCATION OF FUNDS:</b>															
Lankershim Depot Restoration	1.1	0.3%	1.1	-	-	1.1	-	-	-	-	-	-	-	-	-
Crenshaw Transit Corridor	51.4	11.9%	51.4	-	-	-	-	-	-	-	-	51.4	-	-	-
Exposition Corridor - Phase I	39.0	9.1%	39.0	-	-	0.3	2.8	35.9	-	-	-	-	-	-	-
Exposition Corridor - Phase II	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	25.5	5.9%	25.5	-	-	-	-	-	2.5	23.0	-	-	-	-	-
Gold Line Eastside Extension	45.8	10.6%	37.0	8.8	-	-	-	-	-	-	7.2	8.2	8.6	9.5	3.5
Green Line Extension - LAX	7.1	1.6%	7.1	-	-	-	-	0.1	2.7	1.2	1.8	1.4	-	-	-
Green Line Extension - South Bay	9.9	2.3%	9.9	-	-	-	-	-	1.0	1.2	1.8	2.4	2.1	1.1	0.2
San Fernando Valley North-South - Canoga	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	5.0	1.2%	5.0	-	-	-	-	-	0.3	0.6	1.5	1.7	0.5	0.3	-
San Fernando Valley I-405 Corridor Connection	41.4	9.6%	41.4	-	-	-	-	-	-	-	10.0	10.0	10.0	11.4	-
Regional Connector	40.9	9.5%	40.5	0.4	-	-	-	-	-	-	-	-	-	23.7	16.8
West Santa Ana Branch Corridor	8.7	2.0%	8.7	-	-	-	-	-	-	-	-	-	8.7	-	-
Westside Subway Extension	154.8	35.9%	26.4	128.4	-	-	2.6	3.3	-	-	-	-	9.0	6.5	4.9
Other Rail Costs	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>MTA Rail Capital</b>	<b>430.6</b>	<b>100.0%</b>	<b>293.0</b>	<b>137.6</b>	<b>-</b>	<b>1.4</b>	<b>5.4</b>	<b>39.2</b>	<b>6.5</b>	<b>26.0</b>	<b>22.3</b>	<b>75.2</b>	<b>39.0</b>	<b>52.6</b>	<b>25.4</b>
<b>Sub-Total Allocated</b>	<b>430.6</b>	<b>100.0%</b>	<b>293.0</b>	<b>137.6</b>	<b>-</b>	<b>1.4</b>	<b>5.4</b>	<b>39.2</b>	<b>6.5</b>	<b>26.0</b>	<b>22.3</b>	<b>75.2</b>	<b>39.0</b>	<b>52.6</b>	<b>25.4</b>
<b>Beginning Balance</b>			-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>			-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>			-	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

**LACMTA Financial Forecasting Model**  
**Local Agency Transit Contributions**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	<b>430.8</b>		<b>88.4</b>	<b>22.2</b>	<b>27.0</b>	-	-	-	-	-	-	-
<b>ALLOCATION OF FUNDS:</b>												
Lankershim Depot Restoration	1.1	0.3%	-	-	-	-	-	-	-	-	-	-
Crenshaw Transit Corridor	51.4	11.9%	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase I	39.0	9.1%	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase II	-	0.0%	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	25.5	5.9%	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	45.8	10.6%	8.8	-	-	-	-	-	-	-	-	-
Green Line Extension - LAX	7.1	1.6%	-	-	-	-	-	-	-	-	-	-
Green Line Extension - South Bay	9.9	2.3%	-	-	-	-	-	-	-	-	-	-
San Fernando Valley North-South - Canoga	-	0.0%	-	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	5.0	1.2%	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Corridor Connection	41.4	9.6%	-	-	-	-	-	-	-	-	-	-
Regional Connector	40.9	9.5%	0.4	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	8.7	2.0%	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	154.8	35.9%	79.2	22.2	27.0	-	-	-	-	-	-	-
Other Rail Costs	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>MTA Rail Capital</b>	<b>430.8</b>	<b>100.0%</b>	<b>88.4</b>	<b>22.2</b>	<b>27.0</b>	-	-	-	-	-	-	-
<b>Sub-Total Allocated</b>	<b>430.8</b>	<b>100.0%</b>	<b>88.4</b>	<b>22.2</b>	<b>27.0</b>	-	-	-	-	-	-	-
<b>Beginning Balance</b>			-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-

NOTES:

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ In millions)	Plan	Alloc %	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available (Inflated)</b>	<b>1,355.8</b>		<b>367.8</b>	<b>424.5</b>	<b>563.5</b>	<b>40.2</b>	<b>32.6</b>	<b>35.2</b>	<b>36.6</b>	<b>36.7</b>	<b>36.3</b>	<b>36.4</b>	<b>37.1</b>	<b>37.9</b>	<b>38.7</b>
Annual Percent Change							-18.9%	8.15%	3.96%	0.26%	-1.12%	0.32%	1.95%	2.03%	2.00%
<b>ALLOCATION OF FUNDS:</b>															
<b>Regional Administration</b>															
Regional Administration	10.1	2.6%	10.1	-	-	10.1	-	-	-	-	-	-	-	-	-
Agencywide Capital	115.6	29.6%	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
<b>Regional Administration Total</b>	<b>125.7</b>	<b>32.2%</b>	<b>44.3</b>	<b>36.4</b>	<b>45.0</b>	<b>13.2</b>	<b>2.4</b>	<b>4.5</b>	<b>4.4</b>	<b>4.4</b>	<b>2.9</b>	<b>3.0</b>	<b>3.1</b>	<b>3.2</b>	<b>3.2</b>
<b>Bus Operations</b>															
MTA Operations	201.4	51.6%	125.6	31.2	44.7	23.4	33.7	17.8	19.0	18.9	3.4	2.8	0.8	2.9	2.9
Municipal Operators	144.1	36.9%	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	44.8	11.5%	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
<b>Bus Operations Total</b>	<b>390.3</b>	<b>100.0%</b>	<b>175.4</b>	<b>90.9</b>	<b>124.0</b>	<b>27.9</b>	<b>38.3</b>	<b>22.6</b>	<b>23.8</b>	<b>23.9</b>	<b>8.4</b>	<b>7.9</b>	<b>6.0</b>	<b>8.2</b>	<b>8.4</b>
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>858.4</b>	<b>219.9%</b>	<b>166.7</b>	<b>297.2</b>	<b>394.5</b>	<b>1.6</b>	<b>8.0</b>	<b>8.2</b>	<b>8.3</b>	<b>8.5</b>	<b>25.0</b>	<b>25.5</b>	<b>28.0</b>	<b>26.5</b>	<b>27.1</b>
<b>Rail Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,374.4</b>	<b>100.0%</b>	<b>386.5</b>	<b>424.5</b>	<b>563.5</b>	<b>42.7</b>	<b>48.7</b>	<b>35.2</b>	<b>36.6</b>	<b>36.7</b>	<b>36.3</b>	<b>36.4</b>	<b>37.1</b>	<b>37.9</b>	<b>38.7</b>
<b>Beginning Balance</b>	<b>18.6</b>		<b>18.6</b>	<b>0.0</b>	<b>0.0</b>	<b>18.6</b>	<b>16.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(18.6)</b>		<b>(18.6)</b>	<b>-</b>	<b>-</b>	<b>(2.5)</b>	<b>(16.1)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>16.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available (Inflated)</b>	<b>1,355.8</b>	<b>39.4</b>	<b>40.1</b>	<b>40.8</b>	<b>41.5</b>	<b>42.1</b>	<b>42.7</b>	<b>43.3</b>	<b>44.0</b>	<b>44.8</b>	<b>45.7</b>
Annual Percent Change		1.91%	1.91%	1.74%	1.64%	1.38%	1.43%	1.47%	1.61%	1.78%	1.92%
<b>ALLOCATION OF FUNDS:</b>											
<b>Regional Administration</b>											
Regional Administration	10.1	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	115.6	3.3	3.4	3.4	3.5	3.6	3.7	3.7	3.8	3.9	4.0
<b>Regional Administration Total</b>	<b>125.7</b>	<b>3.3</b>	<b>3.4</b>	<b>3.4</b>	<b>3.5</b>	<b>3.6</b>	<b>3.7</b>	<b>3.7</b>	<b>3.8</b>	<b>3.9</b>	<b>4.0</b>
<b>Bus Operations</b>											
MTA Operations	201.4	3.0	3.0	3.1	3.1	3.1	3.1	3.2	3.2	3.2	3.3
Municipal Operators	144.1	4.2	4.3	4.4	4.5	4.5	4.6	4.7	4.7	4.8	4.9
ADA/Paratransit	44.8	1.3	1.3	1.4	1.4	1.4	1.4	1.4	1.5	1.5	1.5
<b>Bus Operations Total</b>	<b>390.3</b>	<b>8.5</b>	<b>8.7</b>	<b>8.8</b>	<b>8.9</b>	<b>9.0</b>	<b>9.1</b>	<b>9.2</b>	<b>9.4</b>	<b>9.5</b>	<b>9.7</b>
<b>Bus Capital Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>858.4</b>	<b>27.6</b>	<b>28.1</b>	<b>28.6</b>	<b>29.1</b>	<b>29.5</b>	<b>29.9</b>	<b>30.3</b>	<b>30.8</b>	<b>31.4</b>	<b>32.0</b>
<b>Rail Capital Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,374.4</b>	<b>39.4</b>	<b>40.1</b>	<b>40.8</b>	<b>41.5</b>	<b>42.1</b>	<b>42.7</b>	<b>43.3</b>	<b>44.0</b>	<b>44.8</b>	<b>45.7</b>
<b>Beginning Balance</b>	<b>18.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(18.6)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available (Inflated)</b>	<b>1,355.8</b>	<b>46.5</b>	<b>47.4</b>	<b>48.3</b>	<b>49.2</b>	<b>50.1</b>	<b>51.1</b>	<b>52.1</b>	<b>53.1</b>	<b>54.2</b>	<b>55.3</b>	<b>56.3</b>
Annual Percent Change		1.90%	1.84%	1.84%	1.89%	1.92%	1.94%	1.98%	2.00%	2.03%	1.91%	1.88%
<b>ALLOCATION OF FUNDS:</b>												
<b>Regional Administration</b>												
Regional Administration	10.1	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	115.6	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
<b>Regional Administration Total</b>	<b>125.7</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>
<b>Bus Operations</b>												
MTA Operations	201.4	3.3	3.5	3.6	3.7	3.9	4.0	4.2	4.4	4.5	4.7	4.9
Municipal Operators	144.1	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0
ADA/Paratransit	44.8	1.6	1.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.9
<b>Bus Operations Total</b>	<b>390.3</b>	<b>9.9</b>	<b>10.1</b>	<b>10.4</b>	<b>10.7</b>	<b>10.9</b>	<b>11.2</b>	<b>11.5</b>	<b>11.8</b>	<b>12.2</b>	<b>12.5</b>	<b>12.8</b>
<b>Bus Capital Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>858.4</b>	<b>32.6</b>	<b>33.2</b>	<b>33.8</b>	<b>34.4</b>	<b>35.1</b>	<b>35.8</b>	<b>36.5</b>	<b>37.2</b>	<b>38.0</b>	<b>38.7</b>	<b>39.4</b>
<b>Rail Capital Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,374.4</b>	<b>46.5</b>	<b>47.4</b>	<b>48.3</b>	<b>49.2</b>	<b>50.1</b>	<b>51.1</b>	<b>52.1</b>	<b>53.1</b>	<b>54.2</b>	<b>55.3</b>	<b>56.3</b>
<b>Beginning Balance</b>	<b>18.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(18.6)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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



# LACMTA Financial Forecasting Model

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

30/10 Initiative 100% ScenA 8/10/10

	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
State Repayment of Capital Project Loans Fund 3562	11.4	11.4	-	-	11.4									
<b>Total Revenues Available</b>	<b>11.4</b>	<b>11.4</b>	<b>-</b>	<b>-</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALLOCATION OF FUNDS</b>														
<b>RAIL CAPITAL</b>														
Regional Connector	75.1	75.1	-	-	7.9	19.6	10.0	3.6	3.4	7.4	8.5	7.9	6.8	-
Eastside LRT Enhancements	-	-	-	-										
Eastside LRT	-	-	-	-										
Exposition Phase I	-	-	-	-										
East San Fernando Valley North-South Corridor	0.5	0.5	-	-	0.5	-	-	-	-	-	-	-	-	-
San Fernando Valley North-South - Canoga	-	-	-	-										
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Line	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Phase II	25.9	25.9	-	-	-	6.9	19.0	-	-	-	-	-	-	-
South Bay Green Line	2.4	2.4	-	-	-	2.4	-	-	-	-	-	-	-	-
Rail Maintenance Facility contingency	52.1	52.1	-	-	-	-	-	-	-	12.1	40.0	-	-	-
Westside Subway Extension	98.4	98.4	-	-	12.1	86.3	-	-	-	-	-	-	-	-
<b>Rail Capital Total</b>	<b>254.4</b>	<b>254.4</b>	<b>-</b>	<b>-</b>	<b>20.5</b>	<b>115.2</b>	<b>29.0</b>	<b>3.6</b>	<b>3.4</b>	<b>19.5</b>	<b>48.5</b>	<b>7.9</b>	<b>6.8</b>	<b>-</b>
<b>BUS CAPITAL</b>	<b>44.0</b>	<b>44.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.3</b>	<b>28.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>BUS OPERATIONS LOAN</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>39.9</b>	<b>-</b>	<b>27.0</b>	<b>-</b>	<b>-</b>	<b>(27.0)</b>	<b>(39.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>HIGHWAY CAPITAL PROJECTS</b>														
Future Call Reserve	28.7	28.7	-	-	-	-	-	-	21.3	7.5	-	-	-	-
<b>Highway Capital Projects Total</b>	<b>28.7</b>	<b>28.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>21.3</b>	<b>7.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>327.1</b>	<b>327.1</b>	<b>-</b>	<b>-</b>	<b>60.4</b>	<b>130.5</b>	<b>84.7</b>	<b>3.6</b>	<b>24.7</b>	<b>(0.0)</b>	<b>8.6</b>	<b>7.9</b>	<b>6.8</b>	<b>-</b>
<b>Beginning Balance</b>	<b>315.7</b>	<b>315.7</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>315.7</b>	<b>266.7</b>	<b>136.2</b>	<b>51.5</b>	<b>47.9</b>	<b>23.2</b>	<b>23.3</b>	<b>14.7</b>	<b>6.8</b>	<b>(0.0)</b>
<b>Total Surplus/(Shortfall)</b>	<b>(315.7)</b>	<b>(315.7)</b>	<b>-</b>	<b>-</b>	<b>(49.0)</b>	<b>(130.5)</b>	<b>(84.7)</b>	<b>(3.6)</b>	<b>(24.7)</b>	<b>0.0</b>	<b>(8.6)</b>	<b>(7.9)</b>	<b>(6.8)</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>266.7</b>	<b>136.2</b>	<b>51.5</b>	<b>47.9</b>	<b>23.2</b>	<b>23.3</b>	<b>14.7</b>	<b>6.8</b>	<b>(0.0)</b>	<b>(0.0)</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	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
<b>Total Revenues Available</b>	<b>22.0</b>		<b>8.0</b>	<b>6.0</b>	<b>8.0</b>	-	4.0	-	-	-	2.0	-	-	2.0	-
<b>ALLOCATION OF FUNDS:</b>															
<b>Bus Capital</b>															
Metro Capital	22.0	100.0%	8.0	6.0	8.0	-	4.0	-	-	-	2.0	-	-	2.0	-
<b>Bus Capital Totals</b>	<b>22.0</b>	<b>100.0%</b>	<b>8.0</b>	<b>6.0</b>	<b>8.0</b>	-	<b>4.0</b>	-	-	-	<b>2.0</b>	-	-	<b>2.0</b>	-
<b>Sub-Total Allocated</b>	<b>22.0</b>	<b>100.0%</b>	<b>8.0</b>	<b>6.0</b>	<b>8.0</b>	-	<b>4.0</b>	-	-	-	<b>2.0</b>	-	-	<b>2.0</b>	-
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	<b>22.0</b>		-	2.0	-	-	2.0	-	-	2.0	-	-
<b>ALLOCATION OF FUNDS:</b>												
<b>Bus Capital</b>												
Metro Capital	22.0	100.0%	-	2.0	-	-	2.0	-	-	2.0	-	-
<b>Bus Capital Totals</b>	<b>22.0</b>	<b>100.0%</b>	-	2.0	-	-	2.0	-	-	2.0	-	-
<b>Sub-Total Allocated</b>	<b>22.0</b>	<b>100.0%</b>	-	2.0	-	-	2.0	-	-	2.0	-	-
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
			2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	<b>22.0</b>		2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>ALLOCATION OF FUNDS:</b>													
<b>Bus Capital</b>													
Metro Capital	22.0	100.0%	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>Bus Capital Totals</b>	<b>22.0</b>	<b>100.0%</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>22.0</b>	<b>100.0%</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model  
 Environmental Enhancement & Mitigation  
 30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model  
 Environmental Enhancement & Mitigation  
 30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model  
 Environmental Enhancement & Mitigation  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>Total Revenues Available</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>ALLOCATION OF FUNDS:</b>												
Enviro Enhancement & Mitigation Projects	31.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Allocated</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Projects are awarded on a discretionary basis.

# LACMTA Financial Forecasting Model

## High Speed Rail Bonds

### 30/10 Initiative 100% ScenA 8/10/10

	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
	238.6		238.6	-	-	0.0	41.1	30.2	74.3	40.1	4.7	22.7	19.6	5.9	0.0
<b>Total Revenues Available</b>	<b>238.6</b>	<b>0.0%</b>	<b>238.6</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>41.1</b>	<b>30.2</b>	<b>74.3</b>	<b>40.1</b>	<b>4.7</b>	<b>22.7</b>	<b>19.6</b>	<b>5.9</b>	<b>0.0</b>
<b>ALLOCATION OF FUNDS</b>															
<b>RAIL CAPITAL</b>															
Regional Connector	114.9		114.9	-	-	-	11.1	0.2	44.3	6.4	4.7	22.7	19.6	5.9	-
Metrolink	123.7		123.7	-	-		30.0	30.0	30.0	33.7					
<b>Rail Capital Total</b>	<b>238.6</b>		<b>238.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>41.1</b>	<b>30.2</b>	<b>74.3</b>	<b>40.1</b>	<b>4.7</b>	<b>22.7</b>	<b>19.6</b>	<b>5.9</b>	<b>-</b>
<b>Total</b>	<b>238.6</b>	<b>100.0%</b>	<b>238.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>41.1</b>	<b>30.2</b>	<b>74.3</b>	<b>40.1</b>	<b>4.7</b>	<b>22.7</b>	<b>19.6</b>	<b>5.9</b>	<b>-</b>
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Interregional Improvement Program Funds (IIP)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
Interregional Improvement Program Funds (IIP)	168.9	168.9	-	-	42.5	18.7	17.9	74.6	4.9	7.0	3.3	-	-	-
<b>Total Revenues Available</b>	<b>168.9</b>	<b>168.9</b>	<b>-</b>	<b>-</b>	<b>42.5</b>	<b>18.7</b>	<b>17.9</b>	<b>74.6</b>	<b>4.9</b>	<b>7.0</b>	<b>3.3</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>ALLOCATION OF FUNDS</b>														
<b>Highways</b>														
HOV Lanes	55.3	55.3	-	-	10.5	17.0	8.2	7.9	3.2	5.3	3.3	-	-	-
Gap Closures	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	12.9	12.9	-	-	3.4	-	-	9.5	-	-	-	-	-	-
SR-138 Widening	23.2	23.2	-	-	23.2	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Imprvmnts (RSTI)	64.9	64.9	-	-	1.4	-	8.0	55.5	-	-	-	-	-	-
Freeway Traffic System Management	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Imprv)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancements	2.4	2.4	-	-	2.4	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Imprvmnts	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (IIP share) thru FY15 (no sh)	10.2	10.2	-	-	1.7	1.7	1.7	1.7	1.7	1.7	-	-	-	-
Santa Monica Blvd. Transit Parkway	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highways</b>	<b>168.9</b>	<b>168.9</b>	<b>-</b>	<b>-</b>	<b>42.5</b>	<b>18.7</b>	<b>17.9</b>	<b>74.6</b>	<b>4.9</b>	<b>7.0</b>	<b>3.3</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail and Transitways Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>168.9</b>	<b>168.9</b>	<b>0.0</b>	<b>0.0</b>	<b>42.5</b>	<b>18.7</b>	<b>17.9</b>	<b>74.6</b>	<b>4.9</b>	<b>7.0</b>	<b>3.3</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Annual Surplus/Shortfall</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Includes Intercity Rail projects.

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Corridor Mobility Improvement Account (CMIA)	1,080.2	1,080.2	-	-	30.8	284.0	303.5	144.0	47.4	153.7	78.7	31.9	6.1		
Ports - Trade Corridors Improvement	737.0	737.0	-	-	150.0	150.0	150.0	150.0	137.0						
Ports - State Air Resources Board	360.0	360.0	-	-	70.0	70.0	70.0	75.0	75.0						
Transit Modernization - Intercity Rail	30.0	30.0	-	-	10.0	10.0	10.0								
State-Local Partnership-SLPP	258.2	258.2	-	-	14.9	17.4	44.1	97.8	45.8	10.0	14.0	14.3			
Transit System Safety, Security	73.0	73.0	-	-	12.6	-	-	18.1	18.3	18.3	5.7				
Highway-Railroad Crossing Safety	38.6	38.6	-	-	25.0	13.6									
Highway Safety - SHOPP	25.0	25.0	-	-	25.0										
Highway Safety - Signal Synchronization LA City local streets	90.0	90.0	-	-	30.0	30.0	30.0								
Street and Road Improvement - county, cities	430.0	430.0	-	-	50.0	100.0	90.0	75.0	75.0	40.0					
<b>Total Revenues Available (plus \$330 in STIP Augmentation)</b>	<b>3,121.9</b>	<b>3,121.9</b>	<b>0.0</b>	<b>0.0</b>	<b>418.3</b>	<b>675.0</b>	<b>697.6</b>	<b>559.8</b>	<b>398.5</b>	<b>222.0</b>	<b>98.4</b>	<b>46.2</b>	<b>6.1</b>	<b>0.0</b>	
<b>ALLOCATION OF FUNDS</b>															
Transit Modernization - Intercity Rail (no project sheet)	30.0	30.0	-	-	10.0	10.0	10.0								
Transit System Safety, Security (no project sheet)	73.0	73.0	-	-	12.6	-	-	18.1	18.3	18.3	5.7				
SLPP - Transit Projs-Metrolink	20.0	20.0	-	-	-	10.0	10.0	-							
SLPP - Transit Projs-SFV N-S Canoga	73.0	73.0	-	-	-	7.4	34.1	22.4	9.1	-	-	-	-		
SLPP - Transit Projs-East SFV	2.8	2.8	-	-	-	-	-	-	-	-	-	2.8	-		
SLPP - Transit Projs-no sheet (Pomona/Atlantic Parking/Metro Transit)	40.1	40.1	-	-	-	-	-	4.4	10.2	5.0	9.0	11.5			
<b>Subtotal SLPP</b>	<b>135.8</b>	<b>135.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.4</b>	<b>44.1</b>	<b>26.8</b>	<b>19.3</b>	<b>5.0</b>	<b>9.0</b>	<b>14.3</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital Total</b>	<b>238.8</b>	<b>238.8</b>	<b>0.0</b>	<b>0.0</b>	<b>22.6</b>	<b>27.4</b>	<b>54.1</b>	<b>44.9</b>	<b>37.6</b>	<b>23.3</b>	<b>14.7</b>	<b>14.3</b>	<b>0.0</b>	<b>0.0</b>	
<b>HIGHWAY PROJECTS</b>															
State-Local Partnership-SLPP - Freeway Projects															
I-5 South from OCL to SR-605	57.5	57.5	-	-	-	-	-	31.0	26.5	-	-	-			
I-5 South Carmenita Interchange	40.0	40.0	-	-	-	-	-	40.0	-	-	-	-			
I-5 North Carpool Lanes from SR-118- to SR-170	14.9	14.9	-	-	14.9	-	-	-	-	-	-	-			
Subtotal SLPP - Freeway Projects	112.4	112.4	-	-	14.9	-	-	71.0	26.5	-	-	-			
State-Local Partnership-SLPP - Call for Projects	10.0	10.0	-	-	-	-	-	-	-	5.0	5.0	-			
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)	25.0	25.0	-	-	25.0										
Highway Safety - Signal Synchronization LA City local streets (no proj sheet)	90.0	90.0	-	-	30.0	30.0	30.0								
Trade Corridors/Port Infrastructure - Goods Movement (no proj sheet)	822.0	822.0	-	-	220.0	170.0	70.0	150.0	212.0						
Trade Corridors/Port Infrastructure - Goods Movement Gerald Desmond Bridge	275.0	275.0	-	-	-	50.0	150.0	75.0	-	-	-	-			
Street and Road Improvement - county (no proj sheet)	165.0	165.0	-	-	25.0	50.0	40.0	25.0	25.0						
Street and Road Improvement - cities (no proj sheet)	265.0	265.0	-	-	25.0	50.0	50.0	50.0	50.0	40.0					
<b>Subtotal</b>	<b>1,803.0</b>	<b>1,803.0</b>	<b>-</b>	<b>-</b>	<b>364.9</b>	<b>363.6</b>	<b>340.0</b>	<b>371.0</b>	<b>313.5</b>	<b>45.0</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
CMIA - I-5 South OCL to I-605	387.0	387.0	-	-	-	-	61.9	80.3	47.4	130.0	56.8	10.0	0.6	-
CMIA - I-405 over Sepulveda Pass	594.0	594.0	-	-	24.3	284.0	222.0	63.7	-	-	-	-	-	-
CMIA - I-10 from Puente to Citrus	12.5	12.5	-	-	-	-	12.5	-	-	-	-	-	-	-
CMIA - I-10 from Citrus to SR-57 (assumed use of the remainder from I-405)	7.2	7.2	-	-	-	-	7.2	-	-	-	-	-	-	-
CMIA - SR-138 Widening	6.5	6.5	-	-	6.5	-	-	-	-	-	-	-	-	-
CMIA - I-5 from SR-134 to SR-170	73.0	73.0	-	-	-	-	-	-	-	23.7	21.9	21.9	5.5	-
<b>Subtotal CMIA</b>	<b>1,080.2</b>	<b>1,080.2</b>	-	-	<b>30.8</b>	<b>284.0</b>	<b>303.5</b>	<b>144.0</b>	<b>47.4</b>	<b>153.7</b>	<b>78.7</b>	<b>31.9</b>	<b>6.1</b>	-
<b>Highway Capital Projects Total</b>	<b>2,883.2</b>	<b>2,883.2</b>	-	-	<b>395.7</b>	<b>647.6</b>	<b>643.5</b>	<b>515.0</b>	<b>360.9</b>	<b>198.7</b>	<b>83.7</b>	<b>31.9</b>	<b>6.1</b>	-
<b>Total</b>	<b>3,121.9</b>	<b>3,121.9</b>	-	-	<b>418.3</b>	<b>675.0</b>	<b>697.6</b>	<b>559.8</b>	<b>398.5</b>	<b>222.0</b>	<b>98.4</b>	<b>46.2</b>	<b>6.1</b>	-
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- Prop 1B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1266), passed 11/7/06. LA County transportation estimate.
- Plus STIP Augmentation.

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**PTMISEA**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
Transit Modernization - STA population (\$494.7 since inception)	365.0	365.0	-	-	46.9	64.1	64.0	64.0	63.0	63.0					
Transit Modernization - STA operator revenue (\$597.0 since inception)	440.6	440.6	-	-	56.7	77.0	77.0	77.3	76.6	76.0					
<b>Total Revenues Available (\$1,091.7 since inception)</b>	<b>805.6</b>	<b>805.6</b>	<b>0.0</b>	<b>0.0</b>	<b>103.6</b>	<b>141.1</b>	<b>141.0</b>	<b>141.3</b>	<b>139.6</b>	<b>139.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALLOCATION OF FUNDS</b>															
<b>BUS CAPITAL</b>															
MTA Bus Procurement (\$95.3 since inception)	95.3	95.3	-	-			26.8	39.9		26.0	2.6				
MTA Division 13 (\$85 since inception)	85.0	17.7	67.3	-	17.7					0.0					67.3
Misc Projs (bus rebuild and rehab) (\$82.5 since inception)	68.4	68.4	-	-	4.8		1.6	6.2		14.9	8.8	32.2			
<b>Subtotal MTA Bus Capital</b>	<b>248.7</b>	<b>181.4</b>	<b>67.3</b>	<b>-</b>	<b>22.5</b>	<b>-</b>	<b>28.4</b>	<b>46.1</b>	<b>-</b>	<b>40.9</b>	<b>11.4</b>	<b>32.2</b>	<b>-</b>	<b>-</b>	<b>67.3</b>
Muni Operators (\$95.1 since inception)	70.1	70.1	-	-	11.7	11.7	11.7	11.7	11.7	11.6					
<b>Bus Capital Total</b>	<b>318.8</b>	<b>251.5</b>	<b>67.3</b>	<b>-</b>	<b>34.2</b>	<b>11.7</b>	<b>40.1</b>	<b>57.8</b>	<b>11.7</b>	<b>52.5</b>	<b>11.4</b>	<b>32.2</b>	<b>-</b>	<b>-</b>	<b>67.3</b>
<b>RAIL CAPITAL</b>															
Metrolink (\$36.6 since inception)	27.0	27.0	-	-	3.5	3.9	3.9	3.9	3.9	3.9	4.0				
Pedestrian rail crossing improvements (\$9.9)	9.9	9.9	-	-	-	2.5	7.4			-	-				
Expo Phase I (\$118.4 + \$20.1 for safety enhancements since inception)	104.4	104.4	-	-	-	81.7	22.7	-	-	-	-				
Expo Phase II	48.9	48.9	-	-	8.9	40.0	-	-	-	-	-				
Crenshaw	201.1	201.1	-	-	-	-	28.3	172.8	-	-	-				
SFV N-S Canoga (\$70 since inception)	68.3	68.3	-	-	3.0	50.8	-	-	14.5	-	-				
Regional Connector	149.6	147.0	2.6	-	-	-	24.3	-	35.4	14.1	7.9	38.0	27.3	-	2.6
Westside Subway Extension	0.0	-	-	-	-	-	-	-	-	-	-				
Wilshire BRT	-	-	-	-	-	-	-	-	-	-	-				
<b>Rail Capital Total</b>	<b>609.2</b>	<b>606.6</b>	<b>2.6</b>	<b>-</b>	<b>15.4</b>	<b>178.8</b>	<b>86.6</b>	<b>176.7</b>	<b>53.8</b>	<b>18.0</b>	<b>11.9</b>	<b>38.0</b>	<b>27.3</b>	<b>-</b>	<b>2.6</b>
<b>Total</b>	<b>927.9</b>	<b>858.0</b>	<b>69.9</b>	<b>-</b>	<b>49.6</b>	<b>190.5</b>	<b>126.7</b>	<b>234.5</b>	<b>65.5</b>	<b>70.5</b>	<b>23.3</b>	<b>70.2</b>	<b>27.3</b>	<b>-</b>	<b>69.9</b>
<b>Beginning Balance</b>	<b>122.4</b>	<b>122.4</b>	<b>69.9</b>	<b>0.0</b>	<b>122.4</b>	<b>176.4</b>	<b>126.9</b>	<b>141.3</b>	<b>48.1</b>	<b>122.2</b>	<b>190.7</b>	<b>167.4</b>	<b>97.2</b>	<b>69.9</b>	<b>69.9</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(122.4)</b>	<b>(52.5)</b>	<b>(69.9)</b>	<b>-</b>	<b>54.0</b>	<b>(49.5)</b>	<b>14.3</b>	<b>(93.2)</b>	<b>74.1</b>	<b>68.5</b>	<b>(23.3)</b>	<b>(70.2)</b>	<b>(27.3)</b>	<b>-</b>	<b>(69.9)</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>69.9</b>	<b>0.0</b>	<b>0.0</b>	<b>176.4</b>	<b>126.9</b>	<b>141.3</b>	<b>48.1</b>	<b>122.2</b>	<b>190.7</b>	<b>167.4</b>	<b>97.2</b>	<b>69.9</b>	<b>69.9</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>4,128.1</b>	<b>978.1</b>	<b>1,500.0</b>	<b>1,650.0</b>	<b>6.9</b>	<b>61.0</b>	<b>144.8</b>	<b>43.9</b>	<b>83.3</b>	<b>38.2</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
<b>TOTAL REVENUES</b>	<b>4,128.1</b>	<b>978.1</b>	<b>1,500.0</b>	<b>1,650.0</b>	<b>6.9</b>	<b>61.0</b>	<b>144.8</b>	<b>43.9</b>	<b>83.3</b>	<b>38.2</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
Less AB 3090 PPM Cash Reimbursements to Prop C 25%	0.0	0.0	0.0	0.0										
Metro Admin Planning, Programming & Monitoring (PPM)	232.9	75.4	75.0	82.5	7.5	7.6	7.5	7.8	7.5	7.5	7.5	7.5	7.5	7.5
Net PPM for Highway Admin	232.9	75.4	75.0	82.5	7.5	7.6	7.5	7.8	7.5	7.5	7.5	7.5	7.5	7.5
<b>Total Revenues Avail.- Hwy &amp; Transit</b>	<b>3,895.2</b>	<b>902.7</b>	<b>1,425.0</b>	<b>1,567.5</b>	<b>(0.6)</b>	<b>53.4</b>	<b>137.3</b>	<b>36.1</b>	<b>75.8</b>	<b>30.7</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
Less: amount transferred to RIP- Transit page	1,001.3	717.9	0.0	283.4	126.3	81.2	51.1	98.8	23.0	23.0	76.5	60.5	130.0	47.4
<b>Net Hwy Revenue</b>	<b>2,893.9</b>	<b>184.8</b>	<b>1,425.0</b>	<b>1,284.1</b>	<b>(126.9)</b>	<b>(27.8)</b>	<b>86.2</b>	<b>(62.7)</b>	<b>52.8</b>	<b>7.7</b>	<b>66.0</b>	<b>82.0</b>	<b>12.5</b>	<b>95.1</b>
<b>ALLOCATION OF FUNDS</b>														
<b>Highways</b>														
HOV Lanes - FY14-30 is not yet programmed	722.9	412.7	30.0	280.2	63.5	81.6	98.9	85.6	4.5	23.8	54.0	-	0.8	-
Gap Closures - FY14-30 is not yet programmed	286.1	1.6	177.9	106.6	1.6	-	-	-	-	-	-	-	-	-
Freeway Interchanges - FY14-30 is not yet programmed	468.6	40.6	373.8	54.1	40.6	-	-	-	-	-	-	-	-	-
Freeway Projects Subtotal (see detail below)	1,477.5	454.9	581.7	440.9	105.7	81.6	98.9	85.6	4.5	23.8	54.0	-	0.8	-
SR-138 Widening	42.9	42.9	-	-	17.2	2.2	-	-	-	-	23.6	-	-	-
Regional Surface Transportation Improvements (RSTI)	31.3	-	31.3	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	791.6	-	29.8	761.8	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	1.0	1.0	-	-	-	1.0	-	-	-	-	-	-	-	-
Rideshare	161.6	15.4	64.8	81.4	-	-	-	-	-	-	3.9	-	5.7	5.8
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	902.3	184.8	717.4	-	-	-	-	-	-	-	7.5	82.0	6.0	89.3
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	41.4	41.4	-	-	6.9	6.9	6.9	6.9	6.9	6.9				
AB 3090 Replacement Projects	0.0	0.0	0.0	0.0										
<b>Subtotal Highways Allocated</b>	<b>3,449.6</b>	<b>740.5</b>	<b>1,425.0</b>	<b>1,284.1</b>	<b>129.8</b>	<b>91.7</b>	<b>105.8</b>	<b>92.5</b>	<b>11.4</b>	<b>30.7</b>	<b>89.0</b>	<b>82.0</b>	<b>12.5</b>	<b>95.1</b>
<b>Beginning Balance</b>	<b>555.7</b>	<b>555.7</b>	<b>0.0</b>	<b>0.0</b>	<b>555.7</b>	<b>299.0</b>	<b>179.5</b>	<b>160.0</b>	<b>4.8</b>	<b>46.1</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(555.7)</b>	<b>(555.7)</b>	<b>0.0</b>	<b>0.0</b>	<b>(256.7)</b>	<b>(119.5)</b>	<b>(19.6)</b>	<b>(155.2)</b>	<b>41.3</b>	<b>(23.0)</b>	<b>(23.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>299.0</b>	<b>179.5</b>	<b>160.0</b>	<b>4.8</b>	<b>46.1</b>	<b>23.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>Freeway Projects Detail:</b>														
Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Corridor)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundwall)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	SR-60	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118	I-5	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB	I-5 North	158.4	158.4	-	-	39.9	30.5	38.2	-	4.5	13.2	32.1	-	-
Carpool Lanes from I-605 to Puente	I-10	-	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange	I-5	40.6	40.6	-	-	40.6	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S)	I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	231.6	231.6	-	-	23.6	32.1	57.1	85.6	-	10.6	21.9	-	0.8
Carpool Lanes from Puente to Citrus	I-10	3.6	3.6	-	-	-	-	3.6	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57	I-10	-	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd.	SR-71	1.6	1.6	-	-	1.6	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd.	SR-71	202.9	-	177.9	25.0	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange	SR-57 / SR-14	427.9	-	373.8	54.1	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector	I-5 / I-405	30.0	-	30.0	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange	SR-134	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes	I-5 North	280.2	-	-	280.2	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10	I-405	19.0	19.0	-	-	-	19.0	-	-	-	-	-	-	-
Gap - North Extension (tunnel)	SR-710	81.6	-	-	81.6	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances		-	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Project Subtotal		1,477.5	454.9	581.7	440.9	105.7	81.6	98.9	85.6	4.5	23.8	54.0	-	0.8
RSTI - I-405 / Arbor Vitae Interchange		31.3	-	31.3	-	-	-	-	-	-	-	-	-	-
RSTI - Mission Blvd. / SR-71 Interchange		-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Corridor Widening (only 7 of 13 segments assumed)	SR-138	42.9	42.9	-	-	17.2	2.2	-	-	-	-	23.6	-	-
RSTI - I-5 / Western Avenue Access		-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Interchange Phases I & II (Magic Mountain Parkway)	I-5 / SR-12	-	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>4,128.1</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
<b>TOTAL REVENUES</b>	<b>4,128.1</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
Less AB 3090 PPM Cash Reimbursements to Prop C 25%	0.0										
Metro Admin Planning, Programming & Monitoring (PPM)	232.9	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Net PPM for Highway Admin	232.9	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
<b>Total Revenues Avail.- Hwy &amp; Transit</b>	<b>3,895.2</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
Less: amount transferred to RIP- Transit page	1,001.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Net Hwy Revenue</b>	<b>2,893.9</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
<b>ALLOCATION OF FUNDS</b>											
<b>Highways</b>											
HOV Lanes - FY14-30 is not yet programmed	722.9	-	-	-	-	-	10.3	19.7	-	-	-
Gap Closures - FY14-30 is not yet programmed	286.1	-	-	-	-	28.7	63.6	-	-	47.5	38.1
Freeway Interchanges - FY14-30 is not yet programmed	468.6	-	-	-	85.5	50.1	37.1	52.9	63.8	63.0	21.4
Freeway Projects Subtotal (see detail below)	1,477.5	-	-	-	85.5	78.8	111.0	72.6	63.8	110.5	59.5
SR-138 Widening	42.9	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Improvements (RSTI)	31.3	31.3	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	791.6	-	-	-	-	-	-	-	-	-	29.8
Park & Ride/Transit Centers	1.0	-	-	-	-	-	-	-	-	-	-
Rideshare	161.6	5.9	6.0	6.1	6.3	6.4	6.6	6.6	6.8	7.0	7.2
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	902.3	105.3	136.5	136.4	50.7	57.3	25.0	63.3	71.9	25.0	46.0
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	41.4										
AB 3090 Replacement Projects	0.0										
<b>Subtotal Highways Allocated</b>	<b>3,449.6</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
<b>Beginning Balance</b>	<b>555.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(555.7)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>Freeway Projects Detail:</b>												
Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Cor US-101	-	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw: I-5	-	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from SR-170 to SR-118 I-5	-	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	158.4	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from I-605 to Puente I-10	-	-	-	-	-	-	-	-	-	-	-	
Carmenita Road Interchange I-5	40.6	-	-	-	-	-	-	-	-	-	-	
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	231.6	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from Puente to Citrus I-10	3.6	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from Citrus to SR-57 I-10	-	-	-	-	-	-	-	-	-	-	-	
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	63.8	-	-	47.5	38.1	
Mixed Flow Interchange SR-57 / SF	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	-	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes and Truck Lanes I-5 North	280.2	-	-	-	-	-	-	-	-	-	-	
Carpool Lanes from SR-90 to I-10 I-405	19.0	-	-	-	-	-	-	-	-	-	-	
Gap - North Extension (tunnel) SR-710	81.6	-	-	-	-	-	-	-	-	-	-	
Miscellaneous Project Balances	-	-	-	-	-	-	-	-	-	-	-	
Freeway Project Subtotal	1,477.5	-	-	-	85.5	78.8	111.0	72.6	63.8	110.5	59.5	
RSTI - I-405 / Arbor Vitae Interchange	31.3	31.3	-	-	-	-	-	-	-	-	-	
RSTI - Mission Blvd. / SR-71 Interchange	-	-	-	-	-	-	-	-	-	-	-	
RSTI - Corridor Widening (only 7 of 13 segments assume SR-138	42.9	-	-	-	-	-	-	-	-	-	-	
RSTI - I-5 / Western Avenue Access	-	-	-	-	-	-	-	-	-	-	-	
RSTI - Interchange Phases I & II (Magic Mountain Parkwe I-5 / SR-12	-	-	-	-	-	-	-	-	-	-	-	



**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>4,128.1</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
<b>TOTAL REVENUES</b>	<b>4,128.1</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
Less AB 3090 PPM Cash Reimbursements to Prop C 25%	0.0											
Metro Admin Planning, Programming & Monitoring (PPM)	232.9	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Net PPM for Highway Admin	232.9	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
<b>Total Revenues Avail.- Hwy &amp; Transit</b>	<b>3,895.2</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
Less: amount transferred to RIP- Transit page	1,001.3	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5
<b>Net Hwy Revenue</b>	<b>2,893.9</b>	<b>138.8</b>	<b>137.0</b>	<b>136.7</b>	<b>132.5</b>	<b>74.9</b>	<b>109.5</b>	<b>134.7</b>	<b>135.2</b>	<b>134.9</b>	<b>74.9</b>	<b>75.0</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Highways</b>												
HOV Lanes - FY14-30 is not yet programmed	722.9	3.7	5.6	5.8	10.1	67.5	29.8	7.8	7.3	7.5	67.5	67.6
Gap Closures - FY14-30 is not yet programmed	286.1	25.0	8.8	-	-	-	-	24.5	24.2	24.2	-	-
Freeway Interchanges - FY14-30 is not yet programmed	468.6	54.1	-	-	-	-	-	-	-	-	-	-
Freeway Projects Subtotal (see detail below)	1,477.5	82.8	14.4	5.8	10.1	67.5	29.8	32.3	31.5	31.7	67.5	67.6
SR-138 Widening	42.9	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Improvements (RSTI)	31.3	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	791.6	48.6	115.3	123.5	115.0	-	72.3	95.0	96.3	95.9	-	-
Park & Ride/Transit Centers	1.0	-	-	-	-	-	-	-	-	-	-	-
Rideshare	161.6	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	902.3	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	41.4											
AB 3090 Replacement Projects	0.0											
<b>Subtotal Highways Allocated</b>	<b>3,449.6</b>	<b>138.8</b>	<b>137.0</b>	<b>136.7</b>	<b>132.5</b>	<b>74.9</b>	<b>109.5</b>	<b>134.7</b>	<b>135.2</b>	<b>134.9</b>	<b>74.9</b>	<b>75.0</b>
<b>Beginning Balance</b>	<b>555.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(555.7)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) –**  
**Highway (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Freeway Projects Detail:</b>												
Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Cor US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw: I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	158.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente I-10	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	40.6	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	231.6	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	3.6	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	1.6	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	202.9	25.0	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-14	427.9	54.1	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	30.0	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	280.2	3.7	5.6	5.8	10.1	67.5	29.8	7.8	7.3	7.5	67.5	67.6
Carpool Lanes from SR-90 to I-10 I-405	19.0	-	-	-	-	-	-	-	-	-	-	-
Gap - North Extension (tunnel) SR-710	81.6	-	8.8	-	-	-	-	24.5	24.2	24.2	-	-
Miscellaneous Project Balances	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Project Subtotal	1,477.5	82.8	14.4	5.8	10.1	67.5	29.8	32.3	31.5	31.7	67.5	67.6
RSTI - I-405 / Arbor Vitae Interchange	31.3	-	-	-	-	-	-	-	-	-	-	-
RSTI - Mission Blvd. / SR-71 Interchange	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Corridor Widening (only 7 of 13 segments assumed) SR-138	42.9	-	-	-	-	-	-	-	-	-	-	-
RSTI - I-5 / Western Avenue Access	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Interchange Phases I & II (Magic Mountain Parkway) I-5 / SR-12	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds - Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ In millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022
<b>Total Revenues Available</b> (Revenues are on Reg. Improv-Hwy page)	<b>1,001.3</b>		<b>717.9</b>	<b>-</b>	<b>283.4</b>	<b>126.3</b>	<b>81.2</b>	<b>51.1</b>	<b>98.8</b>	<b>23.0</b>	<b>23.0</b>	<b>76.5</b>	<b>60.5</b>	<b>130.0</b>	<b>47.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues Available</b>	<b>1,001.3</b>		<b>717.9</b>	<b>-</b>	<b>283.4</b>	<b>126.3</b>	<b>81.2</b>	<b>51.1</b>	<b>98.8</b>	<b>23.0</b>	<b>23.0</b>	<b>76.5</b>	<b>60.5</b>	<b>130.0</b>	<b>47.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>ALLOCATION OF FUNDS:</b>																		
<b>Bus Capital</b>																		
MTA Bus Procurement	78.1	7.8%	78.1	-	-	-	-	-	-	-	-	38.5	27.6	3.0	9.0	-	-	-
MTA Bus Other Capital	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>78.1</b>	<b>7.8%</b>	<b>78.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>38.5</b>	<b>27.6</b>	<b>3.0</b>	<b>9.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>																		
Crenshaw Corridor	2.2	0.2%	2.2	-	-	-	2.2	-	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase I	180.7	18.0%	180.7	-	-	122.5	58.2	-	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase II	201.1	20.1%	201.1	-	-	-	3.7	50.2	78.1	23.0	23.0	23.0	-	-	-	-	-	-
Rehab and Replacement	283.4	28.3%	-	-	283.4	-	-	-	-	-	-	-	-	-	-	-	-	-
Fleet Procurement	142.9	14.3%	142.9	-	-	3.8	3.1	0.8	20.7	-	-	15.0	2.6	96.8	-	-	-	-
Rail System Improvements	98.9	9.9%	98.9	-	-	-	-	-	-	-	-	-	30.3	30.2	38.4	-	-	-
Metrolink	14.0	1.4%	14.0	-	-	-	14.0	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>923.2</b>	<b>92.2%</b>	<b>639.8</b>	<b>-</b>	<b>283.4</b>	<b>126.3</b>	<b>81.2</b>	<b>51.1</b>	<b>98.8</b>	<b>23.0</b>	<b>23.0</b>	<b>38.0</b>	<b>32.9</b>	<b>127.0</b>	<b>38.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-wide Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,001.3</b>	<b>100.0%</b>	<b>717.9</b>	<b>-</b>	<b>283.4</b>	<b>126.3</b>	<b>81.2</b>	<b>51.1</b>	<b>98.8</b>	<b>23.0</b>	<b>23.0</b>	<b>76.5</b>	<b>60.5</b>	<b>130.0</b>	<b>47.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>																		
<b>Total Surplus/(Shortfall)</b>																		
<b>Cumulative Ending Balance</b>																		

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds - Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	
	Total		2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>Total Revenues Available</b> (Revenues are on Reg. Improv-Hwy page)	1,001.3		-	-	-	-	-	-	-	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5	
<b>Total Revenues Available</b>	1,001.3		-	-	-	-	-	-	-	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5	
<b>ALLOCATION OF FUNDS:</b>																					
<b>Bus Capital</b>																					
MTA Bus Procurement	78.1	7.8%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MTA Bus Other Capital	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Bus Capital Total</b>	<b>78.1</b>	<b>7.8%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital</b>																					
Crenshaw Corridor	2.2	0.2%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exposition Corridor - Phase I	180.7	18.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exposition Corridor - Phase II	201.1	20.1%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rehab and Replacement	283.4	28.3%	-	-	-	-	-	-	-	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5	
Fleet Procurement	142.9	14.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rail System Improvements	98.9	9.9%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Metrolink	14.0	1.4%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Connector	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital Totals</b>	<b>923.2</b>	<b>92.2%</b>	-	-	-	-	-	-	-	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5	
<b>Agency-wide Capital Total</b>	<b>-</b>	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Sub-Total Allocated</b>	<b>1,001.3</b>	<b>100.0%</b>	-	-	-	-	-	-	-	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5	
<b>Beginning Balance</b>			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Surplus/(Shortfall)</b>			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

**NOTES:**

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

LACMTA Financial Forecasting Model

SAFE

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	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
<b>Total Revenues Available</b>	290.1	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
<b>ALLOCATION OF FUNDS:</b>														
Freeway Service Patrol	60.0	18.0	20.0	22.0	-	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Call Box Program	243.8	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
<b>Subtotal Allocated</b>	<b>303.8</b>	<b>106.4</b>	<b>94.0</b>	<b>103.4</b>	<b>22.9</b>	<b>9.2</b>	<b>9.2</b>	<b>9.3</b>	<b>9.3</b>	<b>9.3</b>	<b>9.3</b>	<b>9.3</b>	<b>9.3</b>	<b>9.3</b>
<b>Beginning Balance</b>	13.7	13.7	-	-	13.7	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	(13.7)	(13.7)	-	-	(13.7)	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**SAFE**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	290.1	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
<b>ALLOCATION OF FUNDS:</b>											
Freeway Service Patrol	60.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Call Box Program	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>Subtotal Allocated</b>	303.8	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
<b>Beginning Balance</b>	13.7	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	(13.7)	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	0.0	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**SAFE**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	290.1	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
<b>ALLOCATION OF FUNDS:</b>												
Freeway Service Patrol	60.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Call Box Program	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>Subtotal Allocated</b>	303.8	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
<b>Beginning Balance</b>	13.7	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	(13.7)	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	0.0	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**SHOPP –**  
**Freeway Rehabilitation and Safety**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>Total Revenues Available (Inflated)</b>	5,178.0	-	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>Allocation of Funds</b>															
Freeway Rehabilitation (SHOPP)	5,178.0	100.0%	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>Subtotal Allocated</b>	<b>5,178.0</b>	<b>100.0%</b>	<b>1,618.0</b>	<b>1,690.0</b>	<b>1,870.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>162.0</b>	<b>162.0</b>	<b>162.0</b>	<b>162.0</b>	<b>165.0</b>	<b>165.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**SHOPP –**  
**Freeway Rehabilitation and Safety**  
**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 SHOPP –  
 Freeway Rehabilitation and Safety  
 30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

Operator Revenue Share PUC 99314 (\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Interest on Oper Revenue Share</b>	10.8		2.4	4.0	4.4	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.4	0.4	0.4
<b>TOTAL REVENUES incl Interest</b>	1,910.7		520.8	625.9	763.9	0.0	62.3	55.8	55.8	56.4	57.0	57.5	58.1	58.7	59.3
<b>Revenues Available excl interest</b>	1,899.9		518.4	621.9	759.5	0.0	62.3	55.8	55.8	56.0	56.6	57.1	57.7	58.3	58.9
<b>Annual Percent Change</b>											1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>															
<b>BUS OPERATIONS</b>	1,904.2	99.7%	519.6	623.6	761.0	-	62.3	55.8	55.8	56.2	56.8	57.3	57.9	58.5	59.0
MTA Operations	1,408.5	73.7%	385.2	460.9	562.4	-	46.9	41.6	41.3	41.5	41.9	42.4	42.8	43.2	43.6
Municipal Operators	495.7	25.9%	134.4	162.7	198.6	-	15.4	14.2	14.5	14.7	14.8	15.0	15.1	15.3	15.4
<b>BUS CAPITAL - MTA</b>															
Acquisition/Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	6.5	0.3%	1.2	2.3	2.9	-	-	-	-	0.2	0.2	0.2	0.2	0.2	0.2
<b>Bus Operations Total</b>	1,904.2	99.7%	519.6	623.6	761.0	-	62.3	55.8	55.8	56.2	56.8	57.3	57.9	58.5	59.0
<b>Bus Capital Total</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Agency-Wide Capital Total</b>	6.5	0.3%	1.2	2.3	2.9	-	-	-	-	0.2	0.2	0.2	0.2	0.2	0.2
<b>Subtotal Allocated</b>	1,910.7	100.0%	520.8	625.9	763.9	-	62.3	55.8	55.8	56.4	57.0	57.5	58.1	58.7	59.3
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Share \$	1,415.0		386.5	463.2	565.3	0.0	46.9	41.6	41.3	41.7	42.2	42.6	43.0	43.4	43.8
Municipal Operators Share \$	495.7		134.4	162.7	198.6	0.0	15.4	14.2	14.5	14.7	14.8	15.0	15.1	15.3	15.4
MTA Share %	74.1%		74.2%	74.0%	74.0%					74.0%	74.0%	74.0%	74.0%	74.0%	74.0%
Municipal Operators Share %	25.9%		25.8%	26.0%	26.0%					26.0%	26.0%	26.0%	26.0%	26.0%	26.0%

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**STA—State Transit Assistance Operator Revenue Share**  
**30/10 Initiative 100% ScenA 8/10/10**

Operator Revenue Share PUC 99314 (\$ in millions)	Plan Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Interest on Oper Revenue Share	10.8		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>TOTAL REVENUES incl Interest</b>	<b>1,910.7</b>		<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.6</b>	<b>62.3</b>	<b>62.9</b>	<b>63.5</b>	<b>64.1</b>	<b>64.8</b>	<b>65.4</b>
<b>Revenues Available excl interest</b>	<b>1,899.9</b>		<b>59.4</b>	<b>60.0</b>	<b>60.6</b>	<b>61.2</b>	<b>61.9</b>	<b>62.5</b>	<b>63.1</b>	<b>63.7</b>	<b>64.4</b>	<b>65.0</b>
Annual Percent Change			1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>												
<b>BUS OPERATIONS</b>	<b>1,904.2</b>	<b>99.7%</b>	<b>59.6</b>	<b>60.2</b>	<b>60.8</b>	<b>61.4</b>	<b>62.0</b>	<b>62.6</b>	<b>63.3</b>	<b>63.9</b>	<b>64.5</b>	<b>65.2</b>
MTA Operations	1,408.5	73.7%	44.1	44.5	44.9	45.4	45.8	46.3	46.8	47.2	47.7	48.2
Municipal Operators	495.7	25.9%	15.6	15.7	15.9	16.0	16.2	16.3	16.5	16.7	16.8	17.0
<b>BUS CAPITAL - MTA</b>												
Acquisition/Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	<b>6.5</b>	<b>0.3%</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>Bus Operations Total</b>	<b>1,904.2</b>	<b>99.7%</b>	<b>59.6</b>	<b>60.2</b>	<b>60.8</b>	<b>61.4</b>	<b>62.0</b>	<b>62.6</b>	<b>63.3</b>	<b>63.9</b>	<b>64.5</b>	<b>65.2</b>
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-Wide Capital Total</b>	<b>6.5</b>	<b>0.3%</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>Subtotal Allocated</b>	<b>1,910.7</b>	<b>100.0%</b>	<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.6</b>	<b>62.3</b>	<b>62.9</b>	<b>63.5</b>	<b>64.1</b>	<b>64.8</b>	<b>65.4</b>
<b>Beginning Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
MTA Share \$	1,415.0		44.3	44.7	45.2	45.6	46.1	46.5	47.0	47.5	47.9	48.4
Municipal Operators Share \$	495.7		15.6	15.7	15.9	16.0	16.2	16.3	16.5	16.7	16.8	17.0
MTA Share %	74.1%		74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%
Municipal Operators Share %	25.9%		26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%

**NOTES:**

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

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

Operator Revenue Share PUC 99314 (\$ in millions)	Plan Total	Alloc %	2029 2030	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	10.8		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>TOTAL REVENUES incl interest</b>	<b>1,910.7</b>		<b>66.1</b>	<b>66.7</b>	<b>67.4</b>	<b>68.1</b>	<b>68.7</b>	<b>69.4</b>	<b>70.1</b>	<b>70.8</b>	<b>71.5</b>	<b>72.2</b>	<b>72.9</b>
Revenues Available excl interest	1,899.9		65.7	66.3	67.0	67.7	68.3	69.0	69.7	70.4	71.1	71.8	72.5
Annual Percent Change			1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>													
<b>BUS OPERATIONS</b>	<b>1,904.2</b>	<b>99.7%</b>	<b>65.8</b>	<b>66.5</b>	<b>67.1</b>	<b>67.8</b>	<b>68.5</b>	<b>69.1</b>	<b>69.8</b>	<b>70.5</b>	<b>71.2</b>	<b>71.9</b>	<b>72.6</b>
MTA Operations	1,408.5	73.7%	48.6	49.1	49.6	50.1	50.6	51.1	51.6	52.1	52.6	53.2	53.7
Municipal Operators	495.7	25.9%	17.2	17.3	17.5	17.7	17.9	18.0	18.2	18.4	18.6	18.8	19.0
<b>BUS CAPITAL - MTA</b>													
Acquisition/Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	<b>6.5</b>	<b>0.3%</b>	<b>0.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>Bus Operations Total</b>	<b>1,904.2</b>	<b>99.7%</b>	<b>65.8</b>	<b>66.5</b>	<b>67.1</b>	<b>67.8</b>	<b>68.5</b>	<b>69.1</b>	<b>69.8</b>	<b>70.5</b>	<b>71.2</b>	<b>71.9</b>	<b>72.6</b>
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-Wide Capital Total</b>	<b>6.5</b>	<b>0.3%</b>	<b>0.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>Subtotal Allocated</b>	<b>1,910.7</b>	<b>100.0%</b>	<b>66.1</b>	<b>66.7</b>	<b>67.4</b>	<b>68.1</b>	<b>68.7</b>	<b>69.4</b>	<b>70.1</b>	<b>70.8</b>	<b>71.5</b>	<b>72.2</b>	<b>72.9</b>
Beginning Balance	-		-	-	-	-	-	-	-	-	-	-	-
Total Surplus/(Shortfall)	-		-	-	-	-	-	-	-	-	-	-	-
Cumulative Ending Balance	-		-	-	-	-	-	-	-	-	-	-	-
MTA Share \$	1,415.0		48.9	49.4	49.9	50.4	50.9	51.4	51.9	52.4	52.9	53.4	54.0
Municipal Operators Share \$	495.7		17.2	17.3	17.5	17.7	17.9	18.0	18.2	18.4	18.6	18.8	19.0
MTA Share %	74.1%		74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%
Municipal Operators Share %	25.9%		26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Population Share**  
**30/10 Initiative 100% ScenA 8/10/10**

Population Share PUC 99313 (\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>STA-Population Revenues</b>	<b>1,614.5</b>		<b>440.2</b>	<b>528.6</b>	<b>645.6</b>	<b>0.0</b>	<b>52.8</b>	<b>47.3</b>	<b>47.3</b>	<b>47.6</b>	<b>48.1</b>	<b>48.6</b>	<b>49.0</b>	<b>49.5</b>	<b>50.0</b>
<b>Revenues Available</b>	<b>1,614.5</b>		<b>440.2</b>	<b>528.6</b>	<b>645.6</b>	<b>0.0</b>	<b>52.8</b>	<b>47.3</b>	<b>47.3</b>	<b>47.6</b>	<b>48.1</b>	<b>48.6</b>	<b>49.0</b>	<b>49.5</b>	<b>50.0</b>
Annual Percent Change											1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>															
<b>RAIL OPERATIONS-MTA</b>	1,614.5	100.0%	440.2	528.6	645.6	-	52.8	47.3	47.3	47.6	48.1	48.6	49.0	49.5	50.0
<b>RAIL CAPITAL - MTA</b>															
Fleet Procurement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Total</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>440.2</b>	<b>528.6</b>	<b>645.6</b>	<b>-</b>	<b>52.8</b>	<b>47.3</b>	<b>47.3</b>	<b>47.6</b>	<b>48.1</b>	<b>48.6</b>	<b>49.0</b>	<b>49.5</b>	<b>50.0</b>
<b>Rail Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>440.2</b>	<b>528.6</b>	<b>645.6</b>	<b>-</b>	<b>52.8</b>	<b>47.3</b>	<b>47.3</b>	<b>47.6</b>	<b>48.1</b>	<b>48.6</b>	<b>49.0</b>	<b>49.5</b>	<b>50.0</b>
<b>Beginning Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
2. SBX3 7, 2/20/09, suspended STA for FY 10.
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**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Population Share**  
**30/10 Initiative 100% ScenA 8/10/10**

<b>Population Share PUC 99313</b>	<b>Plan</b>		<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
<b>(\$ in millions)</b>	<b>Total</b>	<b>Alloc %</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
<b>STA-Population Revenues</b>	<b>1,614.5</b>		<b>50.5</b>	<b>51.0</b>	<b>51.5</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.6</b>	<b>54.2</b>	<b>54.7</b>	<b>55.3</b>
<b>Revenues Available</b>	<b>1,614.5</b>		<b>50.5</b>	<b>51.0</b>	<b>51.5</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.6</b>	<b>54.2</b>	<b>54.7</b>	<b>55.3</b>
Annual Percent Change			1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>												
<b>RAIL OPERATIONS-MTA</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>50.5</b>	<b>51.0</b>	<b>51.5</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.6</b>	<b>54.2</b>	<b>54.7</b>	<b>55.3</b>
<b>RAIL CAPITAL - MTA</b>												
Fleet Procurement	-	0.0%	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Total</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>50.5</b>	<b>51.0</b>	<b>51.5</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.6</b>	<b>54.2</b>	<b>54.7</b>	<b>55.3</b>
<b>Rail Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>50.5</b>	<b>51.0</b>	<b>51.5</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.6</b>	<b>54.2</b>	<b>54.7</b>	<b>55.3</b>
<b>Beginning Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Population Share**  
**30/10 Initiative 100% ScenA 8/10/10**

Population Share PUC 99313 (\$ in millions)	Plan Total	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
			2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>STA-Population Revenues</b>	<b>1,614.5</b>		<b>55.8</b>	<b>56.4</b>	<b>56.9</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.2</b>	<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.7</b>
<b>Revenues Available</b>	<b>1,614.5</b>		<b>55.8</b>	<b>56.4</b>	<b>56.9</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.2</b>	<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.7</b>
Annual Percent Change			1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>													
<b>RAIL OPERATIONS-MTA</b>	1,614.5	100.0%	55.8	56.4	56.9	57.5	58.1	58.7	59.2	59.8	60.4	61.0	61.7
<b>RAIL CAPITAL - MTA</b>													
Fleet Procurement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Total</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>55.8</b>	<b>56.4</b>	<b>56.9</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.2</b>	<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.7</b>
<b>Rail Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>1,614.5</b>	<b>100.0%</b>	<b>55.8</b>	<b>56.4</b>	<b>56.9</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.2</b>	<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.7</b>
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Traffic Congestion Relief Program Funds (TCRP)**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
TCRP Allocations	453.5	453.5	-	-	95.6	27.7	38.1	38.1	73.0	63.9	98.7	18.3		
<b>Total Revenues Available</b>	<b>453.5</b>	<b>453.5</b>	<b>-</b>	<b>-</b>	<b>95.6</b>	<b>27.7</b>	<b>38.1</b>	<b>38.1</b>	<b>73.0</b>	<b>63.9</b>	<b>98.7</b>	<b>18.3</b>	<b>0.0</b>	<b>0.0</b>
<b>ALLOCATION OF FUNDS</b>														
<b>RAIL CAPITAL</b>														
Exposition LRT Phase I	42.5	42.5	-	-	42.5	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	91.7	91.7	-	-	-	2.5	-	-	8.9	25.8	54.5	-	-	-
Orange Line	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Total</b>	<b>134.2</b>	<b>134.2</b>	<b>-</b>	<b>-</b>	<b>42.5</b>	<b>2.5</b>	<b>-</b>	<b>-</b>	<b>8.9</b>	<b>25.8</b>	<b>54.5</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>BUS CAPITAL</b>														
<b>Highway Capital Projects</b>	<b>33.6</b>	<b>33.6</b>	<b>-</b>	<b>-</b>	<b>33.6</b>									
<b>HIGHWAY CAPITAL PROJECTS</b>														
Highway Projects - HOV Lanes (see detail below)	259.6	259.6	-	-	8.0	19.8	38.1	38.1	54.8	38.1	44.2	18.3	-	-
Highway Projects - Gap Closures	9.2	9.2	-	-	-	-	-	-	9.2	-	-	-	-	-
Highway Projects - Alameda Corridor East	3.5	3.5	-	-	3.5	-	-	-	-	-	-	-	-	-
Highway Projects - RSTI Projects	13.4	13.4	-	-	8.0	5.4	-	-	-	-	-	-	-	-
Highway Projects - Park and Ride	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Capital Projects Total</b>	<b>285.7</b>	<b>285.7</b>	<b>-</b>	<b>-</b>	<b>19.5</b>	<b>25.2</b>	<b>38.1</b>	<b>38.1</b>	<b>64.0</b>	<b>38.1</b>	<b>44.2</b>	<b>18.3</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>453.5</b>	<b>453.5</b>	<b>-</b>	<b>-</b>	<b>95.6</b>	<b>27.7</b>	<b>38.1</b>	<b>38.1</b>	<b>73.0</b>	<b>63.9</b>	<b>98.7</b>	<b>18.3</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NOTES:</b>														
<b>Freeway Project Detail</b>														
Rte 5 HOV-Rte 170 to Rte 118	6.1	6.1	-	-	-	-	-	-	-	-	6.1	-	-	-
Rte 405 HOV-Rte 10 to 101	56.0	56.0	-	-	8.0	-	8.0	8.0	8.0	8.0	8.0	8.0	-	-
Rte 405 HOV-Waterford to Rte 10	5.7	5.7	-	-	-	-	-	-	5.7	-	-	-	-	-
Rte 5 OCL to Rte 19 (Lkwd BI)	119.0	119.0	-	-	-	19.8	19.8	19.8	19.8	19.8	19.8	-	-	-
Rte 10 HOV-Puente to Citrus	61.8	61.8	-	-	-	-	10.3	10.3	10.3	10.3	10.3	10.3	-	-
405/101 Greenleaf replacement project	11.0	11.0	-	-	-	-	-	-	11.0	-	-	-	-	-
Subtotal HOV Lanes	259.6	259.6	-	-	8.0	19.8	38.1	38.1	54.8	38.1	44.2	18.3	-	-
Rte 71 Gap-10 to Mission	9.2	9.2	-	-	-	-	-	-	9.2	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**American Recovery and Reinvestment**  
**Act of 2009 (ARRA)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ In millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011
<b>Revenue</b>							
Transit	337.5	42.9%	337.5	-	-	279.3	58.2
Highway	449.8	57.1%	449.8	-	-	331.3	118.5
<b>Total Revenues</b>	<b>787.3</b>	<b>100.0%</b>	<b>787.3</b>	-	-	<b>610.6</b>	<b>176.7</b>
<b>TRANSIT</b>							
Section 5309 Fixed Guideway - Metro Rail	8.0	1.0%	8.0	-	-	8.0	
Section 5307 Capital							
MTA Rail Cap (\$81M canopies, egress, traction pwr, fiber optic)	165.0	21.0%	165.0	-	-	165.0	
MTA 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	
MTA Bus Capital - Transit Enhancements	1.5	0.2%	1.5	-	-	1.5	
Muni Bus Capital - Transit Enhancements	1.5	0.2%	1.5	-	-	1.5	
Muni Bus Capital - Section 5311 Rural County Area	1.0	0.1%	1.0	-	-	1.0	
Section 5340							
MTA Rail Capital	10.9	1.4%	10.9	-	-	10.9	
Muni Bus Capital - Lancaster-Palmdale	0.3	0.0%	0.3	-	-	0.3	
Muni Bus Capital - Santa Clarita	0.2	0.0%	0.2	-	-	0.2	
Muni Bus Capital - Rural County area	0.1	0.0%	0.1	-	-	0.1	
<b>Subtotal TRANSIT</b>	<b>337.5</b>	<b>42.9%</b>	<b>337.5</b>	-	-	<b>279.3</b>	<b>58.2</b>
<b>HIGHWAY</b>							
RSTP							
Cities and County of LA	301.9	38.3%	301.9	-	-	301.9	
Rural County area	-	0.0%	-	-	-	-	
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	-
I-5 from SR-134 to SR-170	18.5	2.3%	18.5	-	-	-	18.5
Transportation Enhancement Activities							
MTA Rail Capital	7.0	0.9%	7.0	-	-	7.0	
Cities and County of LA	7.0	0.9%	7.0	-	-	7.0	
<b>Subtotal HIGHWAY</b>	<b>449.8</b>	<b>57.1%</b>	<b>449.8</b>	-	-	<b>331.3</b>	<b>118.5</b>
<b>TOTAL</b>	<b>787.3</b>	<b>100.0%</b>	<b>787.3</b>	-	-	<b>610.6</b>	<b>176.7</b>
<b>Beginning Balance</b>	-		-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-		-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-

**Notes:**

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

Transit Subtotal: MTA Rail Capital	183.9	183.9	0.0
Transit Subtotal: MTA 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)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	%	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
	Total		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Revenues Apportioned	2,647.1	-	1,267.1	720.0	660.0	211.6	135.2	137.6	140.1	142.6	100.0	100.0	100.0	100.0	100.0	
Transfers	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Revenues Available</b>	<b>2,647.1</b>		<b>1,267.1</b>	<b>720.0</b>	<b>660.0</b>	<b>211.6</b>	<b>135.2</b>	<b>137.6</b>	<b>140.1</b>	<b>142.6</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	
Transfer to CMAQ-Transit page	1,011.8	-	636.7	231.9	143.2	91.2	94.2	66.1	44.3	74.1	56.7	120.0	28.5	29.0	32.6	
<b>Net Revenue Available</b>	<b>1,635.3</b>	-	<b>630.4</b>	<b>488.1</b>	<b>516.8</b>	<b>120.4</b>	<b>41.0</b>	<b>71.5</b>	<b>95.8</b>	<b>68.5</b>	<b>43.3</b>	<b>(20.0)</b>	<b>71.5</b>	<b>71.0</b>	<b>67.4</b>	
Annual Percent Change (Apportioned Revenues)							-36.1%	1.8%	1.8%	1.8%	-29.9%	0.0%	0.0%	0.0%	0.0%	
<b>ALLOCATION OF FUNDS:</b>																
HOV Lanes - FY 12-30 is not yet programmed	841.5	46.7%	346.2	194.9	300.3	118.1	61.9	18.0	31.1	49.2	7.3	-	22.2	24.0	14.4	
Gap Closures - FY 12-30 is not yet programmed	140.0	7.8%	-	20.7	119.3	-	-	-	-	-	-	-	-	-	-	
Freeway Interchanges - FY12-30 is not yet programmed	135.2	7.5%	38.0	-	97.2	38.0	-	-	-	-	-	-	-	-	-	
Subtotal Freeway Projects	1,116.7		384.2	215.7	516.8	156.1	61.9	18.0	31.1	49.2	7.3	-	22.2	24.0	14.4	
Regional Surface Transportation Improvements	33.8	1.9%	33.8	-	-	0.9	1.5	2.5	9.3	6.0	13.6	-	-	-	-	
TSM (Signal Synch, Bus Speed Improvement)	8.4	0.5%	8.4	-	-	-	-	4.3	2.1	2.0	-	-	-	-	-	
Park & Ride/Transit Centers	75.1	4.2%	75.1	-	-	7.5	10.9	34.3	16.0	6.4	-	-	-	-	-	
Expo Bikeway	10.0	0.6%	10.0	-	-	-	-	-	-	10.0	-	-	-	-	-	
Future Call for Projects - not yet programmed	421.8	23.4%	149.4	272.4	-	-	-	-	-	-	-	-	49.4	47.0	53.1	
Rapid Bus Subsidy Projects	26.8	1.5%	26.8	-	-	-	12.2	-	-	12.3	2.3	-	-	-	-	
Transportation Enhancement Activities	4.0	0.2%	4.0	-	-	1.1	1.6	0.8	0.6	-	-	-	-	-	-	
Transportation Demand Mgt	8.4	0.5%	8.4	-	-	5.7	1.4	0.7	0.6	-	-	-	-	-	-	
Regional Bikeways & Pedestrian Improvements	97.0	5.4%	97.0	-	-	13.2	13.9	13.6	29.4	26.8	-	-	-	-	-	
<b>Subtotal Allocated</b>	<b>1,802.1</b>	<b>100.0%</b>	<b>797.2</b>	<b>488.1</b>	<b>516.8</b>	<b>184.5</b>	<b>103.4</b>	<b>74.3</b>	<b>89.1</b>	<b>112.7</b>	<b>23.2</b>	<b>0.0</b>	<b>71.6</b>	<b>71.0</b>	<b>67.5</b>	
Beginning Balance	166.8	-	166.8	0.0	0.0	166.8	102.8	40.4	37.6	44.2	0.0	20.1	0.1	0.0	0.0	
Annual Surplus/<Shortfall>	(166.8)	-	(166.8)	0.0	(0.0)	(64.0)	(62.4)	(2.8)	6.6	(44.2)	20.1	(20.0)	(0.0)	0.0	(0.0)	
<b>Cum End Balance (avail-Hwy/Transit)</b>	<b>0.0</b>	-	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>102.8</b>	<b>40.4</b>	<b>37.6</b>	<b>44.2</b>	<b>0.0</b>	<b>20.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

NOTES:

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	%	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
	Total		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>Freeway Projects Detail:</b>																
Carpool Lanes from Pearblossom to Ave P-8	SR-14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	SR-60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SE I-5 North		2.3	2.3	-	-	2.3	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118	I-5	27.4	27.4	-	-	27.4	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente	I-10	31.9	31.9	-	-	31.9	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange	I-5	38.0	38.0	-	-	38.0	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S)	I-5 / SR-14	115.2	115.2	-	-	56.6	51.6	7.0	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South		75.0	75.0	-	-	-	6.3	-	1.2	22.7	1.0	-	13.1	16.3	14.4	
Carpool Lanes from Puente to Citrus	I-10	10.0	10.0	-	-	-	-	10.0	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57	I-10	80.5	80.5	-	-	-	-	1.0	30.0	26.5	6.3	-	9.1	7.7	-	
Carpool Lane Partial Connector	I-5 / I-405	235.3	-	194.9	40.3	-	-	-	-	-	-	-	-	-	-	-
I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay		97.2	-	-	97.2	-	-	-	-	-	-	-	-	-	-	-
I-605 Corridor "Hot Spot" Interchanges	I-605	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-710 North Extension (tunnel)	SR-710	119.3	-	-	119.3	-	-	-	-	-	-	-	-	-	-	-
I-710 South	I-710	113.5	-	-	113.5	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes	I-5 North	146.5	-	-	146.5	-	-	-	-	-	-	-	-	-	-	-
SR-71 from Mission to Rio Rancho	SR-71	20.7	-	20.7	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects		1,112.7	380.2	215.7	516.8	156.1	57.9	18.0	31.1	49.2	7.3	-	22.2	24.0	14.4	

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

	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	
Revenues Apportioned	2,647.1	80.0	80.0	80.0	80.0	80.0	80.0	60.0	60.0	60.0	60.0	
Transfers	0.0											
<b>Total Revenues Available</b>	<b>2,647.1</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>80.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	
Transfer to CMAQ-Transit page	1,011.8	35.1	59.4	6.4	23.3	17.3	17.6	0.0	12.6	29.9	30.3	
<b>Net Revenue Available</b>	<b>1,635.3</b>	<b>44.9</b>	<b>20.6</b>	<b>73.6</b>	<b>56.7</b>	<b>62.7</b>	<b>62.4</b>	<b>60.0</b>	<b>47.4</b>	<b>30.1</b>	<b>29.7</b>	
Annual Percent Change (Apportioned Revenues)		-20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-25.0%	0.0%	0.0%	0.0%	
<b>ALLOCATION OF FUNDS:</b>												
HOV Lanes - FY 12-30 is not yet programmed	841.5	-	-	-	-	50.0	50.0	20.0	20.1	25.1	29.7	
Gap Closures - FY 12-30 is not yet programmed	140.0	-	-	-	-	-	-	-	20.7	-	-	
Freeway Interchanges - FY12-30 is not yet programmed	135.2	-	-	-	-	-	-	-	-	-	-	
Subtotal Freeway Projects	1,116.7	-	-	-	-	50.0	50.0	20.0	40.8	25.1	29.7	
Regional Surface Transportation Improvements	33.8	-	-	-	-	-	-	-	-	-	-	
TSM (Signal Synch, Bus Speed Improvement)	8.4	-	-	-	-	-	-	-	-	-	-	
Park & Ride/Transit Centers	75.1	-	-	-	-	-	-	-	-	-	-	
Expo Bikeway	10.0	-	-	-	-	-	-	-	-	-	-	
Future Call for Projects - not yet programmed	421.8	44.9	20.6	73.6	56.7	12.7	12.4	40.0	6.6	5.0	-	
Rapid Bus Subsidy Projects	26.8	-	-	-	-	-	-	-	-	-	-	
Transportation Enhancement Activities	4.0	-	-	-	-	-	-	-	-	-	-	
Transportation Demand Mgt	8.4	-	-	-	-	-	-	-	-	-	-	
Regional Bikeways & Pedestrian Improvements	97.0	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Allocated</b>	<b>1,802.1</b>	<b>44.9</b>	<b>20.6</b>	<b>73.6</b>	<b>56.7</b>	<b>62.7</b>	<b>62.4</b>	<b>60.0</b>	<b>47.4</b>	<b>30.1</b>	<b>29.7</b>	
Beginning Balance	166.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Annual Surplus/<Shortfall>	(166.8)	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	0.0	0.0	0.0	
<b>Cum End Balance (avail-Hwy/Transit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30/10 initiative 100% ScenA 8/10/10**

	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Freeway Projects Detail:</b>											
Carpool Lanes from Pearblossom to Ave P-8 SR-14	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SE I-5 North	2.3	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	27.4	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente I-10	31.9	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	38.0	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	115.2	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	75.0	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	10.0	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	80.5	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	235.3	-	-	-	-	50.0	50.0	20.0	20.1	25.1	29.7
I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay	97.2	-	-	-	-	-	-	-	-	-	-
I-605 Corridor "Hot Spot" Interchanges I-605	-	-	-	-	-	-	-	-	-	-	-
SR-710 North Extension (tunnel) SR-710	119.3	-	-	-	-	-	-	-	-	-	-
I-710 South I-710	113.5	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	146.5	-	-	-	-	-	-	-	-	-	-
SR-71 from Mission to Rio Rancho SR-71	20.7	-	-	-	-	-	-	-	20.7	-	-
Subtotal Freeway Projects	1,112.7	-	-	-	-	50.0	50.0	20.0	40.8	25.1	29.7

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Revenues Apportioned	2,647.1	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Transfers	0.0											
<b>Total Revenues Available</b>	<b>2,647.1</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>
Transfer to CMAQ-Transit page	1,011.8	8.8	1.0	16.3	16.0	15.6	15.3	13.6	16.5	16.9	4.2	19.0
<b>Net Revenue Available</b>	<b>1,635.3</b>	<b>51.2</b>	<b>59.0</b>	<b>43.7</b>	<b>44.0</b>	<b>44.4</b>	<b>44.7</b>	<b>46.4</b>	<b>43.5</b>	<b>43.1</b>	<b>55.8</b>	<b>41.0</b>
Annual Percent Change (Apportioned Revenues)		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
<b>ALLOCATION OF FUNDS:</b>												
HOV Lanes - FY 12-30 is not yet programmed	841.5	21.4	31.9	43.7	44.0	44.4	44.7	13.6	16.6	16.9	4.2	19.0
Gap Closures - FY 12-30 is not yet programmed	140.0	-	-	-	-	-	-	30.0	26.9	26.2	14.1	22.0
Freeway Interchanges - FY12-30 is not yet programmed	135.2	29.8	27.1	-	-	-	-	2.8	-	-	37.6	-
Subtotal Freeway Projects	1,116.7	51.2	59.0	43.7	44.0	44.4	44.7	46.4	43.5	43.1	55.8	41.0
Regional Surface Transportation Improvements	33.8	-	-	-	-	-	-	-	-	-	-	-
TSM (Signal Synch, Bus Speed Improvement)	8.4	-	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	75.1	-	-	-	-	-	-	-	-	-	-	-
Expo Bikeway	10.0	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	421.8	-	-	-	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects	26.8	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancement Activities	4.0	-	-	-	-	-	-	-	-	-	-	-
Transportation Demand Mgt	8.4	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	97.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>1,802.1</b>	<b>51.2</b>	<b>59.0</b>	<b>43.7</b>	<b>44.0</b>	<b>44.4</b>	<b>44.7</b>	<b>46.4</b>	<b>43.5</b>	<b>43.1</b>	<b>55.8</b>	<b>41.0</b>
<b>Beginning Balance</b>	<b>166.8</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(166.8)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cum End Balance (avail-Hwy/Transit)</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)-Highways (with Transit Summary)**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Freeway Projects Detail:</b>												
Carpool Lanes from Pearblossom to Ave P-8 SR-14	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SE I-5 North	2.3	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	27.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente I-10	31.9	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	38.0	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	115.2	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	75.0	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	10.0	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	80.5	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	235.3	9.4	31.0	-	-	-	-	-	-	-	-	-
I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay	97.2	29.8	27.1	-	-	-	-	2.8	-	-	37.6	-
I-605 Corridor "Hot Spot" Interchanges I-605	-	-	-	-	-	-	-	-	-	-	-	-
SR-710 North Extension (tunnel) SR-710	119.3	-	-	-	-	-	-	30.0	26.9	26.2	14.1	22.0
I-710 South I-710	113.5	-	-	27.4	28.1	28.8	29.3	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	146.5	12.1	1.0	16.3	16.0	15.7	15.4	13.6	16.6	16.9	4.2	19.0
SR-71 from Mission to Rio Rancho SR-71	20.7	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects	1,112.7	51.2	59.0	43.7	44.0	44.4	44.7	46.4	43.5	43.1	55.8	41.0



**LACMTA Financial Forecasting Mode**  
**Congestion Mitigation & Air Quality (CMAQ)-Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
	Total		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Transfer from CMAQ - Hwy page	1,011.8		636.7	231.9	143.2	91.2	94.2	66.1	44.3	74.1	56.7	120.0	28.5	29.0	32.6	
<b>Total Transferred Revenues - CMAQ</b>	<b>1,011.8</b>		<b>636.7</b>	<b>231.9</b>	<b>143.2</b>	<b>91.2</b>	<b>94.2</b>	<b>66.1</b>	<b>44.3</b>	<b>74.1</b>	<b>56.7</b>	<b>120.0</b>	<b>28.5</b>	<b>29.0</b>	<b>32.6</b>	
<b>ALLOCATION OF FUNDS</b>																
<b>Rail Ops. MTA Rail Corridors</b>	<b>294.0</b>	<b>29.1%</b>	207.5	86.5	-	9.1	9.0	29.2	20.4	21.3	-	28.4	28.5	29.0	32.6	
<b>Bus Ops. MTA Bus Corridors</b>	<b>87.6</b>	<b>8.7%</b>	16.8	70.8	-	-	-	-	5.5	5.7	5.6	-	-	-	-	
<b>Bus Capital</b>																
MTA Bus Procurement	113.5	11.2%	113.5	-	-	45.9	-	1.5	18.5	14.9	15.0	17.6	-	-	-	
MTA Bus Procurement ATTV	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
MTA Rapid Bus Phase II	15.9	1.6%	15.9	-	-	15.9	-	-	-	-	-	-	-	-	-	
MTA Other Bus Capital	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Universal Fare System	5.0	0.5%	5.0	-	-	5.0	-	-	-	-	-	-	-	-	-	
MTA HOT Lanes	76.4	7.6%	76.4	-	-	-	76.4	-	-	-	-	-	-	-	-	
<b>Bus Capital Totals</b>	<b>210.7</b>	<b>20.8%</b>	<b>210.7</b>	-	-	<b>66.8</b>	<b>76.4</b>	<b>1.5</b>	<b>18.5</b>	<b>14.9</b>	<b>15.0</b>	<b>17.6</b>	-	-	-	
<b>Agency-Wide Capital</b>	<b>-</b>	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital</b>																
Westside Subway Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Gold Line Eastside Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exposition - Phase I	45.3	4.5%	45.3	-	-	15.3	-	30.0	-	-	-	-	-	-	-	
Eastside Extension (Phase II)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Green Line to LAX	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Green Line Extension - South Bay	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Crenshaw Corridor	88.2	8.7%	88.2	-	-	-	-	-	-	-	14.2	74.0	-	-	-	
Exposition - Phase II	49.0	4.8%	49.0	-	-	-	-	-	-	27.1	21.9	-	-	-	-	
SFV I-405 Transit	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Metrolink	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Connector	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rail System Improvements	5.1	0.5%	5.1	-	-	-	-	-	-	5.1	-	-	-	-	-	
Fleet Procurement	14.2	1.4%	14.2	-	-	-	8.8	5.4	-	-	-	-	-	-	-	
Other Rail Costs	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital Total</b>	<b>419.5</b>	<b>41.5%</b>	<b>201.7</b>	<b>74.6</b>	<b>143.2</b>	<b>15.3</b>	<b>8.8</b>	<b>35.4</b>	-	<b>32.2</b>	<b>38.1</b>	<b>74.0</b>	-	-	-	
<b>Rail Operations Totals</b>	<b>294.0</b>	<b>29.1%</b>	207.5	86.5	-	9.1	9.0	29.2	20.4	21.3	-	28.4	28.5	29.0	32.6	
<b>Bus Capital Totals</b>	<b>210.7</b>	<b>20.8%</b>	210.7	-	-	66.8	76.4	1.5	18.5	14.9	15.0	17.6	-	-	-	
<b>Bus Operations Totals</b>	<b>87.6</b>	<b>8.7%</b>	16.8	70.8	-	-	-	-	5.5	5.7	5.6	-	-	-	-	
<b>Subtotal Allocated</b>	<b>1,011.8</b>	<b>100.0%</b>	<b>636.7</b>	<b>231.9</b>	<b>143.2</b>	<b>91.2</b>	<b>94.2</b>	<b>66.1</b>	<b>44.3</b>	<b>74.1</b>	<b>56.7</b>	<b>120.0</b>	<b>28.5</b>	<b>29.0</b>	<b>32.6</b>	
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

**LACMTA Financial Forecasting Mode**  
**Congestion Mitigation & Air Quality (CMAQ)-Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Transfer from CMAQ - Hwy page	1,011.8		35.1	59.4	6.4	23.3	17.3	17.6	-	12.6	29.9	30.3
<b>Total Transferred Revenues - CMAQ</b>	<b>1,011.8</b>		<b>35.1</b>	<b>59.4</b>	<b>6.4</b>	<b>23.3</b>	<b>17.3</b>	<b>17.6</b>	-	<b>12.6</b>	<b>29.9</b>	<b>30.3</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Rail Ops. MTA Rail Corridors</b>	<b>294.0</b>	<b>29.1%</b>	<b>33.3</b>	<b>53.2</b>	-	-	-	-	-	-	-	-
<b>Bus Ops. MTA Bus Corridors</b>	<b>87.6</b>	<b>8.7%</b>	-	<b>6.2</b>	<b>6.4</b>	<b>23.3</b>	<b>17.3</b>	<b>17.6</b>	-	-	-	-
<b>Bus Capital</b>												
MTA Bus Procurement	113.5	11.2%	-	-	-	-	-	-	-	-	-	-
MTA Bus Procurement ATTV	-	0.0%	-	-	-	-	-	-	-	-	-	-
MTA Rapid Bus Phase II	15.9	1.6%	-	-	-	-	-	-	-	-	-	-
MTA Other Bus Capital	-	0.0%	-	-	-	-	-	-	-	-	-	-
Universal Fare System	5.0	0.5%	-	-	-	-	-	-	-	-	-	-
MTA HOT Lanes	76.4	7.6%	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>210.7</b>	<b>20.8%</b>	-	-	-	-	-	-	-	-	-	-
<b>Agency-Wide Capital</b>	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital</b>												
Westside Subway Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-
Exposition - Phase I	45.3	4.5%	-	-	-	-	-	-	-	-	-	-
Eastside Extension (Phase II)	-	0.0%	-	-	-	-	-	-	-	-	-	-
Green Line to LAX	-	0.0%	-	-	-	-	-	-	-	-	-	-
Green Line Extension - South Bay	-	0.0%	-	-	-	-	-	-	-	-	-	-
Crenshaw Corridor	88.2	8.7%	-	-	-	-	-	-	-	-	-	-
Exposition - Phase II	49.0	4.8%	-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit	-	0.0%	-	-	-	-	-	-	-	-	-	-
Metrolink	-	0.0%	-	-	-	-	-	-	-	-	-	-
Regional Connector	-	0.0%	-	-	-	-	-	-	-	-	-	-
Rail System Improvements	5.1	0.5%	-	-	-	-	-	-	-	-	-	-
Fleet Procurement	14.2	1.4%	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Total</b>	<b>419.5</b>	<b>41.5%</b>	<b>1.8</b>	-	-	-	-	-	-	<b>12.6</b>	<b>29.9</b>	<b>30.3</b>
<b>Rail Operations Totals</b>	<b>294.0</b>	<b>29.1%</b>	<b>33.3</b>	<b>53.2</b>	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>210.7</b>	<b>20.8%</b>	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>87.6</b>	<b>8.7%</b>	-	<b>6.2</b>	<b>6.4</b>	<b>23.3</b>	<b>17.3</b>	<b>17.6</b>	-	-	-	-
<b>Subtotal Allocated</b>	<b>1,011.8</b>	<b>100.0%</b>	<b>35.1</b>	<b>59.4</b>	<b>6.4</b>	<b>23.3</b>	<b>17.3</b>	<b>17.6</b>	-	<b>12.6</b>	<b>29.9</b>	<b>30.3</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Other Federal Funds -- Highway Earmarks**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available (Inflated)</b>	109.2	109.2	0.0	0.0	41.0	31.0	16.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0
<b>Allocation of Funds</b>														
High Priority Projects-other (no project sheet)	0.0	-	-	-								-	-	-
Transportation Improvement Program Projs-other	0.0	-	-	-										
Freeway Projects (cash flow basis)	109.2	109.2	-	-	41.0	31.0	16.0	21.2	-	-	-	-	-	-
RSTI Projects	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Gerald Desmond Bridge	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Santa Monica Blvd Transit Parkway (TEA-21 earmark)	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Regionally Significant Call for Projects	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>109.2</b>	<b>109.2</b>	<b>0.0</b>	<b>0.0</b>	<b>41.0</b>	<b>31.0</b>	<b>16.0</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/ &lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

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

**LACMTA Financial Forecasting Model**

**Homeland Security Grants**

**30/10 Initiative 100% ScenA 8/10/10**

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

**Notes:**

1. FIS #609922.

## LACMTA Financial Forecasting Model

### Homeland Security Grants

*30/10 Initiative 100% ScenA 8/10/10*

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

**Notes:**

1. FIS #609922.

**LACMTA Financial Forecasting Model**

**Homeland Security Grants**

*30/10 Initiative 100% ScenA 8/10/10*

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

**Notes:**

- 1. FIS #609922.

