



**Metro**

Los Angeles County Metropolitan Transportation Authority

# **Countywide Financial Forecasting Model FY 2013 – FY 2040**

## **2009 Long Range Transportation Plan Financial Update and Alternative Financial Plan**

**November 19, 2012**

**For Planning Purposes Only**

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

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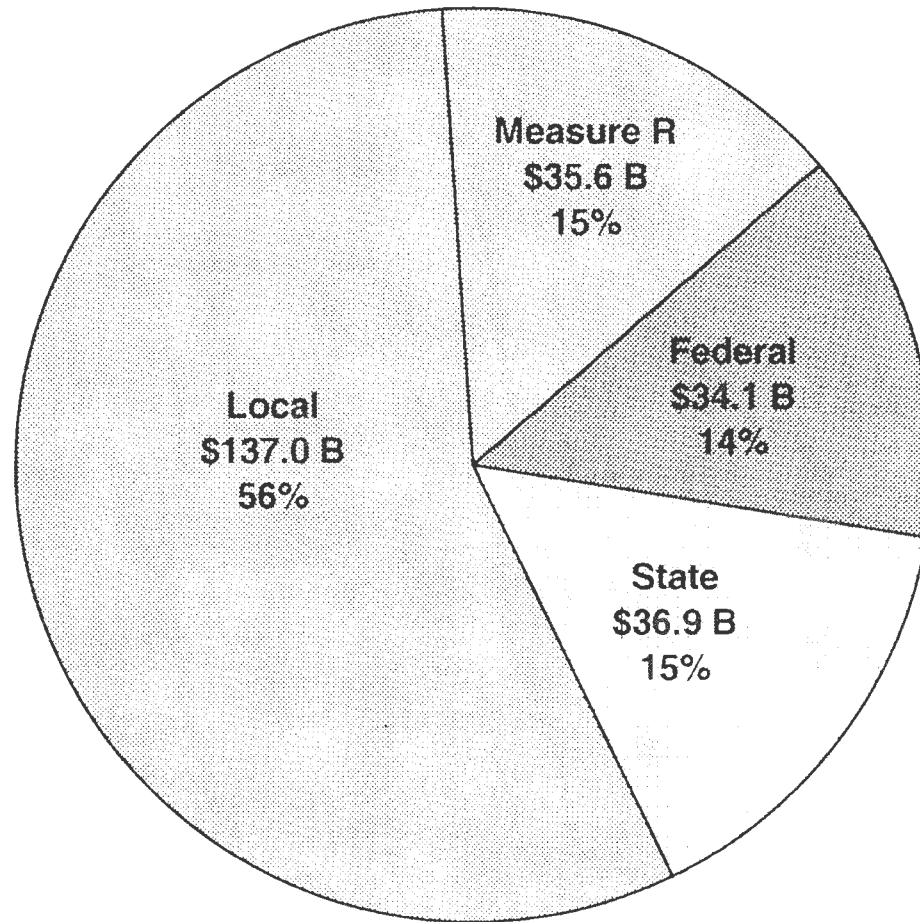


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## CALL FOR PROJECTS

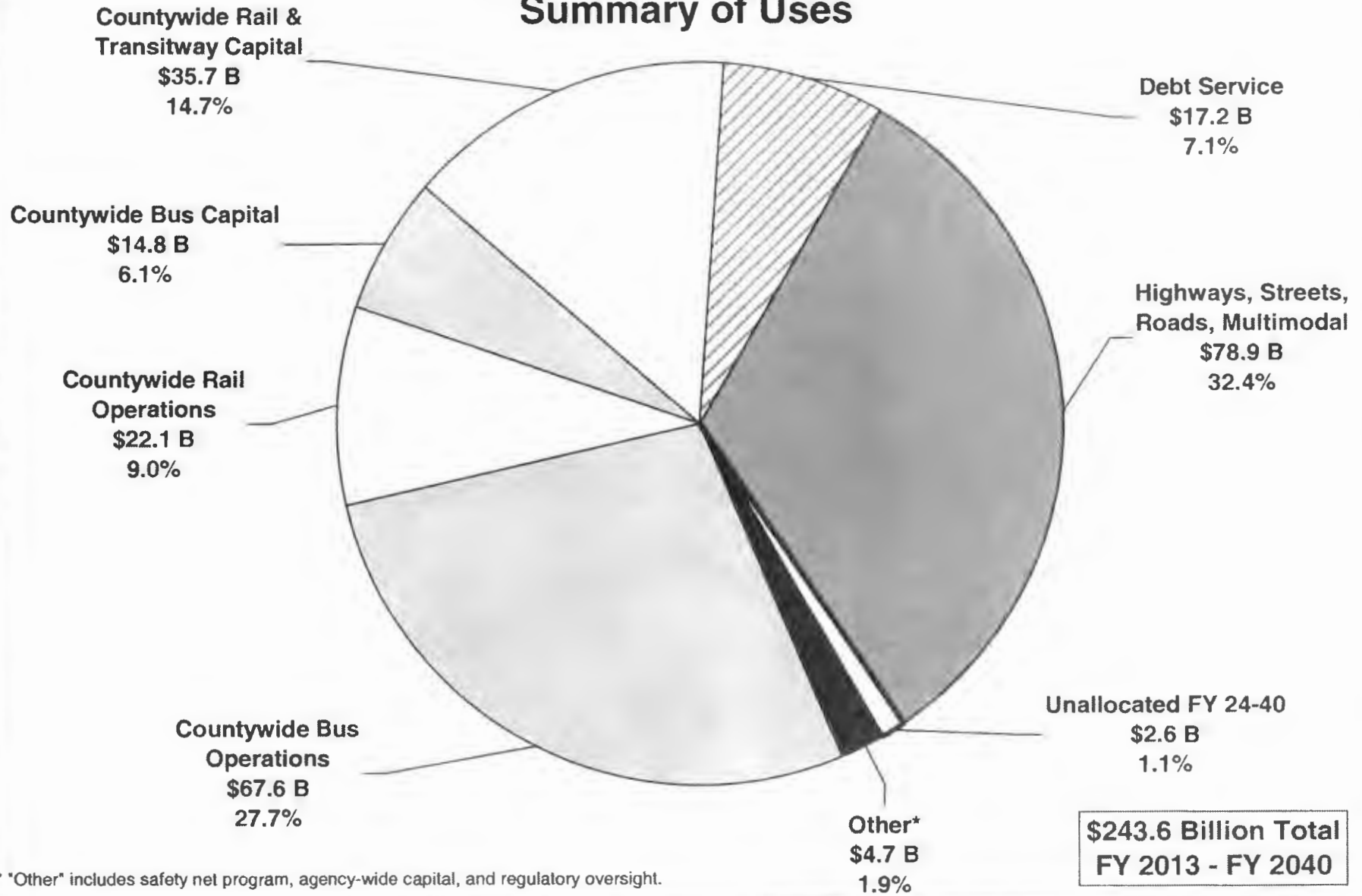
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# 2009 Long Range Transportation Plan November 2012 Update Summary of Sources



**\$243.6 Billion Total  
FY 2013 - FY 2040**

# 2009 Long Range Transportation Plan November 2012 Update Summary of Uses



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

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'14	Total '13-'14		Years	Years	Years	Years	Beg	2012	2013
(\$ in millions)	w/o Beg Bal	with Beg Bal	Alloc %	'14-'23	'13-'19	'20-'29	'30-'40	Bal	2013	2014
<b>Local</b>										
1 Proposition A (gross)	36,196.4	\$ 36,196.4	16.5%	9,226.7	5,652.7	11,960.7	18,562.9	-	668.8	709.5
2 Proposition C (gross)	36,199.3	36,307.6	16.6%	9,227.5	5,653.2	11,981.7	18,564.4	108.3	668.8	709.6
3 Measure R (gross)	34,334.3	35,597.7	16.3%	9,226.7	5,652.7	11,980.7	16,700.8	1,263.4	668.8	709.5
4 TDA (gross)	18,138.4	18,365.6	8.4%	4,623.6	2,832.6	6,003.7	9,302.1	227.2	335.1	355.6
5 Fare Revenues - Metro Bus and Rail	18,467.5	18,467.5	8.4%	4,874.0	2,995.0	6,226.0	9,246.5	-	346.0	384.3
6 Fare Revenues - non-Metro bus	3,838.9	3,838.9	1.8%	1,157.1	760.4	1,313.3	1,765.2	-	99.4	102.1
7 Fare Revenues - Metrolink	1,680.8	1,680.8	0.8%	508.9	335.9	573.8	771.2	-	43.7	45.2
8 Lease and Leaseback Revenues	401.8	504.6	0.2%	173.8	121.7	135.3	144.8	102.8	16.2	16.6
9 Local Agency Contributions - Highway	45.9	45.9	0.0%	40.9	45.9	-	-	-	5.0	15.8
10 Local Agency Contributions - Transit	544.2	544.2	0.2%	263.6	220.9	99.8	223.5	-	27.8	39.1
11 Local Agency Street and Road Funds (no rev sheet)	33.6	33.6	0.0%	12.0	8.4	12.0	13.2	-	1.2	1.2
12 Net Financing: Highways (Prop C 25%)	3,132.9	3,132.9	1.4%	1,146.2	1,304.9	1,614.7	213.3	-	487.1	373.7
13 Net Financing: Rail Capital (Prop A 35%)	490.4	542.0	0.2%	247.4	445.4	45.0	-	51.6	243.0	103.8
14 Net Financing: Rail Capital (Prop C 40%)	-	-	0.0%	-	-	-	-	-	-	-
15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	-	-	0.0%	-	-	-	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	-	-	0.0%	-	-	-	-	-	-	-
17 Net Financing: Admin Bonds (Prop C 40%)	-	-	0.0%	-	-	-	-	-	-	-
18 Net Financing: Commuter Rail Capital (Prop C 10%)	497.3	497.3	0.2%	338.4	144.4	323.9	29.0	-	-	25.9
19 Subtotal Net Financing Props A and C	4,120.6	4,172.2	1.9%	1,732.0	1,894.7	1,983.6	242.3	51.6	730.1	503.4
20 Net Financing: Highway Capital (Measure R 20%)	804.1	804.1	0.4%	455.8	243.3	560.8	-	-	-	-
21 Net Financing: Highway Capital TIFIA Loan (Measure R 20%)	-	-	0.0%	-	-	-	-	-	-	-
22 Net Financing: Measure R 2% Commercial Paper	-	-	0.0%	-	-	-	-	-	-	-
23 Net Financing: Metrolink Capital (Measure R 3%)	-	-	0.0%	-	-	-	-	-	-	-
24 Net Financing: Rail Capital (Measure R 35%)	142.4	142.4	0.1%	142.4	142.4	-	-	-	-	-
25 Net Financing: Rail Capital Measure R 35% Comm Paper	305.0	305.0	0.1%	305.0	305.0	-	-	-	-	-
26 Net Financing: Rail Capital TIFIA Loan (Measure R 35%)	1,561.9	1,561.9	0.7%	1,561.9	1,304.6	257.3	-	-	-	1.2
27 Subtotal Net Financing Measure R	2,813.3	2,813.3	1.3%	2,465.1	1,995.3	818.1	-	-	-	1.2
28 Financing: Capital Grant Receipts Revenue Bonds	1,006.3	1,006.3	0.5%	1,006.3	1,006.3	-	-	-	-	135.2
29 Total Financing	7,940.3	7,991.9	3.7%	5,203.4	4,896.3	2,801.7	242.3	51.6	730.1	639.8
30 Other - General, Advertising, Other Misc.	1,375.0	1,375.0	0.6%	418.2	279.4	467.4	628.3	0.0	37.7	39.2
31 Ramirez Flyover Escrow funds (no revenue sheet)	3.2	3.2	0.0%	3.2	3.2	-	-	-	-	3.2
32 HOT lanes tolls (no revenue sheet)	738.5	738.5	0.3%	228.8	138.9	257.7	341.9	-	7.9	18.5
33 HOV Violation Fund (no revenue sheet)	16.7	16.7	0.0%	5.0	6.2	5.0	5.5	-	3.2	0.5
34 Interest Earnings on Prop A funds	98.0	98.0	0.0%	35.0	24.5	35.0	38.5	-	3.5	3.5
35 Interest Earnings on Prop C funds	333.7	333.7	0.2%	119.2	83.4	119.2	131.1	-	11.9	11.9
36 Interest Earnings on TDA funds	76.7	76.7	0.0%	25.2	17.2	26.8	32.7	-	2.4	2.4
37 Interest Earnings on Measure R 35% funds	32.6	32.6	0.0%	21.2	32.6	-	-	-	11.4	11.1
38 Interest Earnings on Measure R 20% funds	68.9	68.9	0.0%	4.1	6.8	-	62.1	-	2.7	3.4
39 Interest Earnings on STA-Op Rev Share funds	10.8	10.8	0.0%	4.0	2.4	4.0	4.4	-	-	0.4
40 Repayment from State of capital proj loans (fund 3562)	51.5	204.4	0.1%	41.2	51.5	-	-	152.9	10.3	10.3
41 Measure R 20% transfer in (assumed for W. Santa Ana B	194.8	194.8	0.1%	174.2	-	194.8	-	-	-	-
42 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	170.0	170.0	0.1%	83.9	-	115.6	54.4	-	-	-
43 Prop A Lapsed transferred to Prop C 40%	-	-	0.0%	-	-	-	-	-	-	-
44 <b>Subtotal Local Revenue Sources</b>	<b>160,992.0</b>	<b>162,898.3</b>	<b>74.4%</b>	<b>45,701.5</b>	<b>29,822.0</b>	<b>54,334.1</b>	<b>76,835.9</b>	<b>1,906.2</b>	<b>3,701.9</b>	<b>3,832.7</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'14	Total '13-'14		Years	Years	Years	Years	Beg	2012	2013
(\$ in millions)	w/o Beg Bal	with Beg Bal	Alloc %	'14-'23	'13-'19	'20-'29	'30-'40	Bal	2013	2014
45 <b>State</b>										
46 Air Quality Vehicle Registration Fee (AB 2766)	18.0	18.0	0.0%	6.0	4.0	6.0	8.0	-	-	-
47 Environmental Enhancement & Mitigation	28.0	28.0	0.0%	10.0	7.0	10.0	11.0	1.0	1.0	1.0
48 Interregional Improvement Program Funds (IIP)	93.4	93.4	0.0%	12.0	93.4	-	-	81.4	7.1	7.1
49 Excise tax replacement for Prop 42 (no revenue sheet)	5,561.0	5,561.0	2.5%	1,685.8	1,118.9	1,895.0	2,547.1	149.0	152.6	152.6
50 Other State	20.0	20.0	0.0%	20.0	20.0	-	-	-	-	-
51 Regional Improvement Program Funds (RIP)	3,830.2	3,865.5	1.8%	1,218.3	680.2	1,500.0	1,650.0	35.3	61.8	57.0
52 SAFE	198.4	220.1	0.1%	71.7	51.4	70.0	77.0	21.7	7.7	7.6
53 SHOPP	5,482.0	5,482.0	2.5%	1,780.0	1,282.0	2,000.0	2,200.0	302.0	60.0	60.0
54 STA - Operator Revenue Share	1,670.5	1,670.5	0.8%	541.0	394.8	574.3	701.3	76.7	51.7	51.7
55 STA - Population Share	1,436.0	1,436.0	0.7%	465.6	338.2	494.2	603.6	64.5	44.5	44.5
56 Subtotal STA	3,106.5	3,106.5	1.4%	1,006.6	733.1	1,068.5	1,304.9	-	141.2	96.2
57 Proposition 1B State Infrastructure Bonds	1,492.6	1,492.6	0.7%	772.5	1,492.6	-	-	-	720.1	400.5
58 Proposition 1B Bonds - PTMISEA	121.3	539.4	0.2%	-	121.3	-	-	418.1	121.3	-
59 High Speed Rail Bonds voted 11-4-08	160.5	160.5	0.1%	145.5	160.5	-	-	-	15.0	49.5
60 State Gas Tax Subventions to Cities (no rev sheet)	7,386.4	7,386.4	3.4%	2,638.0	1,846.6	2,638.0	2,901.8	263.8	263.8	263.8
61 State Highway Acct (Caltrans Ops) (no rev sheet)	5,984.9	5,984.9	2.7%	1,724.2	1,133.2	1,999.6	2,852.1	150.2	153.9	153.9
62 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	203.7	203.7	0.1%	63.7	46.2	69.3	88.2	9.0	6.0	6.0
63 Traffic Congestion Relief Allocations	177.5	177.5	0.1%	149.7	177.5	-	-	-	27.8	53.7
64 <b>Subtotal State Revenue Sources</b>	<b>33,864.3</b>	<b>34,339.4</b>	<b>15.7%</b>	<b>11,304.0</b>	<b>8,967.9</b>	<b>11,256.3</b>	<b>13,640.1</b>	<b>475.1</b>	<b>2,051.3</b>	<b>1,308.9</b>
65 <b>Federal</b>										
66 CMAQ (Congestion Mitigation & Air Quality)	2,212.7	2,289.9	1.0%	1,012.6	832.7	720.0	660.0	77.2	140.1	142.6
67 Homeland Security Grants	56.0	56.0	0.0%	20.0	14.0	20.0	22.0	2.0	2.0	2.0
68 Other Federal Funds - Rail Capital	-	-	0.0%	-	-	-	-	-	-	-
69 Other Federal Funds - Highway Earmarks	115.6	115.6	0.1%	60.7	115.6	-	-	54.9	30.0	30.0
70 RSTP (Regional Surface Transportation Prog)	3,885.2	3,914.1	1.8%	1,235.3	835.6	1,341.6	1,708.0	28.9	114.7	116.8
71 Section 5307 Urbanized Area Formula	8,201.3	8,201.3	3.7%	2,606.3	1,761.4	2,833.1	3,606.8	-	241.3	244.6
72 Section 5339 Bus and Bus Facilities	155.0	238.5	0.1%	45.0	50.0	50.0	55.0	83.5	25.0	25.0
73 Section 5337 State of Good Repair (frmly 5309 Fixd Gdw)	1,428.9	1,428.9	0.7%	452.0	312.1	491.3	625.5	48.5	42.4	42.4
74 Section 5309 New Starts	4,634.3	4,634.3	2.1%	2,070.9	1,313.0	1,698.2	1,623.1	81.0	200.0	200.0
75 Section 5309 Small Starts and Very Small Starts	11.2	11.2	0.0%	5.2	11.2	-	-	6.0	5.2	5.2
76 Section 5310 Elderly/Disabled (capital)	11.2	11.2	0.0%	4.0	2.8	4.0	4.4	0.4	0.4	0.4
77 Job Access and Reverse Commute (JARC)	24.0	24.0	0.0%	16.0	24.0	-	-	8.0	8.0	8.0
78 New Freedom	10.5	10.5	0.0%	7.0	10.5	-	-	3.5	3.5	3.5
79 Section 5340 Growing States and High Density	240.8	240.8	0.1%	76.5	51.7	83.2	105.9	7.1	7.2	7.2
80 TAP-Transportation Alternatives Program	460.9	460.9	0.2%	160.3	111.7	155.0	194.2	11.1	15.5	15.5
81 <b>Subtotal Federal Revenue Sources</b>	<b>21,447.7</b>	<b>21,637.3</b>	<b>9.9%</b>	<b>7,771.8</b>	<b>5,446.4</b>	<b>7,396.4</b>	<b>8,604.9</b>	<b>189.6</b>	<b>743.5</b>	<b>843.2</b>
82 <b>SUBTOTAL REVENUE SOURCES</b>	<b>216,304.1</b>	<b>218,875.0</b>	<b>100.0%</b>	<b>64,777.3</b>	<b>44,236.3</b>	<b>72,986.9</b>	<b>99,080.9</b>	<b>2,570.9</b>	<b>6,496.8</b>	<b>5,984.9</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**LRTP 10/18/12 rev 11-19-12**