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

*30/10 Initiative 100% ScenA 8/10/10*

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Revenues Apportioned	4,222.8	1,173.2	1,341.6	1,708.0	114.2	110.7	112.7	114.7	116.8	117.5	119.1	120.8	122.5	124.2
Transfers	0.0	0.0	0.0	0.0										
<b>Total Revenues Available</b>	<b>4,222.8</b>	<b>1,173.2</b>	<b>1,341.6</b>	<b>1,708.0</b>	<b>114.2</b>	<b>110.7</b>	<b>112.7</b>	<b>114.7</b>	<b>116.8</b>	<b>117.5</b>	<b>119.1</b>	<b>120.8</b>	<b>122.5</b>	<b>124.2</b>
Transfer to RSTP-Transit page	2,577.3	726.8	721.1	1,129.4	54.4	63.5	127.1	58.2	85.1	83.8	61.8	63.0	64.3	65.6
Transfer to STPL Program	982.7	317.0	317.0	348.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
Transfer to STPL Program (ARRA savings swap)	18.5	18.5	0.0	0.0		6.2	6.2	6.1						
<b>Net Revenue Available</b>	<b>644.4</b>	<b>111.0</b>	<b>303.5</b>	<b>229.9</b>	<b>28.1</b>	<b>9.3</b>	<b>(52.3)</b>	<b>18.7</b>	<b>0.0</b>	<b>2.0</b>	<b>25.6</b>	<b>26.1</b>	<b>26.5</b>	<b>26.9</b>
Annual Percent Change (Apportioned Revenues)						-3.09%	1.81%	1.77%	1.83%	0.60%	1.36%	1.43%	1.41%	1.39%
<b>ALLOCATION OF FUNDS:</b>														
HOV Lanes (FY14-30 not yet programmed)	191.8	21.8	-	170.0	-	7.1	11.9	-	-	-	2.8	-	-	-
Gap closures (FY14-30 not yet programmed)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	26.0	-	-	26.0	-	-	-	-	-	-	-	-	-	-
CFP Regional Surface Transportation Improvement	59.2	59.2	-	-	4.2	5.6	-	7.4	-	-	17.5	7.2	10.4	6.9
SR-138 Widening	89.1	74.3	14.8	-	-	-	12.0	-	-	2.0	5.3	18.9	16.1	20.0
Future Call for Projects - not yet programmed	322.6	-	288.7	33.9	-	-	-	-	-	-	-	-	-	-
CFP Gerald Desmond Bridge	11.3	11.3	-	-	-	-	-	5.6	5.7	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>700.0</b>	<b>166.6</b>	<b>303.5</b>	<b>229.9</b>	<b>4.2</b>	<b>12.7</b>	<b>23.9</b>	<b>13.0</b>	<b>5.7</b>	<b>2.0</b>	<b>25.6</b>	<b>26.1</b>	<b>26.5</b>	<b>26.9</b>
<b>Beginning Balance</b>	<b>55.6</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>55.6</b>	<b>79.6</b>	<b>76.2</b>	<b>0.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(55.6)</b>	<b>(55.6)</b>	<b>0.0</b>	<b>0.0</b>	<b>24.0</b>	<b>(3.4)</b>	<b>(76.2)</b>	<b>5.7</b>	<b>(5.7)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cummulative End Balance (avail -Hwy/Transit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>79.6</b>	<b>76.2</b>	<b>0.0</b>	<b>5.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

1. 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	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	SR-60	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes	I-5 North	170.0	-	-	170.0	-	-	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements		26.0	-	-	26.0	-	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>		<b>217.8</b>	<b>21.8</b>	<b>-</b>	<b>196.0</b>	<b>-</b>	<b>7.1</b>	<b>11.9</b>	<b>-</b>	<b>-</b>	<b>2.8</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Revenues Apportioned	4,222.8	125.9	127.7	129.5	131.3	133.1	135.0	136.9	138.8	140.7	142.7
Transfers	0.0										
<b>Total Revenues Available</b>	<b>4,222.8</b>	<b>125.9</b>	<b>127.7</b>	<b>129.5</b>	<b>131.3</b>	<b>133.1</b>	<b>135.0</b>	<b>136.9</b>	<b>138.8</b>	<b>140.7</b>	<b>142.7</b>
Transfer to RSTP-Transit page	2,577.3	66.9	68.2	69.4	70.5	71.5	72.5	73.6	74.8	76.1	77.6
Transfer to STPL Program	982.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
Transfer to STPL Program (A.RRA savings swap)	18.5										
<b>Net Revenue Available</b>	<b>644.4</b>	<b>27.3</b>	<b>27.8</b>	<b>28.4</b>	<b>29.1</b>	<b>29.9</b>	<b>30.8</b>	<b>31.6</b>	<b>32.3</b>	<b>32.9</b>	<b>33.4</b>
Annual Percent Change (Apportioned Revenues)		1.37%	1.43%	1.41%	1.39%	1.37%	1.43%	1.41%	1.39%	1.37%	1.42%
<b>ALLOCATION OF FUNDS:</b>											
HOV Lanes (FY14-30 not yet programmed)	191.8	-	-	-	-	-	-	-	-	-	-
Gap closures (FY14-30 not yet programmed)	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	26.0	-	-	-	-	-	-	-	-	-	-
CFP Regional Surface Transportation Improvement	59.2	-	-	-	-	-	-	-	-	-	-
SR-138 Widening	89.1	14.8	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	322.6	12.5	27.8	28.4	29.1	29.9	30.8	31.6	32.3	32.9	33.4
CFP Gerald Desmond Bridge	11.3	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>700.0</b>	<b>27.3</b>	<b>27.8</b>	<b>28.4</b>	<b>29.1</b>	<b>29.9</b>	<b>30.8</b>	<b>31.6</b>	<b>32.3</b>	<b>32.9</b>	<b>33.4</b>
<b>Beginning Balance</b>	<b>55.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(55.6)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cummulative End Balance (avail -Hwy/Transit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

1. 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	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-10 to US-101	I-405	10.1	-	-	-	-	-	-	-	-	-
Carpool Lanes from Pearblossom to Ave P-8	SR-14	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	SR-60	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes	I-5 North	170.0	-	-	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements		26.0	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects		217.8	-	-	-	-	-	-	-	-	-



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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Revenues Apportioned	4,222.8	144.7	146.7	148.8	150.9	153.0	155.1	157.3	159.5	161.7	164.0	166.3
Transfers	0.0											
<b>Total Revenues Available</b>	<b>4,222.8</b>	<b>144.7</b>	<b>146.7</b>	<b>148.8</b>	<b>150.9</b>	<b>153.0</b>	<b>155.1</b>	<b>157.3</b>	<b>159.5</b>	<b>161.7</b>	<b>164.0</b>	<b>166.3</b>
Transfer to RSTP-Transit page	2,577.3	79.1	97.8	99.6	101.4	103.3	105.2	94.2	109.2	111.1	113.2	115.3
Transfer to STPL Program	982.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
Transfer to STPL Program (ARRA savings swap)	18.5											
<b>Net Revenue Available</b>	<b>644.4</b>	<b>33.9</b>	<b>17.2</b>	<b>17.5</b>	<b>17.8</b>	<b>18.0</b>	<b>18.2</b>	<b>31.4</b>	<b>18.6</b>	<b>18.9</b>	<b>19.1</b>	<b>19.3</b>
Annual Percent Change (Apportioned Revenues)		1.40%	1.38%	1.43%	1.41%	1.39%	1.37%	1.42%	1.40%	1.38%	1.42%	1.40%
<b>ALLOCATION OF FUNDS:</b>												
HOV Lanes (FY14-30 not yet programmed)	191.8	-	17.2	17.5	17.8	18.0	18.2	5.4	18.6	18.9	19.1	19.3
Gap closures (FY14-30 not yet programmed)	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	26.0	-	-	-	-	-	-	26.0	-	-	-	-
CFP Regional Surface Transportation Improvement	59.2	-	-	-	-	-	-	-	-	-	-	-
SR-138 Widening	89.1	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	322.6	33.9	-	-	-	-	-	-	-	-	-	-
CFP Gerald Desmond Bridge	11.3	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>700.0</b>	<b>33.9</b>	<b>17.2</b>	<b>17.5</b>	<b>17.8</b>	<b>18.0</b>	<b>18.2</b>	<b>31.4</b>	<b>18.6</b>	<b>18.9</b>	<b>19.1</b>	<b>19.3</b>
Beginning Balance	55.6	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>	(55.6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Cummulative End Balance (avail -Hwy/Transit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

1. 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	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-10 to US-101	I-405	10.1	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Pearblossom to Ave P-8	SR-14	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	SR-60	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes	I-5 North	170.0	-	17.2	17.5	17.8	18.0	18.2	5.4	18.6	18.9	19.1
South Bay Ramp and Interchange Improvements		26.0	-	-	-	-	-	26.0	-	-	-	-
Subtotal Freeway Projects		217.8	-	17.2	17.5	17.8	18.0	18.2	31.4	18.6	18.9	19.3

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation Prog. (RSTP) - Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Transfer from RSTP - Hwy page	2,577.3		726.8	721.1	1,129.4	54.4	63.5	127.1	58.2	85.1	83.8	61.8	63.0	64.3	65.6
<b>Total Transferred Revenues</b>	<b>2,577.3</b>		<b>726.8</b>	<b>721.1</b>	<b>1,129.4</b>	<b>54.4</b>	<b>63.5</b>	<b>127.1</b>	<b>58.2</b>	<b>85.1</b>	<b>83.8</b>	<b>61.8</b>	<b>63.0</b>	<b>64.3</b>	<b>65.6</b>
<b>ALLOCATION</b>															
<b>Bus Capital</b>															
MTA Buses	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Bus Capital Other Than Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Operations</b>															
ASI Operations (Section 5310 Conversion)	2,280.6	88.5%	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
<b>Bus Operations Totals</b>	<b>2,280.6</b>	<b>88.5%</b>	<b>600.2</b>	<b>721.1</b>	<b>959.3</b>	<b>54.4</b>	<b>55.8</b>	<b>57.1</b>	<b>58.2</b>	<b>59.4</b>	<b>60.6</b>	<b>61.8</b>	<b>63.0</b>	<b>64.3</b>	<b>65.6</b>
<b>Rail/Transit Corridors Capital</b>															
Exposition LRT - Phase I	70.0	2.7%	70.0	-	-	-	-	70.0	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension - South Bay	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Transit Corridor	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
LRV Fleet Procurement	56.6	2.2%	56.6	-	-	-	7.7	-	-	25.7	23.2	-	-	-	-
<b>Rail Capital Totals</b>	<b>296.7</b>	<b>11.5%</b>	<b>126.6</b>	<b>0.0</b>	<b>170.1</b>	<b>-</b>	<b>7.7</b>	<b>70.0</b>	<b>-</b>	<b>25.7</b>	<b>23.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Agencywide Admin (Planning-MIS Study)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Operations Totals</b>	<b>2,280.6</b>		<b>600.2</b>	<b>721.1</b>	<b>959.3</b>	<b>54.4</b>	<b>55.8</b>	<b>57.1</b>	<b>58.2</b>	<b>59.4</b>	<b>60.6</b>	<b>61.8</b>	<b>63.0</b>	<b>64.3</b>	<b>65.6</b>
<b>Subtotal Allocated</b>	<b>2,577.3</b>	<b>100.0%</b>	<b>726.8</b>	<b>721.1</b>	<b>1,129.4</b>	<b>54.4</b>	<b>63.5</b>	<b>127.1</b>	<b>58.2</b>	<b>85.1</b>	<b>83.8</b>	<b>61.8</b>	<b>63.0</b>	<b>64.3</b>	<b>65.6</b>
Beginning Balance	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Total Surplus/(Shortfall)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>															

NOTES:

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation Prog. (RSTP) - Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Transfer from RSTP - Hwy page	2,577.3		66.9	68.2	69.4	70.5	71.5	72.5	73.6	74.8	76.1	77.6
<b>Total Transferred Revenues</b>	<b>2,577.3</b>		<b>66.9</b>	<b>68.2</b>	<b>69.4</b>	<b>70.5</b>	<b>71.5</b>	<b>72.5</b>	<b>73.6</b>	<b>74.8</b>	<b>76.1</b>	<b>77.6</b>
<b>ALLOCATION</b>												
<b>Bus Capital</b>												
MTA Buses	-	0.0%	-	-	-	-	-	-	-	-	-	-
MTA Bus Capital Other Than Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Operations</b>												
ASI Operations (Section 5310 Conversion)	2,280.6	88.5%	66.9	68.2	69.4	70.5	71.5	72.5	73.6	74.8	76.1	77.6
<b>Bus Operations Totals</b>	<b>2,280.6</b>	<b>88.5%</b>	<b>66.9</b>	<b>68.2</b>	<b>69.4</b>	<b>70.5</b>	<b>71.5</b>	<b>72.5</b>	<b>73.6</b>	<b>74.8</b>	<b>76.1</b>	<b>77.6</b>
<b>Rail/Transit Corridors Capital</b>												
Exposition LRT - Phase I	70.0	2.7%	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-
Green Line Extension - South Bay	-	0.0%	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Transit Corridor	-	0.0%	-	-	-	-	-	-	-	-	-	-
LRV Fleet Procurement	56.6	2.2%	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>296.7</b>	<b>11.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Agencywide Admin (Planning-MIS Study)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Operations Totals</b>	<b>2,280.6</b>		<b>66.9</b>	<b>68.2</b>	<b>69.4</b>	<b>70.5</b>	<b>71.5</b>	<b>72.5</b>	<b>73.6</b>	<b>74.8</b>	<b>76.1</b>	<b>77.6</b>
<b>Subtotal Allocated</b>	<b>2,577.3</b>	<b>100.0%</b>	<b>66.9</b>	<b>68.2</b>	<b>69.4</b>	<b>70.5</b>	<b>71.5</b>	<b>72.5</b>	<b>73.6</b>	<b>74.8</b>	<b>76.1</b>	<b>77.6</b>
Beginning Balance	-		-	-	-	-	-	-	-	-	-	-
Total Surplus/(Shortfall)	-		-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation Prog. (RSTP) - Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
	Total		2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
Transfer from RSTP - Hwy page	2,577.3		79.1	97.8	99.6	101.4	103.3	105.2	94.2	109.2	111.1	113.2	115.3	
<b>Total Transferred Revenues</b>	<b>2,577.3</b>		<b>79.1</b>	<b>97.8</b>	<b>99.6</b>	<b>101.4</b>	<b>103.3</b>	<b>105.2</b>	<b>94.2</b>	<b>109.2</b>	<b>111.1</b>	<b>113.2</b>	<b>115.3</b>	
<b>ALLOCATION</b>														
<b>Bus Capital</b>														
MTA Buses	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-
MTA Bus Capital Other Than Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Operations</b>														
ASI Operations (Section 5310 Conversion)	2,280.6	88.5%	79.1	80.6	82.1	83.7	85.3	87.0	88.7	90.5	92.3	94.1	95.9	
<b>Bus Operations Totals</b>	<b>2,280.6</b>	<b>88.5%</b>	<b>79.1</b>	<b>80.6</b>	<b>82.1</b>	<b>83.7</b>	<b>85.3</b>	<b>87.0</b>	<b>88.7</b>	<b>90.5</b>	<b>92.3</b>	<b>94.1</b>	<b>95.9</b>	
<b>Rail/Transit Corridors Capital</b>														
Exposition LRT - Phase I	70.0	2.7%	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension - South Bay	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Transit Corridor	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-
LRV Fleet Procurement	56.6	2.2%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>296.7</b>	<b>11.5%</b>	<b>-</b>	<b>17.2</b>	<b>17.5</b>	<b>17.7</b>	<b>18.0</b>	<b>18.2</b>	<b>5.5</b>	<b>18.7</b>	<b>18.8</b>	<b>19.1</b>	<b>19.4</b>	
<b>Agencywide Admin (Planning-MIS Study)</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Operations Totals</b>	<b>2,280.6</b>		<b>79.1</b>	<b>80.6</b>	<b>82.1</b>	<b>83.7</b>	<b>85.3</b>	<b>87.0</b>	<b>88.7</b>	<b>90.5</b>	<b>92.3</b>	<b>94.1</b>	<b>95.9</b>	
<b>Subtotal Allocated</b>	<b>2,577.3</b>	<b>100.0%</b>	<b>79.1</b>	<b>97.8</b>	<b>99.6</b>	<b>101.4</b>	<b>103.3</b>	<b>105.2</b>	<b>94.2</b>	<b>109.2</b>	<b>111.1</b>	<b>113.2</b>	<b>115.3</b>	
<b>Beginning Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

**LACMTA Financial Forecasting Model**  
**Safe Routes to Schools**  
**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	Alloc %	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
5307 Revenues Total Appropriated	8,905.3		2,465.4	2,833.1	3,606.8	231.4	234.6	237.9	241.3	244.6	248.1	251.5	255.1	258.6	262.2
<b>Total Revenues Appropriated</b>	<b>8,905.3</b>		<b>2,465.4</b>	<b>2,833.1</b>	<b>3,606.8</b>	<b>231.4</b>	<b>234.6</b>	<b>237.9</b>	<b>241.3</b>	<b>244.6</b>	<b>248.1</b>	<b>251.5</b>	<b>255.1</b>	<b>258.6</b>	<b>262.2</b>
Less: County TEA (1%) Allocated	0.0		-	-	-	-	-	-	-	-	-	-	-	-	-
Unalloc.Muni Oper's future cap alloc.	0.0		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues Available</b>	<b>8,905.3</b>		<b>2,465.4</b>	<b>2,833.1</b>	<b>3,606.8</b>	<b>231.4</b>	<b>234.6</b>	<b>237.9</b>	<b>241.3</b>	<b>244.6</b>	<b>248.1</b>	<b>251.5</b>	<b>255.1</b>	<b>258.6</b>	<b>262.2</b>
Annual Percent Change							1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
<b>Other LA County UZAs (see note 3)</b>															
5307 Other LA County UZAs	393.3		108.9	125.1	159.3	10.2	10.4	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6
<b>Total Other LA County UZAs Allocated</b>	<b>393.3</b>		<b>108.9</b>	<b>125.1</b>	<b>159.3</b>	<b>10.2</b>	<b>10.4</b>	<b>10.5</b>	<b>10.7</b>	<b>10.8</b>	<b>11.0</b>	<b>11.1</b>	<b>11.3</b>	<b>11.4</b>	<b>11.6</b>
<b>ALLOCATION OF REMAINDER</b>															
<b>Bus Capital</b>															
MTA Capital	2,045.8	23.0%	26.8	538.6	1,480.3	-	-	-	-	-	-	-	7.6	2.4	16.9
Municipal Capital	2,809.0	31.5%	777.6	893.6	1,137.7	73.0	74.0	75.0	76.1	77.2	78.2	79.3	80.5	81.6	82.7
COP Debt Expense	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>4,854.7</b>	<b>54.5%</b>	<b>804.5</b>	<b>1,432.3</b>	<b>2,618.0</b>	<b>73.0</b>	<b>74.0</b>	<b>75.0</b>	<b>76.1</b>	<b>77.2</b>	<b>78.2</b>	<b>79.3</b>	<b>88.0</b>	<b>84.0</b>	<b>99.6</b>
<b>Bus Operations</b>															
MTA Operations	-		-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Preventive Maintenance	3,657.3		1,552.0	1,275.7	829.6	148.2	150.3	152.4	154.5	156.7	158.9	161.1	155.8	163.2	151.1
Municipal Operators	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>3,657.3</b>	<b>41.1%</b>	<b>1,552.0</b>	<b>1,275.7</b>	<b>829.6</b>	<b>148.2</b>	<b>150.3</b>	<b>152.4</b>	<b>154.5</b>	<b>156.7</b>	<b>158.9</b>	<b>161.1</b>	<b>155.8</b>	<b>163.2</b>	<b>151.1</b>
<b>Agency-wide Capital &amp; Admin.</b>															
Agency-wide Cap. & Admin. Totals	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations</b>															
Rail Operations Totals	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>8,905.3</b>	<b>100.0%</b>	<b>2,465.4</b>	<b>2,833.1</b>	<b>3,606.8</b>	<b>231.4</b>	<b>234.6</b>	<b>237.9</b>	<b>241.3</b>	<b>244.6</b>	<b>248.1</b>	<b>251.5</b>	<b>255.1</b>	<b>258.6</b>	<b>262.2</b>
Beginning Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual Surplus/(Shortfall)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**Section 5307**

**Urbanized Area Formula Grants**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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	
5307 Revenues Total Appropriated	8,905.3		265.9	269.6	273.4	277.2	281.1	285.1	289.0	293.1	297.2	301.4	
<b>Total Revenues Appropriated</b>	<b>8,905.3</b>		<b>265.9</b>	<b>269.6</b>	<b>273.4</b>	<b>277.2</b>	<b>281.1</b>	<b>285.1</b>	<b>289.0</b>	<b>293.1</b>	<b>297.2</b>	<b>301.4</b>	
<b>Less: County TEA (1%) Allocated</b>	0.0												
Unalloc.Muni Oper's future cap alloc.	0.0												
<b>Total Revenues Available</b>	<b>8,905.3</b>		<b>265.9</b>	<b>269.6</b>	<b>273.4</b>	<b>277.2</b>	<b>281.1</b>	<b>285.1</b>	<b>289.0</b>	<b>293.1</b>	<b>297.2</b>	<b>301.4</b>	
Annual Percent Change			1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	
<b>Other LA County UZAs (see note 3)</b>													
5307 Other LA County UZAs	393.3		11.7	11.9	12.1	12.2	12.4	12.6	12.8	12.9	13.1	13.3	
<b>Total Other LA County UZAs Allocated</b>	<b>393.3</b>		<b>11.7</b>	<b>11.9</b>	<b>12.1</b>	<b>12.2</b>	<b>12.4</b>	<b>12.6</b>	<b>12.8</b>	<b>12.9</b>	<b>13.1</b>	<b>13.3</b>	
<b>ALLOCATION OF REMAINDER</b>													
<b>Bus Capital</b>													
MTA Capital	2,045.8	23.0%	9.2	26.6	37.5	33.3	31.4	57.0	69.0	91.9	78.1	104.5	
Municipal Capital	2,809.0	31.5%	83.9	85.1	86.2	87.4	88.7	89.9	91.2	92.4	93.7	95.1	
COP Debt Expense	-	0.0%	-	-	-	-	-	-	-	-	-	-	
<b>Bus Capital Totals</b>	<b>4,854.7</b>	<b>54.5%</b>	<b>93.0</b>	<b>111.6</b>	<b>123.7</b>	<b>120.8</b>	<b>120.1</b>	<b>146.9</b>	<b>160.2</b>	<b>184.4</b>	<b>171.9</b>	<b>199.6</b>	
<b>Bus Operations</b>													
MTA Operations	-		-	-	-	-	-	-	-	-	-	-	
MTA Preventive Maintenance	3,657.3		161.1	146.1	137.6	144.2	148.6	125.5	116.1	95.8	112.2	88.4	
Municipal Operators	-		-	-	-	-	-	-	-	-	-	-	
<b>Bus Operations Totals</b>	<b>3,657.3</b>	<b>41.1%</b>	<b>161.1</b>	<b>146.1</b>	<b>137.6</b>	<b>144.2</b>	<b>148.6</b>	<b>125.5</b>	<b>116.1</b>	<b>95.8</b>	<b>112.2</b>	<b>88.4</b>	
<b>Agency-wide Capital &amp; Admin.</b>													
Agency-wide Cap. & Admin. Totals	-	0.0%	-	-	-	-	-	-	-	-	-	-	
<b>Rail Operations</b>													
Rail Operations Totals	-	0.0%	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Allocated</b>	<b>8,905.3</b>	<b>100.0%</b>	<b>265.9</b>	<b>269.6</b>	<b>273.4</b>	<b>277.2</b>	<b>281.1</b>	<b>285.1</b>	<b>289.0</b>	<b>293.1</b>	<b>297.2</b>	<b>301.4</b>	
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**Section 5307**

**Urbanized Area Formula Grants**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
5307 Revenues Total Appropriated	8,905.3		305.6	309.9	314.2	318.6	323.1	327.6	332.2	336.8	341.5	346.3	351.2
<b>Total Revenues Appropriated</b>	<b>8,905.3</b>		<b>305.6</b>	<b>309.9</b>	<b>314.2</b>	<b>318.6</b>	<b>323.1</b>	<b>327.6</b>	<b>332.2</b>	<b>336.8</b>	<b>341.5</b>	<b>346.3</b>	<b>351.2</b>
Less: County TEA (1%) Allocated	0.0												
Unalloc.Muni Oper's future cap alloc.	0.0												
<b>Total Revenues Available</b>	<b>8,905.3</b>		<b>305.6</b>	<b>309.9</b>	<b>314.2</b>	<b>318.6</b>	<b>323.1</b>	<b>327.6</b>	<b>332.2</b>	<b>336.8</b>	<b>341.5</b>	<b>346.3</b>	<b>351.2</b>
Annual Percent Change			1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
<b>Other LA County UZAs (see note 3)</b>													
5307 Other LA County UZAs	393.3		13.5	13.7	13.9	14.1	14.3	14.5	14.7	14.9	15.1	15.3	15.5
<b>Total Other LA County UZAs Allocated</b>	<b>393.3</b>		<b>13.5</b>	<b>13.7</b>	<b>13.9</b>	<b>14.1</b>	<b>14.3</b>	<b>14.5</b>	<b>14.7</b>	<b>14.9</b>	<b>15.1</b>	<b>15.3</b>	<b>15.5</b>
<b>ALLOCATION OF REMAINDER</b>													
<b>Bus Capital</b>													
MTA Capital	2,045.8	23.0%	99.7	111.3	116.6	133.7	139.6	159.5	165.6	189.4	196.1	136.1	32.6
Municipal Capital	2,809.0	31.5%	96.4	97.7	99.1	100.5	101.9	103.3	104.8	106.2	107.7	109.2	110.8
COP Debt Expense	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>4,854.7</b>	<b>54.5%</b>	<b>196.1</b>	<b>209.0</b>	<b>215.7</b>	<b>234.1</b>	<b>241.5</b>	<b>262.8</b>	<b>270.4</b>	<b>295.7</b>	<b>303.9</b>	<b>245.3</b>	<b>143.4</b>
<b>Bus Operations</b>													
MTA Operations	-		-	-	-	-	-	-	-	-	-	-	-
MTA Preventive Maintenance	3,657.3		96.0	87.1	84.6	70.4	67.3	50.3	47.1	26.3	22.6	85.7	192.3
Municipal Operators	-		-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>3,657.3</b>	<b>41.1%</b>	<b>96.0</b>	<b>87.1</b>	<b>84.6</b>	<b>70.4</b>	<b>67.3</b>	<b>50.3</b>	<b>47.1</b>	<b>26.3</b>	<b>22.6</b>	<b>85.7</b>	<b>192.3</b>
<b>Agency-wide Capital &amp; Admin.</b>													
Agency-wide Cap. & Admin. Totals	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations</b>													
Rail Operations Totals	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>8,905.3</b>	<b>100.0%</b>	<b>305.6</b>	<b>309.9</b>	<b>314.2</b>	<b>318.6</b>	<b>323.1</b>	<b>327.6</b>	<b>332.2</b>	<b>336.8</b>	<b>341.5</b>	<b>346.3</b>	<b>351.2</b>
Beginning Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual Surplus/(Shortfall)	-	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative Ending Balance	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Section 5309 Bus and Bus-Related Facilities**  
**Earmarks and Discretionary Appropriations**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenues Available</b>	<b>316.3</b>		<b>232.3</b>	<b>40.0</b>	<b>44.0</b>	<b>82.6</b>	<b>75.5</b>	<b>46.1</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>ALLOCATION OF FUNDS</b>															
<b>Bus Capital</b>															
MTA	199.7		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)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
HOT Lanes project transit components	113.2		113.2	-	-	-	71.1	42.1							
<b>Total Bus Capital</b>	<b>312.9</b>	<b>0.0%</b>	<b>228.9</b>	<b>40.0</b>	<b>44.0</b>	<b>79.7</b>	<b>75.1</b>	<b>46.1</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>Rail and Transit Corridors Capital</b>															
Expo Phase I	0.5	0.2%	0.5	-	-	-	0.5	-	-	-	-	-	-	-	-
Crenshaw Corridor (earmarks)	2.9	0.9%	2.9	-	-	2.9	-	-	-	-	-	-	-	-	-
<b>Total Transit Corridors Capital</b>	<b>3.4</b>	<b>1.1%</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>2.9</b>	<b>0.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transit Capital/Park and Ride</b>															
Transit Capital Projects-Local Agency (earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Capital/Park and Ride</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>316.3</b>	<b>100.0%</b>	<b>232.3</b>	<b>40.0</b>	<b>44.0</b>	<b>82.6</b>	<b>75.5</b>	<b>46.1</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>Beginning Balance</b>						-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>						-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>						-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Section 5309 Bus and Bus-Related Facilities**  
**Earmarks and Discretionary Appropriations**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	<b>316.3</b>		<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Bus Capital</b>												
MTA	199.7		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)	-	0.0%	-	-	-	-	-	-	-	-	-	-
HOT Lanes project transit components	113.2											
<b>Total Bus Capital</b>	<b>312.9</b>	<b>0.0%</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>Rail and Transit Corridors Capital</b>												
Expo Phase I	0.5	0.2%	-	-	-	-	-	-	-	-	-	-
Crenshaw Corridor (earmarks)	2.9	0.9%	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Corridors Capital</b>	<b>3.4</b>	<b>1.1%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transit Capital/Park and Ride</b>												
Transit Capital Projects-Local Agency (earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Capital/Park and Ride</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>316.3</b>	<b>100.0%</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>Beginning Balance</b>			-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>			-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>			-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Section 5309 Bus and Bus-Related Facilities**  
**Earmarks and Discretionary Appropriations**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
<b>Total Revenues Available</b>	<b>316.3</b>		<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>ALLOCATION OF FUNDS</b>													
<b>Bus Capital</b>													
MTA	199.7		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)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
HOT Lanes project transit components	113.2												
<b>Total Bus Capital</b>	<b>312.9</b>	<b>0.0%</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>Rail and Transit Corridors Capital</b>													
Expo Phase I	0.5	0.2%	-	-	-	-	-	-	-	-	-	-	-
Crenshaw Corridor (earmarks)	2.9	0.9%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Corridors Capital</b>	<b>3.4</b>	<b>1.1%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transit Capital/Park and Ride</b>													
Transit Capital Projects-Local Agency (earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Capital/Park and Ride</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>316.3</b>	<b>100.0%</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>	<b>4.0</b>
<b>Beginning Balance</b>			-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>			-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>			-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
Annual Percent Change					6.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%	1.40%
<b>Total Revenues Available</b>	<b>1,542.5</b>	<b>425.7</b>	<b>491.3</b>	<b>625.5</b>	<b>38.2</b>	<b>40.7</b>	<b>41.3</b>	<b>41.8</b>	<b>42.4</b>	<b>43.0</b>	<b>43.6</b>	<b>44.2</b>	<b>44.9</b>	<b>45.5</b>
<b>ALLOCATION</b>														
<b>Bus Capital</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations</b>	<b>1,412.7</b>	<b>415.0</b>	<b>378.4</b>	<b>619.3</b>	<b>37.9</b>	<b>40.3</b>	<b>40.9</b>	<b>41.4</b>	<b>42.0</b>	<b>42.6</b>	<b>43.2</b>	<b>43.8</b>	<b>43.2</b>	<b>39.8</b>
<b>Rail Capital</b>														
Rail Cars	58.5	-	58.5	-	-	-	-	-	-	-	-	-	-	-
Rehab & Replacement (state of good repair)	56.1	6.5	49.6	-	-	-	-	-	-	-	-	-	1.2	5.2
	-	-	-	-										
<b>Rail Capital Totals</b>	<b>114.6</b>	<b>6.5</b>	<b>108.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>5.2</b>
<b>Agencywide Capital</b>	<b>15.2</b>	<b>4.2</b>	<b>4.8</b>	<b>6.2</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>
<b>Subtotal Allocated</b>	<b>1,542.5</b>	<b>425.7</b>	<b>491.3</b>	<b>625.5</b>	<b>38.2</b>	<b>40.7</b>	<b>41.3</b>	<b>41.8</b>	<b>42.4</b>	<b>43.0</b>	<b>43.6</b>	<b>44.2</b>	<b>44.9</b>	<b>45.5</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

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

**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

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

**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

# LACMTA Financial Forecasting Model

## Section 5309 New Starts

### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenue Pool</b>	<b>5,446.0</b>	<b>2,458.8</b>	<b>1,202.2</b>	<b>1,785.0</b>	<b>74.0</b>	<b>0.0</b>	<b>159.9</b>	<b>219.0</b>	<b>169.8</b>	<b>310.4</b>	<b>408.6</b>	<b>346.4</b>	<b>410.4</b>	<b>360.3</b>
<b>FFGA Project Drawdowns</b>														
Red Line - Segment-3 to North Hollywood	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	74.0	74.0	-	-	74.0	-	-	-	-	-	-	-	-	-
<b>FFGA Drawdowns</b>	<b>74.0</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Projected Projects</b>														
Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	2,063.7	1,569.6	494.1	-	-	-	108.1	147.2	101.9	161.6	238.5	229.2	259.6	323.6
Regional Connector	819.6	815.2	4.4	-	-	-	51.8	71.8	67.9	148.9	170.2	117.2	150.8	36.7
Crenshaw Corridor	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	-	-	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Projected Projects Total</b>	<b>2,883.3</b>	<b>2,384.8</b>	<b>498.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>159.9</b>	<b>219.0</b>	<b>169.8</b>	<b>310.4</b>	<b>408.6</b>	<b>346.4</b>	<b>410.4</b>	<b>360.3</b>
<b>TOTAL DRAWDOWNS</b>	<b>2,957.3</b>	<b>2,458.8</b>	<b>498.5</b>	<b>-</b>	<b>74.0</b>	<b>0.0</b>	<b>159.9</b>	<b>219.0</b>	<b>169.8</b>	<b>310.4</b>	<b>408.6</b>	<b>346.4</b>	<b>410.4</b>	<b>360.3</b>
<b>Beginning Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>703.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Annual Surplus/(Shortfall)</b>	<b>2,488.7</b>	<b>-</b>	<b>703.7</b>	<b>1,785.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>2,488.7</b>	<b>-</b>	<b>703.7</b>	<b>2,488.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. A discretionary source of Federal funds.

# LACMTA Financial Forecasting Model

## Section 5309 New Starts

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>Total Revenue Pool</b>	<b>5,446.0</b>	<b>241.5</b>	<b>160.7</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
<b>FFGA Project Drawdowns</b>											
Red Line - Segment-3 to North Hollywood	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	74.0	-	-	-	-	-	-	-	-	-	-
<b>FFGA Drawdowns</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Projected Projects</b>											
Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-
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)	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	2,063.7	237.1	160.7	81.7	14.7	-	-	-	-	-	-
Regional Connector	819.6	4.4	-	-	-	-	-	-	-	-	-
Crenshaw Corridor	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-
<b>Projected Projects Total</b>	<b>2,883.3</b>	<b>241.5</b>	<b>160.7</b>	<b>81.7</b>	<b>14.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL DRAWDOWNS</b>	<b>2,957.3</b>	<b>241.5</b>	<b>160.7</b>	<b>81.7</b>	<b>14.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>18.3</b>	<b>103.7</b>	<b>203.7</b>	<b>303.7</b>	<b>403.7</b>	<b>503.7</b>	<b>603.7</b>
<b>Annual Surplus/(Shortfall)</b>	<b>2,488.7</b>	<b>-</b>	<b>-</b>	<b>18.3</b>	<b>85.3</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>
<b>Cumulative Ending Balance</b>	<b>2,488.7</b>	<b>-</b>	<b>-</b>	<b>18.3</b>	<b>103.7</b>	<b>203.7</b>	<b>303.7</b>	<b>403.7</b>	<b>503.7</b>	<b>603.7</b>	<b>703.7</b>

**NOTES:**

1. A discretionary source of Federal funds.



# LACMTA Financial Forecasting Model

## Section 5309 New Starts

30/10 Initiative 100% ScenA 8/10/10

(\$ In millions)	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenue Pool</b>	<b>5,446.0</b>	<b>100.0</b>	<b>100.0</b>	<b>185.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	
<b>FFGA Project Drawdowns</b>												
Red Line - Segment-3 to North Hollywood	-											
Gold Line Eastside Extension	74.0	-	-	-	-	-	-	-	-	-	-	-
<b>FFGA Drawdowns</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Projected Projects</b>												
Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-	-
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)	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	2,063.7	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	819.6	-	-	-	-	-	-	-	-	-	-	-
Crenshaw Corridor	-	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension	-	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-	-
<b>Projected Projects Total</b>	<b>2,883.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL DRAWDOWNS</b>	<b>2,957.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	<b>-</b>	<b>703.7</b>	<b>803.7</b>	<b>903.7</b>	<b>1,088.7</b>	<b>1,288.7</b>	<b>1,488.7</b>	<b>1,688.7</b>	<b>1,888.7</b>	<b>2,088.7</b>	<b>2,288.7</b>	<b>2,488.7</b>
<b>Annual Surplus/(Shortfall)</b>	<b>2,488.7</b>	<b>100.0</b>	<b>100.0</b>	<b>185.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>2,488.7</b>	<b>803.7</b>	<b>903.7</b>	<b>1,088.7</b>	<b>1,288.7</b>	<b>1,488.7</b>	<b>1,688.7</b>	<b>1,888.7</b>	<b>2,088.7</b>	<b>2,288.7</b>	<b>2,488.7</b>	<b>2,488.7</b>

**NOTES:**

1. A discretionary source of Federal funds.

**LACMTA Financial Forecasting Model**  
**Section 5309 Small Starts & Very Small Starts**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Alloc %	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
			'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	<b>41.0</b>		<b>41.0</b>	<b>-</b>	<b>-</b>	<b>13.6</b>	<b>15.9</b>	<b>8.2</b>	<b>-</b>	<b>-</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>ALLOCATION OF FUNDS</b>															
<b>Highway Uses</b>															
Rapid Bus	20.0	48.6%	20.0	-	-	-	8.4	8.2	-	-	3.4	-	-	-	-
Wilshire Bus Only Lane	21.1	51.4%	21.1	-	-	13.6	7.5	-	-	-	-	-	-	-	-
<b>Total Highway Uses</b>	<b>41.0</b>	<b>100.0%</b>	<b>41.0</b>	<b>-</b>	<b>-</b>	<b>13.6</b>	<b>15.9</b>	<b>8.2</b>	<b>-</b>	<b>-</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>41.0</b>	<b>100.0%</b>	<b>41.0</b>	<b>-</b>	<b>-</b>	<b>13.6</b>	<b>15.9</b>	<b>8.2</b>	<b>-</b>	<b>-</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>						-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>						-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>						-	-	-	-	-	-	-	-	-	-

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Section 5310 Elderly and Disabled Transit**  
**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

**LACMTA Financial Forecasting Model  
Section 5310 Elderly and Disabled Transit  
30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

**LACMTA Financial Forecasting Model  
Section 5310 Elderly and Disabled Transit  
30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Job Access & Reverse Commute (JARC)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	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
<b>Total Revenues Available</b>	48.0	48.0	0.0	0.0	8.0	8.0	8.0	8.0	8.0	8.0	-	-	-	-
<b>ALLOCATION OF FUNDS:</b>														
Transit (shuttles and other transit)	48.0	48.0	0.0	0.0	8.0	8.0	8.0	8.0	8.0	8.0				
<b>Subtotal Transit Allocated</b>	<b>48.0</b>	<b>48.0</b>	-	-	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	-	-	-	-
<b>Total Allocated</b>	<b>48.0</b>	<b>48.0</b>	<b>0.0</b>	<b>0.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. FTA Section 5316.

**LACMTA Financial Forecasting Model**  
**New Freedom**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	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
<b>Total Revenues Available</b>	21.0	21.0	0.0	0.0	3.5	3.5	3.5	3.5	3.5	3.5	-	-	-	-
<b>ALLOCATION OF FUNDS:</b>														
Transit (beyond ADA requirements)	21.0	21.0	-	-	3.5	3.5	3.5	3.5	3.5	3.5				
<b>Subtotal Transit Allocated</b>	<b>21.0</b>	<b>21.0</b>	<b>-</b>	<b>-</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>21.0</b>	<b>21.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>3.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. FTA Section 5317.

**LACMTA Financial Forecasting Model**  
**Section 5340 Formula**  
**Growing States & High Density Formula**  
**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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



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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>5340 Revenues Total Appropriated</b>	<b>261.5</b>		<b>7.8</b>	<b>7.9</b>	<b>8.0</b>	<b>8.1</b>	<b>8.3</b>	<b>8.4</b>	<b>8.5</b>	<b>8.6</b>	<b>8.7</b>	<b>8.8</b>
<b>Other LA County UZAs (see note)</b>												
5340 Other LA County UZAs	13.5	5.2%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5
<b>Total Other LA County UZAs Allocated</b>	<b>13.5</b>	<b>5.2%</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.4</b>	<b>0.5</b>
<b>Revenue Remainder - LA County UZA</b>	<b>248.0</b>		<b>7.4</b>	<b>7.5</b>	<b>7.6</b>	<b>7.7</b>	<b>7.8</b>	<b>7.9</b>	<b>8.0</b>	<b>8.2</b>	<b>8.3</b>	<b>8.4</b>
<b>ALLOCATION OF REMAINDER</b>												
<b>Rail Operations</b>	<b>248.0</b>	<b>94.8%</b>	<b>7.4</b>	<b>7.5</b>	<b>7.6</b>	<b>7.7</b>	<b>7.8</b>	<b>7.9</b>	<b>8.0</b>	<b>8.2</b>	<b>8.3</b>	<b>8.4</b>
<b>Rail Operations Totals</b>	<b>248.0</b>	<b>94.8%</b>	<b>7.4</b>	<b>7.5</b>	<b>7.6</b>	<b>7.7</b>	<b>7.8</b>	<b>7.9</b>	<b>8.0</b>	<b>8.2</b>	<b>8.3</b>	<b>8.4</b>
<b>Rail Capital</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Total Rail Capital</b>	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>261.5</b>	<b>100.0%</b>	<b>7.8</b>	<b>7.9</b>	<b>8.0</b>	<b>8.1</b>	<b>8.3</b>	<b>8.4</b>	<b>8.5</b>	<b>8.6</b>	<b>8.7</b>	<b>8.8</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

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

**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Transportation Enhancements-Federal (TE)**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	Total	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	493.4	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%
<b>ALLOCATION OF FUNDS:</b>														
<b>Highway</b>														
Transportation Enhancements	87.8	87.8	-	-	21.8	11.8	13.0	15.1	13.0	13.1	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	228.0	56.4	155.0	16.6	-	-	-	-	-	-	13.8	14.0	14.2	14.4
Transportation Demand Mgt	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Santa Monica Blvd. Pkwy	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Allocated</b>	<b>315.8</b>	<b>144.2</b>	<b>155.0</b>	<b>16.6</b>	<b>21.8</b>	<b>11.8</b>	<b>13.0</b>	<b>15.1</b>	<b>13.0</b>	<b>13.1</b>	<b>13.8</b>	<b>14.0</b>	<b>14.2</b>	<b>14.4</b>
<b>Total Allocated</b>	<b>315.8</b>	<b>144.2</b>	<b>155.0</b>	<b>16.6</b>	<b>21.8</b>	<b>11.8</b>	<b>13.0</b>	<b>15.1</b>	<b>13.0</b>	<b>13.1</b>	<b>13.8</b>	<b>14.0</b>	<b>14.2</b>	<b>14.4</b>
<b>Beginning Balance</b>	-	-	0.0	0.0	-	1.9	1.9	1.9	0.0	0.0	0.0	0.0	0.0	0.0
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>177.6</b>	<b>0.0</b>	-	<b>177.6</b>	<b>1.9</b>	<b>0.0</b>	-	<b>(1.9)</b>	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>177.6</b>	<b>0.0</b>	<b>0.0</b>	<b>177.6</b>	<b>1.9</b>	<b>1.9</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Transportation Enhancements-Federal (TE)**  
**30/10 Initiative 100% ScenA 8/10/10**

	<b>Plan</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>
(\$ in millions)	<b>Total</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
<b>Total Revenues Available</b>	493.4	14.6	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4
Annual Percent Change		1.39%	1.37%	1.35%	1.33%	1.32%	1.30%	1.28%	1.27%	1.25%	1.23%
<b>ALLOCATION OF FUNDS:</b>											
<b>Highway</b>											
Transportation Enhancements	87.8	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	228.0	14.6	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4
Transportation Demand Mgt	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
Santa Monica Blvd. Pkwy	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Allocated</b>	<b>315.8</b>	<b>14.6</b>	<b>14.8</b>	<b>15.0</b>	<b>15.2</b>	<b>15.4</b>	<b>15.6</b>	<b>15.8</b>	<b>16.0</b>	<b>16.2</b>	<b>16.4</b>
<b>Total Allocated</b>	<b>315.8</b>	<b>14.6</b>	<b>14.8</b>	<b>15.0</b>	<b>15.2</b>	<b>15.4</b>	<b>15.6</b>	<b>15.8</b>	<b>16.0</b>	<b>16.2</b>	<b>16.4</b>
<b>Beginning Balance</b>	-	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>177.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>177.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

**LACMTA Financial Forecasting Model**  
**Transportation Enhancements-Federal (TE)**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	493.4	16.6	16.8	17.0	17.2	17.4	17.6	17.8	18.0	18.3	18.6	18.9
Annual Percent Change		1.22%	1.20%	1.19%	1.18%	1.16%	1.15%	1.14%	1.12%	1.67%	1.64%	1.61%
<b>ALLOCATION OF FUNDS:</b>												
<b>Highway</b>												
Transportation Enhancements	87.8	-	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	228.0	16.6	-	-	-	-	-	-	-	-	-	-
Transportation Demand Mgt	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
Santa Monica Blvd. Pkwy	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Allocated</b>	<b>315.8</b>	<b>16.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Total Allocated</b>	<b>315.8</b>	<b>16.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Beginning Balance</b>	-	<b>0.0</b>	<b>0.0</b>	<b>16.8</b>	<b>33.8</b>	<b>51.0</b>	<b>68.4</b>	<b>86.0</b>	<b>103.8</b>	<b>121.8</b>	<b>140.1</b>	<b>158.7</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>177.6</b>	-	<b>16.8</b>	<b>17.0</b>	<b>17.2</b>	<b>17.4</b>	<b>17.6</b>	<b>17.8</b>	<b>18.0</b>	<b>18.3</b>	<b>18.6</b>	<b>18.9</b>
<b>Cumulative Ending Balance</b>	<b>177.6</b>	<b>0.0</b>	<b>16.8</b>	<b>33.8</b>	<b>51.0</b>	<b>68.4</b>	<b>86.0</b>	<b>103.8</b>	<b>121.8</b>	<b>140.1</b>	<b>158.7</b>	<b>177.6</b>

**NOTES:**

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018
<b>SOURCES OF FUNDS</b>														
<b>Local</b>														
Measure R Sales Tax (Admin Portion)	110.7	176.5	252.1	539.3	13.0%	8.1	8.8	9.4	10.1	10.8	11.5	12.1	12.7	13.3
TDA (Admin. Portion)	60.0	60.0	66.0	186.0	4.5%	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Proposition A (Admin. Portion)	370.7	588.3	939.8	1,898.7	45.8%	28.3	29.6	31.4	33.7	36.0	38.2	40.3	42.4	44.4
Proposition C (Admin. Portion)	110.7	176.5	282.0	569.2	13.7%	8.2	8.9	9.4	9.9	10.7	11.5	12.1	12.7	13.3
Proposition C Interest	12.1	14.5	19.2	45.7	1.1%	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3
Proposition C 40% (Cash)	137.9	110.5	121.6	370.0	8.9%	23.8	25.7	11.1	11.2	11.1	11.1	11.1	11.1	11.1
Lease Revenues	136.1	168.2	223.3	527.6	12.7%	10.0	13.8	13.3	12.8	13.3	13.7	14.2	14.7	15.0
Other (General Fund)	10.1	-	-	10.1	0.2%	10.1	-	-	-	-	-	-	-	-
Net Bond Proceeds - Prop. C 40%	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>948.2</b>	<b>1,294.4</b>	<b>1,903.9</b>	<b>4,146.5</b>	<b>1.0</b>	<b>95.5</b>	<b>93.9</b>	<b>81.7</b>	<b>84.8</b>	<b>89.1</b>	<b>93.0</b>	<b>96.9</b>	<b>100.8</b>	<b>104.4</b>
<b>State</b>														
Reg Improv Prog (RIP) (PPM - see Hwy Sum pg)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
Misc. Grants (No Revenue Sheet)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
RSTP	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
Misc. Grants (No Revenue Sheet)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Sources of Funds</b>	<b>948.2</b>	<b>1,294.4</b>	<b>1,903.9</b>	<b>4,146.5</b>	<b>100.0%</b>	<b>95.5</b>	<b>93.9</b>	<b>81.7</b>	<b>84.8</b>	<b>89.1</b>	<b>93.0</b>	<b>96.9</b>	<b>100.8</b>	<b>104.4</b>
<b>USES OF FUNDS</b>														
<b>Cash Only</b>														
Non-Allocable & Unit Overhead	311.3	398.6	529.1	1,239.1	29.8%	26.4	26.5	27.6	28.9	30.2	31.7	33.2	34.9	35.6
Property Mgt & Development (610041, 51, 61)	132.9	168.2	223.3	524.4	12.6%	10.0	11.8	12.3	12.7	13.2	13.7	14.2	14.7	15.0
Admin: Subsidy/CFP (100050)	40.6	49.8	78.6	169.0	4.1%	3.7	3.8	3.9	3.9	4.0	4.1	4.2	4.3	4.3
Admin: General Planning (100060)	76.6	94.3	137.5	308.4	7.4%	6.9	7.1	7.3	7.4	7.6	7.7	7.9	8.0	8.2
Other P & P Planning (405510, 51)	111.8	140.6	198.2	450.6	10.8%	11.7	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.2
Other Administrative Expenses	7.4	-	120.4	127.7	3.1%	7.4	-	-	-	-	-	-	-	-
Supplemental Admin Expenses	36.5	207.5	329.5	573.5	13.8%	1.5	1.6	1.8	1.5	2.1	3.2	4.2	5.0	6.8
Immed Needs/Gen'l Relief Tokens (part of 410016)	108.4	110.5	121.6	340.5	8.2%	9.0	11.1	11.1	11.1	11.1	11.1	11.1	11.1	11.1
Investment & Debt Management (610340)	12.1	14.5	19.2	45.7	1.1%	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3
Bond Payments - Worker's Comp COP	27.8	-	-	27.8	0.7%	14.0	13.8	-	-	-	-	-	-	-
Bond Payments - Capital Grant Receipts	1.6	-	-	1.6	0.0%	0.8	0.8	-	-	-	-	-	-	-
Bond Payments - Prop. C 40%	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Subtotal, Cash Only Uses</b>	<b>867.0</b>	<b>1,184.0</b>	<b>1,757.3</b>	<b>3,808.3</b>	<b>91.7%</b>	<b>92.4</b>	<b>87.3</b>	<b>75.1</b>	<b>77.1</b>	<b>80.1</b>	<b>83.8</b>	<b>87.5</b>	<b>91.1</b>	<b>94.5</b>
<b>Bond Eligible</b>														
Transit Planning (405511)	89.1	110.4	146.5	346.1	8.3%	6.5	8.2	8.5	8.7	9.0	9.2	9.5	9.7	9.9
<b>Subtotal, Bond Eligible Uses</b>	<b>89.1</b>	<b>110.4</b>	<b>146.5</b>	<b>346.1</b>	<b>8.3%</b>	<b>6.5</b>	<b>8.2</b>	<b>8.5</b>	<b>8.7</b>	<b>9.0</b>	<b>9.2</b>	<b>9.5</b>	<b>9.7</b>	<b>9.9</b>
<b>Total Uses</b>	<b>956.1</b>	<b>1,294.4</b>	<b>1,903.9</b>	<b>4,154.4</b>	<b>100.0%</b>	<b>98.9</b>	<b>95.6</b>	<b>83.6</b>	<b>85.8</b>	<b>89.1</b>	<b>93.0</b>	<b>96.9</b>	<b>100.8</b>	<b>104.4</b>
<b>Beginning Balance</b>	<b>7.9</b>	<b>0.0</b>	<b>0.0</b>	<b>7.9</b>	<b>-</b>	<b>7.9</b>	<b>4.5</b>	<b>2.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(7.9)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(7.9)</b>	<b>-</b>	<b>(3.4)</b>	<b>(1.7)</b>	<b>(1.8)</b>	<b>(1.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>4.5</b>	<b>2.8</b>	<b>1.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Measure R Sales Tax (Admin Portion)	13.9	14.6	15.2	15.9	16.5	17.2	17.9	18.7	19.4	20.2	20.9
TDA (Admin. Portion)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Proposition A (Admin. Portion)	46.5	48.6	50.7	52.9	55.1	57.4	59.8	62.3	64.7	67.2	69.6
Proposition C (Admin. Portion)	13.9	14.6	15.2	15.9	16.5	17.2	17.9	18.7	19.4	20.2	20.9
Proposition C Interest	1.3	1.3	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.5	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
Lease Revenues	15.3	15.6	15.9	16.2	16.5	16.7	16.9	17.2	17.4	17.8	18.1
Other (General Fund)	-	-	-	-	-	-	-	-	-	-	-
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>108.0</b>	<b>111.8</b>	<b>115.5</b>	<b>119.2</b>	<b>123.1</b>	<b>127.0</b>	<b>131.1</b>	<b>135.3</b>	<b>139.5</b>	<b>143.8</b>	<b>148.1</b>
<b>State</b>											
Reg Improv Prog (RIP) (PPM - see Hwy Sum pg)	-	-	-	-	-	-	-	-	-	-	-
Misc. Grants (No Revenue Sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
RSTP	-	-	-	-	-	-	-	-	-	-	-
Misc. Grants (No Revenue Sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Sources of Funds</b>	<b>108.0</b>	<b>111.8</b>	<b>115.5</b>	<b>119.2</b>	<b>123.1</b>	<b>127.0</b>	<b>131.1</b>	<b>135.3</b>	<b>139.5</b>	<b>143.8</b>	<b>148.1</b>
<b>USES OF FUNDS</b>											
<b>Cash Only</b>											
Non-Allocable & Unit Overhead	36.3	37.0	37.7	38.4	39.0	39.5	40.1	40.7	41.3	42.1	42.9
Property Mgt & Development (610041, 51, 61)	15.3	15.6	15.9	16.2	16.5	16.7	16.9	17.2	17.4	17.8	18.1
Admin: Subsidy/CFP (100050)	4.4	4.5	4.6	4.7	4.8	4.8	4.9	5.0	5.0	5.1	6.4
Admin: General Planning (100060)	8.4	8.5	8.7	8.8	9.0	9.1	9.2	9.4	9.5	10.9	11.1
Other P & P Planning (405510, 51)	12.4	12.7	12.9	13.1	13.4	13.5	13.7	13.9	15.5	15.8	16.1
Other Administrative Expenses	-	-	-	-	-	-	-	-	-	-	-
Supplemental Admin Expenses	8.8	10.8	12.8	15.0	17.3	19.9	22.7	25.4	26.6	27.9	29.1
Immed Needs/Gen'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
Investment & Debt Management (610340)	1.3	1.3	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.5	1.6
Bond Payments - Worker's Comp COP	-	-	-	-	-	-	-	-	-	-	-
Bond Payments - Capital Grant Receipts	-	-	-	-	-	-	-	-	-	-	-
Bond Payments - Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal, Cash Only Uses</b>	<b>98.0</b>	<b>101.6</b>	<b>105.1</b>	<b>108.6</b>	<b>112.3</b>	<b>116.0</b>	<b>120.0</b>	<b>124.0</b>	<b>128.0</b>	<b>132.2</b>	<b>136.2</b>
<b>Bond Eligible</b>											
Transit Planning (405511)	10.1	10.2	10.4	10.6	10.8	10.9	11.1	11.3	11.4	11.7	11.9
<b>Subtotal, Bond Eligible Uses</b>	<b>10.1</b>	<b>10.2</b>	<b>10.4</b>	<b>10.6</b>	<b>10.8</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.4</b>	<b>11.7</b>	<b>11.9</b>
<b>Total Uses</b>	<b>108.0</b>	<b>111.8</b>	<b>115.5</b>	<b>119.2</b>	<b>123.1</b>	<b>127.0</b>	<b>131.1</b>	<b>135.3</b>	<b>139.5</b>	<b>143.8</b>	<b>148.1</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Measure R Sales Tax (Admin Portion)	21.6	22.4	23.1	23.9	24.7	25.6	26.4	27.3	28.1	29.0	-
TDA (Admin. Portion)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Proposition A (Admin. Portion)	72.1	74.6	77.0	79.7	82.4	85.2	88.0	90.8	93.8	96.6	99.5
Proposition C (Admin. Portion)	21.6	22.4	23.1	23.9	24.7	25.6	26.4	27.3	28.1	29.0	29.8
Proposition C Interest	1.6	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	11.1
Lease Revenues	18.4	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%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>152.5</b>	<b>156.8</b>	<b>161.1</b>	<b>165.7</b>	<b>170.5</b>	<b>175.4</b>	<b>180.2</b>	<b>185.3</b>	<b>190.4</b>	<b>195.3</b>	<b>170.6</b>
<b>State</b>											
Reg Improv Prog (RIP) (PPM - see Hwy Sum pg)	-	-	-	-	-	-	-	-	-	-	-
Misc. Grants (No Revenue Sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
RSTP	-	-	-	-	-	-	-	-	-	-	-
Misc. Grants (No Revenue Sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Sources of Funds</b>	<b>152.5</b>	<b>156.8</b>	<b>161.1</b>	<b>165.7</b>	<b>170.5</b>	<b>175.4</b>	<b>180.2</b>	<b>185.3</b>	<b>190.4</b>	<b>195.3</b>	<b>170.6</b>
<b>USES OF FUNDS</b>											
<b>Cash Only</b>											
Non-Allocable & Unit Overhead	43.7	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)	18.4	18.8	19.1	19.5	19.9	20.2	20.6	21.1	21.5	21.9	22.3
Admin: Subsidy/CFP (100050)	6.5	6.6	6.7	6.9	7.0	7.1	7.3	7.4	7.6	7.7	7.9
Admin: General Planning (100060)	11.4	11.6	11.8	12.0	12.2	12.5	12.7	13.0	13.2	13.5	13.7
Other P & P Planning (405510, 51)	16.4	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	5.6	8.1	10.7	13.1	15.7	17.1	18.4	26.4
Supplemental Admin Expenses	31.4	31.8	32.4	32.8	32.9	32.9	32.9	32.9	34.1	35.3	-
Immed Needs/Gen'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
Investment & Debt Management (610340)	1.6	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%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal, Cash Only Uses</b>	<b>140.4</b>	<b>144.5</b>	<b>148.6</b>	<b>152.9</b>	<b>157.5</b>	<b>162.2</b>	<b>166.7</b>	<b>171.5</b>	<b>176.3</b>	<b>181.0</b>	<b>156.0</b>
<b>Bond Eligible</b>											
Transit Planning (405511)	12.1	12.3	12.5	12.8	13.0	13.3	13.5	13.8	14.1	14.4	14.6
<b>Subtotal, Bond Eligible Uses</b>	<b>12.1</b>	<b>12.3</b>	<b>12.5</b>	<b>12.8</b>	<b>13.0</b>	<b>13.3</b>	<b>13.5</b>	<b>13.8</b>	<b>14.1</b>	<b>14.4</b>	<b>14.6</b>
<b>Total Uses</b>	<b>152.5</b>	<b>156.8</b>	<b>161.1</b>	<b>165.7</b>	<b>170.5</b>	<b>175.4</b>	<b>180.2</b>	<b>185.3</b>	<b>190.4</b>	<b>195.3</b>	<b>170.6</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>



LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>															
<b>Local</b>															
TDA Article 4	10.7	12.6	17.5	40.8	6.6%	5.4	-	-	-	-	1.0	1.0	1.1	1.1	1.1
Proposition A (Admin)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition C (Admin)	0.6	-	-	0.6	0.1%	0.3	-	-	0.2	0.1	-	-	-	-	-
Proposition C 10% (Cash)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition C 40% (Cash)	87.9	110.8	150.0	348.7	56.5%	2.9	8.7	8.4	9.0	9.3	9.9	9.8	9.8	10.0	10.2
Advertising and Other General revenues	40.4	45.6	57.3	143.3	23.2%	3.1	4.4	5.0	4.4	4.5	3.3	3.6	3.9	4.0	4.1
<b>Subtotal Local</b>	<b>139.5</b>	<b>169.1</b>	<b>224.8</b>	<b>533.4</b>	<b>86.4%</b>	<b>11.6</b>	<b>13.1</b>	<b>13.4</b>	<b>13.6</b>	<b>13.9</b>	<b>14.2</b>	<b>14.5</b>	<b>14.8</b>	<b>15.1</b>	<b>15.4</b>
<b>State</b>															
STA - Operator Revenue Share	1.2	2.3	2.9	6.5	1.1%	-	-	-	-	0.2	0.2	0.2	0.2	0.2	0.2
<b>Subtotal State</b>	<b>1.2</b>	<b>2.3</b>	<b>2.9</b>	<b>6.5</b>	<b>1.1%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>Federal</b>															
Section 5309 Fixed Guideway Mod.	4.2	4.8	6.2	15.2	2.5%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Homeland Security Grants	20.0	20.0	22.0	62.0	10.0%	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Federal</b>	<b>24.2</b>	<b>24.8</b>	<b>28.2</b>	<b>77.2</b>	<b>12.5%</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>	<b>2.4</b>
<b>Total Sources of Funds</b>	<b>164.9</b>	<b>196.2</b>	<b>255.9</b>	<b>617.1</b>	<b>100.0%</b>	<b>14.0</b>	<b>15.4</b>	<b>15.8</b>	<b>16.0</b>	<b>16.5</b>	<b>16.8</b>	<b>17.1</b>	<b>17.4</b>	<b>17.7</b>	<b>18.0</b>
<b>USES OF FUNDS</b>															
Radios & Communications Equip.	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Non-Revenue Vehicles & Equip.	67.4	81.9	108.7	258.0	41.8%	5.4	6.3	6.5	6.6	6.8	6.9	7.0	7.2	7.3	7.5
IT/Communications	30.5	38.3	50.9	119.7	19.4%	2.2	2.8	2.8	2.9	3.2	3.2	3.3	3.4	3.4	3.5
Anti-Terrorism (Homeland Security)	20.0	20.0	22.0	62.0	10.0%	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
General Svcs Maint & Wrhse Ops	20.2	24.2	32.1	76.5	12.4%	1.8	1.9	1.9	2.0	2.0	2.0	2.1	2.1	2.2	2.2
Local Transportation Projects (410034)	0.3	-	-	0.3	0.0%	0.3	-	-	-	-	-	-	-	-	-
Metro Art Program	2.5	3.1	4.1	9.6	1.6%	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.3
<b>Subtotal, Cash Only Uses</b>	<b>141.0</b>	<b>167.4</b>	<b>217.7</b>	<b>526.1</b>	<b>85.3%</b>	<b>11.8</b>	<b>13.2</b>	<b>13.5</b>	<b>13.7</b>	<b>14.2</b>	<b>14.4</b>	<b>14.7</b>	<b>14.9</b>	<b>15.2</b>	<b>15.4</b>
<b>Bond Eligible</b>															
USG Headquarters Building	10.5	12.6	16.8	40.0	6.5%	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.2
Gateway Transit Plaza	2.4	2.9	3.9	9.2	1.5%	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3
Other Agencywide Capital	11.0	13.2	17.6	41.8	6.8%	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.2	1.2	1.2
<b>Subtotal, Bond Eligible Uses</b>	<b>24.0</b>	<b>28.8</b>	<b>38.2</b>	<b>91.0</b>	<b>14.7%</b>	<b>2.2</b>	<b>2.2</b>	<b>2.3</b>	<b>2.3</b>	<b>2.4</b>	<b>2.4</b>	<b>2.5</b>	<b>2.5</b>	<b>2.6</b>	<b>2.6</b>
<b>Total Uses</b>	<b>164.9</b>	<b>196.2</b>	<b>255.9</b>	<b>617.1</b>	<b>100.0%</b>	<b>14.0</b>	<b>15.4</b>	<b>15.8</b>	<b>16.0</b>	<b>16.5</b>	<b>16.8</b>	<b>17.1</b>	<b>17.4</b>	<b>17.7</b>	<b>18.0</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

30/10 Initiative 100% ScenA 8/10/10

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
TDA Article 4	1.1	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	1.4
Proposition A (Admin)	-	-	-	-	-	-	-	-	-	-
Proposition C (Admin)	-	-	-	-	-	-	-	-	-	-
Proposition C 10% (Cash)	-	-	-	-	-	-	-	-	-	-
Proposition C 40% (Cash)	10.4	10.6	10.7	10.9	11.0	11.1	11.3	11.4	11.6	11.8
Advertising and Other General revenues	4.2	4.3	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0
<b>Subtotal Local</b>	<b>15.7</b>	<b>16.0</b>	<b>16.3</b>	<b>16.5</b>	<b>16.8</b>	<b>17.0</b>	<b>17.3</b>	<b>17.5</b>	<b>17.8</b>	<b>18.2</b>
<b>State</b>										
STA - Operator Revenue Share	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
<b>Subtotal State</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>
<b>Federal</b>										
Section 5309 Fixed Guideway Mod.	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Homeland Security Grants	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Federal</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>
<b>Total Sources of Funds</b>	<b>18.4</b>	<b>18.7</b>	<b>19.0</b>	<b>19.2</b>	<b>19.5</b>	<b>19.7</b>	<b>20.0</b>	<b>20.3</b>	<b>20.6</b>	<b>21.0</b>
<b>USES OF FUNDS</b>										
Radios & Communications Equip.	-	-	-	-	-	-	-	-	-	-
Non-Revenue Vehicles & Equip.	7.6	7.7	7.9	8.0	8.1	8.2	8.4	8.5	8.6	8.8
IT/Communications	3.6	3.6	3.7	3.7	3.8	3.9	3.9	4.0	4.0	4.1
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 Srvcs Maint & Wrhse Ops	2.2	2.3	2.3	2.4	2.4	2.4	2.5	2.5	2.6	2.6
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
<b>Subtotal, Cash Only Uses</b>	<b>15.7</b>	<b>15.9</b>	<b>16.2</b>	<b>16.4</b>	<b>16.6</b>	<b>16.8</b>	<b>17.0</b>	<b>17.3</b>	<b>17.6</b>	<b>17.9</b>
<b>Bond Eligible</b>										
USG Headquarters Building	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.4
Gateway Transit Plaza	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Other Agencywide Capital	1.2	1.3	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4
<b>Subtotal, Bond Eligible Uses</b>	<b>2.7</b>	<b>2.7</b>	<b>2.8</b>	<b>2.8</b>	<b>2.9</b>	<b>2.9</b>	<b>2.9</b>	<b>3.0</b>	<b>3.0</b>	<b>3.1</b>
<b>Total Uses</b>	<b>18.4</b>	<b>18.7</b>	<b>19.0</b>	<b>19.2</b>	<b>19.5</b>	<b>19.7</b>	<b>20.0</b>	<b>20.3</b>	<b>20.6</b>	<b>21.0</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
TDA Article 4	1.4	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.7	1.8
Proposition A (Admin)	-	-	-	-	-	-	-	-	-	-	-
Proposition C (Admin)	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10% (Cash)	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40% (Cash)	12.0	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	5.1	5.2	5.2	5.2	5.2	5.2	5.3	5.3	5.3
<b>Subtotal Local</b>	<b>18.5</b>	<b>18.9</b>	<b>19.2</b>	<b>19.6</b>	<b>20.0</b>	<b>20.4</b>	<b>20.8</b>	<b>21.2</b>	<b>21.6</b>	<b>22.1</b>	<b>22.5</b>
<b>State</b>											
STA - Operator Revenue Share	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
<b>Subtotal State</b>	<b>0.2</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>
<b>Federal</b>											
Section 5309 Fixed Guideway Mod.	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Homeland Security Grants	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Federal</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.5</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>	<b>2.6</b>
<b>Total Sources of Funds</b>	<b>21.3</b>	<b>21.7</b>	<b>22.0</b>	<b>22.4</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>24.1</b>	<b>24.5</b>	<b>24.9</b>	<b>25.4</b>
<b>USES OF FUNDS</b>											
Radios & Communications Equip.	-	-	-	-	-	-	-	-	-	-	-
Non-Revenue Vehicles & Equip.	9.0	9.1	9.3	9.5	9.7	9.9	10.0	10.2	10.5	10.7	10.9
IT/Communications	4.2	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	2.0
General Svcs Maint & Wrhse Ops	2.7	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	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Subtotal, Cash Only Uses</b>	<b>18.2</b>	<b>18.5</b>	<b>18.8</b>	<b>19.1</b>	<b>19.4</b>	<b>19.7</b>	<b>20.1</b>	<b>20.5</b>	<b>20.8</b>	<b>21.2</b>	<b>21.6</b>
<b>Bond Eligible</b>											
USG Headquarters Building	1.4	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	0.3	0.4	0.4	0.4	0.4	0.4	0.4
Other Agencywide Capital	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.7	1.8
<b>Subtotal, Bond Eligible Uses</b>	<b>3.2</b>	<b>3.2</b>	<b>3.3</b>	<b>3.3</b>	<b>3.4</b>	<b>3.5</b>	<b>3.5</b>	<b>3.6</b>	<b>3.7</b>	<b>3.7</b>	<b>3.8</b>
<b>Total Uses</b>	<b>21.3</b>	<b>21.7</b>	<b>22.0</b>	<b>22.4</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>24.1</b>	<b>24.5</b>	<b>24.9</b>	<b>25.4</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

30/10 Initiative 100% ScenA 8/10/10

	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
(\$ in millions)													
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1	Prop. C 40% Net Financing Proceeds	-	-	-	0.0%	-	-	-	-	-	-	-	-
2	Fare Revenues	4,162.4	5,740.5	7,762.5	17,665.3	25.8%	344.4	346.9	351.3	385.4	389.8	443.6	448.5
3	Proposition A - Discretionary (40%)	2,302.9	2,753.5	3,707.8	8,764.2	12.8%	250.2	208.1	213.2	218.1	223.0	227.9	233.0
4	Proposition A - Local Return (25%)	1,122.4	1,781.3	2,845.7	5,749.4	8.4%	85.7	89.6	95.1	102.0	109.1	115.6	122.0
5	Proposition C - Discretionary (40%)	1,380.7	1,641.8	2,406.5	5,429.0	7.9%	130.9	128.0	135.9	138.2	139.6	129.0	144.2
6	Proposition C - Local Return (20%)	143.7	228.1	364.4	736.3	1.1%	11.0	11.5	12.2	13.1	14.0	14.8	15.6
7	TDA Article 4	2,314.3	3,821.7	7,092.1	13,228.2	19.3%	252.5	234.1	236.0	200.3	210.5	210.6	222.0
8	Proposition C 5% Security	352.5	465.3	644.8	1,462.6	2.1%	27.9	29.1	30.9	33.2	35.5	37.2	39.2
9	Other (General, Advertising, Misc.)	175.4	90.9	124.0	390.3	0.6%	27.9	38.3	22.6	23.8	23.9	8.4	7.9
10	Measure R Sales Tax	1,453.7	2,317.7	3,310.7	7,082.2	10.3%	105.9	115.4	123.8	132.7	142.0	150.4	158.7
11	<b>Subtotal Local</b>	<b>13,408.2</b>	<b>18,840.8</b>	<b>28,258.5</b>	<b>60,507.5</b>	<b>88.4%</b>	<b>1,236.3</b>	<b>1,201.1</b>	<b>1,221.0</b>	<b>1,246.8</b>	<b>1,287.4</b>	<b>1,337.6</b>	<b>1,390.0</b>
12	<b>State</b>												
13	STA - Operator Revenue Share	519.6	623.6	761.0	1,904.2	2.8%	-	62.3	55.8	55.8	56.2	56.8	57.3
14	<b>Subtotal State</b>	<b>519.6</b>	<b>623.6</b>	<b>761.0</b>	<b>1,904.2</b>	<b>2.8%</b>	<b>-</b>	<b>62.3</b>	<b>55.8</b>	<b>55.8</b>	<b>56.2</b>	<b>56.8</b>	<b>57.3</b>
15	<b>Federal</b>												
16	CMAQ	16.8	70.8	-	87.6	0.1%	-	-	-	5.5	5.7	5.6	-
17	Section 5307 (Preventive Maintenance)	1,552.0	1,275.7	829.6	3,657.3	5.3%	148.2	150.3	152.4	154.5	156.7	158.9	161.1
18	RSTP	600.2	721.1	959.3	2,280.6	3.3%	54.4	55.8	57.1	58.2	59.4	60.6	61.8
19	<b>Subtotal Federal</b>	<b>2,169.0</b>	<b>2,067.6</b>	<b>1,788.9</b>	<b>6,025.5</b>	<b>8.8%</b>	<b>202.6</b>	<b>206.1</b>	<b>209.5</b>	<b>218.2</b>	<b>221.8</b>	<b>225.1</b>	<b>222.9</b>
20	<b>Subtotal</b>	<b>16,096.8</b>	<b>21,532.1</b>	<b>30,808.3</b>	<b>68,437.2</b>	<b>100.0%</b>	<b>1,438.9</b>	<b>1,469.5</b>	<b>1,486.3</b>	<b>1,520.7</b>	<b>1,565.4</b>	<b>1,619.4</b>	<b>1,670.2</b>
21	Prop A 40% (for Other Eligible Operators)	251.5	279.7	371.3	902.4		21.1	27.7	28.3	28.9	23.1	23.5	24.0
22	TDA Article 8 (paratransit)	194.2	309.9	496.7	1,000.9		14.8	15.4	16.4	17.6	18.9	20.0	21.1
23	<b>GRAND TOTAL SOURCES</b>	<b>16,542.4</b>	<b>22,121.7</b>	<b>31,676.4</b>	<b>70,340.5</b>		<b>1,474.8</b>	<b>1,512.6</b>	<b>1,531.0</b>	<b>1,567.2</b>	<b>1,607.3</b>	<b>1,662.9</b>	<b>1,715.4</b>
24	<b>USES OF FUNDS</b>												
25	Bus Operations-Countywide	14,269.7	18,487.1	26,553.8	59,310.7	86.6%	1,314.1	1,350.8	1,350.8	1,348.6	1,376.0	1,421.6	1,465.7
26	BSIP-Countywide	151.0	181.9	241.5	574.5	0.8%	13.1	14.1	14.4	14.7	15.0	15.3	15.6
27	Bus Security-Countywide	367.4	465.3	644.8	1,477.4	2.2%	32.4	33.3	34.3	35.3	36.2	37.2	38.2
28	Expansion Costs-Countywide	1,370.0	2,397.8	3,368.2	7,136.0	10.4%	84.4	96.7	112.3	127.4	138.1	145.3	150.7
29	UNMET NEED (UNFUNDED)-Metro	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30	<b>Subtotal</b>	<b>16,158.2</b>	<b>21,532.1</b>	<b>30,808.3</b>	<b>68,498.6</b>	<b>100.0%</b>	<b>1,444.1</b>	<b>1,494.9</b>	<b>1,511.8</b>	<b>1,525.9</b>	<b>1,565.4</b>	<b>1,619.4</b>	<b>1,670.2</b>
31	Other Eligible Operators (Prop A 40% Alloc)	251.5	279.7	371.3	902.4		21.1	27.7	28.3	28.9	23.1	23.5	24.0
32	Paratransit (TDA Article 8)	194.2	309.9	496.7	1,000.9		14.8	15.4	16.4	17.6	18.9	20.0	21.1
33	<b>GRAND TOTAL USES</b>	<b>16,603.8</b>	<b>22,121.7</b>	<b>31,676.4</b>	<b>70,401.9</b>		<b>1,480.0</b>	<b>1,538.0</b>	<b>1,556.5</b>	<b>1,572.4</b>	<b>1,607.3</b>	<b>1,663.0</b>	<b>1,715.4</b>
34	<b>CASH BALANCE</b>												
35	Beginning Fiscal Year Cash Balance	61.4	0.0	0.0	61.4		61.4	56.2	30.7	5.2	0.0	0.0	0.0
36	Annual Net Change to Cash Balance	(61.4)	(0.0)	0.0	(61.4)		(5.2)	(25.5)	(25.5)	(5.2)	0.0	(0.0)	(0.0)
37	Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0		56.2	30.7	5.2	0.0	0.0	0.0	0.0

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

30/10 Initiative 100% ScenA 8/10/10

(\$ 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
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
1 Prop. C 40% Net Financing Proceeds	-	-	-	-	-	-	-	-	-	-	-	-
2 Fare Revenues	477.5	504.1	509.1	535.5	540.5	558.0	562.8	585.0	590.1	609.2	614.9	635.3
3 Proposition A - Discretionary (40%)	243.1	248.4	253.5	258.8	263.7	268.5	272.7	277.2	281.8	286.8	292.3	298.3
4 Proposition A - Local Return (25%)	134.4	140.7	147.2	153.6	160.1	166.9	173.7	181.1	188.5	195.8	203.4	210.9
5 Proposition C - Discretionary (40%)	150.7	147.4	156.4	158.3	151.1	145.8	149.4	151.2	173.1	184.4	189.0	182.9
6 Proposition C - Local Return (20%)	17.2	18.0	18.9	19.7	20.5	21.4	22.2	23.2	24.1	25.1	26.1	27.0
7 TDA Article 4	242.8	263.2	259.7	298.1	328.6	311.9	342.4	397.9	448.6	451.8	473.2	509.6
8 Proposition C 5% Security	40.1	41.2	42.2	43.2	44.1	45.1	46.0	46.9	47.9	48.9	50.0	51.1
9 Other (General, Advertising, Misc.)	8.2	8.4	8.5	8.7	8.8	8.9	9.0	9.1	9.2	9.4	9.5	9.7
10 Measure R Sales Tax	174.8	183.1	191.6	199.9	208.3	217.2	226.1	235.7	245.3	254.8	264.7	274.4
11 <b>Subtotal Local</b>	<b>1,488.9</b>	<b>1,554.5</b>	<b>1,587.0</b>	<b>1,675.7</b>	<b>1,725.7</b>	<b>1,743.6</b>	<b>1,804.3</b>	<b>1,907.3</b>	<b>2,008.7</b>	<b>2,066.2</b>	<b>2,123.2</b>	<b>2,199.2</b>
<b>State</b>												
13 STA - Operator Revenue Share	58.5	59.0	59.6	60.2	60.8	61.4	62.0	62.6	63.3	63.9	64.5	65.2
14 <b>Subtotal State</b>	<b>58.5</b>	<b>59.0</b>	<b>59.6</b>	<b>60.2</b>	<b>60.8</b>	<b>61.4</b>	<b>62.0</b>	<b>62.6</b>	<b>63.3</b>	<b>63.9</b>	<b>64.5</b>	<b>65.2</b>
<b>Federal</b>												
16 CMAQ	-	-	-	6.2	6.4	23.3	17.3	17.6	-	-	-	-
17 Section 5307 (Preventive Maintenance)	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	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 <b>Subtotal Federal</b>	<b>227.5</b>	<b>216.7</b>	<b>228.0</b>	<b>220.5</b>	<b>213.4</b>	<b>238.0</b>	<b>237.4</b>	<b>215.6</b>	<b>189.7</b>	<b>170.6</b>	<b>188.3</b>	<b>166.0</b>
20 <b>Subtotal</b>	<b>1,774.9</b>	<b>1,830.3</b>	<b>1,874.7</b>	<b>1,956.4</b>	<b>1,999.9</b>	<b>2,043.0</b>	<b>2,103.7</b>	<b>2,185.6</b>	<b>2,261.7</b>	<b>2,300.6</b>	<b>2,376.0</b>	<b>2,430.4</b>
21 Prop A 40% (for Other Eligible Operators)	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)	23.3	24.4	25.6	26.7	27.8	29.0	30.2	31.5	32.8	34.1	35.4	36.7
23 <b>GRAND TOTAL SOURCES</b>	<b>1,823.2</b>	<b>1,880.1</b>	<b>1,926.2</b>	<b>2,009.6</b>	<b>2,054.6</b>	<b>2,099.4</b>	<b>2,161.7</b>	<b>2,245.2</b>	<b>2,323.0</b>	<b>2,363.7</b>	<b>2,441.0</b>	<b>2,497.2</b>
<b>USES OF FUNDS</b>												
25 Bus Operations-Countywide	1,550.7	1,583.0	1,621.2	1,696.7	1,734.0	1,738.9	1,793.7	1,869.2	1,938.8	1,970.8	2,038.7	2,085.2
26 BSIP-Countywide	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	40.1	41.2	42.2	43.2	44.1	45.1	46.0	46.9	47.9	48.9	50.0	51.1
28 Expansion Costs-Countywide	167.8	189.6	194.5	199.4	204.2	241.2	246.1	251.2	256.5	262.1	268.2	274.5
29 UNMET NEED (UNFUNDED)-Metro	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30 <b>Subtotal</b>	<b>1,774.9</b>	<b>1,830.2</b>	<b>1,874.7</b>	<b>1,956.4</b>	<b>1,999.8</b>	<b>2,043.0</b>	<b>2,103.7</b>	<b>2,185.6</b>	<b>2,261.7</b>	<b>2,300.6</b>	<b>2,376.0</b>	<b>2,430.4</b>
31 Other Eligible Operators (Prop A 40% Alloc)	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)	23.3	24.4	25.6	26.7	27.8	29.0	30.2	31.5	32.8	34.1	35.4	36.7
33 <b>GRAND TOTAL USES</b>	<b>1,823.2</b>	<b>1,880.1</b>	<b>1,926.2</b>	<b>2,009.6</b>	<b>2,054.6</b>	<b>2,099.4</b>	<b>2,161.7</b>	<b>2,245.2</b>	<b>2,323.1</b>	<b>2,363.7</b>	<b>2,441.0</b>	<b>2,497.2</b>
<b>CASH BALANCE</b>												
35 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36 Annual Net Change to Cash Balance	(0.0)	0.0	0.0	(0.0)	0.0	(0.0)	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0
37 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Prop. C 40% Net Financing Proceeds	-	-	-	-	-	-	-	-	-	-	-
2 Fare Revenues	641.4	660.0	666.2	683.0	689.6	707.1	714.0	732.2	739.5	761.0	768.3
3 Proposition A - Discretionary (40%)	304.4	310.3	316.4	322.8	329.4	336.2	343.1	350.4	357.8	365.0	372.2
4 Proposition A - Local Return (25%)	218.4	225.9	233.3	241.3	249.7	258.1	266.3	275.1	284.0	292.4	301.2
5 Proposition C - Discretionary (40%)	186.6	227.0	214.5	215.6	212.1	208.7	232.9	198.0	203.6	191.4	316.3
6 Proposition C - Local Return (20%)	28.0	28.9	29.9	30.9	32.0	33.1	34.1	35.2	36.4	37.4	38.6
7 TDA Article 4	544.5	521.6	558.1	583.4	613.3	647.3	651.5	722.3	747.5	729.8	772.8
8 Proposition C 5% Security	52.3	53.5	54.6	55.9	57.1	58.5	59.8	61.2	62.6	64.0	65.4
9 Other (General, Advertising, Misc.)	9.9	10.1	10.4	10.7	10.9	11.2	11.5	11.8	12.2	12.5	12.8
10 Measure R Sales Tax	284.2	293.9	303.6	313.9	324.8	335.9	346.5	357.9	369.5	380.4	-
11 <b>Subtotal Local</b>	<b>2,269.6</b>	<b>2,331.2</b>	<b>2,387.0</b>	<b>2,457.4</b>	<b>2,519.0</b>	<b>2,596.0</b>	<b>2,659.8</b>	<b>2,744.1</b>	<b>2,812.9</b>	<b>2,833.9</b>	<b>2,647.5</b>
<b>State</b>											
13 STA - Operator Revenue Share	65.8	66.5	67.1	67.8	68.5	69.1	69.8	70.5	71.2	71.9	72.6
14 <b>Subtotal State</b>	<b>65.8</b>	<b>66.5</b>	<b>67.1</b>	<b>67.8</b>	<b>68.5</b>	<b>69.1</b>	<b>69.8</b>	<b>70.5</b>	<b>71.2</b>	<b>71.9</b>	<b>72.6</b>
<b>Federal</b>											
16 CMAQ	-	-	-	-	-	-	-	-	-	-	-
17 Section 5307 (Preventive Maintenance)	96.0	87.1	84.6	70.4	67.3	50.3	47.1	26.3	22.6	85.7	192.3
18 RSTP	79.1	80.6	82.1	83.7	85.3	87.0	88.7	90.5	92.3	94.1	95.9
19 <b>Subtotal Federal</b>	<b>175.1</b>	<b>167.7</b>	<b>166.7</b>	<b>154.1</b>	<b>152.6</b>	<b>137.3</b>	<b>135.8</b>	<b>116.8</b>	<b>114.9</b>	<b>179.8</b>	<b>288.2</b>
20 <b>Subtotal</b>	<b>2,510.5</b>	<b>2,565.4</b>	<b>2,620.8</b>	<b>2,679.3</b>	<b>2,740.0</b>	<b>2,802.4</b>	<b>2,865.5</b>	<b>2,931.4</b>	<b>2,999.0</b>	<b>3,085.7</b>	<b>3,008.4</b>
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)	38.1	39.4	40.7	42.1	43.6	45.1	46.5	48.0	49.6	51.1	52.6
23 <b>GRAND TOTAL SOURCES</b>	<b>2,579.3</b>	<b>2,636.0</b>	<b>2,693.3</b>	<b>2,753.7</b>	<b>2,816.6</b>	<b>2,881.1</b>	<b>2,946.3</b>	<b>3,014.4</b>	<b>3,084.3</b>	<b>3,173.1</b>	<b>3,098.1</b>
<b>USES OF FUNDS</b>											
25 Bus Operations-Countywide	2,157.4	2,204.4	2,251.9	2,301.9	2,354.0	2,407.4	2,461.4	2,517.9	2,575.8	2,631.5	2,690.1
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	52.3	53.5	54.6	55.9	57.1	58.5	59.8	61.2	62.6	64.0	65.4
28 Expansion Costs-Countywide	280.9	287.2	293.6	300.4	307.4	314.6	321.9	329.5	337.3	344.8	250.5
29 UNMET NEED (UNFUNDED)-Metro	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
30 <b>Subtotal</b>	<b>2,510.5</b>	<b>2,565.4</b>	<b>2,620.8</b>	<b>2,679.3</b>	<b>2,740.0</b>	<b>2,802.4</b>	<b>2,865.5</b>	<b>2,931.4</b>	<b>2,999.0</b>	<b>3,063.9</b>	<b>3,030.1</b>
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)	38.1	39.4	40.7	42.1	43.6	45.1	46.5	48.0	49.6	51.1	52.6
33 <b>GRAND TOTAL USES</b>	<b>2,579.3</b>	<b>2,636.0</b>	<b>2,693.3</b>	<b>2,753.7</b>	<b>2,816.6</b>	<b>2,881.1</b>	<b>2,946.3</b>	<b>3,014.4</b>	<b>3,084.3</b>	<b>3,151.4</b>	<b>3,119.8</b>
<b>CASH BALANCE</b>											
35 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8
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	21.8	(21.8)
37 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0.0

LACMTA Financial Forecasting Model  
 Bus Operations - MTA Operations

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Fare Revenues	3,152.4	4,455.0	6,055.9	13,663.3	32.1%	252.5	259.8	261.6	293.5	295.6	338.5	340.8	360.2
2 Fare Freeze Reduction	(32.6)	-	-	(32.6)	-0.1%		(8.1)	(8.1)	(8.2)	(8.2)			
3 Proposition A - Discretionary (40%)	1,590.9	1,870.6	2,477.8	5,939.3	14.0%	166.2	148.0	149.8	151.7	154.7	157.8	160.9	164.0
4 Prop C 40%/BSIP/Foothill Mitigation/Exp	455.8	500.3	846.3	1,802.3	4.2%	54.7	40.3	47.7	48.1	47.6	35.0	48.2	38.6
5 TDA Article 4	1,572.8	2,668.9	5,177.7	9,419.4	22.1%	191.8	158.8	161.7	127.6	145.6	141.0	147.7	163.5
6 Proposition C 5% Security	289.2	364.8	484.3	1,138.3	2.7%	23.0	24.1	25.6	27.4	29.4	30.7	31.3	31.9
7 Other (Advertising and General, & Lease Rev.)	125.6	31.2	44.7	201.4	0.5%	23.4	33.7	17.8	19.0	18.9	3.4	2.8	0.8
8 <b>Subtotal Local</b>	<b>7,154.0</b>	<b>9,890.8</b>	<b>15,086.7</b>	<b>32,131.4</b>	<b>75.6%</b>	<b>711.6</b>	<b>656.6</b>	<b>656.1</b>	<b>659.3</b>	<b>683.6</b>	<b>706.3</b>	<b>731.7</b>	<b>759.1</b>
9 <b>Measure R Sales Tax</b>	<b>1,079.9</b>	<b>1,715.1</b>	<b>2,449.9</b>	<b>5,245.0</b>	<b>12.3%</b>	<b>80.4</b>	<b>86.9</b>	<b>92.2</b>	<b>98.2</b>	<b>105.1</b>	<b>111.3</b>	<b>117.4</b>	<b>123.5</b>
<b>State</b>													
11 STA - Operator Revenue Share	385.2	460.9	562.4	1,408.5	3.3%	-	46.9	41.6	41.3	41.5	41.9	42.4	42.8
12 <b>Subtotal State</b>	<b>385.2</b>	<b>460.9</b>	<b>562.4</b>	<b>1,408.5</b>	<b>3.3%</b>	<b>-</b>	<b>46.9</b>	<b>41.6</b>	<b>41.3</b>	<b>41.5</b>	<b>41.9</b>	<b>42.4</b>	<b>42.8</b>
<b>Federal</b>													
14 CMAQ (Expansion/Corridors)	16.8	70.8	-	87.6	0.2%	-	-	-	5.5	5.7	5.6	-	-
15 Section 5307 (Preventive Maintenance)	1,552.0	1,275.7	829.6	3,657.3	8.6%	148.2	150.3	152.4	154.5	156.7	158.9	161.1	155.8
16 Homeland Security Grants	-	-	-	-	0.0%	-	-	-	-	-	-	-	-
17 <b>Subtotal Federal</b>	<b>1,568.8</b>	<b>1,346.5</b>	<b>829.6</b>	<b>3,744.9</b>	<b>8.8%</b>	<b>148.2</b>	<b>150.3</b>	<b>152.4</b>	<b>160.0</b>	<b>162.4</b>	<b>164.5</b>	<b>161.1</b>	<b>155.8</b>
18 <b>TOTAL SOURCES</b>	<b>10,188.0</b>	<b>13,413.3</b>	<b>18,928.5</b>	<b>42,529.8</b>	<b>100.0%</b>	<b>940.2</b>	<b>940.6</b>	<b>942.2</b>	<b>958.8</b>	<b>992.6</b>	<b>1,024.0</b>	<b>1,052.6</b>	<b>1,081.2</b>
<b>USES OF FUNDS</b>													
21 Bus Operations (incl. Maint. & BRTs)	9,139.7	11,659.1	16,475.5	37,274.2	87.6%	840.8	873.4	865.8	861.7	883.8	912.2	938.5	964.8
22 BSIP	114.4	138.0	183.2	435.5	1.0%	9.8	10.7	10.9	11.2	11.4	11.6	11.8	12.1
23 Bus Security	304.1	364.8	484.3	1,153.2	2.7%	27.6	28.3	28.9	29.5	30.1	30.7	31.3	31.9
24 Prior Expansion Costs (from Expansion page)	629.8	1,251.5	1,785.6	3,666.9	8.6%	33.0	39.4	50.1	60.8	67.4	69.5	71.0	72.3
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 <b>TOTAL USES</b>	<b>10,188.0</b>	<b>13,413.3</b>	<b>18,928.5</b>	<b>42,529.8</b>	<b>100.0%</b>	<b>911.2</b>	<b>951.8</b>	<b>955.7</b>	<b>963.1</b>	<b>992.6</b>	<b>1,024.0</b>	<b>1,052.6</b>	<b>1,081.1</b>
27 Uses excluding expansion percent change							3.89%	-0.73%	-0.36%	2.54%	3.16%	2.85%	2.77%
28 Total uses percent change							4.45%	0.42%	0.78%	3.06%	3.17%	2.79%	2.71%
<b>CASH BALANCE</b>													
30 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	-	-	0.0	29.0	17.9	4.4	0.0	0.0	0.0	0.0
31 Annual Net Change to Cash Balance	0.0	(0.0)	0.0	0.0	-	29.0	(11.1)	(13.5)	(4.4)	0.0	(0.0)	(0.0)	0.0
32 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	-	29.0	17.9	4.4	0.0	0.0	0.0	0.0	0.0

**NOTES:**

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Revenue Operation:
  - Expo Shuttles - December 2010
  - Wilshire BRT - November 2013
  - Eastside Shuttles - December 2009
  - San Fernando Valley N-S (Canoga) - July 2012

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

**30/10 Initiative 100% ScenA 8/10/10**

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
1 Fare Revenues	362.8	387.1	389.8	414.0	416.8	432.3	435.3	455.8	458.9	475.9	479.3	497.0
2 Fare Freeze Reduction												
3 Proposition A - Discretionary (40%)	167.3	170.6	173.8	177.1	180.1	183.0	185.5	188.1	190.8	193.9	197.3	201.0
4 Prop C 40%/BSIP/Foothill Mitigation/Exp	50.5	45.0	51.9	51.5	42.2	34.8	36.5	36.2	56.1	65.2	67.3	58.6
5 TDA Article 4	159.6	175.4	167.1	200.9	226.7	204.9	230.4	280.4	325.6	323.4	339.3	370.2
6 Proposition C 5% 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
7 Other (Advertising and General, & Lease Rev.)	2.9	2.9	3.0	3.0	3.1	3.1	3.1	3.1	3.2	3.2	3.2	3.3
8 <b>Subtotal Local</b>	<b>775.5</b>	<b>814.2</b>	<b>819.3</b>	<b>880.9</b>	<b>903.9</b>	<b>893.8</b>	<b>926.9</b>	<b>1,000.3</b>	<b>1,071.9</b>	<b>1,099.4</b>	<b>1,124.8</b>	<b>1,169.3</b>
9 <b>Measure R Sales Tax</b>	<b>129.4</b>	<b>135.5</b>	<b>141.8</b>	<b>147.9</b>	<b>154.1</b>	<b>160.7</b>	<b>167.3</b>	<b>174.4</b>	<b>181.5</b>	<b>188.5</b>	<b>195.9</b>	<b>203.0</b>
<b>State</b>												
11 STA - Operator Revenue Share	43.2	43.6	44.1	44.5	44.9	45.4	45.8	46.3	46.8	47.2	47.7	48.2
12 <b>Subtotal State</b>	<b>43.2</b>	<b>43.6</b>	<b>44.1</b>	<b>44.5</b>	<b>44.9</b>	<b>45.4</b>	<b>45.8</b>	<b>46.3</b>	<b>46.8</b>	<b>47.2</b>	<b>47.7</b>	<b>48.2</b>
<b>Federal</b>												
14 CMAQ (Expansion/Corridors)	-	-	-	6.2	6.4	23.3	17.3	17.6	-	-	-	-
15 Section 5307 (Preventive Maintenance)	163.2	151.1	161.1	146.1	137.6	144.2	148.6	125.5	116.1	95.8	112.2	88.4
16 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-	-
17 <b>Subtotal Federal</b>	<b>163.2</b>	<b>151.1</b>	<b>161.1</b>	<b>152.3</b>	<b>144.0</b>	<b>167.5</b>	<b>165.9</b>	<b>143.1</b>	<b>116.1</b>	<b>95.8</b>	<b>112.2</b>	<b>88.4</b>
18 <b>TOTAL SOURCES</b>	<b>1,111.3</b>	<b>1,144.4</b>	<b>1,166.3</b>	<b>1,225.7</b>	<b>1,247.0</b>	<b>1,267.4</b>	<b>1,306.0</b>	<b>1,364.2</b>	<b>1,416.3</b>	<b>1,430.9</b>	<b>1,480.6</b>	<b>1,509.0</b>
<b>USES OF FUNDS</b>												
21 Bus Operations (incl. Maint. & BRTs)	992.6	1,006.2	1,025.4	1,082.1	1,100.9	1,086.7	1,122.8	1,178.3	1,227.7	1,239.3	1,285.6	1,310.2
22 BSIP	12.3	12.6	12.8	13.0	13.3	13.5	13.7	13.9	14.1	14.3	14.6	14.8
23 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
24 Prior Expansion Costs (from Expansion page)	73.8	92.4	94.2	96.0	97.7	131.5	133.4	135.3	137.3	139.5	142.0	144.7
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
26 <b>TOTAL USES</b>	<b>1,111.33</b>	<b>1,144.4</b>	<b>1,166.3</b>	<b>1,225.7</b>	<b>1,246.9</b>	<b>1,267.4</b>	<b>1,306.0</b>	<b>1,364.2</b>	<b>1,416.3</b>	<b>1,430.9</b>	<b>1,480.6</b>	<b>1,509.0</b>
27 Uses excluding expansion percent change	2.85%	1.39%	1.91%	5.37%	1.74%	-1.17%	3.24%	4.80%	4.08%	0.97%	3.65%	1.92%
28 Total uses percent change	2.79%	2.98%	1.91%	5.09%	1.74%	1.64%	3.04%	4.46%	3.82%	1.03%	3.47%	1.92%
<b>CASH BALANCE</b>												
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
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
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