	Total '13-'14	Total '13-'14		Years	Years	Years	Years	Beg	2012	2013
(\$ in millions)	w/o Beg Bal	with Beg Bal	Alloc %	'14-'15	'13-'14	'14-'15	'15-'16	Bal	2014	2015
<b>83 Highway Strategy Revenues</b>										
<b>84 Local</b>										
85 Tolls/PPP	9,370.0	9,370.0	43.2%	4,408.0	2,375.0	4,809.0	2,186.0	-	-	53.0
86 Container Fees	360.0	360.0	1.7%	360.0	240.0	120.0	-	-	-	-
<b>87 Subtotal Local Revenues</b>	<b>9,730.0</b>	<b>9,730.0</b>	<b>44.9%</b>	<b>4,768.0</b>	<b>2,615.0</b>	<b>4,929.0</b>	<b>2,186.0</b>	-	-	<b>53.0</b>
<b>88 State</b>										
89 High Speed Rail Bonds	140.0	140.0	0.6%	115.0	75.0	65.0	-	-	-	-
90 State Programs	2,378.0	2,378.0	11.0%	851.0	376.8	1,333.5	667.7	-	-	-
91 SHOPP (Additional)	26.0	26.0	0.1%	26.0	-	26.0	-	-	-	-
<b>92 Subtotal State Revenues</b>	<b>2,544.0</b>	<b>2,544.0</b>	<b>11.7%</b>	<b>992.0</b>	<b>451.8</b>	<b>1,424.5</b>	<b>667.7</b>	-	-	-
<b>93 Federal</b>										
94 Cap and Trade	190.0	190.0	0.9%	190.0	130.0	60.0	-	-	-	-
95 Federal Formula Funds (Additional)	3,340.9	3,340.9	15.4%	1,470.0	693.1	2,116.8	531.0	-	-	-
96 Federal HPP Earmarks	1,999.0	1,999.0	9.2%	1,387.0	1,003.2	795.8	200.0	-	-	-
97 Metropolitan Mobility and Access Program	1,233.0	1,233.0	5.7%	835.0	671.0	336.0	226.0	-	-	-
98 Freight Program	2,644.1	2,644.1	12.2%	1,906.1	1,398.0	896.1	350.0	-	-	-
<b>99 Subtotal Federal Revenues</b>	<b>9,407.0</b>	<b>9,407.0</b>	<b>43.4%</b>	<b>5,788.1</b>	<b>3,895.3</b>	<b>4,204.7</b>	<b>1,307.0</b>	-	-	-
<b>100 Total Highway Strategy Revenues</b>	<b>21,681.0</b>	<b>21,681.0</b>	<b>100.0%</b>	<b>11,548.1</b>	<b>6,962.1</b>	<b>10,558.2</b>	<b>4,160.7</b>	-	-	<b>53.0</b>
101 Federal High Speed Rail assumed (no rev sheet)	3,000.0	3,000.0		-	-	2,225.0	775.0	-	-	-
<b>102 Grand Total Revenue Sources</b>	<b>240,985.1</b>	<b>\$ 243,556.0</b>		<b>\$ 76,325.4</b>	<b>\$ 51,198.4</b>	<b>\$ 85,770.1</b>	<b>\$ 104,016.6</b>	<b>2,570.9</b>	<b>6,496.8</b>	<b>6,037.9</b>
<b>103 Selected Detail</b>										
104 Prop A 35% Rail Capital	12,035.3	12,035.3		3,067.9	1,879.5	3,983.6	6,172.2	222.4	235.9	
105 Prop A 40% Discretionary	13,754.6	13,754.6		3,506.2	2,148.0	4,552.7	7,053.9	254.1	269.6	
106 Prop C 5% Security	1,782.8	1,782.8		454.5	278.4	590.1	914.3	32.9	34.9	
107 Prop C 10% Commuter Rail	3,565.6	3,565.6		908.9	556.8	1,180.2	1,828.6	65.9	69.9	
108 Prop C 25% Highway	8,914.1	8,914.1		2,272.3	1,392.1	2,950.5	4,571.5	164.7	174.7	
109 Prop C 40% Discretionary	14,262.5	14,262.5		2,563.3	2,227.4	4,720.8	7,314.4	263.5	279.6	
110 Measure R 2% Rail System Improvements	676.4	676.4		181.8	111.4	236.0	329.0	13.2	14.0	
111 Measure R 5% Rail Operations	1,691.0	1,691.0		454.4	278.4	590.1	822.5	32.9	34.0	
112 Measure R 35% Transit Capital Projects (excl bus capita	11,686.7	11,686.7		3,116.3	1,914.4	4,030.4	5,742.0	220.8	242.0	
113 Measure R 20% Bus Operations (MTA only)	5,005.3	5,005.3		1,345.1	824.1	1,746.6	2,434.6	97.5	103.4	

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>Local</b>											
1 Proposition A (gross)	759.5	811.6	858.6	899.2	945.6	993.3	1,037.8	1,083.1	1,128.5	1,173.4	1,220.2
2 Proposition C (gross)	759.6	811.7	858.6	899.3	945.6	993.4	1,037.9	1,083.2	1,128.6	1,173.5	1,220.3
3 Measure R (gross)	759.5	811.6	858.6	899.2	945.6	993.3	1,037.8	1,083.1	1,128.5	1,173.4	1,220.2
4 TDA (gross)	380.6	406.7	430.2	450.6	473.8	497.8	520.1	542.8	565.5	588.0	611.4
5 Fare Revenues - Metro Bus and Rail	398.9	441.3	447.7	485.8	491.0	533.2	537.7	574.6	579.4	618.9	624.2
6 Fare Revenues - non-Metro bus	105.3	108.1	111.5	115.8	118.2	120.5	122.8	125.2	127.6	129.9	132.3
7 Fare Revenues - Metrolink	46.8	48.4	49.5	50.6	51.6	52.6	53.7	54.7	55.7	56.8	57.8
8 Lease and Leaseback Revenues	17.0	17.4	17.8	18.2	18.5	18.9	19.3	19.7	10.5	10.7	10.9
9 Local Agency Contributions - Highway	9.0	5.1	6.0	5.0	-	-	-	-	-	-	-
10 Local Agency Contributions - Transit	31.4	20.9	-	27.5	74.3	-	70.4	-	-	-	19.5
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%)	254.0	87.5	64.7	24.3	13.6	154.4	43.3	35.0	95.7	151.0	204.4
13 Net Financing: Rail Capital (Prop A 35%)	50.9	47.7	-	-	-	-	-	-	45.0	-	-
14 Net Financing: Rail Capital (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
17 Net Financing: Admin Bonds (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
18 Net Financing: Commuter Rail Capital (Prop C 10%)	38.3	24.5	20.2	22.0	13.6	51.0	52.4	56.4	34.3	27.0	25.3
19 Subtotal Net Financing Props A and C	343.1	159.7	84.9	46.3	27.2	205.4	95.7	91.4	175.0	178.0	229.7
20 Net Financing: Highway Capital (Measure R 20%)	86.6	63.0	93.8	-	-	-	31.1	123.5	58.0	8.9	148.9
21 Net Financing: Highway Capital TIFIA Loan (Measure R 20%)	-	-	-	-	-	-	-	-	-	-	-
22 Net Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-
23 Net Financing: Metrolink Capital (Measure R 3%)	-	-	-	-	-	-	-	-	-	-	-
24 Net Financing: Rail Capital (Measure R 35%)	142.4	-	-	-	-	-	-	-	-	-	-
25 Net Financing: Rail Capital Measure R 35% Comm Paper	305.0	-	-	-	-	-	-	-	-	-	-
26 Net Financing: Rail Capital TIFIA Loan (Measure R 35%)	51.5	337.4	213.7	395.2	305.7	249.3	8.0	-	-	-	-
27 Subtotal Net Financing Measure R	585.4	400.4	307.4	395.2	305.7	249.3	39.0	123.5	58.0	8.9	148.9
28 Financing: Capital Grant Receipts Revenue Bonds	248.5	309.5	263.7	49.5	-	-	-	-	-	-	-
29 Total Financing	1,177.0	869.6	656.0	491.0	332.9	454.7	134.7	214.9	233.0	186.9	378.6
30 Other - General, Advertising, Other Misc.	39.3	39.5	40.4	41.2	42.1	42.9	43.7	44.6	45.4	46.2	47.1
31 Ramirez Flyover Escrow funds (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
32 HOT lanes tolls (no revenue sheet)	21.6	22.1	22.5	23.0	23.4	23.8	24.2	24.7	25.1	25.5	25.9
33 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
34 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
35 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
36 Interest Earnings on TDA funds	2.4	2.5	2.5	2.5	2.5	2.6	2.6	2.6	2.6	2.7	2.7
37 Interest Earnings on Measure R 35% funds	6.8	3.3	-	-	-	-	-	-	-	-	-
38 Interest Earnings on Measure R 20% funds	0.7	-	-	-	-	-	-	-	-	-	-
39 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
40 Repayment from State of capital proj loans (fund 3562)	10.3	10.3	10.3	-	-	-	-	-	-	-	-
41 Measure R 20% transfer in (assumed for W. Santa Ana B	-	-	-	-	-	-	-	93.9	80.3	1.1	19.6
42 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	-	-	-	-	-	-	-	-	83.9	-	-
43 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>44 Subtotal Local Revenue Sources</b>	<b>4,543.2</b>	<b>4,447.4</b>	<b>4,387.7</b>	<b>4,426.4</b>	<b>4,482.6</b>	<b>4,744.4</b>	<b>4,660.2</b>	<b>4,964.6</b>	<b>5,212.1</b>	<b>5,204.5</b>	<b>5,608.2</b>



**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
(\$ in millions)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>45 State</b>											
46 Air Quality Vehicle Registration Fee (AB 2766)	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
47 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
48 Interregional Improvement Program Funds (IIP)	4.9	0.0	-	-	-	-	-	-	-	-	-
49 Excise tax replacement for Prop 42 (no revenue sheet)	156.2	159.9	163.6	167.1	170.5	173.8	177.2	180.7	184.1	187.4	190.9
50 Other State	-	8.0	8.0	4.0	-	-	-	-	-	-	-
51 Regional Improvement Program Funds (RIP)	108.5	33.7	119.1	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0
52 SAFE	7.5	7.4	7.2	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
53 SHOPP	217.0	103.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
54 STA - Operator Revenue Share	52.2	52.7	53.3	53.8	54.3	54.9	55.4	56.0	56.6	57.1	57.7
55 STA - Population Share	44.9	45.4	45.8	46.3	46.8	47.2	47.7	48.2	48.7	49.2	49.6
56 Subtotal STA	97.2	98.1	99.1	100.1	101.1	102.1	103.2	104.2	105.2	106.3	107.3
57 Proposition 1B State Infrastructure Bonds	211.7	70.2	52.4	21.6	16.1	-	-	-	-	-	-
58 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-	-
59 High Speed Rail Bonds voted 11-4-08	46.5	49.4	-	-	-	-	-	-	-	-	-
60 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
61 State Highway Acct (Caltrans Ops) (no rev sheet)	157.8	161.7	165.7	169.9	174.1	178.5	182.9	187.5	192.2	197.0	201.9
62 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	6.1	6.2	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9	7.0
63 Traffic Congestion Relief Allocations	27.8	47.9	20.1	-	-	-	-	-	-	-	-
<b>64 Subtotal State Revenue Sources</b>	<b>1,307.9</b>	<b>1,010.4</b>	<b>1,106.4</b>	<b>1,092.8</b>	<b>1,090.1</b>	<b>1,082.8</b>	<b>1,093.7</b>	<b>1,100.9</b>	<b>1,110.1</b>	<b>1,121.4</b>	<b>1,129.0</b>
<b>65 Federal</b>											
66 CMAQ (Congestion Mitigation & Air Quality)	115.0	115.0	110.0	110.0	100.0	80.0	80.0	80.0	80.0	80.0	80.0
67 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
68 Other Federal Funds - Rail Capital	-	-	-	-	-	-	-	-	-	-	-
69 Other Federal Funds - Highway Earmarks	25.0	5.0	0.7	-	-	-	-	-	-	-	-
70 RSTP (Regional Surface Transportation Prog)	117.5	119.1	120.8	122.5	124.2	125.9	127.7	129.5	131.3	133.1	135.0
71 Section 5307 Urbanized Area Formula	248.1	251.5	255.1	258.6	262.2	265.9	269.6	273.4	277.2	281.1	285.1
72 Section 5339 Bus and Bus Facilities	-	-	-	-	-	5.0	5.0	5.0	5.0	5.0	5.0
73 Section 5337 State of Good Repair (frmlly 5309 Fixd Gdw)	43.0	43.6	44.2	44.9	45.5	46.1	46.8	47.4	48.1	48.8	49.4
74 Section 5309 New Starts	200.0	200.0	200.0	200.0	232.0	238.9	200.0	200.0	200.0	200.0	168.0
75 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-	-	-	-
76 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
77 Job Access and Reverse Commute (JARC)	8.0	-	-	-	-	-	-	-	-	-	-
78 New Freedom	3.5	-	-	-	-	-	-	-	-	-	-
79 Section 5340 Growing States and High Density	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.3	8.4
80 TAP-Transportation Alternatives Program	28.8	13.8	14.0	14.2	14.4	14.6	14.8	15.0	15.2	15.4	15.6
<b>81 Subtotal Federal Revenue Sources</b>	<b>798.6</b>	<b>757.8</b>	<b>754.7</b>	<b>760.2</b>	<b>788.4</b>	<b>786.6</b>	<b>754.2</b>	<b>760.8</b>	<b>767.4</b>	<b>774.0</b>	<b>748.9</b>
<b>82 SUBTOTAL REVENUE SOURCES</b>	<b>6,649.7</b>	<b>6,215.7</b>	<b>6,248.8</b>	<b>6,279.3</b>	<b>6,361.1</b>	<b>6,613.8</b>	<b>6,508.1</b>	<b>6,826.3</b>	<b>7,089.6</b>	<b>7,099.9</b>	<b>7,486.0</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
(\$ in millions)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
83 <b>Highway Strategy Revenues</b>											
84 <b>Local</b>											
85 Tolls/PPP	119.0	479.0	546.0	617.0	561.0	502.0	439.0	546.0	546.0	546.0	546.0
86 Container Fees	-	60.0	60.0	60.0	60.0	60.0	60.0	-	-	-	-
87 <b>Subtotal Local Revenues</b>	<b>119.0</b>	<b>539.0</b>	<b>606.0</b>	<b>677.0</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>
88 <b>State</b>											
89 High Speed Rail Bonds	15.0	15.0	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0	10.0
90 State Programs	-	85.7	85.7	102.7	102.7	97.7	86.5	145.0	145.0	145.0	140.0
91 SHOPP (Additional)	-	-	-	-	-	8.0	9.0	9.0	-	-	-
92 <b>Subtotal State Revenues</b>	<b>15.0</b>	<b>100.7</b>	<b>100.7</b>	<b>117.7</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>
93 <b>Federal</b>											
94 Cap and Trade	-	30.0	40.0	30.0	30.0	30.0	30.0	-	-	-	-
95 Federal Formula Funds (Additional)	33.0	159.0	159.0	173.1	169.0	176.4	154.5	223.0	223.0	223.0	223.0
96 Federal HPP Earmarks	199.0	288.7	272.0	155.0	88.5	85.8	86.0	106.0	106.0	106.0	106.0
97 Metropolitan Mobility and Access Program	233.0	178.0	160.0	50.0	50.0	50.0	50.0	32.0	32.0	32.0	32.0
98 Freight Program	100.0	261.5	392.6	347.4	296.5	186.1	128.0	97.0	97.0	97.0	97.0
99 <b>Subtotal Federal Revenues</b>	<b>565.0</b>	<b>917.2</b>	<b>1,023.6</b>	<b>755.5</b>	<b>634.0</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>
100 <b>Total Highway Strategy Revenues</b>	<b>699.0</b>	<b>1,556.9</b>	<b>1,730.3</b>	<b>1,550.2</b>	<b>1,372.7</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>
101 <b>Federal High Speed Rail assumed (no rev sheet)</b>	-	-	-	-	-	-	-	-	-	225.0	300.0
102 <b>Grand Total Revenue Sources</b>	<b>7,348.7</b>	<b>7,772.6</b>	<b>7,979.1</b>	<b>7,829.5</b>	<b>7,733.8</b>	<b>7,824.8</b>	<b>7,566.1</b>	<b>7,989.3</b>	<b>8,243.6</b>	<b>8,478.9</b>	<b>8,940.0</b>
103 <b>Selected Detail</b>											
104 Prop A 35% Rail Capital	252.5	269.9	285.5	299.0	314.4	330.3	345.1	360.1	375.2	390.2	405.7
105 Prop A 40% Discretionary	288.6	308.4	326.3	341.7	359.3	377.5	394.4	411.6	428.8	445.9	463.7
106 Prop C 5% Security	37.4	40.0	42.3	44.3	46.6	48.9	51.1	53.3	55.6	57.8	60.1
107 Prop C 10% Commuter Rail	74.8	79.9	84.6	88.6	93.1	97.8	102.2	106.7	111.2	115.6	120.2
108 Prop C 25% Highway	187.0	199.9	211.4	221.4	232.9	244.6	255.6	266.7	277.9	289.0	300.5
109 Prop C 40% Discretionary	299.3	319.8	338.3	354.3	372.6	391.4	408.9	426.8	444.7	462.4	480.8
110 Measure R 2% Rail System Improvements	15.0	16.0	16.9	17.7	18.6	19.6	20.4	21.3	22.2	23.1	24.0
111 Measure R 5% Rail Operations	37.4	40.0	42.3	44.3	46.6	48.9	51.1	53.3	55.6	57.8	60.1
112 Measure R 35% Transit Capital Projects (excl bus capita	254.4	275.2	296.0	300.0	326.0	332.4	347.8	363.4	379.1	394.5	410.7
113 Measure R 20% Bus Operations (MTA only)	110.7	118.3	125.2	131.1	137.8	144.8	151.3	157.9	164.5	171.1	177.9

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**LRTP 10/18/12 rev 11-19-12**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
(\$ in millions)	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
<b>Local</b>											
1 Proposition A (gross)	1,263.2	1,310.9	1,360.8	1,409.4	1,457.9	1,501.7	1,545.0	1,591.7	1,641.5	1,691.8	1,740.1
2 Proposition C (gross)	1,263.3	1,311.0	1,360.9	1,409.5	1,458.0	1,501.8	1,545.1	1,591.9	1,641.7	1,691.9	1,740.2
3 Measure R (gross)	1,263.2	1,310.9	1,360.8	1,409.4	1,457.9	1,501.7	1,545.0	1,591.7	1,641.5	1,691.8	1,740.1
4 TDA (gross)	633.0	656.9	681.9	706.3	730.6	752.5	774.2	797.6	822.6	847.8	872.0
5 Fare Revenues - Metro Bus and Rail	660.8	673.6	708.1	715.4	743.0	749.5	778.4	785.2	815.6	822.7	873.4
6 Fare Revenues - non-Metro bus	134.8	137.3	140.1	142.8	145.5	148.3	151.0	153.9	156.9	160.0	163.2
7 Fare Revenues - Metrolink	58.9	60.0	61.2	62.4	63.6	64.8	66.0	67.3	68.6	69.9	71.3
8 Lease and Leaseback Revenues	11.1	11.3	11.5	11.7	11.9	12.2	12.4	12.6	12.9	13.1	13.4
9 Local Agency Contributions - Highway	-	-	-	-	-	-	-	-	-	-	-
10 Local Agency Contributions - Transit	-	-	9.9	-	-	-	-	132.9	16.6	-	-
11 Local Agency Street and Road Funds (no rev sheet)	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
12 Net Financing: Highways (Prop C 25%)	230.2	247.7	293.3	159.7	213.3	-	-	-	-	-	-
13 Net Financing: Rail Capital (Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-
14 Net Financing: Rail Capital (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
17 Net Financing: Admin Bonds (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
18 Net Financing: Commuter Rail Capital (Prop C 10%)	25.9	24.2	13.3	14.3	15.5	11.6	2.0	-	-	-	-
19 Subtotal Net Financing Props A and C	256.1	271.9	306.6	174.0	228.8	11.6	2.0	-	-	-	-
20 Net Financing: Highway Capital (Measure R 20%)	142.8	8.1	39.7	-	-	-	-	-	-	-	-
21 Net Financing: Highway Capital TIFIA Loan (Measure R 20%)	-	-	-	-	-	-	-	-	-	-	-
22 Net Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-
23 Net Financing: Metrolink Capital (Measure R 3%)	-	-	-	-	-	-	-	-	-	-	-
24 Net Financing: Rail Capital (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
25 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-	-	-	-	-	-
26 Net Financing: Rail Capital TIFIA Loan (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
27 Subtotal Net Financing Measure R	142.8	8.1	39.7	-	-	-	-	-	-	-	-
28 Financing: Capital Grant Receipts Revenue Bonds	-	-	-	-	-	-	-	-	-	-	-
29 Total Financing	398.9	280.0	346.3	174.0	228.8	11.6	2.0	-	-	-	-
30 Other - General, Advertising, Other Misc.	48.0	48.9	49.8	50.8	51.8	52.8	53.8	54.8	55.9	57.0	58.1
31 Ramirez Flyover Escrow funds (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
32 HOT lanes tolls (no revenue sheet)	26.4	26.9	27.4	27.9	28.4	28.9	29.4	29.9	30.4	31.0	31.6
33 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
34 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
35 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
36 Interest Earnings on TDA funds	2.7	2.7	2.8	2.8	2.8	2.9	2.9	2.9	2.9	3.0	3.0
37 Interest Earnings on Measure R 35% funds	-	-	-	-	-	-	-	-	-	-	-
38 Interest Earnings on Measure R 20% funds	-	-	-	-	-	0.3	0.3	-	0.3	1.9	6.0
39 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
40 Repayment from State of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
41 Measure R 20% transfer in (assumed for W. Santa Ana B	-	-	-	-	-	-	-	-	-	-	-
42 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	-	-	31.7	-	35.4	19.0	-	-	-	-	-
43 Prop A Lapsed transferred to Prop C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>44 Subtotal Local Revenue Sources</b>	<b>5,781.8</b>	<b>5,847.8</b>	<b>6,170.6</b>	<b>6,139.9</b>	<b>6,433.2</b>	<b>6,365.2</b>	<b>6,522.8</b>	<b>6,830.0</b>	<b>6,925.0</b>	<b>7,099.3</b>	<b>7,329.9</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
(\$ in millions)	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
45 <b>State</b>											
46 Air Quality Vehicle Registration Fee (AB 2766)	-	2.0	-	-	2.0	-	-	2.0	-	-	2.0
47 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
48 Interregional Improvement Program Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-
49 Excise tax replacement for Prop 42 (no revenue sheet)	194.5	198.1	202.1	206.0	210.0	213.9	217.9	222.1	226.4	230.9	235.5
50 Other State	-	-	-	-	-	-	-	-	-	-	-
51 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
52 SAFE	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
53 SHOPP	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
54 STA - Operator Revenue Share	58.3	58.9	59.4	60.0	60.6	61.2	61.9	62.5	63.1	63.7	64.4
55 STA - Population Share	50.1	50.6	51.2	51.7	52.2	52.7	53.2	53.8	54.3	54.8	55.4
56 Subtotal STA	108.4	109.5	110.6	111.7	112.8	113.9	115.1	116.2	117.4	118.6	119.8
57 Proposition 1B State Infrastructure Bonds	-	-	-	-	-	-	-	-	-	-	-
58 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-	-
59 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-	-
60 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
61 State Highway Acct (Caltrans Ops) (no rev sheet)	207.0	212.2	217.5	222.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0
62 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.1
63 Traffic Congestion Relief Allocations	-	-	-	-	-	-	-	-	-	-	-
64 <b>Subtotal State Revenue Sources</b>	<b>1,138.8</b>	<b>1,150.7</b>	<b>1,159.2</b>	<b>1,169.8</b>	<b>1,182.6</b>	<b>1,191.4</b>	<b>1,202.5</b>	<b>1,216.0</b>	<b>1,225.7</b>	<b>1,237.8</b>	<b>1,252.2</b>
65 <b>Federal</b>											
66 CMAQ (Congestion Mitigation & Air Quality)	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
67 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
68 Other Federal Funds - Rail Capital	-	-	-	-	-	-	-	-	-	-	-
69 Other Federal Funds - Highway Earmarks	-	-	-	-	-	-	-	-	-	-	-
70 RSTP (Regional Surface Transportation Prog)	136.9	138.8	140.7	142.7	144.7	146.7	148.8	150.9	153.0	155.1	157.3
71 Section 5307 Urbanized Area Formula	289.0	293.1	297.2	301.4	305.6	309.9	314.2	318.6	323.1	327.6	332.2
72 Section 5339 Bus and Bus Facilities	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
73 Section 5337 State of Good Repair (firmly 5309 Fixd Gdw)	50.1	50.8	51.5	52.3	53.0	53.7	54.5	55.3	56.0	56.8	57.6
74 Section 5309 New Starts	29.3	90.6	171.4	200.0	200.0	238.6	200.0	200.0	200.0	194.1	90.4
75 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-	-	-	-
76 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
77 Job Access and Reverse Commute (JARC)	-	-	-	-	-	-	-	-	-	-	-
78 New Freedom	-	-	-	-	-	-	-	-	-	-	-
79 Section 5340 Growing States and High Density	8.5	8.6	8.7	8.8	9.0	9.1	9.2	9.4	9.5	9.6	9.8
80 TAP-Transportation Alternatives Program	15.8	16.0	16.2	16.4	16.6	16.8	17.0	17.2	17.4	17.6	17.8
81 <b>Subtotal Federal Revenue Sources</b>	<b>597.1</b>	<b>665.3</b>	<b>753.2</b>	<b>789.0</b>	<b>796.2</b>	<b>842.2</b>	<b>811.1</b>	<b>818.7</b>	<b>826.4</b>	<b>828.2</b>	<b>732.4</b>
82 <b>SUBTOTAL REVENUE SOURCES</b>	<b>7,517.7</b>	<b>7,663.8</b>	<b>8,083.0</b>	<b>8,098.6</b>	<b>8,412.0</b>	<b>8,398.8</b>	<b>8,536.5</b>	<b>8,864.7</b>	<b>8,977.0</b>	<b>9,165.3</b>	<b>9,314.5</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
(\$ in millions)	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
83 <b>Highway Strategy Revenues</b>											
84 <b>Local</b>											
85 Tolls/PPP	546.0	546.0	296.0	296.0	225.0	225.0	225.0	228.0	385.0	454.0	216.0
86 Container Fees	-	-	-	-	-	-	-	-	-	-	-
87 <b>Subtotal Local Revenues</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>454.0</b>	<b>216.0</b>
88 <b>State</b>											
89 High Speed Rail Bonds	10.0	-	-	-	-	-	-	-	-	-	-
90 State Programs	140.0	140.0	133.5	160.8	160.3	57.1	50.3	75.0	100.0	109.6	115.4
91 SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-	-
92 <b>Subtotal State Revenues</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>75.0</b>	<b>100.0</b>	<b>109.6</b>	<b>115.4</b>
93 <b>Federal</b>											
94 Cap and Trade	-	-	-	-	-	-	-	-	-	-	-
95 Federal Formula Funds (Additional)	223.0	223.0	224.0	223.9	53.0	53.0	53.0	55.0	52.8	142.6	52.8
96 Federal HPP Earmarks	100.0	100.0	-	-	-	-	-	100.0	16.7	16.7	16.7
97 Metropolitan Mobility and Access Program	32.0	32.0	22.0	22.0	22.0	22.0	22.0	25.0	22.5	81.7	22.5
98 Freight Program	97.0	97.0	-	-	11.0	22.0	33.0	84.0	33.3	33.3	33.3
99 <b>Subtotal Federal Revenues</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>274.3</b>	<b>125.3</b>
100 <b>Total Highway Strategy Revenues</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>567.0</b>	<b>610.3</b>	<b>837.9</b>	<b>456.7</b>
101 <b>Federal High Speed Rail assumed (no rev sheet)</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>	-	-	-	-
102 <b>Grand Total Revenue Sources</b>	<b>9,015.7</b>	<b>9,201.8</b>	<b>9,208.5</b>	<b>9,301.3</b>	<b>9,308.3</b>	<b>8,977.9</b>	<b>9,069.8</b>	<b>9,431.7</b>	<b>9,587.3</b>	<b>10,003.2</b>	<b>9,771.2</b>
103 <b>Selected Detail</b>											
104 Prop A 35% Rail Capital	420.0	435.9	452.5	468.6	484.8	499.3	513.7	529.3	545.8	562.5	578.6
105 Prop A 40% Discretionary	480.0	498.1	517.1	535.6	554.0	570.6	587.1	604.9	623.8	642.9	661.2
106 Prop C 5% Security	62.2	64.6	67.0	69.4	71.8	74.0	76.1	78.4	80.9	83.3	85.7
107 Prop C 10% Commuter Rail	124.4	129.1	134.1	138.8	143.6	147.9	152.2	156.8	161.7	166.7	171.4
108 Prop C 25% Highway	311.1	322.8	335.1	347.1	359.0	369.8	380.5	392.0	404.3	416.6	428.5
109 Prop C 40% Discretionary	497.7	516.5	536.2	555.4	574.5	591.7	608.8	627.2	646.8	666.6	685.6
110 Measure R 2% Rail System Improvements	24.9	25.8	26.8	27.8	28.7	29.6	30.4	31.4	32.3	33.3	34.3
111 Measure R 5% Rail Operations	62.2	64.6	67.0	69.4	71.8	74.0	76.1	78.4	80.8	83.3	85.7
112 Measure R 35% Transit Capital Projects (excl bus capital)	425.5	441.9	459.1	475.9	492.6	512.1	532.6	548.7	565.9	583.2	599.9
113 Measure R 20% Bus Operations (MTA only)	184.2	191.1	198.4	205.5	212.5	218.9	225.2	232.0	239.3	246.6	253.7

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2036	2037	2038	2039
(\$ in millions)	2037	2038	2039	2040
<b>Local</b>				
1 Proposition A (gross)	1,792.1	1,844.8	1,894.3	1,862.1
2 Proposition C (gross)	1,792.2	1,844.9	1,894.5	1,862.3
3 Measure R (gross)	1,792.1	1,844.8	1,894.3	-
4 TDA (gross)	898.0	924.4	949.3	933.1
5 Fare Revenues - Metro Bus and Rail	881.1	915.2	923.3	959.1
6 Fare Revenues - non-Metro bus	166.6	170.0	173.3	176.4
7 Fare Revenues - Metrolink	72.8	74.3	75.7	77.1
8 Lease and Leaseback Revenues	13.7	13.9	14.2	14.5
9 Local Agency Contributions - Highway	-	-	-	-
10 Local Agency Contributions - Transit	74.0	-	-	-
11 Local Agency Street and Road Funds (no rev sheet)	1.2	1.2	1.2	1.2
12 Net Financing: Highways (Prop C 25%)	-	-	-	-
13 Net Financing: Rail Capital (Prop A 35%)	-	-	-	-
14 Net Financing: Rail Capital (Prop C 40%)	-	-	-	-
15 Net Financing: Bus Fac Cap (Prop C 40%) 12-Yr Bonds	-	-	-	-
16 Net Financing: Bus Fac Cap (Prop C 40%) 30-Yr Bonds	-	-	-	-
17 Net Financing: Admin Bonds (Prop C 40%)	-	-	-	-
18 Net Financing: Commuter Rail Capital (Prop C 10%)	-	-	-	-
19 Subtotal Net Financing Props A and C	-	-	-	-
20 Net Financing: Highway Capital (Measure R 20%)	-	-	-	-
21 Net Financing: Highway Capital TIFIA Loan (Measure R 20%)	-	-	-	-
22 Net Financing: Measure R 2% Commercial Paper	-	-	-	-
23 Net Financing: Metrolink Capital (Measure R 3%)	-	-	-	-
24 Net Financing: Rail Capital (Measure R 35%)	-	-	-	-
25 Net Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-
26 Net Financing: Rail Capital TIFIA Loan (Measure R 35%)	-	-	-	-
27 Subtotal Net Financing Measure R	-	-	-	-
28 Financing: Capital Grant Receipts Revenue Bonds	-	-	-	-
29 Total Financing	-	-	-	-
30 Other - General, Advertising, Other Misc.	59.3	60.5	61.7	62.8
31 Ramirez Flyover Escrow funds (no revenue sheet)	-	-	-	-
32 HOT lanes tolls (no revenue sheet)	32.2	32.8	33.4	34.0
33 HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5
34 Interest Earnings on Prop A funds	3.5	3.5	3.5	3.5
35 Interest Earnings on Prop C funds	11.9	11.9	11.9	11.9
36 Interest Earnings on TDA funds	3.0	3.1	3.1	3.1
37 Interest Earnings on Measure R 35% funds	-	-	-	-
38 Interest Earnings on Measure R 20% funds	12.3	19.1	22.0	-
39 Interest Earnings on STA-Op Rev Share funds	0.4	0.4	0.4	0.4
40 Repayment from State of capital proj loans (fund 3562)	-	-	-	-
41 Measure R 20% transfer in (assumed for W. Santa Ana B	-	-	-	-
42 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	-	-	-	-
43 Prop A Lapsed transferred to Prop C 40%	-	-	-	-
<b>44 Subtotal Local Revenue Sources</b>	<b>7,606.8</b>	<b>7,765.2</b>	<b>7,956.5</b>	<b>6,002.1</b>

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**LRTP 10/18/12 rev 11-19-12**

	2036	2037	2038	2039	2039
(\$ in millions)	2037	2038	2039	2040	
45 <b>State</b>					
46 Air Quality Vehicle Registration Fee (AB 2766)	-	-	2.0	-	-
47 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	-
48 Interregional Improvement Program Funds (IIP)	-	-	-	-	-
49 Excise tax replacement for Prop 42 (no revenue sheet)	240.3	245.3	250.0	254.6	-
50 Other State	-	-	-	-	-
51 Regional Improvement Program Funds (RIP)	150.0	150.0	150.0	150.0	-
52 SAFE	7.0	7.0	7.0	7.0	-
53 SHOPP	200.0	200.0	200.0	200.0	-
54 STA - Operator Revenue Share	65.0	65.7	66.3	67.0	-
55 STA - Population Share	55.9	56.5	57.1	57.6	-
56 Subtotal STA	121.0	122.2	123.4	124.6	-
57 Proposition 1B State Infrastructure Bonds	-	-	-	-	-
58 Proposition 1B Bonds - PTMISEA	-	-	-	-	-
59 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-
60 State Gas Tax Subventions to Cities (no rev sheet)	263.8	263.8	263.8	263.8	-
61 State Highway Acct (Caltrans Ops) (no rev sheet)	271.6	278.4	285.3	292.5	-
62 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	8.2	8.4	8.5	8.6	-
63 Traffic Congestion Relief Allocations	-	-	-	-	-
64 <b>Subtotal State Revenue Sources</b>	<b>1,262.9</b>	<b>1,276.0</b>	<b>1,291.0</b>	<b>1,302.0</b>	
65 <b>Federal</b>					
66 CMAQ (Congestion Mitigation & Air Quality)	60.0	60.0	60.0	60.0	-
67 Homeland Security Grants	2.0	2.0	2.0	2.0	-
68 Other Federal Funds - Rail Capital	-	-	-	-	-
69 Other Federal Funds - Highway Earmarks	-	-	-	-	-
70 RSTP (Regional Surface Transportation Prog)	159.5	161.7	164.0	166.3	-
71 Section 5307 Urbanized Area Formula	336.8	341.5	346.3	351.2	-
72 Section 5339 Bus and Bus Facilities	5.0	5.0	5.0	5.0	-
73 Section 5337 State of Good Repair (frmly 5309 Fixd Gdw)	58.4	59.2	60.1	60.9	-
74 Section 5309 New Starts	100.0	100.0	100.0	-	-
75 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-
76 Section 5310 Elderly/Disabled (capital)	0.4	0.4	0.4	0.4	-
77 Job Access and Reverse Commute (JARC)	-	-	-	-	-
78 New Freedom	-	-	-	-	-
79 Section 5340 Growing States and High Density	9.9	10.0	10.2	10.3	-
80 TAP-Transportation Alternatives Program	18.0	18.3	18.6	18.9	-
81 <b>Subtotal Federal Revenue Sources</b>	<b>750.0</b>	<b>758.2</b>	<b>766.5</b>	<b>675.0</b>	
82 <b>SUBTOTAL REVENUE SOURCES</b>	<b>9,619.7</b>	<b>9,799.3</b>	<b>10,014.0</b>	<b>7,979.1</b>	