**NOTES:**

1. Fare revenues from expansion are reflected.
2. Metro Rapid Transitway Revenue Operation:  
Expo Shuttles - December 2010  
Wilshire BRT - November 2013  
Eastside Shuttles - December 2009  
San Fernando Valley N-S (Canoga) - July 2012



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

**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Fare Revenues	500.5	516.5	520.1	534.1	537.9	552.4	556.3	571.3	575.3	593.7	597.9
2 Fare Freeze Reduction											
3 Proposition A - Discretionary (40%)	204.8	208.5	212.3	216.3	220.4	224.6	229.0	233.6	238.2	242.8	247.3
4 Prop C 40%/BSIP/Foothill Mitigation/Exp	59.6	97.3	82.1	80.3	74.0	67.5	88.6	50.4	52.7	37.2	156.7
5 TDA Article 4	399.7	371.3	402.4	422.0	445.8	473.6	471.9	536.4	555.2	531.5	568.1
6 Proposition C 5% Security	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.)	3.3	3.5	3.6	3.7	3.9	4.0	4.2	4.4	4.5	4.7	4.9
8 <b>Subtotal Local</b>	<b>1,207.8</b>	<b>1,237.8</b>	<b>1,262.0</b>	<b>1,298.7</b>	<b>1,325.0</b>	<b>1,366.0</b>	<b>1,394.7</b>	<b>1,441.7</b>	<b>1,472.5</b>	<b>1,457.3</b>	<b>1,623.2</b>
9 <b>Measure R Sales Tax</b>	<b>210.3</b>	<b>217.5</b>	<b>224.6</b>	<b>232.3</b>	<b>240.4</b>	<b>248.5</b>	<b>256.4</b>	<b>264.9</b>	<b>273.4</b>	<b>281.5</b>	-
<b>State</b>											
11 STA - Operator Revenue Share	48.6	49.1	49.6	50.1	50.6	51.1	51.6	52.1	52.6	53.2	53.7
12 <b>Subtotal State</b>	<b>48.6</b>	<b>49.1</b>	<b>49.6</b>	<b>50.1</b>	<b>50.6</b>	<b>51.1</b>	<b>51.6</b>	<b>52.1</b>	<b>52.6</b>	<b>53.2</b>	<b>53.7</b>
<b>Federal</b>											
14 CMAQ (Expansion/Corridors)	-	-	-	-	-	-	-	-	-	-	-
15 Section 5307 (Preventive Maintenance)	96.0	87.1	84.6	70.4	67.3	50.3	47.1	26.3	22.6	85.7	192.3
16 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-
17 <b>Subtotal Federal</b>	<b>96.0</b>	<b>87.1</b>	<b>84.6</b>	<b>70.4</b>	<b>67.3</b>	<b>50.3</b>	<b>47.1</b>	<b>26.3</b>	<b>22.6</b>	<b>85.7</b>	<b>192.3</b>
18 <b>TOTAL SOURCES</b>	<b>1,562.7</b>	<b>1,591.6</b>	<b>1,620.9</b>	<b>1,651.5</b>	<b>1,683.2</b>	<b>1,715.9</b>	<b>1,749.8</b>	<b>1,784.9</b>	<b>1,821.1</b>	<b>1,877.7</b>	<b>1,869.1</b>
<b>USES OF FUNDS</b>											
21 Bus Operations (incl. Maint. & BRTs)	1,360.2	1,385.3	1,410.8	1,437.5	1,465.1	1,493.6	1,523.1	1,553.6	1,585.1	1,615.4	1,645.8
22 BSIP	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	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)	147.4	150.1	152.9	155.8	158.8	161.9	165.1	168.4	171.8	175.1	178.4
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
26 <b>TOTAL USES</b>	<b>1,562.7</b>	<b>1,591.6</b>	<b>1,620.9</b>	<b>1,651.5</b>	<b>1,683.2</b>	<b>1,715.9</b>	<b>1,749.8</b>	<b>1,784.9</b>	<b>1,821.1</b>	<b>1,856.0</b>	<b>1,890.9</b>
27 Uses excluding expansion percent change	3.74%	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	3.56%	1.84%	1.84%	1.89%	1.92%	1.94%	1.98%	2.00%	2.03%	1.91%	1.88%
<b>CASH BALANCE</b>											
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	21.8
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	21.8	(21.8)
32 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.8	0.0

**NOTES:**

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Revenue Operation:
  - Expo Shuttles - December 2010
  - Wilshire BRT - November 2013
  - Eastside Shuttles - December 2009
  - San Fernando Valley N-S (Canoga) - July 2012

**LACMTA Financial Forecasting Model**  
**Bus Operations - MTA Prior**  
**Expansion (Consent Decree)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>															
<b>Local</b>															
Fare Revenues	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition A - Discretionary (40%)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
TDA Article 4	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition C 5% Security	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Other (General, Advertising, Misc)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>															
STA - Revenue Share	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>															
RSTP	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
CMAQ	16.8	70.8	-	87.6	100.0%	-	-	-	5.5	5.7	5.6	-	-	-	-
Section 5307 (operating)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>16.8</b>	<b>70.8</b>	<b>-</b>	<b>87.6</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.5</b>	<b>5.7</b>	<b>5.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>16.8</b>	<b>70.8</b>	<b>-</b>	<b>87.6</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.5</b>	<b>5.7</b>	<b>5.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>USES OF FUNDS</b>															
Consent Decree	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Service Expansion	629.8	1,251.5	1,785.6	3,666.9	100.0%	33.0	39.4	50.1	60.8	67.4	69.5	71.0	72.3	73.8	92.4
<b>TOTAL USES</b>	<b>629.8</b>	<b>1,251.5</b>	<b>1,785.6</b>	<b>3,666.9</b>	<b>100.0%</b>	<b>33.0</b>	<b>39.4</b>	<b>50.1</b>	<b>60.8</b>	<b>67.4</b>	<b>69.5</b>	<b>71.0</b>	<b>72.3</b>	<b>73.8</b>	<b>92.4</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations - MTA Prior**  
**Expansion (Consent Decree)**  
**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Fare Revenues	-	-	-	-	-	-	-	-	-	-
Proposition A - Discretionary (40%)	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	-	-	-	-	-	-
TDA Article 4	-	-	-	-	-	-	-	-	-	-
Proposition C 5% Security	-	-	-	-	-	-	-	-	-	-
Other (General, Advertising, Misc)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	-	-	-	-	-	-	-	-	-	-
<b>State</b>										
STA - Revenue Share	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>										
RSTP	-	-	-	-	-	-	-	-	-	-
CMAQ	-	6.2	6.4	23.3	17.3	17.6	-	-	-	-
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	6.2	6.4	23.3	17.3	17.6	-	-	-	-
<b>TOTAL SOURCES</b>	-	6.2	6.4	23.3	17.3	17.6	-	-	-	-
<b>USES OF FUNDS</b>										
Consent Decree	-	-	-	-	-	-	-	-	-	-
Service Expansion	94.2	96.0	97.7	131.5	133.4	135.3	137.3	139.5	142.0	144.7
<b>TOTAL USES</b>	94.2	96.0	97.7	131.5	133.4	135.3	137.3	139.5	142.0	144.7

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations - MTA Prior**  
**Expansion (Consent Decree)**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Fare Revenues	-	-	-	-	-	-	-	-	-	-	-
Proposition A - Discretionary (40%)	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-
TDA Article 4	-	-	-	-	-	-	-	-	-	-	-
Proposition C 5% Security	-	-	-	-	-	-	-	-	-	-	-
Other (General, Advertising, Misc)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	-	-	-	-	-	-	-	-	-	-	-
<b>State</b>											
STA - Revenue Share	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>											
RSTP	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL SOURCES</b>	-	-	-	-	-	-	-	-	-	-	-
<b>USES OF FUNDS</b>											
Consent Decree	-	-	-	-	-	-	-	-	-	-	-
Service Expansion	147.4	150.1	152.9	155.8	158.8	161.9	165.1	168.4	171.8	175.1	178.4
<b>TOTAL USES</b>	<b>147.4</b>	<b>150.1</b>	<b>152.9</b>	<b>155.8</b>	<b>158.8</b>	<b>161.9</b>	<b>165.1</b>	<b>168.4</b>	<b>171.8</b>	<b>175.1</b>	<b>178.4</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**30/10 Initiative 100% ScenA 8/10/11**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>															
<b>Local</b>															
Fare Revenues	971.4	1,200.1	1,593.2	3,764.8	18.1%	85.4	88.6	91.0	93.1	95.4	98.0	100.3	103.2	107.1	109.3
Proposition A - Discretionary (40%)	553.8	659.4	872.9	2,086.1	10.0%	55.9	48.9	51.5	53.5	54.6	55.6	56.7	57.8	59.0	60.1
Prop A - Local Return (25%)	1,122.4	1,781.3	2,845.7	5,749.4	27.6%	85.7	89.6	95.1	102.0	109.1	115.6	122.0	128.2	134.4	140.7
Proposition C - Discretionary (40%)	254.2	329.1	479.6	1,062.9	5.1%	22.6	23.2	23.8	24.4	25.0	25.7	26.3	27.0	27.7	28.4
Proposition C - Local Return (20%)	143.7	228.1	364.4	736.3	3.5%	11.0	11.5	12.2	13.1	14.0	14.8	15.6	16.4	17.2	18.0
Prop. C 40%- Shuttles/BSIP	214.7	257.6	342.0	814.3	3.9%	19.5	20.0	20.4	20.8	21.2	21.7	22.1	22.5	23.0	23.5
TDA Article 4	741.6	1,152.8	1,914.4	3,808.8	18.3%	60.7	75.3	74.3	72.7	64.9	69.6	74.3	78.8	83.2	87.8
Proposition C 5% Security	63.3	100.5	160.5	324.3	1.6%	4.8	5.1	5.4	5.8	6.2	6.5	6.9	7.2	7.6	7.9
Other (Advertising, Charter, Misc)	38.0	45.6	60.5	144.1	0.7%	3.4	3.5	3.6	3.7	3.8	3.8	3.9	4.0	4.1	4.2
<b>Subtotal Local</b>	<b>4,103.2</b>	<b>5,754.5</b>	<b>8,633.3</b>	<b>18,491.0</b>	<b>88.8%</b>	<b>349.1</b>	<b>365.6</b>	<b>377.3</b>	<b>389.1</b>	<b>394.1</b>	<b>411.4</b>	<b>428.2</b>	<b>445.3</b>	<b>463.3</b>	<b>480.0</b>
<b>Measure R Sales Tax</b>	<b>373.8</b>	<b>602.6</b>	<b>860.8</b>	<b>1,837.2</b>	<b>8.8%</b>	<b>25.4</b>	<b>28.6</b>	<b>31.6</b>	<b>34.5</b>	<b>36.9</b>	<b>39.1</b>	<b>41.3</b>	<b>43.4</b>	<b>45.5</b>	<b>47.6</b>
<b>State</b>															
STA - Operator Revenue Share	134.4	162.7	198.6	495.7	2.4%	-	15.4	14.2	14.5	14.7	14.8	15.0	15.1	15.3	15.4
<b>Subtotal State</b>	<b>134.4</b>	<b>162.7</b>	<b>198.6</b>	<b>495.7</b>	<b>2.4%</b>	<b>-</b>	<b>15.4</b>	<b>14.2</b>	<b>14.5</b>	<b>14.7</b>	<b>14.8</b>	<b>15.0</b>	<b>15.1</b>	<b>15.3</b>	<b>15.4</b>
<b>Federal</b>															
Section 5307 (operating)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>4,611.4</b>	<b>6,519.9</b>	<b>9,692.7</b>	<b>20,824.0</b>	<b>100.0%</b>	<b>374.5</b>	<b>409.6</b>	<b>423.1</b>	<b>438.1</b>	<b>445.7</b>	<b>465.3</b>	<b>484.4</b>	<b>503.7</b>	<b>524.0</b>	<b>543.0</b>
<b>USES OF FUNDS</b>															
Bus Operations (Fixed Route & Paratransit)	3,773.9	5,158.6	7,797.6	16,730.1	80.1%	343.8	352.7	358.5	357.3	359.4	373.4	387.9	401.2	412.2	427.5
BSIP	36.7	44.0	58.4	139.0	0.7%	3.3	3.4	3.5	3.6	3.6	3.7	3.8	3.8	3.9	4.0
Shuttles	58.8	70.5	93.6	222.8	1.1%	5.3	5.5	5.6	5.7	5.8	5.9	6.1	6.2	6.3	6.4
Bus Security	63.3	100.5	160.5	324.3	1.6%	4.8	5.1	5.4	5.8	6.2	6.5	6.9	7.2	7.6	7.9
Expansion Costs (from Expansion page)	366.4	543.7	721.8	1,631.9	7.8%	26.0	28.7	30.7	32.1	33.8	36.6	38.5	41.9	48.5	49.5
Expansion Costs (Measure R)	373.8	602.6	860.8	1,837.2	8.8%	25.4	28.6	31.6	34.5	36.9	39.1	41.3	43.4	45.5	47.6
<b>TOTAL USES</b>	<b>4,672.8</b>	<b>6,519.9</b>	<b>9,692.7</b>	<b>20,885.4</b>	<b>100.0%</b>	<b>408.7</b>	<b>423.9</b>	<b>435.2</b>	<b>438.9</b>	<b>445.7</b>	<b>465.3</b>	<b>484.4</b>	<b>503.7</b>	<b>524.0</b>	<b>543.0</b>
Uses excluding expansion percent change							3.25%	2.35%	0.56%	1.26%	4.06%	4.03%	3.57%	2.96%	3.79%
Total uses percent change							3.72%	2.65%	0.85%	1.56%	4.39%	4.11%	4.00%	4.03%	3.62%
<b>CASH BALANCE</b>															
Beginning Fiscal Year Cash Balance	61.4	0.0	0.0	61.4		61.4	27.2	12.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0
Annual Net Change to Cash Balance	(61.4)	0.0	0.0	(61.4)		(34.2)	(14.3)	(12.0)	(0.8)	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	(0.0)		27.2	12.8	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Fare Revenues	111.4	113.5	115.5	117.4	119.0	120.7	122.5	124.4	126.7	129.1
Proposition A - Discretionary (40%)	61.3	62.4	63.5	64.5	65.4	66.3	67.3	68.3	69.5	70.8
Prop A - Local Return (25%)	147.2	153.6	160.1	166.9	173.7	181.1	188.5	195.8	203.4	210.9
Proposition C - Discretionary (40%)	29.2	29.9	30.7	31.5	32.4	33.2	34.1	35.0	36.0	37.0
Proposition C - Local Return (20%)	18.9	19.7	20.5	21.4	22.2	23.2	24.1	25.1	26.1	27.0
Prop. C 40%- Shuttles/BSIP	23.9	24.4	24.8	25.2	25.5	25.9	26.3	26.7	27.2	27.7
TDA Article 4	92.6	97.2	101.9	106.9	112.0	117.5	123.0	128.4	134.0	139.4
Proposition C 5% Security	8.3	8.7	9.0	9.4	9.8	10.2	10.6	11.0	11.5	11.9
Other (Advertising, Charter, Misc)	4.2	4.3	4.4	4.5	4.5	4.6	4.7	4.7	4.8	4.9
<b>Subtotal Local</b>	<b>496.9</b>	<b>513.7</b>	<b>530.4</b>	<b>547.7</b>	<b>564.6</b>	<b>582.8</b>	<b>601.1</b>	<b>619.6</b>	<b>639.1</b>	<b>658.6</b>
<b>Measure R Sales Tax</b>	<b>49.8</b>	<b>52.0</b>	<b>54.2</b>	<b>56.5</b>	<b>58.8</b>	<b>61.3</b>	<b>63.8</b>	<b>66.2</b>	<b>68.8</b>	<b>71.3</b>
<b>State</b>										
STA - Operator Revenue Share	15.6	15.7	15.9	16.0	16.2	16.3	16.5	16.7	16.8	17.0
<b>Subtotal State</b>	<b>15.6</b>	<b>15.7</b>	<b>15.9</b>	<b>16.0</b>	<b>16.2</b>	<b>16.3</b>	<b>16.5</b>	<b>16.7</b>	<b>16.8</b>	<b>17.0</b>
<b>Federal</b>										
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>562.3</b>	<b>581.4</b>	<b>600.4</b>	<b>620.2</b>	<b>639.6</b>	<b>660.4</b>	<b>681.4</b>	<b>702.5</b>	<b>724.7</b>	<b>747.0</b>
<b>USES OF FUNDS</b>										
Bus Operations (Fixed Route & Paratransit)	443.1	458.5	473.9	489.9	505.7	522.7	539.8	556.9	575.0	592.9
BSIP	4.1	4.2	4.2	4.3	4.4	4.4	4.5	4.6	4.6	4.7
Shuttles	6.5	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.6
Bus Security	8.3	8.7	9.0	9.4	9.8	10.2	10.6	11.0	11.5	11.9
Expansion Costs (from Expansion page)	50.5	51.4	52.3	53.2	53.9	54.7	55.5	56.4	57.4	58.5
Expansion Costs (Measure R)	49.8	52.0	54.2	56.5	58.8	61.3	63.8	66.2	68.8	71.3
<b>TOTAL USES</b>	<b>562.3</b>	<b>581.4</b>	<b>600.4</b>	<b>620.2</b>	<b>639.6</b>	<b>660.4</b>	<b>681.4</b>	<b>702.5</b>	<b>724.7</b>	<b>747.0</b>
Uses excluding expansion percent change	3.72%	3.55%	3.42%	3.44%	3.29%	3.42%	3.34%	3.22%	3.29%	3.17%
Total uses percent change	3.55%	3.40%	3.27%	3.29%	3.13%	3.25%	3.18%	3.09%	3.17%	3.07%
<b>CASH BALANCE</b>										
Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**30/10 Initiative 100% ScenA 8/10/11**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Fare Revenues	131.5	134.0	136.4	139.0	141.7	144.4	147.3	150.2	153.3	156.2	159.2
Proposition A - Discretionary (40%)	72.2	73.5	74.8	76.2	77.6	79.1	80.7	82.3	83.9	85.5	87.1
Prop A - Local Return (25%)	218.4	225.9	233.3	241.3	249.7	258.1	266.3	275.1	284.0	292.4	301.2
Proposition C - Discretionary (40%)	38.0	39.0	40.0	41.1	42.3	43.4	44.6	45.8	47.1	48.4	49.8
Proposition C - Local Return (20%)	28.0	28.9	29.9	30.9	32.0	33.1	34.1	35.2	36.4	37.4	38.6
Prop. C 40%- Shuttles/BSIP	28.2	28.8	29.3	29.8	30.4	31.0	31.6	32.2	32.9	33.5	34.2
TDA Article 4	144.9	150.3	155.6	161.4	167.5	173.7	179.6	185.9	192.3	198.4	204.8
Proposition C 5% Security	12.3	12.7	13.2	13.6	14.1	14.6	15.0	15.5	16.0	16.5	17.0
Other (Advertising, Charter, Misc)	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0
<b>Subtotal Local</b>	<b>678.5</b>	<b>698.1</b>	<b>717.8</b>	<b>738.7</b>	<b>760.6</b>	<b>782.9</b>	<b>804.8</b>	<b>828.1</b>	<b>851.7</b>	<b>874.3</b>	<b>897.8</b>
<b>Measure R Sales Tax</b>	<b>73.9</b>	<b>76.4</b>	<b>78.9</b>	<b>81.6</b>	<b>84.5</b>	<b>87.3</b>	<b>90.1</b>	<b>93.1</b>	<b>96.1</b>	<b>98.9</b>	<b>-</b>
<b>State</b>											
STA - Operator Revenue Share	17.2	17.3	17.5	17.7	17.9	18.0	18.2	18.4	18.6	18.8	19.0
<b>Subtotal State</b>	<b>17.2</b>	<b>17.3</b>	<b>17.5</b>	<b>17.7</b>	<b>17.9</b>	<b>18.0</b>	<b>18.2</b>	<b>18.4</b>	<b>18.6</b>	<b>18.8</b>	<b>19.0</b>
<b>Federal</b>											
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>769.6</b>	<b>791.9</b>	<b>814.2</b>	<b>838.0</b>	<b>863.0</b>	<b>888.3</b>	<b>913.2</b>	<b>939.5</b>	<b>966.4</b>	<b>992.0</b>	<b>916.7</b>
<b>USES OF FUNDS</b>											
Bus Operations (Fixed Route & Paratransit)	611.2	629.3	647.3	666.5	686.7	707.2	727.3	748.6	770.2	790.9	812.5
BSIP	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8
Shuttles	7.7	7.9	8.0	8.2	8.3	8.5	8.7	8.8	9.0	9.2	9.3
Bus Security	12.3	12.7	13.2	13.6	14.1	14.6	15.0	15.5	16.0	16.5	17.0
Expansion Costs (from Expansion page)	59.6	60.7	61.8	63.0	64.2	65.4	66.7	68.1	69.4	70.8	72.1
Expansion Costs (Measure R)	73.9	76.4	78.9	81.6	84.5	87.3	90.1	93.1	96.1	98.9	-
<b>TOTAL USES</b>	<b>769.6</b>	<b>791.9</b>	<b>814.2</b>	<b>838.0</b>	<b>863.0</b>	<b>888.3</b>	<b>913.2</b>	<b>939.5</b>	<b>966.4</b>	<b>992.0</b>	<b>916.7</b>
Uses excluding expansion percent change	3.12%	2.99%	2.90%	3.00%	3.07%	3.02%	2.87%	2.96%	2.92%	2.71%	-8.31%
Total uses percent change	3.03%	2.90%	2.82%	2.92%	2.98%	2.94%	2.80%	2.89%	2.85%	2.65%	-7.59%
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**Bus Operations**

**Municipal Operators Expansion**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>															
<b>Local</b>															
Fare Revenues	194.5	268.1	355.9	616.5	50.2%	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	171.8	275.6	365.9	813.4	49.8%	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%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>366.4</b>	<b>543.7</b>	<b>721.8</b>	<b>1,631.9</b>	<b>100.0%</b>	<b>26.0</b>	<b>28.7</b>	<b>30.7</b>	<b>32.1</b>	<b>33.8</b>	<b>36.6</b>	<b>38.5</b>	<b>41.9</b>	<b>48.5</b>	<b>49.5</b>
<b>State</b>															
STA - Revenue Share	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>															
Section 5307 (operating)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>366.4</b>	<b>543.7</b>	<b>721.8</b>	<b>1,631.9</b>	<b>100.0%</b>	<b>26.0</b>	<b>28.7</b>	<b>30.7</b>	<b>32.1</b>	<b>33.8</b>	<b>36.6</b>	<b>38.5</b>	<b>41.9</b>	<b>48.5</b>	<b>49.5</b>
<b>USES OF FUNDS</b>															
Expansion Paratransit Vehicles	16	-	-	16		4	10	2	-	-	-	-	-	-	-
Expansion Buses	110	-	-	110		40	4	5	4	5	10	5	12	25	-
<b>Total Number of Expansion Vehicles</b>	<b>126</b>	<b>-</b>	<b>-</b>	<b>126</b>		<b>44</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>12</b>	<b>25</b>	<b>-</b>
Expansion Costs	366.4	543.7	721.8	1,631.9	100.0%	26.0	28.7	30.7	32.1	33.8	36.6	38.5	41.9	48.5	49.5
<b>TOTAL USES</b>	<b>366.4</b>	<b>543.7</b>	<b>721.8</b>	<b>1,631.9</b>	<b>100.0%</b>	<b>26.0</b>	<b>28.7</b>	<b>30.7</b>	<b>32.1</b>	<b>33.8</b>	<b>36.6</b>	<b>38.5</b>	<b>41.9</b>	<b>48.5</b>	<b>49.5</b>
<b>CASH BALANCE</b>															
Beginning Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-
Beginning Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-

**Notes:**

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



**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal Operators Expansion**  
**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Fare Revenues	24.9	25.4	25.8	26.2	26.6	27.0	27.4	27.8	28.3	28.8
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
Proposition C 5% Security	-	-	-	-	-	-	-	-	-	-
Other (Advertising, Charter, Misc)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>50.5</b>	<b>51.4</b>	<b>52.3</b>	<b>53.2</b>	<b>53.9</b>	<b>54.7</b>	<b>55.5</b>	<b>56.4</b>	<b>57.4</b>	<b>58.5</b>
<b>State</b>										
STA - Revenue Share	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>										
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>50.5</b>	<b>51.4</b>	<b>52.3</b>	<b>53.2</b>	<b>53.9</b>	<b>54.7</b>	<b>55.5</b>	<b>56.4</b>	<b>57.4</b>	<b>58.5</b>
<b>USES OF FUNDS</b>										
Expansion Paratransit Vehicles	-	-	-	-	-	-	-	-	-	-
Expansion Buses	-	-	-	-	-	-	-	-	-	-
<b>Total Number of Expansion Vehicles</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expansion Costs	50.5	51.4	52.3	53.2	53.9	54.7	55.5	56.4	57.4	58.5
<b>TOTAL USES</b>	<b>50.5</b>	<b>51.4</b>	<b>52.3</b>	<b>53.2</b>	<b>53.9</b>	<b>54.7</b>	<b>55.5</b>	<b>56.4</b>	<b>57.4</b>	<b>58.5</b>
<b>CASH BALANCE</b>										
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal Operators Expansion**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Fare Revenues	29.4	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	30.2	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)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>59.6</b>	<b>60.7</b>	<b>61.8</b>	<b>63.0</b>	<b>64.2</b>	<b>65.4</b>	<b>66.7</b>	<b>68.1</b>	<b>69.4</b>	<b>70.8</b>	<b>72.1</b>
<b>State</b>											
STA - Revenue Share	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>59.6</b>	<b>60.7</b>	<b>61.8</b>	<b>63.0</b>	<b>64.2</b>	<b>65.4</b>	<b>66.7</b>	<b>68.1</b>	<b>69.4</b>	<b>70.8</b>	<b>72.1</b>
<b>USES OF FUNDS</b>											
Expansion Paratransit Vehicles	-	-	-	-	-	-	-	-	-	-	-
Expansion Buses	-	-	-	-	-	-	-	-	-	-	-
<b>Total Number of Expansion Vehicles</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Expansion Costs	59.6	60.7	61.8	63.0	64.2	65.4	66.7	68.1	69.4	70.8	72.1
<b>TOTAL USES</b>	<b>59.6</b>	<b>60.7</b>	<b>61.8</b>	<b>63.0</b>	<b>64.2</b>	<b>65.4</b>	<b>66.7</b>	<b>68.1</b>	<b>69.4</b>	<b>70.8</b>	<b>72.1</b>
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

LACMTA Financial Forecasting Model  
 Bus Operations - ADA/Paratransit  
 (ASI-Access Services Inc.)  
 3Q/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Years	Years	Years	Plan	%	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
	'10-'19	'20-'29	'30-'40	Total		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>SOURCES OF FUNDS</b>																
<b>Local</b>																
Fare Revenues	71.2	85.4	113.3	269.8	6.2%	8.5	6.6	6.8	6.9	7.0	7.2	7.3	7.5	7.6	7.8	
Proposition C 40% (Discretionary) - for capital	0.5	0.5	0.6	1.6	0.0%	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Proposition C 40% (Discretionary) - for operations	456.1	554.8	738.6	1,749.4	40.1%	34.1	44.5	44.0	44.9	45.8	46.7	47.6	48.5	49.5	50.5	
Proposition C - Local Return	-	-	-	-	0.0%											
TDA Article 4	-	-	-	-	0.0%											
Proposition C 5% Security	-	-	-	-	0.0%											
Other (Advertising, Charter, Misc)	11.8	14.2	18.8	44.8	1.0%	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	
<b>Subtotal Local</b>	<b>539.5</b>	<b>654.8</b>	<b>871.3</b>	<b>2,065.6</b>	<b>47.4%</b>	<b>41.7</b>	<b>52.3</b>	<b>51.9</b>	<b>53.0</b>	<b>54.0</b>	<b>55.1</b>	<b>56.2</b>	<b>57.3</b>	<b>58.5</b>	<b>59.6</b>	
<b>State</b>																
STA - Revenue Share	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																
Section 5310 (for capital)	4.0	4.0	4.4	12.4	0.3%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	
RSTP	600.2	721.1	959.3	2,260.6	52.3%	54.4	55.8	57.1	58.2	59.4	60.6	61.8	63.0	64.3	65.6	
<b>Subtotal Federal</b>	<b>604.2</b>	<b>725.1</b>	<b>963.7</b>	<b>2,283.0</b>	<b>52.6%</b>	<b>54.8</b>	<b>56.2</b>	<b>57.5</b>	<b>58.6</b>	<b>59.8</b>	<b>61.0</b>	<b>62.2</b>	<b>63.4</b>	<b>64.7</b>	<b>66.0</b>	
<b>TOTAL SOURCES</b>	<b>1,143.7</b>	<b>1,379.9</b>	<b>1,835.0</b>	<b>4,358.6</b>	<b>100.0%</b>	<b>96.5</b>	<b>108.5</b>	<b>109.4</b>	<b>111.6</b>	<b>113.8</b>	<b>116.1</b>	<b>118.4</b>	<b>120.7</b>	<b>123.2</b>	<b>125.6</b>	
<b>USES OF FUNDS</b>																
Bus Operations	1,139.2	1,375.4	1,830.0	4,344.6	99.7%	96.0	108.0	109.0	111.1	113.4	115.6	118.0	120.2	122.7	125.2	
Bus Capital	4.5	4.5	5.0	14.0	0.3%	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
<b>TOTAL USES</b>	<b>1,143.7</b>	<b>1,379.9</b>	<b>1,835.0</b>	<b>4,358.6</b>	<b>100.0%</b>	<b>96.5</b>	<b>108.5</b>	<b>109.4</b>	<b>111.6</b>	<b>113.8</b>	<b>116.1</b>	<b>118.4</b>	<b>120.7</b>	<b>123.2</b>	<b>125.6</b>	
Uses Percent Change							12.39%	0.88%	1.95%	2.03%	2.00%	1.99%	1.94%	2.04%	2.01%	
<b>CASH BALANCE</b>																
Beginning Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-	
Annual Net Change to Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-	
Ending Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-	
<b>MTA Subsidy (Prop C 40% and RSTP):</b>	<b>1,056.8</b>	<b>1,276.4</b>	<b>1,698.5</b>	<b>4,031.6</b>		<b>88.6</b>	<b>100.3</b>	<b>101.1</b>	<b>103.1</b>	<b>105.2</b>	<b>107.3</b>	<b>109.5</b>	<b>111.6</b>	<b>113.9</b>	<b>116.2</b>	
MTA Subsidy Percent Change:							13.28%	0.78%	1.96%	2.04%	2.01%	2.00%	1.94%	2.05%	2.01%	

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations - ADA/Paratransit**  
**(ASI-Access Services Inc.)**  
**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Fare Revenues	7.9	8.1	8.2	8.3	8.5	8.6	8.7	8.9	9.0	9.2
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	51.5	52.5	53.4	54.3	55.0	55.8	56.6	57.5	58.6	59.7
Proposition C - Local Return										
TDA Article 4										
Proposition C 5% Security										
Other (Advertising, Charter, Misc)	1.3	1.3	1.4	1.4	1.4	1.4	1.4	1.5	1.5	1.5
<b>Subtotal Local</b>	<b>60.8</b>	<b>61.9</b>	<b>63.0</b>	<b>64.0</b>	<b>64.9</b>	<b>65.9</b>	<b>66.8</b>	<b>67.9</b>	<b>69.1</b>	<b>70.4</b>
<b>State</b>										
STA - Revenue Share	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>										
Section 5310 (for capital)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
RSTP	66.9	68.2	69.4	70.5	71.5	72.5	73.6	74.8	76.1	77.6
<b>Subtotal Federal</b>	<b>67.3</b>	<b>68.6</b>	<b>69.8</b>	<b>70.9</b>	<b>71.9</b>	<b>72.9</b>	<b>74.0</b>	<b>75.2</b>	<b>76.5</b>	<b>78.0</b>
<b>TOTAL SOURCES</b>	<b>128.1</b>	<b>130.5</b>	<b>132.8</b>	<b>134.9</b>	<b>136.8</b>	<b>138.8</b>	<b>140.8</b>	<b>143.1</b>	<b>145.6</b>	<b>148.4</b>
<b>USES OF FUNDS</b>										
Bus Operations	127.6	130.1	132.4	134.5	136.4	138.3	140.4	142.6	145.2	148.0
Bus Capital	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>TOTAL USES</b>	<b>128.1</b>	<b>130.5</b>	<b>132.8</b>	<b>134.9</b>	<b>136.8</b>	<b>138.8</b>	<b>140.8</b>	<b>143.1</b>	<b>145.6</b>	<b>148.4</b>
Uses Percent Change	1.94%	1.92%	1.74%	1.61%	1.40%	1.41%	1.49%	1.62%	1.75%	1.94%
<b>CASH BALANCE</b>										
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
<b>MTA Subsidy (Prop C 40% and RSTP):</b>	<b>118.4</b>	<b>120.7</b>	<b>122.8</b>	<b>124.8</b>	<b>126.6</b>	<b>128.3</b>	<b>130.3</b>	<b>132.4</b>	<b>134.7</b>	<b>137.3</b>
MTA Subsidy Percent Change:	1.95%	1.93%	1.75%	1.61%	1.40%	1.41%	1.50%	1.62%	1.76%	1.95%

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations - ADA/Paratransit**  
**(ASI-Access Services Inc.)**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Fare Revenues	9.4	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	0.1
Proposition C 40% (Discretionary) - for operations	60.8	61.9	63.1	64.3	65.5	66.8	68.1	69.5	70.9	72.2	75.6
Proposition C - Local Return											
TDA Article 4											
Proposition C 5% Security											
Other (Advertising, Charter, Misc)	1.6	1.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.9
<b>Subtotal Local</b>	<b>71.8</b>	<b>73.1</b>	<b>74.4</b>	<b>75.8</b>	<b>77.3</b>	<b>78.8</b>	<b>80.4</b>	<b>82.0</b>	<b>83.6</b>	<b>85.2</b>	<b>88.8</b>
<b>State</b>											
STA - Revenue Share	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
Section 5310 (for capital)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
RSTP	79.1	80.6	82.1	83.7	85.3	87.0	88.7	90.5	92.3	94.1	95.9
<b>Subtotal Federal</b>	<b>79.5</b>	<b>81.0</b>	<b>82.5</b>	<b>84.1</b>	<b>85.7</b>	<b>87.4</b>	<b>89.1</b>	<b>90.9</b>	<b>92.7</b>	<b>94.5</b>	<b>96.3</b>
<b>TOTAL SOURCES</b>	<b>151.3</b>	<b>154.1</b>	<b>156.9</b>	<b>159.9</b>	<b>163.0</b>	<b>166.2</b>	<b>169.5</b>	<b>172.9</b>	<b>176.3</b>	<b>179.7</b>	<b>185.1</b>
<b>USES OF FUNDS</b>											
Bus Operations	150.8	153.8	156.5	159.5	162.5	165.8	169.0	172.4	175.9	179.3	184.7
Bus Capital	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>TOTAL USES</b>	<b>151.3</b>	<b>154.1</b>	<b>156.9</b>	<b>159.9</b>	<b>163.0</b>	<b>166.2</b>	<b>169.5</b>	<b>172.9</b>	<b>176.3</b>	<b>179.7</b>	<b>185.1</b>
Uses Percent Change	1.91%	1.87%	1.85%	1.92%	1.91%	1.97%	1.96%	2.01%	2.00%	1.93%	3.01%
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
<b>MTA Subsidy (Prop C 40% and RSTP):</b>	<b>140.0</b>	<b>142.6</b>	<b>145.2</b>	<b>148.0</b>	<b>150.9</b>	<b>153.8</b>	<b>156.8</b>	<b>160.0</b>	<b>163.2</b>	<b>166.4</b>	<b>171.5</b>
MTA Subsidy Percent Change:	1.92%	1.87%	1.85%	1.92%	1.91%	1.97%	1.96%	2.02%	2.01%	1.93%	3.10%

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Bus Operations  
 Incentive Program (Seniors & Disabled)  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>															
<b>Local</b>															
Proposition A 5% of 40% (Incentive Program)	158.2	223.5	357.1	738.8	100.0%	28.1	11.2	11.9	12.8	13.7	14.5	15.3	16.1	16.9	17.7
<b>Subtotal Local</b>	<b>158.2</b>	<b>223.5</b>	<b>357.1</b>	<b>738.8</b>	<b>100.0%</b>	<b>28.1</b>	<b>11.2</b>	<b>11.9</b>	<b>12.8</b>	<b>13.7</b>	<b>14.5</b>	<b>15.3</b>	<b>16.1</b>	<b>16.9</b>	<b>17.7</b>
<b>TOTAL SOURCES</b>	<b>158.2</b>	<b>223.5</b>	<b>357.1</b>	<b>738.8</b>	<b>100.0%</b>	<b>28.1</b>	<b>11.2</b>	<b>11.9</b>	<b>12.8</b>	<b>13.7</b>	<b>14.5</b>	<b>15.3</b>	<b>16.1</b>	<b>16.9</b>	<b>17.7</b>
<b>USES OF FUNDS</b>															
Bus Operations	158.2	223.5	357.1	738.8	100.0%	28.1	11.2	11.9	12.8	13.7	14.5	15.3	16.1	16.9	17.7
<b>TOTAL USES</b>	<b>158.2</b>	<b>223.5</b>	<b>357.1</b>	<b>738.8</b>	<b>100.0%</b>	<b>28.1</b>	<b>11.2</b>	<b>11.9</b>	<b>12.8</b>	<b>13.7</b>	<b>14.5</b>	<b>15.3</b>	<b>16.1</b>	<b>16.9</b>	<b>17.7</b>
<b>CASH BALANCE</b>															
Beginning Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-		-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Bus Operations  
 Incentive Program (Seniors & Disabled)  
 30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Proposition A 5% of 40% (Incentive Program)	18.5	19.3	20.1	20.9	21.8	22.7	23.7	24.6	25.5	26.5
<b>Subtotal Local</b>	<b>18.5</b>	<b>19.3</b>	<b>20.1</b>	<b>20.9</b>	<b>21.8</b>	<b>22.7</b>	<b>23.7</b>	<b>24.6</b>	<b>25.5</b>	<b>26.5</b>
<b>TOTAL SOURCES</b>	<b>18.5</b>	<b>19.3</b>	<b>20.1</b>	<b>20.9</b>	<b>21.8</b>	<b>22.7</b>	<b>23.7</b>	<b>24.6</b>	<b>25.5</b>	<b>26.5</b>
<b>USES OF FUNDS</b>										
Bus Operations	18.5	19.3	20.1	20.9	21.8	22.7	23.7	24.6	25.5	26.5
<b>TOTAL USES</b>	<b>18.5</b>	<b>19.3</b>	<b>20.1</b>	<b>20.9</b>	<b>21.8</b>	<b>22.7</b>	<b>23.7</b>	<b>24.6</b>	<b>25.5</b>	<b>26.5</b>
<b>CASH BALANCE</b>										
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Bus Operations  
 Incentive Program (Seniors & Disabled)  
 30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Proposition A 5% of 40% (Incentive Program)	27.4	28.3	29.3	30.3	31.3	32.4	33.4	34.5	35.6	36.7	37.8
<b>Subtotal Local</b>	<b>27.4</b>	<b>28.3</b>	<b>29.3</b>	<b>30.3</b>	<b>31.3</b>	<b>32.4</b>	<b>33.4</b>	<b>34.5</b>	<b>35.6</b>	<b>36.7</b>	<b>37.8</b>
<b>TOTAL SOURCES</b>	<b>27.4</b>	<b>28.3</b>	<b>29.3</b>	<b>30.3</b>	<b>31.3</b>	<b>32.4</b>	<b>33.4</b>	<b>34.5</b>	<b>35.6</b>	<b>36.7</b>	<b>37.8</b>
<b>USES OF FUNDS</b>											
Bus Operations	27.4	28.3	29.3	30.3	31.3	32.4	33.4	34.5	35.6	36.7	37.8
<b>TOTAL USES</b>	<b>27.4</b>	<b>28.3</b>	<b>29.3</b>	<b>30.3</b>	<b>31.3</b>	<b>32.4</b>	<b>33.4</b>	<b>34.5</b>	<b>35.6</b>	<b>36.7</b>	<b>37.8</b>
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years	Years	Years	Plan	%	2009	2010	2011	2012	2013	2014	2015	2016	2017
	'10-'19	'20-'29	'30-'40	Total		2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>SOURCES OF FUNDS</b>														
<b>Local</b>														
1 Measure R Sales Tax	50.0	50.0	50.0	150.0	0.8%	10.0	-	10.0	-	10.0	-	10.0	-	10.0
2 Proposition C Local Return	206.9	328.3	524.4	1,059.6	5.8%	15.8	16.5	17.5	18.8	20.1	21.3	22.5	23.6	24.8
3 Proposition A Local Return	374.1	593.8	948.6	1,916.5	10.5%	28.6	29.9	31.7	34.0	36.4	38.5	40.7	42.7	44.8
4 Proposition A Discretionary	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	446.0	1,026.1	1,622.5	3,094.5	16.9%	26.0	28.4	23.8	35.5	58.5	43.3	52.3	54.8	59.6
6 TDA Article 4	1,185.8	1,569.0	1,535.7	4,290.5	23.5%	87.5	64.0	53.9	107.7	119.2	137.9	146.0	144.7	163.0
7 Lease/Leaseback	30.6	-	-	30.6	0.2%	-	28.1	2.4	-	-	-	-	-	-
8 State repayment of capital proj loans (fund 3562)	44.0	-	-	44.0	0.2%	-	15.3	28.7	-	-	-	-	-	-
9 <b>Subtotal Local</b>	<b>2,337.3</b>	<b>3,567.1</b>	<b>4,681.2</b>	<b>10,585.6</b>	<b>57.9%</b>	<b>167.8</b>	<b>182.3</b>	<b>168.0</b>	<b>196.0</b>	<b>244.2</b>	<b>241.1</b>	<b>271.5</b>	<b>265.9</b>	<b>302.1</b>
<b>State</b>														
11 SCAQMD/AB 2766	8.0	6.0	8.0	22.0	0.1%	-	4.0	-	-	-	2.0	-	-	2.0
12 STA - Operator Revenue Share	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
13 Traffic Congestion Relief	33.6	-	-	33.6	0.2%	33.6	-	-	-	-	-	-	-	-
14 Prop 1B State Infrastructure Bonds - PTMISEA	251.5	67.3	-	318.8	1.7%	34.2	11.7	40.1	57.8	11.7	52.5	11.4	32.2	-
15 Regional Improvement Prog Funds (RIP)	78.1	-	-	78.1	0.4%	-	-	-	-	-	-	38.5	27.6	3.0
16 <b>Subtotal State</b>	<b>371.2</b>	<b>73.3</b>	<b>8.0</b>	<b>452.5</b>	<b>2.5%</b>	<b>67.8</b>	<b>15.7</b>	<b>40.1</b>	<b>57.8</b>	<b>11.7</b>	<b>54.5</b>	<b>49.9</b>	<b>59.8</b>	<b>5.0</b>
<b>Federal</b>														
18 Sect. 5309 Bus and Bus-Related Facilities	228.9	40.0	44.0	312.9	1.7%	79.7	75.1	46.1	4.0	4.0	4.0	4.0	4.0	4.0
19 Section 5310	4.0	4.0	4.4	12.4	0.1%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
20 CMAQ	210.7	-	-	210.7	1.2%	66.8	76.4	1.5	18.5	14.9	15.0	17.6	-	-
21 RSTP	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
22 Sect 5340 Growing States and High Density	3.7	4.3	5.5	13.5	0.1%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
23 ARRA (5307, 5340 incl. ARRA TE)	148.6	-	-	148.6	0.8%	90.4	58.2	-	-	-	-	-	-	-
24 Sect 5307 Capital, incl Other UZAs and Cntywd TEA	913.4	1,557.4	2,777.2	5,248.0	28.7%	83.2	84.4	85.6	86.8	88.0	89.2	90.4	99.3	95.4
25 <b>Subtotal Federal</b>	<b>1,509.3</b>	<b>1,805.7</b>	<b>2,831.1</b>	<b>5,946.1</b>	<b>32.5%</b>	<b>320.9</b>	<b>294.8</b>	<b>133.9</b>	<b>110.0</b>	<b>107.6</b>	<b>109.0</b>	<b>112.8</b>	<b>104.1</b>	<b>100.2</b>
<b>Financing Revenues</b>														
27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-
28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat)	440.3	574.6	137.9	1,152.8	6.3%	-	-	74.2	102.7	68.7	91.6	-	57.3	-
29 Bond Issue Expense 12-Yr Prop C 40% Bonds	(6.2)	(8.0)	(1.9)	(16.1)	-0.1%	-	-	(1.0)	(1.4)	(1.0)	(1.3)	-	(0.8)	-
30 Bond Reserve Fund 12-Yr Prop C 40% Bonds	(49.1)	(66.6)	(16.0)	(131.7)	-0.7%	-	-	(8.1)	(11.3)	(7.8)	(10.3)	-	(6.5)	-
31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat)	108.5	196.0	-	304.5	1.7%	-	-	16.2	10.8	16.3	-	27.1	-	27.1
32 Bond Issue Expense 30-Yr Prop C 40% Bonds	(1.5)	(2.7)	-	(4.3)	0.0%	-	-	(0.2)	(0.2)	(0.2)	-	(0.4)	-	(0.4)
33 Bond Reserve Fund 30-Yr Prop C 40% Bonds	(7.0)	(13.2)	-	(20.2)	-0.1%	-	-	(1.0)	(0.7)	(1.1)	-	(1.8)	-	(1.8)
34 <b>Subtotal Net Financing Revenues</b>	<b>485.0</b>	<b>680.0</b>	<b>120.0</b>	<b>1,285.0</b>	<b>7.0%</b>	<b>-</b>	<b>-</b>	<b>80.0</b>	<b>100.0</b>	<b>75.0</b>	<b>80.0</b>	<b>25.0</b>	<b>50.0</b>	<b>25.0</b>
35 <b>TOTAL SOURCES</b>	<b>4,702.8</b>	<b>5,926.1</b>	<b>7,640.3</b>	<b>18,269.2</b>	<b>100.0%</b>	<b>556.5</b>	<b>492.7</b>	<b>422.0</b>	<b>463.7</b>	<b>438.6</b>	<b>484.6</b>	<b>459.2</b>	<b>479.8</b>	<b>432.3</b>

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years	Years	Years	Plan	%	2009	2010	2011	2012	2013	2014	2015	2016	2017
	'10-'19	'20-'29	'30-'40	Total		2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>36 USES OF FUNDS</b>														
<b>37 Capital Expenditures</b>														
38 All Operators														
39 MTA Bus (excl Infrastruc Bond uses, incl new divs)	2,364.7	2,882.5	3,681.8	8,929.0	48.9%	322.2	179.9	206.6	260.5	227.4	260.2	238.0	248.9	194.5
40 Municipal Operators	1,850.6	2,210.6	3,123.6	7,184.8	39.3%	188.6	190.3	184.2	182.0	181.4	183.7	179.7	182.1	188.1
41 Paratransit - ASI (Section 5310 capital)	4.5	4.5	5.0	14.0	0.1%	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
42 Paratransit - Other Operators (Section 5310 capital)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
43	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
<b>44 Subtotal All Operators (incl Expansion)</b>	<b>4,219.8</b>	<b>5,097.6</b>	<b>6,810.4</b>	<b>16,127.8</b>	<b>88.3%</b>	<b>511.2</b>	<b>370.6</b>	<b>391.3</b>	<b>443.0</b>	<b>409.2</b>	<b>444.4</b>	<b>418.1</b>	<b>431.4</b>	<b>383.0</b>
45														
46														
47 Number of Buses Purchased - MTA	2,118	2,143	2,388	6,649		302	91	160	300	300	150	200	150	272
48 Number of Expansion Buses - Municipal Operators	110	-	-	110		40	4	5	4	5	10	5	12	25
49 Expansion Only (MTA & Municipal Operators)	2,228	2,143	2,388	6,759		-	-	-	-	-	-	-	-	-
<b>50 Subtotal Capital Expenditures</b>	<b>4,219.8</b>	<b>5,097.6</b>	<b>6,810.4</b>	<b>16,127.8</b>	<b>88.3%</b>	<b>511.2</b>	<b>370.6</b>	<b>391.3</b>	<b>443.0</b>	<b>409.2</b>	<b>444.4</b>	<b>418.1</b>	<b>431.4</b>	<b>383.0</b>
51 HOT Lanes component transit projects	189.6	-	-	189.6	1.0%	-	147.5	42.1	-	-	-	-	-	-
<b>52 Financing Payments</b>														
53 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
54 COPs (Actual/Treasury Fcst; TDA, Sect. 5307)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
55 Add'l Bonds 12-yr Prop C 40% (Model Generated)	266.7	651.1	607.8	1,525.5	8.4%	-	-	8.1	19.4	27.1	37.5	37.5	43.9	43.9
56 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	26.8	177.4	222.2	426.3	2.3%	-	-	0.5	1.3	2.2	2.7	3.6	4.5	5.4
<b>57 Subtotal Financing Payment</b>	<b>293.5</b>	<b>828.4</b>	<b>829.9</b>	<b>1,951.8</b>	<b>10.7%</b>	<b>-</b>	<b>-</b>	<b>8.6</b>	<b>20.7</b>	<b>29.3</b>	<b>40.2</b>	<b>41.1</b>	<b>48.4</b>	<b>49.3</b>
<b>58 TOTAL USES</b>	<b>4,702.8</b>	<b>5,926.1</b>	<b>7,640.3</b>	<b>18,269.2</b>	<b>99.0%</b>	<b>511.2</b>	<b>518.1</b>	<b>442.0</b>	<b>463.7</b>	<b>438.6</b>	<b>484.6</b>	<b>459.2</b>	<b>479.8</b>	<b>432.3</b>
<b>59 CASH BALANCE</b>														
60 Beginning Fiscal Year Cash Balance	0.0	(0.0)	(0.0)	0.0	-	0.0	45.3	20.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)	(0.0)
61 Annual Net Change to Cash Balance	(0.0)	0.0	0.0	0.0	-	45.3	(25.3)	(20.0)	0.0	0.0	0.0	(0.0)	0.0	0.0
62 Ending Fiscal Year Cash Balance incl Muni Oper	(0.0)	(0.0)	(0.0)	0.0	-	45.3	20.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)	(0.0)	(0.0)

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Measure R Sales Tax	-	10.0	-	10.0	-	10.0	-	10.0	-	10.0	-
2 Proposition C Local Return	25.9	27.1	28.3	29.5	30.8	32.0	33.4	34.7	36.1	37.5	38.9
3 Proposition A Local Return	46.9	49.1	51.2	53.4	55.6	57.9	60.4	62.8	65.3	67.8	70.3
4 Proposition A Discretionary	-	-	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	63.6	63.3	82.2	74.4	119.5	96.3	87.9	115.3	116.0	136.8	134.4
6 TDA Article 4	161.9	185.3	166.4	155.6	191.4	183.5	150.4	122.3	141.3	143.2	129.5
7 Lease/Leaseback	-	-	-	-	-	-	-	-	-	-	-
8 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
9 <b>Subtotal Local</b>	<b>298.3</b>	<b>334.8</b>	<b>328.2</b>	<b>322.9</b>	<b>397.3</b>	<b>379.6</b>	<b>332.0</b>	<b>345.2</b>	<b>358.7</b>	<b>395.3</b>	<b>373.0</b>
<b>State</b>											
11 SCACMD/AB 2766	-	-	2.0	-	-	2.0	-	-	2.0	-	-
12 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
13 Traffic Congestion Relief	-	-	-	-	-	-	-	-	-	-	-
14 Prop 1B State Infrastructure Bonds - PTMISEA	-	67.3	-	-	-	-	-	-	-	-	-
15 Regional Improvement Prog Funds (RIP)	9.0	-	-	-	-	-	-	-	-	-	-
16 <b>Subtotal State</b>	<b>9.0</b>	<b>67.3</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
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
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
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	0.5
23 ARRA (5307, 5340 incl. ARRA TE)	-	-	-	-	-	-	-	-	-	-	-
24 Sect 5307 Capital, incl Other UZAs and Cntywd TEA	111.2	104.8	123.5	135.8	133.0	132.5	159.5	173.0	197.3	185.0	212.9
25 <b>Subtotal Federal</b>	<b>116.0</b>	<b>109.6</b>	<b>128.4</b>	<b>140.6</b>	<b>137.8</b>	<b>137.3</b>	<b>164.3</b>	<b>177.8</b>	<b>202.2</b>	<b>189.8</b>	<b>217.8</b>
<b>Financing Revenues</b>											
27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-	-
28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat	45.8	34.4	34.5	-	114.9	11.5	80.5	137.9	103.5	34.5	23.0
29 Bond Issue Expense 12-Yr Prop C 40% Bonds	(0.6)	(0.5)	(0.5)	-	(1.6)	(0.2)	(1.1)	(1.9)	(1.4)	(0.5)	(0.3)
30 Bond Reserve Fund 12-Yr Prop C 40% Bonds	(5.2)	(3.9)	(4.0)	-	(13.3)	(1.3)	(9.3)	(16.0)	(12.0)	(4.0)	(2.7)
31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat	10.9	65.2	43.6	43.6	43.6	-	-	-	-	-	-
32 Bond Issue Expense 30-Yr Prop C 40% Bonds	(0.2)	(0.9)	(0.6)	(0.6)	(0.6)	-	-	-	-	-	-
33 Bond Reserve Fund 30-Yr Prop C 40% Bonds	(0.7)	(4.2)	(3.0)	(3.0)	(3.0)	-	-	-	-	-	-
34 <b>Subtotal Net Financing Revenues</b>	<b>50.0</b>	<b>90.0</b>	<b>70.0</b>	<b>40.0</b>	<b>140.0</b>	<b>10.0</b>	<b>70.0</b>	<b>120.0</b>	<b>90.0</b>	<b>30.0</b>	<b>20.0</b>
35 <b>TOTAL SOURCES</b>	<b>473.3</b>	<b>601.7</b>	<b>528.6</b>	<b>503.5</b>	<b>675.2</b>	<b>529.0</b>	<b>566.4</b>	<b>643.0</b>	<b>652.9</b>	<b>615.1</b>	<b>610.8</b>

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>36 USES OF FUNDS</b>											
<b>37 Capital Expenditures</b>											
38 All Operators											
39 MTA Bus (excl Infrastruc Bond uses, incl new divs)	226.6	340.9	257.6	221.9	374.5	225.7	262.1	322.1	327.3	277.1	273.3
40 Municipal Operators	190.5	198.3	200.8	208.5	211.2	219.1	222.1	230.3	233.4	241.9	245.1
41 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
42 Paratransit - Other Operators (Section 5310 capital)	-	-	-	-	-	-	-	-	-	-	-
43											
<b>44 Subtotal All Operators (incl Expansion)</b>	<b>417.6</b>	<b>539.7</b>	<b>458.9</b>	<b>430.8</b>	<b>586.1</b>	<b>445.3</b>	<b>484.6</b>	<b>552.9</b>	<b>561.1</b>	<b>519.4</b>	<b>518.9</b>
45											
46											
47 <b>Number of Buses Purchased - MTA</b>	<b>193</b>	<b>227</b>	<b>180</b>	<b>64</b>	<b>334</b>	<b>143</b>	<b>180</b>	<b>300</b>	<b>300</b>	<b>215</b>	<b>200</b>
48 <b>Number of Expansion Buses - Municipal Operators</b>	-	-	-	-	-	-	-	-	-	-	-
49 <b>Expansion Only (MTA &amp; Municipal Operators)</b>	-	-	-	-	-	-	-	-	-	-	-
<b>50 Subtotal Capital Expenditures</b>	<b>417.6</b>	<b>539.7</b>	<b>458.9</b>	<b>430.8</b>	<b>586.1</b>	<b>445.3</b>	<b>484.6</b>	<b>552.9</b>	<b>561.1</b>	<b>519.4</b>	<b>518.9</b>
51 <b>HOT Lanes component transit projects</b>	-	-	-	-	-	-	-	-	-	-	-
52 <b>Financing Payments</b>											
53 <b>Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%)</b>	-	-	-	-	-	-	-	-	-	-	-
54 <b>COPs (Actual/Treasury Fcst; TDA, Sect. 5307)</b>	-	-	-	-	-	-	-	-	-	-	-
55 <b>Add'l Bonds 12-yr Prop C 40% (Model Generated)</b>	49.1	53.0	57.0	57.0	70.3	63.5	61.6	69.9	71.5	75.5	71.7
56 <b>Add'l Bonds 30-yr Prop C 40 % (Model Generated)</b>	6.6	9.1	12.7	15.7	18.7	20.2	20.2	20.2	20.2	20.2	20.2
<b>57 Subtotal Financing Payment</b>	<b>55.7</b>	<b>62.1</b>	<b>69.7</b>	<b>72.7</b>	<b>89.0</b>	<b>83.7</b>	<b>81.8</b>	<b>90.1</b>	<b>91.7</b>	<b>95.7</b>	<b>91.9</b>
<b>58 TOTAL USES</b>	<b>473.3</b>	<b>601.7</b>	<b>528.6</b>	<b>503.5</b>	<b>675.2</b>	<b>529.0</b>	<b>566.4</b>	<b>643.0</b>	<b>652.9</b>	<b>615.1</b>	<b>610.8</b>
59 <b>CASH BALANCE</b>											
60 <b>Beginning Fiscal Year Cash Balance</b>	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
61 <b>Annual Net Change to Cash Balance</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62 <b>Ending Fiscal Year Cash Balance incl Muni Oper</b>	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Measure R Sales Tax	10.0	-	10.0	-	10.0	-	10.0	-	10.0	-	-
2 Proposition C Local Return	40.3	41.6	43.0	44.5	46.0	47.6	49.1	50.7	52.3	53.9	55.5
3 Proposition A Local Return	72.8	75.3	77.8	80.4	83.2	86.0	88.8	91.7	94.7	97.5	100.4
4 Proposition A Discretionary	-	-	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	148.3	157.2	125.0	114.9	109.7	80.9	158.9	98.7	122.5	193.7	312.6
6 TDA Article 4	117.7	163.3	149.5	148.4	144.1	136.0	156.8	112.7	114.5	150.9	141.8
7 Lease/Leaseback	-	-	-	-	-	-	-	-	-	-	-
8 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
9 <b>Subtotal Local</b>	<b>389.0</b>	<b>437.5</b>	<b>405.3</b>	<b>388.2</b>	<b>393.1</b>	<b>350.5</b>	<b>463.5</b>	<b>353.8</b>	<b>394.0</b>	<b>495.9</b>	<b>610.3</b>
<b>State</b>											
11 SCAQMD/AB 2766	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)	-	-	-	-	-	-	-	-	-	-	-
16 <b>Subtotal State</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Federal</b>											
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
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
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	0.5
23 ARRA (5307, 5340 incl. ARRA TE)	-	-	-	-	-	-	-	-	-	-	-
24 Sect 5307 Capital, incl Other UZAs and Cntywd TEA	209.6	222.7	229.6	248.2	255.8	277.3	285.1	310.6	318.9	260.6	158.9
25 <b>Subtotal Federal</b>	<b>214.5</b>	<b>227.6</b>	<b>234.4</b>	<b>253.1</b>	<b>260.7</b>	<b>282.2</b>	<b>290.0</b>	<b>315.5</b>	<b>323.9</b>	<b>265.5</b>	<b>163.8</b>
<b>Financing Revenues</b>											
27 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-	-
28 Add'l Bonds 12-yr Prop C 40% (Gross Model Generat	46.0	23.0	-	34.5	-	-	34.5	-	-	-	-
29 Bond Issue Expense 12-Yr Prop C 40% Bonds	(0.6)	(0.3)	-	(0.5)	-	-	(0.5)	-	-	-	-
30 Bond Reserve Fund 12-Yr Prop C 40% Bonds	(5.3)	(2.7)	-	(4.0)	-	-	(4.0)	-	-	-	-
31 Add'l Bonds 30-yr Prop C 40 % (Gross Model Generat	-	-	-	-	-	-	-	-	-	-	-
32 Bond Issue Expense 30-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
33 Bond Reserve Fund 30-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
34 <b>Subtotal Net Financing Revenues</b>	<b>40.0</b>	<b>20.0</b>	<b>-</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
35 <b>TOTAL SOURCES</b>	<b>645.5</b>	<b>685.0</b>	<b>639.7</b>	<b>673.3</b>	<b>653.8</b>	<b>632.7</b>	<b>785.5</b>	<b>669.3</b>	<b>717.9</b>	<b>763.5</b>	<b>774.1</b>

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
<b>36 USES OF FUNDS</b>											
<b>37 Capital Expenditures</b>											
<b>38 All Operators</b>											
39 MTA Bus (excl Infrastruc Bond uses, incl new divs)	294.1	332.8	282.8	312.8	284.1	272.4	413.5	302.4	357.4	410.9	418.6
40 Municipal Operators	253.7	257.0	265.5	269.2	278.3	282.3	291.4	295.6	305.2	309.3	316.2
41 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
42 Paratransit - Other Operators (Section 5310 capital)	-	-	-	-	-	-	-	-	-	-	-
43											
<b>44 Subtotal All Operators (incl Expansion)</b>	<b>548.2</b>	<b>590.3</b>	<b>548.8</b>	<b>582.4</b>	<b>562.9</b>	<b>555.2</b>	<b>705.3</b>	<b>598.4</b>	<b>663.0</b>	<b>720.6</b>	<b>735.3</b>
45											
46											
47 <b>Number of Buses Purchased - MTA</b>	<b>195</b>	<b>272</b>	<b>193</b>	<b>227</b>	<b>180</b>	<b>64</b>	<b>334</b>	<b>143</b>	<b>180</b>	<b>300</b>	<b>300</b>
48 <b>Number of Expansion Buses - Municipal Operators</b>	-	-	-	-	-	-	-	-	-	-	-
49 <b>Expansion Only (MTA &amp; Municipal Operators)</b>	-	-	-	-	-	-	-	-	-	-	-
<b>50 Subtotal Capital Expenditures</b>	<b>548.2</b>	<b>590.3</b>	<b>548.8</b>	<b>582.4</b>	<b>562.9</b>	<b>555.2</b>	<b>705.3</b>	<b>598.4</b>	<b>663.0</b>	<b>720.6</b>	<b>735.3</b>
<b>51 HOT Lanes component transit projects</b>	-	-	-	-	-	-	-	-	-	-	-
<b>52 Financing Payments</b>											
53 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
54 COPs (Actual/Treasury Fcst; TDA, Sect. 5307)	-	-	-	-	-	-	-	-	-	-	-
55 Add'l Bonds 12-yr Prop C 40% (Model Generated)	77.1	74.6	70.7	70.7	70.7	57.3	60.0	50.7	34.7	22.7	18.7
56 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2
<b>57 Subtotal Financing Payment</b>	<b>97.3</b>	<b>94.8</b>	<b>90.9</b>	<b>90.9</b>	<b>90.9</b>	<b>77.5</b>	<b>80.2</b>	<b>70.9</b>	<b>54.9</b>	<b>42.9</b>	<b>38.9</b>
<b>58 TOTAL USES</b>	<b>645.5</b>	<b>685.0</b>	<b>639.7</b>	<b>673.3</b>	<b>653.8</b>	<b>632.7</b>	<b>785.5</b>	<b>669.3</b>	<b>717.9</b>	<b>763.5</b>	<b>774.1</b>
<b>59 CASH BALANCE</b>											
60 Beginning Fiscal Year Cash Balance	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
61 Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
62 Ending Fiscal Year Cash Balance incl Muni Oper	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA**  
**30/10 Initiative 100% ScenA 8/10/10**

	Years	Years	Years	Plan		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
(\$ in millions)	'10-'19	'20-'29	'30-'40	Total	%	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>SOURCES OF FUNDS</b>																
<b>Local</b>																
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-	
2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)	440.3	574.6	137.9	1,152.8	10.6%	-	-	74.2	102.7	68.7	91.6	-	57.3	-	45.8	
3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	108.5	196.0	-	304.5	2.8%	-	-	16.2	10.8	16.3	-	27.1	-	27.1	10.9	
4 Bond Issue Expense 12-yr bonds	(6.2)	(8.0)	(1.9)	(16.1)	-0.1%	-	-	(1.0)	(1.4)	(1.0)	(1.3)	-	(0.8)	-	(0.6)	
5 Bond Reserve Fund 12-yr bonds	(49.1)	(66.6)	(16.0)	(131.7)	-1.2%	-	-	(8.1)	(11.3)	(7.8)	(10.3)	-	(6.5)	-	(5.2)	
6 Bond Issue Expense 30-yr bonds	(1.5)	(2.7)	-	(4.3)	0.0%	-	-	(0.2)	(0.2)	(0.2)	-	(0.4)	-	(0.4)	(0.2)	
7 Bond Reserve Fund 30-yr bonds	(7.0)	(13.2)	-	(20.2)	-0.2%	-	-	(1.0)	(0.7)	(1.1)	-	(1.8)	-	(1.8)	(0.7)	
9 Proposition C Discretionary 40%	399.8	1,025.6	1,621.9	3,047.2	28.0%	16.2	18.4	13.8	25.4	57.0	41.8	50.8	53.3	59.6	63.5	
10 TDA Article 4	975.3	1,316.5	1,200.5	3,492.3	32.1%	68.4	44.4	33.9	87.3	98.4	116.7	124.3	122.6	140.4	138.9	
11 Measure R Sales Tax	37.0	37.0	37.0	111.0	1.0%	7.4	-	7.4	-	7.4	-	7.4	-	7.4	-	
12 Lease/Leaseback & General Fund	30.6	-	-	30.6	0.3%	-	28.1	2.4	-	-	-	-	-	-	-	
13 LONP Reimbursement Fund 3562	44.0	-	-	44.0	0.4%	-	15.3	28.7	-	-	-	-	-	-	-	
<b>14 Subtotal Local</b>	<b>1,971.7</b>	<b>3,059.0</b>	<b>2,979.5</b>	<b>8,010.2</b>	<b>73.6%</b>	<b>92.0</b>	<b>106.3</b>	<b>166.1</b>	<b>212.7</b>	<b>237.8</b>	<b>238.5</b>	<b>207.5</b>	<b>225.9</b>	<b>232.4</b>	<b>252.4</b>	
<b>State</b>																
16 SCAQMD/(AB 2766/Carl Moyer)	8.0	6.0	8.0	22.0	0.2%	-	4.0	-	-	-	2.0	-	-	2.0	-	
17 STA - Operator Revenue Share	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-	
18 Traffic Congestion Relief	33.6	-	-	33.6	0.3%	33.6	-	-	-	-	-	-	-	-	-	
19 Prop 1B State Infrastructure Bonds PTMISEA	181.4	67.3	-	248.7	2.3%	22.5	-	28.4	46.1	-	40.9	11.4	32.2	-	-	
20 Regional Improvement Prog Funds (RIP)	78.1	-	-	78.1	0.7%	-	-	-	-	-	-	38.5	27.6	3.0	9.0	
<b>21 Subtotal State</b>	<b>301.1</b>	<b>73.3</b>	<b>8.0</b>	<b>382.4</b>	<b>3.5%</b>	<b>56.1</b>	<b>4.0</b>	<b>28.4</b>	<b>46.1</b>	<b>-</b>	<b>42.9</b>	<b>49.9</b>	<b>59.8</b>	<b>5.0</b>	<b>9.0</b>	
<b>Federal</b>																
23 ARRA	108.5	-	-	108.5	1.0%	50.3	58.2	-	-	-	-	-	-	-	-	
24 CMAQ - Transit	134.3	-	-	134.3	1.2%	66.8	-	1.5	18.5	14.9	15.0	17.6	-	-	-	
25 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P	115.7	40.0	44.0	199.7	1.8%	79.7	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
26 Section 5307 Capital	26.8	538.6	1,480.3	2,045.8	18.8%	-	-	-	-	-	-	-	7.6	2.4	16.9	
<b>27 Subtotal Federal</b>	<b>385.4</b>	<b>578.6</b>	<b>1,524.3</b>	<b>2,488.3</b>	<b>22.9%</b>	<b>196.8</b>	<b>62.2</b>	<b>5.5</b>	<b>22.5</b>	<b>18.9</b>	<b>19.0</b>	<b>21.6</b>	<b>11.6</b>	<b>6.4</b>	<b>20.9</b>	
<b>28 TOTAL SOURCES</b>	<b>2,658.1</b>	<b>3,711.0</b>	<b>4,511.7</b>	<b>10,880.9</b>	<b>100.0%</b>	<b>344.9</b>	<b>172.5</b>	<b>200.0</b>	<b>281.3</b>	<b>256.7</b>	<b>300.4</b>	<b>279.0</b>	<b>297.3</b>	<b>243.8</b>	<b>282.3</b>	
<b>USES OF FUNDS</b>																
<b>Capital Expenditures</b>																
31 Bus Acquisition	1,084.0	1,374.1	1,979.6	4,437.6	40.8%	93.1	78.3	104.6	137.8	140.6	78.8	107.3	82.0	151.7	109.8	
32 Bus Vehicle Maintenance	502.6	345.1	458.2	1,305.9	12.0%	124.2	21.9	55.0	48.8	10.9	103.5	25.8	59.9	21.4	31.4	
33 Facility Maintenance	707.2	937.1	1,244.1	2,888.4	26.5%	89.4	74.3	47.1	74.0	75.9	77.9	79.9	82.0	21.4	85.3	
34 Universal Fare System/Adv Trans Mgmt Sys	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-	
36 Div 13 (Union Div) - Replacement for Div 10 Exp	19.2	75.3	-	94.5	0.9%	13.8	5.4	-	-	-	-	-	-	-	-	
37 LAX Bus Division	-	150.0	-	150.0	1.4%	-	-	-	-	-	-	-	-	-	-	
38 Other Bus Capital Expenses	51.6	1.0	-	52.6	0.5%	1.6	-	-	-	-	-	25.0	25.0	-	-	
<b>39 Subtotal Metro</b>	<b>2,364.7</b>	<b>2,882.5</b>	<b>3,681.8</b>	<b>8,929.0</b>	<b>82.1%</b>	<b>322.2</b>	<b>179.9</b>	<b>206.6</b>	<b>260.5</b>	<b>227.4</b>	<b>260.2</b>	<b>238.0</b>	<b>248.9</b>	<b>194.5</b>	<b>226.6</b>	
<b>Financing Payments</b>																
41 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-	
42 Add'l Bonds 12-yr Prop C 40% (Model Generated)	266.7	651.1	607.8	1,525.5	-	-	-	8.1	19.4	27.1	37.5	37.5	43.9	43.9	49.1	
43 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	26.8	177.4	222.2	426.3	3.9%	-	-	0.5	1.3	2.2	2.7	3.6	4.5	5.4	6.6	
<b>44 Subtotal Payments</b>	<b>293.5</b>	<b>828.4</b>	<b>829.9</b>	<b>1,951.8</b>	<b>3.9%</b>	<b>-</b>	<b>-</b>	<b>8.6</b>	<b>20.7</b>	<b>29.3</b>	<b>40.2</b>	<b>41.1</b>	<b>48.4</b>	<b>49.3</b>	<b>55.7</b>	
<b>45 TOTAL USES</b>	<b>2,658.1</b>	<b>3,711.0</b>	<b>4,511.7</b>	<b>10,880.9</b>	<b>86.0%</b>	<b>322.2</b>	<b>179.9</b>	<b>215.3</b>	<b>281.3</b>	<b>256.7</b>	<b>300.4</b>	<b>279.0</b>	<b>297.3</b>	<b>243.8</b>	<b>282.3</b>	
46 Total capital (excluding debt service) % change						-44.16%	14.87%	26.08%	-12.74%	14.45%	-8.55%	4.58%	-21.85%	16.51%		
<b>CASH BALANCE</b>																
48 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	-	0.0	22.7	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
49 Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	-	22.7	(7.4)	(15.3)	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	
50 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	-	22.7	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

1. 13-Year replacement cycle for MTA buses.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-
2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)	34.4	34.5	-	114.9	11.5	80.5	137.9	103.5	34.5	23.0
3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	65.2	43.6	43.6	43.6	-	-	-	-	-	-
4 Bond Issue Expense 12-yr bonds	(0.5)	(0.5)	-	(1.6)	(0.2)	(1.1)	(1.9)	(1.4)	(0.5)	(0.3)
5 Bond Reserve Fund 12-yr bonds	(3.9)	(4.0)	-	(13.3)	(1.3)	(9.3)	(16.0)	(12.0)	(4.0)	(2.7)
6 Bond Issue Expense 30-yr bonds	(0.9)	(0.6)	(0.6)	(0.6)	-	-	-	-	-	-
7 Bond Reserve Fund 30-yr bonds	(4.2)	(3.0)	(3.0)	(3.0)	-	-	-	-	-	-
9 Proposition C Discretionary 40%	63.3	82.2	74.3	119.4	96.2	87.8	115.2	116.0	136.8	134.3
10 TDA Article 4	161.9	142.6	131.3	166.7	158.4	125.0	96.5	115.1	116.5	102.3
11 Measure R Sales Tax	7.4	-	7.4	-	7.4	-	7.4	-	7.4	-
12 Lease/Leaseback & General Fund	-	-	-	-	-	-	-	-	-	-
13 LONP Reimbursement Fund 3562	-	-	-	-	-	-	-	-	-	-
14 <b>Subtotal Local</b>	<b>322.5</b>	<b>294.7</b>	<b>253.1</b>	<b>426.2</b>	<b>272.0</b>	<b>282.8</b>	<b>339.2</b>	<b>321.1</b>	<b>290.7</b>	<b>256.7</b>
<b>State</b>										
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	67.3	-	-	-	-	-	-	-	-	-
20 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-
21 <b>Subtotal State</b>	<b>67.3</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>
<b>Federal</b>										
23 ARRA	-	-	-	-	-	-	-	-	-	-
24 CMAQ - Transit	-	-	-	-	-	-	-	-	-	-
25 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
26 Section 5307 Capital	9.2	26.6	37.5	33.3	31.4	57.0	69.0	91.9	78.1	104.5
27 <b>Subtotal Federal</b>	<b>13.2</b>	<b>30.6</b>	<b>41.5</b>	<b>37.3</b>	<b>35.4</b>	<b>61.0</b>	<b>73.0</b>	<b>95.9</b>	<b>82.1</b>	<b>108.5</b>
28 <b>TOTAL SOURCES</b>	<b>403.0</b>	<b>327.3</b>	<b>294.5</b>	<b>463.5</b>	<b>309.5</b>	<b>343.9</b>	<b>412.2</b>	<b>419.0</b>	<b>372.8</b>	<b>365.2</b>
<b>USES OF FUNDS</b>										
<b>Capital Expenditures</b>										
31 Bus Acquisition	131.6	106.4	38.5	204.1	98.6	133.1	191.3	194.4	141.8	134.4
32 Bus Vehicle Maintenance	32.0	32.6	33.2	33.8	34.2	34.7	35.2	35.8	36.4	37.1
33 Facility Maintenance	87.0	88.6	90.2	91.7	92.9	94.2	95.6	97.2	98.9	100.8
34 Universal Fare System/Adv Trans Mgmt Sys	-	-	-	-	-	-	-	-	-	-
36 Div 13 (Union Div) - Replacement for Div 10 Exp	75.3	-	-	-	-	-	-	-	-	-
37 LAX Bus Division	15.0	30.0	60.0	45.0	-	-	-	-	-	-
38 Other Bus Capital Expenses	-	-	-	-	-	-	-	-	-	1.0
39 <b>Subtotal Metro</b>	<b>340.9</b>	<b>257.6</b>	<b>221.9</b>	<b>374.5</b>	<b>225.7</b>	<b>262.1</b>	<b>322.1</b>	<b>327.3</b>	<b>277.1</b>	<b>273.3</b>
<b>Financing Payments</b>										
41 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	-	-	-	-	-
42 Add'l Bonds 12-yr Prop C 40% (Model Generated)	53.0	57.0	57.0	70.3	63.5	61.6	69.9	71.5	75.5	71.7
43 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	9.1	12.7	15.7	18.7	20.2	20.2	20.2	20.2	20.2	20.2
44 <b>Subtotal Payments</b>	<b>62.1</b>	<b>69.7</b>	<b>72.7</b>	<b>89.0</b>	<b>83.7</b>	<b>81.8</b>	<b>90.1</b>	<b>91.7</b>	<b>95.7</b>	<b>91.9</b>
45 <b>TOTAL USES</b>	<b>403.0</b>	<b>327.3</b>	<b>294.5</b>	<b>463.5</b>	<b>309.5</b>	<b>343.9</b>	<b>412.2</b>	<b>419.0</b>	<b>372.8</b>	<b>365.2</b>
46 Total capital (excluding debt service) % change	50.47%	-24.43%	-13.89%	68.80%	-39.72%	16.09%	22.92%	1.61%	-15.34%	-1.37%
<b>CASH BALANCE</b>										
48 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
49 Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1. 13-Year replacement cycle for MTA buses.



**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-	-
2 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)	46.0	23.0	-	34.5	-	-	34.5	-	-	-	-
3 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-	-
4 Bond Issue Expense 12-yr bonds	(0.6)	(0.3)	-	(0.5)	-	-	(0.5)	-	-	-	-
5 Bond Reserve Fund 12-yr bonds	(5.3)	(2.7)	-	(4.0)	-	-	(4.0)	-	-	-	-
6 Bond Issue Expense 30-yr bonds	-	-	-	-	-	-	-	-	-	-	-
7 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	-	-	-	-	-	-
9 Proposition C Discretionary 40%	148.2	157.2	125.0	114.9	109.7	80.8	158.8	98.7	122.5	193.6	312.6
10 TDA Article 4	90.0	135.1	120.8	119.1	114.3	105.6	125.8	81.1	82.3	118.1	108.3
11 Measure R Sales Tax	7.4	-	7.4	-	7.4	-	7.4	-	7.4	-	-
12 Lease/Leaseback & General Fund	-	-	-	-	-	-	-	-	-	-	-
13 LONP Reimbursement Fund 3562	-	-	-	-	-	-	-	-	-	-	-
<b>14 Subtotal Local</b>	<b>285.6</b>	<b>312.3</b>	<b>253.1</b>	<b>264.0</b>	<b>231.4</b>	<b>186.5</b>	<b>322.0</b>	<b>179.8</b>	<b>212.1</b>	<b>311.7</b>	<b>420.9</b>
<b>State</b>											
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)	-	-	-	-	-	-	-	-	-	-	-
<b>21 Subtotal State</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Federal</b>											
23 ARRA	-	-	-	-	-	-	-	-	-	-	-
24 CMAQ - Transit	-	-	-	-	-	-	-	-	-	-	-
25 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
26 Section 5307 Capital	99.7	111.3	116.6	133.7	139.6	159.5	165.6	189.4	196.1	136.1	32.6
<b>27 Subtotal Federal</b>	<b>103.7</b>	<b>115.3</b>	<b>120.6</b>	<b>137.7</b>	<b>143.6</b>	<b>163.5</b>	<b>169.6</b>	<b>193.4</b>	<b>200.1</b>	<b>140.1</b>	<b>36.6</b>
<b>28 TOTAL SOURCES</b>	<b>391.3</b>	<b>427.6</b>	<b>373.7</b>	<b>403.7</b>	<b>375.0</b>	<b>350.0</b>	<b>493.7</b>	<b>373.2</b>	<b>412.3</b>	<b>453.7</b>	<b>457.5</b>
<b>USES OF FUNDS</b>											
<b>Capital Expenditures</b>											
31 Bus Acquisition	153.5	189.7	137.1	164.3	132.8	118.1	256.1	141.8	193.6	244.0	248.6
32 Bus Vehicle Maintenance	37.8	38.5	39.2	40.0	40.7	41.5	42.4	43.2	44.1	44.9	45.8
33 Facility Maintenance	102.7	104.6	106.5	108.5	110.6	112.8	115.0	117.3	119.7	122.0	124.3
34 Universal Fare System/Adv Trans Mgmt Sys	-	-	-	-	-	-	-	-	-	-	-
36 Div 13 (Union Div) - Replacement for Div 10 Exp	-	-	-	-	-	-	-	-	-	-	-
37 LAX Bus Division	-	-	-	-	-	-	-	-	-	-	-
38 Other Bus Capital Expenses	-	-	-	-	-	-	-	-	-	-	-
<b>39 Subtotal Metro</b>	<b>294.1</b>	<b>332.8</b>	<b>282.8</b>	<b>312.8</b>	<b>284.1</b>	<b>272.4</b>	<b>413.5</b>	<b>302.4</b>	<b>357.4</b>	<b>410.9</b>	<b>418.6</b>
<b>Financing Payments</b>											
41 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
42 Add'l Bonds 12-yr Prop C 40% (Model Generated)	77.1	74.6	70.7	70.7	70.7	57.3	60.0	50.7	34.7	22.7	18.7
43 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2	20.2
<b>44 Subtotal Payments</b>	<b>97.3</b>	<b>94.8</b>	<b>90.9</b>	<b>90.9</b>	<b>90.9</b>	<b>77.5</b>	<b>80.2</b>	<b>70.9</b>	<b>54.9</b>	<b>42.9</b>	<b>38.9</b>
<b>45 TOTAL USES</b>	<b>391.3</b>	<b>427.6</b>	<b>373.7</b>	<b>403.7</b>	<b>375.0</b>	<b>350.0</b>	<b>493.7</b>	<b>373.2</b>	<b>412.3</b>	<b>453.7</b>	<b>457.5</b>
46 Total capital (excluding debt service) % change	7.60%	13.18%	-15.02%	10.59%	-9.16%	-4.12%	51.76%	-26.87%	18.21%	14.96%	1.88%
<b>CASH BALANCE</b>											
48 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
49 Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
50 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

1. 13-Year replacement cycle for MTA buses.