**LACMTA Financial Forecasting Model**  
**Countywide Revenue Sources Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2036	2037	2038	2039	2040
(\$ in millions)	2037	2038	2039	2040	
83 <b>Highway Strategy Revenues</b>					
84 <b>Local</b>					
85 Tolls/PPP	111.0	58.0	59.0	-	
86 Container Fees	-	-	-	-	
87 <b>Subtotal Local Revenues</b>	<b>111.0</b>	<b>58.0</b>	<b>59.0</b>	-	
88 <b>State</b>					
89 High Speed Rail Bonds	-	-	-	-	
90 State Programs	-	-	-	-	
91 SHOPP (Additional)	-	-	-	-	
92 <b>Subtotal State Revenues</b>	-	-	-	-	
93 <b>Federal</b>					
94 Cap and Trade	-	-	-	-	
95 Federal Formula Funds (Additional)	52.8	7.2	8.8	-	
96 Federal HPP Earmarks	16.7	16.6	16.6	-	
97 Metropolitan Mobility and Access Program	8.3	-	-	-	
98 Freight Program	33.3	33.3	33.5	-	
99 <b>Subtotal Federal Revenues</b>	<b>111.1</b>	<b>57.1</b>	<b>58.9</b>	-	
100 <b>Total Highway Strategy Revenues</b>	<b>222.1</b>	<b>115.1</b>	<b>117.9</b>	-	
101 <b>Federal High Speed Rail assumed (no rev sheet)</b>	-	-	-	-	
102 <b>Grand Total Revenue Sources</b>	<b>9,841.8</b>	<b>9,914.4</b>	<b>10,131.9</b>	<b>7,979.1</b>	
103 <b>Selected Detail</b>					
104 Prop A 35% Rail Capital	595.9	613.4	629.9	619.2	
105 Prop A 40% Discretionary	681.0	701.0	719.8	707.6	
106 Prop C 5% Security	88.3	90.9	93.3	91.7	
107 Prop C 10% Commuter Rail	176.5	181.7	186.6	183.4	
108 Prop C 25% Highway	441.3	454.3	466.5	458.6	
109 Prop C 40% Discretionary	706.1	726.9	746.4	733.7	
110 Measure R 2% Rail System Improvements	35.3	36.3	37.3	0.0	
111 Measure R 5% Rail Operations	88.3	90.9	93.3	0.0	
112 Measure R 35% Transit Capital Projects (excl bus capital)	617.8	636.0	653.1	0.0	
113 Measure R 20% Bus Operations (MTA only)	261.2	268.9	276.2	0.0	



**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'14	% of Total	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016
<b>Uses Allocated (\$ in millions)</b>										
<b>1 Countywide Bus Operations</b>										
2 Bus Operations - MTA Operations	\$ 40,124.8	18.3%	\$ 10,877.5	\$ 7,054.3	\$ 13,219.1	\$ 19,851.5	\$ 921.9	\$ 948.3	\$ 976.6	\$ 1,005.8
3 Bus Operations - MTA Security	980.9	0.4%	297.3	197.4	334.2	449.3	26.3	26.9	27.6	28.2
4 Subtotal MTA Bus Operations	41,105.7	18.8%	11,174.9	7,251.6	13,553.3	20,300.7	948.2	975.2	1,004.1	1,034.0
5 Bus Operations - Municipal & Non-Metro Operators	19,821.0	9.1%	5,407.5	3,433.7	6,658.0	9,729.2	441.2	442.0	466.0	489.3
6 Other Eligible Operators (Prop A 40% Alloc)	846.2	0.4%	254.6	175.3	286.2	384.7	28.8	23.0	23.6	24.2
7 Paratransit - (Access Services Operations)	4,147.2	1.9%	1,252.9	844.0	1,408.6	1,894.6	123.1	113.5	116.0	118.9
8 Paratransit (TDA Article 8)	959.6	0.4%	243.7	149.0	317.4	493.2	17.6	18.7	20.0	21.4
9 Paratransit (New Freedom)	10.5	0.0%	7.0	10.5	-	-	3.5	3.5	3.5	-
10 Job Access transit (JARC)	24.0	0.0%	16.0	24.0	-	-	8.0	8.0	8.0	-
11 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	687.7	0.3%	175.3	107.4	227.6	352.7	12.7	13.5	14.4	15.4
<b>12 Subtotal Countywide Bus Operations</b>	<b>67,602.0</b>	<b>30.9%</b>	<b>18,532.0</b>	<b>11,995.5</b>	<b>22,451.2</b>	<b>33,155.2</b>	<b>1,583.1</b>	<b>1,597.5</b>	<b>1,655.7</b>	<b>1,703.1</b>
13 Rail Operations - MTA Operations	15,033.4	6.9%	3,590.0	2,163.9	4,851.9	8,017.6	261.7	265.6	286.2	308.4
14 Rail Operations - MTA Security	3,542.2	1.6%	906.7	550.7	1,173.8	1,817.7	65.3	68.0	74.0	80.4
15 Subtotal MTA Rail Operations	18,575.6	8.5%	4,496.7	2,714.6	6,025.7	9,835.3	327.0	333.6	360.3	388.8
16 Rail Operations - Metrolink	3,489.0	1.6%	1,003.3	659.8	1,167.1	1,662.1	89.8	87.3	90.6	94.0
<b>17 Subtotal Countywide Rail Operations</b>	<b>22,064.6</b>	<b>10.1%</b>	<b>5,500.0</b>	<b>3,374.5</b>	<b>7,192.8</b>	<b>11,497.4</b>	<b>416.8</b>	<b>420.9</b>	<b>450.8</b>	<b>482.8</b>
<b>18 Total Countywide Operations</b>	<b>89,666.6</b>	<b>41.0%</b>	<b>24,032.0</b>	<b>15,370.0</b>	<b>29,644.0</b>	<b>44,652.6</b>	<b>1,999.9</b>	<b>2,018.3</b>	<b>2,106.6</b>	<b>2,185.9</b>
<b>19 Total Countywide Bus Capital</b>	<b>14,799.1</b>	<b>6.8%</b>	<b>4,416.3</b>	<b>2,912.6</b>	<b>5,146.6</b>	<b>6,739.9</b>	<b>435.1</b>	<b>487.9</b>	<b>477.1</b>	<b>421.7</b>
19 Bus Capital - MTA	8,160.9	3.7%	2,485.1	1,637.7	2,896.2	3,627.0	257.0	314.6	303.3	239.4
20 Bus Capital - CRD	8.7	0.0%	2.4	8.7	-	-	6.3	2.4	-	-
21 Bus Capital - Municipal & Non-MTA Operators	6,616.8	3.0%	1,924.2	1,263.0	2,245.9	3,107.9	171.4	170.4	173.4	181.9
22 Bus Capital - Paratransit (Access Services)	12.7	0.0%	4.5	3.2	4.5	5.0	0.5	0.5	0.5	0.5
23 Bus Capital - Paratransit - Other Operators	-	0.0%	-	-	-	-	-	-	-	-
<b>25 Rail Capital - Major Projects</b>										
26 Exposition LRT-Phase I	-	0.0%	-	-	-	-	-	-	-	-
27 Exposition LRT-Phase II to Santa Monica	1,018.5	0.5%	681.5	1,018.5	-	-	337.0	404.6	250.2	16.6
28 Wilshire Metro Rapid Transitway	115.3	0.1%	115.3	30.0	85.3	-	-	-	-	-
29 San Fernando Valley North-South - Canoga	12.8	0.0%	3.4	12.8	-	-	9.4	3.4	-	-
30 East San Fernando Valley North-South Corridor	164.1	0.1%	159.0	164.1	-	-	5.1	2.5	12.0	52.0
31 Gold Line Foothill Extension (from Pasadena)	681.4	0.3%	532.0	681.4	-	-	149.4	183.6	132.6	92.0
32 Westside Subway Extension Segment 1	2,258.1	1.0%	2,186.2	1,747.2	510.8	-	71.9	135.2	248.5	322.7
33 Westside Subway Extension Segment 2	1,724.7	0.8%	1,357.0	640.1	1,084.6	-	-	-	-	59.7
34 Westside Subway Extension Segment 3	1,942.2	0.9%	-	-	750.6	1,191.6	-	-	-	-
35 Regional Connector	1,312.7	0.6%	1,207.3	1,305.6	7.2	-	105.4	171.4	236.3	262.2
36 Crenshaw/LAX Transit Corridor	1,684.7	0.8%	1,565.7	1,684.7	-	-	119.0	304.8	443.6	363.2
37 Airport Metro Connector (Green Line Extension to LAX)	326.6	0.1%	0.6	3.5	323.1	-	2.9	0.6	-	-
38 West Santa Ana Branch	648.0	0.3%	225.5	0.7	647.3	-	0.7	-	-	-
39 Eastside Extension Phase II	2,473.9	1.1%	-	2.3	396.4	2,075.2	2.3	-	-	-
40 South Bay Green Line Extension	551.3	0.3%	-	10.8	8.9	531.6	10.8	-	-	-
41 San Fernando Valley I-405 Corridor Connection	2,467.0	1.1%	-	-	-	2,467.0	-	-	-	-
42 Subregional repayment for TBD from Westside Subway Extension	985.5	0.5%	-	-	-	985.5	-	-	-	-
43 Subregional repayment for TBD from SFV N-S Canoga (\$182)	182.0	0.1%	182.0	-	182.0	-	-	-	-	-
44 Subregional repayment for TBD from Expo Phase II	111.3	0.1%	-	-	111.3	-	-	-	-	-
<b>45 Subtotal</b>	<b>18,660.1</b>	<b>8.5%</b>	<b>8,215.4</b>	<b>7,301.7</b>	<b>4,107.5</b>	<b>7,250.9</b>	<b>813.9</b>	<b>1,206.2</b>	<b>1,323.1</b>	<b>1,168.5</b>
46 Rail Cap - Misc. Red, Blue, Green, Gold Projects	0.7	0.0%	-	0.7	-	-	0.7	-	-	-
47 Rail Cap - Lankershim Depot	1.6	0.0%	-	1.6	-	-	1.6	-	-	-
48 Rail Cap - Eastside LRT Access	27.5	0.0%	23.0	27.5	-	-	4.5	5.3	3.3	5.0
49 Rail Cap - System Improvem (Eastside Enhanc, Quad Gates, Misc)	1.1	0.0%	-	1.1	-	-	1.1	-	-	-
50 Rail Cap - System Improvements (Red/Purple Line)	785.5	0.4%	136.5	32.6	263.7	489.3	-	-	-	-
51 Subtotal System Improvements	786.6	0.4%	136.5	33.7	263.7	489.3	1.1	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**LRTP 10/18/12 rev 11-19-12**

Uses Allocated (\$ in millions)		Total	% of	Years	Years	Years	Years	2012	2013	2014	2015
		'13-'40	Total	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016
52	Rail Cap - P3010 Light Rail Vehicles	315.6	0.1%	263.4	315.6	-	-	52.1	98.5	86.0	12.1
53	Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg)	1,299.5	0.6%	447.9	253.5	591.4	454.6	-	-	50.4	50.8
54	Subtotal Light Rail Vehicles	1,615.1	0.7%	711.3	569.1	591.4	454.6	52.1	98.5	136.4	62.9
55	Rail Cap - Heavy Rail Vehicles (not in project budgets)	77.4	0.0%	77.4	77.4	-	-	-	-	-	25.0
56	Rail Cap - Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	173.1	0.1%	130.6	162.0	11.1	-	42.5	10.0	10.0	15.0
57	Rail Cap - Other Light Rail St of Good Rep (Wayside, Facil, Veh Maint)	916.5	0.4%	219.5	92.3	390.2	434.0	2.8	8.0	8.0	8.0
58	Rail Cap - Heavy Rail St of Good Rep (Wayside, Facil, Veh Maint)	468.3	0.2%	117.6	92.9	169.3	206.2	33.8	-	8.0	7.6
59	Rail Cap - State of Good Repair - Existing Lines excl vehicles	2,447.0	1.1%	294.1	-	891.2	1,555.8	-	-	-	-
60	Rail Cap - State of Good Repair - Systemwide	1,387.9	0.6%	723.9	-	1,387.9	-	-	-	-	-
61	Rail Cap - State of Good Repair - Future Lines	3,555.7	1.6%	48.0	-	332.5	3,223.2	-	-	-	-
62	Subtotal State of Good Repair (Rehab & Replacement)	7,390.6	3.4%	1,066.0	-	2,611.5	4,779.0	-	-	-	-
63	Rail Cap - Light Rail Yards (not in project budgets)	224.5	0.1%	124.5	224.5	-	-	100.0	53.7	30.0	30.0
64	Rail Cap - Transit Project Studies and Planning	75.0	0.0%	25.0	-	75.0	-	-	-	-	-
65	Rail Cap - Intercity Rail	20.6	0.0%	19.8	20.6	-	-	0.8	2.2	7.1	10.5
66	Rail Cap - Future Measure R 2% projects	238.3	0.1%	19.4	35.8	-	202.5	16.5	-	15.0	4.4
67	Rail Cap - Metro Rail Gating	3.6	0.0%	-	3.6	-	-	3.6	-	-	-
68	Rail Cap - Metrolink	2,043.6	0.9%	724.8	438.5	848.1	756.9	74.7	79.2	78.9	51.0
69	<b>Total Countywide Rail Capital</b>	<b>32,723.1</b>	<b>15.0%</b>	<b>11,610.9</b>	<b>9,081.8</b>	<b>9,067.9</b>	<b>14,573.3</b>	<b>1,148.6</b>	<b>1,463.1</b>	<b>1,619.7</b>	<b>1,387.9</b>
70	<b>Subtotal Transit Capital</b>	<b>47,522.1</b>	<b>21.7%</b>	<b>16,027.2</b>	<b>11,994.4</b>	<b>14,214.5</b>	<b>21,313.3</b>	<b>1,583.7</b>	<b>1,951.0</b>	<b>2,096.8</b>	<b>1,809.6</b>
71	<b>Highway/Multimodal/Streets and Roads</b>										
72	Regional Surface Transportation Improvements (RSTI)	432.3	0.2%	310.6	428.0	4.3	-	121.7	44.2	69.0	55.4
73	Transit Capital (including some Metrolink through CFP)	66.3	0.0%	49.5	66.3	-	-	16.8	18.8	24.0	6.7
74	Signal Synchronization	173.5	0.1%	149.3	116.4	57.1	-	24.2	32.1	2.0	-
75	Bikeways & Pedestrian Improvements	42.1	0.0%	30.0	42.1	-	-	12.1	7.3	13.1	9.7
76	Transportation Enhancements	45.3	0.0%	34.0	45.3	-	-	11.3	7.8	26.2	-
77	Transportation Demand Management (TDM)	7.0	0.0%	4.4	7.0	-	-	2.6	0.6	-	3.8
78	Regionally Significant	4.7	0.0%	-	4.7	-	-	4.7	-	-	-
79	Future Call for Projects	3,260.0	1.5%	1,372.0	250.0	2,799.0	211.1	-	-	-	45.1
80	<b>Subtotal Call for Projects (CFP)</b>	<b>4,031.2</b>	<b>1.8%</b>	<b>1,949.8</b>	<b>959.8</b>	<b>2,860.4</b>	<b>211.1</b>	<b>193.4</b>	<b>110.8</b>	<b>134.2</b>	<b>120.6</b>
81	Freeways	8,346.4	3.8%	2,420.6	2,534.0	3,601.0	2,211.4	984.6	566.9	373.5	222.2
82	SR-138 Widening	350.3	0.2%	336.4	322.3	28.0	-	13.9	8.2	33.1	73.4
83	Subregion Meas R transfer from I-5 South to West Santa Ana Branch	194.8	0.1%	174.2	-	194.8	-	-	-	-	-
84	Subregion Meas R payback I-5/SR-14 Capac Enhanc (\$88.8 to TBD)	88.8	0.0%	-	-	88.8	-	-	-	-	-
85	Subregion MR payback I-5 (134-170) (\$253.5 TBD; 1/3 to A-V, 2/3 to SFV)	253.5	0.1%	-	-	-	253.5	-	-	-	-
86	Subregion Meas R payback I-5 Carmentia Intchg (\$106 to 710-South)	133.0	0.1%	-	-	72.3	60.7	-	-	-	-
87	Alameda Corridor East	1,058.5	0.5%	857.5	1,058.5	-	-	201.0	265.5	266.9	151.3
88	Retrofit Soundwalls Phase 1	187.3	0.1%	135.8	98.4	88.9	-	51.5	46.9	-	-
89	Retrofit Soundwalls Phase 2	917.4	0.4%	96.0	13.3	82.7	821.4	-	-	-	-
90	Miscellaneous	28.7	0.0%	28.7	28.7	-	-	-	14.9	13.8	-
91	Expo Phase II Bikeway (in addition to prior Call for Projects funding)	13.4	0.0%	13.0	13.4	-	-	0.4	9.5	3.5	-
92	Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	359.4	0.2%	91.3	55.8	118.9	184.7	6.6	7.0	7.5	8.0
93	SHOPP	5,482.0	2.5%	1,780.0	1,282.0	2,000.0	2,200.0	302.0	60.0	217.0	103.0
94	Environmental Enhancement & Mitigation (EEM)	28.0	0.0%	10.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0
95	Gerald Desmond Bridge	119.9	0.1%	36.1	119.9	-	-	83.8	36.1	-	-
96	BNSF Grade Separations	35.0	0.0%	35.0	35.0	-	-	-	8.0	8.0	7.0
97	Other Projects from Prop 1B Bonds	150.0	0.1%	75.0	150.0	-	-	75.0	75.0	-	-
98	Local Roads Rehabilitation (Prop 1B)	190.0	0.1%	115.0	190.0	-	-	75.0	75.0	40.0	-
99	Regional Integration of Intelligent Transportation Systems (ITS)	30.7	0.0%	17.1	10.3	18.3	2.0	0.1	1.7	1.8	1.8
100	Calls beyond FY 30, future projects	781.7	0.4%	-	-	-	781.7	-	-	-	-
101	Rapid Bus Projects Subsidies	39.4	0.0%	24.2	39.4	-	-	15.2	15.3	8.9	-
102	<b>Subtotal Highway Capital including CFP</b>	<b>22,819.3</b>	<b>10.4%</b>	<b>8,195.7</b>	<b>6,917.8</b>	<b>9,164.1</b>	<b>6,737.5</b>	<b>2,003.4</b>	<b>1,301.8</b>	<b>1,109.3</b>	<b>688.3</b>

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

Uses Allocated (\$ in millions)	Total	% of	Years	Years	Years	Years	2012	2013	2014	2015
	'13-'14	Total	'14-'13	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016
103 Freeway Service Patrol	849.5	0.4%	260.2	185.1	287.6	376.8	34.4	24.0	24.4	24.9
104 Call Box Program	25.6	0.0%	10.2	7.8	9.0	8.8	1.2	1.2	1.2	1.2
105 Other SAFE Programs	152.5	0.1%	64.3	54.8	46.0	51.7	8.9	8.7	8.2	8.0
106 HOT Lanes Toll Collection Costs (no project sheet)	566.6	0.3%	174.0	108.0	195.6	263.0	7.9	15.8	16.1	16.5
107 Local Roads Rehabilitation	12,981.0	5.9%	4,335.8	2,973.9	4,545.0	5,462.1	414.0	417.6	421.2	424.9
108 Caltrans L.A. County Operations and Administration	5,984.9	2.7%	1,724.2	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7
109 Rideshare	506.5	0.2%	137.3	81.6	182.1	242.8	9.1	8.9	8.9	12.4
110 <b>Subtotal</b>	<b>21,066.6</b>	<b>9.6%</b>	<b>6,706.0</b>	<b>4,544.4</b>	<b>7,265.0</b>	<b>9,257.2</b>	<b>625.5</b>	<b>629.9</b>	<b>637.8</b>	<b>649.6</b>
111 Highway Project Development Support	592.1	0.3%	180.3	118.8	209.7	263.6	19.4	13.9	14.2	14.5
112 Local Roads (Props A and C Local Return) - not on Hwy Summary	6,709.3	3.1%	1,710.2	1,047.8	2,220.7	3,440.8	124.0	131.5	140.8	150.4
113 Local Roads (STPL) - not on Hwy Summary	893.7	0.4%	317.0	228.0	317.0	348.7	37.8	31.7	31.7	31.7
114 Measure R Local Return - Highway Assumed - not on Hwy Summary	5,072.9	2.3%	1,363.2	835.2	1,770.2	2,467.5	98.8	104.8	112.2	119.9
115 <b>Subtotal Highway Operations</b>	<b>13,267.9</b>	<b>6.1%</b>	<b>3,570.8</b>	<b>2,229.7</b>	<b>4,517.6</b>	<b>6,520.6</b>	<b>280.0</b>	<b>282.0</b>	<b>298.9</b>	<b>316.5</b>
116 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>57,153.9</b>	<b>26.1%</b>	<b>18,472.5</b>	<b>13,691.9</b>	<b>20,946.7</b>	<b>22,515.3</b>	<b>2,908.9</b>	<b>2,213.7</b>	<b>2,046.0</b>	<b>1,654.5</b>
117 <b>Debt Service</b>										
118 Prop C 40% Admin/A-W Capital Debt Service	-	0.0%	-	-	-	-	-	-	-	-
119 Bus Facil Cap Debt Serv-Prop C 40%	-	0.0%	-	-	-	-	-	-	-	-
120 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	-	0.0%	-	-	-	-	-	-	-	-
121 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	-	0.0%	-	-	-	-	-	-	-	-
122 Rail Capital Debt Service-Prop A 35% (including commercial paper)	2,824.4	1.3%	1,703.3	1,214.9	1,127.8	481.7	164.8	171.9	170.9	174.3
123 Rail Capital Debt Service-Prop C 40%	900.4	0.4%	680.0	494.6	384.3	21.5	70.2	71.6	71.1	70.9
124 Bus Capital Prop A 40% Debt Service	48.1	0.0%	22.3	16.4	20.0	11.7	2.3	2.3	2.3	2.3
125 Commuter Rail Debt Service-Prop C 10%	877.3	0.4%	259.1	145.2	327.4	404.7	15.7	16.9	19.1	21.2
126 Highway Debt Serv-Prop C 25%	5,542.1	2.5%	1,476.0	898.1	1,846.8	2,797.2	76.2	106.8	128.5	140.6
127 <b>Subtotal Props A &amp; C Debt Service</b>	<b>10,192.3</b>	<b>4.7%</b>	<b>4,140.8</b>	<b>2,769.2</b>	<b>3,706.3</b>	<b>3,716.8</b>	<b>329.1</b>	<b>369.6</b>	<b>391.9</b>	<b>409.4</b>
128 Measure R 2% - Commercial Paper Debt Service	-	0.0%	-	-	-	-	-	-	-	-
129 Measure R 3% - Tax-Exempt Debt Service	-	0.0%	-	-	-	-	-	-	-	-
130 Measure R 20% Highway - Tax Exempt Debt Service	1,395.1	0.6%	177.5	68.4	518.6	808.1	-	-	3.4	9.4
131 Measure R 20% Highway - TIFIA Debt Service	-	0.0%	-	-	-	-	-	-	-	-
132 Measure R 35% Transit 2010 - Tax Exempt Debt Service	175.4	0.1%	153.4	153.4	21.9	-	21.9	21.9	21.9	21.9
133 Measure R 35% Transit - Tax Exempt Debt Service	271.1	0.1%	96.0	50.8	113.0	107.3	-	-	5.6	11.3
134 Measure R 35% Transit - Commercial Paper Debt Service	363.7	0.2%	350.7	133.5	230.2	0.0	-	-	8.6	8.6
135 Measure R 35% Transit - BAB Debt Service	973.7	0.4%	272.1	144.5	403.7	425.6	20.6	20.6	20.6	20.6
136 Measure R 35% TIFIA Loan DSRF	96.4	0.0%	92.6	70.6	25.8	-	-	0.1	2.7	17.4
137 Measure R 35% Transit - TIFIA Loan Debt Service	2,544.1	1.2%	118.9	-	894.2	1,649.9	-	-	-	-
138 <b>Subtotal Measure R Debt Service</b>	<b>5,819.5</b>	<b>2.7%</b>	<b>1,261.3</b>	<b>621.2</b>	<b>2,207.4</b>	<b>2,990.9</b>	<b>42.6</b>	<b>42.6</b>	<b>62.9</b>	<b>89.3</b>
139 Capital Grant Receipts Revenue Bonds Debt Service	1,200.0	0.5%	1,000.0	600.0	600.0	-	-	100.0	100.0	100.0
140 GARVEE Bond Debt Service & C of I	25.8	0.0%	17.2	25.8	-	-	8.6	8.6	8.6	-
141 <b>Total Debt Service</b>	<b>17,237.5</b>	<b>7.9%</b>	<b>6,419.3</b>	<b>4,016.2</b>	<b>6,513.7</b>	<b>6,707.7</b>	<b>380.3</b>	<b>520.8</b>	<b>563.4</b>	<b>598.7</b>
142 <b>Other</b>										
143 ROW Security (Prop C 10%)	77.9	0.0%	23.6	15.7	26.6	35.7	2.1	2.1	2.2	2.2
144 Metro Other Security Costs (Prop C 5%)	-	0.0%	-	-	-	-	-	-	-	-
145 LOSSAN	0.6	0.0%	0.2	0.1	0.3	0.3	0.01	0.01	0.01	0.01
145 Agency-wide Capital	736.6	0.3%	268.0	227.3	209.9	299.4	32.0	32.2	31.9	32.3
146 Admin Overhead	3,513.1	1.6%	959.9	621.3	1,167.4	1,724.4	80.2	86.3	86.7	85.6
147 Immediate Needs and General Relief Token Program	342.2	0.2%	103.7	68.8	116.6	156.7	9.2	9.4	9.6	9.8
148 <b>Total Other</b>	<b>4,670.5</b>	<b>2.1%</b>	<b>1,355.4</b>	<b>933.2</b>	<b>1,520.7</b>	<b>2,216.5</b>	<b>123.5</b>	<b>130.1</b>	<b>130.5</b>	<b>129.9</b>
149 <b>Subtotal, Uses Allocated</b>	<b>216,250.6</b>	<b>98.8%</b>	<b>66,306.3</b>	<b>46,005.8</b>	<b>72,839.5</b>	<b>97,405.3</b>	<b>6,996.3</b>	<b>6,833.8</b>	<b>6,943.3</b>	<b>6,378.6</b>
150 <b>Cumulative Uses Allocated</b>	<b>216,250.6</b>		<b>66,306.3</b>	<b>46,005.8</b>	<b>118,845.3</b>	<b>216,250.6</b>	<b>6,996.3</b>	<b>13,830.1</b>	<b>20,773.4</b>	<b>27,152.0</b>
151 Municipal Operators' Capital Balance	0.0	0.0%	-	-	-	0.0	-	0.0	(0.0)	-
152 Municipal Operators' Operations Balance	0.0	0.0%	-	0.0	-	0.0	0.0	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Total	% of	Years	Years	Years	Years	2012	2013	2014	2015
Uses Allocated (\$ in millions)	'13-'40	Total	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016
<b>153 Metro Uses Surplus/(Deficit)</b>										
154 Admin Balance	0.0	0.0%	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)
155 Agencywide Balance	0.0	0.0%	(0.0)	0.0	-	-	0.0	(0.0)	-	-
156 MTA Bus Operations Balance	0.0	0.0%	(0.1)	0.0	(0.0)	-	0.1	(0.1)	-	-
157 MTA Rail Operations Balance	0.0	0.0%	(0.0)	0.0	-	-	0.0	(0.0)	-	-
158 MTA Bus Capital Balance	(0.0)	0.0%	(0.0)	(0.0)	-	0.0	0.0	0.0	(0.0)	0.0
159 Subtotal MTA Uses Surplus/(Deficit)	0.0	0.0%	(0.1)	0.0	0.0	(0.0)	0.1	(0.0)	(0.0)	0.0
160 Cumulative MTA Surplus/(Deficit)	0.0		(0.1)	0.0	0.0	0.0	0.1	0.1	0.0	0.0
<b>161 Total Countywide Surplus/(Deficit)</b>	<b>0.0</b>		<b>(0.1)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>
<b>162 Cumulative Countywide Surplus/(Deficit)</b>	<b>0.0</b>		<b>(0.1)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>
<b>163 Not yet expended/allocated Regional Program Funds - Future Projs</b>										
164 Regional Improvement Program Funds (RIP)	484.2	0.2%	0.0	45.4	(45.4)	484.2	-	-	-	-
165 CMAQ	67.3	0.0%	0.1	0.1	(0.0)	67.2	-	(0.0)	(0.0)	0.0
166 RSTP	38.2	0.0%	0.0	6.3	(6.3)	38.2	31.5	(31.5)	-	-
167 TE-Federal Transportation Enhancements	177.6	0.1%	-	-	-	177.6	-	-	-	-
168 STA-State Transit Assistance Population Share	-	0.0%	-	-	-	-	-	-	-	-
169 STA-State Transit Assistance Operator Revenue Share	-	0.0%	-	-	-	-	-	-	-	-
170 Section 5307 Urbanized Formula Grants	-	0.0%	-	-	-	-	-	-	-	-
171 Section 5309 Bus and Bus Facilities	-	0.0%	-	-	-	-	69.3	(69.3)	-	-
172 Section 5309 New Starts	-	0.0%	-	-	-	-	-	-	-	-
173 Section 5309 Fixed Guideway Modernization	-	0.0%	-	-	-	-	-	-	-	-
174 TDA	0.0	0.0%	0.0	0.0	-	-	186.2	(32.0)	(61.5)	(40.0)
175 Lease Revenues	0.0	0.0%	0.0	1.3	(1.3)	-	96.1	(6.7)	(9.9)	(28.5)
176 State repayment of capital project LONP loans (fund 3562)	0.1	0.0%	48.4	11.6	1.8	(13.4)	90.2	(23.9)	13.9	(58.3)
177 Prop 1B PTMISEA (FY 13 includes carry in balance)	(0.0)	0.0%	(0.0)	(0.0)	-	-	421.5	(130.3)	(156.8)	(53.1)
178 Prop 1B State Bonds other than PTMISEA	0.0	0.0%	-	0.0	-	-	-	0.0	-	-
179 SAFE	-	0.0%	-	-	-	-	17.8	(3.8)	(3.4)	(3.3)
180 Proposition C 10%	0.0	0.0%	0.0	0.0	(0.0)	0.0	15.7	(15.7)	(0.0)	(0.0)
181 Proposition C 25% Highways	0.1	0.0%	0.0	0.0	(0.0)	0.1	(0.0)	0.1	(0.0)	(0.0)
182 Proposition A 35%	0.0	0.0%	0.0	0.0	0.0	(0.0)	0.0	-	-	-
183 Advertising Revenues	0.0	0.0%	0.0	0.0	-	-	0.0	-	-	-
184 Measure R 20% Highway Capital	1,313.4	0.6%	(266.4)	0.1	(0.1)	1,313.4	266.4	(178.8)	(87.5)	(0.0)
185 Measure R 2% Rail Capital System Improvements	0.0	0.0%	44.1	64.5	56.1	(120.5)	0.0	(0.0)	0.0	11.6
186 Measure R 35% Rail Capital (FY 13 includes bond proceeds carried in)	261.9	0.1%	(330.9)	321.4	225.1	(284.6)	776.7	(379.3)	10.3	27.6
187 Measure R 5% Rail Operations	0.0	0.0%	(90.4)	50.7	(50.7)	-	90.4	13.1	9.1	(9.6)
188 Proposition C 40% Cash	281.5	0.1%	3.8	300.1	(32.0)	13.5	9.6	9.2	(7.6)	(9.3)
<b>189 Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>2,624.4</b>	<b>1.2%</b>	<b>(591.1)</b>	<b>801.5</b>	<b>147.3</b>	<b>1,675.6</b>	<b>2,071.4</b>	<b>(849.0)</b>	<b>(293.5)</b>	<b>(163.0)</b>
<b>190 Cumulative Unallocated Regional Program Funds</b>	<b>2,624.4</b>		<b>542.4</b>	<b>801.5</b>	<b>948.8</b>	<b>2,624.4</b>	<b>2,071.4</b>	<b>1,222.4</b>	<b>928.9</b>	<b>765.9</b>
<b>191 Total</b>	<b>\$ 218,875.0</b>	<b>100.0%</b>	<b>\$ 65,715.2</b>	<b>\$ 46,807.3</b>	<b>\$ 72,986.9</b>	<b>\$ 99,080.9</b>	<b>\$ 9,067.7</b>	<b>\$ 5,984.9</b>	<b>\$ 6,649.7</b>	<b>\$ 6,215.7</b>
192 Highway Funding Strategy Project Costs	21,681.0		11,548.1	6,962.1	10,558.2	4,160.7	-	53.0	699.0	1,556.9
193 High Speed Rail Los Angeles to Anaheim	3,000.0		-	-	2,225.0	775.0	-	-	-	-
<b>194 GRAND TOTAL COSTS</b>	<b>\$ 243,556.0</b>		<b>\$ 77,263.3</b>	<b>\$ 53,769.4</b>	<b>\$ 85,770.1</b>	<b>\$ 104,016.6</b>	<b>\$ 9,067.7</b>	<b>\$ 6,037.9</b>	<b>\$ 7,348.7</b>	<b>\$ 7,772.6</b>

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**LRTP 10/18/12 rev 11-19-12**