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>															
<b>Local</b>															
Proposition C Local Return (20%)	206.9	328.3	524.4	1,059.6	14.7%	15.8	16.5	17.5	18.8	20.1	21.3	22.5	23.6	24.8	25.9
Proposition A Local Return (25%)	374.1	593.8	948.6	1,916.5	26.7%	28.6	29.9	31.7	34.0	36.4	38.5	40.7	42.7	44.8	46.9
Proposition A Discretionary	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition C Discretionary 40%	45.7	-	-	45.7	0.6%	9.8	10.0	10.0	10.0	1.5	1.5	1.5	1.5	-	-
TDA Article 4	210.5	252.5	335.2	798.1	11.1%	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	-
<b>Subtotal Local</b>	<b>850.1</b>	<b>1,187.5</b>	<b>1,821.2</b>	<b>3,858.9</b>	<b>53.7%</b>	<b>75.8</b>	<b>75.9</b>	<b>81.9</b>	<b>83.2</b>	<b>81.4</b>	<b>82.6</b>	<b>88.9</b>	<b>90.0</b>	<b>94.7</b>	<b>95.8</b>
<b>State</b>															
Prop 1B PTMISEA	70.1	-	-	70.1	1.0%	11.7	11.7	11.7	11.7	11.7	11.6	-	-	-	-
<b>Subtotal State</b>	<b>70.1</b>	<b>-</b>	<b>-</b>	<b>70.1</b>	<b>1.0%</b>	<b>11.7</b>	<b>11.7</b>	<b>11.7</b>	<b>11.7</b>	<b>11.7</b>	<b>11.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>															
ARRA	24.0	-	-	24.0	0.3%	24.0	-	-	-	-	-	-	-	-	-
ARRA Other LA County UZAs (5307, 5311, 5340)	16.1	-	-	16.1	-	16.1	-	-	-	-	-	-	-	-	-
Sect 5309 Bus/Bus-Related Facilities (earmarks)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-
Section 5307 Capital	777.6	893.6	1,137.7	2,809.0	39.1%	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	-	-	-	0.0	0.0%	-	-	-	-	-	-	-	-	-	-
Section 5307 Other LA County UZAs	108.9	125.1	159.3	393.3	5.5%	10.2	10.4	10.5	10.7	10.8	11.0	11.1	11.3	11.4	11.6
Section 5340 Other LA County UZAs	3.7	4.3	5.5	13.5	0.2%	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Subtotal Federal</b>	<b>930.3</b>	<b>1,023.0</b>	<b>1,302.4</b>	<b>3,255.8</b>	<b>44.9%</b>	<b>123.7</b>	<b>84.7</b>	<b>85.9</b>	<b>87.1</b>	<b>88.3</b>	<b>89.6</b>	<b>90.8</b>	<b>92.1</b>	<b>93.4</b>	<b>94.7</b>
<b>TOTAL SOURCES</b>	<b>1,850.6</b>	<b>2,210.6</b>	<b>3,123.6</b>	<b>7,184.8</b>	<b>99.6%</b>	<b>211.1</b>	<b>172.4</b>	<b>179.5</b>	<b>182.0</b>	<b>181.4</b>	<b>183.7</b>	<b>179.7</b>	<b>182.1</b>	<b>188.1</b>	<b>190.5</b>
<b>USES OF FUNDS</b>															
<b>Capital Expenditures</b>															
Bus Capital (from Measure R)	13.0	13.0	13.0	39.0	0.5%	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-
Municipal and Non-Metro Operators	1,681.7	2,165.9	3,075.6	6,923.2	96.4%	152.5	156.6	152.1	160.3	165.3	169.7	174.2	179.0	183.6	188.4
Municipal and Non-Metro Operators Expansion	40.1	31.7	35.0	106.8	1.5%	12.0	12.0	7.8	-	0.4	1.0	1.5	1.6	1.9	2.1
Muni Bus Capital (PTMISEA projects)	70.1	-	-	70.1	1.0%	11.7	11.7	11.7	11.7	11.7	11.6	-	-	-	-
Muni Bus Capital Prop 1B Bond Mitigation Allocation	33.9	-	-	33.9	0.5%	8.3	8.5	8.5	8.5	-	-	-	-	-	-
Muni Security Prop 1B Bond Mitigation Allocation	11.8	-	-	11.8	0.2%	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	-	-
<b>Subtotal Municipal Operators</b>	<b>1,850.6</b>	<b>2,210.6</b>	<b>3,123.6</b>	<b>7,184.8</b>	<b>100.0%</b>	<b>188.6</b>	<b>190.3</b>	<b>184.2</b>	<b>182.0</b>	<b>181.4</b>	<b>183.7</b>	<b>179.7</b>	<b>182.1</b>	<b>188.1</b>	<b>190.5</b>
<b>TOTAL USES</b>	<b>1,850.6</b>	<b>2,210.6</b>	<b>3,123.6</b>	<b>7,184.8</b>	<b>100.0%</b>	<b>188.6</b>	<b>190.3</b>	<b>184.2</b>	<b>182.0</b>	<b>181.4</b>	<b>183.7</b>	<b>179.7</b>	<b>182.1</b>	<b>188.1</b>	<b>190.5</b>
Uses percent change							0.90%	-3.21%	-1.15%	-0.33%	1.27%	-2.19%	1.30%	3.31%	1.30%
<b>CASH BALANCE</b>															
Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	-	0.0	22.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	-	22.6	(17.9)	(4.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	-	22.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Proposition C Local Return (20%)	27.1	28.3	29.5	30.8	32.0	33.4	34.7	36.1	37.5	38.9	
Proposition A Local Return (25%)	49.1	51.2	53.4	55.6	57.9	60.4	62.8	65.3	67.8	70.3	
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	
Measure R Sales Tax	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-	
<b>Subtotal Local</b>	<b>102.2</b>	<b>103.4</b>	<b>109.8</b>	<b>111.1</b>	<b>117.6</b>	<b>119.1</b>	<b>125.9</b>	<b>127.5</b>	<b>134.5</b>	<b>136.3</b>	
<b>State</b>											
Prop 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>											
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	
Section 5307 1% Countywide TEA	-	-	-	-	-	-	-	-	-	-	
Section 5307 Other LA County UZAs	11.7	11.9	12.1	12.2	12.4	12.6	12.8	12.9	13.1	13.3	
Section 5340 Other LA County UZAs	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.5	
<b>Subtotal Federal</b>	<b>96.0</b>	<b>97.4</b>	<b>98.7</b>	<b>100.1</b>	<b>101.5</b>	<b>102.9</b>	<b>104.4</b>	<b>105.8</b>	<b>107.3</b>	<b>108.8</b>	
<b>TOTAL SOURCES</b>	<b>198.3</b>	<b>200.8</b>	<b>208.5</b>	<b>211.2</b>	<b>219.1</b>	<b>222.1</b>	<b>230.3</b>	<b>233.4</b>	<b>241.9</b>	<b>245.1</b>	
<b>USES OF FUNDS</b>											
<b>Capital Expenditures</b>											
Bus Capital (from Measure R)	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-	
Municipal and Non-Metro Operators	193.4	198.2	203.0	208.0	213.0	218.6	224.3	230.0	235.9	241.7	
Municipal and Non-Metro Operators Expansion	2.3	2.6	2.9	3.2	3.5	3.5	3.5	3.4	3.4	3.4	
Muni Bus Capital (PTMISEA projects)	-	-	-	-	-	-	-	-	-	-	
Muni Bus Capital Prop 1B Bond Mitigation Allocation	-	-	-	-	-	-	-	-	-	-	
Muni Security Prop 1B Bond Mitigation Allocation	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Municipal Operators</b>	<b>198.3</b>	<b>200.8</b>	<b>208.5</b>	<b>211.2</b>	<b>219.1</b>	<b>222.1</b>	<b>230.3</b>	<b>233.4</b>	<b>241.9</b>	<b>245.1</b>	
<b>TOTAL USES</b>	<b>198.3</b>	<b>200.8</b>	<b>208.5</b>	<b>211.2</b>	<b>219.1</b>	<b>222.1</b>	<b>230.3</b>	<b>233.4</b>	<b>241.9</b>	<b>245.1</b>	
Uses percent change	4.06%	1.27%	3.84%	1.30%	3.73%	1.37%	3.71%	1.32%	3.64%	1.35%	
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Proposition C Local Return (20%)	40.3	41.6	43.0	44.5	46.0	47.6	49.1	50.7	52.3	53.9	55.5
Proposition A Local Return (25%)	72.8	75.3	77.8	80.4	83.2	86.0	88.8	91.7	94.7	97.5	100.4
Proposition A Discretionary	-	-	-	-	-	-	-	-	-	-	-
Proposition C Discretionary 40%	-	-	-	-	-	-	-	-	-	-	-
TDA Article 4	27.7	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	-	2.6	-	-
<b>Subtotal Local</b>	<b>143.3</b>	<b>145.1</b>	<b>152.1</b>	<b>154.1</b>	<b>161.6</b>	<b>164.0</b>	<b>171.5</b>	<b>174.0</b>	<b>181.8</b>	<b>184.2</b>	<b>189.4</b>
<b>State</b>											
Prop 1B PTMISEA	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
ARRA	-	-	-	-	-	-	-	-	-	-	-
ARRA Other LA County UZAs (5307, 5311, 5340)	-	-	-	-	-	-	-	-	-	-	-
Sect 5309 Bus/Bus-Related Facilities (earmarks)	-	-	-	-	-	-	-	-	-	-	-
Section 5307 Capital	96.4	97.7	99.1	100.5	101.9	103.3	104.8	106.2	107.7	109.2	110.8
Section 5307 1% Countywide TEA	-	-	-	-	-	-	-	-	-	-	-
Section 5307 Other LA County UZAs	13.5	13.7	13.9	14.1	14.3	14.5	14.7	14.9	15.1	15.3	15.5
Section 5340 Other LA County UZAs	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>Subtotal Federal</b>	<b>110.3</b>	<b>111.9</b>	<b>113.5</b>	<b>115.0</b>	<b>116.7</b>	<b>118.3</b>	<b>119.9</b>	<b>121.6</b>	<b>123.3</b>	<b>125.1</b>	<b>126.8</b>
<b>TOTAL SOURCES</b>	<b>253.7</b>	<b>257.0</b>	<b>265.5</b>	<b>268.2</b>	<b>278.3</b>	<b>282.3</b>	<b>291.4</b>	<b>295.6</b>	<b>305.2</b>	<b>309.3</b>	<b>316.2</b>
<b>USES OF FUNDS</b>											
<b>Capital Expenditures</b>											
Bus Capital (from Measure R)	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-	-
Municipal and Non-Metro Operators	247.7	253.7	259.6	265.9	272.4	279.1	285.6	292.5	299.5	306.3	313.2
Municipal and Non-Metro Operators Expansion	3.4	3.3	3.3	3.3	3.3	3.2	3.2	3.1	3.1	3.0	3.0
Muni Bus Capital (PTMISEA projects)	-	-	-	-	-	-	-	-	-	-	-
Muni Bus Capital Prop 1B Bond Mitigation Allocati	-	-	-	-	-	-	-	-	-	-	-
Muni Security Prop 1B Bond Mitigation Allocation	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Municipal Operators</b>	<b>253.7</b>	<b>257.0</b>	<b>265.5</b>	<b>269.2</b>	<b>278.3</b>	<b>282.3</b>	<b>291.4</b>	<b>295.6</b>	<b>305.2</b>	<b>309.3</b>	<b>316.2</b>
<b>TOTAL USES</b>	<b>253.7</b>	<b>257.0</b>	<b>265.5</b>	<b>269.2</b>	<b>278.3</b>	<b>282.3</b>	<b>291.4</b>	<b>295.6</b>	<b>305.2</b>	<b>309.3</b>	<b>316.2</b>
Uses percent change	3.49%	1.31%	3.32%	1.37%	3.39%	1.44%	3.22%	1.45%	3.22%	1.34%	2.24%
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Congestion Reduction Demonstration Project (CRD)**  
**(ExpressLanes)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years '10-'19	Years '20-'29	Years '30-'40	Plan Total	%	2009 2010	2010 2011	2011 2012	2012 2013
<b>SOURCES OF FUNDS</b>									
<b>Federal</b>									
CMAQ - Transit	76.4	-	-	76.4	40.3%		76.4		
Sect 5309 Bus & Bus-Related Facilities	113.2	-	-	113.2	59.7%		71.1	42.1	
Section 5307 Capital	-	-	-	-	0.0%				
<b>Subtotal Federal</b>	<b>189.6</b>	<b>-</b>	<b>-</b>	<b>189.6</b>	<b>100.0%</b>	<b>-</b>	<b>147.5</b>	<b>42.1</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>189.6</b>	<b>-</b>	<b>-</b>	<b>189.6</b>	<b>100.0%</b>	<b>-</b>	<b>147.5</b>	<b>42.1</b>	<b>-</b>
<b>USES OF FUNDS</b>									
<b>Capital Expenditures</b>									
Buses for El Monte Busway (10 artic + 18 regular)	18.8	-	-	18.8	9.9%		14.6	4.2	
Buses for I-110 Transitway (23 regular)	14.4	-	-	14.4	7.6%		11.2	3.2	
Buses for I-110 Transitway (4 Torrance + 2 Gardena)	3.6	-	-	3.6	1.9%		2.8	0.8	
Restriping/Capacity Improv for I-10 & I-110 HOT Lanes	27.4	-	-	27.4	14.4%		21.3	6.1	
El Monte Transit Center improvements	49.8	-	-	49.8	26.3%		38.7	11.1	
Artesia Transit Center - expand park and ride	2.6	-	-	2.6	1.4%		2.0	0.6	
I-110/Adams/Figueroa capacity expansion	5.4	-	-	5.4	2.8%		4.2	1.2	
City of LA Parking Mgt & Transit Signal Priority	14.4	-	-	14.4	7.6%		11.2	3.2	
Metrolink Pomona Sta Platform & Parking Improv	5.0	-	-	5.0	2.7%		3.9	1.1	
Missing Toll and Back Office Equipment	27.0	-	-	27.0	14.2%		21.0	6.0	
I-10 & I-110 HOT Lanes Transit Operations	19.0	-	-	19.0	10.0%		14.8	4.2	
Local Match (Prop C40)	-	-	-	-	0.0%				
Project management	2.2	-	-	2.2	1.1%		1.7	0.5	
<b>Subtotal MTA</b>	<b>189.6</b>	<b>-</b>	<b>-</b>	<b>189.6</b>	<b>100.0%</b>	<b>-</b>	<b>147.5</b>	<b>42.1</b>	<b>-</b>
<b>TOTAL USES</b>	<b>189.6</b>	<b>-</b>	<b>-</b>	<b>189.6</b>	<b>100.0%</b>	<b>-</b>	<b>147.5</b>	<b>42.1</b>	<b>-</b>
<b>CASH BALANCE</b>									
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 CRD-related 5309 funds will be used instead for the preventive maintenance while the 5307 funds will be used for the capital projects on this page.
3. These swaps are indicated only in these notes.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**3Q/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	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
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Fares - Red/Purple Lines	425.9	775.5	1,156.0	2,357.3	9.9%	29.0	34.8	35.2	39.7	40.2	46.2	46.8	49.7
2 Fares - Blue Line (incl Expo & Reg'l Conn.)	356.8	649.0	933.0	1,938.8	8.1%	16.5	19.8	28.8	32.0	32.4	37.2	43.8	47.2
3 Fares - Green Line	110.6	213.5	307.0	631.1	2.6%	7.2	8.7	8.8	9.9	10.0	11.5	11.7	12.4
4 Fares - Gold Line (incl Eastside & Foothill)	137.0	318.8	467.1	923.0	3.9%	8.0	8.7	8.8	9.9	10.0	11.5	18.7	19.8
5 Fares - Crenshaw Line	12.1	145.6	209.5	367.2	1.5%	-	-	-	-	-	-	-	-
6 Fares - West Santa Ana Line	-	99.9	157.1	257.0	1.1%	-	-	-	-	-	-	-	-
7 Fares - Metrolink	488.0	601.7	798.8	1,888.4	7.9%	42.0	43.5	45.0	46.6	48.2	49.9	51.6	52.6
8 Proposition A 35%	451.4	1,318.4	1,851.0	3,620.8	15.2%	41.0	26.8	23.2	36.5	41.1	42.3	53.0	59.4
9 Proposition C 5 % (Security)	12.7	114.3	281.1	408.1	1.7%	-	-	-	-	-	0.4	1.5	2.6
10 Proposition C 40 % (Discretionary)	330.9	1,397.9	1,644.9	3,373.6	14.2%	78.3	-	35.0	20.4	23.0	20.0	34.8	21.6
11 TDA Article 4	-	-	-	-	0.0%	-	-	-	-	-	-	-	-
12 Proposition C 10% (Metrolink)	381.4	567.6	912.3	1,861.3	7.8%	39.9	32.3	33.6	34.9	36.3	37.7	39.3	40.8
13 Other (Advertising, General, Misc)	166.7	297.2	394.5	858.4	3.6%	1.6	8.0	8.2	8.3	8.5	25.0	25.5	28.0
14 Measure R Sales Tax	363.4	579.4	827.7	1,770.6	7.4%	26.5	28.9	30.9	33.2	35.5	37.6	39.7	41.7
15 <b>Subtotal Local</b>	<b>3,236.9</b>	<b>7,078.8</b>	<b>9,939.9</b>	<b>20,255.6</b>	<b>85.0%</b>	<b>290.0</b>	<b>211.3</b>	<b>257.5</b>	<b>271.3</b>	<b>285.2</b>	<b>319.5</b>	<b>366.4</b>	<b>375.9</b>
<b>State</b>													
17 STA - Population Share	440.2	528.6	645.6	1,614.5	6.8%	-	52.8	47.3	47.3	47.6	48.1	48.6	49.0
18 <b>Subtotal State</b>	<b>440.2</b>	<b>528.6</b>	<b>645.6</b>	<b>1,614.5</b>	<b>6.8%</b>	<b>-</b>	<b>52.8</b>	<b>47.3</b>	<b>47.3</b>	<b>47.6</b>	<b>48.1</b>	<b>48.6</b>	<b>49.0</b>
<b>Federal</b>													
20 Section 5309 Fixed Guideway Modernization	415.0	378.4	619.3	1,412.7	5.9%	37.9	40.3	40.9	41.4	42.0	42.6	43.2	43.8
21 Section 5340 Growing States and High Density	68.7	78.9	100.4	248.0	1.0%	6.4	6.5	6.6	6.7	6.8	6.9	7.0	7.1
22 Homeland Security Grants	-	-	-	-	0.0%	-	-	-	-	-	-	-	-
23 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)	207.5	86.5	-	294.0	1.2%	9.1	9.0	29.2	20.4	21.3	-	28.4	28.5
24 <b>Subtotal Federal</b>	<b>691.1</b>	<b>543.8</b>	<b>719.8</b>	<b>1,954.7</b>	<b>8.2%</b>	<b>53.4</b>	<b>55.8</b>	<b>76.7</b>	<b>68.5</b>	<b>70.1</b>	<b>49.5</b>	<b>78.6</b>	<b>79.4</b>
25 <b>TOTAL SOURCES</b>	<b>4,368.3</b>	<b>8,151.2</b>	<b>11,305.3</b>	<b>23,824.8</b>	<b>100.0%</b>	<b>343.5</b>	<b>319.9</b>	<b>381.5</b>	<b>387.2</b>	<b>402.9</b>	<b>417.1</b>	<b>493.6</b>	<b>504.3</b>

**LACMTA Financial Forecasting Model**  
**Transit Corridor Operations**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	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
<b>26 USES OF FUNDS</b>													
27 Red/Purple Line	776.4	1,029.9	1,447.5	3,253.8	13.6%	72.0	70.2	72.0	74.0	76.1	79.4	81.7	82.0
28 Westside Subway Extension	-	449.7	704.9	1,154.7	4.8%	-	-	-	-	-	-	-	-
29 Blue Line	800.1	1,013.2	1,345.1	3,158.4	13.2%	71.8	71.1	73.7	75.9	79.4	79.5	84.0	85.4
30 Green Line	300.6	543.1	720.9	1,564.6	6.6%	25.8	25.5	26.3	26.9	28.2	28.1	28.9	30.5
31 Gold Line - Pasadena (including Foothill)	365.8	607.8	806.8	1,780.4	7.5%	23.0	24.2	24.7	25.5	26.7	26.7	52.3	53.1
32 Gold Line - Eastside Extension	165.6	407.0	568.7	1,141.3	4.8%	15.4	15.1	15.5	16.0	16.8	16.7	17.1	17.3
33 Blue Line - Exposition Phase I	298.0	445.4	591.2	1,334.6	5.6%	-	-	33.8	34.9	36.5	36.5	37.2	38.9
34 Blue Line - Exposition Phase II	99.7	281.9	374.2	755.8	3.2%	-	-	-	-	-	-	24.3	24.6
35 Crenshaw Line	41.9	460.3	611.0	1,113.1	4.7%	-	-	-	-	-	-	-	-
36 West Santa Ana Line	-	311.9	380.5	692.5	2.9%	-	-	-	-	-	-	-	-
37 Regional Connector	-	134.1	178.0	312.1	1.3%	-	-	-	-	-	-	-	-
38 Rail Security - Red Line	205.0	381.4	561.4	1,147.8	4.8%	18.6	19.0	19.6	19.9	20.3	20.7	21.2	21.5
39 Rail Security - Blue Line incl. Expo/Reg'l Conn.	208.5	326.9	434.0	969.4	4.1%	12.2	12.5	19.0	19.4	19.7	20.1	25.4	26.0
40 Rail Security - Green Line	77.0	139.4	185.1	401.6	1.7%	6.5	6.6	6.9	6.9	7.1	7.2	7.4	7.8
41 Rail Security - Gold Line including Eastside	178.0	340.6	461.6	980.2	4.1%	12.5	13.4	13.7	13.9	14.2	14.5	23.3	23.6
42 Rail Security - Crenshaw Line	8.5	93.3	123.9	225.7	0.9%	-	-	-	-	-	-	-	-
43 Rail Security - West Santa Ana Line	-	16.0	99.4	115.3	0.5%	-	-	-	-	-	-	-	-
44 Red Line special anti-terrorism activities	-	-	-	-	0.0%	-	-	-	-	-	-	-	-
45 <b>Subtotal MTA</b>	<b>3,524.9</b>	<b>6,981.9</b>	<b>9,594.2</b>	<b>20,101.1</b>		<b>257.7</b>	<b>257.7</b>	<b>305.3</b>	<b>313.1</b>	<b>324.9</b>	<b>329.4</b>	<b>402.7</b>	<b>410.8</b>
46 Metrolink	869.4	1,169.3	1,711.0	3,749.7	15.7%	81.9	75.8	78.6	81.5	84.5	87.6	90.9	93.5
47 <b>TOTAL USES</b>	<b>4,394.3</b>	<b>8,151.2</b>	<b>11,305.3</b>	<b>23,850.8</b>	<b>100.0%</b>	<b>339.6</b>	<b>333.4</b>	<b>383.9</b>	<b>394.6</b>	<b>409.4</b>	<b>417.1</b>	<b>493.6</b>	<b>504.3</b>
48 <b>CASH BALANCE</b>													
49 Beginning Fiscal Year Cash Balance	26.0	0.0	0.0	26.0	-	26.0	29.8	16.3	13.9	6.5	0.0	0.0	0.0
50 Annual Net Change to Cash Balance	(26.0)	0.0	0.0	(26.0)	-	3.8	(13.5)	(2.4)	(7.5)	(6.5)	0.0	(0.0)	0.0
51 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	-	29.8	16.3	13.9	6.5	0.0	0.0	0.0	0.0
MTA operations percent change							-0.03%	18.49%	2.56%	3.75%	1.41%	22.24%	2.01%

**NOTES:**

- Transit Corridor Revenue Operation Dates:  
 Eastside-FY10, Expo I-2010/-2011, Expo II-6/15, Gold Fthl-6/15,  
 Crenshaw - 6/18, Reg'l Conn - 6/19, Westside Sub Ext - 6/21,  
 West Santa Ana Branch -6/18, Green So Bay - 6/18,  
 Gold East Extension Phase II - 6/20.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30/10 Initiative 100% ScenA 8/10/10**

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
1 Fares - Red/Purple Lines	50.3	54.0	54.7	58.4	74.5	77.3	78.2	82.4	83.4	86.9	88.0	91.8
2 Fares - Blue Line (incl Expo & Reg'l Conn.)	47.8	51.3	55.5	59.1	59.8	62.4	63.1	66.5	67.3	70.2	71.0	74.1
3 Fares - Green Line	12.5	17.9	18.2	19.4	19.7	20.5	20.8	21.9	22.1	23.1	23.4	24.4
4 Fares - Gold Line (incl Eastside & Foothill)	20.1	21.5	21.8	29.6	30.0	31.2	31.6	33.3	33.7	35.1	35.6	37.1
5 Fares - Crenshaw Line	-	12.1	12.4	13.3	13.4	14.0	14.2	14.9	15.1	15.7	15.9	16.6
6 Fares - West Santa Ana Line	-	-	-	9.9	10.1	10.5	10.6	11.2	11.3	11.8	12.0	12.5
7 Fares - Metrolink	53.7	54.8	55.8	56.9	57.9	58.8	59.7	60.5	61.4	62.4	63.5	64.7
8 Proposition A 35%	58.0	70.0	81.4	80.0	96.0	180.0	180.0	137.0	136.0	132.0	143.0	153.0
9 Proposition C 5 % (Security)	3.6	4.6	5.7	6.8	8.0	9.2	10.6	12.0	13.5	14.8	16.2	17.5
10 Proposition C 40 % (Discretionary)	27.6	70.1	86.0	134.3	228.0	117.7	107.0	140.5	143.6	154.1	150.4	136.2
11 TDA Article 4	-	-	-	-	-	-	-	-	-	-	-	-
12 Proposition C 10% (Metrolink)	42.5	44.2	45.9	47.8	55.5	55.6	55.4	62.6	62.8	62.9	61.7	57.6
13 Other (Advertising, General, Misc)	26.5	27.1	27.6	28.1	28.6	29.1	29.5	29.9	30.3	30.8	31.4	32.0
14 Measure R Sales Tax	43.7	45.8	47.9	50.0	52.1	54.3	56.5	58.9	61.3	63.7	66.2	68.6
15 <b>Subtotal Local</b>	<b>386.4</b>	<b>473.4</b>	<b>513.0</b>	<b>593.5</b>	<b>733.4</b>	<b>720.5</b>	<b>717.2</b>	<b>731.5</b>	<b>741.8</b>	<b>763.7</b>	<b>778.2</b>	<b>785.9</b>
<b>State</b>												
17 STA - Population Share	49.5	50.0	50.5	51.0	51.5	52.1	52.6	53.1	53.6	54.2	54.7	55.3
18 <b>Subtotal State</b>	<b>49.5</b>	<b>50.0</b>	<b>50.5</b>	<b>51.0</b>	<b>51.5</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.6</b>	<b>54.2</b>	<b>54.7</b>	<b>55.3</b>
<b>Federal</b>												
20 Section 5309 Fixed Guideway Modernization	43.2	39.8	27.8	9.8	8.1	32.7	48.3	48.9	49.6	50.3	51.0	51.7
21 Section 5340 Growing States and High Density	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.2	8.3	8.4
22 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-	-
23 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)	29.0	32.6	33.3	53.2	-	-	-	-	-	-	-	-
24 <b>Subtotal Federal</b>	<b>79.4</b>	<b>79.7</b>	<b>68.5</b>	<b>70.5</b>	<b>15.7</b>	<b>40.5</b>	<b>56.1</b>	<b>56.9</b>	<b>57.7</b>	<b>58.5</b>	<b>59.3</b>	<b>60.1</b>
25 <b>TOTAL SOURCES</b>	<b>515.3</b>	<b>603.1</b>	<b>632.0</b>	<b>715.0</b>	<b>800.7</b>	<b>813.0</b>	<b>825.9</b>	<b>841.5</b>	<b>853.1</b>	<b>876.3</b>	<b>892.2</b>	<b>901.3</b>



**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30/10 Initiative 100% ScenA 8/10/10**

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>26 USES OF FUNDS</b>												
27 Red/Purple Line	83.7	85.4	87.3	95.6	97.3	98.9	100.6	101.7	103.2	113.0	115.3	117.2
28 Westside Subway Extension	-	-	-	-	53.2	54.1	55.0	55.6	56.4	57.3	58.5	59.5
29 Blue Line	87.1	92.2	94.2	95.8	97.4	99.0	100.7	101.8	103.3	105.0	107.2	108.9
30 Green Line	31.1	49.4	50.5	51.3	52.2	53.1	54.0	54.6	55.4	56.3	57.4	58.4
31 Gold Line - Pasadena (including Foothill)	54.2	55.3	56.6	57.4	58.4	59.4	60.5	61.0	61.9	62.9	64.3	65.3
32 Gold Line - Eastside Extension	17.7	18.0	18.5	40.5	41.2	41.8	42.7	43.0	43.6	44.3	45.4	46.0
33 Blue Line - Exposition Phase I	39.7	40.5	41.4	42.1	42.8	43.5	44.3	44.8	45.4	46.1	47.1	47.9
34 Blue Line - Exposition Phase II	25.1	25.6	26.2	26.6	27.1	27.5	28.0	28.3	28.7	29.2	29.8	30.3
35 Crenshaw Line	-	41.9	42.8	43.5	44.2	45.0	45.8	46.2	46.9	47.7	48.7	49.4
36 West Santa Ana Line	-	-	-	34.2	34.7	35.3	36.0	36.3	36.8	37.4	30.4	30.8
37 Regional Connector	-	-	12.5	12.7	12.9	13.1	13.3	13.5	13.7	13.9	14.2	14.4
38 Rail Security - Red Line	21.9	22.4	22.9	25.1	38.7	39.3	40.0	40.4	41.0	43.8	44.7	45.5
39 Rail Security - Blue Line incl. Expo/Reg'l Conn.	26.5	27.6	30.4	30.9	31.4	31.9	32.5	32.8	33.3	33.9	34.6	35.1
40 Rail Security - Green Line	8.0	12.7	13.0	13.2	13.4	13.6	13.9	14.0	14.2	14.4	14.7	15.0
41 Rail Security - Gold Line including Eastside	24.1	24.6	25.2	32.8	33.4	34.0	34.6	34.9	35.4	36.0	36.8	37.4
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	10.0
43 Rail Security - West Santa Ana Line	-	-	-	-	-	-	-	-	-	-	7.9	8.1
44 Red Line special anti-terrorism activities												
45 <b>Subtotal MTA</b>	<b>419.2</b>	<b>504.1</b>	<b>530.3</b>	<b>610.4</b>	<b>687.4</b>	<b>698.6</b>	<b>710.8</b>	<b>718.4</b>	<b>729.0</b>	<b>751.0</b>	<b>767.1</b>	<b>779.0</b>
46 Metrolink	96.2	99.0	101.8	104.7	113.4	114.4	115.0	123.1	124.2	125.3	125.2	122.3
47 <b>TOTAL USES</b>	<b>515.3</b>	<b>603.1</b>	<b>632.0</b>	<b>715.0</b>	<b>800.7</b>	<b>813.0</b>	<b>825.9</b>	<b>841.5</b>	<b>853.1</b>	<b>876.3</b>	<b>892.2</b>	<b>901.3</b>
48 <b>CASH BALANCE</b>												
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
MTA operations percent change	2.03%	20.26%	5.19%	15.11%	12.62%	1.64%	1.75%	1.07%	1.47%	3.02%	2.14%	1.56%

**NOTES:**

1. Transit Corridor Revenue Operation Dates:  
 Eastside-FY10, Expo I-2010/2011, Expo II-6/15, Gold Fthl-6/15,  
 Crenshaw - 6/18, Reg'l Conn - 6/19, Westside Sub Ext - 6/21,  
 West Santa Ana Branch -6/18, Green So Bay - 6/18,  
 Gold East Extension Phase II - 6/20.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<u>Local</u>											
1 Fares - Red/Purple Lines	92.9	96.4	97.6	100.8	102.0	105.3	106.6	110.1	111.5	115.7	117.1
2 Fares - Blue Line (incl Expo & Reg'l Conn.)	75.0	77.8	78.8	81.3	82.3	85.0	86.1	88.9	90.0	93.4	94.5
3 Fares - Green Line	24.7	25.6	25.9	26.8	27.1	28.0	28.3	29.2	29.6	30.7	31.1
4 Fares - Gold Line (incl Eastside & Foothill)	37.5	38.9	39.4	40.7	41.2	42.6	43.1	44.5	45.1	46.7	47.3
5 Fares - Crenshaw Line	16.8	17.5	17.7	18.3	18.5	19.1	19.3	20.0	20.2	21.0	21.2
6 Fares - West Santa Ana Line	12.6	13.1	13.3	13.7	13.9	14.3	14.5	15.0	15.2	15.7	15.9
7 Fares - Metrolink	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%	156.0	150.0	142.0	138.0	165.0	170.0	180.0	175.0	176.0	179.0	220.0
9 Proposition C 5 % (Security)	18.8	20.0	21.3	22.6	24.1	25.5	26.9	28.3	29.8	31.2	32.6
10 Proposition C 40 % (Discretionary)	139.1	144.3	161.0	159.3	138.4	134.4	134.8	138.2	145.0	141.5	208.9
11 TDA Article 4	-	-	-	-	-	-	-	-	-	-	-
12 Proposition C 10% (Metrolink)	61.6	71.3	72.7	75.5	75.8	63.8	87.1	92.7	98.4	103.9	109.5
13 Other (Advertising, General, Misc)	32.6	33.2	33.8	34.4	35.1	35.8	36.5	37.2	38.0	38.7	39.4
14 Measure R Sales Tax	71.1	73.5	75.9	78.5	81.2	84.0	86.6	89.5	92.4	95.1	-
15 <b>Subtotal Local</b>	<b>804.5</b>	<b>828.7</b>	<b>847.7</b>	<b>859.5</b>	<b>875.7</b>	<b>880.2</b>	<b>923.7</b>	<b>943.9</b>	<b>967.9</b>	<b>990.8</b>	<b>1,017.5</b>
<u>State</u>											
17 STA - Population Share	55.8	56.4	56.9	57.5	58.1	58.7	59.2	59.8	60.4	61.0	61.7
18 <b>Subtotal State</b>	<b>55.8</b>	<b>56.4</b>	<b>56.9</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.2</b>	<b>59.8</b>	<b>60.4</b>	<b>61.0</b>	<b>61.7</b>
<u>Federal</u>											
20 Section 5309 Fixed Guideway Modernization	52.5	53.2	54.0	54.7	55.5	56.2	57.0	57.8	58.6	59.5	60.3
21 Section 5340 Growing States and High Density	8.5	8.6	8.7	8.9	9.0	9.1	9.2	9.4	9.5	9.6	9.8
22 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-
23 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)	-	-	-	-	-	-	-	-	-	-	-
24 <b>Subtotal Federal</b>	<b>61.0</b>	<b>61.8</b>	<b>62.7</b>	<b>63.6</b>	<b>64.5</b>	<b>65.4</b>	<b>66.3</b>	<b>67.2</b>	<b>68.2</b>	<b>69.1</b>	<b>70.1</b>
25 <b>TOTAL SOURCES</b>	<b>921.3</b>	<b>946.9</b>	<b>967.3</b>	<b>980.6</b>	<b>998.2</b>	<b>1,004.2</b>	<b>1,049.2</b>	<b>1,070.9</b>	<b>1,096.5</b>	<b>1,120.9</b>	<b>1,149.2</b>

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>26 USES OF FUNDS</b>											
27 Red/Purple Line	119.4	121.6	124.2	126.2	128.6	131.1	134.1	136.4	139.1	141.8	144.9
28 Westside Subway Extension	60.6	61.7	63.1	60.6	61.7	62.9	64.4	65.5	66.8	68.1	69.6
29 Blue Line	111.0	113.0	115.4	117.3	119.5	121.8	124.6	126.7	129.3	131.8	134.7
30 Green Line	59.5	60.6	61.9	62.8	64.1	65.3	66.8	67.9	69.3	70.6	72.2
31 Gold Line - Pasadena (including Foothill)	66.5	67.8	69.3	70.3	71.7	73.0	74.8	76.0	77.5	79.0	80.9
32 Gold Line - Eastside Extension	46.9	47.7	48.9	49.5	50.5	51.5	52.8	53.5	54.6	55.7	57.1
33 Blue Line - Exposition Phase I	48.8	49.7	50.7	51.5	52.5	53.6	54.8	55.7	56.8	57.9	59.2
34 Blue Line - Exposition Phase II	30.9	31.4	32.1	32.6	33.2	33.9	34.7	35.2	36.0	36.7	37.5
35 Crenshaw Line	50.4	51.3	52.5	53.2	54.3	55.3	56.7	57.5	58.7	59.8	61.2
36 West Santa Ana Line	31.4	31.9	32.7	33.2	33.8	34.4	35.3	35.8	36.6	37.3	38.2
37 Regional Connector	14.7	15.0	15.3	15.5	15.8	16.1	16.5	16.8	17.1	17.4	17.8
38 Rail Security - Red Line	46.3	47.2	48.2	48.9	49.9	50.9	52.0	52.9	54.0	55.0	56.2
39 Rail Security - Blue Line incl. Expo/Reg'l Conn.	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	15.3	15.6	15.9	16.1	16.4	16.8	17.1	17.4	17.8	18.1	18.5
41 Rail Security - Gold Line including Eastside	38.1	38.8	39.7	40.2	41.0	41.8	42.8	43.5	44.4	45.2	46.3
42 Rail Security - Crenshaw Line	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	8.2	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 <b>Subtotal MTA</b>	<b>793.8</b>	<b>808.4</b>	<b>826.2</b>	<b>835.4</b>	<b>851.4</b>	<b>868.0</b>	<b>888.3</b>	<b>902.9</b>	<b>921.2</b>	<b>938.8</b>	<b>959.9</b>
46 Metrolink	127.5	138.5	141.1	145.1	146.8	136.2	161.0	168.1	175.3	182.2	189.3
47 <b>TOTAL USES</b>	<b>921.3</b>	<b>946.9</b>	<b>967.3</b>	<b>980.5</b>	<b>998.3</b>	<b>1,004.2</b>	<b>1,049.2</b>	<b>1,070.9</b>	<b>1,096.5</b>	<b>1,121.0</b>	<b>1,149.2</b>
48 <b>CASH BALANCE</b>											
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
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
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
MTA operations percent change	1.90%	1.84%	2.20%	1.11%	1.92%	1.94%	2.34%	1.64%	2.03%	1.91%	2.24%

**NOTES:**

1. Transit Corridor Revenue Operation Dates:

Eastside-FY10, Expo I-2010/-2011, Expo II-6/15, Gold Fthl-6/15,

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

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

Gold East Extension Phase II - 6/20.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan		Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	Total	%	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>1 SOURCES OF FUNDS</b>															
<b>2 Local</b>															
3 Measure R Sales Tax (FIS 460064)	1,062.3	17.5%	218.1	347.7	496.6	15.9	17.3	18.6	19.9	21.3	22.6	23.8	25.0	26.2	27.5
4 Fares (SCRRA LA County portion)	1,888.4	31.1%	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)	2,935.4	48.3%	738.3	999.1	1,198.0	63.6	49.8	59.5	81.3	89.1	75.6	72.6	78.5	89.9	78.5
8 <b>Subtotal Local</b>	<b>5,886.2</b>	<b>96.9%</b>	<b>1,444.4</b>	<b>1,948.4</b>	<b>2,493.4</b>	<b>121.5</b>	<b>110.6</b>	<b>123.0</b>	<b>147.7</b>	<b>158.6</b>	<b>148.0</b>	<b>148.0</b>	<b>156.2</b>	<b>169.9</b>	<b>160.8</b>
<b>9 State</b>															
10 Regional Improvement Program (RIP)	14.0	0.2%	14.0	-	-	-	14.0	-	-	-	-	-	-	-	-
11 Prop 1B SLPP	20.0	0.3%	20.0	-	-	-	10.0	10.0	-	-	-	-	-	-	-
12 Prop 1B PTMISEA	27.0	0.4%	27.0	-	-	3.5	3.9	3.9	3.9	3.9	3.9	4.0	-	-	-
13 High Speed Rail Bonds	123.7	2.0%	123.7	-	-	-	30.0	30.0	30.0	33.7	-	-	-	-	-
14 <b>Subtotal State</b>	<b>184.7</b>	<b>3.0%</b>	<b>184.7</b>	<b>-</b>	<b>-</b>	<b>3.5</b>	<b>57.9</b>	<b>43.9</b>	<b>33.9</b>	<b>37.6</b>	<b>3.9</b>	<b>4.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>15 Federal</b>															
16 ARRA	5.0	0.1%	5.0	-	-	5.0	-	-	-	-	-	-	-	-	-
17 CMAQ	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
18 <b>Subtotal Federal</b>	<b>5.0</b>	<b>0.1%</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>19 TOTAL SOURCES OF FUNDS</b>	<b>6,075.9</b>	<b>100.0%</b>	<b>1,634.1</b>	<b>1,948.4</b>	<b>2,493.4</b>	<b>130.0</b>	<b>168.5</b>	<b>166.9</b>	<b>181.6</b>	<b>196.2</b>	<b>151.9</b>	<b>152.0</b>	<b>156.2</b>	<b>169.9</b>	<b>160.8</b>
<b>20 USES OF FUNDS</b>															
21 <b>Operations-Constrained (MTA subsidy)</b>	<b>1,861.3</b>	<b>30.6%</b>	<b>381.4</b>	<b>567.6</b>	<b>912.3</b>	<b>39.9</b>	<b>32.3</b>	<b>33.6</b>	<b>34.9</b>	<b>36.3</b>	<b>37.7</b>	<b>39.3</b>	<b>40.8</b>	<b>42.5</b>	<b>44.2</b>
22 <b>Capital (MTA Subsidy)</b>															
23 Rehab (PC 10)	721.5	11.9%	190.2	269.5	261.8	15.8	8.0	8.0	17.8	18.5	20.0	25.0	25.0	25.0	27.1
24 Capital (PC 10)	264.8	4.4%	78.8	162.0	24.0	7.0	-	13.3	13.7	19.0	2.1	2.1	6.2	15.5	-
25 Capital - Safety Improvements - assumed (PC 10)	81.7	1.3%	81.7	-	-	-	4.3	4.6	14.9	15.3	15.7	6.2	6.5	6.9	7.3
26 Positive Train Control (PTC) (PC 10)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
27 Rolling Stock Phase 3 (PC 10)	5.3	0.1%	5.3	-	-	-	5.3	-	-	-	-	-	-	-	-
28 Keller Yard and Mail Dock (PC 10)	0.5	0.0%	0.5	-	-	0.5	-	-	-	-	-	-	-	-	-
29 Sealed Corridors (PC 10)	0.5	0.0%	0.5	-	-	0.5	-	-	-	-	-	-	-	-	-
30 Sealed Corridors (RIP)	14.0	0.2%	14.0	-	-	-	14.0	-	-	-	-	-	-	-	-
31 <b>Subtotal Capital (MTA Subsidy)</b>	<b>1,088.2</b>	<b>17.9%</b>	<b>371.0</b>	<b>431.5</b>	<b>285.8</b>	<b>23.8</b>	<b>31.5</b>	<b>25.9</b>	<b>46.3</b>	<b>52.8</b>	<b>37.8</b>	<b>33.3</b>	<b>37.7</b>	<b>47.4</b>	<b>34.4</b>
32 <b>Subtotal Ops and Capital (MTA Subsidy)</b>	<b>2,949.5</b>	<b>48.5%</b>	<b>752.3</b>	<b>999.1</b>	<b>1,198.0</b>	<b>63.7</b>	<b>63.8</b>	<b>59.5</b>	<b>81.3</b>	<b>89.1</b>	<b>75.6</b>	<b>72.6</b>	<b>78.5</b>	<b>89.9</b>	<b>78.5</b>
33 <b>Additional Capital</b>															
34 Addl Cap Improv Projs LA Cnty (Measure R)	1,042.3	17.2%	198.1	347.7	496.6	15.9	7.3	8.6	19.9	21.3	22.6	23.8	25.0	26.2	27.5
35 Positive Train Control-(Meas R match for SLPP)	20.0	0.3%	20.0	-	-	-	10.0	10.0	-	-	-	-	-	-	-
36 Systemwide Improv (High Speed Rail Bonds)	72.9	1.2%	72.9	-	-	-	30.0	30.0	-	12.9	-	-	-	-	-
37 Systemwide Improv (PTMISEA)	27.0	0.4%	27.0	-	-	3.5	3.9	3.9	3.9	3.9	3.9	4.0	-	-	-
38 Positive Train Control from HSRB, ARRA, SLPP	75.8	1.2%	75.8	-	-	5.0	10.0	10.0	30.0	20.8	-	-	-	-	-
39 <b>Subtotal Additional Capital</b>	<b>1,238.0</b>	<b>20.4%</b>	<b>393.8</b>	<b>347.7</b>	<b>496.6</b>	<b>24.4</b>	<b>61.2</b>	<b>62.5</b>	<b>53.8</b>	<b>58.9</b>	<b>26.5</b>	<b>27.8</b>	<b>25.0</b>	<b>26.2</b>	<b>27.5</b>
40 <b>L.A. County Ops (SCRRA fares funded)</b>	<b>1,888.4</b>	<b>31.1%</b>	<b>488.0</b>	<b>601.7</b>	<b>798.8</b>	<b>42.0</b>	<b>43.5</b>	<b>45.0</b>	<b>46.6</b>	<b>48.2</b>	<b>49.9</b>	<b>51.6</b>	<b>52.6</b>	<b>53.7</b>	<b>54.8</b>
<b>41 TOTAL USES OF FUNDS</b>	<b>6,075.9</b>	<b>100.0%</b>	<b>1,634.1</b>	<b>1,948.4</b>	<b>2,493.4</b>	<b>130.0</b>	<b>168.5</b>	<b>166.9</b>	<b>181.6</b>	<b>196.2</b>	<b>151.9</b>	<b>152.0</b>	<b>156.2</b>	<b>169.9</b>	<b>160.8</b>
<b>42 CASH BALANCE ACCOUNT</b>															
43 Beginning Fiscal Year Cash Balance	-		-	-	-	-	-	-	-	-	-	-	-	-	-
44 Annual Net Change to Cash Balance	-		-	-	-	-	-	-	-	-	-	-	-	-	-
45 Ending Fiscal Year Cash Balance	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>46 Metro Subsidy Total</b>	<b>3,991.8</b>		<b>950.4</b>	<b>1,346.7</b>	<b>1,694.7</b>	<b>79.5</b>	<b>71.1</b>	<b>68.0</b>	<b>101.2</b>	<b>110.4</b>	<b>98.1</b>	<b>96.4</b>	<b>103.5</b>	<b>116.1</b>	<b>106.0</b>
47 Metro Subsidy for Operations Percent Change								4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%	4.00%
48 Metro Subsidy for Rehab Percent Change									3.93%	8.11%	25.00%	0.00%	0.00%	0.00%	8.40%

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects:  
 #8231 Rolling Stock2, #8369, Maint Facil, #6036 I-10 sidings.  
 C:TFP\Rail&Bus Summary\Metrolink

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>1 SOURCES OF FUNDS</b>											
<b>2 Local</b>											
3 Measure R Sales Tax (FIS 460064)	1,062.3	28.7	30.0	31.2	32.6	33.9	35.3	36.8	38.2	39.7	41.2
4 Fares (SCRRA LA County portion)	1,888.4	55.8	56.9	57.9	58.8	59.7	60.5	61.4	62.4	63.5	64.7
5 Prop. C 10% (Commuter Rail)	2,935.4	95.0	98.2	100.9	102.0	102.9	111.1	112.5	113.8	103.1	59.6
<b>8 Subtotal Local</b>	<b>5,886.2</b>	<b>179.6</b>	<b>185.1</b>	<b>190.0</b>	<b>193.4</b>	<b>196.4</b>	<b>206.9</b>	<b>210.7</b>	<b>214.5</b>	<b>206.3</b>	<b>165.5</b>
<b>9 State</b>											
10 Regional Improvement Program (RIP)	14.0	-	-	-	-	-	-	-	-	-	-
11 Prop 1B SLPP	20.0	-	-	-	-	-	-	-	-	-	-
12 Prop 1B PTMISEA	27.0	-	-	-	-	-	-	-	-	-	-
13 High Speed Rail Bonds	123.7	-	-	-	-	-	-	-	-	-	-
<b>14 Subtotal State</b>	<b>184.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>15 Federal</b>											
16 ARRA	5.0	-	-	-	-	-	-	-	-	-	-
17 CMAQ	-	-	-	-	-	-	-	-	-	-	-
<b>18 Subtotal Federal</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>19 TOTAL SOURCES OF FUNDS</b>	<b>6,075.9</b>	<b>179.6</b>	<b>185.1</b>	<b>190.0</b>	<b>193.4</b>	<b>196.4</b>	<b>206.9</b>	<b>210.7</b>	<b>214.5</b>	<b>206.3</b>	<b>165.5</b>
<b>20 USES OF FUNDS</b>											
21 Operations-Constrained (MTA subsidy)	1,861.3	45.9	47.8	55.5	55.6	55.4	62.6	62.8	62.9	61.7	57.6
<b>22 Capital (MTA Subsidy)</b>											
23 Rehab (PC 10)	721.5	31.1	32.5	27.4	28.4	29.5	30.5	31.8	32.9	23.5	2.0
24 Capital (PC 10)	264.8	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	-
25 Capital - Safety Improvements - assumed (PC 10)	81.7	-	-	-	-	-	-	-	-	-	-
26 Positive Train Control (PTC) (PC 10)	-	-	-	-	-	-	-	-	-	-	-
27 Rolling Stock Phase 3 (PC 10)	5.3	-	-	-	-	-	-	-	-	-	-
28 Keller Yard and Mail Dock (PC 10)	0.5	-	-	-	-	-	-	-	-	-	-
29 Sealed Corridors (PC 10)	0.5	-	-	-	-	-	-	-	-	-	-
30 Sealed Corridors (RIP)	14.0	-	-	-	-	-	-	-	-	-	-
<b>31 Subtotal Capital (MTA Subsidy)</b>	<b>1,088.2</b>	<b>49.1</b>	<b>50.5</b>	<b>45.4</b>	<b>46.4</b>	<b>47.5</b>	<b>48.5</b>	<b>49.8</b>	<b>50.9</b>	<b>41.5</b>	<b>2.0</b>
<b>32 Subtotal Ops and Capital (MTA Subsidy)</b>	<b>2,949.5</b>	<b>95.0</b>	<b>98.2</b>	<b>100.9</b>	<b>102.0</b>	<b>102.9</b>	<b>111.1</b>	<b>112.5</b>	<b>113.8</b>	<b>103.1</b>	<b>59.6</b>
<b>33 Additional Capital</b>											
34 Addl Cap Improv Projs LA Cnty (Measure R)	1,042.3	28.7	30.0	31.2	32.6	33.9	35.3	36.8	38.2	39.7	41.2
35 Positive Train Control-(Meas R match for SLPP)	20.0	-	-	-	-	-	-	-	-	-	-
36 Systemwide Improv (High Speed Rail Bonds)	72.9	-	-	-	-	-	-	-	-	-	-
37 Systemwide Improv (PTMISEA)	27.0	-	-	-	-	-	-	-	-	-	-
38 Positive Train Control from HSRB, ARRA, SLPP	75.8	-	-	-	-	-	-	-	-	-	-
<b>39 Subtotal Additional Capital</b>	<b>1,238.0</b>	<b>28.7</b>	<b>30.0</b>	<b>31.2</b>	<b>32.6</b>	<b>33.9</b>	<b>35.3</b>	<b>36.8</b>	<b>38.2</b>	<b>39.7</b>	<b>41.2</b>
40 L.A. County Ops (SCRRA fares funded)	1,888.4	55.8	56.9	57.9	58.8	59.7	60.5	61.4	62.4	63.5	64.7
<b>41 TOTAL USES OF FUNDS</b>	<b>6,075.9</b>	<b>179.6</b>	<b>185.1</b>	<b>190.0</b>	<b>193.4</b>	<b>196.4</b>	<b>206.9</b>	<b>210.7</b>	<b>214.5</b>	<b>206.3</b>	<b>165.5</b>
<b>42 CASH BALANCE ACCOUNT</b>											
43 Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
44 Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
45 Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
<b>46 Metro Subsidy Total</b>	<b>3,991.8</b>	<b>123.7</b>	<b>128.2</b>	<b>132.1</b>	<b>134.5</b>	<b>136.8</b>	<b>146.4</b>	<b>149.3</b>	<b>152.1</b>	<b>142.8</b>	<b>100.8</b>
47 Metro Subsidy for Operations Percent Change		4.00%	4.00%	16.12%	0.16%	-0.31%	12.95%	0.35%	0.27%	-2.02%	-6.60%
48 Metro Subsidy for Rehab Percent Change		14.58%	4.51%	-15.50%	3.61%	3.77%	3.46%	4.10%	3.65%	-28.75%	

**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**  
**30/10 Initiative 100% ScenA 8/10/10**

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>1 SOURCES OF FUNDS</b>												
<b>2 Local</b>												
3 Measure R Sales Tax (FIS 460064)	1,062.3	42.6	44.1	45.5	47.1	48.7	50.4	52.0	53.7	55.4	57.1	
4 Fares (SCRRA LA County portion)	1,888.4	65.9	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)	2,935.4	110.1	122.0	114.8	118.9	120.7	109.6	89.1	94.8	100.5	105.9	111.6
8 Subtotal Local	5,886.2	218.7	233.3	228.7	235.7	240.5	232.4	215.0	223.8	232.7	241.3	191.4
<b>9 State</b>												
10 Regional Improvement Program (RIP)	14.0											
11 Prop 1B SLPP	20.0	-	-	-	-	-	-	-	-	-	-	-
12 Prop 1B PTMISEA	27.0	-	-	-	-	-	-	-	-	-	-	-
13 High Speed Rail Bonds	123.7	-	-	-	-	-	-	-	-	-	-	-
14 Subtotal State	184.7	-	-	-	-	-	-	-	-	-	-	-
<b>15 Federal</b>												
16 ARRA	5.0	-	-	-	-	-	-	-	-	-	-	-
17 CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
18 Subtotal Federal	5.0	-	-	-	-	-	-	-	-	-	-	-
<b>19 TOTAL SOURCES OF FUNDS</b>	<b>6,075.9</b>	<b>218.7</b>	<b>233.3</b>	<b>228.7</b>	<b>235.7</b>	<b>240.5</b>	<b>232.4</b>	<b>215.0</b>	<b>223.8</b>	<b>232.7</b>	<b>241.3</b>	<b>191.4</b>
<b>20 USES OF FUNDS</b>												
21 Operations-Constrained (MTA subsidy)	1,861.3	61.6	71.3	72.7	75.5	75.8	63.8	87.1	92.7	98.4	103.9	109.5
<b>22 Capital (MTA Subsidy)</b>												
23 Rehab (PC 10)	721.5	36.5	38.7	42.1	43.5	44.9	45.9	2.0	2.0	2.1	2.0	2.0
24 Capital (PC 10)	264.8	12.0	12.0	-	-	-	-	-	-	-	-	-
25 Capital - Safety Improvements - assumed (PC 10)	81.7	-	-	-	-	-	-	-	-	-	-	-
26 Positive Train Control (PTC) (PC 10)	-	-	-	-	-	-	-	-	-	-	-	-
27 Rolling Stock Phase 3 (PC 10)	5.3	-	-	-	-	-	-	-	-	-	-	-
28 Keller Yard and Mail Dock (PC 10)	0.5	-	-	-	-	-	-	-	-	-	-	-
29 Sealed Corridors (PC 10)	0.5	-	-	-	-	-	-	-	-	-	-	-
30 Sealed Corridors (RIP)	14.0	-	-	-	-	-	-	-	-	-	-	-
31 Subtotal Capital (MTA Subsidy)	1,088.2	48.5	50.7	42.1	43.5	44.9	45.9	2.0	2.0	2.1	2.0	2.0
32 Subtotal Ops and Capital (MTA Subsidy)	2,949.5	110.1	122.0	114.8	118.9	120.7	109.6	89.1	94.8	100.5	105.9	111.6
<b>33 Additional Capital</b>												
34 Addl Cap Improv Projs LA Cnty (Measure R)	1,042.3	42.6	44.1	45.5	47.1	48.7	50.4	52.0	53.7	55.4	57.1	-
35 Positive Train Control-(Meas R match for SLPP)	20.0	-	-	-	-	-	-	-	-	-	-	-
36 Systemwide Improv (High Speed Rail Bonds)	72.9	-	-	-	-	-	-	-	-	-	-	-
37 Systemwide Improv (PTMISEA)	27.0	-	-	-	-	-	-	-	-	-	-	-
38 Positive Train Control from HSRB, ARRA, SLPP	75.8	-	-	-	-	-	-	-	-	-	-	-
39 Subtotal Additional Capital	1,238.0	42.6	44.1	45.5	47.1	48.7	50.4	52.0	53.7	55.4	57.1	-
40 L.A. County Ops (SCRRA fares funded)	1,888.4	65.9	67.2	68.4	69.7	71.0	72.4	73.8	75.3	76.8	78.3	79.8
<b>41 TOTAL USES OF FUNDS</b>	<b>6,075.9</b>	<b>218.7</b>	<b>233.3</b>	<b>228.7</b>	<b>235.7</b>	<b>240.5</b>	<b>232.4</b>	<b>215.0</b>	<b>223.8</b>	<b>232.7</b>	<b>241.3</b>	<b>191.4</b>
<b>42 CASH BALANCE ACCOUNT</b>												
43 Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-
44 Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-
45 Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-
<b>46 Metro Subsidy Total</b>	<b>3,991.8</b>	<b>152.7</b>	<b>166.1</b>	<b>160.3</b>	<b>166.0</b>	<b>169.5</b>	<b>160.0</b>	<b>141.1</b>	<b>148.5</b>	<b>155.9</b>	<b>162.9</b>	<b>111.6</b>
47 Metro Subsidy for Operations Percent Change		6.94%	15.77%	1.94%	3.80%	0.46%	-15.85%	36.57%	6.46%	6.13%	5.53%	5.45%
48 Metro Subsidy for Rehab Percent Change			6.04%	8.75%	3.24%	3.38%	2.05%					

**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**  
**30/10 Initiative 100% ScenA 8/10/10**

	Years			Plan		2009	2010	2011	2012	2013	2014	2015	2016	2017
	'10-'19	'20-'29	'30-'40	Total	%	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>SOURCES OF FUNDS</b>														
<b>Local</b>														
1	2,070.9	2,593.5	4,398.4	9,062.8	17.3%	204.5	169.9	185.6	187.5	198.6	211.6	214.9	222.2	237.1
2	888.8	1,770.0	3,103.9	5,762.7	11.0%	75.0	71.6	68.9	71.0	70.9	80.6	106.0	106.5	134.6
3	10.5	-	-	10.5	0.0%	6.6	4.0	-	-	-	-	-	-	-
4	-	1.7	6.9	8.6	0.0%	-	-	-	-	-	-	-	-	-
5	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
6	660.5	44.7	-	705.2	1.3%	17.5	19.2	42.5	83.4	142.5	-	63.0	19.0	229.8
7	293.0	137.6	-	430.6	0.8%	1.4	5.4	39.2	6.5	26.0	22.3	75.2	39.0	52.6
8	356.9	431.5	285.8	1,074.2	2.0%	23.7	17.5	25.9	46.3	52.8	37.8	33.3	37.7	47.4
9	254.4	-	-	254.4	0.5%	20.5	115.2	29.0	3.6	3.4	19.5	48.5	7.9	6.8
10	212.2	192.0	416.2	820.4	1.6%	-	7.1	35.2	44.5	22.0	28.8	30.6	14.4	15.1
11	145.4	231.8	331.1	708.2	1.4%	10.6	11.5	12.4	13.3	14.2	15.0	15.9	16.7	17.5
12	218.1	347.7	496.6	1,062.3	2.0%	15.9	17.3	18.6	19.9	21.3	22.6	23.8	25.0	26.2
13	2,494.1	4,006.0	5,743.8	12,243.9	23.3%	175.3	202.0	206.6	232.3	238.5	263.2	267.8	292.0	296.0
14	<b>7,604.7</b>	<b>9,756.4</b>	<b>14,782.6</b>	<b>32,143.8</b>	<b>61.3%</b>	<b>551.0</b>	<b>640.7</b>	<b>664.0</b>	<b>708.3</b>	<b>790.2</b>	<b>701.4</b>	<b>878.8</b>	<b>780.5</b>	<b>1,063.1</b>
<b>State</b>														
16	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
17	238.8	-	-	238.8	0.5%	22.6	27.4	54.1	44.9	37.6	23.3	14.7	14.3	-
18	606.6	2.6	-	609.2	1.2%	15.4	178.8	86.6	176.7	53.8	18.0	11.9	38.0	27.3
19	238.6	-	-	238.6	0.5%	-	41.1	30.2	74.3	40.1	4.7	22.7	19.6	5.9
20	134.2	-	-	134.2	0.3%	42.5	2.5	-	-	8.9	25.8	54.5	-	-
21	639.8	-	283.4	923.2	1.8%	126.3	81.2	51.1	98.8	23.0	23.0	38.0	32.9	127.0
22	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
23	<b>1,857.9</b>	<b>2.6</b>	<b>283.4</b>	<b>2,143.9</b>	<b>4.1%</b>	<b>206.8</b>	<b>330.9</b>	<b>222.0</b>	<b>394.7</b>	<b>163.5</b>	<b>94.8</b>	<b>141.8</b>	<b>104.8</b>	<b>160.2</b>
<b>Federal</b>														
25	2,458.8	498.5	-	2,957.3	5.6%	74.0	-	159.9	219.0	169.8	310.4	408.6	346.4	410.4
26	6.5	106.1	-	114.6	0.2%	-	-	-	-	-	-	-	-	1.2
27	201.7	74.6	143.2	419.5	0.8%	15.3	8.8	35.4	-	32.2	36.1	74.0	-	-
28	126.6	-	170.1	296.7	0.6%	-	7.7	70.0	-	25.7	23.2	-	-	-
27	3.4	-	-	3.4	0.0%	2.9	0.5	-	-	-	-	-	-	-
28	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
29	195.9	-	-	195.9	0.4%	195.9	-	-	-	-	-	-	-	-
31	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
32	<b>2,992.9</b>	<b>681.2</b>	<b>313.3</b>	<b>3,987.4</b>	<b>7.6%</b>	<b>288.1</b>	<b>17.0</b>	<b>265.3</b>	<b>219.0</b>	<b>227.7</b>	<b>369.7</b>	<b>482.6</b>	<b>346.4</b>	<b>411.7</b>
<b>Financing Revenues:</b>														
34	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
36	1,171.3	2,393.8	1,787.0	5,352.0	10.2%	8.6	110.4	203.3	94.1	373.6	21.7	73.0	102.0	119.4
37	499.5	98.1	174.4	772.1	1.5%	-	-	-	-	-	173.7	325.8	-	-
38	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
39	500.0	-	-	500.0	1.0%	-	500.0	-	-	-	-	-	-	-
40	5,449.5	307.7	-	5,757.2	11.0%	-	-	1,483.2	-	-	2,507.0	-	836.2	-
41	1,476.8	203.4	-	1,680.2	3.2%	-	-	-	-	-	-	-	501.3	824.1
43	361.7	-	-	361.7	0.7%	-	-	-	-	-	281.5	80.2	-	-
44	324.0	-	-	324.0	0.6%	-	-	-	-	-	13.0	107.2	102.4	101.0
45	(74.7)	(163.7)	(123.0)	(361.4)	-0.7%	(0.6)	(6.8)	(12.5)	(5.8)	(24.3)	(1.4)	(4.7)	(6.6)	(7.8)
46	(16.4)	(33.5)	(25.0)	(74.9)	-0.1%	(0.1)	(1.5)	(2.8)	(1.3)	(5.2)	(0.3)	(1.0)	(1.4)	(1.7)
47	(32.5)	(6.8)	(12.0)	(51.2)	-0.1%	-	-	-	-	-	(11.3)	(21.2)	-	-
48	(7.0)	(1.4)	(2.4)	(10.8)	0.0%	-	-	-	-	-	(2.4)	(4.6)	-	-
49	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
50	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
51	(66.3)	-	-	(66.3)	-0.1%	(66.3)	-	-	-	-	-	-	-	-
52	<b>9,585.9</b>	<b>2,797.7</b>	<b>1,799.0</b>	<b>14,182.5</b>	<b>27.0%</b>	<b>(58.4)</b>	<b>602.1</b>	<b>1,671.2</b>	<b>87.0</b>	<b>344.1</b>	<b>2,981.5</b>	<b>554.6</b>	<b>1,533.8</b>	<b>1,035.1</b>
57	<b>22,041.4</b>	<b>13,237.9</b>	<b>17,178.3</b>	<b>52,457.6</b>	<b>100.0%</b>	<b>987.5</b>	<b>1,590.7</b>	<b>2,822.5</b>	<b>1,408.9</b>	<b>1,525.4</b>	<b>4,147.4</b>	<b>2,057.8</b>	<b>2,765.4</b>	<b>2,670.0</b>
58	1,080.2	2,196.6	1,639.0	4,915.7		7.9	102.1	188.0	87.0	344.1	20.0	67.2	93.9	110.0
59	460.0	90.0	160.0	710.0		-	-	-	-	160.0	300.0	-	-	-

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years	Years	Years	Plan	%	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	'10-'19	'20-'29	'30-'40	Total		2010	2011	2012	2013	2014	2015	2016	2017	2018	
<b>60 USES OF FUNDS</b>															
<b>54 Major Projects (not including prior years)</b>															
54 Gold Line Eastside Exten (includes bridge loan interest)	7.7	-	-	7.7	0.0%	7.7	-	-	-	-	-	-	-	-	-
54 Exposition LRT-Ph I-Venice/Robertson (800113, 890001)	514.5	-	-	514.5	1.0%	194.3	154.0	166.2	-	-	-	-	-	-	-
54 Exposition LRT-Phase II to Santa Monica (890002)	1,519.6	-	-	1,519.6	2.9%	11.5	196.8	198.8	292.3	376.7	326.4	103.2	13.9	-	-
55 Wilshire Metro Rapid Transitway	-	115.3	-	115.3	0.2%	-	-	-	-	-	-	-	-	-	-
56 San Fernando Valley North-South - Canoga (405513)	216.0	-	-	216.0	0.4%	3.0	65.5	70.0	44.8	32.7	-	-	-	-	-
57 East San Fernando Valley North-South Corridor	168.3	-	-	168.3	0.3%	0.5	2.5	0.8	10.0	20.3	51.6	56.2	17.9	8.5	
58 Gold Line Foothill Extension (from Pasadena)	724.6	111.6	-	836.1	1.6%	-	66.8	88.3	175.3	213.1	80.0	8.0	3.0	45.1	
59 Subway extension Segment 1 (405518)	3,958.7	1,191.7	-	5,150.3	9.8%	12.1	88.9	204.1	367.9	254.8	404.0	596.1	572.8	649.0	
60 Regional Connector (400228)	1,352.7	7.4	-	1,360.1	2.6%	7.9	30.7	86.3	119.7	113.1	248.1	283.6	195.3	214.5	
61 Crenshaw Corridor (405512)	1,709.9	-	-	1,709.9	3.3%	7.0	37.6	58.8	223.5	258.4	274.6	282.8	276.9	207.3	
62 Green Line Extension to LAX	241.3	-	-	241.3	0.5%	0.1	1.8	8.0	17.2	40.0	60.0	46.3	35.5	24.5	
63 West Santa Ana Branch	289.4	-	-	289.4	0.6%	0.6	0.1	12.6	19.4	48.5	58.2	58.2	60.8	24.3	
64 Eastside Extension	1,516.7	8.8	-	1,525.5	2.9%	6.6	6.9	19.0	64.4	70.0	240.0	273.8	296.6	317.0	
65 Green Line Extension South Bay	332.5	-	-	332.5	0.6%	-	2.4	7.8	24.3	40.0	60.0	80.0	58.4	52.0	
66 San Fernando Valley I-405 Corridor Connection	1,380.1	-	-	1,380.1	2.6%	-	1.0	38.8	135.8	232.8	242.8	325.3	281.6	108.4	
67 Balance of Westside Subway Extension Minimum for TBD	-	-	1,240.6	1,240.6	2.4%	-	-	-	-	-	-	-	-	-	
68 Contingency Measure R 35%	291.6	265.6	(434.2)	123.0	0.2%	164.5	443.3	1,192.2	(691.3)	(854.6)	1,259.2	(1,210.1)	74.5	(72.7)	
69 Subregional repayment for TBD from SFV N-S Canoga (\$)	-	-	180.2	180.2	0.3%	-	-	-	-	-	-	-	-	-	
70 Subregional repayment for TBD from East San Fern. Val	-	-	1.0	1.0	0.0%	-	-	-	-	-	-	-	-	-	
71 Subregional repayment for TBD from Expo Phase II	-	-	57.7	57.7	0.1%	-	-	-	-	-	-	-	-	-	
<b>72 Subtotal Major New Projects</b>	<b>14,223.5</b>	<b>1,700.3</b>	<b>1,045.3</b>	<b>16,969.1</b>	<b>32.3%</b>	<b>415.7</b>	<b>1,098.1</b>	<b>2,151.6</b>	<b>803.2</b>	<b>845.8</b>	<b>3,304.9</b>	<b>903.6</b>	<b>1,887.2</b>	<b>1,577.9</b>	
73 Misc. Red, Blue, Green, Gold Improvements	81.5	78.8	-	160.3	0.3%	21.4	3.0	4.9	-	-	12.1	40.0	-	-	
74 Canopy, tract pwr, fiber optic, egress projects (ARRA)	190.9	-	-	190.9	0.4%	190.9	-	-	-	-	-	-	-	-	
75 System Improvements (Eastside quad gates & misc)	8.6	-	-	8.6	0.0%	-	8.6	-	-	-	-	-	-	-	
76 New Red/Purple Line System Improvements	531.1	-	-	531.1	1.0%	-	-	-	-	5.1	93.0	121.8	137.4	135.4	
<b>77 Subtotal Miscellaneous System Improvements</b>	<b>812.0</b>	<b>78.8</b>	<b>-</b>	<b>890.8</b>	<b>1.7%</b>	<b>212.3</b>	<b>11.6</b>	<b>4.9</b>	<b>-</b>	<b>5.1</b>	<b>105.1</b>	<b>161.8</b>	<b>137.4</b>	<b>135.4</b>	
78 P2550 Light Rail Vehicles (not in project budgets)	67.1	-	-	67.1	0.1%	22.8	21.7	22.6	-	-	-	-	-	-	
79 P3000 Light Rail Vehicles (not in project budgets)	26.1	-	-	26.1	0.0%	-	-	0.8	20.7	-	-	-	4.5	-	
80 Future Light Rail Vehicles (not in project budgets)	250.5	591.4	454.6	1,296.5	2.5%	-	-	-	-	25.7	50.4	75.0	2.6	96.8	
81 Heavy Rail Vehicles (not in project budgets)	-	73.1	-	73.1	0.1%	-	-	-	-	-	-	-	-	-	
<b>82 Subtotal Rail Vehicles</b>	<b>343.7</b>	<b>664.5</b>	<b>454.6</b>	<b>1,462.8</b>	<b>2.8%</b>	<b>22.8</b>	<b>21.7</b>	<b>23.4</b>	<b>20.7</b>	<b>25.7</b>	<b>50.4</b>	<b>75.0</b>	<b>7.1</b>	<b>96.8</b>	
83 Wayside Systems (no project sheet)	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	
84 Facilities Maintenance (no project sheet)	-	-	192.5	192.5	0.4%	-	-	-	-	-	-	-	-	-	
85 Vehicle Maintenance (no project sheet)	73.9	107.8	143.1	324.8	0.6%	-	-	9.0	9.0	9.0	9.0	9.0	9.4	9.6	
<b>86 Subtotal General Improvements</b>	<b>73.9</b>	<b>107.8</b>	<b>335.6</b>	<b>517.3</b>	<b>1.0%</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>9.0</b>	<b>9.0</b>	<b>9.0</b>	<b>9.0</b>	<b>9.4</b>	<b>9.6</b>	
<b>87 State of Good Rep - Existing Lines excl vehicles</b>	<b>995.1</b>	<b>891.2</b>	<b>1,554.2</b>	<b>3,440.5</b>	<b>6.6%</b>	<b>29.3</b>	<b>27.5</b>	<b>93.3</b>	<b>26.9</b>	<b>115.2</b>	<b>130.4</b>	<b>314.8</b>	<b>45.2</b>	<b>146.5</b>	
<b>88 State of Good Repair - Systemwide</b>	<b>-</b>	<b>1,358.0</b>	<b>200.0</b>	<b>1,558.0</b>	<b>3.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>89 State of Good Repair - Future Lines</b>	<b>-</b>	<b>376.6</b>	<b>3,239.2</b>	<b>3,615.8</b>	<b>6.9%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>90 Other Capital</b>															
91 Contingency for rail yards/cars	165.0	60.0	-	225.0	0.4%	-	50.0	60.0	55.0	-	-	-	-	-	
92 Transit Project Studies (no project sheet)	-	50.0	-	50.0	0.1%	-	-	-	-	-	-	-	-	-	
93 Planning for Future Projects	-	25.0	-	25.0	0.0%	-	-	-	-	-	-	-	-	-	
94 Eastside LRT Access	30.0	-	-	30.0	0.1%	-	5.3	5.0	5.0	6.7	6.0	-	-	-	
95 Closeout of prior projects	11.5	-	-	11.5	0.0%	0.6	5.6	5.3	-	-	-	-	-	-	
96 Contingency	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	
97 Transit System Safety & Security-Prop 1B (no proj sheet)	73.0	-	-	73.0	0.1%	12.6	-	-	18.1	18.3	18.3	5.7	-	-	
98 Intercity Rail-Prop 1B (no project sheet)	30.0	-	-	30.0	0.1%	10.0	10.0	10.0	-	-	-	-	-	-	
99 Pedestrian rail crossing improvements (no proj sheet)	9.9	-	-	9.9	0.0%	-	2.5	7.4	-	-	-	-	-	-	
100 Contingency (Measure R 2% System Improvements)	7.0	(3.3)	100.5	104.2	0.2%	10.6	2.9	12.4	13.3	14.2	(45.4)	(0.3)	(0.2)	(0.2)	
101 Misc Transit Projects-Prop 1B SLPP (no project sheet)	40.1	-	-	40.1	0.1%	-	-	-	4.4	10.2	5.0	9.0	11.5	-	
102 Metrolink (Capital Only)	764.7	779.1	782.4	2,326.2	4.4%	48.1	92.7	88.4	100.2	111.7	64.3	61.1	62.7	73.7	
<b>103 Total Capital Costs</b>	<b>17,579.3</b>	<b>6,087.9</b>	<b>7,711.9</b>	<b>31,379.1</b>	<b>59.8%</b>	<b>762.1</b>	<b>1,328.0</b>	<b>2,470.7</b>	<b>1,055.7</b>	<b>1,161.9</b>	<b>3,649.9</b>	<b>1,539.7</b>	<b>2,160.4</b>	<b>2,039.6</b>	



**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Years	Years	Years	Plan		2009	2010	2011	2012	2013	2014	2015	2016	2017
	'10-'19	'20-'29	'30-'40	Total	%	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>104 Financing Payments:</b>														
105 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)	1,486.5	763.4	92.3	2,342.2	4.5%	151.6	149.9	157.8	150.6	146.3	146.5	146.2	145.9	146.0
106 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)	685.4	434.5	29.7	1,149.5	2.2%	63.6	70.4	68.6	68.4	68.3	70.1	69.6	69.2	68.8
107 Add'l Sr. Bonds - Prop A 35% (Model)	381.4	1,489.0	3,481.6	5,352.0	10.2%	0.3	4.0	13.6	22.7	37.8	50.6	53.7	59.4	66.6
108 Add'l Sr. Bonds - Prop C 40% (Model)	125.0	359.8	491.7	976.5	1.9%	-	-	-	-	-	5.7	21.9	32.5	32.5
109 Measure R 35% Tax Exempt Bonds	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-
110 Measure R BABs 35% Scenario A	297.6	290.2	222.0	809.8	1.5%	-	25.6	35.2	35.0	34.7	34.3	33.9	33.5	33.0
111 Measure R QTIBs Scenario A	1,202.0	2,576.4	2,600.4	6,378.8	12.2%	-	-	63.7	63.6	63.6	173.0	173.0	211.3	211.3
112 Measure R TIFIA Loan Scenario A	90.4	886.5	1,902.6	2,879.5	5.5%	-	-	-	-	-	-	-	27.2	40.4
113 Commercial Paper Measure R 35%	26.0	54.4	389.7	470.1	0.9%	-	-	-	-	-	4.2	5.4	5.4	5.4
114 Commercial Paper Measure R 2%	41.9	235.1	230.5	507.5	1.0%	-	-	-	-	-	0.1	1.5	7.7	13.5
115 Commercial Paper Prop A 35%	126.2	60.7	26.0	212.9	0.4%	10.3	12.8	12.9	12.9	12.9	12.9	12.9	12.9	12.9
<b>117 Subtotal Financing Payments</b>	<b>4,462.4</b>	<b>7,150.0</b>	<b>9,466.4</b>	<b>21,078.8</b>	<b>40.2%</b>	<b>225.7</b>	<b>262.7</b>	<b>351.7</b>	<b>353.2</b>	<b>363.6</b>	<b>497.5</b>	<b>518.2</b>	<b>605.0</b>	<b>630.4</b>
<b>118 TOTAL USES</b>	<b>22,041.7</b>	<b>13,237.9</b>	<b>17,178.3</b>	<b>52,457.9</b>	<b>100.0%</b>	<b>987.8</b>	<b>1,590.7</b>	<b>2,822.5</b>	<b>1,408.9</b>	<b>1,525.4</b>	<b>4,147.4</b>	<b>2,057.8</b>	<b>2,765.4</b>	<b>2,670.0</b>
119 Beginning Fiscal Year Cash Balance	0.3	0.0	0.0	0.3		0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
120 Annual Net Change to Cash Balance	(0.3)	0.0	0.0	(0.3)		(0.3)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
121 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
122 Debt Service Cov. Ratio - Prop C 40%						0.59	1.04	1.02	1.02	1.04	1.00	1.02	1.04	1.19
123 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)						0.65	1.16	1.03	1.06	1.05	1.05	1.14	1.18	1.24
124 Prop A 35% Bond DS % of Rev (87% max)						62.5%	78.2%	83.8%	80.0%	78.6%	79.6%	78.6%	74.9%	74.1%
125 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	425.0

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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	2029
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
1 Proposition A 35% - Direct	239.0	241.9	257.4	255.6	186.5	201.5	260.7	278.0	298.0	303.7	310.1	
2 Proposition C 40% - Direct	103.5	168.5	167.2	117.4	155.6	231.3	201.4	178.7	197.7	181.6	170.7	
3 Proposition C 10% - Direct	-	-	-	-	-	-	-	-	-	-	-	
4 TDA Article 4	-	-	-	-	1.7	-	-	-	-	-	-	
5 Lease Revenues	-	-	-	-	-	-	-	-	-	-	-	
6 Proposition C 25% - Direct	43.6	14.7	30.1	-	-	-	-	-	-	-	-	
7 Local Agency Contributions	25.4	88.4	22.2	27.0	-	-	-	-	-	-	-	
8 Proposition C 10% (Metrolink)	34.4	49.1	50.5	45.4	46.4	47.5	48.5	49.8	50.9	41.5	2.0	
9 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-	
10 Interest earnings on Measure R 35%	14.5	13.7	14.1	15.0	15.4	17.2	19.1	21.1	23.2	25.4	27.8	
11 Measure R 2% System Improvements gross	18.3	19.2	20.0	20.8	21.7	22.6	23.6	24.5	25.5	26.5	27.4	
12 Measure R 3% Metrolink	27.5	28.7	30.0	31.2	32.6	33.9	35.3	36.8	38.2	39.7	41.2	
13 Measure R 35% Transit Cap-gross except bus capital	320.4	325.2	349.8	354.5	380.0	385.6	412.4	419.3	445.8	453.2	480.1	
14 Subtotal Local	826.7	949.4	941.2	867.0	839.9	939.6	1,001.0	1,008.1	1,079.3	1,071.6	1,059.4	
<b>State</b>												
16 STA - Population Share	-	-	-	-	-	-	-	-	-	-	-	
17 Prop 1B Bonds (Intercity, Security & SLPP)	-	-	-	-	-	-	-	-	-	-	-	
18 Prop 1B Bonds (PTMISEA)	-	2.6	-	-	-	-	-	-	-	-	-	
19 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-	-	
20 Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-	-	-	-	
21 Regional Improvement Program (RIP) Funds - Transit	38.4	-	-	-	-	-	-	-	-	-	-	
22 Interregional Improvement Program (IIP) Funds - Transit	-	-	-	-	-	-	-	-	-	-	-	
23 Subtotal State	38.4	2.6	-	-	-	-	-	-	-	-	-	
<b>Federal</b>												
25 Section 5309 - New Starts	360.3	241.5	160.7	81.7	14.7	-	-	-	-	-	-	
26 Section 5309 - Fixed Guideway Mod	5.2	17.9	36.5	38.8	14.9	-	-	-	-	-	-	
27 CMAQ - Transit	-	1.8	-	-	-	-	-	-	12.6	29.9	30.3	
28 RSTP - Transit	-	-	-	-	-	-	-	-	-	-	-	
27 Section 5309 - Bus and Bus-Related Facilities	-	-	-	-	-	-	-	-	-	-	-	
28 Federal - Other	-	-	-	-	-	-	-	-	-	-	-	
29 ARRA (5309, 5307, 5340, TE)	-	-	-	-	-	-	-	-	-	-	-	
31 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-	
32 Subtotal Federal	365.6	261.2	197.2	120.5	29.5	-	-	-	12.6	29.9	30.3	
<b>Financing Revenues:</b>												
34 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-	
36 Add'l Sr. Bonds - Prop A 35% (Model gross)	65.2	271.5	80.2	56.8	298.8	255.8	393.9	288.2	207.6	312.7	228.3	
37 Add'l Sr. Bonds - Prop C 40% (Model gross)	-	-	32.7	-	-	-	-	65.4	-	-	-	
38 Measure R 35% Bonds	-	-	-	-	-	-	-	-	-	-	-	
39 Measure R 35% BABs Scenario A	-	-	-	-	-	-	-	-	-	-	-	
40 Measure R QTIBs Scenario A	623.1	-	307.7	-	-	-	-	-	-	-	-	
41 Measure R TIFIA Loan Scenario A	151.4	203.4	-	-	-	-	-	-	-	-	-	
43 Commercial Paper Measure R 35%	-	-	-	-	-	-	-	-	-	-	-	
44 Commercial Paper Measure R 2%	0.6	-	-	-	-	-	-	-	-	-	-	
45 Debt Service Reserve Fund (Prop A 35%)	(4.2)	(17.7)	(5.5)	(3.9)	(20.6)	(17.6)	(27.1)	(19.8)	(14.3)	(21.5)	(15.7)	
46 Bond Issuance Expense (Prop A 35%)	(0.9)	(3.8)	(1.1)	(0.8)	(4.2)	(3.6)	(5.5)	(4.0)	(2.9)	(4.4)	(3.2)	
47 Debt Service Reserve Fund (Prop C 40%)	-	-	(2.3)	-	-	-	-	(4.5)	-	-	-	
48 Bond Issuance Expense (Prop C 40%)	-	-	(0.5)	-	-	-	-	(0.9)	-	-	-	
49 Debt Service Reserve Fund (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-	
50 Bond Issuance Expense (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-	
51 Transit Corridor Bridge Loan Proceeds (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-	
52 Subtotal Financing Revenues	835.1	453.4	411.3	52.1	274.1	234.6	361.3	324.3	190.4	286.8	209.4	
57 TOTAL SOURCES	2,065.7	1,666.5	1,549.7	1,039.5	1,143.6	1,174.2	1,362.3	1,332.4	1,282.3	1,388.3	1,299.1	
58 Net Bond Proceeds Included above (Prop A 35%)	60.0	250.0	73.6	52.1	274.1	234.6	361.3	264.3	190.4	286.8	209.4	
59 Net Bond Proceeds Included above (Prop C 40%)	-	-	30.0	-	-	-	-	60.0	-	-	-	

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>60 USES OF FUNDS</b>											
54 Major Projects (not including prior years)											
54 Gold Line Eastside Exten (includes bridge loan interest)	-	-	-	-	-	-	-	-	-	-	-
54 Exposition LRT-Ph I-Venice/Robertson (800113, 890001)	-	-	-	-	-	-	-	-	-	-	-
54 Exposition LRT-Phase II to Santa Monica (890002)	-	-	-	-	-	-	-	-	-	-	-
55 Wilshire Metro Rapid Transitway	-	30.0	50.3	20.0	15.0	-	-	-	-	-	-
56 San Fernando Valley North-South - Canoga (405513)	-	-	-	-	-	-	-	-	-	-	-
57 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	-
58 Gold Line Foothill Extension (from Pasadena)	45.1	50.6	61.0	-	-	-	-	-	-	-	-
59 Subway extension Segment 1 (405518)	809.0	577.8	401.7	197.6	14.7	-	-	-	-	-	-
60 Regional Connector (400228)	53.5	7.4	-	-	-	-	-	-	-	-	-
61 Crenshaw Corridor (405512)	83.0	-	-	-	-	-	-	-	-	-	-
62 Green Line Extension to LAX	8.0	-	-	-	-	-	-	-	-	-	-
63 West Santa Ana Branch	6.8	-	-	-	-	-	-	-	-	-	-
64 Eastside Extension	222.4	8.8	-	-	-	-	-	-	-	-	-
65 Green Line Extension South Bay	7.6	-	-	-	-	-	-	-	-	-	-
66 San Fernando Valley I-405 Corridor Connection	13.6	-	-	-	-	-	-	-	-	-	-
67 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	-	-	-
68 Contingency Measure R 35%	(13.5)	(71.9)	91.9	(62.8)	37.9	31.1	44.6	38.1	51.8	45.5	59.4
69 Subregional repayment for TBD from SFV N-S Canoga (\$)	-	-	-	-	-	-	-	-	-	-	-
70 Subregional repayment for TBD from East San Fern. Val	-	-	-	-	-	-	-	-	-	-	-
71 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	-
<b>72 Subtotal Major New Projects</b>	<b>1,235.5</b>	<b>602.7</b>	<b>604.8</b>	<b>154.7</b>	<b>67.6</b>	<b>31.1</b>	<b>44.6</b>	<b>38.1</b>	<b>51.8</b>	<b>45.5</b>	<b>59.4</b>
73 Misc. Red, Blue, Green, Gold Improvements	-	-	-	-	19.7	19.7	19.7	19.7	-	-	-
74 Canopy, tract pwr, fiber optic, egress projects (ARRA)	-	-	-	-	-	-	-	-	-	-	-
75 System Improvements (Eastside quad gates & misc)	-	-	-	-	-	-	-	-	-	-	-
76 New Red/Purple Line System Improvements	38.4	-	-	-	-	-	-	-	-	-	-
<b>77 Subtotal Miscellaneous System Improvements</b>	<b>38.4</b>	-	-	-	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	-	-	-
78 P2550 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
79 P3000 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
80 Future Light Rail Vehicles (not in project budgets)	-	73.6	52.1	34.1	34.6	61.3	64.3	50.4	46.8	109.4	64.8
81 Heavy Rail Vehicles (not in project budgets)	-	10.2	31.2	31.7	-	-	-	-	-	-	-
<b>82 Subtotal Rail Vehicles</b>	<b>-</b>	<b>83.8</b>	<b>83.3</b>	<b>65.8</b>	<b>34.6</b>	<b>61.3</b>	<b>64.3</b>	<b>50.4</b>	<b>46.8</b>	<b>109.4</b>	<b>64.8</b>
83 Wayside Systems (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
84 Facilities Maintenance (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
85 Vehicle Maintenance (no project sheet)	9.8	10.0	10.2	10.4	10.5	10.7	10.8	11.0	11.2	11.4	11.6
<b>86 Subtotal General Improvements</b>	<b>9.8</b>	<b>10.0</b>	<b>10.2</b>	<b>10.4</b>	<b>10.5</b>	<b>10.7</b>	<b>10.8</b>	<b>11.0</b>	<b>11.2</b>	<b>11.4</b>	<b>11.6</b>
<b>87 State of Good Rep - Existing Lines excl vehicles</b>	<b>66.0</b>	<b>133.0</b>	<b>47.3</b>	<b>0.7</b>	<b>113.1</b>	<b>85.4</b>	<b>330.7</b>	<b>64.8</b>	<b>7.8</b>	<b>34.8</b>	<b>73.6</b>
<b>88 State of Good Repair - Systemwide</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>150.0</b>	<b>180.0</b>	<b>75.0</b>	<b>275.0</b>	<b>250.0</b>	<b>250.0</b>	<b>178.0</b>
<b>89 State of Good Repair - Future Lines</b>	<b>-</b>	<b>6.0</b>	<b>10.2</b>	<b>14.1</b>	<b>23.2</b>	<b>24.8</b>	<b>33.3</b>	<b>46.6</b>	<b>60.9</b>	<b>79.5</b>	<b>78.0</b>
<b>90 Other Capital</b>											
91 Contingency for rail yards/cars	-	60.0	-	-	-	-	-	-	-	-	-
92 Transit Project Studies (no project sheet)	-	-	-	-	-	-	14.6	13.2	14.9	7.3	-
93 Planning for Future Projects	-	15.0	10.0	-	-	-	-	-	-	-	-
94 Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-
95 Closeout of prior projects	-	-	-	-	-	-	-	-	-	-	-
96 Contingency	-	-	-	-	-	-	-	-	-	-	-
97 Transit System Safety & Security-Prop 1B (no proj sheet)	-	-	-	-	-	-	-	-	-	-	-
98 Intercity Rail-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
99 Pedestrian rail crossing improvements (no proj sheet)	-	-	-	-	-	-	-	-	-	-	-
100 Contingency (Measure R 2% System Improvements)	(0.2)	(0.2)	(0.3)	(0.4)	(0.5)	(0.5)	(0.4)	(0.4)	(0.3)	(0.2)	(0.2)
101 Misc Transit Projects-Prop 1B SLPP (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
102 Metrolink (Capital Only)	61.8	77.8	80.4	76.7	79.0	81.4	83.8	86.5	89.1	81.2	43.2
<b>103 Total Capital Costs</b>	<b>1,411.4</b>	<b>988.1</b>	<b>845.9</b>	<b>322.0</b>	<b>497.3</b>	<b>493.9</b>	<b>676.4</b>	<b>605.0</b>	<b>532.2</b>	<b>618.8</b>	<b>508.4</b>

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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	
<b>104 Financing Payments:</b>												
105 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)	145.7	145.4	145.4	142.9	54.2	53.9	53.7	53.4	53.1	37.1	24.3	
106 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)	68.3	67.9	66.3	62.5	62.3	62.4	29.8	29.6	17.4	18.1	18.0	
107 Add'l Sr. Bonds - Prop A 35% (Model)	72.6	83.6	95.2	99.9	112.1	131.2	153.5	177.0	194.1	212.0	230.6	
108 Add'l Sr. Bonds - Prop C 40% (Model)	32.5	32.5	33.6	34.7	34.7	34.7	34.7	37.0	39.2	39.2	39.2	
109 Measure R 35% Tax Exempt Bonds	-	-	-	-	-	-	-	-	-	-	-	
110 Measure R BABs 35% Scenario A	32.5	31.9	31.3	30.7	30.0	29.4	28.7	28.1	27.4	26.7	26.0	
111 Measure R QTIBs Scenario A	242.6	242.6	253.6	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	
112 Measure R TIFIA Loan Scenario A	22.8	36.9	39.8	47.3	62.0	76.8	92.7	108.7	124.4	140.9	157.0	
113 Commercial Paper Measure R 35%	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	
114 Commercial Paper Measure R 2%	19.1	19.4	20.3	21.2	22.2	23.1	24.0	24.9	25.8	26.7	27.6	
115 Commercial Paper Prop A 35%	12.9	12.9	12.9	12.8	3.3	3.3	3.3	3.3	3.3	3.3	2.4	
<b>117 Subtotal Financing Payments</b>	<b>654.4</b>	<b>678.4</b>	<b>703.7</b>	<b>717.5</b>	<b>646.3</b>	<b>680.3</b>	<b>685.9</b>	<b>727.5</b>	<b>750.1</b>	<b>769.5</b>	<b>790.7</b>	
<b>118 TOTAL USES</b>	<b>2,065.7</b>	<b>1,666.5</b>	<b>1,549.7</b>	<b>1,039.5</b>	<b>1,143.6</b>	<b>1,174.2</b>	<b>1,362.4</b>	<b>1,332.4</b>	<b>1,282.3</b>	<b>1,368.3</b>	<b>1,299.1</b>	
119 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	
120 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)	
121 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	
122 Debt Service Cov. Ratio - Prop C 40%	1.18	1.35	1.68	1.46	1.41	1.99	3.35	2.85	3.32	3.31	3.08	
123 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bon	1.25	1.27	1.36	1.31	1.56	1.57	1.89	1.77	1.80	1.84	1.77	
124 Prop A 35% Bond DS% of Rev (87% max)	72.7%	73.2%	74.7%	84.9%	60.6%	70.7%	73.5%	78.2%	81.0%	79.8%	80.1%	
125 High Speed Rail (LA-Anaheim, fed high sp rail funds)	200.0	150.0	-	-	-	-	-	-	-	-	-	

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Proposition A 35% - Direct	323.7	346.1	370.4	391.8	383.3	396.9	404.9	429.1	447.6	463.1	441.5
2 Proposition C 40% - Direct	159.3	162.2	144.0	203.2	220.7	388.6	345.2	277.9	213.4	259.4	730.0
3 Proposition C 10% - Direct	-	-	-	-	-	-	-	-	-	-	-
4 TDA Article 4	-	-	-	-	-	-	-	-	-	6.9	-
5 Lease Revenues	-	-	-	-	-	-	-	-	-	-	-
6 Proposition C 25% - Direct	-	-	-	-	-	-	-	-	-	-	-
7 Local Agency Contributions	-	-	-	-	-	-	-	-	-	-	-
8 Proposition C 10% (Metrolink)	48.5	50.7	42.1	43.5	44.9	45.9	2.0	2.0	2.0	2.0	2.0
9 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
10 Interest earnings on Measure R 35%	30.2	32.8	35.5	38.4	41.3	44.4	47.7	51.1	54.7	40.1	-
11 Measure R 2% System Improvements gross	28.4	29.4	30.4	31.4	32.5	33.6	34.7	35.8	36.9	38.0	-
12 Measure R 3% Metrolink	42.6	44.1	45.5	47.1	48.7	50.4	52.0	53.7	55.4	57.1	-
13 Measure R 35% Transit Cap-gross except bus capital	487.4	514.4	521.3	549.3	558.5	587.8	596.5	626.4	636.6	665.7	-
14 Subtotal Local	1,120.2	1,179.7	1,189.1	1,304.7	1,329.9	1,547.6	1,482.9	1,476.0	1,446.7	1,532.4	1,173.5
<b>State</b>											
16 STA - Population Share	-	-	-	-	-	-	-	-	-	-	-
17 Prop 1B Bonds (Intercity, Security & SLPP)	-	-	-	-	-	-	-	-	-	-	-
18 Prop 1B Bonds (PTMISEA)	-	-	-	-	-	-	-	-	-	-	-
19 High Speed Rail Bonds voted 11-4-06	-	-	-	-	-	-	-	-	-	-	-
20 Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-	-	-	-
21 Regional Improvement Program (RIP) Funds - Transit	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5
22 Interregional Improvement Program (IIP) Funds - Transit	-	-	-	-	-	-	-	-	-	-	-
23 Subtotal State	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5
<b>Federal</b>											
25 Section 5309 - New Starts	-	-	-	-	-	-	-	-	-	-	-
26 Section 5309 - Fixed Guideway Mod	-	-	-	-	-	-	-	-	-	-	-
27 CMAQ - Transit	8.8	1.0	16.3	16.0	15.6	15.3	13.6	16.5	16.9	4.2	19.0
28 RSTP - Transit	-	17.2	17.5	17.7	18.0	18.2	5.5	18.7	18.8	19.1	19.4
27 Section 5309 - Bus and Bus-Related Facilities	-	-	-	-	-	-	-	-	-	-	-
28 Federal - Other	-	-	-	-	-	-	-	-	-	-	-
29 ARRA (5309, 5307, 5340, TE)	-	-	-	-	-	-	-	-	-	-	-
31 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-
32 Subtotal Federal	8.8	18.2	33.8	33.7	33.6	33.5	19.1	35.2	35.7	23.3	38.4
<b>Financing Revenues:</b>											
34 Sr Lien Bonds (Actuals/Trsry Fcst, Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-
36 Add'l Sr. Bonds - Prop A 35% (Model gross)	245.1	201.4	204.4	272.7	111.0	438.6	155.4	53.3	48.5	50.6	6.0
37 Add'l Sr. Bonds - Prop C 40% (Model gross)	-	-	-	-	-	87.2	87.2	-	-	-	-
38 Measure R 35% Bonds	-	-	-	-	-	-	-	-	-	-	-
39 Measure R 35% BABs Scenario A	-	-	-	-	-	-	-	-	-	-	-
40 Measure R QTIBs Scenario A	-	-	-	-	-	-	-	-	-	-	-
41 Measure R TIFIA Loan Scenario A	-	-	-	-	-	-	-	-	-	-	-
43 Commercial Paper Measure R 35%	-	-	-	-	-	-	-	-	-	-	-
44 Commercial Paper Measure R 2%	-	-	-	-	-	-	-	-	-	-	-
45 Debt Service Reserve Fund (Prop A 35%)	(16.9)	(13.9)	(14.1)	(18.8)	(7.6)	(30.2)	(10.7)	(3.7)	(3.3)	(3.5)	(0.4)
46 Bond Issuance Expense (Prop A 35%)	(3.4)	(2.8)	(2.9)	(3.8)	(1.6)	(6.1)	(2.2)	(0.7)	(0.7)	(0.7)	(0.1)
47 Debt Service Reserve Fund (Prop C 40%)	-	-	-	-	-	(6.0)	(6.0)	-	-	-	-
48 Bond Issuance Expense (Prop C 40%)	-	-	-	-	-	(1.2)	(1.2)	-	-	-	-
49 Debt Service Reserve Fund (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
50 Bond Issuance Expense (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
51 Transit Corridor Bridge Loan Proceeds (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
52 Subtotal Financing Revenues	224.8	184.7	187.5	250.1	101.8	482.3	222.5	48.9	44.5	46.4	5.5
57 TOTAL SOURCES	1,357.5	1,388.1	1,416.2	1,598.5	1,532.9	2,096.4	1,732.3	1,567.4	1,534.5	1,669.7	1,284.9
58 Net Bond Proceeds included above (Prop A 35%)	224.8	184.7	187.5	250.1	101.8	402.3	142.5	48.9	44.5	46.4	5.5
59 Net Bond Proceeds included above (Prop C 40%)	-	-	-	-	-	80.0	80.0	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>60 USES OF FUNDS</b>											
54 Major Projects (not including prior years)											
54 Gold Line Eastside Exten (includes bridge loan interest)	-	-	-	-	-	-	-	-	-	-	-
54 Exposition LRT-Ph I-Venice/Robertson (800113, 890001)	-	-	-	-	-	-	-	-	-	-	-
54 Exposition LRT-Phase II to Santa Monica (890002)	-	-	-	-	-	-	-	-	-	-	-
55 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-
56 San Fernando Valley North-South - Canoga (405513)	-	-	-	-	-	-	-	-	-	-	-
57 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	-
58 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-	-
59 Subway extension Segment 1 (405518)	-	-	-	-	-	-	-	-	-	-	-
60 Regional Connector (400228)	-	-	-	-	-	-	-	-	-	-	-
61 Crenshaw Corridor (405512)	-	-	-	-	-	-	-	-	-	-	-
62 Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	-
63 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-
64 Eastside Extension	-	-	-	-	-	-	-	-	-	-	-
65 Green Line Extension South Bay	-	-	-	-	-	-	-	-	-	-	-
66 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-
67 Balance of Westside Subway Extension Minimum for TBD	-	-	-	-	-	-	-	-	-	1,240.6	-
68 Contingency Measure R 35%	53.4	67.5	61.7	76.3	71.0	85.9	80.8	96.1	91.4	(1,118.2)	-
69 Subregional repayment for TBD from SFV N-S Canoga (\$	-	-	-	-	-	-	-	-	-	180.2	-
70 Subregional repayment for TBD from East San Fern. Val	-	-	-	-	-	-	-	-	-	1.0	-
71 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	57.7	-
<b>72 Subtotal Major New Projects</b>	<b>53.4</b>	<b>67.5</b>	<b>61.7</b>	<b>76.3</b>	<b>71.0</b>	<b>85.9</b>	<b>80.8</b>	<b>96.1</b>	<b>91.4</b>	<b>361.3</b>	-
73 Misc. Red, Blue, Green, Gold Improvements	-	-	-	-	-	-	-	-	-	-	-
74 Canopy, tract pwr, fiber optic, egress projects (ARRA)	-	-	-	-	-	-	-	-	-	-	-
75 System Improvements (Eastside quad gates & misc)	-	-	-	-	-	-	-	-	-	-	-
76 New Red/Purple Line System Improvements	-	-	-	-	-	-	-	-	-	-	-
<b>77 Subtotal Miscellaneous System Improvements</b>	-	-	-	-	-	-	-	-	-	-	-
78 P2550 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
79 P3000 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
80 Future Light Rail Vehicles (not in project budgets)	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4
81 Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
<b>82 Subtotal Rail Vehicles</b>	<b>64.7</b>	<b>87.5</b>	<b>70.1</b>	<b>1.8</b>	<b>42.3</b>	<b>42.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	<b>0.4</b>
83 Wayside Systems (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
84 Facilities Maintenance (no project sheet)	-	-	-	-	-	42.4	34.4	22.9	22.9	3.7	66.2
85 Vehicle Maintenance (no project sheet)	11.8	12.0	12.3	12.5	12.7	13.0	13.2	13.5	13.8	14.0	14.3
<b>86 Subtotal General Improvements</b>	<b>11.8</b>	<b>12.0</b>	<b>12.3</b>	<b>12.5</b>	<b>12.7</b>	<b>55.4</b>	<b>47.7</b>	<b>36.4</b>	<b>36.7</b>	<b>17.7</b>	<b>80.5</b>
87 State of Good Rep - Existing Lines excl vehicles	21.8	109.9	47.5	270.3	50.1	530.2	61.4	0.0	15.1	140.0	307.9
88 State of Good Repair - Systemwide	200.0										
89 State of Good Repair - Future Lines	107.5	177.3	275.2	257.5	342.0	324.5	433.7	311.2	240.8	290.3	479.2
<b>90 Other Capital</b>											
91 Contingency for rail yards/cars	-	-	-	-	-	-	-	-	-	-	-
92 Transit Project Studies (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
93 Planning for Future Projects	-	-	-	-	-	-	-	-	-	-	-
94 Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-
95 Closeout of prior projects	-	-	-	-	-	-	-	-	-	-	-
96 Contingency	-	-	-	-	-	-	-	-	-	-	-
97 Transit System Safety & Security-Prop 1B (no proj sheet)	-	-	-	-	-	-	-	-	-	-	-
98 Intercity Rail-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
99 Pedestrian rail crossing improvements (no proj sheet)	-	-	-	-	-	-	-	-	-	-	-
100 Contingency (Measure R 2% System Improvements)	(0.1)	(0.1)	(0.0)	0.0	0.1	0.2	0.2	25.2	36.9	38.0	-
101 Misc Transit Projects-Prop 1B SLPP (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
102 Metrolink (Capital Only)	91.1	94.8	87.6	90.6	93.7	96.2	54.0	55.7	57.5	59.1	2.0
<b>103 Total Capital Costs</b>	<b>550.2</b>	<b>549.0</b>	<b>554.3</b>	<b>709.0</b>	<b>611.9</b>	<b>1,136.0</b>	<b>726.6</b>	<b>569.1</b>	<b>524.8</b>	<b>911.9</b>	<b>870.1</b>

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**3Q/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>104 Financing Payments:</b>											
105 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)	15.3	15.3	15.2	11.7	11.6	11.6	11.5	0.0	0.0	0.0	0.0
106 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)	10.8	10.8	3.4	0.9	0.9	0.9	0.6	0.4	0.4	0.4	0.4
107 Add'l Sr. Bonds - Prop A 35% (Model)	246.9	262.2	276.2	292.6	305.8	324.7	345.1	352.3	355.8	359.2	360.9
108 Add'l Sr. Bonds - Prop C 40% (Model)	39.2	39.2	39.2	39.2	39.2	42.2	48.2	51.2	51.2	51.2	51.2
109 Measure R 35% Tax Exempt Bonds	-	-	-	-	-	-	-	-	-	-	-
110 Measure R BABs 35% Scenario A	25.3	24.7	24.0	23.3	22.6	21.9	21.1	20.4	19.7	19.0	-
111 Measure R QTIBs Scenario A	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	260.0	-
112 Measure R TIFIA Loan Scenario A	173.4	139.5	156.3	174.2	193.0	212.0	230.5	250.0	308.2	65.5	-
113 Commercial Paper Measure R 35%	5.4	55.4	54.7	53.9	53.2	52.4	51.7	50.9	11.9	-	-
114 Commercial Paper Measure R 2%	28.6	29.5	30.4	31.4	32.3	33.4	34.4	10.6	0.0	0.0	-
115 Commercial Paper Prop A 35%	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
<b>117 Subtotal Financing Payments</b>	<b>807.4</b>	<b>839.0</b>	<b>861.9</b>	<b>889.5</b>	<b>921.0</b>	<b>961.4</b>	<b>1,005.6</b>	<b>998.3</b>	<b>1,009.7</b>	<b>757.8</b>	<b>414.9</b>
<b>118 TOTAL USES</b>	<b>1,357.5</b>	<b>1,388.1</b>	<b>1,416.2</b>	<b>1,598.5</b>	<b>1,532.9</b>	<b>2,096.4</b>	<b>1,732.3</b>	<b>1,567.4</b>	<b>1,534.5</b>	<b>1,669.7</b>	<b>1,284.9</b>
119 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
120 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
121 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
122 Debt Service Cov. Ratio - Prop C 40%	3.30	3.21	3.59	4.33	5.29	7.07	7.52	6.03	4.76	4.58	9.58
123 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bon	1.77	1.72	1.73	1.82	1.88	2.06	2.15	2.07	1.92	1.92	2.62
124 Prop A 35% Bond DS % of Rev. (67% max)	79.2%	80.7%	81.2%	81.0%	80.7%	82.3%	84.2%	80.8%	78.9%	77.1%	75.2%
125 High Speed Rail (LA-Anaheim, fed high sp rail funds)	-	-	-	-	-	-	-	-	-	-	-

# LACMTA Financial Forecasting Model

## Crenshaw/LAX Transit Corridor

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	7	Start Yr	2012															
Revenue Operations FY for R&R calc	2019	Dur (Yr)	7															
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Rev. Ops.Date (ROD) 6/30/2018	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
<b>PROJECT COSTS (all inclusive)</b>																		
Total Capital Costs incl ROW, vehicles, yard, etc	1,698.7			1,698.7	-	-		33.4	58.8	223.5	258.4	274.6	282.8	276.9	207.3	83.0		
<b>Subtotal Project Costs</b>	<b>1,698.7</b>			<b>1,698.7</b>	-	-		<b>33.4</b>	<b>58.8</b>	<b>223.5</b>	<b>258.4</b>	<b>274.6</b>	<b>282.8</b>	<b>276.9</b>	<b>207.3</b>	<b>83.0</b>	-	
Environmental/Planning	16.3		5.1	11.2	-	-	7.0	4.2										
<b>Subtotal</b>	<b>1,715.0</b>																	
<b>TOTAL CAPITAL COST (all inclusive)</b>	<b>1,715.0</b>		<b>5.1</b>	<b>1,709.9</b>	-	-	<b>7.0</b>	<b>37.6</b>	<b>58.8</b>	<b>223.5</b>	<b>258.4</b>	<b>274.6</b>	<b>282.8</b>	<b>276.9</b>	<b>207.3</b>	<b>83.0</b>	-	
Rehabilitation and Replacement	506.9			-	47.5	459.4	-	-	-	-	-	-	-	-	-	-	-	
<b>PROJECT REVENUES (capital and bridge loan only)</b>																		
<b>Local</b>																		
Prop. A Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Prop. C 40% Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>																		
Proposition A 35% Bonds	22.1	1.3%	-	22.1	-	-		22.1	-									
Local Agency Funds [3% of costs] (\$51.4)	51.4	3.0%		51.4	-	-							51.4					
Measure R QTIBs (Scenario A)	613.2	35.8%		613.2	-	-					258.4	260.4	94.4	-				
Proposition C 25%	135.6	7.9%	0.6	135.1	-	-			50.7	-			63.0	10.0	9.7	1.7	-	
Measure R Bonds BABs (Scenario A)	-	0.0%		-	-	-												
Measure R TIFIA Loan (Scenario A)	545.9	31.8%	-	545.9	-	-								266.9	197.6	81.4		
Measure R Cash (\$1,207 FY10-12 to FY 16-18)	47.9	2.8%		47.9	-	-	4.1	13.3	30.5	-	-	-	-	-	-	-	-	
<b>Subtotal Other Local</b>	<b>1,416.1</b>	<b>82.6%</b>	<b>0.6</b>	<b>1,415.5</b>	-	-	<b>4.1</b>	<b>35.4</b>	<b>30.5</b>	<b>50.7</b>	<b>258.4</b>	<b>260.4</b>	<b>208.8</b>	<b>276.9</b>	<b>207.3</b>	<b>83.0</b>	-	
<b>State</b>																		
Prop 1B PTMISEA	201.1	11.7%	-	201.1	-	-			28.3	172.8	-							
Regional Improvement Program (RIP)	2.7	0.2%	0.5	2.2	-	-		2.2										
<b>Subtotal State</b>	<b>203.8</b>	<b>11.9%</b>	<b>0.5</b>	<b>203.3</b>	-	-	<b>-</b>	<b>2.2</b>	<b>28.3</b>	<b>172.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																		
Section 5309 - New Starts	-	0.0%		-	-	-												
Section 5309 Bus & Bus-Related Facil Earmark	5.5	0.3%	2.6	2.9	-	-	2.9											
CMAQ - Transit	88.2	5.1%	-	88.2	-	-					14.2	74.0						
Federal - Other	1.4	0.1%	1.4	-	-	-												
<b>Subtotal Federal</b>	<b>95.1</b>	<b>5.5%</b>	<b>4.0</b>	<b>91.1</b>	-	-	<b>2.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.2</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>1,715.0</b>	<b>100.0%</b>	<b>5.1</b>	<b>1,709.9</b>	-	-	<b>7.0</b>	<b>37.6</b>	<b>58.8</b>	<b>223.5</b>	<b>258.4</b>	<b>274.6</b>	<b>282.8</b>	<b>276.9</b>	<b>207.3</b>	<b>83.0</b>	-	
Total Surplus/(Shortfall) (Prop A 35% Bonds)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

#### NOTES:

- 8.5 miles
- Unescalated cost = \$1,470 in 2008\$.
- 5309 Earmark # 140, for bus-related facilities portion of project.
- In the Westside subregion of the 2001 LRTP.
- FIS #465512.
- EIS in March 2011, Construction will begin Feb. 2012.



**LACMTA Financial Forecasting Model**  
**East San Fernando Valley North-South Corridor**  
**30/10 Initiative 100% ScenA 8/10/10**

Rehab & Replacement Project Type		8	Start Yr	2013													
Revenue Operations FY for R & R calc		2019	Dur (Yr)	6													
Revenue Operations Date (ROD) 6/30/18	Project Total	Alloc %	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	
<b>PROJECT COSTS</b>																	
Total	170.1		1.8	168.3	-	-	0.5	2.5	0.8	10.0	20.3	51.6	56.2	17.9	8.5		
Total Capital Costs (all inclusive) (\$170.1)	170.1		1.8	168.3	-	-	0.5	2.5	0.8	10.0	20.3	51.6	56.2	17.9	8.5	-	
Rehabilitation and Replacement	55.1		-	-	6.3	48.8	-	-	-	-	-	-	-	-	-	-	
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Other Local</b>																	
Proposition C 25%	0.8	0.5%		0.8	-	-			0.8								
State repayment of cap proj loans fund 3562	0.5	0.3%		0.5	-	-	0.5										
Prop C 40% bonds	-	0.0%		-	-	-											
Measure R TIFIA Loans (Scenario A)	14.0	8.2%		14.0	-	-								5.8	8.2		
Measure R Cash (FIS 465521)	-	0.0%		-	-	-	-										
Measure R Bonds BABs (Scenario A)	-	0.0%		-	-	-											
Measure R QTIBs (Scenario A)	53.5	0.0%		53.5	-	-				9.7	10.8	24.3		8.8			
Local Agency Funds (3% of cost) (\$5.0)	5.0	3.0%		5.0	-	-				0.3	0.6	1.5	1.7	0.5	0.3		
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>73.8</b>	<b>12.0%</b>	<b>-</b>	<b>73.8</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>-</b>	<b>0.8</b>	<b>10.0</b>	<b>11.4</b>	<b>25.8</b>	<b>1.7</b>	<b>15.2</b>	<b>8.5</b>	<b>-</b>	
<b>State</b>																	
Prop 1B SLPP	2.8	1.6%		2.8	-	-								2.75			
Traffic Congestion Relief Program (TCRP)	93.5	55.0%	1.8	91.7	-	-		2.5			8.9	25.8	54.5	-	-	-	
<b>Subtotal State</b>	<b>96.3</b>	<b>56.6%</b>	<b>1.8</b>	<b>94.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.5</b>	<b>-</b>	<b>-</b>	<b>8.9</b>	<b>25.8</b>	<b>54.5</b>	<b>2.8</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>170.1</b>	<b>68.6%</b>	<b>1.8</b>	<b>168.3</b>	<b>-</b>	<b>-</b>	<b>0.5</b>	<b>2.5</b>	<b>0.8</b>	<b>10.0</b>	<b>20.3</b>	<b>51.6</b>	<b>56.2</b>	<b>17.9</b>	<b>8.5</b>	<b>-</b>	
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Notes:**

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

# LACMTA Financial Forecasting Model

## Exposition LRT - Phase I

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

#### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	7	Start Yr	2007														
Revenue Operations FY for R & R calc	2011	Dur (Yr)	4														
(\$ in millions)	Project		Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Rev. Ops Date = 2010/2011	Total	Alloc %	Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>PROJECT COSTS</b>																	
Right of Way (ROW)	22.2		6.4	15.8	-	-	7.8	4.0	4.0	-	-	-	-	-	-	-	
Construction and all other Costs	792.9		377.9	415.0	-	-	180.1	107.4	127.5	-	-	-	-	-	-	-	
Vehicles (16 @ \$4.3 = \$68.8, bal on P3000 pg)	47.2		0.03	47.2	-	-	0.4	15.7	31.1	-	-	-	-	-	-	-	
Safety Enhancements (Board approved 7/22/10)	36.6			36.6	-	-	6.0	26.9	3.6	-	-	-	-	-	-	-	
<b>Total</b>	<b>898.9</b>		<b>384.3</b>	<b>514.5</b>	<b>-</b>	<b>-</b>	<b>194.3</b>	<b>154.0</b>	<b>166.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>TOTAL PROJECT COST (\$898.89)</b>	<b>898.9</b>		<b>384.3</b>	<b>514.5</b>	<b>-</b>	<b>-</b>	<b>194.3</b>	<b>154.0</b>	<b>166.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Rehabilitation and Replacement</b>	<b>366.2</b>			<b>10.5</b>	<b>85.2</b>	<b>270.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>1.9</b>	<b>3.3</b>	<b>5.3</b>	
<b>PROJECT REVENUES</b>																	
<b>Other Local</b>																	
Prop C 25%	40.9	4.6%	8.7	32.2	-	-	13.7	10.9	7.6	-	-	-	-	-	-	-	
Measure R (backfill for PTMISEA)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
Local Agency Funds	39.0	4.3%	0.0	39.0	-	-	0.3	2.8	35.9	-	-	-	-	-	-	-	
<b>Total Local</b>	<b>80.0</b>	<b>8.9%</b>	<b>8.7</b>	<b>71.2</b>	<b>-</b>	<b>-</b>	<b>14.0</b>	<b>13.7</b>	<b>43.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>State</b>																	
Prop 1B PTMISEA	138.4	15.4%	34.0	104.4	-	-	-	81.7	22.7	-	-	-	-	-	-	-	
Traffic Congestion Relief (\$0.03 for rail cars)	249.8	27.8%	207.3	42.5	-	-	42.5	-	-	-	-	-	-	-	-	-	
Regional Improvement Funds - Transit (\$314.7)	314.7	35.0%	134.0	180.7	-	-	122.5	58.2	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>702.9</b>	<b>78.2%</b>	<b>375.3</b>	<b>327.6</b>	<b>-</b>	<b>-</b>	<b>165.0</b>	<b>139.9</b>	<b>22.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																	
Section 5309 Bus & Bus-Related Facilities	0.5	0.1%		0.5	-	-	-	0.5	-	-	-	-	-	-	-	-	
CMAQ - Transit	45.6	5.1%	0.3	45.3	-	-	15.3	-	30.0	-	-	-	-	-	-	-	
RSTP - Transit	70.0	7.8%		70.0	-	-	-	-	70.0	-	-	-	-	-	-	-	
<b>Subtotal Federal</b>	<b>116.0</b>	<b>12.9%</b>	<b>0.3</b>	<b>115.7</b>	<b>-</b>	<b>-</b>	<b>15.3</b>	<b>0.5</b>	<b>100.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>898.9</b>	<b>100.0%</b>	<b>384.3</b>	<b>514.5</b>	<b>-</b>	<b>-</b>	<b>194.3</b>	<b>154.0</b>	<b>166.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Surplus/(Shortfall)</b>	<b>(0.0)</b>		<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>MTA Prop. A or Financing Needed</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Notes:**

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 2/26/04 transferred funds from Wilshire BRT to this Expo project.
5. 8.8 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 #206035.

# LACMTA Financial Forecasting Model

## Exposition LRT - Phase II

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	7	Start Yr	2011															
Revenue Operations FY for R & R calc	2016	Dur (Yr)	5															
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
Rev. Ops Date = 6/30/2015	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
<b>PROJECT COSTS (all inclusive)</b>																		
Right of Way (ROW)	26.9	-		26.9	-	-	8.9	5.5	12.5									
LRV Vehicles (47 @ \$4.30)	202.1	-		202.1	-	-	-	3.7	2.6	82.7	9.1	91.8	12.2					
Project cost including yard, etc.	1,290.6	-		1,290.6	-	-	2.6	187.6	183.7	209.6	367.6	234.6	91.0	13.9				
<b>Total</b>	<b>1,519.6</b>	<b>-</b>		<b>1,519.6</b>	<b>-</b>	<b>-</b>	<b>11.5</b>	<b>196.8</b>	<b>198.8</b>	<b>292.3</b>	<b>376.7</b>	<b>326.4</b>	<b>103.2</b>	<b>13.9</b>				
Total Capital Costs (\$1519.6)	1,519.6	-		1,519.6	-	-	11.5	196.8	198.8	292.3	376.7	326.4	103.2	13.9	-	-	-	
<b>TOTAL CAPITAL COST (all inclusive) *</b>	<b>1,519.6</b>	<b>-</b>	<b>-</b>	<b>1,519.6</b>	<b>-</b>	<b>-</b>	<b>11.5</b>	<b>196.8</b>	<b>198.8</b>	<b>292.3</b>	<b>376.7</b>	<b>326.4</b>	<b>103.2</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	
Rehabilitation and Replacement	578.0				86.4	491.6												
<b>PROJECT REVENUES</b>																		
<b>Local</b>																		
Prop. A 35% Bonds (\$238 minimum)	238.0	15.7%		238.0	-	-					224.1	-	-	13.9				
<b>Subtotal</b>	<b>238.0</b>	<b>15.7%</b>		<b>238.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>224.1</b>	<b>-</b>	<b>-</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>																		
Prop C 25% (\$115.3 minimum)	115.3	7.6%		115.3	-	-	2.6	-	-	10.3	102.4	-	-	-				
Measure R QTIBs (Scenario A) - not eligible	0.0	0.0%	-	-	-	-												
Measure R Bonds Tax Exempt	0.0	0.0%																
Measure R Cash (\$925M FY10-12 = FY 13-15)	333.4	21.9%		333.4	-	-		153.1	39.4	140.8	-							
Measure R Bonds 35% BABs (Scenario A)	172.2	11.3%		172.2	-	-			109.2	63.1								
Measure R Commercial Paper	361.7	23.8%		361.7	-	-						281.5	80.2					
<b>Subtotal Local</b>	<b>1,220.6</b>	<b>80.3%</b>	<b>-</b>	<b>1,220.6</b>	<b>-</b>	<b>-</b>	<b>2.6</b>	<b>153.1</b>	<b>148.6</b>	<b>214.2</b>	<b>326.5</b>	<b>281.5</b>	<b>80.2</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>State</b>																		
Prop 1B PTMISEA (\$250)	48.9	3.2%	-	48.9	-	-	8.9	40.0	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>48.9</b>	<b>3.2%</b>	<b>-</b>	<b>48.9</b>	<b>-</b>	<b>-</b>	<b>8.9</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																		
CMAQ (for LRVs) (LRV federalized separately)	49.0	3.2%		49.0	-	-					27.1	21.9						
<b>Subtotal Federal</b>	<b>49.0</b>	<b>3.2%</b>		<b>49.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27.1</b>	<b>21.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Mixed</b>																		
Regional Improvement Program Funds (for LRVs)	201.1	13.2%		201.1	-	-	0.0	3.7	50.2	78.1	23.0	23.0	23.0					
<b>Subtotal Mixed</b>	<b>201.1</b>	<b>13.2%</b>		<b>201.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3.7</b>	<b>50.2</b>	<b>78.1</b>	<b>23.0</b>	<b>23.0</b>	<b>23.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>1,519.6</b>	<b>100.0%</b>	<b>-</b>	<b>1,519.6</b>	<b>-</b>	<b>-</b>	<b>11.5</b>	<b>196.8</b>	<b>198.8</b>	<b>292.3</b>	<b>376.7</b>	<b>326.4</b>	<b>103.2</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	
Total Surplus/(Shortfall) (Prop A 35%)	0.0	0.0%	-	0.0	-	-	-	-	-	0.0	-	0.0	0.0	-	-	-	-	
<b>MTA Prop. A/C or Financing Needed</b>	<b>0.0</b>			<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

#### Notes:

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 in 2008\$.
6. July 2008 Motion programs \$115.3 PC 25%, \$238 Prop A 35% bonds plus other previously programmed funds. The MTA Board may reprogram unused funds to other eligible uses in the subregion.

**LACMTA Financial Forecasting Model**  
**Gold Line Eastside Extension to East Los Angeles**  
**30/10 Initiative 100% ScenA 8/10/10**

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	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Rev. Ops. Date = Nov. 15, 2009	Total	Alloc %	Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS</b>																
Professional Services	135.9		129.8	6.1	-	-	6.1	-	-	-	-	-	-	-	-	-
Right of Way (ROW)	41.8		41.8	-	-	-	-	-	-	-	-	-	-	-	-	-
Construction	629.8		629.1	0.7	-	-	0.7	-	-	-	-	-	-	-	-	-
Vehicles (10)	32.6		32.6	-	-	-	-	-	-	-	-	-	-	-	-	-
Special Conditions	20.3		20.3	-	-	-	-	-	-	-	-	-	-	-	-	-
Contingency	23.6		22.7	0.9	-	-	0.9	-	-	-	-	-	-	-	-	-
<b>Total Capital Costs</b>	<b>884.0</b>		<b>876.3</b>	<b>7.7</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Net Bridge Loan Interest Payments	14.8		14.8	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL PROJECT COSTS</b>	<b>898.8</b>		<b>891.1</b>	<b>7.7</b>	<b>-</b>	<b>-</b>	<b>7.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Rehabilitation and Replacement	666.4		255.2	14.5	81.3	315.3	-	-	-	-	-	0.0	1.8	3.1	5.0	4.6
Bridge Loan Principal Payments	133.8		67.5	66.3	-	-	66.3	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES (capital and bridge loan only)</b>																
<b>Local</b>																
Prop. A - Direct	148.5	16.5%	148.5	-	-	-	-	-	-	-	-	-	-	-	-	-
Gross Bridge Loan Proceeds	133.8	14.9%	133.8	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>282.3</b>	<b>16.5%</b>	<b>282.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Prop C 25%	2.0	0.2%	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Lease	10.1	1.1%	10.1	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (Including Prop A &amp; C)</b>	<b>294.4</b>	<b>17.9%</b>	<b>294.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																
Traffic Congestion Relief	45.0	5.0%	45.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Funds - Transit	180.2	20.0%	180.2	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>225.2</b>	<b>25.1%</b>	<b>225.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																
Section 5309 - New Starts	490.7	54.6%	416.7	74.0	-	-	74.0	-	-	-	-	-	-	-	-	-
Section 5309 - Fixed Guideway Mod.	12.0	1.3%	12.0	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit	10.3	1.1%	10.3	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>513.0</b>	<b>57.1%</b>	<b>439.0</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>74.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues including bridge loan</b>	<b>1,032.6</b>	<b>100.0%</b>	<b>958.6</b>	<b>74.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECT REVENUES w/o bridge loan</b>	<b>898.8</b>		<b>824.8</b>	<b>74.0</b>	<b>0.0</b>	<b>0.0</b>	<b>74.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**Notes:**

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

# LACMTA Financial Forecasting Model

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

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	7	Start Yr	2011														
Revenue Operations FY for R&R calc	2020	Dur (Yr)	9														
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Rev. Ops. Date: 6/30/2020	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>PROJECT COSTS (incl ROW, vehicles, yard, etc.)</b>			3.9				6.6	6.9	19.0	64.4	70.0	240.0	273.8	296.6	317.0	222.4	8.8
Preliminary Engineering																	
Professional Services																	
Right of Way (ROW)																	
Construction																	
Vehicles																	
Special Conditions																	
Contingency																	
<b>Total Capital Costs (all inclusive) (\$1529.4)</b>	<b>1,529.4</b>		<b>3.9</b>	<b>1,516.7</b>	<b>8.8</b>	<b>-</b>	<b>6.6</b>	<b>6.9</b>	<b>19.0</b>	<b>64.4</b>	<b>70.0</b>	<b>240.0</b>	<b>273.8</b>	<b>296.6</b>	<b>317.0</b>	<b>222.4</b>	<b>8.8</b>
<b>Rehabilitation and Replacement</b>	<b>331.9</b>			<b>-</b>	<b>30.3</b>	<b>301.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Local</b>																	
Prop. A - Direct	3.9		3.9	-	-	-											
Prop. C - Direct	-			-	-	-											
<b>Subtotal Prop. A &amp; C</b>	<b>3.9</b>	<b>0.3%</b>	<b>3.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																	
Proposition C 25%	182.9	12.0%		182.9	-	-									155.1	27.8	
Measure R QTIBs (Scenario A)	1,075.2	70.3%		1,075.2	-	-				64.4	70.0	232.8	265.6	202.7	48.6	191.1	
Measure R TIFIA Loan (Scenario A)	189.1	12.4%		189.1	-	-								85.2	103.9	-	
Measure R Cash (FIS 460232)	6.6	0.4%		6.6	-	-	6.6										
Measure R Bonds BABs (Scenario A)	-	0.0%		-	-	-											
Measure R Bonds Tax Exempt	-	0.0%		-	-	-											
State Repay Capital Projects LONP Fund 3562	25.9	1.7%		25.9	-	-		6.9	19.0								
Local Agency Funds (3% of costs) (\$45.8)	45.8	3.0%		37.0	8.8	-					7.2	8.2	8.6	9.5	3.5	8.8	
<b>Subtotal Local</b>	<b>1,529.4</b>	<b>100.0%</b>	<b>3.9</b>	<b>1,516.7</b>	<b>8.8</b>	<b>-</b>	<b>6.6</b>	<b>6.9</b>	<b>19.0</b>	<b>64.4</b>	<b>70.0</b>	<b>240.0</b>	<b>273.8</b>	<b>296.6</b>	<b>317.0</b>	<b>222.4</b>	<b>8.8</b>
<b>State</b>																	
Regional Improvement Prog Funds (RIP)-Transit	-	0.0%		-	-	-											
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																	
CMAQ - Transit	-	0.0%		-	-	-											
RSTP - Transit	-	0.0%		-	-	-											
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,529.4</b>	<b>100.0%</b>	<b>3.9</b>	<b>1,516.7</b>	<b>8.8</b>	<b>-</b>	<b>6.6</b>	<b>6.9</b>	<b>19.0</b>	<b>64.4</b>	<b>70.0</b>	<b>240.0</b>	<b>273.8</b>	<b>296.6</b>	<b>317.0</b>	<b>222.4</b>	<b>8.8</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing Needed</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Notes:**

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

## LACMTA Financial Forecasting Model

### Eastside Light Rail Access (pedestrian)

#### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions) Open June 30, 2013	Project Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016
<b>PROJECT COSTS</b>												
Total Capital Costs	30.0		30.0	-	-	-	5.3	5.0	5.0	6.7	8.0	-
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>												
<b>Other Local</b>												
Measure R Sales Tax (\$30 M FY10-13)	30.0	100.0%	30.0	-	-	-	5.3	5.0	5.0	6.7	8.0	-
Subtotal Local (incl. Prop. A & C %, not \$'s)	30.0	100.0%	30.0	-	-	-	5.3	5.0	5.0	6.7	8.0	-
<b>Total Revenues</b>	<b>30.0</b>	<b>100.0%</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.3</b>	<b>5.0</b>	<b>5.0</b>	<b>6.7</b>	<b>8.0</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Notes:**

1. Project Total includes prior years.

# LACMTA Financial Forecasting Model

## Gold Line Foothill Extension

### 3Q/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	7	Start Yr	2011																
Revenue Operations FY for R&R calc	2015	Dur (Yr)	4																
(\$ In millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	
Rev. Ops. Date 6/30/15	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
<b>PROJECT COSTS (all inclusive)</b>																			
Phase 2A Project costs incl vehicles, yard, etc	483.8			432.2	51.7	-	-	28.0	67.0	132.2	143.1	46.9	8.0	3.0	2.0	2.0	7.5	44.2	
Vehicles (15 @ \$4.3 = \$64.5, bal on P3000 pd	60.0		-	60.0	-	-	-	-	-	-	26.9	33.1	-	-	-	-	-	-	
MTA Project costs	146.2		-	146.2	-	-	38.8	21.3	43.1	43.1	-	-	-	-	-	-	-	-	
Subtotal	690.0		-	638.4	51.7	-	-	66.8	88.3	175.3	213.1	80.0	8.0	3.0	2.0	2.0	7.5	44.2	
Cost contingency for Phase 2A/reserve for 2B	146.1		-	86.2	59.9	-	-	-	-	-	-	-	-	-	43.1	43.1	43.1	16.8	
Other project costs	15.0		15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Capital Costs (all inclusive)</b>	<b>851.1</b>		<b>15.0</b>	<b>724.6</b>	<b>111.6</b>	<b>-</b>	<b>-</b>	<b>66.8</b>	<b>88.3</b>	<b>175.3</b>	<b>213.1</b>	<b>80.0</b>	<b>8.0</b>	<b>3.0</b>	<b>45.1</b>	<b>45.1</b>	<b>50.6</b>	<b>61.0</b>	
<b>Rehabilitation and Replacement</b>	<b>281.9</b>			<b>-</b>	<b>47.9</b>	<b>234.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>1.6</b>	
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																			
<b>Local</b>																			
Prop. A - Direct	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Prop. C - Direct	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>																			
Proposition C 25%	75.7	8.9%		30.9	44.7	-	-	-	-	-	30.9	-	-	-	-	-	14.7	30.1	
Prop C 10%	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Prop C 40% Bonds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure R TIFIA (Scenario A) - not eligible	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure R QTIBS (Scenario A) - not eligible	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure R Cash (FIS 465521)	407.2	47.8%		340.4	66.8	-	-	-	-	-	159.2	80.0	8.0	3.0	45.1	45.1	35.9	30.9	
Measure R Bonds 35% BABs - GLF share	224.7	26.4%		224.7	-	-	-	28.0	67.0	129.7	-	-	-	-	-	-	-	-	
Measure R Bonds 35% BABs - MTA share	103.1	12.1%		103.1	-	-	-	38.8	21.3	43.1	-	-	-	-	-	-	-	-	
Local Agency Funds (\$25.5)	25.5	3.0%		25.5	-	-	-	-	-	2.5	23.0	-	-	-	-	-	-	-	
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$)</b>	<b>836.1</b>	<b>98.2%</b>		<b>724.6</b>	<b>111.6</b>	<b>-</b>	<b>-</b>	<b>66.8</b>	<b>88.3</b>	<b>175.3</b>	<b>213.1</b>	<b>80.0</b>	<b>8.0</b>	<b>3.0</b>	<b>45.1</b>	<b>45.1</b>	<b>50.6</b>	<b>61.0</b>	
<b>State</b>																			
Regional Improvement Prog Funds (RIP)-Tra	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																			
Sect 5309 Bus & Bus-Related Facilities Earm	15.0	1.8%	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CMAQ - Transit	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Federal</b>	<b>15.0</b>	<b>1.8%</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>851.1</b>	<b>100.0%</b>	<b>15.0</b>	<b>724.6</b>	<b>111.6</b>	<b>-</b>	<b>-</b>	<b>66.8</b>	<b>88.3</b>	<b>175.3</b>	<b>213.1</b>	<b>80.0</b>	<b>8.0</b>	<b>3.0</b>	<b>45.1</b>	<b>45.1</b>	<b>50.6</b>	<b>61.0</b>	
<b>Total Surplus/(Shortfall)</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>MTA Prop A/C or Financing Needed</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>MTA Prop A 35% Financing Needed</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Notes:**

1. Project Total includes prior years, if any.
2. SAFETEA-LU 5309 earmark, #285 and S. 5339
3. Unescalated cost = \$758 in 2008\$.
4. Measure R=\$735+esc.(FY10-12 to FY15-17).FIS460200.
5. Light Rail Vehicles = 15 @ \$4.30 = \$64.5.
6. 5309 earmark for bus-related facilities portion of the project.

# LACMTA Financial Forecasting Model

## Gold Line (Pasadena)

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	7	Start Yr	1994											
Revenue Operations Fiscal Year	2003	Dur (Yr)	9											
Rev. Ops. Date = July 26, 2003	Project Total	Alloc %	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015		
<b>PROJECT COSTS</b>														
Project Costs	629.1	-	627.6	1.5	-	-	0.6	0.9	-	-	-	-		
Right of Way (ROW) estimate for R&R calc	60.0		60.0	-	-	-	-	-	-	-	-	-		
<b>Total</b>	<b>689.1</b>		<b>687.6</b>	<b>1.5</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total Capital Costs Inflated</b>	<b>689.1</b>	<b>-</b>	<b>687.6</b>	<b>1.5</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Rehabilitation and Replacement</b>	<b>412.0</b>	<b>-</b>	<b>-</b>	<b>48.6</b>	<b>171.2</b>	<b>192.2</b>	<b>2.0</b>	<b>3.4</b>	<b>3.1</b>	<b>4.2</b>	<b>3.9</b>	<b>6.7</b>		
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>														
<b>Local</b>														
Prop. A - Direct	-		-	-	-	-	-	-	-	-	-	-		
Prop. C - Direct	9.4		9.4	-	-	-	-	-	-	-	-	-		
<b>Subtotal Prop. A &amp; C</b>	<b>9.4</b>	<b>1.4%</b>	<b>9.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Other Local</b>														
Proposition C 25%	209.5	30.4%	208.1	1.5	-	-	0.6	0.9	-	-	-	-		
TDA Article 4	0.2	0.0%	0.2	-	-	-	-	-	-	-	-	-		
Public/Private Joint Venture	47.3	6.9%	47.3	-	-	-	-	-	-	-	-	-		
<b>Subtotal Local (including Prop A &amp; C)</b>	<b>266.5</b>	<b>38.7%</b>	<b>265.1</b>	<b>1.5</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>State</b>														
Prop. 108	20.0	2.9%	20.0	-	-	-	-	-	-	-	-	-		
Prop. 116	40.0	5.8%	40.0	-	-	-	-	-	-	-	-	-		
Other State Source/State Hwy Account	57.0	8.3%	57.0	-	-	-	-	-	-	-	-	-		
Traffic Congestion Relief (TCRP)	40.0	5.8%	40.0	-	-	-	-	-	-	-	-	-		
Regional Improvement Funds - Transit	264.8	38.4%	264.8	-	-	-	-	-	-	-	-	-		
<b>Subtotal State</b>	<b>421.8</b>	<b>61.2%</b>	<b>421.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Federal</b>														
Section 5309 - Fixed Guideway Mod.	0.8	0.1%	0.8	-	-	-	-	-	-	-	-	-		
<b>Subtotal Federal</b>	<b>0.8</b>	<b>0.1%</b>	<b>0.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total Revenues</b>	<b>689.1</b>	<b>100.0%</b>	<b>687.6</b>	<b>1.5</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total Surplus/(Shortfall)</b>	<b>(0.0)</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		

#### NOTES:

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



# LACMTA Financial Forecasting Model

## Green Line Extension to LAX

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	6	Start Yr	2013														
Revenue Operations Year for R&R calc	2019	Dur (Yr)	6														
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Revenue Operations Date (ROD) 6/30/18	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>PROJECT COSTS</b>																	
Total Capital Costs incl ROW, vehicles, yard, etc.	225.3			225.3	-	-					11.0	40.0	60.0	46.3	35.5	24.5	8.0
Environmental/Planning	16.0			16.0	-	-	0.1	1.8	8.0	6.2							
<b>TOTAL CAPITAL COST (\$241.3)</b>	<b>241.3</b>			<b>241.3</b>	-	-	<b>0.1</b>	<b>1.8</b>	<b>8.0</b>	<b>17.2</b>	<b>40.0</b>	<b>60.0</b>	<b>46.3</b>	<b>35.5</b>	<b>24.5</b>	<b>8.0</b>	
Rehabilitation and Replacement	73.0			-	8.4	64.6	-	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES (capital and bridge loan only)</b>																	
<b>Local</b>																	
Prop. A 35% Direct Cash	34.2	14.2%		34.2	-	-	-	-	-	-	-	-	-	-	34.2	-	-
Prop. C 40% Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>34.2</b>	<b>14.2%</b>		<b>34.2</b>	-	-	-	-	-	-	-	-	-	-	<b>34.2</b>	-	-
<b>Other Local</b>																	
Local Agency Funds (3% of costs) (\$7.2)	7.1	2.9%		7.1	-	-			0.1	2.7	1.2	1.8	1.4				
Measure R QTIBs Scenario A	164.3	68.1%		164.3	-	-			7.9	14.6	38.8	58.2	44.9				
Measure R TIFIA Loan (Scenario A)	33.8	14.0%		33.8	-	-								1.3	24.5	8.0	
Measure R Bonds BABs	-	0.0%		-	-	-											
Measure R Cash (FIS 460303)	1.9	0.8%		1.9	-	-	0.1	1.8	0.1	-	-	-	-	-	-	-	-
Measure R Bonds Tax Exempt	-	0.0%		-	-	-											
<b>Subtotal Other Local</b>	<b>207.1</b>	<b>100.0%</b>		<b>207.1</b>	-	-	<b>0.1</b>	<b>1.8</b>	<b>8.0</b>	<b>17.2</b>	<b>40.0</b>	<b>60.0</b>	<b>46.3</b>	<b>1.3</b>	<b>24.5</b>	<b>8.0</b>	
<b>State</b>																	
Regional Improvement Program (RIP)	-			-	-	-											
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																	
Section 5309 - New Starts	-	0.0%		-	-	-											
Section 5309 - Fixed Guideway Mod.	-			-	-	-											
Section 5309 Bus & Bus-Related Facilities (earmark)	-	0.0%		-	-	-											
CMAQ - Transit	-	0.0%		-	-	-											
RSTP - Transit	-	0.0%		-	-	-											
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>241.3</b>	<b>100.0%</b>		<b>241.3</b>	-	-	<b>0.1</b>	<b>1.8</b>	<b>8.0</b>	<b>17.2</b>	<b>40.0</b>	<b>60.0</b>	<b>46.3</b>	<b>35.5</b>	<b>24.5</b>	<b>8.0</b>	
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. Project may advance if LAX provides funding.
2. Measure R = \$200 plus escalation (FY10-12 to FY15-28). FIS 460303.
3. Unescalated cost = \$200 in 2008\$.

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions) Rev. Ops. Date 2019	Project Total	Alloc %	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
<b>PROJECT COSTS</b>	3,000.0		2,850.0	150.0		75.0	150.0	300.0	350.0	400.0	450.0	500.0	425.0	200.0	150.0
<b>Total Capital Costs (all inclusive)</b>	<b>3,000.0</b>		<b>2,850.0</b>	<b>150.0</b>	-	75.0	150.0	300.0	350.0	400.0	450.0	500.0	425.0	200.0	150.0
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>															
<b>State</b>															
Regional Improvement Prog Funds (RIP)-Transit	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>															
Section 5309 - New Starts	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal High Speed Rail Funds (assumed)</b>	<b>3,000.0</b>	<b>100%</b>	<b>2,850.0</b>	<b>150.0</b>		75.0	150.0	300.0	350.0	400.0	450.0	500.0	425.0	200.0	150.0

# LACMTA Financial Forecasting Model

## Regional Connector

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type		4	Start Yr	2013													
Revenue Operations FY for R & R calc		2020	Dur (Yr)	7													
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Rev. Operations Date (ROD) 6/30/2019	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<b>PROJECT COSTS</b>																	
Project costs incl ROW, yard, etc.	1,322.7			1,315.3	7.4	-		20.6	86.1	118.9	109.3	243.7	278.4	190.3	214.5	53.5	7.4
Vehicles (not escalated)	19.2			19.2	-	-				0.8	3.8	4.4	5.2	5.0			
Environmental/Planning	24.2		6.0	18.2	-	-	7.9	10.1	0.2								
<b>Total</b>	<b>1,366.1</b>		<b>6.0</b>	<b>1,352.7</b>	<b>7.4</b>	<b>-</b>	<b>7.9</b>	<b>30.7</b>	<b>86.3</b>	<b>119.7</b>	<b>113.1</b>	<b>248.1</b>	<b>283.6</b>	<b>195.3</b>	<b>214.5</b>	<b>53.5</b>	<b>7.4</b>
<b>TOTAL CAPITAL COST (all inclusive)</b>	<b>1,366.1</b>		<b>6.0</b>	<b>1,352.7</b>	<b>7.4</b>	<b>-</b>	<b>7.9</b>	<b>30.7</b>	<b>86.3</b>	<b>119.7</b>	<b>113.1</b>	<b>248.1</b>	<b>283.6</b>	<b>195.3</b>	<b>214.5</b>	<b>53.5</b>	<b>7.4</b>
Rehabilitation and Replacement	347.1			-	13.4	333.7	-	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Local</b>																	
Prop. A - Direct - not eligible	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct - not eligible	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																	
Measure R TIFIA Loan (Scenario A)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R Cash (\$160)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R QTIBs (Scenario A)	160.0	11.7%		160.0	-	-	-	-	-	-	73.1	74.3	12.6	-	-	-	-
Lease Revenues	0.2	0.0%	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
State Repay Capital Projects LONP Fund 3562	78.9	5.8%	3.8	75.1	-	-	7.9	19.6	10.0	3.6	3.4	7.4	8.5	7.9	6.8	-	-
Local Agency Funds (3% of costs) (\$40.9)	40.9	3.0%		40.5	0.4	-	-	-	-	-	-	-	-	-	23.7	16.8	0.4
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>280.0</b>	<b>20.5%</b>	<b>4.0</b>	<b>275.6</b>	<b>0.4</b>	<b>-</b>	<b>7.9</b>	<b>19.6</b>	<b>10.0</b>	<b>3.6</b>	<b>3.4</b>	<b>80.4</b>	<b>82.8</b>	<b>20.5</b>	<b>30.5</b>	<b>16.8</b>	<b>0.4</b>
<b>State</b>																	
High Speed Rail Bonds voted 11-4-08 (\$114.9)	114.9	8.4%		114.9	-	-	-	11.1	0.2	44.3	6.4	4.7	22.7	19.6	5.9	-	-
Prop 1B PTMISEA (\$149.6)	149.6	11.0%		147.0	2.6	-	-	-	24.3	-	35.4	14.1	7.9	38.0	27.3	-	2.6
Regional Improvement Funds - Transit	2.0	0.1%	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>266.5</b>	<b>19.5%</b>	<b>2.0</b>	<b>261.9</b>	<b>2.6</b>	<b>-</b>	<b>-</b>	<b>11.1</b>	<b>24.5</b>	<b>44.3</b>	<b>41.8</b>	<b>18.8</b>	<b>30.6</b>	<b>57.6</b>	<b>33.2</b>	<b>-</b>	<b>2.6</b>
<b>Federal</b>																	
Section 5309 - New Starts (60%) (\$819.6)	819.6	60.0%		815.2	4.4	-	-	-	51.8	71.8	67.9	148.9	170.2	117.2	150.8	36.7	4.4
<b>Subtotal Federal</b>	<b>819.6</b>	<b>60.0%</b>		<b>815.2</b>	<b>4.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>51.8</b>	<b>71.8</b>	<b>67.9</b>	<b>148.9</b>	<b>170.2</b>	<b>117.2</b>	<b>150.8</b>	<b>36.7</b>	<b>4.4</b>
<b>Total Revenues</b>	<b>1,366.1</b>	<b>100.0%</b>	<b>6.0</b>	<b>1,352.7</b>	<b>7.4</b>	<b>-</b>	<b>7.9</b>	<b>30.7</b>	<b>86.3</b>	<b>119.7</b>	<b>113.1</b>	<b>248.1</b>	<b>283.6</b>	<b>195.3</b>	<b>214.5</b>	<b>53.5</b>	<b>7.4</b>
Total Surplus/(Shortfall)	0.0			-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0

**Notes:**

1. FIS #400228.
2. Measure R = \$160 (FY14-16 to FY 23-25).
3. Unescalated cost = \$1,163.8 in 2009\$.
4. Measure R FIS 460228.

# LACMTA Financial Forecasting Model

## San Fernando Valley I-405 Transit

### 3Q/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	6	Start Yr	2012														
Revenue Operations FY for R & R calc	2021	Dur (Yr)	9														
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Rev. Ops. Date 6/30/2020	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>PROJECT COSTS</b>																	
Total incl ROW, vehicles, yard, etc.	1,380.1			1,380.1	-	-		1.0	38.8	135.8	232.8	242.8	325.3	281.6	108.4	13.6	
Rehabilitation and Replacement	262.1			-	25.2	236.8	-	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Local</b>																	
Prop. A - Direct	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Prop. A & C	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>																	
Proposition C 25%	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R QTIBs (Scenario A)	1,120.5	81.2%		1,120.5	-	-	-	38.8	135.8	232.8	232.8	315.3	165.0	-	-	-	-
Measure R TIFIA Loan (Scenario A)	217.2	15.7%		217.2	-	-	-	-	-	-	-	-	-	106.6	97.0	13.6	-
Measure R Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs) \$41.4	41.4	3.0%		41.4	-	-	-	-	-	-	10.0	10.0	10.0	10.0	11.4	-	-
LA City Funds	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Local (incl. Prop. A & C %, not \$'s)	1,379.1	99.9%		1,379.1	-	-	-	-	38.8	135.8	232.8	242.8	325.3	281.6	108.4	13.6	-
<b>State</b>																	
Regional Improvement Prog (RIP)-PPM	1.0			1.0	-	-	-	1.0	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)-Trans	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal State	1.0	0.1%		1.0	-	-	-	1.0	-	-	-	-	-	-	-	-	-
<b>Federal</b>																	
CMAQ - Transit	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP - Transit	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Federal	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>1,380.1</b>	<b>100.0%</b>		<b>1,380.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>38.8</b>	<b>135.8</b>	<b>232.8</b>	<b>242.8</b>	<b>325.3</b>	<b>281.6</b>	<b>108.4</b>	<b>13.6</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### Notes:

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

# LACMTA Financial Forecasting Model

## San Fernando North-South - Canoga

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	8	Start Yr	2010														
Revenue Operations FY for R & R calc	2013	Dur (Yr)	3														
(\$ In millions)	Project Total	Alloc %	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	
<b>PROJECT COSTS</b>																	
Construction - Orange Line Canoga Extension	221.2		5.2	216.0	-	-	3.0	65.5	70.0	44.8	32.7			-	-	-	
<b>Total Capital Costs Inflated (\$221.2)</b>	<b>221.2</b>		<b>5.2</b>	<b>216.0</b>	<b>-</b>	<b>-</b>	<b>3.0</b>	<b>65.5</b>	<b>70.0</b>	<b>44.8</b>	<b>32.7</b>			<b>-</b>	<b>-</b>	<b>-</b>	
	-			-	-	-											
<b>Rehabilitation and Replacement</b>	<b>101.2</b>			<b>0.6</b>	<b>28.3</b>	<b>72.3</b>	-	-	-	-	-	-	-	-	-	<b>0.0</b>	<b>0.6</b>
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Local</b>																	
Prop. A - Direct	-			-	-	-	-	-	-	-	-	-	-	-	-	-	
Prop. C - Direct	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
Financings	-			-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>																	
Proposition C 25%	73.0	33.0%		73.0	-	-		7.4	34.1	22.4	9.1			-	-	-	
Measure R Cash (FIS 465513)	1.8	0.8%		1.8	-	-			1.8								
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>74.8</b>	<b>33.8%</b>		<b>74.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.4</b>	<b>35.9</b>	<b>22.4</b>	<b>9.1</b>			<b>-</b>	<b>-</b>	<b>-</b>	
<b>State</b>																	
Prop 1B SLPP	73.0	33.0%		73.0	-	-		7.4	34.1	22.4	9.1			-	-	-	
Prop 1B PTMISEA	70.0	31.6%	1.7	68.3	-	-	3.0	50.8		-	14.5			-	-	-	
Traffic Congestion Relief Program (TCRP)	3.5	1.6%	3.5	-	-	-								-	-	-	
<b>Subtotal State</b>	<b>146.4</b>	<b>66.2%</b>	<b>5.2</b>	<b>141.2</b>	<b>-</b>	<b>-</b>	<b>3.0</b>	<b>58.1</b>	<b>34.1</b>	<b>22.4</b>	<b>23.6</b>			<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>221.2</b>	<b>100.0%</b>	<b>5.2</b>	<b>216.0</b>	<b>-</b>	<b>-</b>	<b>3.0</b>	<b>65.5</b>	<b>70.0</b>	<b>44.8</b>	<b>32.7</b>			<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0%</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	

**Notes:**

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

# LACMTA Financial Forecasting Model

## South Bay Green Line Extension

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type	6	Start Yr	2013													
Revenue Operations FY for R&R calc	2019	Dur (Yr)	6													
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Revenue Operations Date (ROD) 6/30/18	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS</b>																
Total Capital Costs incl ROW, vehicles, yard, etc.	318.0			318.0	-	-	-	-	-	20.0	40.0	60.0	80.0	58.4	52.0	7.6
<b>Subtotal Project Costs</b>	<b>318.0</b>			<b>318.0</b>	-	-	-	-	-	<b>20.0</b>	<b>40.0</b>	<b>60.0</b>	<b>80.0</b>	<b>58.4</b>	<b>52.0</b>	<b>7.6</b>
Environmental/Planning	14.4			14.4	-	-	2.4	7.8	4.3							
<b>TOTAL CAPITAL COSTS (all inclusive) (\$332.5)</b>	<b>332.5</b>			<b>332.5</b>	-	-	-	2.4	7.8	24.3	40.0	60.0	80.0	58.4	52.0	7.6
Rehabilitation and Replacement	103.1			-	11.8	91.2	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES (capital and bridge loan only)</b>																
<b>Local</b>																
Prop. A Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40% Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
State Repay Capital Projects LONP Fund 3562	2.4	0.7%		2.4	-	-	2.4									
Local Agency Funds (3% of costs) (\$9.9)	9.9	3.0%		9.9	-	-			1.0	1.2	1.8	2.4	2.1	1.1	0.2	
Measure R QTIBs (Scenario A)	246.9	74.3%		246.9	-	-		7.8	23.3	38.8	58.2	77.6	41.3			
Measure R TIFIA Loan (Scenario A)	25.1	7.5%		25.1	-	-							15.0	10.1	-	
Measure R Cash	-	0.0%		-	-	-										
Prop C 25%	48.2	14.5%		48.2	-	-								40.8	7.4	
<b>Subtotal Other Local</b>	<b>332.5</b>	<b>100.0%</b>		<b>332.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.4</b>	<b>7.8</b>	<b>24.3</b>	<b>40.0</b>	<b>60.0</b>	<b>80.0</b>	<b>58.4</b>	<b>52.0</b>	<b>7.6</b>
<b>State</b>																
Regional Improvement Program (RIP)	-			-	-	-										
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																
CMAQ - Transit	-	0.0%		-	-	-										
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>332.5</b>	<b>100.0%</b>		<b>332.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.4</b>	<b>7.8</b>	<b>24.3</b>	<b>40.0</b>	<b>60.0</b>	<b>80.0</b>	<b>58.4</b>	<b>52.0</b>	<b>7.6</b>
Total Surplus/(Shortfall) (Prop A 35% Bonds)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

# LACMTA Financial Forecasting Model

## West Santa Ana Branch

### 30/10 Initiative 100% ScenA 8/10/10

Rehab & Replacement Project Type		7	Start Yr	2012													
Revenue Operations Fiscal Year (ROD)		2019	Dur (Yr)	7													
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
Revenue Operations Date 6/30/2020	Total		Years	'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>PROJECT COSTS</b>																	
Total Capital Costs incl ROW, vehicles, yard, etc.	281.7			281.7	-	-	-	-	5.5	19.4	48.5	58.2	58.2	60.8	24.3	6.8	
<b>Subtotal Project Costs</b>	<b>281.7</b>			<b>281.7</b>	-	-	-	-	<b>5.5</b>	<b>19.4</b>	<b>48.5</b>	<b>58.2</b>	<b>58.2</b>	<b>60.8</b>	<b>24.3</b>	<b>6.8</b>	
Environmental/Planning	7.7			7.7	-	-	0.6	0.1	7.1								
<b>TOTAL COSTS</b>	<b>289.4</b>			<b>289.4</b>	-	-	<b>0.6</b>	<b>0.1</b>	<b>12.6</b>	<b>19.4</b>	<b>48.5</b>	<b>58.2</b>	<b>58.2</b>	<b>60.8</b>	<b>24.3</b>	<b>6.8</b>	
Rehabilitation and Replacement	84.1			-	7.9	76.2											
<b>PROJECT REVENUES</b>																	
<b>Local</b>																	
Prop. A Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
Prop. C 40% Direct Cash	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>																	
Proposition A 35% Bonds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
Proposition C 40% Bonds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
Local Agency Funds (3% of costs) (\$8.7)	8.7	3.0%		8.7	-	-	-	-	-	-	-	-	-	8.7	-	-	
LONP Reimbursement Fund 3562	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
Proposition C 25%	40.7	14.1%		40.7	-	-	0.6	0.1						9.0	24.3	6.8	
Measure R QTIBs (Scenario A)	225.7	78.0%		225.7	-	-			12.6	19.4	48.5	58.2	58.2	28.8			
Measure R TIFIA Loan (Scenario A)	14.3	4.9%		14.3	-	-								14.3	-	-	
Measure R Cash (FIS 460201)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Other Local</b>	<b>289.4</b>	<b>100.0%</b>		<b>289.4</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.1</b>	<b>12.6</b>	<b>19.4</b>	<b>48.5</b>	<b>58.2</b>	<b>58.2</b>	<b>60.8</b>	<b>24.3</b>	<b>6.8</b>	
<b>State</b>																	
Regional Improvement Program (RIP)	-			-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																	
CMAQ - Transit	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
RSTP - Transit	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>289.4</b>	<b>100.0%</b>		<b>289.4</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.1</b>	<b>12.6</b>	<b>19.4</b>	<b>48.5</b>	<b>58.2</b>	<b>58.2</b>	<b>60.8</b>	<b>24.3</b>	<b>6.8</b>	
Total Surplus/(Shortfall) (Prop A 35% Bonds)	0.0	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	

#### NOTES:

1. Measure R = \$240 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.
4. Unescalated cost = \$240 in 2008\$.

**LACMTA Financial Forecasting Model**

**Westside Subway Extension to Westwood**

**30/10 Initiative 100% ScenA 8/10/10**

Rehab & Replacement Project Type	1	Start Yr	2013																		
Revenue Operations FY for R&R calc	2022	Dur (Yr)	9																		
(\$ in millions)	Project Total	Alloc %	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>PROJECT COSTS (all inclusive)</b>																					
Vehicles (not escalated)	544.4	-		544.1	0.3	-					54.3	70.1	70.2	84.1	95.7	101.7	68.0	0.3			
Total Capital Costs incl ROW, yard, etc.	4,579.3	-		3,388.0	1,191.4	-		75.8	202.7	313.6	184.7	333.8	512.0	477.1	547.3	741.0	577.5	401.7	197.6	14.7	
Environmental/Planning	35.7	-	9.1	26.6	-	-	12.1	13.1	1.4												
<b>TOTAL CAPITAL COST (all inclusive)</b>	<b>5,159.4</b>		<b>9.1</b>	<b>3,958.7</b>	<b>1,191.7</b>	<b>-</b>	<b>12.1</b>	<b>88.9</b>	<b>204.1</b>	<b>367.9</b>	<b>254.8</b>	<b>404.0</b>	<b>596.1</b>	<b>572.8</b>	<b>649.0</b>	<b>809.0</b>	<b>577.8</b>	<b>401.7</b>	<b>197.6</b>	<b>14.7</b>	
Rehabilitation and Replacement	937.5	-		-	17.3	920.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES (For Capital Costs Only)</b>																					
<b>Local</b>																					
Prop. A - Direct (not eligible)				-	-	-															
Prop. C - Direct (not eligible)				-	-	-															
<b>Subtotal Prop. A &amp; C</b>		<b>0.0%</b>		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>																					
State Repay Cap Proj LONP Fnd 3562	98.4	1.9%		98.4	-	-	12.1	86.3													
LTF General Revenues	2.4	0.0%	2.4	-	-	-															
Local Agency (3% of costs) (\$154.8)	154.8	3.0%		26.4	128.4	-		2.6	3.3					9.0	6.5	4.9	79.2	22.2	27.0		
TDA Article 4	3.8	0.1%	3.8	-	-	-															
Measure R TIFIA Loans ( Scenario A)	640.8	12.4%		437.4	203.4	-				220.7	152.9	242.4	357.7	6.0	382.9	48.5	203.4				
Measure R QTIBs (Scenario A)	2,097.9	40.7%		1,732.1	365.8	-								429.9	58.1	218.8	88.9				
Measure R Cash	94.7	1.8%		94.7	-	-			92.6						2.1	-	-	-	-	-	-
<b>Subtotal Other Local (% Incl A &amp; C)</b>	<b>3,092.8</b>	<b>59.9%</b>	<b>6.2</b>	<b>2,389.0</b>	<b>697.6</b>	<b>-</b>	<b>12.1</b>	<b>88.9</b>	<b>95.9</b>	<b>220.7</b>	<b>152.9</b>	<b>242.4</b>	<b>357.7</b>	<b>343.7</b>	<b>389.4</b>	<b>485.4</b>	<b>340.7</b>	<b>241.0</b>	<b>115.9</b>	<b>-</b>	
<b>State</b>																					
Prop 1B PTMISEA	-	0.0%		-	-	-															
Regional Improvement Funds - Transit	2.9	0.1%	2.9	-	-	-															
<b>Subtotal State</b>	<b>2.9</b>	<b>0.1%</b>	<b>2.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																					
Section 5309 - New Starts	2,063.7	40.0%		1,569.6	494.1	-			108.1	147.2	101.9	161.6	238.5	229.2	259.6	323.6	237.1	160.7	81.7	14.7	
CMAQ - Transit	-	0.0%		-	-	-															
<b>Subtotal Federal</b>	<b>2,063.7</b>	<b>40.0%</b>	<b>-</b>	<b>1,569.6</b>	<b>494.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>108.1</b>	<b>147.2</b>	<b>101.9</b>	<b>161.6</b>	<b>238.5</b>	<b>229.2</b>	<b>259.6</b>	<b>323.6</b>	<b>237.1</b>	<b>160.7</b>	<b>81.7</b>	<b>14.7</b>	
<b>Total Revenues</b>	<b>5,159.4</b>	<b>100.0%</b>	<b>9.1</b>	<b>3,958.7</b>	<b>1,191.7</b>	<b>-</b>	<b>12.1</b>	<b>88.9</b>	<b>204.1</b>	<b>367.9</b>	<b>254.8</b>	<b>404.0</b>	<b>596.1</b>	<b>572.8</b>	<b>649.0</b>	<b>809.0</b>	<b>577.8</b>	<b>401.7</b>	<b>197.6</b>	<b>14.7</b>	
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(0.0)</b>	<b>0.0</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>	<b>(0.0)</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Measure R = \$4,074 for all segments plus escalation (FY13-36).
2. To be completed in segments.
3. Unescalated cost = \$4,267.6 in 2010\$.
4. Wilshire/Western to Wilshire/Fairfax = 3.07 miles.
5. Wilshire/Fairfax to Century City = 3.37 miles.
6. Century City to Westwood = 2.34 miles.
7. Planning FIS 405518, Measure R FIS 465518.



**LACMTA Financial Forecasting Model**  
**Wilshire Metro Rapid Transitway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions) Rev. Ops Date = 6/30/2022	Project Total	Alloc %	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023
<b>PROJECT COSTS</b>																	
Professional Services	6.6		6.6	-	-	-											
Construction	115.3	-		-	115.3	-	-	-	-	-	-	-	-	30.0	50.3	20.0	15.0
Contingency	2.1		2.1	-	-	-											
<b>Total</b>	<b>124.0</b>		<b>8.7</b>	<b>-</b>	<b>115.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>50.3</b>	<b>20.0</b>	<b>15.0</b>
<b>TOTAL PROJECT COST</b>	<b>124.0</b>		<b>8.7</b>	<b>-</b>	<b>115.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>50.3</b>	<b>20.0</b>	<b>15.0</b>
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Local</b>																	
Prop. C 40% - Direct Cash	115.3	93.0%		-	115.3	-								30.0	50.3	20.0	15.0
<b>Subtotal Prop. A &amp; C</b>	<b>115.3</b>	<b>93.0%</b>	<b>-</b>	<b>-</b>	<b>115.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>50.3</b>	<b>20.0</b>	<b>15.0</b>
<b>Subtotal Local</b>	<b>115.3</b>	<b>93.0%</b>	<b>-</b>	<b>-</b>	<b>115.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>50.3</b>	<b>20.0</b>	<b>15.0</b>
<b>State</b>																	
Prop 1B State Infrastructure Bonds	-	0.0%		-	-	-											
Traffic Congestion Relief Program (TCRP)	6.2	5.0%	6.2	-	-	-											
Regional Improvement Funds - Transit	2.5	2.0%	2.5	-	-	-											
<b>Subtotal State</b>	<b>8.7</b>	<b>7.0%</b>	<b>8.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>124.0</b>	<b>100.0%</b>	<b>8.7</b>	<b>-</b>	<b>115.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>50.3</b>	<b>20.0</b>	<b>15.0</b>

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

## LACMTA Financial Forecasting Model

### Contingency for Rail Yards and Rail Cars

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Project Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Rail Yard - Gold Line	165.0	-	165.0	-	-		50.0	60.0	55.0	-	-				
Contingency for yards/cars	60.0	-	-	60.0	-										-
<b>Total Capital Costs</b>	<b>225.0</b>	<b>-</b>	<b>165.0</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>50.0</b>	<b>60.0</b>	<b>55.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Capital Costs</b>	<b>225.0</b>	<b>-</b>	<b>165.0</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>50.0</b>	<b>60.0</b>	<b>55.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rehabilitation and Replacement</b>															
<b>PROJECT REVENUES (For Capital Costs Only)</b>															
<b>Local</b>															
Prop. A - Direct (PA 35% Bonds)	225.0	100.0%	165.0	60.0	-	-	50.0	60.0	55.0	-	-	-	-	-	-
Prop. C - Direct (PC 40% Cash)	-		-	-	-										-
Financing	-	N/A	-	-	-										
<b>Subtotal Prop. A &amp; C</b>	<b>225.0</b>	<b>100.0%</b>	<b>165.0</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>50.0</b>	<b>60.0</b>	<b>55.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtot Other Local (% incl A &amp; C)</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>225.0</b>	<b>100.0%</b>	<b>165.0</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>50.0</b>	<b>60.0</b>	<b>55.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A Financing</b>	<b>225.0</b>	<b>100.0%</b>	<b>165.0</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>50.0</b>	<b>60.0</b>	<b>55.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### NOTES:

1. Rail yard for Gold Line = \$165 M.

**LACMTA Financial Forecasting Model**  
**Lankershim Depot Restoration**  
**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

FIS 800118.

# LACMTA Financial Forecasting Model

## Other Rail Costs

30/10 Initiative 100% ScenA 8/10/10

	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
<b>PROJECT COSTS</b>														
Eastside LRT Enhancements (800288)	20.6	20.6	-	-	14.6	1.1	4.9							
Westlake/MacArthur Park Joint Dev (401001)	6.0	6.0	-	-	4.1	2.0								
Sustainability Projects (45000x)	1.6	1.6	-	-	1.6									
Gold Line & other Maintenance Facility Improvements	52.1	52.1	-	-						12.1	40.0			
Red Line Improvements & Mitigation	78.8	-	78.8	-	-	-	-	-	-	-	-	-	-	-
Subtotal	159.1	80.3	78.8	-	20.3	3.0	4.9	-	-	12.1	40.0	-	-	-
Systemwide	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Capital Costs Inflated</b>	<b>159.1</b>	<b>80.3</b>	<b>78.8</b>	<b>-</b>	<b>20.3</b>	<b>3.0</b>	<b>4.9</b>	<b>-</b>	<b>-</b>	<b>12.1</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Prop. A 35%	1.4	1.4	-	-	1.4	-	-	-	-	-	-	-	-	-
Prop. C 40%	12.5	12.5	-	-	11.5	1.1	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>13.9</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>12.8</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
State Repay Capital Projects LONP Fund 3562	52.1	52.1	-	-						12.1	40.0			
Prop C 10%	6.6	6.6	-	-	6.6	-	-	-	-	-	-	-	-	-
Prop C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>58.7</b>	<b>58.7</b>	<b>-</b>	<b>-</b>	<b>6.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.1</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
Section 5309 Bus and Bus-Related Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>72.6</b>	<b>72.6</b>	<b>-</b>	<b>-</b>	<b>19.4</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.1</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(86.6)</b>	<b>(7.8)</b>	<b>(78.8)</b>	<b>-</b>	<b>(0.9)</b>	<b>(2.0)</b>	<b>(4.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>100.5</b>	<b>21.7</b>	<b>78.8</b>	<b>-</b>	<b>13.7</b>	<b>3.0</b>	<b>4.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

# LACMTA Financial Forecasting Model

## Other Rail Costs

### 30/10 Initiative 100% ScenA 8/10/10

	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Eastside LRT Enhancements (800288)	20.6										
Westlake/MacArthur Park Joint Dev (401001)	6.0										
Sustainability Projects (45000x)	1.6										
Gold Line & other Maintenance Facility Improvements	52.1										
Red Line Improvements & Mitigation	78.8				19.7	19.7	19.7	19.7	-	-	-
<b>Subtotal</b>	<b>159.1</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
Systemwide	-	-	-	-	-	-	-	-	-	-	-
<b>Total Capital Costs inflated</b>	<b>159.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Prop. A 35%	1.4	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	12.5	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>											
State Repay Capital Projects LONP Fund 3562	52.1										
Prop C 10%	6.6										
Prop C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>58.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-										
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
Section 5309 Bus and Bus-Related Facilities	-										
CMAQ - Transit	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>72.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(86.6)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(19.7)</b>	<b>(19.7)</b>	<b>(19.7)</b>	<b>(19.7)</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>100.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>19.7</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Planning for Future Transit Projects**  
**30/10 Initiative 100% ScenA 8/10/10**

	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
<b>PROJECT COSTS</b>																
Planning for future projects	25.0	-	25.0	-	-	-	-	-	-	-	-	-	-	-	15.0	10.0
<b>Total Cost</b>	<b>25.0</b>	<b>-</b>	<b>25.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>10.0</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Prop. A - Direct	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Local (Incl. Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(25.0)</b>	<b>-</b>	<b>(25.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(15.0)</b>	<b>(10.0)</b>
<b>MTA Prop A/C or Financing</b>	<b>25.0</b>	<b>-</b>	<b>25.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>10.0</b>

NOTES:

# LACMTA Financial Forecasting Model

## Rail System Improvements

### 30/10 Initiative 100% ScenA 8/10/10

	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
<b>PROJECT COSTS</b>															
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	-	-						23.9	29.0	29.9	30.8		
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	169.3	-	-					5.1	24.1	29.0	35.8	36.9	38.4	
<b>Subtotal</b>	<b>531.1</b>	<b>531.1</b>	-	-	-	-	-	-	<b>5.1</b>	<b>93.0</b>	<b>121.8</b>	<b>137.4</b>	<b>135.4</b>	<b>38.4</b>	-
Eastside LRTP Quad Gate Study (Meas R 2%) (460202)	8.6	8.6	-	-	-	8.6									
Metro Rail ARRA Projects	81.0	81.0	-	-	81.0										
<b>Subtotal</b>	<b>89.6</b>	<b>89.6</b>	-	-	<b>81.0</b>	<b>8.6</b>	-	-	-	-	-	-	-	-	-
<b>Total Costs</b>	<b>620.7</b>	<b>620.7</b>	-	-	<b>81.0</b>	<b>8.6</b>	-	-	<b>5.1</b>	<b>93.0</b>	<b>121.8</b>	<b>137.4</b>	<b>135.4</b>	<b>38.4</b>	-
<b>PROJECT REVENUES</b>															
<b>Other Local</b>															
Measure R 2%	416.0	416.0	-	-		8.6				73.3	121.8	107.1	105.2	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>416.0</b>	<b>416.0</b>	-	-	-	<b>8.6</b>	-	-	-	<b>73.3</b>	<b>121.8</b>	<b>107.1</b>	<b>105.2</b>	-	-
<b>State</b>															
Regional Improvement Prog Funds (RIP)	98.9	98.9	-	-								30.3	30.2	38.4	-
<b>Subtotal State</b>	<b>98.9</b>	<b>98.9</b>	-	-	-	-	-	-	-	-	-	<b>30.3</b>	<b>30.2</b>	<b>38.4</b>	-
<b>Federal</b>															
CMAQ - Transit	5.1	5.1	-	-					5.1						
ARRA	81.0	81.0	-	-	81.0										
<b>Subtotal Federal</b>	<b>86.1</b>	<b>86.1</b>	-	-	<b>81.0</b>	-	-	-	<b>5.1</b>	-	-	-	-	-	-
<b>Total Revenues</b>	<b>601.0</b>	<b>601.0</b>	-	-	<b>81.0</b>	<b>8.6</b>	-	-	<b>5.1</b>	<b>73.3</b>	<b>121.8</b>	<b>137.4</b>	<b>135.4</b>	<b>38.4</b>	-
<b>Total Surplus/(Shortfall)</b>	<b>(19.7)</b>	<b>(19.7)</b>	-	-	-	<b>0.0</b>	-	-	-	<b>(19.7)</b>	-	-	-	-	-
<b>MTA Prop A/C Needed</b>	<b>19.7</b>	<b>19.7</b>	-	-	-	-	-	-	-	<b>19.7</b>	-	-	-	-	-

#### NOTES:

- ARRA Projects: Escalator Canopies (\$6.6 M), 7th & Metro Egress (\$1.8 M), Blue Line Traction Power Substation(s) (\$70 M), Fiber Optic Transmission

# LACMTA Financial Forecasting Model

## P2550 Light Rail Vehicles

### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
P2550 Light Rail Vehicles Base 40 cars	67.1	-	67.1	-	-	22.8	21.7	22.6	-	-	-	-	-	-	-
<b>Total Costs</b>	<b>67.1</b>	<b>-</b>	<b>67.1</b>	<b>-</b>	<b>-</b>	<b>22.8</b>	<b>21.7</b>	<b>22.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Capital Costs Inflated</b>	<b>67.1</b>	<b>-</b>	<b>67.1</b>	<b>-</b>	<b>-</b>	<b>22.8</b>	<b>21.7</b>	<b>22.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rehabilitation and Replacement</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Prop. A - Direct Cash	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	-		-	-	-	-	-	-	-	-	-	-	-	-	-
Financings	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>57.1%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>															
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>57.1%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>															
STA - Population Share	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)-Transit	6.9	10.3%	6.9	-	-	3.8	3.1	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>6.9</b>	<b>10.3%</b>	<b>6.9</b>	<b>-</b>	<b>-</b>	<b>3.8</b>	<b>3.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>															
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit	14.2	21.2%	14.2	-	-	-	8.8	5.4	-	-	-	-	-	-	-
RSTP - Transit	7.7	11.5%	7.7	-	-	-	7.7	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>21.9</b>	<b>32.6%</b>	<b>21.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.5</b>	<b>5.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>28.8</b>	<b>100.0%</b>	<b>28.8</b>	<b>-</b>	<b>-</b>	<b>3.8</b>	<b>19.6</b>	<b>5.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(38.3)</b>		<b>(38.3)</b>	<b>-</b>	<b>-</b>	<b>(19.0)</b>	<b>(2.1)</b>	<b>(17.2)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>38.3</b>		<b>38.3</b>	<b>-</b>	<b>-</b>	<b>19.0</b>	<b>2.1</b>	<b>17.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### NOTES:

1. STIP PPNO 3225, 4025.
2. FIS 800151 (and Expo 206035).
3. 10 cars for Eastside LRT are included on the Eastside project page.
4. 16 cars for Expo Phase I are included on the Expo I project page.



# LACMTA Financial Forecasting Model

## P3000 Light Rail Vehicles

### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	Alloc %	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
P3000 - 78 total vehicles = \$335.4. Bal is in proj budgets Expo I (\$21.59) Gold Line Foothill (\$4.5)	26.1	-		26.1	-	-	-	-	0.8	20.7	-	-	-	4.5	-	-
<b>Total Costs</b>	<b>26.1</b>	<b>-</b>	<b>0.0</b>	<b>26.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>20.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.5</b>	<b>-</b>	<b>-</b>
<b>Total Capital Costs Inflated</b>	<b>26.1</b>	<b>-</b>	<b>0.0</b>	<b>26.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>20.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.5</b>	<b>-</b>	<b>-</b>
<b>Rehabilitation and Replacement</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Prop. A - Direct Cash	-			-	-	-										
Prop. C - Direct Cash	-			-	-	-										
Financings	-			-	-	-										
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Measure R 2%	4.5	17.2%		4.5	-	-								4.5		
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>4.5</b>	<b>17.2%</b>	<b>0.0</b>	<b>4.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.5</b>	<b>-</b>	<b>-</b>
<b>State</b>																
Regional Improvement Prog Funds (RIP)-Transit	21.6	82.8%		21.6	-	-			0.8	20.7						
<b>Subtotal State</b>	<b>21.6</b>	<b>82.8%</b>	<b>0.0</b>	<b>21.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>20.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																
Section 5309 - Fixed Guideway Mod.	-	0.0%		-	-	-										
CMAQ - Transit (may not be eligible)	-	0.0%		-	-	-										
RSTP - Transit	-	0.0%		-	-	-										
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>26.1</b>	<b>100.0%</b>	<b>0.0</b>	<b>26.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.8</b>	<b>20.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.5</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Metro Prop A/C or Financing</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### NOTES:

1. Per draft cash flow of 4-21-10.
2. 78 @ \$4.3 M = \$335.4 less \$47.21 Expo I, \$202.1 Expo II, \$60.0 GL Foothill = \$26.1.
3. Total vehicles: 16 Expo I, 47 Expo II, 15 Gold Line Foothill.

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Future Light Rail Vehicle Procurement I	250.5	-	250.5	-	-	-	-	-	-	25.7	50.4	75.0	2.6	96.8	-
Future Light Rail Vehicle Procurement II	97.8	-	-	97.8	-	-	-	-	-	-	-	-	-	-	-
Future Light Rail Vehicle Procurement	948.1	-	-	493.5	454.6	-	-	-	-	-	-	-	-	-	-
<b>Total Costs</b>	<b>1,296.5</b>	<b>-</b>	<b>250.5</b>	<b>591.4</b>	<b>454.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.7</b>	<b>50.4</b>	<b>75.0</b>	<b>2.6</b>	<b>96.8</b>	<b>-</b>
<b>Total Capital Costs Inflated</b>	<b>1,296.5</b>	<b>-</b>	<b>250.5</b>	<b>591.4</b>	<b>454.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.7</b>	<b>50.4</b>	<b>75.0</b>	<b>2.6</b>	<b>96.8</b>	<b>-</b>
<b>Rehabilitation and Replacement</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Prop. A - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Financings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>87.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Measure R 2%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>87.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>															
Regional Improvement Prog Funds (RIP)-Transit	114.4	8.8%	114.4	-	-	-	-	-	-	-	-	15.0	2.6	96.8	-
<b>Subtotal State</b>	<b>114.4</b>	<b>8.8%</b>	<b>114.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>2.6</b>	<b>96.8</b>	<b>-</b>
<b>Federal</b>															
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit (may not be eligible)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP - Transit	48.9	3.8%	48.9	-	-	-	-	-	25.7	23.2	-	-	-	-	-
<b>Subtotal Federal</b>	<b>48.9</b>	<b>3.8%</b>	<b>48.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.7</b>	<b>23.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>163.3</b>	<b>100.0%</b>	<b>163.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.7</b>	<b>23.2</b>	<b>15.0</b>	<b>2.6</b>	<b>96.8</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(1,133.2)</b>		<b>(87.2)</b>	<b>(591.4)</b>	<b>(454.6)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(27.2)</b>	<b>(60.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>1,133.2</b>		<b>87.2</b>	<b>591.4</b>	<b>454.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27.2</b>	<b>60.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

30/10 Initiative 100% ScenA 8/10/10

(\$ 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
Future Light Rail Vehicle Procurement I	250.5	-		-	-	-	-	-	-	-	-	-
Future Light Rail Vehicle Procurement II	97.8	-								45.4	52.4	
Future Light Rail Vehicle Procurement	948.1	-	73.6	52.1	34.1	34.6	61.3	64.3	50.4	1.4	57.0	64.8
<b>Total Costs</b>	<b>1,296.5</b>	<b>-</b>	<b>73.6</b>	<b>52.1</b>	<b>34.1</b>	<b>34.6</b>	<b>61.3</b>	<b>64.3</b>	<b>50.4</b>	<b>46.8</b>	<b>109.4</b>	<b>64.8</b>
<b>Total Capital Costs Inflated</b>	<b>1,296.5</b>	<b>-</b>	<b>73.6</b>	<b>52.1</b>	<b>34.1</b>	<b>34.6</b>	<b>61.3</b>	<b>64.3</b>	<b>50.4</b>	<b>46.8</b>	<b>109.4</b>	<b>64.8</b>
<b>Rehabilitation and Replacement</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Prop. A - Direct Cash	-		-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	-		-	-	-	-	-	-	-	-	-	-
Financings	-		-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>87.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Measure R 2%	-	0.0%										
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>87.4%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>												
Regional Improvement Prog Funds (RIP)-Transit	114.4	8.8%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>114.4</b>	<b>8.8%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit (may not be eligible)	-	0.0%	-	-	-	-	-	-	-	-	-	-
RSTP - Transit	48.9	3.8%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>48.9</b>	<b>3.8%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>163.3</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(1,133.2)</b>		<b>(73.6)</b>	<b>(52.1)</b>	<b>(34.1)</b>	<b>(34.6)</b>	<b>(61.3)</b>	<b>(64.3)</b>	<b>(50.4)</b>	<b>(46.8)</b>	<b>(109.4)</b>	<b>(64.8)</b>
<b>MTA Prop A/C or Financing</b>	<b>1,133.2</b>		<b>73.6</b>	<b>52.1</b>	<b>34.1</b>	<b>34.6</b>	<b>61.3</b>	<b>64.3</b>	<b>50.4</b>	<b>46.8</b>	<b>109.4</b>	<b>64.8</b>

NOTES:

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

### 30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	Total		2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Future Light Rail Vehicle Procurement I	250.5	-	-	-	-	-	-	-	-	-	-	-	-
Future Light Rail Vehicle Procurement II	97.8	-	-	-	-	-	-	-	-	-	-	-	-
Future Light Rail Vehicle Procurement	948.1	-	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4
<b>Total Costs</b>	<b>1,296.5</b>	<b>-</b>	<b>64.7</b>	<b>87.5</b>	<b>70.1</b>	<b>1.8</b>	<b>42.3</b>	<b>42.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	<b>0.4</b>
<b>Total Capital Costs Inflated</b>	<b>1,296.5</b>	<b>-</b>	<b>64.7</b>	<b>87.5</b>	<b>70.1</b>	<b>1.8</b>	<b>42.3</b>	<b>42.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	<b>0.4</b>
<b>Rehabilitation and Replacement</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Prop. A - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-
Financings	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	-	<b>87.4%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	-	<b>87.4%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>State</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)-Transit	114.4	8.8%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>114.4</b>	<b>8.8%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit (may not be eligible)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
RSTP - Transit	48.9	3.8%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>48.9</b>	<b>3.8%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	<b>163.3</b>	<b>100.0%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(1,133.2)</b>		<b>(64.7)</b>	<b>(87.5)</b>	<b>(70.1)</b>	<b>(1.8)</b>	<b>(42.3)</b>	<b>(42.5)</b>	<b>(48.9)</b>	<b>(44.5)</b>	<b>(46.4)</b>	<b>(5.5)</b>	<b>(0.4)</b>
<b>MTA Prop A/C or Financing</b>	<b>1,133.2</b>		<b>64.7</b>	<b>87.5</b>	<b>70.1</b>	<b>1.8</b>	<b>42.3</b>	<b>42.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	<b>0.4</b>

NOTES:

# LACMTA Financial Forecasting Model

## Heavy Rail Vehicles

30/10 Initiative 100% ScenA 8/10/10

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

NOTES:

**LACMTA Financial Forecasting Model**  
**State of Good Repair (Rehab & Replacement) Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

State of Good Repair	Plan Total	Alloc %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017
<b>Estimated Direct Funding</b>													
STA - Population Share	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Section 5309 Fixed Guideway Modernization	56.1	0.9%	6.5	49.6	-	-	-	-	-	-	-	-	-
TDA Article 4	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Prop C 25%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Prop C 40%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	283.4	0.0%	-	-	283.4	-	-	-	-	-	-	-	-
CMAQ	217.8	0.0%	-	74.6	143.2	-	-	-	-	-	-	-	-
RSTP	170.1	0.0%	-	-	170.1	-	-	-	-	-	-	-	-
<b>Total</b>	<b>727.3</b>	<b>0.9%</b>	<b>6.5</b>	<b>124.2</b>	<b>596.7</b>	-	-	-	-	-	-	-	-
<b>RAIL CAPITAL</b>						Thru FY19 -see rail capital summary page for actual amounts							
Blue Line - 7th/Flower to Long Beach	467.8	7.7%	-	20.1	447.7	-	-	-	-	-	-	-	-
Red Line - Segment-1 LAUPT to Wilshire/Alvarado	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Red Line - Seg-2 Wilshire/Western & Hollywd/Vine	640.2	10.5%	-	227.1	413.1	-	-	-	-	-	-	-	-
Red Line - Segment-3 to North Hollywood	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Green Line - Norwalk - El Segundo	643.1	10.6%	-	128.6	514.5	-	-	-	-	-	-	-	-
Gold Line - Pasadena	243.1	4.0%	-	141.0	102.1	-	-	-	-	-	-	-	-
Gold Line - Eastside Extension	166.1	2.7%	-	90.5	75.6	-	-	-	-	-	-	-	-
<b>Subtotal Current Lines</b>	<b>2,160.3</b>	<b>35.4%</b>	-	<b>607.3</b>	<b>1,553.0</b>	-	-	-	-	-	-	-	-
Mid-City Expo - Phase I	366.2	6.0%	10.5	85.2	270.5	-	-	-	-	-	-	0.0	1.9
Mid-City Expo - Phase II	578.0	9.5%	-	86.4	491.6	-	-	-	-	-	-	-	-
Gold Line - Foothill Extension	281.9	4.6%	-	47.9	234.0	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	506.9	8.3%	-	47.5	459.4	-	-	-	-	-	-	-	-
Regional Connector	347.1	5.7%	-	13.4	333.7	-	-	-	-	-	-	-	-
Westside Subway Extension	937.5	15.4%	-	17.3	920.2	-	-	-	-	-	-	-	-
Green Line - LAX	73.0	1.2%	-	8.4	64.6	-	-	-	-	-	-	-	-
South Bay Green Line Extension	103.1	1.7%	-	11.8	91.2	-	-	-	-	-	-	-	-
Eastside Extension from East Los Angeles	331.9	5.4%	-	30.3	301.6	-	-	-	-	-	-	-	-
<b>Subtotal Future Lines</b>	<b>3,525.7</b>	<b>57.9%</b>	<b>10.5</b>	<b>348.3</b>	<b>3,166.9</b>	-	-	-	-	-	-	0.0	1.9
<b>Subtotal Rail</b>	<b>5,686.0</b>	<b>93.3%</b>	<b>10.5</b>	<b>955.6</b>	<b>4,719.9</b>	-	-	-	-	-	-	0.0	1.9
Current - Orange Line	307.1	5.0%	22.0	283.9	1.2	-	0.0	0.8	1.5	2.4	2.3	2.8	2.5
Future - San Fernando Valley North-South (Canoga)	101.2	1.7%	0.6	28.3	72.3	-	-	-	-	-	-	-	-
<b>Subtotal BRT</b>	<b>408.3</b>	<b>6.7%</b>	<b>22.6</b>	<b>312.2</b>	<b>73.5</b>	-	<b>0.0</b>	<b>0.8</b>	<b>1.5</b>	<b>2.4</b>	<b>2.3</b>	<b>2.8</b>	<b>2.5</b>
<b>Rehab. and Replacement Grand Total</b>	<b>6,094.3</b>	<b>100.0%</b>	<b>33.1</b>	<b>1,267.8</b>	<b>4,793.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>1.5</b>	<b>2.4</b>	<b>2.3</b>	<b>2.8</b>	<b>4.4</b>
<b>Beginning Balance</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>(1,143.6)</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.8)</b>	<b>(2.2)</b>	<b>(4.7)</b>	<b>(7.0)</b>	<b>(9.8)</b>
<b>Surplus/(Shortfall)</b>	<b>(5,366.9)</b>		<b>(26.6)</b>	<b>(1,143.6)</b>	<b>(4,196.7)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.8)</b>	<b>(1.5)</b>	<b>(2.4)</b>	<b>(2.3)</b>	<b>(2.8)</b>	<b>(4.4)</b>
<b>Cumulative Ending Balance</b>	<b>(5,366.9)</b>		<b>(26.6)</b>	<b>(1,143.6)</b>	<b>(5,340.3)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.8)</b>	<b>(2.2)</b>	<b>(4.7)</b>	<b>(7.0)</b>	<b>(9.8)</b>	<b>(14.2)</b>
<b>Prop A Funding Needed</b>						<b>0.0</b>	<b>0.0</b>	<b>0.8</b>	<b>1.5</b>	<b>2.4</b>	<b>2.3</b>	<b>2.8</b>	<b>4.4</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**State of Good Repair (Rehab & Replacement) Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

State of Good Repair	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Estimated Direct Funding</b>												
STA - Population Share	-	-	-	-	-	-	-	-	-	-	-	-
Section 5309 Fixed Guideway Modernization	1.2	5.2	9.7	11.6	13.5	14.9						
TDA Article 4	-	-	-	-	-	-	-	-	-	-	-	-
Prop C 25%	-	-	-	-	-	-	-	-	-	-	-	-
Prop C 40%	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)												
CMAQ			1.8							12.6	29.9	30.3
RSTP												
<b>Total</b>	<b>1.2</b>	<b>5.2</b>	<b>11.5</b>	<b>11.6</b>	<b>13.5</b>	<b>14.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.6</b>	<b>29.9</b>	<b>30.3</b>
<b>RAIL CAPITAL</b>												
Blue Line - 7th/Flower to Long Beach			2.0	3.5	0.7	1.5	1.5	3.7	4.7	2.5	-	-
Red Line - Segment-1 LAUPT to Wilshire/Alvarado												
Red Line - Seg-2 Wilshire/Western & Hollywd/Vine			65.1	38.6		6.2	52.1	32.6	8.6	0.7	8.0	15.2
Red Line - Segment-3 to North Hollywood												
Green Line - Norwalk - El Segundo			63.6	2.7				11.2	48.7	2.4		
Gold Line - Pasadena			2.0	2.2		103.3		0.3	2.4	2.2	26.8	1.8
Gold Line - Eastside Extension						2.1	31.8					56.6
<b>Subtotal Current Lines</b>	<b>-</b>	<b>-</b>	<b>132.7</b>	<b>47.0</b>	<b>0.7</b>	<b>113.1</b>	<b>85.4</b>	<b>47.8</b>	<b>64.4</b>	<b>7.8</b>	<b>34.8</b>	<b>73.6</b>
Mid-City Expo - Phase I	3.3	5.3	4.9	6.7	6.1	10.5	8.8	8.9	10.4	11.3	11.4	6.1
Mid-City Expo - Phase II	-	-	-	0.0	3.4	6.0	9.7	8.9	12.1	11.0	19.1	16.1
Gold Line - Foothill Extension	-	-	0.0	1.6	2.8	4.5	4.1	5.7	5.1	8.9	7.5	7.6
Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	0.0	4.0	7.0	11.5	10.5	14.4
Regional Connector	-	-	-	-	-	-	-	0.2	1.6	2.4	4.9	4.4
Westside Subway Extension	-	-	-	-	-	-	-	-	-	0.8	6.8	9.7
Green Line - LAX	-	-	-	-	-	-	0.0	0.7	1.3	2.1	2.0	2.4
South Bay Green Line Extension	-	-	-	-	-	-	0.0	1.0	1.8	2.9	2.8	3.4
Eastside Extension from East Los Angeles	-	-	-	-	-	-	-	0.0	3.7	6.4	10.5	9.6
<b>Subtotal Future Lines</b>	<b>3.3</b>	<b>5.3</b>	<b>4.9</b>	<b>8.3</b>	<b>12.3</b>	<b>21.0</b>	<b>22.8</b>	<b>29.4</b>	<b>43.0</b>	<b>57.3</b>	<b>75.5</b>	<b>73.7</b>
<b>Subtotal Rail</b>	<b>3.3</b>	<b>5.3</b>	<b>137.6</b>	<b>55.3</b>	<b>13.0</b>	<b>134.1</b>	<b>108.2</b>	<b>77.2</b>	<b>107.4</b>	<b>65.1</b>	<b>110.3</b>	<b>147.3</b>
Current - Orange Line	5.0	4.7	0.3	0.3				282.9	0.4			
Future - San Fernando Valley North-South (Canoga)	0.0	0.6	1.1	1.9	1.8	2.2	2.0	3.9	3.6	3.6	4.0	4.3
<b>Subtotal BRT</b>	<b>5.0</b>	<b>5.3</b>	<b>1.4</b>	<b>2.2</b>	<b>1.8</b>	<b>2.2</b>	<b>2.0</b>	<b>286.8</b>	<b>4.0</b>	<b>3.6</b>	<b>4.0</b>	<b>4.3</b>
<b>Rehab. and Replacement Grand Total</b>	<b>8.3</b>	<b>10.6</b>	<b>139.0</b>	<b>57.5</b>	<b>14.8</b>	<b>136.3</b>	<b>110.2</b>	<b>364.0</b>	<b>111.4</b>	<b>68.7</b>	<b>114.3</b>	<b>151.6</b>
<b>Beginning Balance</b>	<b>(14.2)</b>	<b>(21.3)</b>	<b>(26.6)</b>	<b>(154.2)</b>	<b>(200.1)</b>	<b>(201.5)</b>	<b>(322.9)</b>	<b>(433.1)</b>	<b>(797.1)</b>	<b>(908.4)</b>	<b>(964.6)</b>	<b>(1,048.9)</b>
<b>Surplus/(Shortfall)</b>	<b>(7.1)</b>	<b>(5.4)</b>	<b>(127.5)</b>	<b>(45.9)</b>	<b>(1.4)</b>	<b>(121.4)</b>	<b>(110.2)</b>	<b>(364.0)</b>	<b>(111.4)</b>	<b>(56.1)</b>	<b>(84.4)</b>	<b>(121.3)</b>
<b>Cumulative Ending Balance</b>	<b>(21.3)</b>	<b>(26.6)</b>	<b>(154.2)</b>	<b>(200.1)</b>	<b>(201.5)</b>	<b>(322.9)</b>	<b>(433.1)</b>	<b>(797.1)</b>	<b>(908.4)</b>	<b>(964.6)</b>	<b>(1,048.9)</b>	<b>(1,170.2)</b>
<b>Prop A Funding Needed</b>	<b>7.1</b>	<b>5.4</b>	<b>127.5</b>	<b>45.9</b>	<b>1.4</b>	<b>121.4</b>	<b>110.2</b>	<b>364.0</b>	<b>111.4</b>	<b>56.1</b>	<b>84.4</b>	<b>121.3</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

State of Good Repair	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Estimated Direct Funding</b>											
STA - Population Share											
Section 5309 Fixed Guideway Modernization											
TDA Article 4											
Prop C 25%	-	-	-	-	-	-	-	-	-	-	-
Prop C 40%											
Regional Improvement Program (RIP)	3.7	5.5	5.8	10.0	67.6	33.0	7.8	7.3	7.6	67.6	67.5
CMAQ	8.8	1.0	16.3	16.0	15.6	15.3	13.6	16.5	16.9	4.2	19.0
RSTP		17.2	17.5	17.7	18.0	18.2	5.5	18.7	18.8	19.1	19.4
<b>Total</b>	<b>12.5</b>	<b>23.7</b>	<b>39.6</b>	<b>43.7</b>	<b>101.2</b>	<b>66.5</b>	<b>26.9</b>	<b>42.5</b>	<b>43.3</b>	<b>90.9</b>	<b>105.9</b>
<b>RAIL CAPITAL</b>											
Blue Line - 7th/Flower to Long Beach	-	97.9	35.2	36.8	28.3	28.8	0.9	-	2.7	2.8	214.3
Red Line - Segment-1 LAUPT to Wilshire/Alvarado											
Red Line - Seg-2 Wilshire/Western & Hollywd/Vine	12.9	8.3	6.3	139.7			59.0		4.3	89.0	93.6
Red Line - Segment-3 to North Hollywood											
Green Line - Norwalk - El Segundo		1.5	3.2	2.5		501.0	0.8		2.7	2.8	
Gold Line - Pasadena		1.8	2.8	91.3		0.0	0.3		2.7	3.2	
Gold Line - Eastside Extension	8.9				21.8			0.0	2.7	42.2	
<b>Subtotal Current Lines</b>	<b>21.8</b>	<b>109.5</b>	<b>47.5</b>	<b>270.3</b>	<b>50.1</b>	<b>529.8</b>	<b>61.0</b>	<b>0.0</b>	<b>15.1</b>	<b>140.0</b>	<b>307.9</b>
Mid-City Expo - Phase I	5.4	65.1	65.5	66.5	5.1	11.2	15.3	15.6	9.6	5.6	5.7
Mid-City Expo - Phase II	16.3	19.1	20.7	21.0	11.2	10.0	119.8	120.6	122.6	9.5	20.6
Gold Line - Foothill Extension	8.9	9.6	9.8	5.2	4.7	55.7	56.1	57.0	4.4	9.6	13.1
Crenshaw/LAX Transit Corridor	13.2	22.7	19.2	19.5	22.7	24.7	25.1	13.4	12.0	143.1	143.9
Regional Connector	21.8	20.2	55.5	38.2	38.8	14.6	16.9	17.2	5.7	3.6	101.2
Westside Subway Extension	19.1	16.1	72.3	65.9	216.9	161.7	164.3	54.2	63.2	64.2	22.3
Green Line - LAX	2.2	4.3	4.0	4.0	4.4	4.8	4.8	2.4	2.2	15.7	15.8
South Bay Green Line Extension	3.1	6.1	5.6	5.7	6.2	6.7	6.8	3.4	3.1	22.2	22.3
Eastside Extension from East Los Angeles	13.2	12.0	20.8	17.5	17.8	20.8	22.6	23.0	12.3	10.9	130.8
<b>Subtotal Future Lines</b>	<b>103.1</b>	<b>175.2</b>	<b>273.2</b>	<b>243.5</b>	<b>327.9</b>	<b>310.1</b>	<b>431.7</b>	<b>306.7</b>	<b>235.1</b>	<b>284.4</b>	<b>475.9</b>
<b>Subtotal Rail</b>	<b>124.9</b>	<b>284.7</b>	<b>320.7</b>	<b>513.8</b>	<b>378.0</b>	<b>840.0</b>	<b>492.7</b>	<b>306.7</b>	<b>250.2</b>	<b>424.4</b>	<b>783.8</b>
Current - Orange Line		0.4				0.4	0.4				
Future - San Fernando Valley North-South (Canoga)	4.3	2.2	1.9	14.0	14.1	14.4	2.0	4.5	5.8	5.9	3.3
<b>Subtotal BRT</b>	<b>4.3</b>	<b>2.6</b>	<b>1.9</b>	<b>14.0</b>	<b>14.1</b>	<b>14.8</b>	<b>2.4</b>	<b>4.5</b>	<b>5.8</b>	<b>5.9</b>	<b>3.3</b>
<b>Rehab. and Replacement Grand Total</b>	<b>129.3</b>	<b>287.2</b>	<b>322.7</b>	<b>527.8</b>	<b>392.1</b>	<b>854.7</b>	<b>495.1</b>	<b>311.2</b>	<b>255.9</b>	<b>430.3</b>	<b>787.1</b>
<b>Beginning Balance</b>	<b>(1,170.2)</b>	<b>(1,287.0)</b>	<b>(1,550.5)</b>	<b>(1,833.6)</b>	<b>(2,317.7)</b>	<b>(2,608.6)</b>	<b>(3,396.8)</b>	<b>(3,865.0)</b>	<b>(4,133.7)</b>	<b>(4,346.4)</b>	<b>(4,685.7)</b>
<b>Surplus/(Shortfall)</b>	<b>(116.8)</b>	<b>(263.5)</b>	<b>(283.1)</b>	<b>(484.1)</b>	<b>(290.9)</b>	<b>(788.2)</b>	<b>(468.2)</b>	<b>(268.7)</b>	<b>(212.6)</b>	<b>(339.4)</b>	<b>(681.2)</b>
<b>Cumulative Ending Balance</b>	<b>(1,287.0)</b>	<b>(1,550.5)</b>	<b>(1,833.6)</b>	<b>(2,317.7)</b>	<b>(2,608.6)</b>	<b>(3,396.8)</b>	<b>(3,865.0)</b>	<b>(4,133.7)</b>	<b>(4,346.4)</b>	<b>(4,685.7)</b>	<b>(5,366.9)</b>
<b>Prop A Funding Needed</b>	<b>116.8</b>	<b>263.5</b>	<b>283.1</b>	<b>484.1</b>	<b>290.9</b>	<b>788.2</b>	<b>468.2</b>	<b>268.7</b>	<b>212.6</b>	<b>339.4</b>	<b>681.2</b>