Uses Allocated (\$ in millions)	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
<b>Countywide Bus Operations</b>											
Bus Operations - MTA Operations	\$ 1,034.8	\$ 1,063.1	\$ 1,103.7	\$ 1,131.9	\$ 1,160.8	\$ 1,211.2	\$ 1,241.3	\$ 1,292.8	\$ 1,365.5	\$ 1,410.7	\$ 1,413.7
Bus Operations - MTA Security	28.9	29.5	30.1	30.7	31.3	31.9	32.5	33.1	33.7	34.3	34.9
Subtotal MTA Bus Operations	1,063.7	1,092.5	1,133.8	1,162.6	1,192.1	1,243.1	1,273.7	1,325.9	1,399.2	1,445.0	1,448.6
Bus Operations - Municipal & Non-Metro Operators	511.2	531.7	552.4	573.4	593.4	613.9	634.2	654.4	675.4	695.3	716.8
Other Eligible Operators (Prop A 40% Alloc)	24.7	25.2	25.8	26.3	26.8	27.3	27.8	28.3	28.8	29.4	29.9
Paratransit - (Access Services Operations)	121.6	124.2	126.7	129.2	131.7	134.3	136.8	139.3	142.0	144.6	147.3
Paratransit (TDA Article 8)	22.7	23.7	25.0	26.3	27.5	28.7	29.9	31.1	32.3	33.5	34.8
Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-	-
Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-	-
Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	16.3	17.1	18.0	18.9	19.7	20.6	21.4	22.3	23.2	24.0	24.9
<b>Subtotal Countywide Bus Operations</b>	<b>1,760.1</b>	<b>1,814.5</b>	<b>1,881.6</b>	<b>1,936.6</b>	<b>1,991.2</b>	<b>2,067.8</b>	<b>2,123.9</b>	<b>2,201.3</b>	<b>2,300.9</b>	<b>2,371.8</b>	<b>2,402.3</b>
Rail Operations - MTA Operations	328.3	349.4	364.2	405.6	415.8	427.4	439.0	471.1	482.7	495.9	534.8
Rail Operations - MTA Security	84.1	87.9	91.1	102.4	104.2	106.3	108.3	114.7	116.7	118.9	126.6
Subtotal MTA Rail Operations	412.4	437.2	455.4	508.0	520.1	533.7	547.3	585.9	599.4	614.8	661.4
Rail Operations - Metrolink	96.9	99.4	101.9	104.4	107.0	109.6	112.3	115.0	117.8	120.7	123.6
<b>Subtotal Countywide Rail Operations</b>	<b>509.3</b>	<b>536.6</b>	<b>557.3</b>	<b>612.4</b>	<b>627.0</b>	<b>643.4</b>	<b>659.6</b>	<b>700.9</b>	<b>717.2</b>	<b>735.5</b>	<b>785.0</b>
<b>Total Countywide Operations</b>	<b>2,269.4</b>	<b>2,351.1</b>	<b>2,438.9</b>	<b>2,549.0</b>	<b>2,618.2</b>	<b>2,711.2</b>	<b>2,783.5</b>	<b>2,902.1</b>	<b>3,018.1</b>	<b>3,107.3</b>	<b>3,187.3</b>
Bus Capital - MTA	139.9	174.5	209.1	202.8	265.3	256.2	380.2	239.0	310.2	243.5	306.1
Bus Capital - CRD	-	-	-	-	-	-	-	-	-	-	-
Bus Capital - Municipal & Non-MTA Operators	184.7	189.2	192.0	200.1	205.4	210.8	216.2	221.6	227.1	232.4	238.1
Bus Capital - Paratransit (Access Services)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-	-	-	-
<b>Total Countywide Bus Capital</b>	<b>325.1</b>	<b>364.1</b>	<b>401.6</b>	<b>403.4</b>	<b>471.2</b>	<b>467.4</b>	<b>596.9</b>	<b>461.0</b>	<b>537.8</b>	<b>476.4</b>	<b>544.7</b>
<b>Rail Capital - Major Projects</b>											
Exposition LRT-Phase I	-	-	-	-	-	-	-	-	-	-	-
Exposition LRT-Phase II to Santa Monica	10.1	-	-	-	-	-	-	-	-	-	-
Wilshire Metro Rapid Transitway	-	-	30.0	50.3	20.0	15.0	-	-	-	-	-
San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	77.9	14.6	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension (from Pasadena)	42.6	44.2	37.0	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 1	273.0	390.2	305.7	201.6	166.2	128.6	14.4	-	-	-	-
Westside Subway Extension Segment 2	138.2	212.6	229.6	214.2	168.3	194.9	139.6	132.8	199.6	35.3	-
Westside Subway Extension Segment 3	-	-	-	-	-	-	-	-	12.7	66.6	177.1
Regional Connector	197.2	246.1	86.8	7.2	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	275.5	153.7	24.9	-	-	-	-	-	-	-	-
Airport Metro Connector (Green Line Extension to LAX)	-	-	-	-	-	-	-	15.1	46.7	80.3	67.5
West Santa Ana Branch	-	-	-	-	30.8	97.4	97.4	149.3	162.3	64.9	32.5
Eastside Extension Phase II	-	-	-	-	-	-	-	8.2	10.0	16.0	52.0
South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-
Subregional repayment for TBD from Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	-
Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	182.0	-	-	-	-
Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	111.3	-	-	-
<b>Subtotal</b>	<b>1,014.4</b>	<b>1,061.4</b>	<b>714.1</b>	<b>473.3</b>	<b>385.2</b>	<b>435.8</b>	<b>433.4</b>	<b>416.6</b>	<b>431.2</b>	<b>263.2</b>	<b>329.0</b>
Rail Cap - Misc. Red, Blue, Green, Gold Projects	-	-	-	-	-	-	-	-	-	-	-
Rail Cap - Lankershim Depot	-	-	-	-	-	-	-	-	-	-	-
Rail Cap - Eastside LRT Access	4.5	5.0	-	-	-	-	-	-	-	-	-
Rail Cap - System Improvem (Eastside Enhanc, Quad Gates, Misc)	-	-	-	-	-	-	-	-	-	-	-
Rail Cap - System Improvements (Red/Purple Line)	-	-	32.6	33.6	34.6	35.7	-	-	-	-	-
Subtotal System Improvements	-	-	32.6	33.6	34.6	35.7	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Uses Allocated (\$ in millions)</b>	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
52 Rail Cap - P3010 Light Rail Vehicles	66.8	-	-	-	-	-	-	-	-	-	-
53 Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg)	49.9	97.9	4.5	73.6	52.1	34.1	34.6	61.3	64.3	50.4	46.8
54 Subtotal Light Rail Vehicles	116.8	97.9	4.5	73.6	52.1	34.1	34.6	61.3	64.3	50.4	46.8
55 Rail Cap - Heavy Rail Vehicles (not in project budgets)	20.0	32.4	-	-	-	-	-	-	-	-	-
56 Rail Cap - Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	35.0	25.0	24.5	11.1	-	-	-	-	-	-	-
57 Rail Cap - Other Light Rail St of Good Rep (Wayside, Facil, Veh Maint)	4.0	22.9	38.7	15.0	31.8	43.8	39.3	40.0	45.0	45.1	45.0
58 Rail Cap - Heavy Rail St of Good Rep (Wayside, Facil, Veh Maint)	12.5	15.0	16.0	9.4	13.7	18.7	16.8	20.0	20.0	20.0	20.0
59 Rail Cap - State of Good Repair - Existing Lines excl vehicles	-	-	-	133.0	47.3	0.7	113.1	85.4	330.7	64.8	7.8
60 Rail Cap - State of Good Repair - Systemwide	-	-	-	190.0	150.0	200.0	183.9	50.7	-	246.7	178.6
61 Rail Cap - State of Good Repair - Future Lines	-	-	-	6.7	8.6	14.5	18.1	25.5	26.6	34.3	50.6
62 Subtotal State of Good Repair (Rehab & Replacement)	-	-	-	329.7	205.9	215.2	315.1	161.6	357.3	345.8	236.9
63 Rail Cap - Light Rail Yards (not in project budgets)	10.8	-	-	-	-	-	-	-	-	-	-
64 Rail Cap - Transit Project Studies and Planning	-	-	-	15.0	10.0	-	-	25.0	25.0	-	-
65 Rail Cap - Intercity Rail	-	-	-	-	-	-	-	-	-	-	-
66 Rail Cap - Future Measure R 2% projects	-	-	-	-	-	-	-	-	-	-	-
67 Rail Cap - Metro Rail Gating	-	-	-	-	-	-	-	-	-	-	-
68 Rail Cap - Metrolink	50.8	51.9	52.0	91.5	93.9	98.0	77.7	80.1	82.6	85.0	87.6
<b>69 Total Countywide Rail Capital</b>	<b>1,268.8</b>	<b>1,311.4</b>	<b>882.3</b>	<b>1,052.1</b>	<b>827.2</b>	<b>881.4</b>	<b>917.0</b>	<b>804.6</b>	<b>1,025.3</b>	<b>809.5</b>	<b>765.4</b>
<b>70 Subtotal Transit Capital</b>	<b>1,593.8</b>	<b>1,675.6</b>	<b>1,283.9</b>	<b>1,455.5</b>	<b>1,298.4</b>	<b>1,348.8</b>	<b>1,513.8</b>	<b>1,265.6</b>	<b>1,563.1</b>	<b>1,285.9</b>	<b>1,310.0</b>
<b>71 Highway/Multimodal/Streets and Roads</b>											
72 Regional Surface Transportation Improvements (RSTI)	68.8	13.4	55.6	4.3	-	-	-	-	-	-	-
73 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	-	-
74 Signal Synchronization	-	11.3	46.8	20.0	15.0	22.1	-	-	-	-	-
75 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
76 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-
77 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-
78 Regionally Significant	-	-	-	-	-	-	-	-	-	-	-
79 Future Call for Projects	56.9	75.0	73.0	266.3	287.2	280.5	288.0	288.4	287.1	293.7	290.9
<b>80 Subtotal Call for Projects (CFP)</b>	<b>125.7</b>	<b>99.7</b>	<b>175.4</b>	<b>290.6</b>	<b>302.2</b>	<b>302.6</b>	<b>288.0</b>	<b>288.4</b>	<b>287.1</b>	<b>293.7</b>	<b>290.9</b>
81 Freeways	186.5	84.1	116.2	192.7	194.2	210.1	274.3	385.3	555.6	574.7	453.1
82 SR-138 Widening	88.0	56.7	49.0	-	15.0	13.0	-	-	-	-	-
83 Subregion Meas R transfer from I-5 South to West Santa Ana Branch	-	-	-	-	-	93.9	80.3	1.1	19.6	-	-
84 Subregion Meas R payback I-5/SR-14 Capac Enhanc (\$88.8 to TBD)	-	-	-	-	-	-	-	-	-	-	-
85 Subregion MR pybck I-5 (134-170) (\$253.5 TBD 1/3 to A-V, 2/3 to SF)	-	-	-	-	-	-	-	-	-	-	-
86 Subregion Meas R payback I-5 Carmentia Intchg (\$106 to 710-South)	-	-	-	-	-	-	-	-	-	-	-
87 Alameda Corridor East	127.9	45.9	-	-	-	-	-	-	-	-	-
88 Retrofit Soundwalls Phase 1	-	-	-	47.7	38.0	3.2	-	-	-	-	-
89 Retrofit Soundwalls Phase 2	-	-	13.3	28.6	20.0	20.0	14.1	-	-	-	-
90 Miscellaneous	-	-	-	-	-	-	-	-	-	-	-
91 Expo Phase II Bikeway (in addition to prior Call for Projects funding)	-	-	-	-	-	-	-	-	-	-	-
92 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	8.5	8.9	9.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0
93 SHOPP	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
94 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
95 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
96 BNSF Grade Separations	12.0	-	-	-	-	-	-	-	-	-	-
97 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-
98 Local Roads Rehabilitation (Prop 1B)	-	-	-	-	-	-	-	-	-	-	-
99 Regional Integration of Intelligent Transportation Systems (ITS)	1.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9
100 Calls beyond FY 30, future projects	-	-	-	-	-	-	-	-	-	-	-
101 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	-	-
<b>102 Subtotal Highway Capital including CFP</b>	<b>751.2</b>	<b>497.9</b>	<b>565.9</b>	<b>772.1</b>	<b>782.4</b>	<b>856.3</b>	<b>870.6</b>	<b>889.2</b>	<b>1,077.3</b>	<b>1,083.9</b>	<b>959.9</b>

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Uses Allocated (\$ in millions)</b>	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
103 Freeway Service Patrol	25.4	25.8	26.3	26.7	27.1	27.6	28.0	28.5	29.0	29.4	29.9
104 Call Box Program	1.2	1.0	1.0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
105 Other SAFE Programs	8.0	8.3	4.5	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
106 HOT Lanes Toll Collection Costs (no project sheet)	16.9	17.3	17.6	17.9	18.3	18.7	19.0	19.3	19.7	20.1	20.5
107 Local Roads Rehabilitation	428.6	432.1	435.5	438.8	442.2	445.7	449.1	452.4	455.9	459.5	463.1
108 Caltrans L.A. County Operations and Administration	165.7	169.9	174.1	178.5	182.9	187.5	192.2	197.0	201.9	207.0	212.2
109 Rideshare	13.0	15.1	14.2	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6
110 <b>Subtotal</b>	<b>658.8</b>	<b>669.5</b>	<b>673.2</b>	<b>682.2</b>	<b>691.5</b>	<b>701.0</b>	<b>712.4</b>	<b>720.2</b>	<b>730.1</b>	<b>740.3</b>	<b>750.7</b>
111 Highway Project Development Support	17.8	19.4	19.6	19.9	20.1	20.3	20.6	20.8	21.1	21.3	21.6
112 Local Roads (Props A and C Local Return) - not on Hwy Summary	159.1	166.7	175.3	184.1	192.4	200.8	209.2	217.5	226.2	234.1	243.0
113 Local Roads (STPL) - not on Hwy Summary	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
114 Measure R Local Return - Highway Assumed - not on Hwy Summary	126.9	132.9	139.7	146.8	153.3	160.0	166.7	173.4	180.3	186.6	193.7
115 <b>Subtotal Highway Operations</b>	<b>335.5</b>	<b>350.6</b>	<b>366.3</b>	<b>382.4</b>	<b>397.5</b>	<b>412.8</b>	<b>428.2</b>	<b>443.4</b>	<b>459.2</b>	<b>473.8</b>	<b>490.0</b>
116 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>1,745.5</b>	<b>1,518.0</b>	<b>1,605.4</b>	<b>1,836.7</b>	<b>1,871.5</b>	<b>1,970.2</b>	<b>2,011.1</b>	<b>2,052.7</b>	<b>2,266.6</b>	<b>2,298.0</b>	<b>2,200.6</b>
117 <b>Debt Service</b>											
118 Prop C 40% Admin/A-W Capital Debt Service	-	-	-	-	-	-	-	-	-	-	-
119 Bus Facil Cap Debt Serv-Prop C 40%	-	-	-	-	-	-	-	-	-	-	-
120 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
121 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	-	-	-	-	-	-	-	-	-	-	-
122 Rail Capital Debt Service-Prop A 35% (including commercial paper)	176.6	176.8	179.7	179.7	177.2	156.3	140.0	92.8	92.8	92.8	78.6
123 Rail Capital Debt Service-Prop C 40%	70.6	70.3	70.0	66.6	62.8	62.8	63.3	27.7	28.7	17.8	20.6
124 Bus Capital Prop A 40% Debt Service	2.3	2.3	2.3	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0
125 Commuter Rail Debt Service-Prop C 10%	22.7	24.2	25.4	27.6	30.5	34.6	36.9	31.3	31.3	33.1	32.8
126 Highway Debt Serv-Prop C 25%	146.0	149.2	150.7	155.5	162.5	165.5	170.5	160.8	174.2	186.6	204.7
127 <b>Subtotal Props A &amp; C Debt Service</b>	<b>418.3</b>	<b>422.8</b>	<b>428.0</b>	<b>431.7</b>	<b>435.1</b>	<b>421.2</b>	<b>412.7</b>	<b>314.6</b>	<b>329.0</b>	<b>332.2</b>	<b>338.6</b>
128 Measure R 2% - Commercial Paper Debt Service	-	-	-	-	-	-	-	-	-	-	-
129 Measure R 3% - Tax-Exempt Debt Service	-	-	-	-	-	-	-	-	-	-	-
130 Measure R 20% Highway - Tax Exempt Debt Service	15.9	19.8	19.8	19.8	21.3	29.2	38.7	42.3	51.6	69.4	78.8
131 Measure R 20% Highway - TIFIA Debt Service	-	-	-	-	-	-	-	-	-	-	-
132 Measure R 35% Transit 2010 - Tax Exempt Debt Service	21.9	21.9	21.9	21.9	-	-	-	-	-	-	-
133 Measure R 35% Transit - Tax Exempt Debt Service	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3
134 Measure R 35% Transit - Commercial Paper Debt Service	33.6	25.3	57.4	56.0	55.4	53.7	52.1	13.0	0.0	0.0	0.0
135 Measure R 35% Transit - BAB Debt Service	20.6	20.6	20.6	20.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6
136 Measure R 35% TIFIA Loan DSRF	11.5	21.4	17.6	15.8	2.3	2.0	2.0	2.1	1.6	-	-
137 Measure R 35% Transit - TIFIA Loan Debt Service	-	-	-	-	14.7	48.0	56.2	101.7	121.4	127.6	134.4
138 <b>Subtotal Measure R Debt Service</b>	<b>114.8</b>	<b>120.3</b>	<b>148.6</b>	<b>145.4</b>	<b>147.6</b>	<b>186.8</b>	<b>202.9</b>	<b>213.0</b>	<b>228.5</b>	<b>250.8</b>	<b>267.1</b>
139 Capital Grant Receipts Revenue Bonds Debt Service	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	-	-
140 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-
141 <b>Total Debt Service</b>	<b>633.2</b>	<b>643.2</b>	<b>676.7</b>	<b>677.1</b>	<b>682.7</b>	<b>708.0</b>	<b>715.6</b>	<b>627.6</b>	<b>657.5</b>	<b>583.0</b>	<b>605.8</b>
142 <b>Other</b>											
143 ROW Security (Prop C 10%)	2.3	2.3	2.4	2.4	2.5	2.5	2.6	2.6	2.7	2.7	2.8
144 Metro Other Security Costs (Prop C 5%)	-	-	-	-	-	-	-	-	-	-	-
145 LOSSAN	0.01	0.01	0.01	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
145 Agency-wide Capital	32.6	33.0	33.4	17.6	18.0	18.4	18.7	19.0	22.9	23.2	23.6
146 Admin Overhead	92.0	95.8	94.7	98.7	102.9	106.7	110.5	114.4	118.6	122.7	126.8
147 Immediate Needs and General Relief Token Program	10.1	10.3	10.5	10.7	10.9	11.1	11.3	11.5	11.7	12.0	12.2
148 <b>Total Other</b>	<b>136.9</b>	<b>141.4</b>	<b>141.0</b>	<b>129.5</b>	<b>134.3</b>	<b>138.7</b>	<b>143.2</b>	<b>147.6</b>	<b>155.9</b>	<b>160.7</b>	<b>165.4</b>
149 <b>Subtotal, Uses Allocated</b>	<b>6,378.8</b>	<b>6,329.3</b>	<b>6,145.7</b>	<b>6,647.8</b>	<b>6,605.0</b>	<b>6,876.8</b>	<b>7,167.2</b>	<b>6,995.6</b>	<b>7,661.2</b>	<b>7,434.9</b>	<b>7,469.1</b>
150 <b>Cumulative Uses Allocated</b>	<b>33,530.8</b>	<b>39,860.1</b>	<b>46,005.8</b>	<b>52,653.6</b>	<b>59,258.6</b>	<b>66,135.4</b>	<b>73,302.6</b>	<b>80,298.2</b>	<b>87,959.5</b>	<b>95,394.3</b>	<b>102,863.5</b>
151 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-	-	-	-
152 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<b>Uses Allocated (\$ in millions)</b>	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
153 <b>Metro Uses Surplus/(Deficit)</b>											
154 Admin Balance	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0
155 Agencywide Balance	-	-	-	-	-	-	-	-	-	-	-
156 MTA Bus Operations Balance	-	0.0	(0.0)	-	-	-	-	-	-	-	(0.0)
157 MTA Rail Operations Balance	-	-	-	-	-	-	-	-	-	-	-
158 MTA Bus Capital Balance	0.0	(0.0)	(0.0)	-	-	-	-	-	-	-	-
159 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
160 Cumulative MTA Surplus/(Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
161 <b>Total Countywide Surplus/(Deficit)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>
162 <b>Cumulative Countywide Surplus/(Deficit)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
163 <b>Not yet expended/allocated Regional Program Funds - Future Projs</b>											
164 Regional Improvement Program Funds (RIP)	-	0.0	45.4	(45.4)	0.0	-	-	-	-	(0.0)	0.0
165 CMAQ	(0.0)	(0.0)	0.1	(0.0)	0.0	0.0	-	-	0.0	-	(0.0)
166 RSTP	-	-	6.3	(6.3)	-	-	-	-	-	-	-
167 TE-Federal Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-
168 STA-State Transit Assistance Population Share	-	-	-	-	-	-	-	-	-	-	-
169 STA-State Transit Assistance Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
170 Section 5307 Urbanized Formula Grants	-	-	-	-	-	-	-	-	-	-	-
171 Section 5309 Bus and Bus Facilities	-	-	-	-	-	-	-	-	-	-	-
172 Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-
173 Section 5309 Fixed Guideway Modernization	-	-	-	-	-	-	-	-	-	-	-
174 TDA	(2.7)	-	(50.0)	-	-	-	-	-	-	-	-
175 Lease Revenues	(35.0)	(14.7)	-	(0.4)	(0.4)	(0.4)	-	-	-	-	-
176 State repayment of capital project LONP loans (fund 3562)	(4.4)	(17.4)	11.6	28.6	8.1	-	-	(2.5)	(32.4)	-	-
177 Prop 1B PTMISEA (FY 13 includes carry in balance)	(57.2)	(24.1)	-	-	-	-	-	-	-	-	-
178 Prop 1B State Bonds other than PTMISEA	-	-	-	-	-	-	-	-	-	-	-
179 SAFE	(3.5)	(3.8)	-	-	-	-	-	-	-	-	-
180 Proposition C 10%	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)	0.0
181 Proposition C 25% Highways	0.1	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0
182 Proposition A 35%	(0.0)	-	0.0	0.0	-	-	-	-	0.0	(0.0)	0.0
183 Advertising Revenues	-	-	-	-	-	-	-	-	-	-	-
184 Measure R 20% Highway Capital	(0.0)	7.2	(7.2)	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0
185 Measure R 2% Rail Capital System Improvements	16.5	17.7	18.6	(14.0)	(14.2)	(14.3)	22.2	23.1	24.0	24.9	25.8
186 Measure R 35% Rail Capital (FY 13 includes bond proceeds carried in)	(73.9)	(85.5)	45.5	181.4	(1.2)	(17.6)	(38.2)	(74.1)	(26.2)	75.1	47.6
187 Measure R 5% Rail Operations	(10.6)	(18.3)	(23.4)	(21.1)	(18.9)	(10.7)	-	-	-	-	-
188 Proposition C 40% Cash	40.8	88.9	168.6	(156.8)	(70.4)	(7.4)	(61.6)	157.8	(140.6)	(17.1)	121.2
189 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>(129.9)</b>	<b>(50.0)</b>	<b>215.4</b>	<b>(33.9)</b>	<b>(96.9)</b>	<b>(50.6)</b>	<b>(77.6)</b>	<b>104.3</b>	<b>(175.2)</b>	<b>82.8</b>	<b>194.7</b>
190 <b>Cumulative Unallocated Regional Program Funds</b>	<b>636.0</b>	<b>586.1</b>	<b>801.5</b>	<b>767.5</b>	<b>670.6</b>	<b>620.1</b>	<b>542.4</b>	<b>646.7</b>	<b>471.5</b>	<b>554.3</b>	<b>749.0</b>
191 <b>Total</b>	<b>\$ 6,248.9</b>	<b>\$ 6,279.3</b>	<b>\$ 6,361.2</b>	<b>\$ 6,613.8</b>	<b>\$ 6,508.1</b>	<b>\$ 6,826.3</b>	<b>\$ 7,089.6</b>	<b>\$ 7,099.9</b>	<b>\$ 7,486.0</b>	<b>\$ 7,517.7</b>	<b>\$ 7,663.8</b>
192 <b>Highway Funding Strategy Project Costs</b>	<b>1,730.3</b>	<b>1,550.2</b>	<b>1,372.7</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>
193 <b>High Speed Rail Los Angeles to Anaheim</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>225.0</b>	<b>300.0</b>	<b>350.0</b>	<b>400.0</b>
194 <b>GRAND TOTAL COSTS</b>	<b>\$ 7,979.2</b>	<b>\$ 7,829.5</b>	<b>\$ 7,733.9</b>	<b>\$ 7,824.8</b>	<b>\$ 7,566.1</b>	<b>\$ 7,989.3</b>	<b>\$ 8,243.6</b>	<b>\$ 8,478.9</b>	<b>\$ 8,940.0</b>	<b>\$ 9,015.7</b>	<b>\$ 9,201.8</b>