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	Years	Years	Years	Plan	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'10-'19	'20-'29	'30-'40	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>1 SOURCES OF FUNDS</b>														
<b>2 Local</b>														
3 Proposition C 25% (cash flow basis)	1,826.0	2,898.0	4,629.6	9,353.6	139.4	145.7	154.7	165.9	177.5	188.1	198.4	208.6	218.6	228.9
4 Proposition C 10% (cash flow basis)	81.8	137.6	15.0	234.4	11.0	4.0	2.8	2.2	7.7	9.3	7.5	7.5	15.0	15.0
5 Proposition C 40% (cash flow basis)	21.2	-	-	21.2	14.2	-	-	-	-	-	7.0	-	-	-
6 Measure R 20%	1,453.7	2,317.7	3,310.7	7,082.2	105.9	115.4	123.8	132.7	142.0	150.4	158.7	166.9	174.8	183.1
7 SAFE	106.4	94.0	103.4	303.8	22.9	9.2	9.2	9.3	9.3	9.3	9.3	9.3	9.3	9.3
8 TDA - Article 3	72.7	116.1	186.0	374.9	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
9 Local Agency Contributions	3.5	-	-	3.5	1.2	1.0	1.3	-	-	-	-	-	-	-
10 Local Agency funds for Streets and Roads (no rev sheet)	12.0	12.0	13.2	37.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
11 LTF General Revenues (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 State repayment of capital proj loans (fund 3562)	28.7	-	-	28.7	-	-	-	-	21.3	7.5	-	-	-	-
13 HOV Violation Fund (no revenue sheet)	5.0	5.0	5.5	15.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>14 Subtotal Local</b>	<b>3,611.2</b>	<b>5,580.4</b>	<b>8,263.5</b>	<b>17,455.1</b>	<b>301.8</b>	<b>282.9</b>	<b>299.6</b>	<b>318.4</b>	<b>366.6</b>	<b>373.7</b>	<b>390.6</b>	<b>402.3</b>	<b>428.2</b>	<b>447.2</b>
<b>15 State (programming basis)</b>														
16 State Hwy Acct-Fwy Service Patrol (no revenue sheet)	64.9	69.1	87.9	221.9	10.2	5.9	5.9	5.9	6.0	6.0	6.1	6.2	6.3	6.4
18 Excise tax replacement for Prop 42 (no revenue sheet)	1,551.9	1,861.7	2,471.5	5,885.1	140.7	144.3	147.6	150.6	153.6	156.6	159.8	162.9	166.2	169.5
19 Prop 1B Infrastructure Bonds (plus \$330 in STIP Aug)	2,883.2	-	-	2,883.2	395.7	647.6	643.5	515.0	360.9	198.7	83.7	31.9	6.1	-
20 Environmental Enhancement & Mitigation	10.0	10.0	11.0	31.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
21 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22 State Gas Tax Subventions (no revenue sheet)	2,638.0	2,638.0	2,901.8	8,177.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8
23 State Highway Acct (Caltrans Ops) (no rev sheet)	1,926.7	2,466.3	3,517.8	7,910.9	172.0	176.3	180.7	185.2	189.8	194.6	199.4	204.4	209.5	214.8
24 Traffic Congestion Relief Program (TCRP) Allocation	285.7	-	-	285.7	19.5	25.2	38.1	38.1	64.0	38.1	44.2	18.3	-	-
<b>25 Subtotal State</b>	<b>9,360.3</b>	<b>7,045.1</b>	<b>8,990.1</b>	<b>25,395.5</b>	<b>1,002.9</b>	<b>1,264.1</b>	<b>1,280.6</b>	<b>1,159.5</b>	<b>1,039.1</b>	<b>858.9</b>	<b>758.1</b>	<b>688.5</b>	<b>652.9</b>	<b>655.5</b>
<b>26 Federal (programming basis)</b>														
27 TE-Transportation Enhancement funds	144.2	155.0	16.6	315.8	21.8	11.8	13.0	15.1	13.0	13.1	13.8	14.0	14.2	14.4
28 ARRA	442.8	-	-	442.8	324.3	118.5	-	-	-	-	-	-	-	-
29 Caltrans ARRA Funds (no rev sheet)	89.9	-	-	89.9	89.9	-	-	-	-	-	-	-	-	-
30 Other Federal Funds (SAFETEA-LU hwy earmarks)	109.2	-	-	109.2	41.0	31.0	16.0	21.2	-	-	-	-	-	-
31 Railroad-Hwy Grade Crossing (sec 130) (no rev 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	41.0	-	-	41.0	13.6	15.9	8.2	-	-	3.4	-	-	-	-
35 Safe Routes to Schools	11.2	-	-	11.2	3.0	6.3	1.9	-	-	-	-	-	-	-
36 CMAQ	797.2	488.1	516.8	1,802.1	184.5	103.4	74.3	89.1	112.7	23.2	-	71.6	71.0	67.5
37 RSTP	502.0	620.5	578.6	1,701.1	35.9	50.6	61.8	50.8	37.4	33.7	57.3	57.8	58.2	58.6
<b>38 Subtotal Federal</b>	<b>2,137.5</b>	<b>1,263.6</b>	<b>1,112.0</b>	<b>4,513.1</b>	<b>713.9</b>	<b>337.4</b>	<b>175.2</b>	<b>176.2</b>	<b>163.1</b>	<b>73.4</b>	<b>71.1</b>	<b>143.3</b>	<b>143.4</b>	<b>140.5</b>
<b>39 Mixed (programming basis)</b>														
40 Regional Improvement Prog Funds (RIP)	815.9	1,500.0	1,366.6	3,682.4	137.3	99.3	113.3	100.2	18.9	38.2	96.5	89.5	20.0	102.6
41 Interregional Improvement Prog Funds (IIP)	168.9	-	-	168.9	42.5	18.7	17.9	74.6	4.9	7.0	3.3	-	-	-
43 Rehab and Safety (SHOPP)	1,618.0	1,690.0	1,870.0	5,178.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>44 Subtotal Mixed</b>	<b>2,602.7</b>	<b>3,190.0</b>	<b>3,236.6</b>	<b>9,029.3</b>	<b>339.8</b>	<b>278.0</b>	<b>291.2</b>	<b>334.8</b>	<b>185.9</b>	<b>207.2</b>	<b>261.8</b>	<b>251.5</b>	<b>185.0</b>	<b>267.6</b>
<b>45 Subtotal Local, State, Federal Revenues</b>	<b>17,711.7</b>	<b>17,079.1</b>	<b>21,602.2</b>	<b>56,393.0</b>	<b>2,358.3</b>	<b>2,162.5</b>	<b>2,046.6</b>	<b>1,989.0</b>	<b>1,754.6</b>	<b>1,513.2</b>	<b>1,481.6</b>	<b>1,485.7</b>	<b>1,409.5</b>	<b>1,510.7</b>

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	Years	Years	Years	Plan	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'10-'19	'20-'29	'30-'40	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>46 Financing Revenues:</b>														
47 Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-										
45 Measure R 20% Bonds (Model generated gross)	541.4	35.2	-	576.6	-	1.1	141.7	131.3	149.2	47.5	35.4	35.4	-	-
46 Issuance Expense	(7.6)	(0.5)	-	(8.1)	-	(0.0)	(2.0)	(1.8)	(2.1)	(0.7)	(0.5)	(0.5)	-	-
47 Bond Reserve Fund	(37.2)	(3.4)	-	(40.6)	-	(0.1)	(9.2)	(8.7)	(10.6)	(3.4)	(2.6)	(2.7)	-	-
48 Net Measure R 20% Bond Proceeds	496.6	31.3	-	527.9	-	1.1	130.5	120.8	136.5	43.4	32.3	32.2	-	-
49 Add'l Senior Lien Bonds (Model generated gross) 5.5	2,262.3	1,577.0	193.5	4,032.8	-	157.9	447.1	304.2	402.3	289.7	136.3	77.2	365.7	81.9
50 Issuance Expense	(31.7)	(22.1)	(2.7)	(56.5)	-	(2.2)	(6.3)	(4.3)	(5.6)	(4.1)	(1.9)	(1.1)	(5.1)	(1.1)
51 Bond Reserve Fund	(143.8)	(107.8)	(13.3)	(264.9)	-	(9.7)	(27.4)	(18.7)	(26.2)	(18.8)	(8.9)	(5.0)	(23.8)	(5.3)
52 Net Add'l Senior Lien Bond Proceeds	2,086.8	1,447.1	177.5	3,711.4	-	146.0	413.4	281.2	370.5	266.8	125.5	71.1	336.8	75.5
53 Subtotal Net Financing Revenues	2,583.4	1,478.4	177.5	4,239.3	-	147.1	543.9	402.0	507.0	310.2	157.8	103.3	336.8	75.5
58 <b>TOTAL SOURCES</b>	<b>20,295.1</b>	<b>18,557.5</b>	<b>21,779.7</b>	<b>60,632.3</b>	<b>2,358.3</b>	<b>2,309.5</b>	<b>2,590.5</b>	<b>2,390.9</b>	<b>2,261.6</b>	<b>1,823.4</b>	<b>1,639.4</b>	<b>1,589.0</b>	<b>1,746.3</b>	<b>1,586.2</b>
<b>60 USES OF FUNDS</b>														
61 Freeway Interchanges	927.7	1,562.0	1,233.5	3,723.1	85.4	101.3	136.2	163.7	112.0	108.3	54.2	55.2	64.8	46.6
62 Freeway Carpool Lanes	3,916.6	827.4	1,600.6	6,344.6	443.0	669.4	725.9	523.7	372.3	458.0	288.4	179.8	144.3	112.0
63 Freeway Gap Closures	75.7	404.8	1,037.6	1,518.1	2.9	3.2	12.4	13.0	42.2	2.0	-	-	-	-
64 Freeway Traffic System Management	1.7	-	-	1.7	1.7	-	-	-	-	-	-	-	-	-
65 Measure R Projects - escalation reserve	0.1	5.7	239.1	244.9	55.1	(36.4)	(18.7)	(0.0)	(0.0)	0.0	0.0	(0.0)	(0.0)	0.1
66 Measure R funds to be transferred to West Santa A	-	194.8	-	194.8	-	-	-	-	-	-	-	-	-	-
67 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	88.8	88.8	-	-	-	-	-	-	-	-	-	-
68 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3	-	-	253.5	253.5	-	-	-	-	-	-	-	-	-	-
69 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	133.0	133.0	-	-	-	-	-	-	-	-	-	-
70 SR-138 Widening	148.0	14.8	-	162.8	47.9	2.2	12.0	-	-	2.0	28.9	18.9	16.1	20.0
71 SR-138 Additional Segments	158.2	84.8	-	243.0	0.1	18.0	18.9	19.7	21.4	15.1	15.5	16.0	16.5	17.0
72 BNSF Grade Separations	35.0	-	-	35.0	0.1	-	5.9	3.0	3.0	7.0	8.0	8.0	-	-
73 CFP - Regional Surface Transportation Improvemen	471.6	143.4	-	615.0	44.3	63.9	66.4	115.3	46.0	53.6	17.5	7.2	50.4	6.9
74 CFP - Park & Ride/Transit Centers	118.0	-	-	118.0	18.4	22.7	37.1	18.2	14.1	7.5	-	-	-	-
75 CFP - Regional Bikeways and Pedestrian Improvem	97.1	-	-	97.1	13.3	13.9	13.6	29.4	26.8	-	-	-	-	-
76 CFP - Signal Synch. & Bus Speed Improvements (L	180.3	61.3	-	241.6	28.6	32.9	4.3	19.5	32.0	-	-	-	30.0	33.0
77 CFP - Transportation Demand Management (TDM)	14.3	-	-	14.3	5.8	7.2	0.7	0.6	-	-	-	-	-	-
78 CFP - Transportation Enhancements	94.1	-	-	94.1	25.2	13.4	13.8	15.7	13.0	13.1	-	-	-	-
79 CFP - Regionally Significant Projects	7.0	-	-	7.0	3.4	3.5	-	-	-	-	-	-	-	-
80 CFP - Future Calls for Projects	447.3	2,532.6	280.1	3,260.0	-	-	-	-	-	6.8	33.8	152.8	82.2	171.8
81 Alameda Corridor East	627.1	-	-	627.1	78.0	79.7	143.5	85.0	80.0	51.1	59.8	50.0	-	-
82 Retrofit Soundwalls	161.9	251.4	761.8	1,175.1	29.7	23.0	73.2	16.1	19.9	-	-	-	-	-
83 Miscellaneous Projects	28.7	-	-	28.7	-	-	-	-	21.3	7.5	-	-	-	-
84 Expo Phase II Bikeway (in addition to prior Call for P	10.0	-	-	10.0	-	-	-	-	10.0	-	-	-	-	-
85 Pedestrian and Bicycle Facilities (County and Cities	72.7	116.1	186.0	374.9	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
86 FWY Rehabilitation (SHOPP)	1,618.0	1,690.0	1,870.0	5,178.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
87 Environmental Enhancement & Mitigation (EEM)	10.0	10.0	11.0	31.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
88 Gerald Desmond Bridge	303.6	-	-	303.6	-	50.0	158.5	89.4	5.7	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	Years	Years	Years	Plan	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'10-'19	'20-'29	'30-'40	Total	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
89 RIITS-Regional Integration of ITS (no project sheet)	17.0	18.0	2.0	37.0	1.8	1.7	1.7	1.7	1.7	1.8	1.8	1.6	1.6	1.6
90 Safe Routes to Schools Projects (no project sheet)	11.2	-	-	11.2	3.0	6.3	1.9	-	-	-	-	-	-	-
91 Rapid Bus Subsidy Projects	88.8	-	-	88.8	16.2	21.9	20.4	-	12.3	11.0	7.0	-	-	-
92 Highway-Railroad Crossing Safety-Prop 1B (no project sheet)	13.0	-	-	13.0	13.0	-	-	-	-	-	-	-	-	-
93 Highway Safety-SHOPP-Prop 1B (no project sheet)	25.0	-	-	25.0	25.0	-	-	-	-	-	-	-	-	-
94 Highway Safety-Signal Synchron LA City-Prop 1B (no project sheet)	90.0	-	-	90.0	30.0	30.0	30.0	-	-	-	-	-	-	-
95 Port Infrastructure-Goods Mvmnt-Prop 1B TCIF (no project sheet)	822.0	-	-	822.0	220.0	170.0	70.0	150.0	212.0	-	-	-	-	-
96 Street and Road Improvement-Cities/County-STPL	335.5	317.0	348.7	1,001.2	31.7	37.9	37.9	37.8	31.7	31.7	31.7	31.7	31.7	31.7
97 Street and Road Improvement-county-Prop 1B (no project sheet)	165.0	-	-	165.0	25.0	50.0	40.0	25.0	25.0	-	-	-	-	-
98 Street and Road Improvement-cities-Prop 1B (no project sheet)	265.0	-	-	265.0	25.0	50.0	50.0	50.0	50.0	40.0	-	-	-	-
99 Street and Road Improvement-Cities/County-ARRA	308.9	-	-	308.9	308.9	-	-	-	-	-	-	-	-	-
100 Wilshire Bus Only Lane	27.7	-	-	27.7	14.7	9.0	4.0	-	-	-	-	-	-	-
<b>101 Subtotal Capital</b>	<b>11,693.8</b>	<b>8,234.2</b>	<b>8,045.5</b>	<b>27,973.6</b>	<b>1,763.9</b>	<b>1,611.3</b>	<b>1,826.9</b>	<b>1,544.3</b>	<b>1,322.4</b>	<b>986.9</b>	<b>717.6</b>	<b>692.5</b>	<b>612.3</b>	<b>615.8</b>
102 Rideshare/Vanpools	103.4	182.1	242.8	528.4	6.7	6.7	10.4	12.3	6.1	6.5	12.4	13.0	15.1	14.2
103 Freeway Service Patrol	270.0	313.1	406.2	989.2	26.8	25.4	25.7	26.1	26.5	27.0	27.4	27.9	28.4	28.8
104 Call Boxes SAFE (Highway Operations)	88.4	74.0	81.4	243.8	22.9	7.2	7.2	7.3	7.3	7.3	7.3	7.3	7.3	7.3
105 Local Streets and Roads	4,201.9	4,511.7	5,386.5	14,100.1	405.7	409.3	412.6	415.6	418.6	421.6	424.8	427.9	431.2	434.5
106 Caltrans Highway Operations and Administration	1,926.7	2,466.3	3,517.8	7,910.9	172.0	176.3	180.7	185.2	189.8	194.6	199.4	204.4	209.5	214.8
<b>107 Subtotal Operations</b>	<b>6,590.4</b>	<b>7,547.3</b>	<b>9,634.8</b>	<b>23,772.4</b>	<b>634.1</b>	<b>624.8</b>	<b>636.7</b>	<b>646.4</b>	<b>648.3</b>	<b>657.0</b>	<b>671.4</b>	<b>680.5</b>	<b>691.5</b>	<b>699.7</b>
<b>108 Subtotal Highway Uses</b>	<b>18,284.2</b>	<b>15,781.5</b>	<b>17,680.3</b>	<b>51,746.0</b>	<b>2,398.0</b>	<b>2,236.2</b>	<b>2,463.5</b>	<b>2,190.8</b>	<b>1,970.7</b>	<b>1,643.9</b>	<b>1,389.0</b>	<b>1,373.0</b>	<b>1,303.8</b>	<b>1,315.4</b>
109 Transfer to Transit (Rail Capital) of Prop C 25% Direct	660.5	44.7	-	705.2	17.5	19.2	42.5	83.4	142.5	-	63.0	19.0	229.8	43.6
110 Staff Support (Hwy/TDM) & Regional Admin. incl STPL	126.0	131.5	157.5	415.0	12.3	15.1	12.0	12.3	12.2	12.3	12.3	12.4	12.5	12.6
<b>111 Subtotal</b>	<b>19,070.7</b>	<b>15,957.7</b>	<b>17,837.8</b>	<b>52,866.1</b>	<b>2,427.7</b>	<b>2,270.4</b>	<b>2,518.0</b>	<b>2,286.5</b>	<b>2,125.3</b>	<b>1,656.1</b>	<b>1,464.3</b>	<b>1,404.5</b>	<b>1,546.1</b>	<b>1,371.7</b>
112 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet)	51.6	-	-	51.6	8.6	8.6	8.6	8.6	8.6	8.6	-	-	-	-
<b>113 Financing Payments:</b>														
114 Existing Bonds (Actual/Treasury Fcst; Prop C 25% Direct)	361.1	252.6	67.6	681.3	34.6	36.8	35.8	35.8	35.7	37.1	36.5	36.4	36.2	36.1
115 Additional Prop C 25% Bonds (Model generated)	720.3	1,953.0	2,908.0	5,581.3	-	4.8	23.4	46.5	68.9	91.4	105.3	112.2	126.6	141.2
<b>116 Subtotal Prop C 25% Financing Payments</b>	<b>1,081.4</b>	<b>2,205.7</b>	<b>2,975.6</b>	<b>6,262.6</b>	<b>34.6</b>	<b>41.7</b>	<b>59.2</b>	<b>82.3</b>	<b>104.6</b>	<b>128.5</b>	<b>141.8</b>	<b>148.6</b>	<b>162.9</b>	<b>177.3</b>
117 Measure R 20% Bonds (Model generated)	215.3	394.3	385.7	995.2	-	0.0	4.7	13.6	23.2	30.2	33.2	35.9	37.2	37.2
<b>118 Subtotal Financing Payments</b>	<b>1,296.7</b>	<b>2,599.9</b>	<b>3,361.3</b>	<b>7,257.9</b>	<b>34.6</b>	<b>41.7</b>	<b>63.9</b>	<b>95.8</b>	<b>127.8</b>	<b>158.7</b>	<b>175.1</b>	<b>184.5</b>	<b>200.1</b>	<b>214.5</b>
<b>119 TOTAL USES</b>	<b>20,419.0</b>	<b>18,557.6</b>	<b>21,199.0</b>	<b>60,175.7</b>	<b>2,470.9</b>	<b>2,320.8</b>	<b>2,590.5</b>	<b>2,390.9</b>	<b>2,261.7</b>	<b>1,823.4</b>	<b>1,639.4</b>	<b>1,589.0</b>	<b>1,746.2</b>	<b>1,586.2</b>
<b>120 CASH BALANCE ACCOUNT</b>														
121 Beginning Fiscal Year Cash Balance	124.0	0.1	(0.0)	124.0	124.0	11.3	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1
122 Annual Net Change to Cash Balance	(123.9)	(0.1)	580.7	456.7	(112.7)	(11.2)	0.0	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0	0.0
123 Ending Fiscal Year Cash Balance	0.1	(0.0)	580.7	580.7	11.3	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.1	0.1
125 Net Budget Ratio (Prop C Sr. Lien Bond)					0.81	1.36	0.96	0.71	0.60	0.53	0.51	0.51	0.49	0.48
126 Debt service percent of revenue - 85% maximum assumed					24.8%	28.2%	38.7%	49.5%	68.9%	68.3%	71.46%	71.21%	71.50%	77.44%

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>1 SOURCES OF FUNDS</b>										
<b>2 Local</b>										
3 Proposition C 25% (cash flow basis)	239.5	250.0	260.5	271.5	282.6	294.7	306.7	318.5	330.9	343.1
4 Proposition C 10% (cash flow basis)	13.4	12.9	12.8	14.2	14.1	12.6	13.9	13.8	15.0	15.0
5 Proposition C 40% (cash flow basis)	-	-	-	-	-	-	-	-	-	-
6 Measure R 20%	191.6	199.9	208.3	217.2	226.1	235.7	245.3	254.8	264.7	274.4
7 SAFE	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4	9.4
8 TDA - Article 3	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
9 Local Agency Contributions	-	-	-	-	-	-	-	-	-	-
10 Local Agency funds for Streets and Roads (no rev sh	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
11 LTF General Revenues (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
12 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-
13 HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>14 Subtotal Local</b>	<b>465.2</b>	<b>483.8</b>	<b>503.1</b>	<b>524.8</b>	<b>545.2</b>	<b>565.8</b>	<b>589.3</b>	<b>611.0</b>	<b>635.0</b>	<b>657.3</b>
<b>15 State (programming basis)</b>										
16 State Hwy Acct-Fwy Service Patrol (no revenue she	6.5	6.6	6.7	6.8	6.9	6.9	7.0	7.1	7.2	7.3
18 Excise tax replacement for Prop 42 (no revenue she	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 Au	-	-	-	-	-	-	-	-	-	-
20 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
21 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
22 State Gas Tax Subventions (no revenue sheet)	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8
23 State Highway Acct (Caltrans Ops) (no rev sheet)	220.1	225.6	231.3	237.1	243.0	249.1	255.3	261.7	268.2	274.9
24 Traffic Congestion Relief Program (TCRP) Allocation	-	-	-	-	-	-	-	-	-	-
<b>25 Subtotal State</b>	<b>664.2</b>	<b>673.1</b>	<b>681.9</b>	<b>690.7</b>	<b>699.3</b>	<b>708.1</b>	<b>717.1</b>	<b>726.7</b>	<b>736.8</b>	<b>747.3</b>
<b>26 Federal (programming basis)</b>										
27 TE-Transportation Enhancement funds	14.6	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4
28 ARRA	-	-	-	-	-	-	-	-	-	-
29 Caltrans ARRA Funds (no rev sheet)	-	-	-	-	-	-	-	-	-	-
30 Other Federal Funds (SAFETEA-LU hwy earmarks)	-	-	-	-	-	-	-	-	-	-
31 Railroad-Hwy Grade Crossing (sec 130) (no rev she	-	-	-	-	-	-	-	-	-	-
32 ITS-Bus Prefemtl Signalization System (no revenue	-	-	-	-	-	-	-	-	-	-
33 Section 5309 Bus and Bus-Related Facilities (earma	-	-	-	-	-	-	-	-	-	-
34 Section 5309 - Small Starts & Very Small Starts	-	-	-	-	-	-	-	-	-	-
35 Safe Routes to Schools	-	-	-	-	-	-	-	-	-	-
36 CMAQ	44.9	20.6	73.6	56.7	62.7	62.4	60.0	47.4	30.1	29.7
37 RSTP	59.0	59.5	60.1	60.8	61.6	62.5	63.3	64.0	64.6	65.1
<b>38 Subtotal Federal</b>	<b>118.5</b>	<b>94.9</b>	<b>148.7</b>	<b>132.7</b>	<b>139.7</b>	<b>140.5</b>	<b>139.1</b>	<b>127.4</b>	<b>110.9</b>	<b>111.2</b>
<b>39 Mixed (programming basis)</b>										
40 Regional Improvement Prog Funds (RIP)	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0
41 Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-
43 Rehab and Safety (SHOPP)	165.0	165.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>44 Subtotal Mixed</b>	<b>315.0</b>	<b>315.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>	<b>320.0</b>
<b>45 Subtotal Local, State, Federal Revenues</b>	<b>1,562.9</b>	<b>1,566.8</b>	<b>1,653.7</b>	<b>1,668.2</b>	<b>1,704.1</b>	<b>1,734.4</b>	<b>1,765.5</b>	<b>1,785.0</b>	<b>1,802.6</b>	<b>1,835.8</b>

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>46 Financing Revenues:</b>										
47 Sr. Lien Bonds (Actual Carry-in balance)										
45 Measure R 20% Bonds (Model generated gross)	-	-	6.3	23.7	5.2	-	-	-	-	-
46 Issuance Expense	-	-	(0.1)	(0.3)	(0.1)	-	-	-	-	-
47 Bond Reserve Fund	-	-	(0.6)	(2.3)	(0.5)	-	-	-	-	-
48 <b>Net Measure R 20% Bond Proceeds</b>	-	-	5.6	21.1	4.6	-	-	-	-	-
49 Add'l Senior Lien Bonds (Model generated gross) 5.5	183.7	165.3	51.5	73.6	146.2	207.0	256.0	313.7	54.1	125.9
50 Issuance Expense	(2.6)	(2.3)	(0.7)	(1.0)	(2.0)	(2.9)	(3.6)	(4.4)	(0.8)	(1.8)
51 Bond Reserve Fund	(11.9)	(11.4)	(3.5)	(5.1)	(10.1)	(14.2)	(17.6)	(21.6)	(3.7)	(8.7)
52 <b>Net Add'l Senior Lien Bond Proceeds</b>	169.2	151.6	47.3	67.5	134.1	189.9	234.8	287.7	49.6	115.4
53 <b>Subtotal Net Financing Revenues</b>	169.2	151.6	52.9	88.6	138.7	189.9	234.8	287.7	49.6	115.4
58 <b>TOTAL SOURCES</b>	<b>1,732.1</b>	<b>1,718.4</b>	<b>1,706.6</b>	<b>1,756.8</b>	<b>1,842.8</b>	<b>1,924.3</b>	<b>2,000.3</b>	<b>2,072.7</b>	<b>1,852.2</b>	<b>1,951.2</b>
<b>60 USES OF FUNDS</b>										
61 Freeway Interchanges	36.7	24.2	18.6	129.8	165.2	182.7	247.2	220.7	283.6	253.2
62 Freeway Carpool Lanes	47.2	37.0	47.6	63.0	133.8	146.1	81.7	181.5	59.8	29.7
63 Freeway Gap Closures	-	-	16.4	10.0	43.7	78.6	95.0	67.7	55.3	38.1
64 Freeway Traffic System Management	-	-	-	-	-	-	-	-	-	-
65 Measure R Projects - escalation reserve	(0.0)	(0.0)	0.1	0.0	0.0	0.0	(0.0)	0.2	3.5	2.0
66 Measure R funds to be transferred to West Santa A	15.8	23.7	83.6	62.0	-	3.6	3.4	2.8	-	-
67 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	-	-
68 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3	-	-	-	-	-	-	-	-	-	-
69 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-	-	-
70 SR-138 Widening	14.8	-	-	-	-	-	-	-	-	-
71 SR-138 Additional Segments	39.0	32.2	13.6	-	-	-	-	-	-	-
72 BNSF Grade Separations	-	-	-	-	-	-	-	-	-	-
73 CFP - Regional Surface Transportation Improvemen	75.4	68.0	-	-	-	-	-	-	-	-
74 CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-
75 CFP - Regional Bikeways and Pedestrian Improvem	-	-	-	-	-	-	-	-	-	-
76 CFP - Signal Synch. & Bus Speed Improvements (L	20.0	15.0	26.3	-	-	-	-	-	-	-
77 CFP - Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-
78 CFP - Transportation Enhancements	-	-	-	-	-	-	-	-	-	-
79 CFP - Regionally Significant Projects	-	-	-	-	-	-	-	-	-	-
80 CFP - Future Calls for Projects	298.8	267.1	288.9	245.9	259.4	252.0	285.2	285.6	109.1	240.8
81 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-
82 Retrofit Soundwalls	15.7	45.6	12.9	30.0	7.5	22.0	22.0	22.0	22.0	51.8
83 Miscellaneous Projects	-	-	-	-	-	-	-	-	-	-
84 Expo Phase II Bikeway (in addition to prior Call for F	-	-	-	-	-	-	-	-	-	-
85 Pedestrian and Bicycle Facilities (County and Cities-	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
86 FWY Rehabilitation (SHOPP)	165.0	165.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
87 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
88 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model  
Highway / Multimodal Summary  
30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
89 RIITS-Regional Integration of ITS (no project sheet)	1.7	1.7	1.7	1.8	1.8	1.8	1.8	1.9	1.9	1.9
90 Safe Routes to Schools Projects (no project sheet)	-	-	-	-	-	-	-	-	-	-
91 Rapid Bus Subsidy Projects	-	-	-	-	-	-	-	-	-	-
92 Highway-Railroad Crossing Safety-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-
93 Highway Safety-SHOPP-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-
94 Highway Safety-Signal Synchron LA City-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-
95 Port Infrastructure-Goods Mvmnt-Prop 1B TCIF (no project sheet)	-	-	-	-	-	-	-	-	-	-
96 Street and Road Improvement-Cities/County-STPL	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
97 Street and Road Improvement-county-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-
98 Street and Road Improvement-cities-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-
99 Street and Road Improvement-Cities/County-ARRA	-	-	-	-	-	-	-	-	-	-
100 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-
<b>101 Subtotal Capital</b>	<b>772.2</b>	<b>722.1</b>	<b>722.9</b>	<b>756.0</b>	<b>825.4</b>	<b>901.3</b>	<b>951.3</b>	<b>997.8</b>	<b>751.2</b>	<b>834.0</b>
102 Rideshare/Vanpools	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3	21.3
103 Freeway Service Patrol	29.3	29.8	30.2	30.7	31.1	31.5	31.9	32.4	32.9	33.4
104 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
105 Local Streets and Roads	437.8	441.1	444.1	447.1	449.6	452.2	455.0	458.1	461.5	465.3
106 Caltrans Highway Operations and Administration	220.1	225.6	231.3	237.1	243.0	249.1	255.3	261.7	268.2	274.9
<b>107 Subtotal Operations</b>	<b>709.4</b>	<b>719.4</b>	<b>729.1</b>	<b>740.7</b>	<b>748.4</b>	<b>758.3</b>	<b>768.4</b>	<b>779.1</b>	<b>792.3</b>	<b>802.2</b>
<b>108 Subtotal Highway Uses</b>	<b>1,481.6</b>	<b>1,441.5</b>	<b>1,452.0</b>	<b>1,496.7</b>	<b>1,573.8</b>	<b>1,659.6</b>	<b>1,719.7</b>	<b>1,776.9</b>	<b>1,543.4</b>	<b>1,636.2</b>
109 Transfer to Transit (Rail Capital) of Prop C 25% Direct	14.7	30.1	-	-	-	-	-	-	-	-
110 Staff Support (Hwy/TDM) & Regional Admin. incl ST	12.7	12.8	12.9	13.0	13.1	13.2	13.3	13.4	13.5	13.6
<b>111 Subtotal</b>	<b>1,509.1</b>	<b>1,484.4</b>	<b>1,464.9</b>	<b>1,509.8</b>	<b>1,586.9</b>	<b>1,672.8</b>	<b>1,732.9</b>	<b>1,790.3</b>	<b>1,556.9</b>	<b>1,649.8</b>
112 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet)	-	-	-	-	-	-	-	-	-	-
<b>113 Financing Payments:</b>										
114 Existing Bonds (Actual/Treasury Fcst; Prop C25%)	36.0	35.4	35.1	35.0	34.8	17.9	17.8	13.5	13.5	13.5
115 Additional Prop C25% Bonds (Model Generated)	149.8	161.5	168.9	173.2	180.8	193.0	208.9	228.5	241.1	247.3
116 Subtotal Prop C 25% Financing Payments	185.8	196.9	204.1	208.2	215.6	210.9	226.7	242.0	254.7	260.9
117 Measure R 20% Bonds (Model generated)	37.2	37.2	37.5	38.9	40.3	40.6	40.6	40.6	40.6	40.6
<b>118 Subtotal Financing Payments</b>	<b>223.1</b>	<b>234.1</b>	<b>241.6</b>	<b>247.2</b>	<b>255.9</b>	<b>251.5</b>	<b>267.3</b>	<b>282.6</b>	<b>295.3</b>	<b>301.5</b>
<b>119 TOTAL USES</b>	<b>1,732.1</b>	<b>1,718.5</b>	<b>1,706.5</b>	<b>1,756.9</b>	<b>1,842.8</b>	<b>1,924.3</b>	<b>2,000.3</b>	<b>2,072.8</b>	<b>1,852.1</b>	<b>1,951.2</b>
<b>120 CASH BALANCE ACCOUNT</b>										
121 Beginning Fiscal Year Cash Balance	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	(0.0)	0.0
122 Annual Net Change to Cash Balance	(0.0)	(0.1)	0.1	(0.1)	(0.0)	(0.0)	0.0	(0.1)	0.1	(0.1)
123 Ending Fiscal Year Cash Balance	0.1	0.0	0.1	0.0	0.0	0.0	0.1	(0.0)	0.0	(0.0)
125 Net Budget Ratio (Prop C Sr. Lien Bond)	0.49	0.49	0.49	0.50	0.51	0.54	0.53	0.52	0.51	0.52
126 Debt service percent of revenue, 85% maximum assumed	77.58%	78.77%	78.35%	76.68%	76.27%	71.56%	73.92%	75.96%	76.95%	76.04%

**LACMTA Financial Forecasting Model  
Highway / Multimodal Summary  
30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>1 SOURCES OF FUNDS</b>											
<b>2 Local</b>											
3 Proposition C 25% (cash flow basis)	355.4	367.5	379.6	392.5	406.2	420.0	433.3	447.5	462.0	475.7	490.0
4 Proposition C 10% (cash flow basis)	15.0	-	-	-	-	-	-	-	-	-	-
5 Proposition C 40% (cash flow basis)	-	-	-	-	-	-	-	-	-	-	-
6 Measure R 20%	284.2	293.9	303.6	313.9	324.8	335.9	346.5	357.9	369.5	380.4	-
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	14.3	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
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
11 LTF General Revenues (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
12 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
13 HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>14 Subtotal Local</b>	<b>680.0</b>	<b>687.3</b>	<b>709.5</b>	<b>733.3</b>	<b>758.4</b>	<b>783.8</b>	<b>808.4</b>	<b>834.6</b>	<b>861.1</b>	<b>886.3</b>	<b>520.8</b>
<b>15 State (programming basis)</b>											
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 Excise tax replacement for Prop 42 (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 Aug)	-	-	-	-	-	-	-	-	-	-	-
20 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
21 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
22 State Gas Tax Subventions (no revenue sheet)	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8
23 State Highway Acct (Caltrans Ops) (no rev sheet)	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
24 Traffic Congestion Relief Program (TCRP) Allocation	-	-	-	-	-	-	-	-	-	-	-
<b>25 Subtotal State</b>	<b>758.1</b>	<b>769.0</b>	<b>780.2</b>	<b>791.7</b>	<b>803.5</b>	<b>815.7</b>	<b>828.2</b>	<b>841.0</b>	<b>854.3</b>	<b>867.5</b>	<b>881.0</b>
<b>26 Federal (programming basis)</b>											
27 TE-Transportation Enhancement funds	16.6	-	-	-	-	-	-	-	-	-	-
28 ARRA	-	-	-	-	-	-	-	-	-	-	-
29 Caltrans ARRA Funds (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
30 Other Federal Funds (SAFETEA-LU hwy earmarks)	-	-	-	-	-	-	-	-	-	-	-
31 Railroad-Hwy Grade Crossing (sec 130) (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
32 ITS-Bus Prefemtl Signalization System (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
33 Section 5309 Bus and Bus-Related Facilities (earmarks)	-	-	-	-	-	-	-	-	-	-	-
34 Section 5309 - Small Starts & Very Small Starts	-	-	-	-	-	-	-	-	-	-	-
35 Safe Routes to Schools	-	-	-	-	-	-	-	-	-	-	-
36 CMAQ	51.2	59.0	43.7	44.0	44.4	44.7	46.4	43.5	43.1	55.8	41.0
37 RSTP	65.6	48.9	49.2	49.5	49.7	49.9	63.1	50.3	50.6	50.8	51.0
<b>38 Subtotal Federal</b>	<b>133.4</b>	<b>107.9</b>	<b>92.9</b>	<b>93.5</b>	<b>94.1</b>	<b>94.6</b>	<b>109.5</b>	<b>93.8</b>	<b>93.7</b>	<b>106.6</b>	<b>92.0</b>
<b>39 Mixed (programming basis)</b>											
40 Regional Improvement Prog Funds (RIP)	146.3	144.5	144.2	140.0	82.4	117.0	142.2	142.7	142.4	82.4	82.5
41 Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-
43 Rehab and Safety (SHOPP)	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>44 Subtotal Mixed</b>	<b>316.3</b>	<b>314.5</b>	<b>314.2</b>	<b>310.0</b>	<b>252.4</b>	<b>287.0</b>	<b>312.2</b>	<b>312.7</b>	<b>312.4</b>	<b>252.4</b>	<b>252.5</b>
<b>45 Subtotal Local, State, Federal Revenues</b>	<b>1,887.8</b>	<b>1,878.7</b>	<b>1,896.8</b>	<b>1,928.5</b>	<b>1,908.4</b>	<b>1,981.1</b>	<b>2,058.2</b>	<b>2,082.1</b>	<b>2,121.5</b>	<b>2,112.8</b>	<b>1,746.3</b>

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>46 Financing Revenues:</b>											
47 Sr. Lien Bonds (Actual Carry-in balance)											
45 Measure R 20% Bonds (Model generated gross)	-	-	-	-	-	-	-	-	-	-	-
46 Issuance Expense	-	-	-	-	-	-	-	-	-	-	-
47 Bond Reserve Fund	-	-	-	-	-	-	-	-	-	-	-
<b>48 Net Measure R 20% Bond Proceeds</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
49 Add'l Senior Lien Bonds (Model generated gross) 5.5	193.5	-	-	-	-	-	-	-	-	-	-
50 Issuance Expense	(2.7)	-	-	-	-	-	-	-	-	-	-
51 Bond Reserve Fund	(13.3)	-	-	-	-	-	-	-	-	-	-
<b>52 Net Add'l Senior Lien Bond Proceeds</b>	<b>177.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>53 Subtotal Net Financing Revenues</b>	<b>177.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>58 TOTAL SOURCES</b>	<b>2,065.3</b>	<b>1,878.7</b>	<b>1,896.8</b>	<b>1,928.5</b>	<b>1,908.4</b>	<b>1,981.1</b>	<b>2,058.2</b>	<b>2,082.1</b>	<b>2,121.5</b>	<b>2,112.8</b>	<b>1,746.3</b>
<b>60 USES OF FUNDS</b>											
61 Freeway Interchanges	325.9	225.6	129.4	94.4	64.0	68.0	99.0	72.6	75.0	79.7	-
62 Freeway Carpool Lanes	25.1	54.7	164.3	213.8	312.1	118.1	26.8	156.3	170.8	231.3	127.3
63 Freeway Gap Closures	25.0	28.7	30.0	40.0	50.7	258.8	235.4	241.1	91.8	14.1	22.0
64 Freeway Traffic System Management	-	-	-	-	-	-	-	-	-	-	-
65 Measure R Projects - escalation reserve	1.6	34.9	33.4	23.5	12.9	(32.3)	54.8	54.8	(9.3)	64.6	-
66 Measure R funds to be transferred to West Santa A	-	-	-	-	-	-	-	-	-	-	-
67 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	88.8	-	-
68 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3	-	-	-	-	-	-	-	-	-	253.5	-
69 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-	133.0	-	-
70 SR-138 Widening	-	-	-	-	-	-	-	-	-	-	-
71 SR-138 Additional Segments	-	-	-	-	-	-	-	-	-	-	-
72 BNSF Grade Separations	-	-	-	-	-	-	-	-	-	-	-
73 CFP - Regional Surface Transportation Improvement	-	-	-	-	-	-	-	-	-	-	-
74 CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-
75 CFP - Regional Bikeways and Pedestrian Improvement	-	-	-	-	-	-	-	-	-	-	-
76 CFP - Signal Synch. & Bus Speed Improvements (L	-	-	-	-	-	-	-	-	-	-	-
77 CFP - Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-
78 CFP - Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-
79 CFP - Regionally Significant Projects	-	-	-	-	-	-	-	-	-	-	-
80 CFP - Future Calls for Projects	280.1	-	-	-	-	-	-	-	-	-	-
81 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
82 Retrofit Soundwalls	48.6	115.3	123.5	115.0	-	72.3	95.0	96.3	95.9	-	-
83 Miscellaneous Projects	-	-	-	-	-	-	-	-	-	-	-
84 Expo Phase II Bikeway (in addition to prior Call for P	-	-	-	-	-	-	-	-	-	-	-
85 Pedestrian and Bicycle Facilities (County and Cities-	14.3	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
86 FWY Rehabilitation (SHOPP)	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
87 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
88 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-



**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
89 RIITS-Regional Integration of ITS (no project sheet)	2.0	-	-	-	-	-	-	-	-	-	-
90 Safe Routes to Schools Projects (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
91 Rapid Bus Subsidy Projects	-	-	-	-	-	-	-	-	-	-	-
92 Highway-Railroad Crossing Safety-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
93 Highway Safety-SHOPP-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
94 Highway Safety-Signal Synchron LA City-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
95 Port Infrastructure-Goods Mvmt-Prop 1B TCIF (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
96 Street and Road Improvement-Cities/County-STPL	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
97 Street and Road Improvement-county-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
98 Street and Road Improvement-cities-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
99 Street and Road Improvement-Cities/County-ARRA	-	-	-	-	-	-	-	-	-	-	-
100 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-
<b>101 Subtotal Capital</b>	<b>925.3</b>	<b>676.6</b>	<b>698.7</b>	<b>705.2</b>	<b>658.7</b>	<b>704.5</b>	<b>731.2</b>	<b>841.8</b>	<b>867.2</b>	<b>864.9</b>	<b>371.7</b>
102 Rideshare/Vanpools	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
103 Freeway Service Patrol	34.0	34.5	35.1	35.6	36.2	36.8	37.5	38.1	38.8	39.5	40.1
104 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
105 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
106 Caltrans Highway Operations and Administration	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>107 Subtotal Operations</b>	<b>814.3</b>	<b>825.6</b>	<b>837.2</b>	<b>849.2</b>	<b>861.5</b>	<b>874.2</b>	<b>887.2</b>	<b>900.6</b>	<b>914.4</b>	<b>928.2</b>	<b>942.2</b>
<b>108 Subtotal Highway Uses</b>	<b>1,739.5</b>	<b>1,502.2</b>	<b>1,535.9</b>	<b>1,554.4</b>	<b>1,520.2</b>	<b>1,578.7</b>	<b>1,618.4</b>	<b>1,742.4</b>	<b>1,781.6</b>	<b>1,793.1</b>	<b>1,313.9</b>
109 Transfer to Transit (Rail Capital) of Prop C 25% Direct	-	-	-	-	-	-	-	-	-	-	-
110 Staff Support (Hwy/TDM) & Regional Admin. incl ST	13.7	13.8	13.9	14.0	14.2	14.3	14.4	14.6	14.7	14.9	15.0
<b>111 Subtotal</b>	<b>1,753.2</b>	<b>1,516.1</b>	<b>1,549.8</b>	<b>1,568.4</b>	<b>1,534.4</b>	<b>1,593.0</b>	<b>1,632.8</b>	<b>1,757.0</b>	<b>1,796.3</b>	<b>1,808.0</b>	<b>1,328.9</b>
112 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>113 Financing Payments:</b>											
114 Existing Bonds (Actual/Treasury Fcst; Prop C25)	13.1	13.0	10.4	10.4	10.3	10.3	0.1	-	-	-	-
115 Additional Prop C25% Bonds (Model Generated)	258.3	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0	265.0
116 Subtotal Prop C 25% Financing Payments	271.4	278.0	275.3	275.3	275.3	275.3	265.1	265.0	265.0	265.0	265.0
117 Measure R 20% Bonds (Model generated)	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	20.3	-
<b>118 Subtotal Financing Payments</b>	<b>312.0</b>	<b>318.6</b>	<b>315.9</b>	<b>315.9</b>	<b>315.9</b>	<b>315.9</b>	<b>305.7</b>	<b>305.6</b>	<b>305.6</b>	<b>285.3</b>	<b>265.0</b>
<b>119 TOTAL USES</b>	<b>2,065.2</b>	<b>1,834.6</b>	<b>1,865.7</b>	<b>1,884.4</b>	<b>1,850.3</b>	<b>1,908.8</b>	<b>1,938.5</b>	<b>2,062.5</b>	<b>2,101.9</b>	<b>2,093.2</b>	<b>1,593.8</b>
<b>120 CASH BALANCE ACCOUNT</b>											
121 Beginning Fiscal Year Cash Balance	(0.0)	0.1	44.1	75.2	119.2	177.4	249.7	369.4	389.0	408.6	428.2
122 Annual Net Change to Cash Balance	0.1	44.1	31.0	44.1	58.2	72.2	119.7	19.6	19.6	19.6	152.5
123 Ending Fiscal Year Cash Balance	0.1	44.1	75.2	119.2	177.4	249.7	369.4	389.0	408.6	428.2	580.7
125 Net Budget Ratio (Prop C Sr. Lien Bond)	0.52	(0.88)	(0.42)	0.65	0.68	0.70	0.75	0.77	0.80	0.85	0.91
126 Debt Service Percent of Revenue	5.36%	5.85%	7.29%	7.01%	6.76%	6.55%	6.18%	5.21%	5.73%	5.97%	5.40%

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior to Plan	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>																
Not yet programmed	4,914.2	-	0.0	2,486.2	827.4	1,600.6	87.3	205.4	381.2	402.7	327.3	409.7	254.9	161.5	144.3	112.0
Baseline projects programmed	1,430.4	-	1,033.6	1,430.4	-	-	355.6	464.0	344.7	121.0	45.0	48.3	33.5	18.3	-	-
<b>Subtotal Construction Costs</b>	<b>6,344.6</b>	<b>-</b>	<b>1,033.6</b>	<b>3,916.6</b>	<b>827.4</b>	<b>1,600.6</b>	<b>443.0</b>	<b>669.4</b>	<b>725.9</b>	<b>523.7</b>	<b>372.3</b>	<b>458.0</b>	<b>288.4</b>	<b>179.8</b>	<b>144.3</b>	<b>112.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>6,344.6</b>	<b>100.0%</b>	<b>1,033.6</b>	<b>3,916.6</b>	<b>827.4</b>	<b>1,600.6</b>	<b>443.0</b>	<b>669.4</b>	<b>725.9</b>	<b>523.7</b>	<b>372.3</b>	<b>458.0</b>	<b>288.4</b>	<b>179.8</b>	<b>144.3</b>	<b>112.0</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25% (cash flow basis)	1,685.1	26.6%	171.1	993.3	184.7	507.1	57.4	40.4	177.3	114.8	142.5	229.8	85.2	73.4	57.1	15.4
<b>Subtotal Prop. C</b>	<b>1,685.1</b>	<b>26.6%</b>	<b>171.1</b>	<b>993.3</b>	<b>184.7</b>	<b>507.1</b>	<b>57.4</b>	<b>40.4</b>	<b>177.3</b>	<b>114.8</b>	<b>142.5</b>	<b>229.8</b>	<b>85.2</b>	<b>73.4</b>	<b>57.1</b>	<b>15.4</b>
<b>Other Local</b>																
Measure R Sales Tax	1,109.5	17.5%	0.0	348.8	417.8	342.9	-	8.0	54.0	50.0	44.1	-	20.2	34.0	56.3	82.2
Local Agency Funds	0.0	0.0%	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>2,794.5</b>	<b>44.0%</b>	<b>171.1</b>	<b>1,342.0</b>	<b>602.5</b>	<b>850.0</b>	<b>57.4</b>	<b>48.4</b>	<b>231.3</b>	<b>164.8</b>	<b>186.6</b>	<b>229.8</b>	<b>105.3</b>	<b>107.4</b>	<b>113.4</b>	<b>97.6</b>
<b>State (programming basis)</b>																
Prop 1B State Infrastructure Bonds-CMIA	1,073.7	16.9%	20.0	1,073.7	-	-	24.3	284.0	303.5	144.0	47.4	153.7	78.7	31.9	6.1	-
Prop 1B State Infrastructure Bonds-SLPP	72.4	1.1%	25.1	72.4	-	-	14.9	-	-	31.0	26.5	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	259.6	4.1%	111.4	259.6	-	-	8.0	19.8	38.1	38.1	54.8	38.1	44.2	18.3	-	-
<b>Subtotal State</b>	<b>1,405.7</b>	<b>22.2%</b>	<b>202.0</b>	<b>1,405.7</b>	<b>-</b>	<b>-</b>	<b>47.2</b>	<b>303.8</b>	<b>341.6</b>	<b>213.1</b>	<b>128.7</b>	<b>191.9</b>	<b>123.0</b>	<b>50.2</b>	<b>6.1</b>	<b>-</b>
<b>Federal (programming basis)</b>																
ARRA	133.9	2.1%	0.0	133.9	-	-	15.4	118.5	-	-	-	-	-	-	-	-
Other Federal Funds (earmarks)	109.2	1.7%	9.0	109.2	-	-	41.0	31.0	16.0	21.2	-	-	-	-	-	-
CMAQ	841.5	13.3%	51.8	346.2	194.9	300.3	118.1	61.9	18.0	31.1	49.2	7.3	-	22.2	24.0	14.4
RSTP	191.8	3.0%	85.5	21.8	-	170.0	-	7.1	11.9	-	-	-	2.8	-	-	-
<b>Subtotal Federal</b>	<b>1,276.3</b>	<b>20.1%</b>	<b>146.4</b>	<b>611.1</b>	<b>194.9</b>	<b>470.3</b>	<b>174.5</b>	<b>218.5</b>	<b>45.9</b>	<b>52.3</b>	<b>49.2</b>	<b>7.3</b>	<b>2.8</b>	<b>22.2</b>	<b>24.0</b>	<b>14.4</b>
<b>Mixed (programming basis)</b>																
Regional Improvement Prog Funds (RIP)	722.9	11.4%	465.9	412.7	30.0	280.2	63.5	81.6	98.9	85.6	4.5	23.8	54.0	-	0.8	-
Interregional Improvement Prog Funds (IIP)	55.3	0.9%	35.7	55.3	-	-	10.5	17.0	8.2	7.9	3.2	5.3	3.3	-	-	-
Caltrans ARRA Funds	89.9	1.4%	0.0	89.9	-	-	89.9	-	-	-	-	-	-	-	-	-
SHOPP	0.0	0.0%	12.5	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>868.1</b>	<b>13.7%</b>	<b>514.1</b>	<b>557.9</b>	<b>30.0</b>	<b>280.2</b>	<b>163.8</b>	<b>98.6</b>	<b>107.1</b>	<b>93.5</b>	<b>7.8</b>	<b>29.1</b>	<b>57.3</b>	<b>-</b>	<b>0.8</b>	<b>-</b>
<b>Total Revenues</b>	<b>6,344.6</b>	<b>100.0%</b>	<b>1,033.6</b>	<b>3,916.6</b>	<b>827.4</b>	<b>1,600.6</b>	<b>443.0</b>	<b>669.4</b>	<b>725.9</b>	<b>523.7</b>	<b>372.3</b>	<b>458.0</b>	<b>288.4</b>	<b>179.8</b>	<b>144.3</b>	<b>112.0</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>		<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior to Plan	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Highway Strategy Project Cost</b>	<b>10,298.0</b>			<b>3,274.0</b>	<b>2,980.3</b>	<b>4,043.7</b>	-	235.0	235.0	235.0	235.0	235.0	522.0	532.0	522.0	523.0
<b>Highway Strategy Revenues</b>																
<b>Local</b>																
Tolls/PPP	5,036.0			1,200.0	1,650.0	2,186.0	-	-	-	-	-	-	300.0	300.0	300.0	300.0
Container Fees	360.0			240.0	120.0	-	-	-	-	-	-	-	60.0	60.0	60.0	60.0
<b>Subtotal Local Revenues</b>	<b>5,396.0</b>			<b>1,440.0</b>	<b>1,770.0</b>	<b>2,186.0</b>	-	-	-	-	-	-	360.0	360.0	360.0	360.0
<b>State</b>																
State Programs	600.0			-	74.3	525.7	-	-	-	-	-	-	-	-	-	-
SHOPP (Additional)	25.0			-	-	25.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>625.0</b>			<b>-</b>	<b>74.3</b>	<b>550.7</b>	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>																
Cap and Trade	190.0			130.0	60.0	-	-	-	-	-	-	-	30.0	40.0	30.0	30.0
Federal Formula Funds (Additional)	997.0			120.0	346.0	531.0	-	-	-	-	-	-	30.0	30.0	30.0	30.0
Federal HPP/PNS Earmarks	845.0			475.0	170.0	200.0	-	75.0	75.0	75.0	75.0	75.0	25.0	25.0	25.0	25.0
Metro Area	820.0			550.0	44.0	226.0	-	110.0	110.0	110.0	110.0	110.0	-	-	-	-
Freight Program	1,425.0			559.0	516.0	350.0	-	50.0	50.0	50.0	50.0	50.0	77.0	77.0	77.0	78.0
<b>Subtotal Federal Revenues</b>	<b>4,277.0</b>			<b>1,834.0</b>	<b>1,136.0</b>	<b>1,307.0</b>	-	235.0	235.0	235.0	235.0	235.0	162.0	172.0	162.0	163.0
<b>Total Highway Strategy Revenues</b>	<b>10,298.0</b>			<b>3,274.0</b>	<b>2,980.3</b>	<b>4,043.7</b>	-	235.0	235.0	235.0	235.0	235.0	522.0	532.0	522.0	523.0
<b>GRAND TOTAL COSTS</b>	<b>16,642.6</b>		<b>1,033.6</b>	<b>7,190.6</b>	<b>3,807.7</b>	<b>5,644.3</b>	<b>443.0</b>	<b>904.4</b>	<b>960.9</b>	<b>758.7</b>	<b>607.3</b>	<b>693.0</b>	<b>810.4</b>	<b>711.8</b>	<b>666.3</b>	<b>635.0</b>

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

**30/10 Initiative 100% ScenA 8/10/10**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028	2029
<b>PROJECT COSTS</b>											
Not yet programmed	47.2	37.0	47.6	63.0	133.8	146.1	81.7	181.5	59.8	29.7	
Baseline projects programmed	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	47.2	37.0	47.6	63.0	133.8	146.1	81.7	181.5	59.8	29.7	
<b>TOTAL COSTS INFLATED</b>	47.2	37.0	47.6	63.0	133.8	146.1	81.7	181.5	59.8	29.7	
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	-	-	-	-	15.0	40.0	35.0	60.0	34.7	-	
<b>Subtotal Prop. C</b>	-	-	-	-	15.0	40.0	35.0	60.0	34.7	-	
<b>Other Local</b>											
Measure R Sales Tax	47.2	37.0	47.6	63.0	68.8	45.8	7.0	101.4	-	-	
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	
<b>Total Local</b>	47.2	37.0	47.6	63.0	83.8	85.8	42.0	161.4	34.7	-	
<b>State (programming basis)</b>											
Prop 1B State Infrastructure Bonds-CMIA	-	-	-	-	-	-	-	-	-	-	
Prop 1B State Infrastructure Bonds-SLPP	-	-	-	-	-	-	-	-	-	-	
Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	
<b>Federal (programming basis)</b>											
ARRA	-	-	-	-	-	-	-	-	-	-	
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-	
CMAQ	-	-	-	-	50.0	50.0	20.0	20.1	25.1	29.7	
RSTP	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Federal</b>	-	-	-	-	50.0	50.0	20.0	20.1	25.1	29.7	
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	10.3	19.7	-	-	-	
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	
Caltrans ARRA Funds	-	-	-	-	-	-	-	-	-	-	
SHOPP	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Mixed</b>	-	-	-	-	-	10.3	19.7	-	-	-	
<b>Total Revenues</b>	47.2	37.0	47.6	63.0	133.8	146.1	81.7	181.5	59.8	29.7	
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	

**LACMTA Financial Forecasting Model**

**Carpool Lanes Summary**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Highway Strategy Project Cost</b>	523.0	523.0	210.0	210.0	210.0	210.0	210.0	210.0	323.5	350.8
<b>Highway Strategy Revenues</b>										
<b>Local</b>										
Tolls/PPP	300.0	300.0	100.0	100.0	100.0	100.0	100.0	100.0	225.0	225.0
Container Fees	60.0	60.0	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	360.0	360.0	100.0	100.0	100.0	100.0	100.0	100.0	225.0	225.0
<b>State</b>										
State Programs	-	-	-	-	-	-	-	-	23.5	50.8
SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	-	-	-	-	-	-	-	-	23.5	50.8
<b>Federal</b>										
Cap and Trade	30.0	30.0	-	-	-	-	-	-	-	-
Federal Formula Funds (Additional)	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	53.0	53.0
Federal HPP/PNS Earmarks	25.0	25.0	20.0	20.0	20.0	20.0	20.0	20.0	-	-
Metro Area	-	-	-	-	-	-	-	-	22.0	22.0
Freight Program	78.0	78.0	60.0	60.0	60.0	60.0	60.0	60.0	-	-
<b>Subtotal Federal Revenues</b>	163.0	163.0	110.0	110.0	110.0	110.0	110.0	110.0	75.0	75.0
<b>Total Highway Strategy Revenues</b>	523.0	523.0	210.0	210.0	210.0	210.0	210.0	210.0	323.5	350.8
<b>GRAND TOTAL COSTS</b>	570.2	560.0	257.6	273.0	343.8	356.1	291.7	391.5	383.3	380.5

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

*30/10 Initiative 100% ScenA 8/10/10*

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>PROJECT COSTS</b>												
Not yet programmed	25.1	54.7	164.3	213.8	312.1	118.1	26.8	156.3	170.8	231.3	127.3	
Baseline projects programmed	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Construction Costs</b>	25.1	54.7	164.3	213.8	312.1	118.1	26.8	156.3	170.8	231.3	127.3	
<b>TOTAL COSTS INFLATED</b>	25.1	54.7	164.3	213.8	312.1	118.1	26.8	156.3	170.8	231.3	127.3	
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	-	-	27.2	26.5	25.5	24.6	-	113.8	127.5	140.6	21.4	
<b>Subtotal Prop. C</b>	-	-	27.2	26.5	25.5	24.6	-	113.8	127.5	140.6	21.4	
<b>Other Local</b>												
Measure R Sales Tax	-	-	70.1	115.4	156.7	0.8	-	-	-	-	-	
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Local</b>	-	-	97.3	141.9	182.2	25.4	-	113.8	127.5	140.6	21.4	
<b>State (programming basis)</b>												
Prop 1B State Infrastructure Bonds-CMIA	-	-	-	-	-	-	-	-	-	-	-	
Prop 1B State Infrastructure Bonds-SLPP	-	-	-	-	-	-	-	-	-	-	-	
Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-	
<b>Federal (programming basis)</b>												
ARRA	-	-	-	-	-	-	-	-	-	-	-	
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-	-	
CMAQ	21.4	31.9	43.7	44.0	44.4	44.7	13.6	16.6	16.9	4.2	19.0	
RSTP	-	17.2	17.5	17.8	18.0	18.2	5.4	18.6	18.9	19.1	19.3	
<b>Subtotal Federal</b>	21.4	49.1	61.2	61.8	62.4	62.9	19.0	35.2	35.8	23.3	38.3	
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	3.7	5.6	5.8	10.1	67.5	29.8	7.8	7.3	7.5	67.5	67.6	
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-	
Caltrans ARRA Funds	-	-	-	-	-	-	-	-	-	-	-	
SHOPP	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Mixed</b>	3.7	5.6	5.8	10.1	67.5	29.8	7.8	7.3	7.5	67.5	67.6	
<b>Total Revenues</b>	25.1	54.7	164.3	213.8	312.1	118.1	26.8	156.3	170.8	231.3	127.3	
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

**30/10 Initiative 100% ScenA 8/10/10**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Highway Strategy Project Cost</b>	361.3	372.1	383.3	592.0	610.3	837.9	431.7	222.1	115.1	117.9	-
<b>Highway Strategy Revenues</b>											
<b>Local</b>											
Tolls/PPP	225.0	225.0	225.0	228.0	385.0	454.0	216.0	111.0	58.0	59.0	-
Container Fees	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	225.0	225.0	225.0	228.0	385.0	454.0	216.0	111.0	58.0	59.0	-
<b>State</b>											
State Programs	50.3	50.1	50.3	75.0	100.0	109.6	90.4	-	-	-	-
SHOPP (Additional)	-	-	-	25.0	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	50.3	50.1	50.3	100.0	100.0	109.6	90.4	-	-	-	-
<b>Federal</b>											
Cap and Trade	-	-	-	-	-	-	-	-	-	-	-
Federal Formula Funds (Additional)	53.0	53.0	53.0	55.0	52.8	142.6	52.8	52.8	7.2	8.8	-
Federal HPP/PNS Earmarks	-	-	-	100.0	16.7	16.7	16.7	16.7	16.6	16.6	-
Metro Area	22.0	22.0	22.0	25.0	22.5	81.7	22.5	8.3	-	-	-
Freight Program	11.0	22.0	33.0	84.0	33.3	33.3	33.3	33.3	33.3	33.5	-
<b>Subtotal Federal Revenues</b>	86.0	97.0	108.0	264.0	125.3	274.3	125.3	111.1	57.1	58.9	-
<b>Total Highway Strategy Revenues</b>	361.3	372.1	383.3	592.0	610.3	837.9	431.7	222.1	115.1	117.9	-
<b>GRAND TOTAL COSTS</b>	386.4	426.8	547.6	805.8	922.4	956.0	458.5	378.4	285.9	349.2	127.3

**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan TOTAL	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017
<b>PROJECT COSTS</b>														
Not yet programmed	3,616.0	-	0.0	820.6	1,562.0	1,233.5	2.7	100.7	122.0	154.2	112.0	108.3	54.2	55.2
Baseline projects programmed	107.1	-	246.2	107.1	-	-	82.8	0.6	14.2	9.5	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	<b>3,723.1</b>	<b>100.0%</b>	<b>246.2</b>	<b>927.7</b>	<b>1,562.0</b>	<b>1,233.5</b>	<b>85.4</b>	<b>101.3</b>	<b>136.2</b>	<b>163.7</b>	<b>112.0</b>	<b>108.3</b>	<b>54.2</b>	<b>55.2</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis)	160.6	4.3%	28.0	113.5	47.1	-	0.8	33.4	34.2	20.0	13.1	12.0	-	-
<b>Subtotal Prop. C</b>	<b>160.6</b>	<b>4.3%</b>	<b>28.0</b>	<b>113.5</b>	<b>47.1</b>	<b>-</b>	<b>0.8</b>	<b>33.4</b>	<b>34.2</b>	<b>20.0</b>	<b>13.1</b>	<b>12.0</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R Sales Tax	2,879.8	77.4%	0.0	682.7	1,141.0	1,056.1	2.7	67.9	102.0	94.2	98.9	96.3	54.2	55.2
Local Agency Funds/Other (Private)	-	0.0%	0.5	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>3,040.4</b>	<b>81.7%</b>	<b>28.5</b>	<b>796.2</b>	<b>1,188.1</b>	<b>1,056.1</b>	<b>3.4</b>	<b>101.3</b>	<b>136.2</b>	<b>114.2</b>	<b>112.0</b>	<b>108.3</b>	<b>54.2</b>	<b>55.2</b>
<b>State (programming basis)</b>														
Prop 1B State Infrastructure Bonds (SLPP)	40.0	1.1%	0.0	40.0	-	-	-	-	-	40.0	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	0.0%	71.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>40.0</b>	<b>1.1%</b>	<b>71.0</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
Other Federal Funds	-	0.0%	16.1	-	-	-	-	-	-	-	-	-	-	-
CMAQ	135.2	3.6%	8.2	38.0	-	97.2	38.0	-	-	-	-	-	-	-
RSTP	26.0	0.7%	5.4	-	-	26.0	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>161.2</b>	<b>4.3%</b>	<b>29.7</b>	<b>38.0</b>	<b>-</b>	<b>123.2</b>	<b>38.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Program Funds (RIP)	468.6	12.6%	90.4	40.6	373.8	54.1	40.6	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	12.9	0.3%	26.6	12.9	-	-	3.4	-	-	9.5	-	-	-	-
<b>Subtotal Mixed</b>	<b>481.5</b>	<b>12.9%</b>	<b>117.0</b>	<b>53.5</b>	<b>373.8</b>	<b>54.1</b>	<b>44.0</b>	<b>-</b>	<b>-</b>	<b>9.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>3,723.1</b>	<b>100.0%</b>	<b>246.2</b>	<b>927.7</b>	<b>1,562.0</b>	<b>1,233.5</b>	<b>85.4</b>	<b>101.3</b>	<b>136.2</b>	<b>163.7</b>	<b>112.0</b>	<b>108.3</b>	<b>54.2</b>	<b>55.2</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>		<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,979.0</b>			<b>3,961.0</b>	<b>2,018.0</b>	<b>-</b>	<b>32.2</b>	<b>69.6</b>	<b>79.0</b>	<b>88.4</b>	<b>200.8</b>	<b>374.0</b>	<b>685.9</b>	<b>803.2</b>
<b>Highway Strategy Revenues</b>														
<b>Local</b>														
Tolls/PPP	1,516.0	25.4%		1,175.0	341.0	-	-	-	-	-	53.0	119.0	179.0	246.0
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>	<b>25.4%</b>		<b>1,175.0</b>	<b>341.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>53.0</b>	<b>119.0</b>	<b>179.0</b>	<b>246.0</b>
<b>State</b>		<b>0.0%</b>												
State Programs	316.0	5.3%		210.8	105.2	-	-	-	-	-	-	-	52.7	52.7
SHOPP (Additional)	26.0	0.4%		-	26.0	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>342.0</b>	<b>5.7%</b>		<b>210.8</b>	<b>131.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>52.7</b>	<b>52.7</b>
<b>Federal</b>		<b>0.0%</b>												
Federal Formula Funds (Additional)	1,035.0	17.3%		583.1	451.9	-	-	-	-	-	30.0	33.0	129.0	129.0
Federal HPP/PNS Earmarks	1,285.0	21.5%		863.2	421.8	-	32.2	19.6	29.0	38.4	67.8	122.0	188.7	172.0
Metro Area	742.0	12.4%		450.0	292.0	-	-	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Freight Program	1,059.0	17.7%		678.9	380.1	-	-	-	-	-	-	50.0	86.5	153.5
<b>Subtotal Federal Revenues</b>	<b>4,121.0</b>	<b>68.9%</b>		<b>2,575.2</b>	<b>1,545.8</b>	<b>-</b>	<b>32.2</b>	<b>69.6</b>	<b>79.0</b>	<b>88.4</b>	<b>147.8</b>	<b>255.0</b>	<b>454.2</b>	<b>504.5</b>
<b>Total Highway Strategy Revenues</b>	<b>5,979.0</b>	<b>100.0%</b>		<b>3,961.0</b>	<b>2,018.0</b>	<b>-</b>	<b>64.4</b>	<b>139.2</b>	<b>158.0</b>	<b>176.8</b>	<b>401.6</b>	<b>748.0</b>	<b>1,371.8</b>	<b>1,606.4</b>
<b>GRAND TOTAL COSTS</b>	<b>9,702.1</b>			<b>4,888.7</b>	<b>3,580.0</b>	<b>1,233.5</b>	<b>117.6</b>	<b>170.9</b>	<b>215.2</b>	<b>252.1</b>	<b>312.8</b>	<b>482.3</b>	<b>740.1</b>	<b>858.4</b>



**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>													
Not yet programmed	3,616.0	64.8	46.6	36.7	24.2	18.6	129.8	165.2	182.7	247.2	220.7	283.6	253.2
Baseline projects programmed	107.1	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	<b>3,723.1</b>	<b>64.8</b>	<b>46.6</b>	<b>36.7</b>	<b>24.2</b>	<b>18.6</b>	<b>129.8</b>	<b>165.2</b>	<b>182.7</b>	<b>247.2</b>	<b>220.7</b>	<b>283.6</b>	<b>253.2</b>
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis)	160.6	-	-	-	-	-	-	-	-	-	47.1	-	-
<b>Subtotal Prop. C</b>	<b>160.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>47.1</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>													
Measure R Sales Tax	2,879.8	64.8	46.6	36.7	24.2	18.6	44.3	115.1	145.7	194.3	109.8	220.6	231.8
Local Agency Funds/Other (Private)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>3,040.4</b>	<b>64.8</b>	<b>46.6</b>	<b>36.7</b>	<b>24.2</b>	<b>18.6</b>	<b>44.3</b>	<b>115.1</b>	<b>145.7</b>	<b>194.3</b>	<b>156.9</b>	<b>220.6</b>	<b>231.8</b>
<b>State (programming basis)</b>													
Prop 1B State Infrastructure Bonds (SLPP)	40.0	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>													
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	135.2	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	26.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>161.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>													
Regional Improvement Program Funds (RIP)	468.6	-	-	-	-	-	85.5	50.1	37.1	52.9	63.8	63.0	21.4
Interregional Improvement Prog Funds (IIP)	12.9	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>481.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85.5</b>	<b>50.1</b>	<b>37.1</b>	<b>52.9</b>	<b>63.8</b>	<b>63.0</b>	<b>21.4</b>
<b>TOTAL REVENUES</b>	<b>3,723.1</b>	<b>64.8</b>	<b>46.6</b>	<b>36.7</b>	<b>24.2</b>	<b>18.6</b>	<b>129.8</b>	<b>165.2</b>	<b>182.7</b>	<b>247.2</b>	<b>220.7</b>	<b>283.6</b>	<b>253.2</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,979.0</b>	<b>903.2</b>	<b>724.7</b>	<b>611.0</b>	<b>486.0</b>	<b>161.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Highway Strategy Revenues</b>													
<b>Local</b>													
Tolls/PPP	1,516.0	317.0	261.0	202.0	139.0	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>	<b>317.0</b>	<b>261.0</b>	<b>202.0</b>	<b>139.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>													
State Programs	316.0	52.7	52.7	52.7	52.5	-	-	-	-	-	-	-	-
SHOPP (Additional)	26.0	-	-	8.0	9.0	9.0	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>342.0</b>	<b>52.7</b>	<b>52.7</b>	<b>60.7</b>	<b>61.5</b>	<b>9.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
Federal Formula Funds (Additional)	1,035.0	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	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	32.0	32.0	32.0	32.0	32.0	32.0	-	-
Freight Program	1,059.0	220.4	168.5	108.1	50.0	37.0	37.0	37.0	37.0	37.0	37.0	-	-
<b>Subtotal Federal Revenues</b>	<b>4,121.0</b>	<b>533.5</b>	<b>411.0</b>	<b>348.3</b>	<b>285.5</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>5,979.0</b>	<b>1,806.4</b>	<b>1,449.4</b>	<b>1,222.0</b>	<b>972.0</b>	<b>322.0</b>	<b>304.0</b>	<b>304.0</b>	<b>304.0</b>	<b>304.0</b>	<b>304.0</b>	<b>0.0</b>	<b>0.0</b>
<b>GRAND TOTAL COSTS</b>	<b>9,702.1</b>	<b>968.0</b>	<b>771.3</b>	<b>647.7</b>	<b>510.2</b>	<b>179.6</b>	<b>281.8</b>	<b>317.2</b>	<b>334.7</b>	<b>399.2</b>	<b>372.7</b>	<b>283.6</b>	<b>253.2</b>

**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Not yet programmed	3,616.0	325.9	225.6	129.4	94.4	64.0	68.0	99.0	72.6	75.0	79.7	-
Baseline projects programmed	107.1	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	<b>3,723.1</b>	<b>325.9</b>	<b>225.6</b>	<b>129.4</b>	<b>94.4</b>	<b>64.0</b>	<b>68.0</b>	<b>99.0</b>	<b>72.6</b>	<b>75.0</b>	<b>79.7</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	160.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>160.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Measure R Sales Tax	2,879.8	242.0	198.5	129.4	94.4	64.0	68.0	70.2	72.6	75.0	42.1	-
Local Agency Funds/Other (Private)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>3,040.4</b>	<b>242.0</b>	<b>198.5</b>	<b>129.4</b>	<b>94.4</b>	<b>64.0</b>	<b>68.0</b>	<b>70.2</b>	<b>72.6</b>	<b>75.0</b>	<b>42.1</b>	<b>-</b>
<b>State (programming basis)</b>												
Prop 1B State Infrastructure Bonds (SLPP)	40.0	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	135.2	29.8	27.1	-	-	-	-	2.8	-	-	37.6	-
RSTP	26.0	-	-	-	-	-	-	26.0	-	-	-	-
<b>Subtotal Federal</b>	<b>161.2</b>	<b>29.8</b>	<b>27.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28.8</b>	<b>-</b>	<b>-</b>	<b>37.6</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Program Funds (RIP)	468.6	54.1	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	12.9	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>481.5</b>	<b>54.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>3,723.1</b>	<b>325.9</b>	<b>225.6</b>	<b>129.4</b>	<b>94.4</b>	<b>64.0</b>	<b>68.0</b>	<b>99.0</b>	<b>72.6</b>	<b>75.0</b>	<b>79.7</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,979.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Highway Strategy Revenues</b>												
<b>Local</b>												
Tolls/PPP	1,516.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>												
State Programs	316.0	-	-	-	-	-	-	-	-	-	-	-
SHOPP (Additional)	26.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>342.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
Federal Formula Funds (Additional)	1,035.0	-	-	-	-	-	-	-	-	-	-	-
Federal HPP/PNS Earmarks	1,285.0	-	-	-	-	-	-	-	-	-	-	-
Metro Area	742.0	-	-	-	-	-	-	-	-	-	-	-
Freight Program	1,059.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>4,121.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>5,979.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>GRAND TOTAL COSTS</b>	<b>9,702.1</b>	<b>325.9</b>	<b>225.6</b>	<b>129.4</b>	<b>94.4</b>	<b>64.0</b>	<b>68.0</b>	<b>99.0</b>	<b>72.6</b>	<b>75.0</b>	<b>79.7</b>	<b>-</b>

LACMTA Financial Forecasting Model

Gap Closures Summary

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan TOTAL	%	Prior to FY10	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022
<b>PROJECT COSTS</b>																			
Not yet programmed	1,516.7			74.4	404.8	1,037.6	1.7	3.1	12.4	13.0	42.2	2.0	-	-	-	-	-	-	16.4
Baseline projects programmed	1.4		49.8	1.4	-	-	1.3	0.1	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>1,518.1</b>		<b>49.8</b>	<b>75.7</b>	<b>404.8</b>	<b>1,037.6</b>	<b>2.9</b>	<b>3.2</b>	<b>12.4</b>	<b>13.0</b>	<b>42.2</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.4</b>
<b>TOTAL COSTS INFLATED</b>	<b>1,518.1</b>	<b>100.0%</b>	<b>49.8</b>	<b>75.7</b>	<b>404.8</b>	<b>1,037.6</b>	<b>2.9</b>	<b>3.2</b>	<b>12.4</b>	<b>13.0</b>	<b>42.2</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.4</b>
<b>PROJECT REVENUES</b>																			
<b>Local</b>																			
Proposition C 25% (cash flow basis)	207.6	13.7%		1.4	206.2	-	1.3	0.1	-	-	-	-	-	-	-	-	-	-	16.4
<b>Subtotal Prop. C</b>	<b>207.6</b>	<b>13.7%</b>		<b>1.4</b>	<b>206.2</b>	<b>-</b>	<b>1.3</b>	<b>0.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.4</b>
<b>Other Local</b>																			
Measure R Sales Tax	875.3	57.7%		63.6	-	811.7	0.1	3.1	12.4	13.0	33.0	2.0	-	-	-	-	-	-	-
<b>Total Local</b>	<b>1,082.9</b>	<b>71.3%</b>		<b>64.9</b>	<b>206.2</b>	<b>811.7</b>	<b>1.3</b>	<b>3.2</b>	<b>12.4</b>	<b>13.0</b>	<b>33.0</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.4</b>
<b>State (programming basis)</b>																			
GARVEE Bond Proceeds	-	0.0%	25.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	9.2	0.6%	14.4	9.2	-	-	-	-	-	9.2	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>9.2</b>	<b>0.6%</b>	<b>39.8</b>	<b>9.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																			
CMAQ	140.0	9.2%		-	20.7	119.3	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>140.0</b>	<b>9.2%</b>		<b>-</b>	<b>20.7</b>	<b>119.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>																			
Regional Improvement Prog Funds (RIP)	286.1	18.8%	15.8	1.6	177.9	106.6	1.6	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>286.1</b>	<b>18.8%</b>	<b>31.7</b>	<b>1.6</b>	<b>177.9</b>	<b>106.6</b>	<b>1.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>1,518.1</b>	<b>100.0%</b>	<b>68.6</b>	<b>75.7</b>	<b>404.8</b>	<b>1,037.6</b>	<b>2.9</b>	<b>3.2</b>	<b>12.4</b>	<b>13.0</b>	<b>42.2</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.4</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>4,559.9</b>			<b>76.0</b>	<b>4,483.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>17.0</b>	<b>16.0</b>	<b>14.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>667.0</b>
<b>Highway Strategy Revenues</b>																			
<b>Local</b>																			
Tolls/PPP	2,818.0			-	2,818.0	-	-	-	-	-	-	-	-	-	-	-	-	-	446.0
<b>Subtotal Local Revenues</b>	<b>2,818.0</b>			<b>-</b>	<b>2,818.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>446.0</b>
<b>State</b>																			
State Programs	180.0			-	180.0	-	-	-	-	-	-	-	-	-	-	-	-	-	30.0
SHOPP (Additional)	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>180.0</b>			<b>-</b>	<b>180.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>
<b>Federal</b>																			
Federal Formula Funds (Additional)	1,301.9			-	1,301.9	-	-	-	-	-	-	-	-	-	-	-	-	-	160.0
Federal HPP/PNS Earmarks	186.0			2.0	184.0	-	-	-	-	-	2.0	-	-	-	-	-	-	-	31.0
Metro Area	74.0			74.0	-	-	-	9.0	17.0	16.0	14.0	18.0	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>1,561.9</b>			<b>76.0</b>	<b>1,485.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>17.0</b>	<b>16.0</b>	<b>14.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>191.0</b>
<b>Total Highway Strategy Revenues</b>	<b>4,559.9</b>			<b>76.0</b>	<b>4,483.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL COSTS</b>	<b>6,076.6</b>			<b>150.4</b>	<b>4,888.7</b>	<b>1,037.6</b>	<b>1.7</b>	<b>12.1</b>	<b>29.4</b>	<b>29.0</b>	<b>56.2</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>683.4</b>

LACMTA Financial Forecasting Model

Gap Closures Summary

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	TOTAL	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>PROJECT COSTS</b>																			
Not yet programmed	1,516.7	10.0	43.7	78.6	95.0	67.7	55.3	38.1	25.0	28.7	30.0	40.0	50.7	258.8	235.4	241.1	91.8	14.1	22.0
Baseline projects programmed	1.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>1,518.1</b>	<b>10.0</b>	<b>43.7</b>	<b>78.6</b>	<b>95.0</b>	<b>67.7</b>	<b>55.3</b>	<b>38.1</b>	<b>25.0</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>1,518.1</b>	<b>10.0</b>	<b>43.7</b>	<b>78.6</b>	<b>95.0</b>	<b>67.7</b>	<b>55.3</b>	<b>38.1</b>	<b>25.0</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>
<b>PROJECT REVENUES</b>																			
<b>Local</b>																			
Proposition C 25% (cash flow basis)	207.6	10.0	15.0	15.0	95.0	47.0	7.8	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>207.6</b>	<b>10.0</b>	<b>15.0</b>	<b>15.0</b>	<b>95.0</b>	<b>47.0</b>	<b>7.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																			
Measure R Sales Tax	875.3	-	-	-	-	-	-	-	-	19.9	30.0	40.0	50.7	258.8	180.9	190.0	41.5	-	-
<b>Total Local</b>	<b>1,082.9</b>	<b>10.0</b>	<b>15.0</b>	<b>15.0</b>	<b>95.0</b>	<b>47.0</b>	<b>7.8</b>	<b>-</b>	<b>-</b>	<b>19.9</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>180.9</b>	<b>190.0</b>	<b>41.5</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>																			
GARVEE Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	9.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>9.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																			
CMAQ	140.0	-	-	-	-	20.7	-	-	-	-	-	-	-	-	30.0	26.9	26.2	14.1	22.0
<b>Subtotal Federal</b>	<b>140.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>26.9</b>	<b>26.2</b>	<b>14.1</b>	<b>22.0</b>
<b>Mixed (programming basis)</b>																			
Regional Improvement Prog Funds (RIP)	286.1	-	28.7	63.6	-	-	47.5	38.1	25.0	8.8	-	-	-	-	24.5	24.2	24.2	-	-
<b>Subtotal Mixed</b>	<b>286.1</b>	<b>-</b>	<b>28.7</b>	<b>63.6</b>	<b>-</b>	<b>-</b>	<b>47.5</b>	<b>38.1</b>	<b>25.0</b>	<b>8.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24.5</b>	<b>24.2</b>	<b>24.2</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>1,518.1</b>	<b>10.0</b>	<b>43.7</b>	<b>78.6</b>	<b>95.0</b>	<b>67.7</b>	<b>55.3</b>	<b>38.1</b>	<b>25.0</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>4,559.9</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>666.0</b>	<b>666.0</b>	<b>242.0</b>	<b>241.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Revenues</b>																			
<b>Local</b>																			
Tolls/PPP	2,818.0	446.0	446.0	446.0	446.0	446.0	71.0	71.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>2,818.0</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>71.0</b>	<b>71.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																			
State Programs	180.0	30.0	30.0	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>180.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																			
Federal Formula Funds (Additional)	1,301.9	160.0	160.0	160.0	160.0	160.0	171.0	170.9	-	-	-	-	-	-	-	-	-	-	-
Federal HPP/PNS Earmarks	186.0	31.0	31.0	31.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Metro Area	74.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>1,561.9</b>	<b>191.0</b>	<b>191.0</b>	<b>191.0</b>	<b>190.0</b>	<b>190.0</b>	<b>171.0</b>	<b>170.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>4,559.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL COSTS</b>	<b>6,076.6</b>	<b>677.0</b>	<b>710.7</b>	<b>745.6</b>	<b>761.0</b>	<b>733.7</b>	<b>297.3</b>	<b>280.0</b>	<b>25.0</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>

**LACMTA Financial Forecasting Model**  
**Highway Funding Strategy Summary**  
**30/10 Initiative 100% ScenA 8/10/10**

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

HPP = High Priority Projects

PNS = Projects of National Significance

# LACMTA Financial Forecasting Model

## Highway Funding Strategy Summary

30/10 Initiative 100% ScenA 8/10/10

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

HPP = High Priority Projects

PNS = Projects of National Significance

# LACMTA Financial Forecasting Model

## Highway Funding Strategy Summary

30/10 Initiative 100% ScenA 8/10/10

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

HPP = High Priority Projects

PNS = Projects of National Significance

**LACMTA Financial Forecasting Model**  
**Caltrans L.A. County Highway Operations**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Baseline Projects	7,910.9	1,926.7	2,466.3	3,517.8	172.0	176.3	180.7	185.2	189.8	194.6	199.4	204.4	209.5	214.8
<b>Subtotal Construction Costs</b>	<b>7,910.9</b>	<b>1,926.7</b>	<b>2,466.3</b>	<b>3,517.8</b>	<b>172.0</b>	<b>176.3</b>	<b>180.7</b>	<b>185.2</b>	<b>189.8</b>	<b>194.6</b>	<b>199.4</b>	<b>204.4</b>	<b>209.5</b>	<b>214.8</b>
<b>TOTAL COSTS INFLATED</b>	<b>7,910.9</b>	<b>1,926.7</b>	<b>2,466.3</b>	<b>3,517.8</b>	<b>172.0</b>	<b>176.3</b>	<b>180.7</b>	<b>185.2</b>	<b>189.8</b>	<b>194.6</b>	<b>199.4</b>	<b>204.4</b>	<b>209.5</b>	<b>214.8</b>
<b>PROJECT REVENUES</b>														
<b>State</b>														
State Highway Acct (Caltrans Ops) (no rev sheet)	7,910.9	1,926.7	2,466.3	3,517.8	172.0	176.3	180.7	185.2	189.8	194.6	199.4	204.4	209.5	214.8
<b>Subtotal State</b>	<b>7,910.9</b>	<b>1,926.7</b>	<b>2,466.3</b>	<b>3,517.8</b>	<b>172.0</b>	<b>176.3</b>	<b>180.7</b>	<b>185.2</b>	<b>189.8</b>	<b>194.6</b>	<b>199.4</b>	<b>204.4</b>	<b>209.5</b>	<b>214.8</b>
<b>TOTAL REVENUES</b>	<b>7,910.9</b>	<b>1,926.7</b>	<b>2,466.3</b>	<b>3,517.8</b>	<b>172.0</b>	<b>176.3</b>	<b>180.7</b>	<b>185.2</b>	<b>189.8</b>	<b>194.6</b>	<b>199.4</b>	<b>204.4</b>	<b>209.5</b>	<b>214.8</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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



**LACMTA Financial Forecasting Model  
 Caltrans L.A. County Highway Operations  
 30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Caltrans L.A. County Highway Operations  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Baseline Projects	7,910.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>Subtotal Construction Costs</b>	7,910.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>TOTAL COSTS INFLATED</b>	7,910.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>PROJECT REVENUES</b>												
<b>State</b>												
State Highway Acct (Caltrans Ops) (no rev sheet)	7,910.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>Subtotal State</b>	7,910.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>TOTAL REVENUES</b>	7,910.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Environmental Enhancement & Mitigation  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Baseline Projects	31.0	10.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Construction Costs</b>	<b>31.0</b>	<b>10.0</b>	<b>10.0</b>	<b>11.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>31.0</b>	<b>10.0</b>	<b>10.0</b>	<b>11.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>PROJECT REVENUES</b>														
<b>State</b>														
EEM Funds	31.0	10.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL REVENUES</b>	<b>31.0</b>	<b>10.0</b>	<b>10.0</b>	<b>11.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Environmental Enhancement & Mitigation  
 30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**LACMTA Financial Forecasting Model  
Environmental Enhancement & Mitigation  
30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Baseline Projects	31.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Construction Costs</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>PROJECT REVENUES</b>												
<b>State</b>												
EEM Funds	31.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL REVENUES</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Baseline Projects	989.2	270.0	313.1	406.2	26.8	25.4	25.7	26.1	26.5	27.0	27.4	27.9	28.4	28.8
<b>Subtotal Construction Costs</b>	989.2	270.0	313.1	406.2	26.8	25.4	25.7	26.1	26.5	27.0	27.4	27.9	28.4	28.8
<b>TOTAL COSTS</b>	989.2	270.0	313.1	406.2	26.8	25.4	25.7	26.1	26.5	27.0	27.4	27.9	28.4	28.8
Total Costs Percent Change							1.53%	1.34%	1.68%	1.67%	1.70%	1.65%	1.71%	1.69%
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	691.8	182.1	219.0	290.8	16.1	17.0	17.4	17.7	18.1	18.4	18.8	19.2	19.6	19.9
<b>Subtotal Prop. C</b>	691.8	182.1	219.0	290.8	16.1	17.0	17.4	17.7	18.1	18.4	18.8	19.2	19.6	19.9
<b>Other Local</b>														
SAFE	60.0	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)	15.5	5.0	5.0	5.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>Total Local</b>	767.3	205.1	244.0	318.3	16.6	19.5	19.9	20.2	20.6	20.9	21.3	21.7	22.1	22.4
<b>State</b>														
Fwy Serv Patrol-State Hwy Acct (no rev sheet)	221.9	64.9	69.1	87.9	10.2	5.9	5.9	5.9	6.0	6.0	6.1	6.2	6.3	6.4
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	221.9	64.9	69.1	87.9	10.2	5.9	5.9	5.9	6.0	6.0	6.1	6.2	6.3	6.4
<b>Federal</b>														
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	989.2	270.0	313.1	406.2	26.8	25.4	25.7	26.1	26.5	27.0	27.4	27.9	28.4	28.8
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**3Q/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Projects	989.2	29.3	29.8	30.2	30.7	31.1	31.5	31.9	32.4	32.9	33.4
<b>Subtotal Construction Costs</b>	<b>989.2</b>	<b>29.3</b>	<b>29.8</b>	<b>30.2</b>	<b>30.7</b>	<b>31.1</b>	<b>31.5</b>	<b>31.9</b>	<b>32.4</b>	<b>32.9</b>	<b>33.4</b>
<b>TOTAL COSTS</b>	<b>989.2</b>	<b>29.3</b>	<b>29.8</b>	<b>30.2</b>	<b>30.7</b>	<b>31.1</b>	<b>31.5</b>	<b>31.9</b>	<b>32.4</b>	<b>32.9</b>	<b>33.4</b>
Total Costs Percent Change		1.63%	1.63%	1.52%	1.45%	1.27%	1.31%	1.34%	1.44%	1.56%	1.66%
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	691.8	20.3	20.7	21.1	21.4	21.7	22.0	22.4	22.7	23.1	23.6
<b>Subtotal Prop. C</b>	<b>691.8</b>	<b>20.3</b>	<b>20.7</b>	<b>21.1</b>	<b>21.4</b>	<b>21.7</b>	<b>22.0</b>	<b>22.4</b>	<b>22.7</b>	<b>23.1</b>	<b>23.6</b>
<b>Other Local</b>											
SAFE	60.0	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)	15.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>Total Local</b>	<b>767.3</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>23.9</b>	<b>24.2</b>	<b>24.5</b>	<b>24.9</b>	<b>25.2</b>	<b>25.6</b>	<b>26.1</b>
<b>State</b>											
Fwy Serv Patrol-State Hwy Acct (no rev sheet)	221.9	6.5	6.6	6.7	6.8	6.9	6.9	7.0	7.1	7.2	7.3
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>221.9</b>	<b>6.5</b>	<b>6.6</b>	<b>6.7</b>	<b>6.8</b>	<b>6.9</b>	<b>6.9</b>	<b>7.0</b>	<b>7.1</b>	<b>7.2</b>	<b>7.3</b>
<b>Federal</b>											
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>989.2</b>	<b>29.3</b>	<b>29.8</b>	<b>30.2</b>	<b>30.7</b>	<b>31.1</b>	<b>31.5</b>	<b>31.9</b>	<b>32.4</b>	<b>32.9</b>	<b>33.4</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Baseline Projects	989.2	34.0	34.5	35.1	35.6	36.2	36.8	37.5	38.1	38.8	39.5	40.1
<b>Subtotal Construction Costs</b>	989.2	34.0	34.5	35.1	35.6	36.2	36.8	37.5	38.1	38.8	39.5	40.1
<b>TOTAL COSTS</b>	989.2	34.0	34.5	35.1	35.6	36.2	36.8	37.5	38.1	38.8	39.5	40.1
Total Costs Percent Change		1.65%	1.61%	1.61%	1.65%	1.67%	1.69%	1.72%	1.74%	1.76%	1.68%	1.66%
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	691.8	24.0	24.4	24.9	25.4	25.9	26.4	26.9	27.4	28.0	28.5	29.0
<b>Subtotal Prop. C</b>	691.8	24.0	24.4	24.9	25.4	25.9	26.4	26.9	27.4	28.0	28.5	29.0
<b>Other Local</b>												
SAFE	60.0	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)	15.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>Total Local</b>	767.3	26.5	26.9	27.4	27.9	28.4	28.9	29.4	29.9	30.5	31.0	31.5
<b>State</b>												
Fwy Serv Patrol-State Hwy Acct (no rev sheet)	221.9	7.4	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.6
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	221.9	7.4	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.3	8.4	8.6
<b>Federal</b>												
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>												
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	989.2	34.0	34.5	35.1	35.6	36.2	36.8	37.5	38.1	38.8	39.5	40.1
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Local Streets and Roads Maintenance**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>															
Baseline Projects	14,100.1	-	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	431.2	434.5
<b>Subtotal Construction Costs</b>	14,100.1	-	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	431.2	434.5
<b>TOTAL COSTS INFLATED</b>	14,100.1	100.0%	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	431.2	434.5
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>															
Local Agency funds for streets & roads (no rev sheet)	37.2	0.3%	12.0	12.0	13.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total Local</b>	37.2	0.3%	12.0	12.0	13.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>State</b>															
Excise tax replacement for Prop 42 (no rev sheet)	5,885.1	41.7%	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	166.2	169.5
State Gas Tax Subventions (no rev sheet)	8,177.8	58.0%	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	263.8	263.8
Other State (no revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	14,062.9	99.7%	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	430.0	433.3
<b>Federal</b>															
Railroad-Hwy Grade Crossing (sect 130) (no rev sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>															
Regional Improvement Program Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	14,100.1	100.0%	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	431.2	434.5
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Gas tax subventions for the County and the Cities in L.A. County based on 4.084 B gallons @ 6.46 cents per gallon share of state motor fuel tax.
2. No escalation is assumed due to flat nature of gas tax revenues.
3. Used for local street and road repairs, maintenance, and rehab.
4. Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside.
5. AB x8 9, 322/10, eliminated Prop 42 gasoline sales taxes and swapped it for new excise tax on gas of which 44% will be allocated for local roads.

**LACMTA Financial Forecasting Model  
Local Streets and Roads Maintenance  
30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Projects	14,100.1	437.8	441.1	444.1	447.1	449.6	452.2	455.0	458.1	461.5	465.3
<b>Subtotal Construction Costs</b>	14,100.1	437.8	441.1	444.1	447.1	449.6	452.2	455.0	458.1	461.5	465.3
<b>TOTAL COSTS INFLATED</b>	14,100.1	437.8	441.1	444.1	447.1	449.6	452.2	455.0	458.1	461.5	465.3
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Local Agency funds for streets & roads (no rev sheet)	37.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total Local</b>	37.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>State</b>											
Excise tax replacement for Prop 42 (no rev sheet)	5,885.1	172.8	176.1	179.1	182.1	184.6	187.2	190.0	193.1	196.5	200.3
State Gas Tax Subventions (no rev sheet)	8,177.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	14,062.9	436.6	439.9	442.9	445.9	448.4	451.0	453.8	456.9	460.3	464.1
<b>Federal</b>											
Railroad-Hwy Grade Crossing (sect 130) (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>											
Regional Improvement Program Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	14,100.1	437.8	441.1	444.1	447.1	449.6	452.2	455.0	458.1	461.5	465.3
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Local Streets and Roads Maintenance**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Baseline Projects	14,100.1	469.1	472.8	476.6	480.6	484.8	489.1	493.5	498.1	502.8	507.3	511.9
<b>Subtotal Construction Costs</b>	14,100.1	469.1	472.8	476.6	480.6	484.8	489.1	493.5	498.1	502.8	507.3	511.9
<b>TOTAL COSTS INFLATED</b>	14,100.1	469.1	472.8	476.6	480.6	484.8	489.1	493.5	498.1	502.8	507.3	511.9
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>												
Local Agency funds for streets & roads (no rev sheet)	37.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total Local</b>	37.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>State</b>												
Excise tax replacement for Prop 42 (no rev sheet)	5,885.1	204.1	207.8	211.6	215.6	219.8	224.1	228.5	233.1	237.8	242.3	246.9
State Gas Tax Subventions (no rev sheet)	8,177.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	14,062.9	467.9	471.6	475.4	479.4	483.6	487.9	492.3	496.9	501.6	506.1	510.7
<b>Federal</b>												
Railroad-Hwy Grade Crossing (sect 130) (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>												
Regional Improvement Program Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	14,100.1	469.1	472.8	476.6	480.6	484.8	489.1	493.5	498.1	502.8	507.3	511.9
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Freeway Call Box Program (SAFE)  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Baseline Costs	243.8	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	243.8	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
<b>TOTAL COSTS INFLATED</b>	<b>243.8</b>	<b>88.4</b>	<b>74.0</b>	<b>81.4</b>	<b>22.9</b>	<b>7.2</b>	<b>7.2</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>
<b>PROJECT REVENUES</b>														
Other Local														
SAFE	243.8	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	243.8	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
<b>TOTAL REVENUES</b>	<b>243.8</b>	<b>88.4</b>	<b>74.0</b>	<b>81.4</b>	<b>22.9</b>	<b>7.2</b>	<b>7.2</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>	<b>7.3</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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)  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Costs	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
Subtotal Costs	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>TOTAL COSTS INFLATED</b>	<b>243.8</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>
<b>PROJECT REVENUES</b>											
Other Local SAFE	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
Total Local	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>TOTAL REVENUES</b>	<b>243.8</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. 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)  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Baseline Costs	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
Subtotal Costs	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>TOTAL COSTS INFLATED</b>	<b>243.8</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>
<b>PROJECT REVENUES</b>												
Other Local												
SAFE	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
Total Local	243.8	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>TOTAL REVENUES</b>	<b>243.8</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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)  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Baseline Construction	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>Subtotal Construction Costs</b>	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>TOTAL COSTS INFLATED</b>	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>PROJECT REVENUES</b>														
<b>Mixed</b>														
SHOPP	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>Subtotal Mixed</b>	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>TOTAL REVENUES</b>	5,178.0	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	162.0	162.0	162.0	162.0	165.0	165.0
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Freeway Rehabilitation (SHOPP)  
 30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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



**LACMTA Financial Forecasting Model  
 Freeway Rehabilitation (SHOPP)  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Baseline Construction	5,178.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
Subtotal Construction Costs	5,178.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>TOTAL COSTS INFLATED</b>	<b>5,178.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>
<b>PROJECT REVENUES</b>												
Mixed												
SHOPP	5,178.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
Subtotal Mixed	5,178.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>TOTAL REVENUES</b>	<b>5,178.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**30/10 Initiative 100% ScenA 8/10/10**  
**Freeway Project Costs (\$ in millions)**

			Costs			2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	
			Total		FY 10-40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
			Cost	Prior	All Funds											
1	I-5	Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	733.7	84.4	649.3	49.3	67.5	102.4	72.8	70.1	79.6	118.3	44.3	44.9	-
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	158.6	92.4	63.7	-	12.8	9.8	-	-	6.1	-	-	-
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	56.7	77.3	10.0	6.0	25.0	17.3	19.0	-	-	-	-	-
4	I-5	Carmenita Road Interchange	Int	386.9	167.0	219.9	82.0	32.8	20.0	60.0	13.1	12.0	-	-	-	-
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	22.9	1,217.6	31.6	74.2	181.1	232.6	141.4	319.8	113.7	58.1	35.3	29.8
6	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	186.9	57.8	129.1	65.6	53.6	9.9	-	-	-	-	-	-	-
7	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	-	-	-	-	-	-	-	-	-	-
8	I-5	North Capacity Enhancements including Truck Lanes	HOV	6,271.2	-	6,271.2	-	8.0	37.0	50.0	44.1	-	-	-	22.5	82.2
9	I-10	Carpool Lanes from I-605 to Puente	HOV	168.6	136.7	31.9	31.9	-	-	-	-	-	-	-	-	-
10	I-10	Carpool Lanes from Puente to Citrus	HOV	182.8	36.1	146.7	4.6	-	36.4	15.3	20.3	40.3	19.4	10.3	-	-
11	I-10	Carpool Lanes from Citrus to SR-57	HOV	170.0	24.5	145.5	-	-	17.1	30.0	52.6	10.3	2.8	25.1	7.7	-
12	SR-14	Carpool Lanes from Pearblossom to Ave P-8	HOV	40.8	40.6	0.2	-	-	0.2	-	-	-	-	-	-	-
13	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	-	-	-	-	-	-	-	-	-
14	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	-	-	-	-	-	-	-	-	-	-
15	SR-60	Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	104.9	48.4	21.0	2.3	25.1	-	-	-	-	-	-	-
16	SR-71	Gap from I-10 to Mission Blvd.	Gap	115.0	-	115.0	1.6	-	-	-	9.2	-	-	-	-	-
17	SR-71	Gap from Mission Blvd. to Rio Rancho Rd.	Gap	330.0	4.4	325.6	-	-	-	-	-	-	-	-	-	-
18	SR-90	Freeway Extension (Gap)	Gap	20.0	18.8	1.2	1.2	-	-	-	-	-	-	-	-	-
19	US-101	Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St)	Int	40.9	28.6	12.3	-	-	12.3	-	-	-	-	-	-	-
20	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	43.5	6.5	-	6.5	-	-	-	-	-	-	-	-
21	I-405	Carpool Lanes from SR-90 to I-10	HOV	192.5	159.3	33.2	0.1	23.1	10.0	-	-	-	-	-	-	-
22	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	43.8	6.2	0.5	-	-	-	5.7	-	-	-	-	-
23	I-405	Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB	HOV	1,034.0	63.8	970.2	163.2	427.1	252.0	95.9	8.0	8.0	8.0	8.0	-	-
24	I-605	Corridor Hot Spot Interchanges	Int	3,200.8	-	3,200.8	0.1	60.6	56.4	64.0	70.9	71.0	221.0	222.0	227.0	222.0
25	I-710	Improvement from PCH to downtown Long Beach	Int	7.0	6.6	0.4	-	-	0.4	-	-	-	-	-	-	-
26	I-710	South	HOV	6,263.6	-	6,263.6	-	235.0	250.0	235.0	235.0	235.0	522.0	532.0	522.0	523.0
27	I-710	South Early Action Projects in Long Beach	Int	687.0	-	687.0	34.2	28.8	54.8	64.4	61.8	92.0	127.9	111.2	69.2	2.7
28	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,636.0	-	5,636.0	0.1	12.1	29.4	29.0	47.0	22.0	-	-	-	-
29		High Desert Corridor (environmental)	Int	33.0	-	33.0	0.3	12.5	20.3	-	-	-	-	-	-	-
30		High Desert Corridor (construction)	Int	3,031.0	-	3,031.0	-	-	-	-	113.0	232.0	358.0	492.0	634.0	522.0
31		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	-	259.6	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9
32		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	-	253.3	0.1	17.0	11.1	11.1	10.9	11.7	8.7	8.7	8.6	-
33		South Bay Ramp and Interchange Improvements	Int	1,512.4	-	1,512.4	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
34		<b>SUBTOTAL</b>		<b>33,560.6</b>	<b>1,258.9</b>	<b>32,301.7</b>	<b>561.2</b>	<b>1,085.7</b>	<b>1,197.0</b>	<b>1,030.3</b>	<b>965.3</b>	<b>1,197.3</b>	<b>1,530.4</b>	<b>1,536.2</b>	<b>1,600.5</b>	<b>1,406.3</b>
35	I-5	Carmenita Road Interchange Enhancements	Int	5.0	-	5.0	-	-	5.0	-	-	-	-	-	-	-
36	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) Enhancements	HOV	2.0	-	2.0	-	-	2.0	-	-	-	-	-	-	-
37	I-5	Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements	HOV	18.0	-	18.0	-	-	-	-	-	-	-	9.0	9.0	-
38	I-5	Carpool and Mixed Flow Lanes I-605 to OCL Enhancements	HOV	70.0	-	70.0	-	-	-	-	-	-	20.2	25.0	24.8	-
39	SR-134	Hollywood Way Interchange	Int	43.3	40.6	2.7	0.6	0.6	1.5	-	-	-	-	-	-	-
40	US-101	Van Nuys Blvd. Off Ramps	Int	13.1	3.5	9.7	0.2	-	-	9.5	-	-	-	-	-	-
41	I-210	Gap from Foothill Boulevard to SBCL (mitigation)	Gap	0.2	-	0.2	0.1	0.1	-	-	-	-	-	-	-	-
42		Miscellaneous project balances	HOV	13.5	-	13.5	1.5	1.0	-	-	11.0	-	-	-	-	-
43		<b>TOTAL</b>		<b>33,725.8</b>	<b>1,303.0</b>	<b>32,422.7</b>	<b>563.6</b>	<b>1,087.4</b>	<b>1,205.5</b>	<b>1,039.8</b>	<b>976.3</b>	<b>1,197.3</b>	<b>1,550.5</b>	<b>1,570.2</b>	<b>1,634.3</b>	<b>1,406.3</b>
44	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	54.4	162.8	47.9	2.2	12.0	-	-	2.0	28.9	18.9	16.1	20.0
45	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	0.1	18.0	18.9	19.7	21.4	15.1	15.5	16.0	43.5	44.0
46	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	69.8	2.4	1.2	1.0	0.2	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**30/10 Initiative 100% ScenA 8/10/10**  
**Freeway Project Costs (\$ in millions)**

			Costs			2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			Total		FY 10-40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
			Cost	Prior	All Funds	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
1	I-5	Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	733.7	84.4	649.3	-	-	-	-	-	-	-	-	-
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	158.6	92.4	-	-	-	-	-	-	-	-	-
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	56.7	77.3	-	-	-	-	-	-	-	-	-
4	I-5	Carmenita Road Interchange	Int	386.9	167.0	219.9	-	-	-	-	-	-	-	-	-
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	22.9	1,217.6	-	-	-	-	-	-	-	-	-
6	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	186.9	57.8	129.1	-	-	-	-	-	-	-	-	-
7	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	-	-	-	50.0	60.3	39.7	50.1	59.8	29.7
8	I-5	North Capacity Enhancements including Truck Lanes	HOV	6,271.2	-	6,271.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	323.5 350.8
9	I-10	Carpool Lanes from I-605 to Puente	HOV	168.6	136.7	31.9	-	-	-	-	-	-	-	-	-
10	I-10	Carpool Lanes from Puente to Citrus	HOV	182.8	36.1	146.7	-	-	-	-	-	-	-	-	-
11	I-10	Carpool Lanes from Citrus to SR-57	HOV	170.0	24.5	145.5	-	-	-	-	-	-	-	-	-
12	SR-14	Carpool Lanes from Pearlblossom to Ave P-8	HOV	40.8	40.6	0.2	-	-	-	-	-	-	-	-	-
13	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	-	-	15.0	40.0	35.0	30.0	-	-
14	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	-	-	-	85.5	50.1	37.1	52.9	110.9	63.0 21.4
15	SR-60	Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	104.9	48.4	-	-	-	-	-	-	-	-	-
16	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 -
17	SR-71	Gap from Mission Blvd. to Rio Rancho Rd.	Gap	330.0	4.4	325.6	-	-	-	28.7	63.6	65.0	55.7	49.5	38.1
18	SR-90	Freeway Extension (Gap)	Gap	20.0	18.8	1.2	-	-	-	-	-	-	-	-	-
19	US-101	Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St)	Int	40.9	28.6	12.3	-	-	-	-	-	-	-	-	-
20	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	43.5	6.5	-	-	-	-	-	-	-	-	-
21	I-405	Carpool Lanes from SR-90 to I-10	HOV	192.5	159.3	33.2	-	-	-	-	-	-	-	-	-
22	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	43.8	6.2	-	-	-	-	-	-	-	-	-
23	I-405	Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB	HOV	1,034.0	63.8	970.2	-	-	-	-	-	-	-	-	-
24	I-605	Corridor Hot Spot Interchanges	Int	3,200.8	-	3,200.8	208.0	209.0	161.0	152.0	152.0	152.0	192.9	171.9	128.2 135.4
25	I-710	Improvement from PCH to downtown Long Beach	Int	7.0	6.6	0.4	-	-	-	-	-	-	-	-	-
26	I-710	South	HOV	6,263.6	-	6,263.6	523.0	523.0	210.0	210.0	210.0	210.0	217.0	311.4	- -
27	I-710	South Early Action Projects in Long Beach	Int	687.0	-	687.0	10.0	10.0	10.0	10.0	-	-	-	-	-
28	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,636.0	-	5,636.0	-	-	667.0	667.0	667.0	667.0	666.0	666.0	242.0 241.9
29		High Desert Corridor (environmental)	Int	33.0	-	33.0	-	-	-	-	-	-	-	-	-
30		High Desert Corridor (construction)	Int	3,031.0	-	3,031.0	403.0	277.0	-	-	-	-	-	-	-
31		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	-	259.6	8.0	8.3	8.6	8.8	9.1	9.4	14.6	15.5	15.8 17.5
32		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	-	253.3	-	-	-	14.4	15.6	16.1	16.5	17.0	17.5
33		South Bay Ramp and Interchange Improvements	Int	1,512.4	-	1,512.4	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6 61.4
34		<b>SUBTOTAL</b>		<b>33,560.6</b>	<b>1,258.9</b>	<b>32,301.7</b>	<b>1,217.9</b>	<b>1,070.2</b>	<b>1,120.6</b>	<b>1,231.8</b>	<b>1,371.7</b>	<b>1,436.4</b>	<b>1,451.9</b>	<b>1,497.9</b>	<b>964.3 913.7</b>
35	I-5	Carmenita Road Interchange Enhancements	Int	5.0	-	5.0	-	-	-	-	-	-	-	-	-
36	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) Enhancements	HOV	2.0	-	2.0	-	-	-	-	-	-	-	-	-
37	I-5	Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements	HOV	18.0	-	18.0	-	-	-	-	-	-	-	-	-
38	I-5	Carpool and Mixed Flow Lanes I-605 to OCL Enhancements	HOV	70.0	-	70.0	-	-	-	-	-	-	-	-	-
39	SR-134	Hollywood Way Interchange	Int	43.3	40.6	2.7	-	-	-	-	-	-	-	-	-
40	US-101	Van Nuys Blvd. Off Ramps	Int	13.1	3.5	9.7	-	-	-	-	-	-	-	-	-
41	I-210	Gap from Foothill Boulevard to SBCL (mitigation)	Gap	0.2	-	0.2	-	-	-	-	-	-	-	-	-
42		Miscellaneous project balances	HOV	13.5	-	13.5	-	-	-	-	-	-	-	-	-
43		<b>TOTAL</b>		<b>33,725.8</b>	<b>1,303.0</b>	<b>32,422.7</b>	<b>1,217.9</b>	<b>1,070.2</b>	<b>1,120.6</b>	<b>1,231.8</b>	<b>1,371.7</b>	<b>1,436.4</b>	<b>1,451.9</b>	<b>1,497.9</b>	<b>964.3 913.7</b>
44	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	54.4	162.8	14.8	-	-	-	-	-	-	-	-
45	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	67.0	32.2	13.6	-	-	-	-	-	-
46	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	69.8	2.4	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**30/10 Initiative 100% ScenA 8/10/10**  
**Freeway Project Costs (\$ in millions)**

			Costs															
			Total		FY 10-40	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
			Cost	Prior	All Funds	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040		
1	I-5	Carpool Lanes from SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	733.7	84.4	649.3	-	-	-	-	-	-	-	-	-	-	-	
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	158.6	92.4	-	-	-	-	-	-	-	-	-	-	-	
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	56.7	77.3	-	-	-	-	-	-	-	-	-	-	-	
4	I-5	Carmenita Road Interchange	Int	386.9	167.0	219.9	-	-	-	-	-	-	-	-	-	-	-	
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	22.9	1,217.6	-	-	-	-	-	-	-	-	-	-	-	
6	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	186.9	57.8	129.1	-	-	-	-	-	-	-	-	-	-	-	
7	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	9.4	31.0	-	-	-	-	-	-	-	-	-	
8	I-5	North Capacity Enhancements including Truck Lanes	HOV	6,271.2	-	6,271.2	377.1	395.9	422.9	635.9	711.5	901.3	458.5	378.4	285.9	349.2	127.3	
9	I-10	Carpool Lanes from I-605 to Puente	HOV	168.6	136.7	31.9	-	-	-	-	-	-	-	-	-	-	-	
10	I-10	Carpool Lanes from Puente to Citrus	HOV	182.8	36.1	146.7	-	-	-	-	-	-	-	-	-	-	-	
11	I-10	Carpool Lanes from Citrus to SR-57	HOV	170.0	24.5	145.5	-	-	-	-	-	-	-	-	-	-	-	
12	SR-14	Carpool Lanes from Pearblossom to Ave P-8	HOV	40.8	40.6	0.2	-	-	-	-	-	-	-	-	-	-	-	
13	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	-	-	-	-	-	-	-	-	-	-	
14	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	54.1	-	-	-	-	-	-	-	-	-	-	
15	SR-60	Carpool Lanes from I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	104.9	48.4	-	-	-	-	-	-	-	-	-	-	-	
16	SR-71	Gap from I-10 to Mission Blvd.	Gap	115.0	-	115.0	-	-	-	-	-	-	-	-	-	-	-	
17	SR-71	Gap from Mission Blvd. to Rio Rancho Rd.	Gap	330.0	4.4	325.6	25.0	-	-	-	-	-	-	-	-	-	-	
18	SR-90	Freeway Extension (Gap)	Gap	20.0	18.8	1.2	-	-	-	-	-	-	-	-	-	-	-	
19	US-101	Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Commercial St)	Int	40.9	28.6	12.3	-	-	-	-	-	-	-	-	-	-	-	
20	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	43.5	6.5	-	-	-	-	-	-	-	-	-	-	-	
21	I-405	Carpool Lanes from SR-90 to I-10	HOV	192.5	159.3	33.2	-	-	-	-	-	-	-	-	-	-	-	
22	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	43.8	6.2	-	-	-	-	-	-	-	-	-	-	-	
23	I-405	Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB	HOV	1,034.0	63.8	970.2	-	-	-	-	-	-	-	-	-	-	-	
24	I-605	Corridor Hot Spot Interchanges	Int	3,200.8	-	3,200.8	142.6	149.5	31.4	-	-	-	-	-	-	-	-	
25	I-710	Improvement from PCH to downtown Long Beach	Int	7.0	6.6	0.4	-	-	-	-	-	-	-	-	-	-	-	
26	I-710	South	HOV	6,263.6	-	6,263.6	-	-	124.7	170.0	210.9	54.7	-	-	-	-	-	
27	I-710	South Early Action Projects in Long Beach	Int	687.0	-	687.0	-	-	-	-	-	-	-	-	-	-	-	
28	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,636.0	-	5,636.0	-	28.7	30.0	40.0	50.7	258.8	235.4	241.1	91.8	14.1	22.0	
29		High Desert Corridor (environmental)	Int	33.0	-	33.0	-	-	-	-	-	-	-	-	-	-	-	
30		High Desert Corridor (construction)	Int	3,031.0	-	3,031.0	-	-	-	-	-	-	-	-	-	-	-	
31		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	-	259.6	18.1	18.6	19.2	20.3	-	-	-	-	-	-	-	
32		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	-	253.3	18.1	18.6	19.2	12.4	-	-	-	-	-	-	-	
33		South Bay Ramp and Interchange Improvements	Int	1,512.4	-	1,512.4	93.0	38.9	59.7	61.7	64.0	68.0	99.0	72.6	75.0	79.7	-	
34		<b>SUBTOTAL</b>		<b>33,560.6</b>	<b>1,258.9</b>	<b>32,301.7</b>	<b>737.3</b>	<b>681.1</b>	<b>707.1</b>	<b>940.2</b>	<b>1,037.0</b>	<b>1,282.7</b>	<b>792.9</b>	<b>692.0</b>	<b>452.7</b>	<b>443.0</b>	<b>149.3</b>	
35	I-5	Carmenita Road Interchange Enhancements	Int	5.0	-	5.0	-	-	-	-	-	-	-	-	-	-	-	
36	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) Enhancements	HOV	2.0	-	2.0	-	-	-	-	-	-	-	-	-	-	-	
37	I-5	Carpool Lanes from SR-134 to SR-170, NB & SB Enhancements	HOV	18.0	-	18.0	-	-	-	-	-	-	-	-	-	-	-	
38	I-5	Carpool and Mixed Flow Lanes I-605 to OCL Enhancements	HOV	70.0	-	70.0	-	-	-	-	-	-	-	-	-	-	-	
39	SR-134	Hollywood Way Interchange	Int	43.3	40.6	2.7	-	-	-	-	-	-	-	-	-	-	-	
40	US-101	Van Nuys Blvd. Off Ramps	Int	13.1	3.5	9.7	-	-	-	-	-	-	-	-	-	-	-	
41	I-210	Gap from Foothill Boulevard to SBCL (mitigation)	Gap	0.2	-	0.2	-	-	-	-	-	-	-	-	-	-	-	
42		Miscellaneous project balances	HOV	13.5	-	13.5	-	-	-	-	-	-	-	-	-	-	-	
43		<b>TOTAL</b>		<b>33,725.8</b>	<b>1,303.0</b>	<b>32,422.7</b>	<b>737.3</b>	<b>681.1</b>	<b>707.1</b>	<b>940.2</b>	<b>1,037.0</b>	<b>1,282.7</b>	<b>792.9</b>	<b>692.0</b>	<b>452.7</b>	<b>443.0</b>	<b>149.3</b>	
44	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	54.4	162.8	-	-	-	-	-	-	-	-	-	-	-	
45	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	-	-	-	-	-	-	-	-	-	-	-	
46	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	69.8	2.4	-	-	-	-	-	-	-	-	-	-	-	

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

**Post Mile**  
**26.7 / 36.4**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Not yet programmed	667.3		667.3	-	-	49.3	67.5	102.4	72.8	70.1	79.6	118.3	53.3	53.9	-
Baseline Project Programmed	0.0	84.4	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>667.3</b>	<b>84.4</b>	<b>667.3</b>	<b>-</b>	<b>-</b>	<b>49.3</b>	<b>67.5</b>	<b>102.4</b>	<b>72.8</b>	<b>70.1</b>	<b>79.6</b>	<b>118.3</b>	<b>53.3</b>	<b>53.9</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>667.3</b>	<b>84.4</b>	<b>667.3</b>	<b>-</b>	<b>-</b>	<b>49.3</b>	<b>67.5</b>	<b>102.4</b>	<b>72.8</b>	<b>70.1</b>	<b>79.6</b>	<b>118.3</b>	<b>53.3</b>	<b>53.9</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (cash flow basis)	380.8	55.1	380.8	-	-	5.0	5.5	64.2	72.8	65.6	42.7	63.2	22.4	39.4	-
<b>Subtotal Prop. C</b>	<b>380.8</b>	<b>55.1</b>	<b>380.8</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>5.5</b>	<b>64.2</b>	<b>72.8</b>	<b>65.6</b>	<b>42.7</b>	<b>63.2</b>	<b>22.4</b>	<b>39.4</b>	<b>-</b>
<b>Other Local</b>															
Measure R (\$271.5) (enhancements) (replacement TBD)	18.0		18.0	-	-	-	-	-	-	-	-	-	9.0	9.0	-
<b>Total Local</b>	<b>398.8</b>	<b>55.1</b>	<b>398.8</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>5.5</b>	<b>64.2</b>	<b>72.8</b>	<b>65.6</b>	<b>42.7</b>	<b>63.2</b>	<b>31.4</b>	<b>48.4</b>	<b>-</b>
<b>State (programming basis)</b>															
State Infrastructure Bonds (CMIA)	73.0		73.0	-	-	-	-	-	-	-	23.7	21.9	21.9	5.5	-
<b>Subtotal State</b>	<b>73.0</b>	<b>-</b>	<b>73.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.7</b>	<b>21.9</b>	<b>21.9</b>	<b>5.5</b>	<b>-</b>
<b>Federal (programming basis)</b>															
ARRA	18.5		18.5	-	-	-	18.5	-	-	-	-	-	-	-	-
Other Federal Funds	-	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	2.3	11.0	2.3	-	-	2.3	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>20.8</b>	<b>11.4</b>	<b>20.8</b>	<b>-</b>	<b>-</b>	<b>2.3</b>	<b>18.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	158.4	5.3	158.4	-	-	39.9	30.5	38.2	-	4.5	13.2	32.1	-	-	-
Interregional Improvement Prog Funds (IIP)	16.3		16.3	-	-	2.2	13.0	-	-	-	-	1.1	-	-	-
SHOPP	-	12.5	0.0	0.0	0.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>174.7</b>	<b>17.8</b>	<b>174.7</b>	<b>-</b>	<b>-</b>	<b>42.1</b>	<b>43.5</b>	<b>38.2</b>	<b>-</b>	<b>4.5</b>	<b>13.2</b>	<b>33.2</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>667.3</b>	<b>84.4</b>	<b>667.3</b>	<b>0.0</b>	<b>0.0</b>	<b>49.3</b>	<b>67.5</b>	<b>102.4</b>	<b>72.8</b>	<b>70.1</b>	<b>79.6</b>	<b>118.3</b>	<b>53.3</b>	<b>53.9</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. 2003 Short Range Plan priorities 10 and 18.
2. Escalated project cost excl enhancements and SHOPP proj is \$721.2
3. Widen one carpool lane in each direction; includes Empire Ave  
Access Improve, CFP 6375 & 8501, PPNO 0151E, EA 133501
4. CFP 2199 & 8355, PPNO 0142F, EA 121801 (\$357.2)
5. SAFETEA-LU High Priority Project #570: \$400,000.
6. Empire Ave post mile = 30.5/31.2.
7. \$116 M cost increase approved by Board Dec 06 (#7)
8. Estimated opening FY 2012.

LACMTA Financial Forecasting Model

Post Mile

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

36.4 / 39.4

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan TOTAL	Prior to Plan	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Not yet programmed	-		-	-	-									-	-
Baseline Project programmed	92.4	158.6	92.4	-	-	63.7	-	12.8	9.8	-	-	6.1	-	-	-
<b>Subtotal Construction Costs</b>	92.4	158.6	92.4	-	-	63.7	-	12.8	9.8	-	-	6.1	-	-	-
<b>TOTAL COSTS INFLATED</b>	92.4	158.6	92.4	-	-	63.7	-	12.8	9.8	-	-	6.1	-	-	-
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (Cash Flow)	28.6	24.7	28.6	-	-	6.0	-	12.8	9.8	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	28.6	24.7	28.6	-	-	6.0	-	12.8	9.8	-	-	-	-	-	-
<b>Other Local</b>															
Measure R	-		-	-	-										
<b>Total Local</b>	28.6	24.7	28.6	-	-	6.0	-	12.8	9.8	-	-	-	-	-	-
<b>State (programming basis)</b>															
Prop 1B State Infrastructure Bonds (SLPP)	14.9	25.1	14.9	-	-	14.9									
Traffic Congestion Relief (TCRP)	6.1	34.1	6.1	-	-							6.1			
<b>Subtotal State</b>	21.0	59.2	21.0	-	-	14.9	-	-	-	-	-	6.1	-	-	-
<b>Federal (programming basis)</b>															
ARRA	15.4		15.4	-	-	15.4									
CMAQ	27.4		27.4	-	-	27.4									
RSTP	-	12.8	-	-	-										
<b>Subtotal Federal</b>	42.8	12.8	42.8	-	-	42.8	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	-	61.9	-	-	-										
<b>Subtotal Mixed</b>	-	61.9	-	-	-										
<b>Total Revenues</b>	92.4	158.6	92.4	-	-	63.7	-	12.8	9.8	-	-	6.1	-	-	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan TOTAL	Prior to FY10	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015
<b>PROJECT COSTS</b>											
Not yet programmed	77.3		77.3	-	-	10.0	6.0	25.0	17.3	19.0	-
Baseline Project programmed	-	56.7	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>77.3</b>	<b>56.7</b>	<b>77.3</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>6.0</b>	<b>25.0</b>	<b>17.3</b>	<b>19.0</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>77.3</b>	<b>56.7</b>	<b>77.3</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>6.0</b>	<b>25.0</b>	<b>17.3</b>	<b>19.0</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	77.3	14.2	77.3	-	-	10.0	6.0	25.0	17.3	19.0	-
<b>Subtotal Prop. C</b>	<b>77.3</b>	<b>14.2</b>	<b>77.3</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>6.0</b>	<b>25.0</b>	<b>17.3</b>	<b>19.0</b>	<b>-</b>
<b>Other Local</b>											
Local Agency Funds	-		-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>77.3</b>	<b>14.2</b>	<b>77.3</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>6.0</b>	<b>25.0</b>	<b>17.3</b>	<b>19.0</b>	<b>-</b>
<b>State (programming basis)</b>											
GARVEE Bond Proceeds	-	23.9	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief (TCRP)	-	9.7	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>33.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>											
Other Federal Funds	-		-	-	-	-	-	-	-	-	-
CMAQ	-	4.7	-	-	-	-	-	-	-	-	-
RSTP	-	1.3	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>6.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	2.9	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-		-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>2.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>77.3</b>	<b>56.7</b>	<b>77.3</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>6.0</b>	<b>25.0</b>	<b>17.3</b>	<b>19.0</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016
<b>PROJECT COSTS</b>												
Not yet programmed	142.9		142.9	-	-		32.8	25.0	60.0	13.1	12.0	-
Baseline Project	82.0	167.0	82.0	-	-	82.0						
<b>Subtotal Construction Costs</b>	<b>224.9</b>	<b>167.0</b>	<b>224.9</b>	<b>-</b>	<b>-</b>	<b>82.0</b>	<b>32.8</b>	<b>25.0</b>	<b>60.0</b>	<b>13.1</b>	<b>12.0</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>224.9</b>	<b>167.0</b>	<b>224.9</b>	<b>-</b>	<b>-</b>	<b>82.0</b>	<b>32.8</b>	<b>25.0</b>	<b>60.0</b>	<b>13.1</b>	<b>12.0</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	97.9	0.0	97.9	-	-	-	32.8	20.0	20.0	13.1	12.0	-
<b>Subtotal Prop. C</b>	<b>97.9</b>	<b>0.0</b>	<b>97.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.8</b>	<b>20.0</b>	<b>20.0</b>	<b>13.1</b>	<b>12.0</b>	<b>-</b>
<b>Other Local</b>												
Measure R enhancements (\$138 put on I-710 South)	5.0		5.0	-	-			5.0	-	-	-	-
Local Agency Funds	-	0.5	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>102.9</b>	<b>0.5</b>	<b>102.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.8</b>	<b>25.0</b>	<b>20.0</b>	<b>13.1</b>	<b>12.0</b>	<b>-</b>
<b>State (programming basis)</b>												
Prop 1B State Infrastructure Bonds (SLPP)	40.0		40.0	-	-	-	0.0		40.0			
Traffic Congestion Relief Program (TCRP)	-	71.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>40.0</b>	<b>71.0</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
Other Federal Funds	-	15.1	-	-	-	-	-	-	-	-	-	-
CMAQ	38.0	8.2	38.0	-	-	38.0	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>38.0</b>	<b>23.3</b>	<b>38.0</b>	<b>-</b>	<b>-</b>	<b>38.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	40.6	70.9	40.6	-	-	40.6	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP) & IIP TE	3.4	1.2	3.4	-	-	3.4	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>44.0</b>	<b>72.2</b>	<b>44.0</b>	<b>-</b>	<b>-</b>	<b>44.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>224.9</b>	<b>167.0</b>	<b>224.9</b>	<b>-</b>	<b>-</b>	<b>82.0</b>	<b>32.8</b>	<b>25.0</b>	<b>60.0</b>	<b>13.1</b>	<b>12.0</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Not yet programmed	1,271.8		1,271.8	-	-	28.0	70.3	172.9	232.6	141.4	319.8	133.8	83.1	60.1	29.8
Baseline Project programmed	15.8	22.9	15.8	-	-	3.7	4.0	8.2							
<b>Subtotal Construction Costs</b>	<b>1,287.6</b>	<b>22.9</b>	<b>1,287.6</b>	<b>-</b>	<b>-</b>	<b>31.6</b>	<b>74.2</b>	<b>181.1</b>	<b>232.6</b>	<b>141.4</b>	<b>319.8</b>	<b>133.8</b>	<b>83.1</b>	<b>60.1</b>	<b>29.8</b>
<b>TOTAL COSTS INFLATED</b>	<b>1,287.6</b>	<b>22.9</b>	<b>1,287.6</b>	<b>-</b>	<b>-</b>	<b>31.6</b>	<b>74.2</b>	<b>181.1</b>	<b>232.6</b>	<b>141.4</b>	<b>319.8</b>	<b>133.8</b>	<b>83.1</b>	<b>60.1</b>	<b>29.8</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (Cash Flow)	313.2	-	313.2	-	-	4.4	12.0	34.1	6.9	21.8	153.1	12.9	35.0	17.7	15.4
<b>Subtotal Prop. C</b>	<b>313.2</b>	<b>-</b>	<b>313.2</b>	<b>-</b>	<b>-</b>	<b>4.4</b>	<b>12.0</b>	<b>34.1</b>	<b>6.9</b>	<b>21.8</b>	<b>153.1</b>	<b>12.9</b>	<b>35.0</b>	<b>17.7</b>	<b>15.4</b>
<b>Other Local</b>															
Measure R (\$264.8) (enhancements)	70.0		70.0	-	-							20.2	25.0	24.8	
<b>Total Local</b>	<b>383.1</b>	<b>-</b>	<b>383.1</b>	<b>-</b>	<b>-</b>	<b>4.4</b>	<b>12.0</b>	<b>34.1</b>	<b>6.9</b>	<b>21.8</b>	<b>153.1</b>	<b>33.1</b>	<b>60.0</b>	<b>42.5</b>	<b>15.4</b>
<b>State (programming basis)</b>															
Prop 1B State Infrastructure Bonds (CMIA)	387.0		387.0	-	-			61.9	80.3	47.4	130.0	56.8	10.0	0.6	-
Prop 1B State Infrastructure Bonds (SLPP)	57.5		57.5	-	-				31.0	26.5					
Traffic Congestion Relief Program (TCRP)	119.0	6.0	119.0	-	-		19.8	19.8	19.8	19.8	19.8	19.8			
<b>Subtotal State</b>	<b>563.5</b>	<b>6.0</b>	<b>563.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19.8</b>	<b>81.7</b>	<b>131.1</b>	<b>93.7</b>	<b>149.8</b>	<b>76.7</b>	<b>10.0</b>	<b>0.6</b>	<b>-</b>
<b>Federal (programming basis)</b>															
Other Federal Funds	-	0.8	-	-	-										
CMAQ	75.0		75.0	-	-		6.3		1.2	22.7	1.0		13.1	16.3	14.4
RSTP	-		-	-	-										
<b>Subtotal Federal</b>	<b>75.0</b>	<b>0.8</b>	<b>75.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.3</b>	<b>-</b>	<b>1.2</b>	<b>22.7</b>	<b>1.0</b>	<b>-</b>	<b>13.1</b>	<b>16.3</b>	<b>14.4</b>
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	231.6	15.0	231.6	-	-	23.6	32.1	57.1	85.6	-	10.6	21.9	-	0.8	-
Interregional Improvement Prog Funds (IIP) & TE	34.3	1.0	34.3	-	-	3.7	4.0	8.2	7.9	3.2	5.3	2.2			
<b>Subtotal Mixed</b>	<b>266.0</b>	<b>16.0</b>	<b>266.0</b>	<b>-</b>	<b>-</b>	<b>27.3</b>	<b>36.1</b>	<b>65.2</b>	<b>93.5</b>	<b>3.2</b>	<b>15.9</b>	<b>24.1</b>	<b>-</b>	<b>0.8</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,287.6</b>	<b>22.9</b>	<b>1,287.6</b>	<b>-</b>	<b>-</b>	<b>31.6</b>	<b>74.2</b>	<b>181.1</b>	<b>232.6</b>	<b>141.4</b>	<b>319.8</b>	<b>133.8</b>	<b>83.1</b>	<b>60.1</b>	<b>29.8</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

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

44.8/45.6

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>										
Not yet programmed	65.5	-		65.5	-	-		53.6	11.9	-
Baseline Project programmed	65.6	-	57.8	65.6	-	-	65.6			
<b>Subtotal Construction Costs</b>	<b>131.1</b>	<b>-</b>	<b>57.8</b>	<b>131.1</b>	<b>-</b>	<b>-</b>	<b>65.6</b>	<b>53.6</b>	<b>11.9</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>131.1</b>	<b>100.0%</b>		<b>131.1</b>	<b>-</b>	<b>-</b>	<b>65.6</b>	<b>53.6</b>	<b>11.9</b>	<b>-</b>
<b>PROJECT REVENUES</b>										
<b>Local</b>										
Proposition C 25% (Cash Flow)	13.9	10.6%	4.7	13.9	-	-	9.0	2.0	2.9	
<b>Subtotal Prop. C</b>	<b>13.9</b>	<b>10.6%</b>	<b>4.7</b>	<b>13.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>2.0</b>	<b>2.9</b>	<b>-</b>
<b>Other Local</b>										
Measure R enhancements (\$90.8 to be put on other projs)	2.0	1.5%		2.0	-	-			2.0	-
<b>Total Local</b>	<b>15.9</b>	<b>12.1%</b>	<b>4.7</b>	<b>15.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>2.0</b>	<b>4.9</b>	<b>-</b>
<b>State (programming basis)</b>										
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>										
CMAQ	115.2	87.9%	12.0	115.2	-	-	56.6	51.6	7.0	-
<b>Subtotal Federal</b>	<b>115.2</b>	<b>87.9%</b>	<b>12.0</b>	<b>115.2</b>	<b>-</b>	<b>-</b>	<b>56.6</b>	<b>51.6</b>	<b>7.0</b>	<b>-</b>
<b>Mixed (programming basis)</b>										
Regional Improvement Prog Funds (RIP)	-	0.0%	41.1	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>0.0%</b>	<b>41.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>131.1</b>	<b>100.0%</b>	<b>57.8</b>	<b>131.1</b>	<b>-</b>	<b>-</b>	<b>65.6</b>	<b>53.6</b>	<b>11.9</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. 2003 Short Range Plan priority 17. Est. open Fall 2012.
2. Total unescalated cost \$110.13 (2005\$); escalated w/o enhance: \$186.9  
Total with enhancements: \$188.9
3. Call for Projects 6134 and 8343; STIP PPNO 0168 M,
4. EA 168000, 2-lanes elevated at 5/14 interchange near Santa Clarita. Currently in design.
5. \$30M cost increase approved by Board Dec06 (#7).
5. \$25.8M cost increase approved by Board Feb10 (#29).

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Years '10-'19	Years '20-'29	Years '30-'40	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	
					2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	
<b>PROJECT COSTS</b>															
Not yet programmed Baseline Project	330.0	-	289.6	40.3	-	50.0	60.3	39.7	50.1	59.8	29.7	9.4	31.0	-	
<b>Subtotal Construction Costs</b>	<b>330.0</b>	<b>-</b>	<b>289.6</b>	<b>40.3</b>	<b>-</b>	<b>50.0</b>	<b>60.3</b>	<b>39.7</b>	<b>50.1</b>	<b>59.8</b>	<b>29.7</b>	<b>9.4</b>	<b>31.0</b>	<b>-</b>	
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25%	64.7	-	64.7	-	-	-	-	-	30.0	34.7	-	-	-	-	
<b>Subtotal Prop. C</b>	<b>64.7</b>	<b>-</b>	<b>64.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>34.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>															
<b>Total Local</b>	<b>64.7</b>	<b>-</b>	<b>64.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>34.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal (programming basis)</b>															
CMAQ	235.3	-	194.9	40.3	-	50.0	50.0	20.0	20.1	25.1	29.7	9.4	31.0	-	
<b>Subtotal Federal</b>	<b>235.3</b>	<b>-</b>	<b>194.9</b>	<b>40.3</b>	<b>-</b>	<b>50.0</b>	<b>50.0</b>	<b>20.0</b>	<b>20.1</b>	<b>25.1</b>	<b>29.7</b>	<b>9.4</b>	<b>31.0</b>	<b>-</b>	
<b>Mixed (programming basis)</b>															
Regional Improvement Funds (RIP)	30.0	-	30.0	-	-	-	10.3	19.7	-	-	-	-	-	-	
<b>Subtotal Mixed</b>	<b>30.0</b>	<b>-</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10.3</b>	<b>19.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>TOTAL REVENUES</b>	<b>330.0</b>	<b>-</b>	<b>289.6</b>	<b>40.3</b>	<b>-</b>	<b>50.0</b>	<b>60.3</b>	<b>39.7</b>	<b>50.1</b>	<b>59.8</b>	<b>29.7</b>	<b>9.4</b>	<b>31.0</b>	<b>-</b>	
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**I-5 North Capacity Enhancements**

**Including Truck and HOV Lanes**

**3Q/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed	1,553.2	243.8	309.4	1,000.0	-	8.0	37.0	50.0	44.1	-	-	-	22.5	82.2
<b>Subtotal Construction Costs</b>	<b>1,553.2</b>	<b>243.8</b>	<b>309.4</b>	<b>1,000.0</b>	<b>-</b>	<b>8.0</b>	<b>37.0</b>	<b>50.0</b>	<b>44.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>22.5</b>	<b>82.2</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	403.3	-	-	403.3	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>403.3</b>	<b>-</b>	<b>-</b>	<b>403.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R (460313) (\$553.2)	553.2	243.8	309.4	-	-	8.0	37.0	50.0	44.1	-	-	-	22.5	82.2
<b>Total Local</b>	<b>956.5</b>	<b>243.8</b>	<b>309.4</b>	<b>403.3</b>	<b>-</b>	<b>8.0</b>	<b>37.0</b>	<b>50.0</b>	<b>44.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>22.5</b>	<b>82.2</b>
<b>Federal (programming basis)</b>														
CMAQ	146.5	-	-	146.5	-	-	-	-	-	-	-	-	-	-
RSTP	170.0	-	-	170.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>316.5</b>	<b>-</b>	<b>-</b>	<b>316.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Funds (RIP)	280.2	-	-	280.2	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>280.2</b>	<b>-</b>	<b>-</b>	<b>280.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>1,553.2</b>	<b>243.8</b>	<b>309.4</b>	<b>1,000.0</b>	<b>-</b>	<b>8.0</b>	<b>37.0</b>	<b>50.0</b>	<b>44.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>22.5</b>	<b>82.2</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>4,718.0</b>	<b>-</b>	<b>674.3</b>	<b>4,043.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Revenues</b>														
<b>Local</b>														
Tolls/PPP	2,636.0	-	450.0	2,186.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>2,636.0</b>	<b>-</b>	<b>450.0</b>	<b>2,186.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>														
State Programs	600.0	-	74.3	525.7	-	-	-	-	-	-	-	-	-	-
SHOPP (Additional)	25.0	-	-	25.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>625.0</b>	<b>-</b>	<b>74.3</b>	<b>550.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
Federal Formula Funds (Additional)	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	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>1,457.0</b>	<b>-</b>	<b>150.0</b>	<b>1,307.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>4,718.0</b>	<b>-</b>	<b>674.3</b>	<b>4,043.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>6,271.2</b>	<b>243.8</b>	<b>983.7</b>	<b>5,043.7</b>	<b>-</b>	<b>8.0</b>	<b>37.0</b>	<b>50.0</b>	<b>44.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>22.5</b>	<b>82.2</b>

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 Capacity Enhancements**

**Including Truck and HOV Lanes**

**30/10 Initiative 100% ScenA 8/10/10**

	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>PROJECT COSTS</b>												
Not yet programmed	1,553.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	-	-	-
<b>Subtotal Construction Costs</b>	1,553.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	403.3	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	403.3	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>												
Measure R (460313) (\$553.2)	553.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	-	-	-
<b>Total Local</b>	956.5	47.2	37.0	47.6	63.0	68.8	45.8	-	-	-	-	-
<b>Federal (programming basis)</b>												
CMAQ	146.5	-	-	-	-	-	-	-	-	-	-	-
RSTP	170.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	316.5	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Funds (RIP)	280.2	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	280.2	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1,553.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	-	-	-
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Project Cost</b>	<b>4,718.0</b>	-	-	-	-	-	-	-	-	-	323.5	350.8
<b>Highway Strategy Revenues</b>												
<b>Local</b>												
Tolls/PPP	2,636.0	-	-	-	-	-	-	-	-	225.0	225.0	-
<b>Subtotal Local Revenues</b>	2,636.0	-	-	-	-	-	-	-	-	225.0	225.0	-
<b>State</b>												
State Programs	600.0	-	-	-	-	-	-	-	-	23.5	50.8	-
SHOPP (Additional)	25.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	625.0	-	-	-	-	-	-	-	-	23.5	50.8	-
<b>Federal</b>												
Federal Formula Funds (Additional)	637.0	-	-	-	-	-	-	-	-	53.0	53.0	-
Federal HPP/PNS Earmarks	200.0	-	-	-	-	-	-	-	-	-	-	-
Metropolitan Mobility	270.0	-	-	-	-	-	-	-	-	22.0	22.0	-
Freight Program	350.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	1,457.0	-	-	-	-	-	-	-	-	75.0	75.0	-
<b>Total Highway Strategy Revenues</b>	4,718.0	-	-	-	-	-	-	-	-	323.5	350.8	-
<b>GRAND TOTAL</b>	6,271.2	47.2	37.0	47.6	63.0	68.8	45.8	-	-	323.5	350.8	-

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 Capacity Enhancements**

**Including Truck and HOV Lanes**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Not yet programmed	1,553.2	15.8	23.8	39.6	43.9	101.2	63.4	26.8	156.3	170.8	231.3	127.3
<b>Subtotal Construction Costs</b>	1,553.2	15.8	23.8	39.6	43.9	101.2	63.4	26.8	156.3	170.8	231.3	127.3
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	403.3								113.8	127.5	140.6	21.4
<b>Subtotal Prop. C</b>	403.3	-	-	-	-	-	-	-	113.8	127.5	140.6	21.4
<b>Other Local</b>												
Measure R (460313) (\$553.2)	553.2											
<b>Total Local</b>	956.5	-	-	-	-	-	-	-	113.8	127.5	140.6	21.4
<b>Federal (programming basis)</b>												
CMAQ	146.5	12.1	1.0	16.3	16.0	15.7	15.4	13.6	16.6	16.9	4.2	19.0
RSTP	170.0		17.2	17.5	17.8	18.0	18.2	5.4	18.6	18.9	19.1	19.3
<b>Subtotal Federal</b>	316.5	12.1	18.2	33.8	33.8	33.7	33.6	19.0	35.2	35.8	23.3	38.3
<b>Mixed (programming basis)</b>												
Regional Improvement Funds (RIP)	280.2	3.7	5.6	5.8	10.1	67.5	29.8	7.8	7.3	7.5	67.5	67.6
<b>Subtotal Mixed</b>	280.2	3.7	5.6	5.8	10.1	67.5	29.8	7.8	7.3	7.5	67.5	67.6
<b>TOTAL REVENUES</b>	1,553.2	15.8	23.8	39.6	43.9	101.2	63.4	26.8	156.3	170.8	231.3	127.3
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Project Cost</b>	<b>4,718.0</b>	<b>361.3</b>	<b>372.1</b>	<b>383.3</b>	<b>592.0</b>	<b>610.3</b>	<b>837.9</b>	<b>431.7</b>	<b>222.1</b>	<b>115.1</b>	<b>117.9</b>	<b>-</b>
<b>Highway Strategy Revenues</b>												
<b>Local</b>												
Tolls/PPP	2,636.0	225.0	225.0	225.0	228.0	385.0	454.0	216.0	111.0	58.0	59.0	
<b>Subtotal Local Revenues</b>	2,636.0	225.0	225.0	225.0	228.0	385.0	454.0	216.0	111.0	58.0	59.0	-
<b>State</b>												
State Programs	600.0	50.3	50.1	50.3	75.0	100.0	109.6	90.4				
SHOPP (Additional)	25.0				25.0							
<b>Subtotal State Revenues</b>	625.0	50.3	50.1	50.3	100.0	100.0	109.6	90.4	-	-	-	-
<b>Federal</b>												
Federal Formula Funds (Additional)	637.0	53.0	53.0	53.0	55.0	52.8	142.6	52.8	52.8	7.2	8.8	
Federal HPP/PNS Earmarks	200.0				100.0	16.7	16.7	16.7	16.7	16.6	16.6	
Metropolitan Mobility	270.0	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	33.3	33.5	
<b>Subtotal Federal Revenues</b>	1,457.0	86.0	97.0	108.0	264.0	125.3	274.3	125.3	111.1	57.1	58.9	-
<b>Total Highway Strategy Revenues</b>	<b>4,718.0</b>	<b>361.3</b>	<b>372.1</b>	<b>383.3</b>	<b>592.0</b>	<b>610.3</b>	<b>837.9</b>	<b>431.7</b>	<b>222.1</b>	<b>115.1</b>	<b>117.9</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>6,271.2</b>	<b>377.1</b>	<b>395.9</b>	<b>422.9</b>	<b>635.9</b>	<b>711.5</b>	<b>901.3</b>	<b>458.5</b>	<b>378.4</b>	<b>285.9</b>	<b>349.2</b>	<b>127.3</b>

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-10 Carpool Lanes - I-605 to Puente**  
**30/10 Initiative 100% ScenA 8/10/10**

**Post Mile**  
**31.2/33.4**

(\$ in millions)	Plan Total	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011
<b>PROJECT COSTS</b>								
Not yet programmed	-			-	-	-		
Baseline Project Programmed	31.9	-	136.7	31.9	-	-	31.9	-
<b>Subtotal Construction Costs</b>	31.9	-	136.7	31.9	-	-	31.9	-
<b>TOTAL COSTS INFLATED</b>	31.9	100.0%		31.9	-	-	31.9	-
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (cash flow basis)	0.0	0.0%		-	-	-		
<b>Subtotal Prop. C</b>	0.0	0.0%		-	-	-	-	-
<b>Total Local</b>	0.0	0.0%		-	-	-	-	-
<b>State (programming basis)</b>								
Traffic Congestion Relief (TCRP)	0.0	0.0%	27.3	-	-	-		
<b>Subtotal State</b>	0.0	0.0%	27.3	-	-	-	-	-
<b>Federal (programming basis)</b>								
CMAQ	31.9	100.0%		31.9	-	-	31.9	
RSTP	0.0	0.0%		-	-	-		
<b>Subtotal Federal</b>	31.9	100.0%		31.9	-	-	31.9	-
<b>Mixed (programming basis)</b>								
Regional Improvement Prog Funds (RIP)	0.0	0.0%	109.4	-	-	-		
Interregional Improvement Prog Funds (IIP)	0.0	0.0%		-	-	-		
<b>Subtotal Mixed</b>	0.0	0.0%	109.4	-	-	-	-	-
<b>Total Revenues</b>	31.9	100.0%	136.7	31.9	0.0	0.0	31.9	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-		-	-	-	-	-

**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**  
**I-10 Carpool Lane - Puente to Citrus**  
**30/10 Initiative 100% ScenA 8/10/10**

**Post Mile**  
**33.4 - 37.5**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Baseline Project Programmed	146.7	36.1	146.7	-	-	4.6	-	36.4	15.3	20.3	40.3	19.4	10.3	-	-
<b>Subtotal Construction Costs</b>	146.7	36.1	146.7	-	-	4.6	-	36.4	15.3	20.3	40.3	19.4	10.3	-	-
<b>Inflated Construction Costs</b>	146.7	36.1	146.7	-	-	4.6	-	36.4	15.3	20.3	40.3	19.4	10.3	-	-
<b>Right of Way</b>															
Inflated Right of Way			-	-	-			-	-	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	146.7	36.1	146.7	-	-	4.6	-	36.4	15.3	20.3	40.3	19.4	10.3	-	-
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (cash flow basis)	54.1	1.2	54.1	-	-				5.0	10.0	30.0	9.1			
<b>Subtotal Prop. C</b>	54.1	1.2	54.1	-	-	-	-	-	5.0	10.0	30.0	9.1	-	-	-
<b>Total Local</b>	54.1	1.2	54.1	-	-	-	-	-	5.0	10.0	30.0	9.1	-	-	-
<b>State (programming basis)</b>															
State Infrastructure Bonds (CMIA)	12.5		12.5	-	-		-	12.5							
Traffic Congestion Relief (TCRP)	61.8	0.2	61.8	-	-			10.3	10.3	10.3	10.3	10.3	10.3		
<b>Subtotal State</b>	74.3	0.2	74.3	-	-	-	-	22.8	10.3	10.3	10.3	10.3	10.3	-	-
<b>Federal (programming basis)</b>															
CMAQ	10.0		10.0	-	-	-	-	10.0	-						
<b>Subtotal Federal</b>	10.0	-	10.0	-	-	-	-	10.0	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>															
Regional Improvement Funds (RIP)	3.6	34.5	3.6	-	-	-	-	3.6	-						
Interregional Improvement Funds	4.6	0.3	4.6	-	-	4.6									
<b>Subtotal Mixed</b>	8.3	34.8	8.3	-	-	4.6	-	3.6	-	-	-	-	-	-	-
<b>Total Revenues</b>	146.7	36.1	146.7	0.0	0.0	4.6	-	36.4	15.3	20.3	40.3	19.4	10.3	-	-
<b>Total Surplus/Shortfall</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



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

Post Mile  
 42.4 / 48.3

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior to Plan	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Not yet programmed	145.5		145.5	-	-	-	-	17.1	30.0	52.6	10.3	2.8	25.1	7.7	-
Baseline Project Programmed	-	24.5	-	-	-										
<b>Subtotal Construction Costs</b>	<b>145.5</b>	<b>24.5</b>	<b>145.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.1</b>	<b>30.0</b>	<b>52.6</b>	<b>10.3</b>	<b>2.8</b>	<b>25.1</b>	<b>7.7</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>145.5</b>	<b>24.5</b>	<b>145.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.1</b>	<b>30.0</b>	<b>52.6</b>	<b>10.3</b>	<b>2.8</b>	<b>25.1</b>	<b>7.7</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (cash flow basis)	46.1	0.4	46.1	-	-	-	-	-	-	26.2	4.0	-	16.0	-	-
<b>Subtotal Prop. C</b>	<b>46.1</b>	<b>0.4</b>	<b>46.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>26.2</b>	<b>4.0</b>	<b>-</b>	<b>16.0</b>	<b>-</b>	<b>-</b>
<b>Total Local</b>	<b>46.1</b>	<b>0.4</b>	<b>46.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>26.2</b>	<b>4.0</b>	<b>-</b>	<b>16.0</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>															
State Infrastructure Bonds (CMIA)	7.2		7.2	-	-	-	-	7.2	-	-	-	-	-	-	-
Traffic Congestion Relief (TCRP)	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>7.2</b>	<b>0.1</b>	<b>7.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>															
CMAQ	80.5		80.5	-	-	-	-	1.0	30.0	26.5	6.3	-	9.1	7.7	-
RSTP	11.7		11.7	-	-	-	-	8.9	-	-	-	2.8	-	-	-
<b>Subtotal Federal</b>	<b>92.2</b>	<b>-</b>	<b>92.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>9.9</b>	<b>30.0</b>	<b>26.5</b>	<b>6.3</b>	<b>2.8</b>	<b>9.1</b>	<b>7.7</b>	<b>-</b>
<b>Mixed (programming basis)</b>															
Regional Improvement Funds (RIP)	-	24.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Funds	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>24.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>145.5</b>	<b>24.5</b>	<b>145.5</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>17.1</b>	<b>30.0</b>	<b>52.6</b>	<b>10.3</b>	<b>2.8</b>	<b>25.1</b>	<b>7.7</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. 2003 Short Range Plan priority 22.
2. Cost \$150.0 unescalated (2006\$), escalated: \$170.0
3. Currently in design phase.
4. Estimated opening FY 2015.
5. STIP PPNO 0310B, CFP 399, 77719, 77719B.

**LACMTA Financial Forecasting Model**  
**SR-14 Carpool Lanes Pearblossom to Ave P-8**  
**30/10 Initiative 100% ScenA 8/10/10**

**Post Mile**  
**54.5/60.7**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
Baseline Project Programmed	0.2	40.6	0.2	-	-	-	-	0.2	-
<b>Subtotal Construction Costs</b>	<b>0.2</b>	<b>40.6</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>-</b>
<b>Inflated Construction Costs</b>	<b>0.2</b>	<b>40.6</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>-</b>
<b>Right of Way</b>	<b>0.0</b>	<b>9.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Inflated Right of Way</b>	<b>0.0</b>	<b>9.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>0.2</b>	<b>40.6</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>-</b>
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (Cash Flow)	0.2	4.5	0.2	-	-	-	-	0.2	-
<b>Subtotal Prop. C</b>	<b>0.2</b>	<b>4.5</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>-</b>
<b>Total Local</b>	<b>0.2</b>	<b>4.5</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>-</b>
<b>Federal (programming basis)</b>									
CMAQ	-	3.7	-	-	-	-	-	-	-
RSTP	-	32.4	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>36.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>0.2</b>	<b>40.6</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.2</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**SR-57 and SR-60 Mixed Flow Interchange**  
**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**SR-60 Carpool Lanes - I-605 to Brea Canyon Rd.**

**Post Mile**  
**11.7 / 18.0**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
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		-	-	-				
Baseline Project Programmed	48.4	104.9	48.4	-	-	21.0	2.3	25.1	-
<b>Subtotal Construction Costs</b>	<b>48.4</b>	<b>104.9</b>	<b>48.4</b>	<b>-</b>	<b>-</b>	<b>21.0</b>	<b>2.3</b>	<b>25.1</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>48.4</b>	<b>104.9</b>	<b>48.4</b>	<b>-</b>	<b>-</b>	<b>21.0</b>	<b>2.3</b>	<b>25.1</b>	<b>-</b>
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (Cash Flow)	48.4	24.4	48.4	-	-	21.0	2.3	25.1	-
<b>Subtotal Prop. C</b>	<b>48.4</b>	<b>24.4</b>	<b>48.4</b>	<b>-</b>	<b>-</b>	<b>21.0</b>	<b>2.3</b>	<b>25.1</b>	<b>-</b>
<b>Federal (programming basis)</b>									
CMAQ	-	5.4	-	-	-	-	-	-	-
RSTP	-	17.9	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>23.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	35.9	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	21.3	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>57.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>48.4</b>	<b>104.9</b>	<b>48.4</b>	<b>-</b>	<b>-</b>	<b>21.0</b>	<b>2.3</b>	<b>25.1</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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.**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>															
Not yet programmed	115.0		10.8	104.2	-	1.6	-	-	-	9.2	-	-	-	-	-
Baseline Project	-		-	-	-										
<b>Subtotal Construction Costs</b>	115.0		10.8	104.2	-	1.6	-	-	-	9.2	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	115.0	100.0%	10.8	104.2	-	1.6	-	-	-	9.2	-	-	-	-	-
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (cash flow basis)	104.2	90.6%	-	104.2	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	104.2	90.6%	-	104.2	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	104.2	90.6%	-	104.2	-	-	-	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>															
Traffic Congestion Relief (TCRP)	9.2	8.0%	9.2	-	-					9.2					
<b>Subtotal State</b>	9.2	8.0%	9.2	-	-	-	-	-	-	9.2	-	-	-	-	-
<b>Federal (programming basis)</b>															
CMAQ	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	1.6	1.4%	1.6	-	-	1.6	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	-	-	-										
<b>Subtotal Mixed</b>	1.6	1.4%	1.6	-	-	1.6	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	115.0	100.0%	10.8	104.2	-	1.6	-	-	-	9.2	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**

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

**30/10 Initiative 100% ScenA 8/10/10**

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

**NOTES:**

1. Total cost unescalated (2005\$) \$58.53, escalated \$115.0
2. Part of 2003 Short Range Plan priority 24.
3. One carpool lane and one mixed flow lane in each direction.
4. Call for Projects 8349 (\$1.6 RIP); STIP PPNO 2741, EA 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

30/10 Initiative 100% ScenA 8/10/10

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

**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)**

Post Mile  
 1.2/1.8

to halfway between Culver Blvd and Mindanao Way  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan TOTAL	Prior to FY10	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011
<b>PROJECT COSTS</b>							
Not yet programmed	-		-	-	-		
Baseline Project Programmed	1.2		1.2	-	-	1.2	-
<b>Subtotal Construction Costs</b>	1.2	-	1.2	-	-	1.2	-
<b>TOTAL COSTS INFLATED</b>	1.2	-	1.2	-	-	1.2	-
<b>PROJECT REVENUES</b>							
<b>Local</b>							
Proposition C 25% (cash flow basis)	1.2	18.8	1.2	-	-	1.2	
<b>Subtotal Prop. C</b>	1.2	18.8	1.2	-	-	1.2	-
<b>Other Local</b>							
<b>Total Local</b>	1.2	18.8	1.2	-	-	1.2	-
<b>State (programming basis)</b>							
Traffic Congestion Relief (TCRP)	-		-	-	-		
<b>Subtotal State</b>	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>							
CMAQ	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>							
Regional Improvement Funds (RIP)	-		-	-	-	-	-
Interregional Improvement Funds	-		-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1.2	18.8	1.2	-	-	1.2	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	18.8	-	-	-	-	-

**NOTES:**

1. Grandfathered STIP Project PPNO# 2012A & 3339.
2. Total project cost is: \$20.0
3. Two segments- Extension of SR-90 West of Culver Blvd and SR-90-Centinelita Ave Interchange.
4. 2012A: Extension of SR-90 west of Culver Blvd.
5. RSTI project 3339GF: SR-90-Centinelita Ave Interchange.
6. RSTI project 2012GF: SR-90 west beyond Culver.
7. See also RSTI SR-1 page for related improvements.
8. Both segments opened for traffic in 2007.

## LACMTA Financial Forecasting Model

US-101 S.B. from L.A. St. to Center St. - Improve

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
Baseline Project Programmed	12.3	28.6	12.3	-	-	-	-	12.3	-
<b>Subtotal Construction Costs</b>	12.3	28.6	12.3	-	-	-	-	12.3	-
<b>TOTAL COSTS INFLATED</b>	12.3	28.6	12.3	-	-	-	-	12.3	-
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (cash flow basis)	12.3	25.8	12.3	-	-	-	-	12.3	-
<b>Subtotal Prop. C</b>	12.3	25.8	12.3	-	-	-	-	12.3	-
<b>Total Local</b>	12.3	25.8	12.3	-	-	-	-	12.3	-
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	2.8	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	2.8	-	-	-	-	-	-	-
<b>Total Revenues</b>	12.3	28.6	12.3	-	-	-	-	12.3	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**US-101 Van Nuys Blvd. Off Ramps**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014
<b>PROJECT COSTS</b>											
Not yet programmed	-			-	-	-	-	-	-	-	-
Baseline Project Programmed	9.7	-	3.5	9.7	-	-	0.2	-	-	9.5	-
<b>Subtotal Construction Costs</b>	9.7	-	3.5	9.7	-	-	0.2	-	-	9.5	-
<b>TOTAL COSTS INFLATED</b>	9.7	100.0%		9.7	-	-	0.2	-	-	9.5	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	0.2	1.7%		0.2	-	-	0.2	-	-	-	-
<b>Total Local</b>	0.2	1.7%		0.2	-	-	0.2	-	-	-	-
<b>State (programming basis)</b>											
State Infrastructure Bonds	-	0.0%		-	-	-	-	-	-	-	-
Traffic Congestion Relief Program	-	0.0%		-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%		-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
Other Federal Funds	-	0.0%	1.0	-	-	-	-	-	-	-	-
CMAQ	-	0.0%		-	-	-	-	-	-	-	-
RSTP	-			-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	1.0	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	0.0%		-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	9.5	98.3%	2.5	9.5	-	-	-	-	-	9.5	-
<b>Subtotal Mixed</b>	9.5	98.3%	2.5	9.5	-	-	-	-	-	9.5	-
<b>Total Revenues</b>	9.7	100.0%	3.5	9.7	-	-	0.2	-	-	9.5	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-		-	-	-	-	-	-	-	-

**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**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>										
Plans, Specs and Estimates (PS&E)	0.0	-		0.0	0.0					
Not yet programmed	-			-	-	-	-	-	-	-
Baseline Project Programmed	2.7	-	40.6	2.7	-	-	0.6	0.6	1.5	-
<b>Subtotal Construction Costs</b>	<b>2.7</b>	<b>-</b>	<b>40.6</b>	<b>2.7</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.6</b>	<b>1.5</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>2.7</b>	<b>100.0%</b>		<b>2.7</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.6</b>	<b>1.5</b>	<b>-</b>
<b>PROJECT REVENUES</b>										
<b>Local</b>										
Proposition C 25% (cash flow basis)	2.7	100.0%	1.1	2.7	-	-	0.6	0.6	1.5	-
<b>Total Local</b>	<b>2.7</b>	<b>100.0%</b>	<b>1.1</b>	<b>2.7</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.6</b>	<b>1.5</b>	<b>-</b>
<b>State (programming basis)</b>										
State Bonds	-	0.0%		-	-	-	-	-	-	-
Traffic Congestion Relief Program	-	0.0%		-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>										
Other Federal Funds	-	0.0%		-	-	-	-	-	-	-
CMAQ	-	0.0%		-	-	-	-	-	-	-
RSTP	-	0.0%		-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>										
Regional Improvement Prog Funds (RIP)	-	0.0%	16.7	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	22.8	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>0.0%</b>	<b>39.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>2.7</b>	<b>100.0%</b>	<b>40.6</b>	<b>2.7</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>0.6</b>	<b>1.5</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	%	Years	Years	Years	2009	2010	2011
	TOTAL		'10-'19	'20-'29	'30-'40	2010	2011	2012
<b>PROJECT COSTS</b>								
Not yet programmed	-		-	-	-	-	-	-
Baseline Project Programmed	0.2		0.2	-	-	0.1	0.1	-
<b>Subtotal Construction Costs</b>	<b>0.2</b>		<b>0.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>0.2</b>	<b>100.0%</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>-</b>
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (cash flow basis)	0.2	100.0%	0.2	-	-	0.1	0.1	-
<b>Total Local</b>	<b>0.2</b>	<b>100.0%</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>-</b>
<b>State (programming basis)</b>								
Traffic Congestion Relief (TCRP)	-	0.0%	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>								
Other Federal Funds (earmarks)	-	0.0%	-	-	-	-	-	-
CMAQ	-	0.0%	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>								
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>0.2</b>	<b>100.0%</b>	<b>0.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012
<b>PROJECT COSTS</b>								
Not yet programmed	-		-	-	-	-	-	-
Baseline project programmed	6.5	43.5	6.5	-	-	-	6.5	-
<b>Subtotal Construction Costs</b>	6.5	43.5	6.5	-	-	-	6.5	-
<b>TOTAL COSTS INFLATED</b>	6.5	43.5	6.5	-	-	-	6.5	-
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (Cash Flow)	6.5	28.5	6.5	-	-	-	6.5	-
<b>Subtotal Prop. C</b>	6.5	28.5	6.5	-	-	-	6.5	-
<b>Total Local</b>	6.5	28.5	6.5	-	-	-	6.5	-
<b>Federal (programming basis)</b>								
CMAQ	-	0.2	-	-	-	-	-	-
RSTP	-	8.6	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	8.8	-	-	-	-	-	-
<b>Mixed (programming basis)</b>								
Regional Improvement Prog Funds (RIP)	-	6.2	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	6.2	-	-	-	-	-	-
<b>Total Revenues</b>	6.5	43.5	6.5	-	-	-	6.5	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-

**NOTES:**

1. Outstanding balance from CFP 2196LK, 2196B, and 6139.
2. STIP PPNO 0824B, EA 1198U, Lennox Blvd to SR-90.
3. Construction began Jan 2003, completed May 2006.
4. Total cost including prior years is: \$50.0
5. Includes \$4.2 cost increase approved by Board in March 2006.
6. Includes \$9.7 cost increase approved by Board in Dec 2006.

**LACMTA Financial Forecasting Model**

Post Mile

**I-405 Carpool Lanes - SR-90 to I-10, NB & SB**

25.9/29.5

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014
<b>PROJECT COSTS</b>										
Baseline project programmed	33.2	159.3	33.2	-	-	0.1	23.1	10.0	-	-
<b>Subtotal Construction Costs</b>	<b>33.2</b>	<b>159.3</b>	<b>33.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>23.1</b>	<b>10.0</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>33.2</b>	<b>159.3</b>	<b>33.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>23.1</b>	<b>10.0</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>										
<b>Local</b>										
Proposition C 25% (Cash Flow)	10.2	2.3	10.2	-	-	0.05	0.1	10.0	-	-
<b>Subtotal Prop. C</b>	<b>10.2</b>	<b>2.3</b>	<b>10.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>10.0</b>	<b>-</b>	<b>-</b>
<b>Total Local</b>	<b>10.2</b>	<b>2.3</b>	<b>10.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>10.0</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>										
CMAQ	4.0	14.8	4.0	-	-	-	4.0	-	-	-
RSTP	-	12.5	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>4.0</b>	<b>27.3</b>	<b>4.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>										
Regional Improvement Prog Funds (RIP)	19.0	129.7	19.0	-	-	-	19.0	-	-	-
<b>Subtotal Mixed</b>	<b>19.0</b>	<b>129.7</b>	<b>19.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>19.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>33.2</b>	<b>159.3</b>	<b>33.2</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>23.1</b>	<b>10.0</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. 2003 Short Range Plan priority 4.
2. Escalated project cost including prior years: \$192.5
3. Outstanding balance from Call for Projects 2206LK, 4270, 6140, 6141.
4. STIP PPNOs 0837A, EA 1178A0; and 0837C, EA 1178C0.
5. Construction began Oct 2004.
6. Opened November 2009.

**LACMTA Financial Forecasting Model**

Post Mile

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

29.2/32.1

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015
<b>PROJECT COSTS</b>											
Not yet programmed	-		-	-	-	-	-	-	-	-	-
Baseline Project	6.2	43.8	6.2	-	-	0.5	-	-	-	5.7	-
<b>Subtotal Construction Costs</b>	6.2	43.8	6.2	-	-	0.5	-	-	-	5.7	-
<b>TOTAL COSTS INFLATED</b>	6.2	43.8	6.2	-	-	0.5	-	-	-	5.7	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	0.5	9.1	0.5	-	-	0.5	-	-	-	-	-
<b>Subtotal Prop. C</b>	0.5	9.1	0.5	-	-	0.5	-	-	-	-	-
<b>Other Local</b>											
<b>State (programming basis)</b>											
GARVEE Bond Proceeds	-	21.6	-	-	-						
Traffic Congestion Relief (TCRP)	5.7		5.7	-	-					5.7	
<b>Subtotal State</b>	5.7	21.6	5.7	-	-	-	-	-	-	5.7	-
<b>Federal (programming basis)</b>											
CMAQ	-		-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	13.1	-	-	-						
<b>Subtotal Mixed</b>	-	13.1	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	6.2	43.8	6.2	-	-	0.5	-	-	-	5.7	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. 2003 Short Range Plan priority 3.
2. Total project cost including prior years is: \$50.0
3. Call for Projects 8354.
4. STIP PPNO 2333, EA 195900, GARVEE project.
5. TCRP #52.
6. Construction began April 2005, to be completed Fall 2008.
7. TCRP LONP of \$9.648 allocated by CTC 7/09.
8. Open 2009.



**LACMTA Financial Forecasting Model**  
**I-405 Carpool Lanes - I-10 to US-101**  
**over Sepulveda Pass, NB**  
**30/10 Initiative 100% ScenA 8/10/10**

Post Mile  
32.5/39.4

(\$ in millions)	Plan Total	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>																
Baseline project programmed	970.2	-	63.8	970.2	-	-	163.2	427.1	252.0	95.9	8.0	8.0	8.0	8.0	-	-
<b>Subtotal Construction Costs</b>	<b>970.2</b>	<b>-</b>	<b>63.8</b>	<b>970.2</b>	<b>-</b>	<b>-</b>	<b>163.2</b>	<b>427.1</b>	<b>252.0</b>	<b>95.9</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>970.2</b>	<b>100.0%</b>	<b>63.8</b>	<b>970.2</b>	<b>-</b>	<b>-</b>	<b>163.2</b>	<b>427.1</b>	<b>252.0</b>	<b>95.9</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25% (Cash Flow) (FIS 405523)	11.0	1.1%	2.0	11.0	-	-	-	5.0	3.0	3.0	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>11.0</b>	<b>1.1%</b>	<b>2.0</b>	<b>11.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>3.0</b>	<b>3.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
<b>Total Local</b>	<b>11.0</b>	<b>1.1%</b>	<b>2.0</b>	<b>11.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>3.0</b>	<b>3.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>																
State Infrastructure Bonds (CMIA)	594.0	61.2%	20.0	594.0	-	-	24.3	284.0	222.0	63.7	-	-	-	-	-	-
Traffic Congestion Relief Prog Alloc (TCRP)	56.0	5.8%	34.0	56.0	-	-	8.0	-	8.0	8.0	8.0	8.0	8.0	-	-	
<b>Subtotal State</b>	<b>650.0</b>	<b>67.0%</b>	<b>54.0</b>	<b>650.0</b>	<b>-</b>	<b>-</b>	<b>32.3</b>	<b>284.0</b>	<b>230.0</b>	<b>71.7</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																
ARRA	100.0	10.3%	-	100.0	-	-	-	100.0	-	-	-	-	-	-	-	-
Other Federal Funds-Earmarks (cash flow)	109.2	11.3%	7.8	109.2	-	-	41.0	31.0	16.0	21.2	-	-	-	-	-	
RSTP	10.1	1.0%	-	10.1	-	-	-	7.1	3.0	-	-	-	-	-	-	
<b>Subtotal Federal</b>	<b>219.3</b>	<b>22.6%</b>	<b>7.8</b>	<b>219.3</b>	<b>-</b>	<b>-</b>	<b>41.0</b>	<b>138.1</b>	<b>19.0</b>	<b>21.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Mixed (programming basis)</b>																
Caltrans ARRA Funds	89.9	9.3%	-	89.9	-	-	89.9	-	-	-	-	-	-	-	-	
<b>Subtotal Mixed</b>	<b>89.9</b>	<b>9.3%</b>	<b>-</b>	<b>89.9</b>	<b>-</b>	<b>-</b>	<b>89.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>970.2</b>	<b>100.0%</b>	<b>63.8</b>	<b>970.2</b>	<b>-</b>	<b>-</b>	<b>163.2</b>	<b>427.1</b>	<b>252.0</b>	<b>95.9</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**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 2013; 10 miles.

**LACMTA Financial Forecasting Model**  
**I-605 Corridor "Hot Spot" Interchanges**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed Baseline Project	812.8	165.0	324.3	323.5	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	22.0
<b>Subtotal Construction Costs</b>	812.8	165.0	324.3	323.5	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	22.0
<b>Subtotal Costs</b>	812.8	165.0	324.3	323.5	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	22.0
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Other Local Measure R (FIS 460314) (\$812.8)	812.8	165.0	324.3	323.5	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	22.0
<b>Total Local</b>	812.8	165.0	324.3	323.5	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	22.0
<b>Federal (programming basis)</b>														
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	812.8	165.0	324.3	323.5	0.1	10.6	6.4	14.0	20.9	21.0	21.0	22.0	27.0	22.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Project Cost</b>	<b>2,388.0</b>	<b>1,050.0</b>	<b>1,338.0</b>	-	-	50.0	50.0	50.0	50.0	50.0	200.0	200.0	200.0	200.0
<b>Highway Strategy Revenues</b>	-													
<b>State</b>														
SHOPP (Additional)	26.0	-	26.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	26.0	-	26.0	-	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>														
Federal Formula Funds (Additional)	498.0	200.0	298.0	-	-	-	-	-	-	50.0	50.0	50.0	50.0	50.0
Federal HPP/PNS Earmarks	600.0	200.0	400.0	-	-	-	-	-	-	50.0	50.0	50.0	50.0	50.0
Metropolitan Mobility and Access Program	742.0	450.0	292.0	-	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Freight Program	522.0	200.0	322.0	-	-	-	-	-	-	50.0	50.0	50.0	50.0	50.0
<b>Subtotal Federal Revenues</b>	<b>2,362.0</b>	<b>1,050.0</b>	<b>1,312.0</b>	-	-	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>Total Highway Strategy Revenues</b>	<b>2,388.0</b>	<b>1,050.0</b>	<b>1,338.0</b>	-	-	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>GRAND TOTAL</b>	<b>3,200.8</b>	<b>1,215.0</b>	<b>1,662.3</b>	<b>323.5</b>	<b>0.1</b>	<b>60.6</b>	<b>56.4</b>	<b>64.0</b>	<b>70.9</b>	<b>71.0</b>	<b>221.0</b>	<b>222.0</b>	<b>227.0</b>	<b>222.0</b>

**Notes:**

- \$590 M from Measure R plus escalation.
- FIS 460314.

812.8

**LACMTA Financial Forecasting Model**  
**I-605 Corridor "Hot Spot" Interchanges**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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	2030 2031	2031 2032
<b>PROJECT COSTS</b>														
Not yet programmed Baseline Project	812.8	-	-	-	-	-	-	40.9	19.9	128.2	135.4	142.6	149.5	31.4
<b>Subtotal Construction Costs</b>	<b>812.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40.9</b>	<b>19.9</b>	<b>128.2</b>	<b>135.4</b>	<b>142.6</b>	<b>149.5</b>	<b>31.4</b>
<b>Subtotal Costs</b>	<b>812.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40.9</b>	<b>19.9</b>	<b>128.2</b>	<b>135.4</b>	<b>142.6</b>	<b>149.5</b>	<b>31.4</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Other Local Measure R (FIS 460314) (\$812.8)	812.8	-	-	-	-	-	-	40.9	19.9	128.2	135.4	142.6	149.5	31.4
<b>Total Local</b>	<b>812.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40.9</b>	<b>19.9</b>	<b>128.2</b>	<b>135.4</b>	<b>142.6</b>	<b>149.5</b>	<b>31.4</b>
<b>Federal (programming basis)</b>														
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>812.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>40.9</b>	<b>19.9</b>	<b>128.2</b>	<b>135.4</b>	<b>142.6</b>	<b>149.5</b>	<b>31.4</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>2,388.0</b>	<b>208.0</b>	<b>209.0</b>	<b>161.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>														
SHOPP (Additional)	26.0	8.0	9.0	9.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>26.0</b>	<b>8.0</b>	<b>9.0</b>	<b>9.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
Federal Formula Funds (Additional)	498.0	50.0	50.0	33.0	33.0	33.0	33.0	33.0	33.0	-	-	-	-	-
Federal HPP/PNS Earmarks	600.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	-	-	-	-	-
Metropolitan Mobility and Access Program	742.0	50.0	50.0	32.0	32.0	32.0	32.0	32.0	32.0	-	-	-	-	-
Freight Program	522.0	50.0	50.0	37.0	37.0	37.0	37.0	37.0	37.0	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>2,362.0</b>	<b>200.0</b>	<b>200.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>2,388.0</b>	<b>208.0</b>	<b>209.0</b>	<b>161.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>3,200.8</b>	<b>208.0</b>	<b>209.0</b>	<b>161.0</b>	<b>152.0</b>	<b>152.0</b>	<b>152.0</b>	<b>192.9</b>	<b>171.9</b>	<b>128.2</b>	<b>135.4</b>	<b>142.6</b>	<b>149.5</b>	<b>31.4</b>

**Notes:**

- \$590 M from Measure R plus escalation.
- FIS 460314.

812.8

**LACMTA Financial Forecasting Model**  
**I-710 Improvement PCH to Downtown Long Beach**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
Not yet programmed	-		-	-	-	-	-	-	-
Baseline project programmed	0.4	6.6	0.4	-	-	-	-	0.4	-
<b>Subtotal Construction Costs</b>	0.4	6.6	0.4	-	-	-	-	0.4	-
<b>TOTAL COSTS INFLATED</b>	0.4	6.6	0.4	-	-	-	-	0.4	-
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (cash flow basis)	0.4	1.2	0.4	-	-	-	-	0.4	-
<b>Subtotal Prop. C</b>	0.4	1.2	0.4	-	-	-	-	0.4	-
<b>Total Local</b>	0.4	1.2	0.4	-	-	-	-	0.4	-
<b>Federal (programming basis)</b>									
CMAQ	-		-	-	-	-	-	-	-
RSTP	-	5.4	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	5.4	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-		-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-		-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-		-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	0.4	6.6	0.4	-	-	-	-	0.4	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-

**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**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior to Plan	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>																
Not yet programmed	683.6			15.0	108.4	560.3			15.0	-	-	-	-	-	-	-
Baseline Project Programmed	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>683.6</b>	<b>-</b>		<b>15.0</b>	<b>108.4</b>	<b>560.3</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Inflated Construction Costs</b>	<b>683.6</b>	<b>100.0%</b>		<b>15.0</b>	<b>108.4</b>	<b>560.3</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Right of Way</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Inflated Right of Way</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Costs</b>	<b>683.6</b>	<b>100.0%</b>		<b>15.0</b>	<b>108.4</b>	<b>560.3</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25% (cash flow basis)	103.8	15.2%		-	-	103.8	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>103.8</b>	<b>15.2%</b>		<b>-</b>	<b>-</b>	<b>103.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Measure R Sales Tax (FIS 405520)	466.3	68.2%		15.0	108.4	342.9	-	-	15.0	-	-	-	-	-	-	-
Local Agency Funds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>570.1</b>	<b>83.4%</b>		<b>15.0</b>	<b>108.4</b>	<b>446.8</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																
CMAQ	113.5	16.6%		-	-	113.5	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>113.5</b>	<b>16.6%</b>		<b>-</b>	<b>-</b>	<b>113.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>																
Regional Improvement Prog Funds (RIP)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>683.6</b>	<b>100.0%</b>		<b>15.0</b>	<b>108.4</b>	<b>560.3</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,580.0</b>			<b>3,274.0</b>	<b>2,306.0</b>	<b>-</b>	<b>-</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>522.0</b>	<b>532.0</b>	<b>522.0</b>
<b>Highway Strategy Revenues</b>																
<b>Local</b>																
Tolls/PPP	2,400.0			1,200.0	1,200.0	-	-	-	-	-	-	-	300.0	300.0	300.0	300.0
Container Fees	360.0			240.0	120.0	-	-	-	-	-	-	-	60.0	60.0	60.0	60.0
<b>Subtotal Local Revenues</b>	<b>2,760.0</b>			<b>1,440.0</b>	<b>1,320.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>360.0</b>	<b>360.0</b>	<b>360.0</b>	<b>360.0</b>
<b>Federal</b>																
Cap and Trade	190.0			130.0	60.0	-	-	-	-	-	-	-	30.0	40.0	30.0	30.0
Federal Formula Funds (Additional)	360.0			120.0	240.0	-	-	-	-	-	-	-	30.0	30.0	30.0	30.0
Federal HPP/PNS Earmarks	645.0			475.0	170.0	-	75.0	75.0	75.0	75.0	75.0	75.0	25.0	25.0	25.0	25.0
Metro Area	550.0			550.0	-	-	110.0	110.0	110.0	110.0	110.0	110.0	-	-	-	-
Freight Program	1,075.0			559.0	516.0	-	50.0	50.0	50.0	50.0	50.0	50.0	77.0	77.0	77.0	78.0
<b>Subtotal Federal Revenues</b>	<b>2,820.0</b>			<b>1,834.0</b>	<b>986.0</b>	<b>-</b>	<b>-</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>162.0</b>	<b>172.0</b>	<b>162.0</b>	<b>163.0</b>
<b>Total Highway Strategy Revenues</b>	<b>5,580.0</b>			<b>3,274.0</b>	<b>2,306.0</b>	<b>-</b>	<b>-</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>522.0</b>	<b>532.0</b>	<b>522.0</b>	<b>523.0</b>
<b>GRAND TOTAL</b>	<b>6,263.6</b>			<b>3,289.0</b>	<b>2,414.4</b>	<b>560.3</b>	<b>-</b>	<b>235.0</b>	<b>250.0</b>	<b>235.0</b>	<b>235.0</b>	<b>235.0</b>	<b>522.0</b>	<b>532.0</b>	<b>522.0</b>	<b>523.0</b>

**LACMTA Financial Forecasting Model**

**I-710 South**

*30/10 initiative 100% ScenA 8/10/10*

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>PROJECT COSTS</b>											
Not yet programmed	683.6	-	-	-	-	-	-	7.0	101.4	-	-
Baseline Project Programmed	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.0</b>	<b>101.4</b>	<b>-</b>	<b>-</b>
<b>Inflated Construction Costs</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.0</b>	<b>101.4</b>	<b>-</b>	<b>-</b>
<b>Right of Way</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Inflated Right of Way</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Costs</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.0</b>	<b>101.4</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	103.8	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>103.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>											
Measure R Sales Tax (FIS 405520)	466.3	-	-	-	-	-	-	7.0	101.4	-	-
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>570.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.0</b>	<b>101.4</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>											
CMAQ	113.5	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>113.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.0</b>	<b>101.4</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/Shortfall</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,580.0</b>	<b>523.0</b>	<b>523.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>-</b>
<b>Highway Strategy Revenues</b>											
<b>Local</b>											
Tolls/PPP	2,400.0	300.0	300.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-
Container Fees	360.0	60.0	60.0	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>2,760.0</b>	<b>360.0</b>	<b>360.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>-</b>
<b>Federal</b>											
Cap and Trade	190.0	30.0	30.0	-	-	-	-	-	-	-	-
Federal Formula Funds (Additional)	360.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	30.0	-
Federal HPP/PNS Earmarks	645.0	25.0	25.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	-
Metro Area	550.0	-	-	-	-	-	-	-	-	-	-
Freight Program	1,075.0	78.0	78.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	-
<b>Subtotal Federal Revenues</b>	<b>2,820.0</b>	<b>163.0</b>	<b>163.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>5,580.0</b>	<b>523.0</b>	<b>523.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>6,263.6</b>	<b>523.0</b>	<b>523.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>217.0</b>	<b>311.4</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**I-710 South**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Not yet programmed	683.6	-	-	124.7	170.0	210.9	54.7	-	-	-	-	-
Baseline Project Programmed	-											
<b>Subtotal Construction Costs</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>124.7</b>	<b>170.0</b>	<b>210.9</b>	<b>54.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Inflated Construction Costs</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>124.7</b>	<b>170.0</b>	<b>210.9</b>	<b>54.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Right of Way</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Inflated Right of Way</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Costs</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>124.7</b>	<b>170.0</b>	<b>210.9</b>	<b>54.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	103.8	-	-	27.2	26.5	25.5	24.6	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>103.8</b>	<b>-</b>	<b>-</b>	<b>27.2</b>	<b>26.5</b>	<b>25.5</b>	<b>24.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Measure R Sales Tax (FIS 405520)	466.3			70.1	115.4	156.7	0.8					
Local Agency Funds	-											
<b>Total Local</b>	<b>570.1</b>	<b>-</b>	<b>-</b>	<b>97.3</b>	<b>141.9</b>	<b>182.2</b>	<b>25.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
CMAQ	113.5	-	-	27.4	28.1	28.8	29.3	-	-	-	-	-
<b>Subtotal Federal</b>	<b>113.5</b>	<b>-</b>	<b>-</b>	<b>27.4</b>	<b>28.1</b>	<b>28.8</b>	<b>29.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>683.6</b>	<b>-</b>	<b>-</b>	<b>124.7</b>	<b>170.0</b>	<b>210.9</b>	<b>54.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,580.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Revenues</b>												
<b>Local</b>												
Tolls/PPP	2,400.0											
Container Fees	360.0											
<b>Subtotal Local Revenues</b>	<b>2,760.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
Cap and Trade	190.0											
Federal Formula Funds (Additional)	360.0											
Federal HPP/PNS Earmarks	645.0											
Metro Area	550.0											
Freight Program	1,075.0											
<b>Subtotal Federal Revenues</b>	<b>2,820.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>5,580.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>6,263.6</b>	<b>-</b>	<b>-</b>	<b>124.7</b>	<b>170.0</b>	<b>210.9</b>	<b>54.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**I-710 Early Action Projects in Long Beach**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed Baseline Project	127.0	87.0	40.0	-	2.0	9.2	25.8	26.0	24.0	-	-	-	-	-
<b>Subtotal Construction Costs</b>	127.0	87.0	40.0	-	2.0	9.2	25.8	26.0	24.0	-	-	-	-	-
<b>Subtotal Costs</b>	127.0	87.0	40.0	-	2.0	9.2	25.8	26.0	24.0	-	-	-	-	-
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>														
Measure R Sales Tax (\$127) (460316)	127.0	87.0	40.0	-	2.0	9.2	25.8	26.0	24.0	-	-	-	-	-
<b>Total Local</b>	127.0	87.0	40.0	-	2.0	9.2	25.8	26.0	24.0	-	-	-	-	-
<b>TOTAL REVENUES</b>	127.0	87.0	40.0	-	2.0	9.2	25.8	26.0	24.0	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Project Cost</b>	<b>560.0</b>	<b>560.0</b>	<b>-</b>	<b>-</b>	<b>32.2</b>	<b>19.6</b>	<b>29.0</b>	<b>38.4</b>	<b>37.8</b>	<b>92.0</b>	<b>127.9</b>	<b>111.2</b>	<b>69.2</b>	<b>2.7</b>
<b>Highway Strategy Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
Federal HPP/PNS Earmarks	560.0	560.0	-	-	32.2	19.6	29.0	38.4	37.8	92.0	127.9	111.2	69.2	2.7
<b>Subtotal Federal Revenues</b>	<b>560.0</b>	<b>560.0</b>	<b>-</b>	<b>-</b>	<b>32.2</b>	<b>19.6</b>	<b>29.0</b>	<b>38.4</b>	<b>37.8</b>	<b>92.0</b>	<b>127.9</b>	<b>111.2</b>	<b>69.2</b>	<b>2.7</b>
<b>Total Highway Strategy Revenues</b>	<b>560.0</b>	<b>560.0</b>	<b>-</b>	<b>-</b>	<b>32.2</b>	<b>19.6</b>	<b>29.0</b>	<b>38.4</b>	<b>37.8</b>	<b>92.0</b>	<b>127.9</b>	<b>111.2</b>	<b>69.2</b>	<b>2.7</b>
<b>GRAND TOTAL</b>	<b>687.0</b>	<b>647.0</b>	<b>40.0</b>	<b>-</b>	<b>34.2</b>	<b>28.8</b>	<b>54.8</b>	<b>64.4</b>	<b>61.8</b>	<b>92.0</b>	<b>127.9</b>	<b>111.2</b>	<b>69.2</b>	<b>2.7</b>

**NOTES:**

1. FIS 460316.



**LACMTA Financial Forecasting Model**  
**I-710 Early Action Projects in Long Beach**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Not yet programmed Baseline Project	127.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	127.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-
<b>Subtotal Costs</b>	127.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Measure R Sales Tax (\$127) (460316)	127.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-
<b>Total Local</b>	127.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	127.0	10.0	10.0	10.0	10.0	-	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Project Cost</b>	<b>560.0</b>	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>	-										
<b>Federal</b>											
Federal HPP/PNS Earmarks	560.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>560.0</b>	-	-	-	-	-	-	-	-	-	-
<b>Total Highway Strategy Revenues</b>	<b>560.0</b>	-	-	-	-	-	-	-	-	-	-
<b>GRAND TOTAL</b>	<b>687.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	-	-	-	-	-	-

**NOTES:**

1. FIS 460316.

LACMTA Financial Forecasting Model

SR-710 North Extension (tunnel)

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Plan Total	%	Prior to FY10	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2011 2012	2013 2014	2015 2016	2017 2018	2018 2019				
<b>PROJECT COSTS</b>																
Not yet programmed	1,076.1			63.6	-	1,012.6	0.1	3.1	12.4	13.0	33.0	2.0	-	-	-	-
Baseline project programmed	-			-	-	-										
<b>Subtotal Costs</b>	<b>1,076.1</b>	<b>100.0%</b>		<b>63.6</b>	<b>-</b>	<b>1,012.6</b>	<b>0.1</b>	<b>3.1</b>	<b>12.4</b>	<b>13.0</b>	<b>33.0</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Other Local</b>																
Measure R (FIS 460315) \$875.3	875.3	81.3%		63.6	-	811.7	0.1	3.1	12.4	13.0	33.0	2.0	-	-	-	-
<b>Total Local</b>	<b>875.3</b>	<b>81.3%</b>		<b>63.6</b>	<b>-</b>	<b>811.7</b>	<b>0.1</b>	<b>3.1</b>	<b>12.4</b>	<b>13.0</b>	<b>33.0</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																
CMAQ	119.3	11.1%		-	-	119.3										
<b>Subtotal Federal</b>	<b>119.3</b>	<b>11.1%</b>	<b>2.4</b>	<b>-</b>	<b>-</b>	<b>119.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>																
Regional Improvement Funds (RIP)	81.6	7.6%	8.8	-	-	81.6										
Interregional Improvement Funds	-	0.0%	15.9	-	-	-										
<b>Subtotal Mixed</b>	<b>81.6</b>	<b>7.6%</b>	<b>24.7</b>	<b>-</b>	<b>-</b>	<b>81.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,076.1</b>	<b>100.0%</b>		<b>63.6</b>	<b>-</b>	<b>1,012.6</b>	<b>0.1</b>	<b>3.1</b>	<b>12.4</b>	<b>13.0</b>	<b>33.0</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>4,559.9</b>			<b>76.0</b>	<b>4,483.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>17.0</b>	<b>16.0</b>	<b>14.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Revenues</b>	<b>-</b>															
<b>Local</b>																
Tolls/PPP	2,818.0	61.8%		-	2,818.0	-										
<b>Subtotal Local Revenues</b>	<b>2,818.0</b>			<b>-</b>	<b>2,818.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																
State Programs	180.0	3.9%		-	180.0	-										
<b>Subtotal State Revenues</b>	<b>180.0</b>			<b>-</b>	<b>180.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																
Federal Formula Funds (Additional)	1,301.9	28.6%		-	1,301.9	-										
Federal HPP/PNS Earmarks	186.0	4.1%		2.0	184.0	-						2.0				
Metropolitan Mobility and Access	74.0	1.6%		74.0	-	-		9.0	17.0	16.0	14.0	18.0				
<b>Subtotal Federal Revenues</b>	<b>1,561.9</b>			<b>76.0</b>	<b>1,485.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>17.0</b>	<b>16.0</b>	<b>14.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>4,559.9</b>	<b>100.0%</b>		<b>76.0</b>	<b>4,483.9</b>	<b>-</b>	<b>-</b>	<b>9.0</b>	<b>17.0</b>	<b>16.0</b>	<b>14.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>5,636.0</b>			<b>139.6</b>	<b>4,483.9</b>	<b>1,012.6</b>	<b>0.1</b>	<b>12.1</b>	<b>29.4</b>	<b>29.0</b>	<b>47.0</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

- \$3.803 STIP PPNO 219M=right-of-way for new 6-lane fwy.
- \$3.9 PPNO 219N=repair, preserve historic bldgs, ROW.
- \$15.352 STIP PPNO 2215=community involvement.
- SAFETEA-LU High Priority Project #2193 study:\$2.4 M.