**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
<b>Uses Allocated (\$ in millions)</b>	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
<b>1 Countywide Bus Operations</b>										
2 Bus Operations - MTA Operations	\$ 1,476.6	\$ 1,514.6	\$ 1,580.4	\$ 1,620.0	\$ 1,660.6	\$ 1,703.0	\$ 1,747.0	\$ 1,792.6	\$ 1,840.0	\$ 1,889.2
3 Bus Operations - MTA Security	35.6	36.3	37.0	37.7	38.4	39.2	39.9	40.7	41.5	42.4
4 Subtotal MTA Bus Operations	1,512.2	1,550.9	1,617.5	1,657.8	1,699.0	1,742.2	1,786.9	1,833.4	1,881.6	1,931.6
5 Bus Operations - Municipal & Non-Metro Operators	739.5	761.7	784.0	804.6	825.1	847.0	870.3	893.8	916.9	941.4
6 Other Eligible Operators (Prop A 40% Alloc)	30.5	31.1	31.7	32.3	32.9	33.6	34.2	34.9	35.6	36.3
7 Paratransit - (Access Services Operations)	150.2	153.1	156.0	158.9	162.0	165.0	168.3	171.6	175.0	178.6
8 Paratransit (TDA Article 8)	36.1	37.4	38.7	39.9	41.0	42.3	43.6	45.0	46.2	47.6
9 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-
10 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-
11 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	25.9	26.8	27.7	28.5	29.4	30.2	31.2	32.1	33.1	34.0
<b>12 Subtotal Countywide Bus Operations</b>	<b>2,494.4</b>	<b>2,561.1</b>	<b>2,655.6</b>	<b>2,722.0</b>	<b>2,789.3</b>	<b>2,860.3</b>	<b>2,934.5</b>	<b>3,010.7</b>	<b>3,088.3</b>	<b>3,169.7</b>
13 Rail Operations - MTA Operations	580.3	599.2	614.2	629.2	646.2	660.8	677.5	694.8	711.4	728.4
14 Rail Operations - MTA Security	136.1	139.6	142.3	144.9	147.9	150.5	153.4	156.4	159.3	162.2
15 Subtotal MTA Rail Operations	716.5	738.7	756.4	774.2	794.1	811.2	830.9	851.3	870.7	890.6
16 Rail Operations - Metrolink	126.8	129.9	133.1	136.4	139.8	143.3	146.9	150.6	154.4	158.3
<b>17 Subtotal Countywide Rail Operations</b>	<b>843.2</b>	<b>868.7</b>	<b>889.6</b>	<b>910.6</b>	<b>933.9</b>	<b>954.5</b>	<b>977.7</b>	<b>1,001.8</b>	<b>1,110.1</b>	<b>1,136.5</b>
<b>18 Total Countywide Operations</b>	<b>3,337.6</b>	<b>3,429.7</b>	<b>3,545.2</b>	<b>3,632.5</b>	<b>3,723.2</b>	<b>3,814.8</b>	<b>3,912.2</b>	<b>4,012.5</b>	<b>4,198.4</b>	<b>4,306.2</b>
19 Bus Capital - MTA	373.7	319.3	306.1	234.7	276.8	249.4	300.7	411.9	440.2	302.8
20 Bus Capital - CRD	-	-	-	-	-	-	-	-	-	-
21 Bus Capital - Municipal & Non-MTA Operators	244.1	249.9	255.8	260.2	264.2	270.0	276.1	282.3	288.4	294.8
22 Bus Capital - Paratransit (Access Services)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
23 Bus Capital - Paratransit - Other Operators	-	-	-	-	-	-	-	-	-	-
<b>24 Total Countywide Bus Capital</b>	<b>618.2</b>	<b>569.7</b>	<b>562.3</b>	<b>495.3</b>	<b>541.4</b>	<b>519.8</b>	<b>577.2</b>	<b>694.6</b>	<b>729.0</b>	<b>598.1</b>
<b>25 Rail Capital - Major Projects</b>										
26 Exposition LRT-Phase I	-	-	-	-	-	-	-	-	-	-
27 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-	-	-
28 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-
29 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-
30 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-
31 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-
32 Westside Subway Extension Segment 1	-	-	-	-	-	-	-	-	-	-
33 Westside Subway Extension Segment 2	-	-	-	-	-	-	-	-	-	-
34 Westside Subway Extension Segment 3	237.2	257.0	239.4	220.7	188.4	218.6	220.4	94.1	9.9	-
35 Regional Connector	-	-	-	-	-	-	-	-	-	-
36 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-	-
37 Airport Metro Connector (Green Line Extension to LAX)	113.5	-	-	-	-	-	-	-	-	-
38 West Santa Ana Branch	13.0	-	-	-	-	-	-	-	-	-
39 Eastside Extension Phase II	71.4	238.8	364.6	351.0	390.0	393.1	358.8	137.2	80.5	-
40 South Bay Green Line Extension	-	8.9	30.3	52.1	82.0	110.5	142.3	85.2	29.2	-
41 San Fernando Valley I-405 Corridor Connection	-	-	-	38.6	136.7	263.0	252.0	405.5	407.0	478.5
42 Subregional repayment for TBD from Westside Subway Extension	-	-	-	-	-	-	-	55.6	57.6	156.0
43 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-	-	-
44 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-
<b>45 Subtotal</b>	<b>435.1</b>	<b>504.7</b>	<b>634.3</b>	<b>662.4</b>	<b>797.1</b>	<b>985.2</b>	<b>973.5</b>	<b>777.6</b>	<b>584.2</b>	<b>634.5</b>
46 Rail Cap - Misc. Red, Blue, Green, Gold Projects	-	-	-	-	-	-	-	-	-	-
47 Rail Cap - Lankershim Depot	-	-	-	-	-	-	-	-	-	-
48 Rail Cap - Eastside LRT Access	-	-	-	-	-	-	-	-	-	-
49 Rail Cap - System Improvem (Eastside Enhanc, Quad Gates, Misc)	-	-	-	-	-	-	-	-	-	-
50 Rail Cap - System Improvements (Red/Purple Line)	45.8	114.0	99.4	118.5	149.7	96.7	25.0	-	-	-
51 Subtotal System Improvements	45.8	114.0	99.4	118.5	149.7	96.7	25.0	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
<b>Uses Allocated (\$ in millions)</b>	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	
52 Rail Cap - P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-
53 Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg)	109.4	64.8	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	
54 Subtotal Light Rail Vehicles	109.4	64.8	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	
55 Rail Cap - Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	
56 Rail Cap - Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	-	-	-	-	-	-	-	-	-	-	
57 Rail Cap - Other Light Rail St of Good Rep (Wayside, Facil, Veh Maint)	45.1	40.1	45.3	72.0	47.3	48.0	31.3	43.2	34.7	26.3	
58 Rail Cap - Heavy Rail St of Good Rep (Wayside, Facil, Veh Maint)	20.8	10.0	19.2	19.6	19.9	20.3	20.7	21.1	14.5	20.0	
59 Rail Cap - State of Good Repair - Existing Lines excl vehicles	34.8	73.6	21.8	109.5	47.5	270.3	50.1	532.2	61.4	0.0	
60 Rail Cap - State of Good Repair - Systemwide	158.1	29.9	-	-	-	-	-	-	-	-	
61 Rail Cap - State of Good Repair - Future Lines	69.8	77.7	95.8	105.6	229.0	271.9	269.6	325.9	399.0	437.3	
62 Subtotal State of Good Repair (Rehab & Replacement)	262.7	181.2	117.6	215.2	276.5	542.2	319.7	858.1	460.3	437.3	
63 Rail Cap - Light Rail Yards (not in project budgets)	-	-	-	-	-	-	-	-	-	-	
64 Rail Cap - Transit Project Studies and Planning	-	-	-	-	-	-	-	-	-	-	
65 Rail Cap - Intercity Rail	-	-	-	-	-	-	-	-	-	-	
66 Rail Cap - Future Measure R 2% projects	-	-	-	-	-	18.6	7.3	33.4	34.3	35.3	
67 Rail Cap - Metro Rail Gating	-	-	-	-	-	-	-	-	-	-	
68 Rail Cap - Metrolink	79.6	72.1	89.6	93.1	85.8	88.5	91.4	93.7	51.4	53.0	
<b>69 Total Countywide Rail Capital</b>	<b>998.5</b>	<b>987.0</b>	<b>1,070.0</b>	<b>1,268.2</b>	<b>1,446.3</b>	<b>1,801.3</b>	<b>1,511.2</b>	<b>1,869.5</b>	<b>1,228.3</b>	<b>1,250.8</b>	
<b>70 Subtotal Transit Capital</b>	<b>1,616.7</b>	<b>1,556.7</b>	<b>1,632.3</b>	<b>1,763.6</b>	<b>1,987.7</b>	<b>2,321.1</b>	<b>2,088.4</b>	<b>2,564.2</b>	<b>1,957.3</b>	<b>1,848.9</b>	
<b>71 Highway/Multimodal/Streets and Roads</b>											
72 Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	
73 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	-	
74 Signal Synchronization	-	-	-	-	-	-	-	-	-	-	
75 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	
76 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	
77 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	
78 Regionally Significant	-	-	-	-	-	-	-	-	-	-	
79 Future Call for Projects	293.0	223.8	211.1	-	-	-	-	-	-	-	
<b>80 Subtotal Call for Projects (CFP)</b>	<b>293.0</b>	<b>223.8</b>	<b>211.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
81 Freeways	440.2	320.9	382.2	221.8	239.1	225.1	269.5	337.8	143.5	157.8	
82 SR-138 Widening	-	-	-	-	-	-	-	-	-	-	
83 Subregion Meas R transfer from I-5 South to West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	
84 Subregion Meas R payback I-5/SR-14 Capac Enhanc (\$88.8 to TBD)	67.0	21.8	-	-	-	-	-	-	-	-	
85 Subregion MR payback I-5 (134-170) (\$253.5 TBD:1/3 to A-V, 2/3 to SFV)	-	-	-	-	111.7	91.4	50.4	-	-	-	
86 Subregion Meas R payback I-5 Carmenita Intchg (\$106 to 710-South)	-	72.3	47.7	13.0	-	-	-	-	-	-	
87 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	
88 Retrofit Soundwalls Phase 1	-	-	-	-	-	-	-	-	-	-	
89 Retrofit Soundwalls Phase 2	-	-	35.0	139.5	139.0	164.5	97.6	118.9	126.9	-	
90 Miscellaneous	-	-	-	-	-	-	-	-	-	-	
91 Expo Phase II Bikeway (in addition to prior Call for Projects funding)	-	-	-	-	-	-	-	-	-	-	
92 Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	13.5	14.0	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	
93 SHOPP	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	
94 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
95 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	
96 BNSF Grade Separations	-	-	-	-	-	-	-	-	-	-	
97 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	
98 Local Roads Rehabilitation (Prop 1B)	-	-	-	-	-	-	-	-	-	-	
99 Regional Integration of Intelligent Transportation Systems (ITS)	2.0	2.0	2.0	-	-	-	-	-	-	-	
100 Calls beyond FY 30, future projects	-	-	-	27.6	18.8	34.3	32.9	1.4	93.2	105.4	
101 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	-	
<b>102 Subtotal Highway Capital including CFP</b>	<b>1,016.7</b>	<b>855.8</b>	<b>893.4</b>	<b>617.8</b>	<b>724.9</b>	<b>732.0</b>	<b>667.8</b>	<b>675.9</b>	<b>581.9</b>	<b>482.0</b>	