**LACMTA Financial Forecasting Model**

**SR-710 North Extension (tunnel)**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>PROJECT COSTS</b>											
Not yet programmed	1,076.1	-	-	-	-	-	-	-	-	-	-
Baseline project programmed	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>1,076.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Other Local</b>											
Measure R (FIS 460315) \$875.3	875.3	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>875.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>											
CMAQ	119.3	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>119.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Funds (RIP)	81.6	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>81.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,076.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>4,559.9</b>	<b>-</b>	<b>-</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>666.0</b>	<b>666.0</b>	<b>242.0</b>	<b>241.9</b>
<b>Highway Strategy Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Local</b>											
Tolls/PPP	2,818.0	-	-	446.0	446.0	446.0	446.0	446.0	446.0	71.0	71.0
<b>Subtotal Local Revenues</b>	<b>2,818.0</b>	<b>-</b>	<b>-</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>446.0</b>	<b>71.0</b>	<b>71.0</b>
<b>State</b>											
State Programs	180.0	-	-	30.0	30.0	30.0	30.0	30.0	30.0	-	-
<b>Subtotal State Revenues</b>	<b>180.0</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>30.0</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
Federal Formula Funds (Additional)	1,301.9	-	-	160.0	160.0	160.0	160.0	160.0	160.0	171.0	170.9
Federal HPP/PNS Earmarks	186.0	-	-	31.0	31.0	31.0	31.0	30.0	30.0	-	-
Metropolitan Mobility and Access	74.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>1,561.9</b>	<b>-</b>	<b>-</b>	<b>191.0</b>	<b>191.0</b>	<b>191.0</b>	<b>191.0</b>	<b>190.0</b>	<b>190.0</b>	<b>171.0</b>	<b>170.9</b>
<b>Total Highway Strategy Revenues</b>	<b>4,559.9</b>	<b>-</b>	<b>-</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>666.0</b>	<b>666.0</b>	<b>242.0</b>	<b>241.9</b>
<b>GRAND TOTAL</b>	<b>5,636.0</b>	<b>-</b>	<b>-</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>667.0</b>	<b>666.0</b>	<b>666.0</b>	<b>242.0</b>	<b>241.9</b>

**NOTES:**

1. \$3.803 STIP PPNO 219M=right-of-way for new 6-lane fwy.
2. \$3.9 PPNO 219N=repair, preserve historic bldgs, ROW.
3. \$15.352 STIP PPNO 2215=community involvement.
4. SAFETEA-LU High Priority Project #2193 study:\$2.4 M.

**LACMTA Financial Forecasting Model**

**SR-710 North Extension (tunnel)**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Not yet programmed	1,076.1	-	28.7	30.0	40.0	50.7	258.8	235.4	241.1	91.8	14.1	22.0
Baseline project programmed	-											
<b>Subtotal Costs</b>	<b>1,076.1</b>	<b>-</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>
<b>PROJECT REVENUES</b>												
<b>Other Local</b>												
Measure R (FIS 460315) \$875.3	875.3		19.9	30.0	40.0	50.7	258.8	180.9	190.0	41.5		
<b>Total Local</b>	<b>875.3</b>	<b>-</b>	<b>19.9</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>180.9</b>	<b>190.0</b>	<b>41.5</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
CMAQ	119.3	-	-	-	-	-	-	30.0	26.9	26.2	14.1	22.0
<b>Subtotal Federal</b>	<b>119.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>26.9</b>	<b>26.2</b>	<b>14.1</b>	<b>22.0</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Funds (RIP)	81.6	-	8.8					24.5	24.2	24.2	-	-
Interregional Improvement Funds	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>81.6</b>	<b>-</b>	<b>8.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24.5</b>	<b>24.2</b>	<b>24.2</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,076.1</b>	<b>-</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>4,559.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Revenues</b>	<b>-</b>											
<b>Local</b>												
Tolls/PPP	2,818.0											
<b>Subtotal Local Revenues</b>	<b>2,818.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>												
State Programs	180.0											
<b>Subtotal State Revenues</b>	<b>180.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
Federal Formula Funds (Additional)	1,301.9											
Federal HPP/PNS Earmarks	186.0											
Metropolitan Mobility and Access	74.0											
<b>Subtotal Federal Revenues</b>	<b>1,561.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>4,559.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>5,636.0</b>	<b>-</b>	<b>28.7</b>	<b>30.0</b>	<b>40.0</b>	<b>50.7</b>	<b>258.8</b>	<b>235.4</b>	<b>241.1</b>	<b>91.8</b>	<b>14.1</b>	<b>22.0</b>

**NOTES:**

1. \$3.803 STIP PPNO 219M=right-of-way for new 6-lane fwy.
2. \$3.9 PPNO 219N=repair, preserve historic bldgs, ROW.
3. \$15.352 STIP PPNO 2215=community involvement.
4. SAFETEA-LU High Priority Project #2193 study:\$2.4 M.

**LACMTA Financial Forecasting Model**  
**High Desert Corridor**  
**3Q/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>																
Environmental	33.0	-	33.0	-	0.3	12.5	20.3	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>33.0</b>	<b>-</b>	<b>33.0</b>	<b>-</b>	<b>0.3</b>	<b>12.5</b>	<b>20.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Costs</b>	<b>33.0</b>	<b>100.0%</b>	<b>33.0</b>	<b>-</b>	<b>0.3</b>	<b>12.5</b>	<b>20.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Other Local</b>																
Measure R-\$33 M environmental	33.0	100.0%	33.0	-	0.3	12.5	20.3	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>33.0</b>	<b>100.0%</b>	<b>33.0</b>	<b>-</b>	<b>0.3</b>	<b>12.5</b>	<b>20.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>33.0</b>	<b>100.0%</b>	<b>33.0</b>	<b>-</b>	<b>0.3</b>	<b>12.5</b>	<b>20.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Construction Cost</b>	<b>3,031.0</b>		<b>2,351.0</b>	<b>680.0</b>					<b>113.0</b>	<b>232.0</b>	<b>358.0</b>	<b>492.0</b>	<b>634.0</b>	<b>522.0</b>	<b>403.0</b>	<b>277.0</b>
<b>Highway Strategy Revenues</b>																
<b>Local</b>																
Tolls/PPP	1,516.0	50.0%	1,175.0	341.0					53.0	119.0	179.0	246.0	317.0	261.0	202.0	139.0
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>		<b>1,175.0</b>	<b>341.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>53.0</b>	<b>119.0</b>	<b>179.0</b>	<b>246.0</b>	<b>317.0</b>	<b>261.0</b>	<b>202.0</b>	<b>139.0</b>
<b>State</b>																
State Programs	316.0	10.4%	210.8	105.2							52.7	52.7	52.7	52.7	52.7	52.5
<b>Subtotal State Revenues</b>	<b>316.0</b>		<b>210.8</b>	<b>105.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>52.7</b>	<b>52.7</b>	<b>52.7</b>	<b>52.7</b>	<b>52.7</b>	<b>52.5</b>
<b>Federal</b>																
Federal Formula Funds (Additional)	537.0	17.7%	383.1	153.9					30.0	33.0	79.0	79.0	83.1	79.0	79.4	74.5
Federal HPP/PNS Earmarks	125.0	4.1%	103.2	21.8					30.0	30.0	10.8	10.8	10.8	10.8	10.8	11.0
Freight Program	537.0	17.7%	478.9	58.1						50.0	36.5	103.5	170.4	118.5	58.1	
<b>Subtotal Federal Revenues</b>	<b>1,199.0</b>		<b>965.2</b>	<b>233.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>60.0</b>	<b>113.0</b>	<b>126.3</b>	<b>193.3</b>	<b>264.3</b>	<b>208.3</b>	<b>148.3</b>	<b>85.5</b>
<b>Total Highway Strategy Revenues</b>	<b>3,031.0</b>	<b>100.0%</b>	<b>2,351.0</b>	<b>680.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>113.0</b>	<b>232.0</b>	<b>358.0</b>	<b>492.0</b>	<b>634.0</b>	<b>522.0</b>	<b>403.0</b>	<b>277.0</b>

**NOTES:**

1. FIS 465550.
2. \$33 M total for Environmental from Measure R; upon Board approval of schedule

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Arroyo Verdugo Subregion  
30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>																
Not yet programmed Baseline Project	259.6	67.8	115.6	76.2	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9	8.0	8.3
<b>Subtotal Construction Costs</b>	259.6	67.8	115.6	76.2	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9	8.0	8.3
<b>TOTAL COSTS INFLATED</b>	259.6	67.8	115.6	76.2	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9	8.0	8.3
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>																
Measure R Sales Tax (\$259.6)	259.6	67.8	115.6	76.2	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9	8.0	8.3
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	259.6	67.8	115.6	76.2	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9	8.0	8.3
<b>TOTAL REVENUES</b>	259.6	67.8	115.6	76.2	0.2	16.5	7.5	7.2	7.2	5.9	5.8	5.8	5.8	5.9	8.0	8.3
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

**LACMTA Financial Forecasting Model**  
**Highway Operational Improvements**  
**in Arroyo Verdugo Subregion**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed Baseline Project	259.6	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	18.1	18.6	19.2	20.3	-
<b>Subtotal Construction Costs</b>	259.6	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	18.1	18.6	19.2	20.3	-
<b>TOTAL COSTS INFLATED</b>	259.6	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	18.1	18.6	19.2	20.3	-
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>														
Measure R Sales Tax (\$259.6)	259.6	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	18.1	18.6	19.2	20.3	-
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	259.6	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	18.1	18.6	19.2	20.3	-
<b>TOTAL REVENUES</b>	259.6	8.6	8.8	9.1	9.4	14.6	15.5	15.8	17.5	18.1	18.6	19.2	20.3	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Las Virgenes/Malibu Subregion  
30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>																
Not yet programmed	253.3	-	87.9	97.1	68.3	0.1	17.0	11.1	11.1	10.9	11.7	8.7	8.7	8.6	-	-
Baseline Project	-	-														
<b>Subtotal Construction Costs</b>	<b>253.3</b>	<b>-</b>	<b>87.9</b>	<b>97.1</b>	<b>68.3</b>	<b>0.1</b>	<b>17.0</b>	<b>11.1</b>	<b>11.1</b>	<b>10.9</b>	<b>11.7</b>	<b>8.7</b>	<b>8.7</b>	<b>8.6</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>253.3</b>		<b>87.9</b>	<b>97.1</b>	<b>68.3</b>	<b>0.1</b>	<b>17.0</b>	<b>11.1</b>	<b>11.1</b>	<b>10.9</b>	<b>11.7</b>	<b>8.7</b>	<b>8.7</b>	<b>8.6</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Measure R (FIS 460311) (\$253.3)	253.3	100.0%	87.9	97.1	68.3	0.1	17.0	11.1	11.1	10.9	11.7	8.7	8.7	8.6	-	-
Local Agency Funds	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>253.3</b>	<b>100.0%</b>	<b>87.9</b>	<b>97.1</b>	<b>68.3</b>	<b>0.1</b>	<b>17.0</b>	<b>11.1</b>	<b>11.1</b>	<b>10.9</b>	<b>11.7</b>	<b>8.7</b>	<b>8.7</b>	<b>8.6</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>253.3</b>	<b>100.0%</b>	<b>87.9</b>	<b>97.1</b>	<b>68.3</b>	<b>0.1</b>	<b>17.0</b>	<b>11.1</b>	<b>11.1</b>	<b>10.9</b>	<b>11.7</b>	<b>8.7</b>	<b>8.7</b>	<b>8.6</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Notes:**

1. \$175 M from Measure R plus escalation.
2. FIS 460311.



**LACMTA Financial Forecasting Model**  
**Highway Operational Improvements**  
**in Las Virgenes/Malibu Subregion**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>															
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	-
<b>Subtotal Construction Costs</b>	253.3	-	-	-	14.4	15.6	16.1	16.5	17.0	17.5	18.1	18.6	19.2	12.4	-
<b>TOTAL COSTS INFLATED</b>	253.3	-	-	-	14.4	15.6	16.1	16.5	17.0	17.5	18.1	18.6	19.2	12.4	-
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>															
Measure R (FIS 460311) (\$253.3)	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	253.3	-	-	-	14.4	15.6	16.1	16.5	17.0	17.5	18.1	18.6	19.2	12.4	-
<b>TOTAL REVENUES</b>	253.3	-	-	-	14.4	15.6	16.1	16.5	17.0	17.5	18.1	18.6	19.2	12.4	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. \$175 M from Measure R plus escalation.
2. FIS 460311.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed Baseline Project	1,512.4	237.0	564.0	711.4	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
<b>Subtotal Construction Costs</b>	1,512.4	237.0	564.0	711.4	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
<b>TOTAL COSTS INFLATED</b>	1,512.4	237.0	564.0	711.4	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>														
Measure R Sales Tax (\$1512.4) (460312)	1,389.1	237.0	564.0	588.2	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	1,389.1	237.0	564.0	588.2	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
<b>Federal (programming basis)</b>														
CMAQ	97.2	-	-	97.2	-	-	-	-	-	-	-	-	-	-
RSTP	26.0	-	-	26.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	123.2	-	-	123.2	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1,512.4	237.0	564.0	711.4	-	2.1	25.9	35.9	35.9	57.7	18.7	18.7	23.4	18.7
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. \$906 M from Measure R plus escalation.
2. FIS 460312.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Not yet programmed Baseline Project	1,512.4	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4
<b>Subtotal Construction Costs</b>	1,512.4	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4
<b>TOTAL COSTS INFLATED</b>	1,512.4	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Measure R Sales Tax (\$1512.4) (460312)	1,389.1	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	1,389.1	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4
<b>Federal (programming basis)</b>											
CMAQ	97.2	-	-	-	-	-	-	-	-	-	-
RSTP	26.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	123.2	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1,512.4	18.7	5.9	-	25.5	91.6	120.7	122.8	57.9	59.6	61.4
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. \$906 M from Measure R plus escalation.
2. FIS 460312.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039
<b>PROJECT COSTS</b>											
Not yet programmed Baseline Project	1,512.4	93.0	38.9	59.7	61.7	64.0	68.0	99.0	72.6	75.0	79.7
<b>Subtotal Construction Costs</b>	1,512.4	93.0	38.9	59.7	61.7	64.0	68.0	99.0	72.6	75.0	79.7
<b>TOTAL COSTS INFLATED</b>	1,512.4	93.0	38.9	59.7	61.7	64.0	68.0	99.0	72.6	75.0	79.7
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Measure R Sales Tax (\$1512.4) (460312)	1,389.1	63.2	11.8	59.7	61.7	64.0	68.0	70.2	72.6	75.0	42.1
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	1,389.1	63.2	11.8	59.7	61.7	64.0	68.0	70.2	72.6	75.0	42.1
<b>Federal (programming basis)</b>											
CMAQ	97.2	29.8	27.1	-	-	-	-	2.8	-	-	37.6
RSTP	26.0	-	-	-	-	-	-	26.0	-	-	-
<b>Subtotal Federal</b>	123.2	29.8	27.1	-	-	-	-	28.8	-	-	37.6
<b>TOTAL REVENUES</b>	1,512.4	93.0	38.9	59.7	61.7	64.0	68.0	99.0	72.6	75.0	79.7
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. \$906 M from Measure R plus escalation.
2. FIS 460312.

**LACMTA Financial Forecasting Model**

**Misc. Freeway Project Balances**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>															
Plans, Specs and Estimates (PS&E)	0.0	-	0.0	0.0											
Baseline projects programmed	13.5	-	13.5	-	-	1.5	1.0	-	-	11.0					
<b>Subtotal Construction Costs</b>	13.5	-	13.5	-	-	1.5	1.0	-	-	11.0	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	13.5	100.0%	13.5	-	-	1.5	1.0	-	-	11.0	-	-	-	-	-
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (Cash Flow)	2.5	N/A	2.5	-	-	1.5	1.0							-	-
<b>Subtotal Prop. C</b>	2.5	N/A	2.5	-	-	1.5	1.0	-	-	-	-	-	-	-	-
<b>Other Local</b>															
<b>Total Local</b>	2.5	0.0%	2.5	-	-	1.5	1.0	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>															
Traffic Congestion Relief (TCRP)	11.0	N/A	11.0	-	-	-	-	-	-	11.0	-	-	-	-	-
<b>Subtotal State</b>	11.0	0.0%	11.0	-	-	-	-	-	-	11.0	-	-	-	-	-
<b>Federal (programming basis)</b>															
CMAQ	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	-	N/A	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	13.5	0.0%	13.5	-	-	1.5	1.0	-	-	11.0	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. This sheet represents outstanding balances for Carpool Lane projects 349, 352, 359, 359B, 363, 0799B, 2183, 2184, 2201, 4290, 77743, the Rte 101 Study, and the current year's budget if any for claims, and the following projects:
2. I-10 from SR-57 to SBCL: outstanding Prop C 25% balance from Projects 350, 350B, 4289, and 6142,
3. I-10 Baldwin to I-605: outstanding balances from Projects 2193, 2193B, 2193C, and 7255,
4. I-405 from 101 to Waterford SB: outstanding balance for Project 2200,
5. I-5 South, PPNO 2808C and 2808D.

**LACMTA Financial Forecasting Model  
 Freeway Traffic Systems Management  
 30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011
<b>PROJECT COSTS</b>						
Not yet programmed	0.0	-	-	-	-	-
Programmed	1.7	1.7	-	-	1.7	-
<b>Subtotal Construction Costs</b>	1.7	1.7	-	-	1.7	-
<b>TOTAL COSTS INFLATED</b>	1.7	1.7	-	-	1.7	-
<b>PROJECT REVENUES</b>						
<b>Local</b>						
Proposition C 25% (Cash Flow)	1.7	1.7	-	-	1.7	-
<b>Subtotal Prop. C</b>	1.7	1.7	-	-	1.7	-
<b>Total Local</b>	1.7	1.7	-	-	1.7	-
<b>State</b>						
Traffic Congestion Relief Program						
Other State (No revenue sheet)	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-
<b>Federal</b>						
Other Federal Funds	-	-	-	-	-	-
TE	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-
RSTP	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-
<b>Mixed</b>						
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-
Interregional Improvement Prog	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1.7	1.7	-	-	1.7	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-

**NOTES:**

1. Outstanding balances from Traffic Operations System (TOS)  
 Call for Projects 407, 409, 410, 413, 2190, & 4256.

**MTA Financial Forecasting Model**  
**Alameda Corridor East**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	%	Prior Years	Years '10-'19	Years '20-'29	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>															
Phase I (MTA funds)	92.0		74.7	92.0	-	28.5	3.0	60.5	-	-	-	59.8	50.0	-	-
Phase II - Measure R	400.0			400.0	-	34.0	40.1	58.0	60.0	54.9	43.2	59.8	50.0	-	-
Phase II - MTA 17% commitment	106.0			106.0	-	-	23.0	25.0	25.0	25.1	7.9	-	-	-	-
Phase II - non-MTA funds	29.1		322.9	29.1	-	15.5	13.6	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>627.1</b>		<b>322.9</b>	<b>627.1</b>	<b>-</b>	<b>78.0</b>	<b>79.7</b>	<b>143.5</b>	<b>85.0</b>	<b>80.0</b>	<b>51.1</b>	<b>59.8</b>	<b>50.0</b>	<b>-</b>	<b>-</b>
<b>Subtotal Costs</b>	<b>627.1</b>	<b>100.0%</b>		<b>627.1</b>	<b>-</b>	<b>78.0</b>	<b>79.7</b>	<b>143.5</b>	<b>85.0</b>	<b>80.0</b>	<b>51.1</b>	<b>59.8</b>	<b>50.0</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (cash flow basis)	198.0	31.6%	72.8	198.0	-	28.5	26.0	85.5	25.0	25.1	7.9	-	-	-	-
Proposition C 10% (cash flow basis)	-	0.0%	1.9	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>198.0</b>	<b>31.6%</b>	<b>74.7</b>	<b>198.0</b>	<b>-</b>	<b>28.5</b>	<b>26.0</b>	<b>85.5</b>	<b>25.0</b>	<b>25.1</b>	<b>7.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>															
Measure R Sales Tax (\$400) (FIS 460307)	400.0	63.8%		400.0	-	34.0	40.1	58.0	60.0	54.9	43.2	59.8	50.0	-	-
<b>Total Local</b>	<b>598.0</b>	<b>95.4%</b>	<b>74.7</b>	<b>598.0</b>	<b>-</b>	<b>62.5</b>	<b>66.1</b>	<b>143.5</b>	<b>85.0</b>	<b>80.0</b>	<b>51.1</b>	<b>59.8</b>	<b>50.0</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>															
Prop 1B Hwy-Railroad Crossing Safety	25.6	4.1%		25.6	-	12.0	13.6	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program	3.5	0.6%	68.7	3.5	-	3.5	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	0.0%	86.6	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>29.1</b>	<b>4.6%</b>	<b>155.3</b>	<b>29.1</b>	<b>-</b>	<b>15.5</b>	<b>13.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>															
Other Federal Funds (earmarks)	-	0.0%	167.6	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>167.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>627.1</b>	<b>100.0%</b>	<b>397.6</b>	<b>627.1</b>	<b>-</b>	<b>78.0</b>	<b>79.7</b>	<b>143.5</b>	<b>85.0</b>	<b>80.0</b>	<b>51.1</b>	<b>59.8</b>	<b>50.0</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Phase II Proj Cost</b>	<b>371.0</b>			<b>371.0</b>	<b>-</b>		<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>39.0</b>	<b>30.0</b>	<b>22.0</b>	<b>80.0</b>	<b>-</b>
<b>Highway Strategy Revenues</b>															
<b>Local</b>															
Railroads	20.0			20.0	-	2.0	5.0	3.0	-	-	-	-	-	10.0	-
<b>Subtotal Local Revenues</b>	<b>20.0</b>			<b>20.0</b>	<b>-</b>	<b>2.0</b>	<b>5.0</b>	<b>3.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>-</b>
<b>State</b>															
Public Utilities Commission	5.0			5.0	-	3.0	-	-	-	-	-	-	-	2.0	-
<b>Subtotal State Revenues</b>	<b>5.0</b>			<b>5.0</b>	<b>-</b>	<b>3.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Federal</b>															
Federal Railroad Administration	2.0			2.0	-	-	-	-	-	1.0	-	-	-	1.0	-
Federal HPP/PNS Earmarks	70.0			70.0	-	6.0	6.0	6.0	6.0	6.0	13.3	13.3	13.4	-	-
Freight Program	274.0			274.0	-	39.0	39.0	41.0	43.0	33.0	16.7	8.7	53.6	-	-
<b>Subtotal Federal Revenues</b>	<b>346.0</b>			<b>346.0</b>	<b>-</b>	<b>45.0</b>	<b>45.0</b>	<b>47.0</b>	<b>50.0</b>	<b>39.0</b>	<b>30.0</b>	<b>22.0</b>	<b>68.0</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>371.0</b>			<b>371.0</b>	<b>-</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>39.0</b>	<b>30.0</b>	<b>22.0</b>	<b>80.0</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL COSTS</b>	<b>998.1</b>		<b>397.6</b>	<b>998.1</b>	<b>-</b>	<b>78.0</b>	<b>129.7</b>	<b>193.5</b>	<b>135.0</b>	<b>130.0</b>	<b>90.1</b>	<b>89.8</b>	<b>72.0</b>	<b>80.0</b>	<b>-</b>

**NOTES:**

- \$85.0 Phase II advance to Phase I included in Prop C 25%.
- \$912M Phase I total including prior years (MTA 17%=\$155 M).
- RSTI projs 4333, 4367LK, 6427, 8002.
- Proj 8092, Santa Fe Spr, not part of \$155M MTA commitment.
- TCRP Proj #54 (assume \$88.4 suspended in 2003).
- STIP PPNO 2318. - \$5.5 million.
- SAFETEA-LU Proj of Nat'l & Reg'l Signif #9: \$125 M.
- SAFETEA-LU Transportation Improvements Progr #21: \$30 M.
- SAFETEA-LU High Priority Project #2178: \$12.4 M.
- SAFETEA-LU High Priority Project #1438: \$240,000.
- Total Measure R is \$400 upon Board schedule approval.
- Phase II total cost is \$1,123 B including \$400 M from Measure R.

**LACMTA Financial Forecasting Model**  
**BNSF Grade Separations in**  
**Gateway Cities**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed Baseline Project	35.0	35.0	-	-	0.1	-	5.9	3.0	3.0	7.0	8.0	8.0	-	-
<b>Subtotal Construction Costs</b>	<b>35.0</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>-</b>	<b>5.9</b>	<b>3.0</b>	<b>3.0</b>	<b>7.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R Sales Tax (FIS 460308) (\$35)	35.0	35.0	-	-	0.1	-	5.9	3.0	3.0	7.0	8.0	8.0	-	-
<b>Total Local</b>	<b>35.0</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>-</b>	<b>5.9</b>	<b>3.0</b>	<b>3.0</b>	<b>7.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>35.0</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>-</b>	<b>5.9</b>	<b>3.0</b>	<b>3.0</b>	<b>7.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>235.0</b>	<b>135.0</b>	<b>100.0</b>	<b>-</b>		15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
<b>Highway Strategy Revenues</b>														
<b>State</b>														
High Speed Rail Bonds	200.0	135.0	65.0	-		15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
State Programs	15.0	-	15.0	-										
<b>Subtotal State Revenues</b>	<b>215.0</b>	<b>135.0</b>	<b>80.0</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>
<b>Federal</b>														
Federal HPP/PNS Earmarks	20.0	-	20.0	-										
<b>Subtotal Federal Revenues</b>	<b>20.0</b>	<b>-</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>235.0</b>	<b>135.0</b>	<b>100.0</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>
<b>GRAND TOTAL COSTS</b>	<b>235.0</b>	<b>135.0</b>	<b>100.0</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>



**LACMTA Financial Forecasting Model**  
**BNSF Grade Separations in**  
**Gateway Cities**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Not yet programmed Baseline Project	35.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>35.0</b>	-	-	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>-</b>	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Measure R Sales Tax (FIS 460308) (\$35)	35.0	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>35.0</b>	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	<b>35.0</b>	-	-	-	-	-	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Project Cost</b>	<b>235.0</b>	15.0	15.0	15.0	15.0	15.0	15.0	10.0	-	-	-
<b>Highway Strategy Revenues</b>											
<b>State</b>											
High Speed Rail Bonds	200.0	15.0	15.0	5.0	5.0	5.0	10.0	10.0			
State Programs	15.0			5.0	5.0	5.0					
<b>Subtotal State Revenues</b>	<b>215.0</b>	<b>15.0</b>	<b>15.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	-	-	-
<b>Federal</b>											
Federal HPP/PNS Earmarks	20.0			5.0	5.0	5.0	5.0				
<b>Subtotal Federal Revenues</b>	<b>20.0</b>	-	-	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	-	-	-	-
<b>Total Highway Strategy Revenues</b>	<b>235.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>10.0</b>	-	-	-
<b>GRAND TOTAL COSTS</b>	<b>235.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>10.0</b>	-	-	-

**LACMTA Financial Forecasting Model**  
**Exposition Phase II Bikeway**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>										
Programmed	10.0	10.0	-	-	-	-	-	-	10.0	-
<b>Subtotal Construction Costs</b>	10.0	10.0	-	-	-	-	-	-	10.0	-
<b>TOTAL COSTS INFLATED</b>	10.0	10.0	-	-	-	-	-	-	10.0	-
<b>PROJECT REVENUES</b>										
<b>Local</b>										
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>										
TDA - Article 3 (see separate sheet)	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (match) (see sep sheet)	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	-	-	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>										
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>										
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-
Transportation Enhancements (TE)	-	-	-	-	-	-	-	-	-	-
CMAQ	10.0	10.0	-	-	-	-	-	-	10.0	-
RSTP	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	10.0	10.0	-	-	-	-	-	-	10.0	-
<b>Mixed (programming basis)</b>										
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	10.0	10.0	-	-	-	-	-	-	10.0	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. In addition to previous Call for Projects funding.

**LACMTA Financial Forecasting Model**  
**Gerald Desmond Bridge**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>											
Programmed	303.6	-	303.6	-	-	-	50.0	158.5	89.4	5.7	-
<b>Subtotal Construction Costs</b>	303.6	-	303.6	-	-	-	50.0	158.5	89.4	5.7	-
<b>Inflated Construction Costs</b>	303.6	100.0%	303.6	-	-	-	50.0	158.5	89.4	5.7	-
Right of Way	0.0	-	-	-	-	-	-	-	-	-	-
Inflated Right of Way	0.0	0.0%	-	-	-	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	303.6	100.0%	303.6	-	-	-	50.0	158.5	89.4	5.7	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	17.3	5.7%	17.3	-	-	-	-	8.5	8.8	-	-
<b>Subtotal Prop. C</b>	17.3	5.7%	17.3	-	-	-	-	8.5	8.8	-	-
<b>Total Local</b>	17.3	5.7%	17.3	-	-	-	-	8.5	8.8	-	-
<b>State</b>											
State Infrastructure Bonds - TCIF	275.0	90.6%	275.0	-	-	-	50.0	150.0	75.0	-	-
<b>Subtotal State</b>	275.0	90.6%	275.0	-	-	-	50.0	150.0	75.0	-	-
<b>Federal</b>											
Other Federal Funds	-	0.0%	-	-	-	-	-	-	-	-	-
TE	-	0.0%	-	-	-	-	-	-	-	-	-
CMAQ	-	0.0%	-	-	-	-	-	-	-	-	-
RSTP	11.3	3.7%	11.3	-	-	-	-	-	5.6	5.7	-
<b>Subtotal Federal</b>	11.3	3.7%	11.3	-	-	-	-	-	5.6	5.7	-
<b>Mixed</b>											
Regional Improvement Funds	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	303.6	100.0%	303.6	-	-	-	50.0	158.5	89.4	5.7	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-

**NOTES:**

1. SAFETEA-LU: Projects of National and Regional Significance Program earmark #14.
2. Federal share is 80%. Match is assumed covered by other state funding for this bridge.
3. CFP F1165.

**LACMTA Financial Forecasting Model**  
**Local Agency Pedestrian and Bicycle Facilities**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Programmed	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
Subtotal Construction Costs	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
<b>TOTAL COSTS INFLATED</b>	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Prop. C	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>														
TDA - Article 3	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
Total Local	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
<b>State (programming basis)</b>														
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal State	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>														
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Federal	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Mixed	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	374.9	72.7	116.1	186.0	5.5	5.8	6.1	6.6	7.1	7.5	7.9	8.3	8.7	9.1
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- 2% of TDA funds are allocated by population to LA County and the cities in the County for facilities provided for the exclusive use of pedestrians and bicycles.

**LACMTA Financial Forecasting Model**  
**Local Agency Pedestrian and Bicycle Facilities**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Programmed	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
Subtotal Construction Costs	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
<b>TOTAL COSTS INFLATED</b>	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-
Subtotal Prop. C	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
TDA - Article 3	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
Total Local	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
<b>State (programming basis)</b>											
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
Subtotal State	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
CMAQ	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
Subtotal Federal	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
Subtotal Mixed	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	374.9	9.6	10.0	10.4	10.9	11.3	11.8	12.3	12.8	13.3	13.8
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. 2% of TDA funds are allocated by population to LA County and the cities in the County for facilities provided for the exclusive use of pedestrians and bicycles.

**LACMTA Financial Forecasting Model**  
**Local Agency Pedestrian and Bicycle Facilities**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Programmed	374.9	14.3	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
<b>Subtotal Construction Costs</b>	<b>374.9</b>	<b>14.3</b>	<b>14.8</b>	<b>15.2</b>	<b>15.8</b>	<b>16.3</b>	<b>16.9</b>	<b>17.4</b>	<b>18.0</b>	<b>18.6</b>	<b>19.1</b>	<b>19.7</b>
<b>TOTAL COSTS INFLATED</b>	<b>374.9</b>	<b>14.3</b>	<b>14.8</b>	<b>15.2</b>	<b>15.8</b>	<b>16.3</b>	<b>16.9</b>	<b>17.4</b>	<b>18.0</b>	<b>18.6</b>	<b>19.1</b>	<b>19.7</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
TDA - Article 3	374.9	14.3	14.8	15.2	15.8	16.3	16.9	17.4	18.0	18.6	19.1	19.7
<b>Total Local</b>	<b>374.9</b>	<b>14.3</b>	<b>14.8</b>	<b>15.2</b>	<b>15.8</b>	<b>16.3</b>	<b>16.9</b>	<b>17.4</b>	<b>18.0</b>	<b>18.6</b>	<b>19.1</b>	<b>19.7</b>
<b>State (programming basis)</b>												
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>374.9</b>	<b>14.3</b>	<b>14.8</b>	<b>15.2</b>	<b>15.8</b>	<b>16.3</b>	<b>16.9</b>	<b>17.4</b>	<b>18.0</b>	<b>18.6</b>	<b>19.1</b>	<b>19.7</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**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**  
**Including City of LA Stations**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Programmed City of LA Stations	30.3	30.3	-	-					12.3	11.0	7.0			
Programmed Rapid Bus Phase II	58.5	58.5	-	-	16.2	21.9	20.4							
<b>Subtotal Construction Costs</b>	<b>88.8</b>	<b>88.8</b>	<b>-</b>	<b>-</b>	<b>16.2</b>	<b>21.9</b>	<b>20.4</b>	<b>-</b>	<b>12.3</b>	<b>11.0</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>88.8</b>	<b>88.8</b>	<b>-</b>	<b>-</b>	<b>16.2</b>	<b>21.9</b>	<b>20.4</b>	<b>-</b>	<b>12.3</b>	<b>11.0</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (Cash Flow)	20.9	20.9	-	-	2.0	1.4	12.2	-	-	5.3	-			
Proposition C 40%	21.2	21.2	-	-	14.2						7.0			
<b>Subtotal Prop. C</b>	<b>42.1</b>	<b>42.1</b>	<b>-</b>	<b>-</b>	<b>16.2</b>	<b>1.4</b>	<b>12.2</b>	<b>-</b>	<b>-</b>	<b>5.3</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Local</b>	<b>42.1</b>	<b>42.1</b>	<b>-</b>	<b>-</b>	<b>16.2</b>	<b>1.4</b>	<b>12.2</b>	<b>-</b>	<b>-</b>	<b>5.3</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>														
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small Starts	20.0	20.0	-	-	-	8.4	8.2			3.4				
TE	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	26.8	26.8	-	-	-	12.2	-	-	12.3	2.3				
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>46.8</b>	<b>46.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.6</b>	<b>8.2</b>	<b>-</b>	<b>12.3</b>	<b>5.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>88.8</b>	<b>88.8</b>	<b>-</b>	<b>-</b>	<b>16.2</b>	<b>21.9</b>	<b>20.4</b>	<b>-</b>	<b>12.3</b>	<b>11.0</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Rapid Bus Phase II Signal and Station projects.
2. City of Los Angeles, County of Los Angeles, other cities.
3. FIS #405598 and 405599.
4. Also Countywide Signal Priority Expansion.

**LACMTA Financial Forecasting Model**

**Retrofit Soundwalls**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Metro regional list & Monterey Park/SR-60-Measure R	148.9	46.8	102.1	-	13.9	15.8	17.1	-	-	-	-	-	-	-
Not yet programmed	791.8	-	29.8	761.8	-	-	-	-	-	-	-	-	-	-
Phase 1	234.7	115.1	119.6	-	15.8	7.2	56.1	16.1	19.9	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>1,175.1</b>	<b>161.9</b>	<b>251.4</b>	<b>761.8</b>	<b>29.7</b>	<b>23.0</b>	<b>73.2</b>	<b>16.1</b>	<b>19.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal</b>	<b>1,175.1</b>	<b>161.9</b>	<b>251.4</b>	<b>761.8</b>	<b>29.7</b>	<b>23.0</b>	<b>73.2</b>	<b>16.1</b>	<b>19.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Prop C 25% (cash flow basis) (not eligible for Phase II)	226.2	115.1	111.1	-	15.8	7.2	56.1	16.1	19.9	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>226.2</b>	<b>115.1</b>	<b>111.1</b>	<b>-</b>	<b>15.8</b>	<b>7.2</b>	<b>56.1</b>	<b>16.1</b>	<b>19.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R (\$220) (FIS 460309)	157.4	46.8	110.6	-	13.9	15.8	17.1	-	-	-	-	-	-	-
<b>Total Local</b>	<b>383.6</b>	<b>161.9</b>	<b>221.7</b>	<b>-</b>	<b>29.7</b>	<b>23.0</b>	<b>73.2</b>	<b>16.1</b>	<b>19.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	791.8	-	29.8	761.8	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>791.8</b>	<b>-</b>	<b>29.8</b>	<b>761.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>1,175.1</b>	<b>161.9</b>	<b>251.4</b>	<b>761.8</b>	<b>29.7</b>	<b>23.0</b>	<b>73.2</b>	<b>16.1</b>	<b>19.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>1,197.0</b>	<b>132.0</b>	<b>948.0</b>	<b>117.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>
<b>Highway Strategy Revenues</b>														
<b>State</b>														
State Programs	1,197.0	132.0	948.0	117.0	-	-	-	-	-	-	33.0	33.0	33.0	33.0
<b>Subtotal State Revenues</b>	<b>1,197.0</b>	<b>132.0</b>	<b>948.0</b>	<b>117.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>
<b>Total Highway Strategy Revenues</b>	<b>1,197.0</b>	<b>132.0</b>	<b>948.0</b>	<b>117.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>
<b>GRAND TOTAL COSTS</b>	<b>2,372.1</b>	<b>293.9</b>	<b>1,199.4</b>	<b>878.8</b>	<b>29.7</b>	<b>23.0</b>	<b>73.2</b>	<b>16.1</b>	<b>19.9</b>	<b>-</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.



**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Metro regional list & Monterey Park/SR-60-Measure R	148.9	7.2	45.6	12.9	30.0	6.4	-	-	-	-	-
Not yet programmed	791.6										29.8
Phase 1	234.7	8.5	-	-	-	1.1	22.0	22.0	22.0	22.0	22.0
<b>Subtotal Construction Costs</b>	<b>1,175.1</b>	<b>15.7</b>	<b>45.6</b>	<b>12.9</b>	<b>30.0</b>	<b>7.5</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>51.8</b>
<b>Subtotal</b>	<b>1,175.1</b>	<b>15.7</b>	<b>45.6</b>	<b>12.9</b>	<b>30.0</b>	<b>7.5</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>51.8</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Prop C 25% (cash flow basis) (not eligible for Phase II)	226.2					1.1	22.0	22.0	22.0	22.0	22.0
<b>Subtotal Prop. C</b>	<b>226.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>
<b>Other Local</b>											
Measure R (\$220) (FIS 460309)	157.4	15.7	45.6	12.9	30.0	6.4					
<b>Total Local</b>	<b>383.6</b>	<b>15.7</b>	<b>45.6</b>	<b>12.9</b>	<b>30.0</b>	<b>7.5</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	791.6	-	-	-	-	-	-	-	-	-	29.8
<b>Subtotal Mixed</b>	<b>791.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29.8</b>
<b>TOTAL REVENUES</b>	<b>1,175.1</b>	<b>15.7</b>	<b>45.6</b>	<b>12.9</b>	<b>30.0</b>	<b>7.5</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>22.0</b>	<b>51.8</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>1,197.0</b>	<b>34.0</b>	<b>34.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>
<b>Highway Strategy Revenues</b>											
<b>State</b>											
State Programs	1,197.0	34.0	34.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0
<b>Subtotal State Revenues</b>	<b>1,197.0</b>	<b>34.0</b>	<b>34.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>
<b>Total Highway Strategy Revenues</b>	<b>1,197.0</b>	<b>34.0</b>	<b>34.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>	<b>110.0</b>
<b>GRAND TOTAL COSTS</b>	<b>2,372.1</b>	<b>49.7</b>	<b>79.6</b>	<b>122.9</b>	<b>140.0</b>	<b>117.5</b>	<b>132.0</b>	<b>132.0</b>	<b>132.0</b>	<b>132.0</b>	<b>161.8</b>

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.

**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Metro regional list & Monterey Park/SR-60-Measure R	148.9	-	-	-	-	-	-	-	-	-	-	-
Not yet programmed	791.6	48.6	115.3	123.5	115.0	-	72.3	95.0	96.3	95.9	-	-
Phase 1	234.7	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>1,175.1</b>	<b>48.6</b>	<b>115.3</b>	<b>123.5</b>	<b>115.0</b>	<b>-</b>	<b>72.3</b>	<b>95.0</b>	<b>96.3</b>	<b>95.9</b>	<b>-</b>	<b>-</b>
<b>Subtotal</b>	<b>1,175.1</b>	<b>48.6</b>	<b>115.3</b>	<b>123.5</b>	<b>115.0</b>	<b>-</b>	<b>72.3</b>	<b>95.0</b>	<b>96.3</b>	<b>95.9</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Prop C 25% (cash flow basis) (not eligible for Phase II)	226.2	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>226.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Measure R (\$220) (FIS 460309)	157.4	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>383.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	791.6	48.6	115.3	123.5	115.0	-	72.3	95.0	96.3	95.9	-	-
<b>Subtotal Mixed</b>	<b>791.6</b>	<b>48.6</b>	<b>115.3</b>	<b>123.5</b>	<b>115.0</b>	<b>-</b>	<b>72.3</b>	<b>95.0</b>	<b>96.3</b>	<b>95.9</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>1,175.1</b>	<b>48.6</b>	<b>115.3</b>	<b>123.5</b>	<b>115.0</b>	<b>-</b>	<b>72.3</b>	<b>95.0</b>	<b>96.3</b>	<b>95.9</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>1,197.0</b>	110.0	7.0	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>												
<b>State</b>												
State Programs	1,197.0	110.0	7.0	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>1,197.0</b>	<b>110.0</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>1,197.0</b>	<b>110.0</b>	<b>7.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL COSTS</b>	<b>2,372.1</b>	<b>158.6</b>	<b>122.3</b>	<b>123.5</b>	<b>115.0</b>	<b>-</b>	<b>72.3</b>	<b>95.0</b>	<b>96.3</b>	<b>95.9</b>	<b>-</b>	<b>-</b>

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.

**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed	528.4	103.4	182.1	242.8	6.7	6.7	10.4	12.3	6.1	6.5	12.4	13.0	15.1	14.2
Programmed	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>528.4</b>	<b>103.4</b>	<b>182.1</b>	<b>242.8</b>	<b>6.7</b>	<b>6.7</b>	<b>10.4</b>	<b>12.3</b>	<b>6.1</b>	<b>6.5</b>	<b>12.4</b>	<b>13.0</b>	<b>15.1</b>	<b>14.2</b>
<b>TOTAL COSTS INFLATED</b>	<b>528.4</b>	<b>103.4</b>	<b>182.1</b>	<b>242.8</b>	<b>6.7</b>	<b>6.7</b>	<b>10.4</b>	<b>12.3</b>	<b>6.1</b>	<b>6.5</b>	<b>12.4</b>	<b>13.0</b>	<b>15.1</b>	<b>14.2</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	366.8	88.0	117.4	161.4	6.7	6.7	10.4	12.3	6.1	6.5	8.5	13.0	9.4	8.4
<b>Subtotal Prop. C</b>	<b>366.8</b>	<b>88.0</b>	<b>117.4</b>	<b>161.4</b>	<b>6.7</b>	<b>6.7</b>	<b>10.4</b>	<b>12.3</b>	<b>6.1</b>	<b>6.5</b>	<b>8.5</b>	<b>13.0</b>	<b>9.4</b>	<b>8.4</b>
<b>Other Local</b>														
LTF General Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>366.8</b>	<b>88.0</b>	<b>117.4</b>	<b>161.4</b>	<b>6.7</b>	<b>6.7</b>	<b>10.4</b>	<b>12.3</b>	<b>6.1</b>	<b>6.5</b>	<b>8.5</b>	<b>13.0</b>	<b>9.4</b>	<b>8.4</b>
<b>State (programming basis)</b>														
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
JARC	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	161.6	15.4	64.8	81.4	-	-	-	-	-	-	3.9	-	5.7	5.8
<b>Subtotal Mixed</b>	<b>161.6</b>	<b>15.4</b>	<b>64.8</b>	<b>81.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3.9</b>	<b>-</b>	<b>5.7</b>	<b>5.8</b>
<b>TOTAL REVENUES</b>	<b>528.4</b>	<b>103.4</b>	<b>182.1</b>	<b>242.8</b>	<b>6.7</b>	<b>6.7</b>	<b>10.4</b>	<b>12.3</b>	<b>6.1</b>	<b>6.5</b>	<b>12.4</b>	<b>13.0</b>	<b>15.1</b>	<b>14.2</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Not yet programmed	528.4	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3	21.3
Programmed	0.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>528.4</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>TOTAL COSTS INFLATED</b>	<b>528.4</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	366.8	8.9	9.4	9.9	12.2	11.0	11.6	12.2	12.8	15.3	14.1
<b>Subtotal Prop. C</b>	<b>366.8</b>	<b>8.9</b>	<b>9.4</b>	<b>9.9</b>	<b>12.2</b>	<b>11.0</b>	<b>11.6</b>	<b>12.2</b>	<b>12.8</b>	<b>15.3</b>	<b>14.1</b>
<b>Other Local</b>											
LTF General Revenues	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>366.8</b>	<b>8.9</b>	<b>9.4</b>	<b>9.9</b>	<b>12.2</b>	<b>11.0</b>	<b>11.6</b>	<b>12.2</b>	<b>12.8</b>	<b>15.3</b>	<b>14.1</b>
<b>State (programming basis)</b>											
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>											
JARC	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	161.6	5.9	6.0	6.1	6.3	6.4	6.6	6.6	6.8	7.0	7.2
<b>Subtotal Mixed</b>	<b>161.6</b>	<b>5.9</b>	<b>6.0</b>	<b>6.1</b>	<b>6.3</b>	<b>6.4</b>	<b>6.6</b>	<b>6.6</b>	<b>6.8</b>	<b>7.0</b>	<b>7.2</b>
<b>TOTAL REVENUES</b>	<b>528.4</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Call for Projects 6504 and 8114 thru FY 06.
2. STIP PPNO 9003.
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**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Not yet programmed	528.4	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
Programmed	0.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>528.4</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>
<b>TOTAL COSTS INFLATED</b>	<b>528.4</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	366.8	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7	14.7
<b>Subtotal Prop. C</b>	<b>366.8</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>
<b>Other Local</b>												
LTF General Revenues	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>366.8</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>	<b>14.7</b>
<b>State (programming basis)</b>												
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
JARC	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	161.6	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
<b>Subtotal Mixed</b>	<b>161.6</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>
<b>TOTAL REVENUES</b>	<b>528.4</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>	<b>22.1</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Wilshire Bus Only Lane**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Plan Total	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>								
Programmed	27.7	27.7	-	-	14.7	9.0	4.0	-
Subtotal Construction Costs	27.7	27.7	-	-	14.7	9.0	4.0	-
<b>TOTAL COSTS INFLATED</b>	27.7	27.7	-	-	14.7	9.0	4.0	-
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (Cash Flow)	3.4	3.4	-	-	0.2	0.5	2.7	-
Subtotal Prop. C	3.4	3.4	-	-	0.2	0.5	2.7	-
<b>Other Local</b>								
Local Agency Funds (match)	3.3	3.3	-	-	1.0	1.0	1.3	-
Total Local	6.7	6.7	-	-	1.2	1.5	4.0	-
<b>State (programming basis)</b>								
Subtotal State	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>								
Small Starts	21.1	21.1	-	-	13.6	7.5	-	-
Subtotal Federal	21.1	21.1	-	-	13.6	7.5	-	-
<b>Mixed (programming basis)</b>								
Subtotal Mixed	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	27.7	27.7	-	-	14.7	9.0	4.0	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-

**NOTES:**

1. FIS 405514.

**LACMTA Financial Forecasting Model**

**Regional Bikeways**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>													
Programmed	97.1	-	97.1	-	-	13.3	13.9	13.6	29.4	26.8	-	-	-
Subtotal Construction Costs	97.1	-	97.1	-	-	13.3	13.9	13.6	29.4	26.8	-	-	-
<b>TOTAL COSTS INFLATED</b>	97.1	100.0%	97.1	-	-	13.3	13.9	13.6	29.4	26.8	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (Cash Flow)	0.1	0.1%	0.1	-	-	0.1	-	-	-	-	-	-	-
Proposition C 10%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Subtotal Prop. C	0.1	0.1%	0.1	-	-	0.1	-	-	-	-	-	-	-
<b>Other Local</b>													
TDA - Article 3 (see separate sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (match) (see sep sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Total Local	0.1	0.1%	0.1	-	-	0.1	-	-	-	-	-	-	-
<b>State (programming basis)</b>													
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Other State (no revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Subtotal State	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>													
Other Federal Funds (earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancements (TE)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
CMAQ	97.0	99.9%	97.0	-	-	13.2	13.9	13.6	29.4	26.8	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Subtotal Federal	97.0	99.9%	97.0	-	-	13.2	13.9	13.6	29.4	26.8	-	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Subtotal Mixed	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	97.1	100.0%	97.1	-	-	13.3	13.9	13.6	29.4	26.8	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-

**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-5/SR-126 (Magic Mountain Parkway)**  
**Interchange Reconstruction Phases I and II**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total '10-'40	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
Plans, Specs and Estimates (PS&E)			-	-	-	-	-	-	-
Constrained Plan Project Programmed	2.4	69.8	2.4	-	-	1.2	1.0	0.2	-
<b>Subtotal Construction Costs</b>	2.4	69.8	2.4	-	-	1.2	1.0	0.2	-
<b>TOTAL COSTS INFLATED</b>	2.4	69.8	2.4	-	-	1.2	1.0	0.2	-
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (cash flow basis)	2.4	12.2	2.4	-	-	1.2	1.0	0.2	-
<b>Subtotal Prop. C</b>	2.4	12.2	2.4	-	-	1.2	1.0	0.2	-
<b>Other Local</b>									
Local Agency Funds/Other (match)	-	43.8	-	-	-	-	-	-	-
<b>Total Local</b>	2.4	56.0	2.4	-	-	1.2	1.0	0.2	-
<b>State (programming basis)</b>									
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>									
CMAQ	-	0.0	-	-	-	-	-	-	-
RSTP	-	0.0	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	7.9	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	5.9	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	13.8	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	2.4	69.8	2.4	-	-	1.2	1.0	0.2	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	0.0	-	-	-	-	-	-	-

**NOTES:**

1. Total cost including prior years: \$72.2
2. Fwy proj 6377, Caltrans, PPNO 2209, EA 187200, \$24.5, PPNO 2364, \$7.5 RIP in FY 2000, 01, and 02.
3. RSTI proj 6363, Santa Clarita, \$47.7 including cost increase.
4. Estimated opening 2010.



## LACMTA Financial Forecasting Model

RSTI - SR-1 Widen in Marina del Rey (Playa Vista)

30/10 Initiative 100% ScenA 8/10/10

(\$ in millions)	Total '10-'40	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
Plans, Specs and Estimates (PS&E)			-	-	-	-	-	-	-
Constrained Plan Project Programmed	1.5	13.0	1.5	-	-	0.6	0.2	0.7	-
<b>Subtotal Construction Costs</b>	1.5	13.0	1.5	-	-	0.6	0.2	0.7	-
<b>TOTAL COSTS INFLATED</b>	1.5	13.0	1.5	-	-	0.6	0.2	0.7	-
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (cash flow basis)	1.5	8.8	1.5	-	-	0.6	0.2	0.7	-
<b>Subtotal Prop. C</b>	1.5	8.8	1.5	-	-	0.6	0.2	0.7	-
<b>Total Local</b>	1.5	8.8	1.5	-	-	0.6	0.2	0.7	-
<b>State (programming basis)</b>									
Traffic Congestion Relief Program	-		-	-	-	-	-	-	-
Other State (No revenue sheet)	-		-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>									
Other Federal Funds	-		-	-	-	-	-	-	-
TE	-	0.0	-	-	-	-	-	-	-
CMAQ	-	0.0	-	-	-	-	-	-	-
RSTP	-	0.0	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	4.2	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-		-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	4.2	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1.5	13.0	1.5	-	-	0.6	0.2	0.7	-
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	0.0	-	-	-	-	-	-	-

**NOTES:**

- Total cost including prior years: \$ 14.5
- PPNO 0027J: \$9.547, widen from LMU drive to Fiji Way.
- PPNO 0027P: \$4.024, widen from 6 to 7 lanes between LMU Drive and La Tijera Blvd.
- See also SR-90 page for related improvements.
- FIS 410002, 027JGF and 3341GF.
- Construction began Summer 2005, completion 2009.

**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening (remaining 7 segments)**

**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total '10-'14	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020
<b>PROJECT COSTS</b>																
Not Yet Programmed	114.8		100.0	14.8	-		2.2	12.0	-	-	2.0	28.9	18.9	16.1	20.0	14.8
Programmed	47.9	54.4	47.9	-	-	47.9										
<b>Subtotal Construction Costs</b>	<b>162.8</b>	<b>54.4</b>	<b>148.0</b>	<b>14.8</b>	<b>-</b>	<b>47.9</b>	<b>2.2</b>	<b>12.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>28.9</b>	<b>18.9</b>	<b>16.1</b>	<b>20.0</b>	<b>14.8</b>
<b>TOTAL COSTS INFLATED</b>	<b>162.8</b>	<b>54.4</b>	<b>148.0</b>	<b>14.8</b>	<b>-</b>	<b>47.9</b>	<b>2.2</b>	<b>12.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>28.9</b>	<b>18.9</b>	<b>16.1</b>	<b>20.0</b>	<b>14.8</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25% (cash flow basis) (future not eligible)	1.1	4.9	1.1	-	-	1.1										
<b>Subtotal Prop. C</b>	<b>1.1</b>	<b>4.9</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Measure R Sales Tax	-	-	-	-	-	-										
<b>Total Local</b>	<b>1.1</b>	<b>4.9</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>																
State Infrastructure Bonds (CMIA)	6.5		6.5			6.5										
Other State (No revenue sheet)	-	5.6	-	-	-	-										
<b>Subtotal State</b>	<b>6.5</b>	<b>5.6</b>	<b>6.5</b>	<b>-</b>	<b>-</b>	<b>6.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																
CMAQ (not eligible)	-		-	-	-	-										
RSTP	89.1		74.3	14.8	-	-	-	12.0	-	-	2.0	5.3	18.9	16.1	20.0	14.8
<b>Subtotal Federal</b>	<b>89.1</b>	<b>-</b>	<b>74.3</b>	<b>14.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>5.3</b>	<b>18.9</b>	<b>16.1</b>	<b>20.0</b>	<b>14.8</b>
<b>Mixed (programming basis)</b>																
Regional Improvement Prog Funds (RIP)	42.9	25.2	42.9	-	-	17.2	2.2					23.6				
Interregional Improvement Prog Funds (IIP)	23.2	18.6	23.2	-	-	23.2										
<b>Subtotal Mixed</b>	<b>66.1</b>	<b>43.8</b>	<b>66.1</b>	<b>-</b>	<b>-</b>	<b>40.3</b>	<b>2.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>162.8</b>	<b>54.4</b>	<b>148.0</b>	<b>14.8</b>	<b>-</b>	<b>47.9</b>	<b>2.2</b>	<b>12.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>28.9</b>	<b>18.9</b>	<b>16.1</b>	<b>20.0</b>	<b>14.8</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Notes:**

1. Total project cost is \$177.5 (2005\$), escalated: \$217.1
2. CFP 4287, 6380, 8417.
3. PPNO 694Q, EA 127271, PM 64.0-67.3, 175th St E to Largo Vista Rd. (design)
4. PPNO 3325, EA 127211, PM 51.9-52.5, 60th St to 0.5 km E of Ave T-8. (const 4/08)
5. PPNO 3326, EA 127221, PM 54.3-55.5, 77th St E to 89th St E. (design)
6. PPNO 3327, EA 127231, PM 56.2-57.2, 96th St E to 106th St E. (construc 2/08)
7. PPNO 3328, EA 127241, PM 59.7-60.2, 126th St to Longview Rd.
8. PPNO 3329, EA 127251, 0.2 km west of Longview to 146th St E. (complete)
9. PPNO 3330, EA 127261, Twin Bridges. (complete)
10. PPNO 3331, EA 127281, PM 51.4-69.4, Ave T to Rte 18.

**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening Additional Segments**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total '10-'40	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not Yet Programmed	242.9	158.1	84.8	-		18.0	18.9	19.7	21.4	15.1	15.5	16.0	16.5	17.0
Programmed	0.1	0.1	-	-	0.1									
<b>Subtotal Costs</b>	<b>243.0</b>	<b>158.2</b>	<b>84.8</b>	<b>-</b>	<b>0.1</b>	<b>18.0</b>	<b>18.9</b>	<b>19.7</b>	<b>21.4</b>	<b>15.1</b>	<b>15.5</b>	<b>16.0</b>	<b>16.5</b>	<b>17.0</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis) (future not eligible)	-	-	-	-										
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R Sales Tax (\$200 + esc=\$243) (FIS 460317)	243.0	158.2	84.8	-	0.1	18.0	18.9	19.7	21.4	15.1	15.5	16.0	16.5	17.0
<b>Total Local</b>	<b>243.0</b>	<b>158.2</b>	<b>84.8</b>	<b>-</b>	<b>0.1</b>	<b>18.0</b>	<b>18.9</b>	<b>19.7</b>	<b>21.4</b>	<b>15.1</b>	<b>15.5</b>	<b>16.0</b>	<b>16.5</b>	<b>17.0</b>
<b>Federal (programming basis)</b>														
CMAQ (not eligible)	-	-	-	-										
RSTP	-	-	-	-										
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-										
Interregional Improvement Prog Funds (IIP)	-	-	-	-										
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>243.0</b>	<b>158.2</b>	<b>84.8</b>	<b>-</b>	<b>0.1</b>	<b>18.0</b>	<b>18.9</b>	<b>19.7</b>	<b>21.4</b>	<b>15.1</b>	<b>15.5</b>	<b>16.0</b>	<b>16.5</b>	<b>17.0</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>82.0</b>	<b>54.0</b>	<b>28.0</b>	<b>-</b>									<b>27.0</b>	<b>27.0</b>
<b>Highway Strategy Revenues</b>														
State Programs	45.0	34.0	11.0	-									17.0	17.0
<b>Subtotal State Revenues</b>	<b>45.0</b>	<b>34.0</b>	<b>11.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.0</b>	<b>17.0</b>
<b>Federal</b>														
Federal Formula Funds (Additional)	37.0	20.0	17.0	-									10.0	10.0
<b>Subtotal Federal Revenues</b>	<b>37.0</b>	<b>20.0</b>	<b>17.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10.0</b>	<b>10.0</b>
<b>Total Highway Strategy Revenues</b>	<b>82.0</b>	<b>54.0</b>	<b>28.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27.0</b>	<b>27.0</b>
<b>GRAND TOTAL COSTS</b>	<b>325.0</b>	<b>212.2</b>	<b>112.8</b>	<b>-</b>	<b>0.1</b>	<b>18.0</b>	<b>18.9</b>	<b>19.7</b>	<b>21.4</b>	<b>15.1</b>	<b>15.5</b>	<b>16.0</b>	<b>43.5</b>	<b>44.0</b>

**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening Additional Segments**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total '10-'40	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Not Yet Programmed	242.9	39.0	32.2	13.6	-	-	-	-	-	-	-
Programmed	0.1										
<b>Subtotal Costs</b>	<b>243.0</b>	<b>39.0</b>	<b>32.2</b>	<b>13.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis) (future not eligible)	-										
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>											
Measure R Sales Tax (\$200 + esc=\$243) (FIS 460317)	243.0	39.0	32.2	13.6							
<b>Total Local</b>	<b>243.0</b>	<b>39.0</b>	<b>32.2</b>	<b>13.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>											
CMAQ (not eligible)	-										
RSTP	-										
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-										
Interregional Improvement Prog Funds (IIP)	-										
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>243.0</b>	<b>39.0</b>	<b>32.2</b>	<b>13.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>82.0</b>	<b>28.0</b>									
<b>Highway Strategy Revenues</b>											
State Programs	45.0	11.0									
<b>Subtotal State Revenues</b>	<b>45.0</b>	<b>11.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
Federal Formula Funds (Additional)	37.0	17.0									
<b>Subtotal Federal Revenues</b>	<b>37.0</b>	<b>17.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>82.0</b>	<b>28.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL COSTS</b>	<b>325.0</b>	<b>67.0</b>	<b>32.2</b>	<b>13.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**RSTI - I-405/Arbor Vitae Interchg (South Half)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total '10-'40	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021
<b>PROJECT COSTS</b>																	
Plans, Specs and Estimates (PS&E)			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Constrained Plan Project Programmed	64.8	16.5	1.4	63.4	-	1.4	-	-	-	-	-	-	-	-	-	35.4	28.0
<b>Subtotal Construction Costs</b>	<b>64.8</b>	<b>16.5</b>	<b>1.4</b>	<b>63.4</b>	<b>-</b>	<b>1.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>28.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>64.8</b>	<b>16.5</b>	<b>1.4</b>	<b>63.4</b>	<b>-</b>	<b>1.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>28.0</b>
<b>PROJECT REVENUES</b>																	
<b>Local</b>																	
Proposition C 25% (cash flow basis)	32.1		-	32.1	-	-	-	-	-	-	-	-	-	-	-	4.1	28.0
<b>Subtotal Prop. C</b>	<b>32.1</b>	<b>0.0</b>	<b>-</b>	<b>32.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.1</b>	<b>28.0</b>
<b>Other Local</b>																	
Local Agency Funds/Other (match)	-	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>32.1</b>	<b>2.0</b>	<b>-</b>	<b>32.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.1</b>	<b>28.0</b>
<b>State (programming basis)</b>																	
Traffic Congestion Relief Program	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																	
Other Federal Funds	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TE	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>																	
Regional Improvement Prog Funds (RIP)	31.3	8.8	-	31.3	-	-	-	-	-	-	-	-	-	-	-	31.3	-
Interregional Improvement Prog Funds (IIP)	1.4	5.9	1.4	-	-	1.4	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>32.7</b>	<b>14.5</b>	<b>1.4</b>	<b>31.3</b>	<b>-</b>	<b>1.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31.3</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>64.8</b>	<b>16.5</b>	<b>1.4</b>	<b>63.4</b>	<b>-</b>	<b>1.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>35.4</b>	<b>28.0</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

- 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 - Mission Blvd/SR-71 Interchange**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ in millions)	Total '10-'40	%	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014
<b>PROJECT COSTS</b>											
Plans, Specs and Estimates (PS&E)				-	-	-	-	-	-	-	-
Constrained Plan Project	0.0	-		-	-	-	-	-	-	-	-
Programmed	29.8	-	8.6	29.8	-	-	8.0	5.4	13.3	3.1	-
<b>Subtotal Construction Costs</b>	<b>29.8</b>	<b>-</b>	<b>8.6</b>	<b>29.8</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>5.4</b>	<b>13.3</b>	<b>3.1</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>29.8</b>	<b>100.0%</b>	<b>8.6</b>	<b>29.8</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>5.4</b>	<b>13.3</b>	<b>3.1</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	16.4	55.0%		16.4	-	-	-	-	13.3	3.1	-
<b>Subtotal Prop. C</b>	<b>16.4</b>	<b>55.0%</b>	<b>0.0</b>	<b>16.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.3</b>	<b>3.1</b>	<b>-</b>
<b>Other Local</b>											
Local Agency Funds/Other (match)	-	0.0%	0.1	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>16.4</b>	<b>55.0%</b>	<b>0.1</b>	<b>16.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.3</b>	<b>3.1</b>	<b>-</b>
<b>State (programming basis)</b>											
Traffic Congestion Relief Program	13.4	45.0%	3.0	13.4	-	-	8.0	5.4	-	-	-
Other State (No revenue sheet)	-	0.0%		-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>13.4</b>	<b>45.0%</b>	<b>3.0</b>	<b>13.4</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>5.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>											
Other Federal Funds (earmarks)	-	0.0%	3.0	-	-	-	-	-	-	-	-
TE	-	0.0%	0.0	-	-	-	-	-	-	-	-
CMAQ	-	0.0%	0.0	-	-	-	-	-	-	-	-
RSTP	-	0.0%	0.0	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>3.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	0.0%	2.5	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	0.0	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>0.0%</b>	<b>2.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>29.8</b>	<b>100.0%</b>	<b>8.6</b>	<b>29.8</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>5.4</b>	<b>13.3</b>	<b>3.1</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**RSTI - I-105 NB Sepulveda Blvd Off-Ramp**  
**30/10 Initiative 100% ScenA 8/10/10**

Post Mile

.7 / .9

(\$ in millions)	Plan Total	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012
<b>PROJECT COSTS</b>							
Plans, Specs and Estimates (PS&E)		-	-	-	-	-	-
Constrained Plan Project Programmed	1.4	1.4	-	-	1.0	0.4	-
<b>Subtotal Construction Costs</b>	1.4	1.4	-	-	1.0	0.4	-
<b>TOTAL COSTS</b>	1.4	1.4	-	-	1.0	0.4	-
<b>PROJECT REVENUES</b>							
<b>Local</b>							
Proposition C 25% (cash flow basis)	1.2	1.2	-	-	0.8	0.4	-
<b>Subtotal Prop. C</b>	1.2	1.2	-	-	0.8	0.4	-
<b>Other Local</b>							
Local Agency Funds (City of LA)	0.2	0.2	-	-	0.2		
<b>Total Local</b>	1.4	1.4	-	-	1.0	0.4	-
<b>State (programming basis)</b>							
Traffic Congestion Relief Program	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>							
CMAQ	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>							
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1.4	1.4	-	-	1.0	0.4	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-

**NOTES:**

1. STIP PPNO 2119.
2. CFP 4313, L.A. City.
3. Widen NB off-ramp: WB I-105 at Sepulveda Blvd to Nash St.
4. Includes \$1.5 cost increase per Board action of Dec 2005.

**LACMTA Financial Forecasting Model**  
**RSTI - I-5/Western Avenue Access**  
**30/10 Initiative 100% ScenA 8/10/10**

Post Mile  
27.4/28.1

(\$ in millions)	Total '10-'140	Prior Years	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2010 2011	2011 2012	2012 2013
<b>PROJECT COSTS</b>									
Plans, Specs and Estimates (PS&E)			-	-	-	-	-	-	-
Constrained Plan Project Programmed	2.2	55.0	2.2	-	-	-	0.5	1.7	-
<b>Subtotal Construction Costs</b>	2.2	55.0	2.2	-	-	-	0.5	1.7	-
<b>TOTAL COSTS INFLATED</b>	2.2	55.0	2.2	-	-	-	0.5	1.7	-
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (cash flow basis)	2.2	0.2	2.2	-	-	-	0.5	1.7	-
<b>Subtotal Prop. C</b>	2.2	0.2	2.2	-	-	-	0.5	1.7	-
<b>Other Local</b>									
Local Agency Funds/Other (match)	-	2.2	-	-	-	-	-	-	-
<b>Total Local</b>	2.2	2.4	2.2	-	-	-	0.5	1.7	-
<b>State (programming basis)</b>									
Traffic Congestion Relief Program	-		-	-	-	-	-	-	-
Other State (No revenue sheet)	-		-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>									
Other Federal Funds	-		-	-	-	-	-	-	-
TE	-	0.0	-	-	-	-	-	-	-
CMAQ	-	3.0	-	-	-	-	-	-	-
RSTP	-	0.0	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	3.0	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	15.5	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	34.1	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	49.6	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	2.2	55.0	2.2	-	-	-	0.5	1.7	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	0.0	-	-	-	-	-	-	-

**NOTES:**

1. Interchange modification.
2. Call for Projects 7221, STIP PPNO 2120A.
3. Call for Projects 8012, STIP PPNO 2120, EA 1786A0.
4. Project Sponsor is City of Glendale.
5. Realign NB I-5 on-ramps and off-ramps at Western Ave.



**LACMTA Financial Forecasting Model**  
**Other RSTI Projects**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>																	
Not yet programmed	373.9	-	293.9	80.0	-				112.2	46.0	53.6	17.5	7.2	50.4	6.9	40.0	40.0
Programmed	138.9	-	138.9	-	-	32.1	56.3	50.5	-								
<b>Subtotal Construction Costs</b>	<b>512.8</b>	<b>-</b>	<b>432.8</b>	<b>80.0</b>	<b>-</b>	<b>32.1</b>	<b>56.3</b>	<b>50.5</b>	<b>112.2</b>	<b>46.0</b>	<b>53.6</b>	<b>17.5</b>	<b>7.2</b>	<b>50.4</b>	<b>6.9</b>	<b>40.0</b>	<b>40.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>512.8</b>	<b>100.0%</b>	<b>432.8</b>	<b>80.0</b>	<b>-</b>	<b>32.1</b>	<b>56.3</b>	<b>50.5</b>	<b>112.2</b>	<b>46.0</b>	<b>53.6</b>	<b>17.5</b>	<b>7.2</b>	<b>50.4</b>	<b>6.9</b>	<b>40.0</b>	<b>40.0</b>
<b>PROJECT REVENUES</b>																	
<b>Local</b>																	
Proposition C 25% (cash flow basis)	356.2	69.5%	276.2	80.0	-	27.0	49.2	40.0	40.0	40.0	40.0	-	-	40.0	-	40.0	40.0
Proposition C 10% (cash flow basis)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>356.2</b>	<b>69.5%</b>	<b>276.2</b>	<b>80.0</b>	<b>-</b>	<b>27.0</b>	<b>49.2</b>	<b>40.0</b>	<b>40.0</b>	<b>40.0</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>40.0</b>	<b>-</b>	<b>40.0</b>	<b>40.0</b>
<b>Other Local</b>																	
Local Agency Funds (match)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>356.2</b>	<b>69.5%</b>	<b>276.2</b>	<b>80.0</b>	<b>-</b>	<b>27.0</b>	<b>49.2</b>	<b>40.0</b>	<b>40.0</b>	<b>40.0</b>	<b>40.0</b>	<b>-</b>	<b>-</b>	<b>40.0</b>	<b>-</b>	<b>40.0</b>	<b>40.0</b>
<b>State (programming basis)</b>																	
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State (no revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																	
Other Federal Funds	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	33.8	6.6%	33.8	-	-	0.9	1.5	2.5	9.3	6.0	13.6	-	-	-	-	-	-
RSTP	59.2	11.5%	59.2	-	-	4.2	5.6	-	7.4	-	-	17.5	7.2	10.4	6.9	-	-
<b>Subtotal Federal</b>	<b>93.1</b>	<b>18.1%</b>	<b>93.1</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>7.1</b>	<b>2.5</b>	<b>16.7</b>	<b>6.0</b>	<b>13.6</b>	<b>17.5</b>	<b>7.2</b>	<b>10.4</b>	<b>6.9</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>																	
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	63.5	12.4%	63.5	-	-	-	-	8.0	55.5	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>63.5</b>	<b>12.4%</b>	<b>63.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>55.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>512.8</b>	<b>100.0%</b>	<b>432.8</b>	<b>80.0</b>	<b>-</b>	<b>32.1</b>	<b>56.3</b>	<b>50.5</b>	<b>112.2</b>	<b>46.0</b>	<b>53.6</b>	<b>17.5</b>	<b>7.2</b>	<b>50.4</b>	<b>6.9</b>	<b>40.0</b>	<b>40.0</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. RSTI = Regional Surface Transportation Improvements.
2. This sheet summarizes RSTI projects without individual sheets.
3. TCRP projects 44 (Rte 47) and 46 (Rte 1).
4. SAFETEA-LU High Priority Project (HPP) #266, \$2.4, reconstruct I-710 southern terminus off-ramps.

**LACMTA Financial Forecasting Model**  
**Regionally Significant Projects**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Programmed	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (Cash Flow)	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
<b>Total Local</b>	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>														
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>														
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	7.0	7.0	-	-	3.4	3.5	-	-	-	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. LACMTA Projects awarded funding in the Call for Projects (Tital 8115, 8116, Signal Synchronization 8111, 8112, 8113, and TDM 8109, 8#18).
2. Rideshare projects are on a separate page (CFP 8114).
3. Planning, Programming & Monitoring (CFP 8401) is reflectedgional Improvement Fund page.
4. CFP 6205, Lankershim Depot restoration
5. CFP 4094, El Pueblo Pedestrian Improvements/Angel's Walk
6. FIS 420002 and 420004.

**LACMTA Financial Forecasting Model**  
**Signal Synchronization/Bus Speed Improvements**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>																		
Not yet programmed	175.8	-	114.5	61.3	-				19.5	32.0	-	-	-	30.0	33.0	20.0	15.0	26.3
Programmed	65.8	-	65.8	-	-	28.6	32.9	4.3										
<b>Subtotal Construction Costs</b>	<b>241.6</b>	<b>-</b>	<b>180.3</b>	<b>61.3</b>	<b>-</b>	<b>28.6</b>	<b>32.9</b>	<b>4.3</b>	<b>19.5</b>	<b>32.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>33.0</b>	<b>20.0</b>	<b>15.0</b>	<b>26.3</b>
<b>TOTAL COSTS INFLATED</b>	<b>241.6</b>	<b>100.0%</b>	<b>180.3</b>	<b>61.3</b>	<b>-</b>	<b>28.6</b>	<b>32.9</b>	<b>4.3</b>	<b>19.5</b>	<b>32.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>33.0</b>	<b>20.0</b>	<b>15.0</b>	<b>26.3</b>
<b>PROJECT REVENUES</b>																		
<b>Local</b>																		
Proposition C 25% (Cash Flow)	233.2	96.5%	171.9	61.3	-	28.6	32.9	-	17.4	30.0	-	-	-	30.0	33.0	20.0	15.0	26.3
<b>Subtotal Prop. C</b>	<b>233.2</b>	<b>96.5%</b>	<b>171.9</b>	<b>61.3</b>	<b>-</b>	<b>28.6</b>	<b>32.9</b>	<b>-</b>	<b>17.4</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>33.0</b>	<b>20.0</b>	<b>15.0</b>	<b>26.3</b>
<b>Other Local</b>																		
Local Agency Funds (match) (see sep sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>233.2</b>	<b>96.5%</b>	<b>171.9</b>	<b>61.3</b>	<b>-</b>	<b>28.6</b>	<b>32.9</b>	<b>-</b>	<b>17.4</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>33.0</b>	<b>20.0</b>	<b>15.0</b>	<b>26.3</b>
<b>State (programming basis)</b>																		
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																		
CMAQ	8.4	3.5%	8.4	-	-	-	-	4.3	2.1	2.0	-	-	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>8.4</b>	<b>3.5%</b>	<b>8.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4.3</b>	<b>2.1</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>																		
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>241.6</b>	<b>100.0%</b>	<b>180.3</b>	<b>61.3</b>	<b>-</b>	<b>28.6</b>	<b>32.9</b>	<b>4.3</b>	<b>19.5</b>	<b>32.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>33.0</b>	<b>20.0</b>	<b>15.0</b>	<b>26.3</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

- 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)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Baseline Plans, Specs and Estimates (PS&E)	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Not yet programmed	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Programmed	118.0	118.0	-	-	18.4	22.7	37.1	18.2	14.1	7.5	-	-	-	-
<b>Subtotal Construction Costs</b>	118.0	118.0	-	-	18.4	22.7	37.1	18.2	14.1	7.5	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	118.0	118.0	-	-	18.4	22.7	37.1	18.2	14.1	7.5	-	-	-	-
	0.0													
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis)	6.7	6.7	-	-	-	6.7	-	-	-	-	-	-	-	-
Proposition C 10% (cash flow basis)	35.1	35.1	-	-	11.0	4.0	2.8	2.2	7.7	7.5	-	-	-	-
<b>Subtotal Prop. C</b>	41.8	41.8	-	-	11.0	10.7	2.8	2.2	7.7	7.5	-	-	-	-
<b>Other Local</b>														
Local Agency Funds (match) (see separate sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	41.8	41.8	-	-	11.0	10.7	2.8	2.2	7.7	7.5	-	-	-	-
<b>State (programming basis)</b>														
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>														
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Section 5309 Bus & Bus-Related Facilities (earmarks)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancements (TE)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	75.1	75.1	-	-	7.5	10.9	34.3	16.0	6.4	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	75.1	75.1	-	-	7.5	10.9	34.3	16.0	6.4	-	-	-	-	-
<b>Mixed (programming basis)</b>														
Regional Improvement Program Funds (RIP)	1.0	1.0	-	-	-	1.0	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	1.0	1.0	-	-	-	1.0	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	118.0	118.0	-	-	18.4	22.7	37.1	18.2	14.1	7.5	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Represents Call for Projects Transit Capital mode.
2. Incl Metrolink CFP 8231 & 8369/PPNO 3201,3202,& 3224.
3. Includes Metrolink CFP 6036 and 8232.
4. Section 5309 Bus SAFETEA-LU Transit earmarks.
5. FIS projects 410010 and 410033.

**LACMTA Financial Forecasting Model**  
**Transportation Demand Management (TDM)**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed	14.3	14.3	-	-	5.8	7.2	0.7	0.6	-	-	-	-	-	-
Programmed	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>14.3</b>	<b>14.3</b>	<b>-</b>	<b>-</b>	<b>5.8</b>	<b>7.2</b>	<b>0.7</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>14.3</b>	<b>14.3</b>	<b>-</b>	<b>-</b>	<b>5.8</b>	<b>7.2</b>	<b>0.7</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (Cash Flow)	5.9	5.9	-	-	0.1	5.8	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>5.9</b>	<b>5.9</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>5.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Local Agency Funds (match) (see sep sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LTF General Revenues (no rev sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>5.9</b>	<b>5.9</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>5.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>														
Other State (No revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
Transportation Enhancements (TE)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	8.4	8.4	-	-	5.7	1.4	0.7	0.6	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>8.4</b>	<b>8.4</b>	<b>-</b>	<b>-</b>	<b>5.7</b>	<b>1.4</b>	<b>0.7</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>14.3</b>	<b>14.3</b>	<b>-</b>	<b>-</b>	<b>5.8</b>	<b>7.2</b>	<b>0.7</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Transportation Enhancement Projects**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>														
Not yet programmed	71.7	71.7	-	-	2.7	13.4	13.8	15.7	13.0	13.1	-	-	-	-
Programmed	22.5	22.5	-	-	22.5									
<b>Subtotal Construction Costs</b>	<b>94.1</b>	<b>94.1</b>	<b>-</b>	<b>-</b>	<b>25.2</b>	<b>13.4</b>	<b>13.8</b>	<b>15.7</b>	<b>13.0</b>	<b>13.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>94.1</b>	<b>94.1</b>	<b>-</b>	<b>-</b>	<b>25.2</b>	<b>13.4</b>	<b>13.8</b>	<b>15.7</b>	<b>13.0</b>	<b>13.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Local Agency Funds (match) (see sep sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>														
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
Transportation Enhancements (TE)	87.8	87.8	-	-	21.8	11.8	13.0	15.1	13.0	13.1				
CMAQ	4.0	4.0	-	-	1.1	1.6	0.8	0.6	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>91.8</b>	<b>91.8</b>	<b>-</b>	<b>-</b>	<b>22.8</b>	<b>13.4</b>	<b>13.8</b>	<b>15.7</b>	<b>13.0</b>	<b>13.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP) TE	2.4	2.4	-	-	2.4									
<b>Subtotal Mixed</b>	<b>2.4</b>	<b>2.4</b>	<b>-</b>	<b>-</b>	<b>2.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>94.1</b>	<b>94.1</b>	<b>-</b>	<b>-</b>	<b>25.2</b>	<b>13.4</b>	<b>13.8</b>	<b>15.7</b>	<b>13.0</b>	<b>13.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Future Calls for Projects**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>															
Not yet Programmed	3,260.0	-	447.3	2,532.6	280.1	-	-	-	-	-	6.8	33.8	152.8	82.2	171.8
Programmed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>3,260.0</b>	<b>-</b>	<b>447.3</b>	<b>2,532.6</b>	<b>280.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.8</b>	<b>33.8</b>	<b>152.8</b>	<b>82.2</b>	<b>171.8</b>
<b>TOTAL COSTS</b>	<b>3,260.0</b>	<b>100.0%</b>	<b>447.3</b>	<b>2,532.6</b>	<b>280.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.8</b>	<b>33.8</b>	<b>152.8</b>	<b>82.2</b>	<b>171.8</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25%	1,176.1	36.1%	-	961.5	214.6	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	199.4	6.1%	46.8	137.6	15.0	-	-	-	-	-	1.8	7.5	7.5	15.0	15.0
<b>Subtotal Prop. C</b>	<b>1,375.4</b>	<b>42.2%</b>	<b>46.8</b>	<b>1,099.1</b>	<b>229.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.8</b>	<b>7.5</b>	<b>7.5</b>	<b>15.0</b>	<b>15.0</b>
<b>Other Local</b>															
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%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>1,375.4</b>	<b>42.2%</b>	<b>46.8</b>	<b>1,099.1</b>	<b>229.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.8</b>	<b>7.5</b>	<b>7.5</b>	<b>15.0</b>	<b>15.0</b>
<b>State (programming basis)</b>															
State Infrastructure Bonds - SLPP	10.0	0.3%	10.0	-	-	-	-	-	-	-	5.0	5.0	-	-	-
<b>Subtotal State</b>	<b>10.0</b>	<b>0.3%</b>	<b>10.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>															
Transportation Enhancements (TE)	228.0	7.0%	56.4	155.0	16.6	-	-	-	-	-	-	13.8	14.0	14.2	14.4
CMAQ	421.8	12.9%	149.4	272.4	-	-	-	-	-	-	-	-	49.4	47.0	53.1
RSTP	322.6	9.9%	-	288.7	33.9	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>972.4</b>	<b>29.8%</b>	<b>205.8</b>	<b>716.1</b>	<b>50.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.8</b>	<b>63.4</b>	<b>61.2</b>	<b>67.5</b>
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	902.3	27.7%	184.8	717.4	-	-	-	-	-	-	-	7.5	82.0	6.0	89.3
<b>Subtotal Mixed</b>	<b>902.3</b>	<b>27.7%</b>	<b>184.8</b>	<b>717.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>7.5</b>	<b>82.0</b>	<b>6.0</b>	<b>89.3</b>
<b>TOTAL REVENUES</b>	<b>3,260.0</b>	<b>100.0%</b>	<b>447.3</b>	<b>2,532.6</b>	<b>280.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.8</b>	<b>33.8</b>	<b>152.8</b>	<b>82.2</b>	<b>171.8</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>NOTES:</b>															
1. Estimate by mode:															
RSTI (\$29.2 M annual unescalated)	684.8	21%	93.9	531.8	58.8	-	-	-	-	-	1.4	7.1	32.1	17.3	36.1
Goods Movement (\$26.2 M annual unescal)	619.4	19%	85.0	481.2	53.2	-	-	-	-	-	1.3	6.4	29.0	15.6	32.6
Signal Synch (\$33.9 M annual unescalated)	782.4	24%	107.4	607.8	67.2	-	-	-	-	-	1.6	8.1	36.7	19.7	41.2
Transit Capital (\$15.7 M annual unescalated)	358.6	11%	49.2	278.6	30.8	-	-	-	-	-	0.7	3.7	16.8	9.0	18.9
TDM (\$6.0 M annual unescalated)	143.4	4.4%	19.7	111.4	12.3	-	-	-	-	-	0.3	1.5	6.7	3.6	7.6
Bikeways (\$11.7 M annual unescalated)	260.8	8%	35.8	202.6	22.4	-	-	-	-	-	0.5	2.7	12.2	6.6	13.7
Pedestrian (\$11.7 M annual unescalated)	260.8	8%	35.8	202.6	22.4	-	-	-	-	-	0.5	2.7	12.2	6.6	13.7
Transportation Enhancements (\$2.3 M an'l unes)	65.2	2%	8.9	50.7	5.6	-	-	-	-	-	0.1	0.7	3.1	1.6	3.4
Reserve for appeals	84.8	2.6%	11.6	65.8	7.3	-	-	-	-	-	0.2	0.9	4.0	2.1	4.5
2. Match assumed covered by cities' Local Return funds.	3,260.0		447.3	2,532.6	280.1										

**LACMTA Financial Forecasting Model**  
**Future Calls for Projects**  
**30/10 Initiative 100% ScenA 8/10/10**

(\$ 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
<b>PROJECT COSTS</b>												
Not yet Programmed	3,260.0	298.8	267.1	288.9	245.9	259.4	252.0	285.2	285.6	109.1	240.8	280.1
Programmed	-											
<b>Subtotal Costs</b>	3,260.0	298.8	267.1	288.9	245.9	259.4	252.0	285.2	285.6	109.1	240.8	280.1
<b>TOTAL COSTS</b>	3,260.0	298.8	267.1	288.9	245.9	259.4	252.0	285.2	285.6	109.1	240.8	280.1
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	1,176.1	108.1	54.5	22.7	80.0	130.0	155.6	120.6	145.0	15.0	130.0	214.6
Proposition C 10%	199.4	13.4	12.9	12.8	14.2	14.1	12.6	13.9	13.8	15.0	15.0	15.0
<b>Subtotal Prop. C</b>	1,375.4	121.5	67.4	35.5	94.2	144.1	168.2	134.5	158.8	30.0	145.0	229.6
<b>Other Local</b>												
SAFE	-											
LONP Reimburse (fund 3562)	-											
Local Agency Funds (match)-see separate pg	-											
LTF General Revenues (No Revenue Sheet)	-											
<b>Total Local</b>	1,375.4	121.5	67.4	35.5	94.2	144.1	168.2	134.5	158.8	30.0	145.0	229.6
<b>State (programming basis)</b>												
State Infrastructure Bonds - SLPP	10.0											
<b>Subtotal State</b>	10.0	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>												
Transportation Enhancements (TE)	228.0	14.6	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4	16.6
CMAQ	421.8	44.9	20.6	73.6	56.7	12.7	12.4	40.0	6.6	5.0		
RSTP	322.6	12.5	27.8	28.4	29.1	29.9	30.8	31.6	32.3	32.9	33.4	33.9
<b>Subtotal Federal</b>	972.4	72.0	63.2	117.0	101.0	58.0	58.8	87.4	54.9	54.1	49.8	50.5
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	902.3	105.3	136.5	136.4	50.7	57.3	25.0	63.3	71.9	25.0	46.0	
<b>Subtotal Mixed</b>	902.3	105.3	136.5	136.4	50.7	57.3	25.0	63.3	71.9	25.0	46.0	-
<b>TOTAL REVENUES</b>	3,260.0	298.8	267.1	288.9	245.9	259.4	252.0	285.2	285.6	109.1	240.8	280.1
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>NOTES:</b>												
1. Estimate by mode:												
RSTI (\$29.2 M annual unescalated)	684.6	62.7	56.1	60.7	51.6	54.5	52.9	59.9	60.0	22.9	50.6	58.8
Goods Movement (\$26.2 M annual unescal)	619.4	56.8	50.7	54.9	46.7	49.3	47.9	54.2	54.3	20.7	45.8	53.2
Signal Synch (\$33.9 M annual unescalated)	782.4	71.7	64.1	69.3	59.0	62.2	60.5	68.5	68.5	26.2	57.8	67.2
Transit Capital (\$15.7 M annual unescalated)	358.6	32.9	29.4	31.8	27.0	28.5	27.7	31.4	31.4	12.0	26.5	30.8
TDM (\$6.0 M annual unescalated)	143.4	13.1	11.8	12.7	10.8	11.4	11.1	12.6	12.6	4.8	10.6	12.3
Bikeways (\$11.7 M annual unescalated)	260.8	23.9	21.4	23.1	19.7	20.7	20.2	22.8	22.8	6.7	19.3	22.4
Pedestrian (\$11.7 M annual unescalated)	260.8	23.9	21.4	23.1	19.7	20.7	20.2	22.8	22.8	6.7	19.3	22.4
Transportation Enhancements (\$2.3 M an'l unes)	65.2	6.0	5.3	5.8	4.9	5.2	5.0	5.7	5.7	2.2	4.8	5.6
Reserve for appeals	84.8	7.8	6.9	7.5	6.4	6.7	6.6	7.4	7.4	2.8	8.3	7.3
2. Match assumed covered by cities' Local Return funds.	3,260.0											