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
<b>Uses Allocated (\$ in millions)</b>	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
103 Freeway Service Patrol	30.4	30.9	31.5	32.0	32.5	33.0	33.6	34.2	34.8	35.4
104 Call Box Program	0.9	0.9	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
105 Other SAFE Programs	4.6	4.6	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
106 HOT Lanes Toll Collection Costs (no project sheet)	20.9	21.3	21.7	22.1	22.5	22.9	23.4	23.8	24.3	24.8
107 Local Roads Rehabilitation	467.1	471.0	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3
108 Caltrans L.A. County Operations and Administration	217.5	222.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6
109 Rideshare	22.3	21.3	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
110 <b>Subtotal</b>	<b>763.6</b>	<b>772.9</b>	<b>784.2</b>	<b>794.7</b>	<b>805.5</b>	<b>816.7</b>	<b>828.2</b>	<b>840.0</b>	<b>852.2</b>	<b>864.7</b>
111 Highway Project Development Support	21.9	22.1	22.4	22.7	23.0	23.3	23.6	23.9	24.2	24.6
112 Local Roads (Props A and C Local Return) - not on Hwy Summary	252.2	261.2	270.2	278.3	286.4	295.0	304.3	313.6	322.5	332.2
113 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
114 Measure R Local Return - Highway Assumed - not on Hwy Summary	201.1	208.2	215.4	221.9	228.3	235.2	242.5	250.0	257.1	264.8
115 <b>Subtotal Highway Operations</b>	<b>506.9</b>	<b>523.3</b>	<b>539.8</b>	<b>554.6</b>	<b>569.3</b>	<b>585.2</b>	<b>602.1</b>	<b>619.2</b>	<b>635.6</b>	<b>653.2</b>
116 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>2,287.2</b>	<b>2,152.1</b>	<b>2,217.4</b>	<b>1,967.2</b>	<b>2,099.8</b>	<b>2,133.9</b>	<b>2,098.1</b>	<b>2,135.1</b>	<b>2,069.7</b>	<b>1,999.9</b>
117 <b>Debt Service</b>										
118 Prop C 40% Admin/A-W Capital Debt Service	-	-	-	-	-	-	-	-	-	-
119 Bus Facil Cap Debt Serv-Prop C 40%	-	-	-	-	-	-	-	-	-	-
120 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	-	-	-	-	-	-	-	-	-	-
121 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	-	-	-	-	-	-	-	-	-	-
122 Rail Capital Debt Service-Prop A 35% (including commercial paper)	63.4	54.1	54.1	54.1	48.3	48.3	48.3	48.3	36.6	36.6
123 Rail Capital Debt Service-Prop C 40%	20.6	13.4	11.2	3.5	3.5	0.6	0.6	1.0	0.2	0.2
124 Bus Capital Prop A 40% Debt Service	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-
125 Commuter Rail Debt Service-Prop C 10%	34.2	35.2	35.1	36.1	36.6	36.7	36.7	37.7	36.7	36.7
126 Highway Debt Serv-Prop C 25%	225.0	241.5	255.3	260.5	260.5	260.5	260.5	250.0	250.0	250.0
127 <b>Subtotal Props A &amp; C Debt Service</b>	<b>345.1</b>	<b>346.1</b>	<b>357.8</b>	<b>356.2</b>	<b>350.9</b>	<b>348.1</b>	<b>348.1</b>	<b>338.9</b>	<b>323.4</b>	<b>323.4</b>
128 Measure R 2% - Commercial Paper Debt Service	-	-	-	-	-	-	-	-	-	-
129 Measure R 3% - Tax-Exempt Debt Service	-	-	-	-	-	-	-	-	-	-
130 Measure R 20% Highway - Tax Exempt Debt Service	82.2	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1
131 Measure R 20% Highway - TIFIA Debt Service	-	-	-	-	-	-	-	-	-	-
132 Measure R 35% Transit 2010 - Tax Exempt Debt Service	-	-	-	-	-	-	-	-	-	-
133 Measure R 35% Transit - Tax Exempt Debt Service	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3
134 Measure R 35% Transit - Commercial Paper Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
135 Measure R 35% Transit - BAB Debt Service	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6
136 Measure R 35% TIFIA Loan DSRF	-	-	-	-	-	-	-	-	-	-
137 Measure R 35% Transit - TIFIA Loan Debt Service	141.6	148.6	155.6	161.9	168.1	174.8	180.9	189.2	196.1	203.6
138 <b>Subtotal Measure R Debt Service</b>	<b>277.7</b>	<b>287.5</b>	<b>294.5</b>	<b>300.8</b>	<b>307.0</b>	<b>313.7</b>	<b>319.8</b>	<b>328.1</b>	<b>335.0</b>	<b>342.5</b>
139 Capital Grant Receipts Revenue Bonds Debt Service	-	-	-	-	-	-	-	-	-	-
140 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-
141 <b>Total Debt Service</b>	<b>622.8</b>	<b>633.6</b>	<b>652.2</b>	<b>657.0</b>	<b>657.9</b>	<b>661.8</b>	<b>667.9</b>	<b>667.0</b>	<b>658.4</b>	<b>665.9</b>
142 <b>Other</b>										
143 ROW Security (Prop C 10%)	2.8	2.9	2.9	3.0	3.1	3.1	3.2	3.2	3.3	3.4
144 Metro Other Security Costs (Prop C 5%)	-	-	-	-	-	-	-	-	-	-
145 LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
145 Agency-wide Capital	24.0	24.5	24.9	25.3	25.7	26.2	26.7	27.1	27.6	28.2
146 Admin Overhead	131.0	135.1	139.2	143.1	146.8	150.8	155.0	159.2	163.3	167.6
147 Immediate Needs and General Relief Token Program	12.4	12.7	12.9	13.2	13.4	13.7	13.9	14.2	14.5	14.8
148 <b>Total Other</b>	<b>170.3</b>	<b>175.2</b>	<b>180.0</b>	<b>184.6</b>	<b>189.0</b>	<b>193.8</b>	<b>198.8</b>	<b>203.8</b>	<b>208.7</b>	<b>214.0</b>
149 <b>Subtotal, Uses Allocated</b>	<b>8,034.6</b>	<b>7,947.3</b>	<b>8,227.1</b>	<b>8,204.9</b>	<b>8,657.6</b>	<b>9,125.4</b>	<b>8,965.4</b>	<b>9,582.5</b>	<b>9,092.5</b>	<b>9,034.9</b>
150 <b>Cumulative Uses Allocated</b>	<b>110,898.0</b>	<b>118,845.3</b>	<b>127,072.4</b>	<b>135,277.3</b>	<b>143,934.9</b>	<b>153,060.3</b>	<b>162,025.7</b>	<b>171,608.3</b>	<b>180,700.8</b>	<b>189,735.7</b>
151 Municipal Operators' Capital Balance	-	-	-	-	-	-	-	-	-	-
152 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
<b>Uses Allocated (\$ in millions)</b>	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	
153 <b>Metro Uses Surplus/(Deficit)</b>											
154 Admin Balance	(0.0)	0.0	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0
155 Agencywide Balance	-	-	-	-	-	-	-	-	-	-	-
156 MTA Bus Operations Balance	(0.0)	-	-	-	-	-	-	-	-	-	-
157 MTA Rail Operations Balance	-	-	-	-	-	-	-	-	-	-	-
158 MTA Bus Capital Balance	-	-	-	-	-	-	-	(0.0)	0.0	-	-
159 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
160 Cumulative MTA Surplus/(Deficit)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
161 <b>Total Countywide Surplus/(Deficit)</b>	(0.0)	0.0	(0.0)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0
162 <b>Cumulative Countywide Surplus/(Deficit)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
163 <b>Not yet expended/allocated Regional Program Funds - Future Projs</b>											
164 Regional Improvement Program Funds (RIP)	-	(0.0)	-	-	-	-	-	-	-	-	81.4
165 CMAQ	(0.0)	0.0	0.0	0.0	-	-	-	-	(0.0)	0.0	-
166 RSTP	-	-	-	(0.0)	0.0	-	-	-	-	-	-
167 TE-Federal Transportation Enhancements	-	-	-	16.8	17.0	17.2	17.4	17.6	17.8	18.0	-
168 STA-State Transit Assistance Population Share	-	-	-	-	-	-	-	-	-	-	-
169 STA-State Transit Assistance Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
170 Section 5307 Urbanized Formula Grants	-	-	-	-	-	-	-	-	-	-	-
171 Section 5309 Bus and Bus Facilities	-	-	-	-	-	-	-	-	-	-	-
172 Section 5309 New Starts	-	-	-	-	-	-	-	-	-	-	-
173 Section 5309 Fixed Guideway Modernization	-	-	-	-	-	-	-	-	-	-	-
174 TDA	-	-	-	-	-	-	-	-	-	-	-
175 Lease Revenues	-	-	-	-	-	-	-	-	-	-	-
176 State repayment of capital project LONP loans (fund 3562)	-	-	(4.5)	-	-	(8.9)	-	-	-	-	-
177 Prop 1B PTMISEA (FY 13 includes carry in balance)	-	-	-	-	-	-	-	-	-	-	-
178 Prop 1B State Bonds other than PTMISEA	-	-	-	-	-	-	-	-	-	-	-
179 SAFE	-	-	-	-	-	-	-	-	-	-	-
180 Proposition C 10%	0.0	(0.0)	0.0	(0.0)	0.6	(0.6)	(0.0)	0.0	(0.0)	0.0	0.0
181 Proposition C 25% Highways	0.0	(0.1)	(0.0)	0.0	(0.0)	0.0	15.6	(15.6)	0.0	0.0	0.0
182 Proposition A 35%	(0.0)	(0.0)	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	(0.0)
183 Advertising Revenues	-	-	-	-	-	-	-	-	-	-	-
184 Measure R 20% Highway Capital	0.0	(0.0)	(0.0)	34.9	(34.9)	(0.0)	42.7	86.8	253.5	280.3	-
185 Measure R 2% Rail Capital System Improvements	20.9	(42.4)	(35.2)	(69.9)	(15.4)	(0.0)	0.0	(0.0)	(0.0)	0.0	0.0
186 Measure R 35% Rail Capital (FY 13 includes bond proceeds carried in)	109.7	(31.3)	(135.8)	(78.9)	(153.3)	(103.9)	(42.4)	(20.9)	(0.0)	(0.0)	(0.0)
187 Measure R 5% Rail Operations	-	-	-	-	-	-	-	-	-	-	-
188 Proposition C 40% Cash	(82.1)	225.1	360.4	291.1	64.9	(164.5)	(21.7)	(485.2)	(49.3)	205.1	-
189 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>48.4</b>	<b>151.4</b>	<b>184.8</b>	<b>194.0</b>	<b>(121.2)</b>	<b>(260.8)</b>	<b>11.7</b>	<b>(417.2)</b>	<b>222.0</b>	<b>584.8</b>	
190 <b>Cumulative Unallocated Regional Program Funds</b>	<b>797.5</b>	<b>948.8</b>	<b>1,133.7</b>	<b>1,327.6</b>	<b>1,206.5</b>	<b>945.7</b>	<b>957.4</b>	<b>540.1</b>	<b>762.1</b>	<b>1,346.9</b>	
191 <b>Total</b>	<b>\$ 8,083.0</b>	<b>\$ 8,098.6</b>	<b>\$ 8,412.0</b>	<b>\$ 8,398.8</b>	<b>\$ 8,536.5</b>	<b>\$ 8,864.7</b>	<b>\$ 8,977.0</b>	<b>\$ 9,165.3</b>	<b>\$ 9,314.5</b>	<b>\$ 9,619.7</b>	
192 <b>Highway Funding Strategy Project Costs</b>	<b>675.5</b>	<b>702.7</b>	<b>471.3</b>	<b>379.1</b>	<b>383.3</b>	<b>567.0</b>	<b>610.3</b>	<b>837.9</b>	<b>456.7</b>	<b>222.1</b>	
193 <b>High Speed Rail Los Angeles to Anaheim</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>-</b>	<b>-</b>	
194 <b>GRAND TOTAL COSTS</b>	<b>\$ 9,208.5</b>	<b>\$ 9,301.3</b>	<b>\$ 9,308.3</b>	<b>\$ 8,977.9</b>	<b>\$ 9,069.8</b>	<b>\$ 9,431.7</b>	<b>\$ 9,587.3</b>	<b>\$ 10,003.2</b>	<b>\$ 9,771.2</b>	<b>\$ 9,841.8</b>	

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2037	2038	2039
<b>Uses Allocated (\$ in millions)</b>	2038	2039	2040
<b>1 Countywide Bus Operations</b>			
2 Bus Operations - MTA Operations	\$ 1,940.3	\$ 1,990.3	\$ 2,087.9
3 Bus Operations - MTA Security	43.3	44.1	44.9
4 Subtotal MTA Bus Operations	1,983.6	2,034.4	2,132.8
5 Bus Operations - Municipal & Non-Metro Operators	966.4	990.2	889.7
6 Other Eligible Operators (Prop A 40% Alloc)	37.0	37.8	38.5
7 Paratransit - (Access Services Operations)	182.3	185.7	191.2
8 Paratransit (TDA Article 8)	49.0	50.4	49.5
9 Paratransit (New Freedom)	-	-	-
10 Job Access transit (JARC)	-	-	-
11 Incentive Progr Dial-a-Ride for Seniors & Disabled (5% of PA 40%)	35.1	36.0	35.4
<b>12 Subtotal Countywide Bus Operations</b>	<b>3,253.4</b>	<b>3,334.5</b>	<b>3,337.0</b>
13 Rail Operations - MTA Operations	818.6	839.3	861.2
14 Rail Operations - MTA Security	184.5	188.1	191.6
15 Subtotal MTA Rail Operations	1,003.1	1,027.4	1,052.8
16 Rail Operations - Metrolink	162.4	166.5	170.6
<b>17 Subtotal Countywide Rail Operations</b>	<b>1,165.5</b>	<b>1,193.8</b>	<b>1,223.4</b>
<b>18 Total Countywide Operations</b>	<b>4,418.9</b>	<b>4,528.3</b>	<b>4,560.3</b>
19 Bus Capital - MTA	422.9	300.7	381.0
20 Bus Capital - CRD	-	-	-
21 Bus Capital - Municipal & Non-MTA Operators	301.2	307.6	307.4
22 Bus Capital - Paratransit (Access Services)	0.5	0.5	0.5
23 Bus Capital - Paratransit - Other Operators	-	-	-
<b>24 Total Countywide Bus Capital</b>	<b>724.5</b>	<b>608.7</b>	<b>688.8</b>
<b>25 Rail Capital - Major Projects</b>			
26 Exposition LRT-Phase I	-	-	-
27 Exposition LRT-Phase II to Santa Monica	-	-	-
28 Wilshire Metro Rapid Transitway	-	-	-
29 San Fernando Valley North-South - Canoga	-	-	-
30 East San Fernando Valley North-South Corridor	-	-	-
31 Gold Line Foothill Extension (from Pasadena)	-	-	-
32 Westside Subway Extension Segment 1	-	-	-
33 Westside Subway Extension Segment 2	-	-	-
34 Westside Subway Extension Segment 3	-	-	-
35 Regional Connector	-	-	-
36 Crenshaw/LAX Transit Corridor	-	-	-
37 Airport Metro Connector (Green Line Extension to LAX)	-	-	-
38 West Santa Ana Branch	-	-	-
39 Eastside Extension Phase II	-	-	-
40 South Bay Green Line Extension	-	-	-
41 San Fernando Valley I-405 Corridor Connection	372.7	113.1	-
42 Subregional repayment for TBD from Westside Subway Extension	382.2	334.2	-
43 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-
44 Subregional repayment for TBD from Expo Phase II	-	-	-
<b>45 Subtotal</b>	<b>754.8</b>	<b>447.3</b>	-
46 Rail Cap - Misc. Red, Blue, Green, Gold Projects	-	-	-
47 Rail Cap - Lankershim Depot	-	-	-
48 Rail Cap - Eastside LRT Access	-	-	-
49 Rail Cap - System Improvem (Eastside Enhanc, Quad Gates, Misc)	-	-	-
50 Rail Cap - System Improvements (Red/Purple Line)	-	-	-
51 Subtotal System Improvements	-	-	-

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**LRTP 10/18/12 rev 11-19-12**

		2037	2038	2039
<b>Uses Allocated (\$ in millions)</b>		2038	2039	2040
52	Rail Cap - P3010 Light Rail Vehicles	-	-	-
53	Rail Cap - Future Light Rail Vehicles-St of Good Rep (not in proj budg)	46.4	5.5	0.4
54	Subtotal Light Rail Vehicles	46.4	5.5	0.4
55	Rail Cap - Heavy Rail Vehicles (not in project budgets)	-	-	-
56	Rail Cap - Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	-	-	-
57	Rail Cap - Other Light Rail St of Good Rep (Wayside, Facil, Veh Maint)	12.8	20.1	53.4
58	Rail Cap - Heavy Rail St of Good Rep (Wayside, Facil, Veh Maint)	-	10.9	40.0
59	Rail Cap - State of Good Repair - Existing Lines excl vehicles	15.1	140.0	307.9
60	Rail Cap - State of Good Repair - Systemwide	-	-	-
61	Rail Cap - State of Good Repair - Future Lines	320.0	267.2	502.0
62	Subtotal State of Good Repair (Rehab & Replacement)	335.1	407.2	809.9
63	Rail Cap - Light Rail Yards (not in project budgets)	-	-	-
64	Rail Cap - Transit Project Studies and Planning	-	-	-
65	Rail Cap - Intercity Rail	-	-	-
66	Rail Cap - Future Measure R 2% projects	36.4	37.3	-
67	Rail Cap - Metro Rail Gating	-	-	-
68	Rail Cap - Metrolink	54.5	56.0	-
69	<b>Total Countywide Rail Capital</b>	<b>1,239.9</b>	<b>984.2</b>	<b>903.6</b>
70	<b>Subtotal Transit Capital</b>	<b>1,964.5</b>	<b>1,592.9</b>	<b>1,592.4</b>
71	<b>Highway/Multimodal/Streets and Roads</b>			
72	Regional Surface Transportation Improvements (RSTI)	-	-	-
73	Transit Capital (including some Metrolink through CFP)	-	-	-
74	Signal Synchronization	-	-	-
75	Bikeways & Pedestrian Improvements	-	-	-
76	Transportation Enhancements	-	-	-
77	Transportation Demand Management (TDM)	-	-	-
78	Regionally Significant	-	-	-
79	Future Call for Projects	-	-	-
80	<b>Subtotal Call for Projects (CFP)</b>	<b>-</b>	<b>-</b>	<b>-</b>
81	Freeways	117.2	112.9	4.5
82	SR-138 Widening	-	-	-
83	Subregion Meas R transfer from I-5 South to West Santa Ana Branch	-	-	-
84	Subregion Meas R payback I-5/SR-14 Capax Enhanc (\$88.8 to TBD)	-	-	-
85	Subregion MR payback I-5 (134-170) (\$253.5 TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-
86	Subregion Meas R payback I-5 Carmenita Intchg (\$106 to 710-South)	-	-	-
87	Alameda Corridor East	-	-	-
88	Retrofit Soundwalls Phase 1	-	-	-
89	Retrofit Soundwalls Phase 2	-	-	-
90	Miscellaneous	-	-	-
91	Expo Phase II Bikeway (in addition to prior Call for Projects funding)	-	-	-
92	Pedestrian and Bicycle Facilities-County and Cities (TDA Article 3)	18.4	18.9	18.5
93	SHOPP	200.0	200.0	200.0
94	Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0
95	Gerald Desmond Bridge	-	-	-
96	BNSF Grade Separations	-	-	-
97	Other Projects from Prop 1B Bonds	-	-	-
98	Local Roads Rehabilitation (Prop 1B)	-	-	-
99	Regional Integration of intelligent Transportation Systems (ITS)	-	-	-
100	Calls beyond FY 30, future projects	117.6	160.7	190.1
101	Rapid Bus Projects Subsidies	-	-	-
102	<b>Subtotal Highway Capital including CFP</b>	<b>454.2</b>	<b>493.4</b>	<b>414.1</b>

**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2037	2038	2039
<b>Uses Allocated (\$ in millions)</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
103 Freeway Service Patrol	36.0	36.6	37.2
104 Call Box Program	0.8	0.8	0.8
105 Other SAFE Programs	4.7	4.7	4.7
106 HOT Lanes Toll Collection Costs (no project sheet)	25.3	25.8	26.3
107 Local Roads Rehabilitation	510.3	515.0	519.6
108 Caltrans L.A. County Operations and Administration	278.4	285.3	292.5
109 Rideshare	22.1	22.1	22.1
110 <b>Subtotal</b>	<b>877.6</b>	<b>890.4</b>	<b>903.1</b>
111 Highway Project Development Support	24.9	25.3	25.6
112 Local Roads (Props A and C Local Return) - not on Hwy Summary	341.9	351.1	345.2
113 Local Roads (STPL) - not on Hwy Summary	31.7	31.7	31.7
114 Measure R Local Return - Highway Assumed - not on Hwy Summary	272.6	279.9	-
115 <b>Subtotal Highway Operations</b>	<b>671.1</b>	<b>688.0</b>	<b>402.5</b>
116 <b>Total Highway/Multimodal/Streets and Roads</b>	<b>2,002.9</b>	<b>2,071.7</b>	<b>1,719.6</b>
117 <b>Debt Service</b>			
118 Prop C 40% Admin/A-W Capital Debt Service	-	-	-
119 Bus Facil Cap Debt Serv-Prop C 40%	-	-	-
120 Bus Cap Debt Serv-Prop C 40% 12-Yr Bonds	-	-	-
121 Bus Facil Cap Debt Serv-Prop C 40% 30-Yr Bonds	-	-	-
122 Rail Capital Debt Service-Prop A 35% (including commercial paper)	36.6	36.6	34.1
123 Rail Capital Debt Service-Prop C 40%	0.2	0.2	0.2
124 Bus Capital Prop A 40% Debt Service	-	-	-
125 Commuter Rail Debt Service-Prop C 10%	35.7	37.4	38.1
126 Highway Debt Serv-Prop C 25%	250.0	250.0	250.0
127 <b>Subtotal Props A &amp; C Debt Service</b>	<b>323.4</b>	<b>324.1</b>	<b>322.3</b>
128 Measure R 2% - Commercial Paper Debt Service	-	-	-
129 Measure R 3% - Tax-Exempt Debt Service	-	-	-
130 Measure R 20% Highway - Tax Exempt Debt Service	85.1	42.5	-
131 Measure R 20% Highway - TIFIA Debt Service	-	-	-
132 Measure R 35% Transit 2010 - Tax Exempt Debt Service	-	-	-
133 Measure R 35% Transit - Tax Exempt Debt Service	11.3	5.6	-
134 Measure R 35% Transit - Commercial Paper Debt Service	0.0	0.0	0.0
135 Measure R 35% Transit - BAB Debt Service	42.6	42.6	-
136 Measure R 35% TIFIA Loan DSRF	-	-	-
137 Measure R 35% Transit - TIFIA Loan Debt Service	211.1	8.7	-
138 <b>Subtotal Measure R Debt Service</b>	<b>350.1</b>	<b>99.5</b>	<b>0.0</b>
139 Capital Grant Receipts Revenue Bonds Debt Service	-	-	-
140 GARVEE Bond Debt Service & C of I	-	-	-
141 <b>Total Debt Service</b>	<b>673.5</b>	<b>423.6</b>	<b>322.3</b>
142 <b>Other</b>			
143 ROW Security (Prop C 10%)	3.4	3.5	3.6
144 Metro Other Security Costs (Prop C 5%)	-	-	-
145 LOSSAN	0.03	0.03	0.03
145 Agency-wide Capital	28.7	29.2	29.7
146 Admin Overhead	172.0	176.2	151.3
147 Immediate Needs and General Relief Token Program	15.1	15.4	15.7
148 <b>Total Other</b>	<b>219.3</b>	<b>224.3</b>	<b>200.3</b>
149 <b>Subtotal, Uses Allocated</b>	<b>9,279.0</b>	<b>8,840.9</b>	<b>8,395.0</b>
150 <b>Cumulative Uses Allocated</b>	<b>199,014.7</b>	<b>207,855.6</b>	<b>216,250.6</b>
151 Municipal Operators' Capital Balance	0.0	(0.0)	0.0
152 Municipal Operators' Operations Balance	-	-	0.0

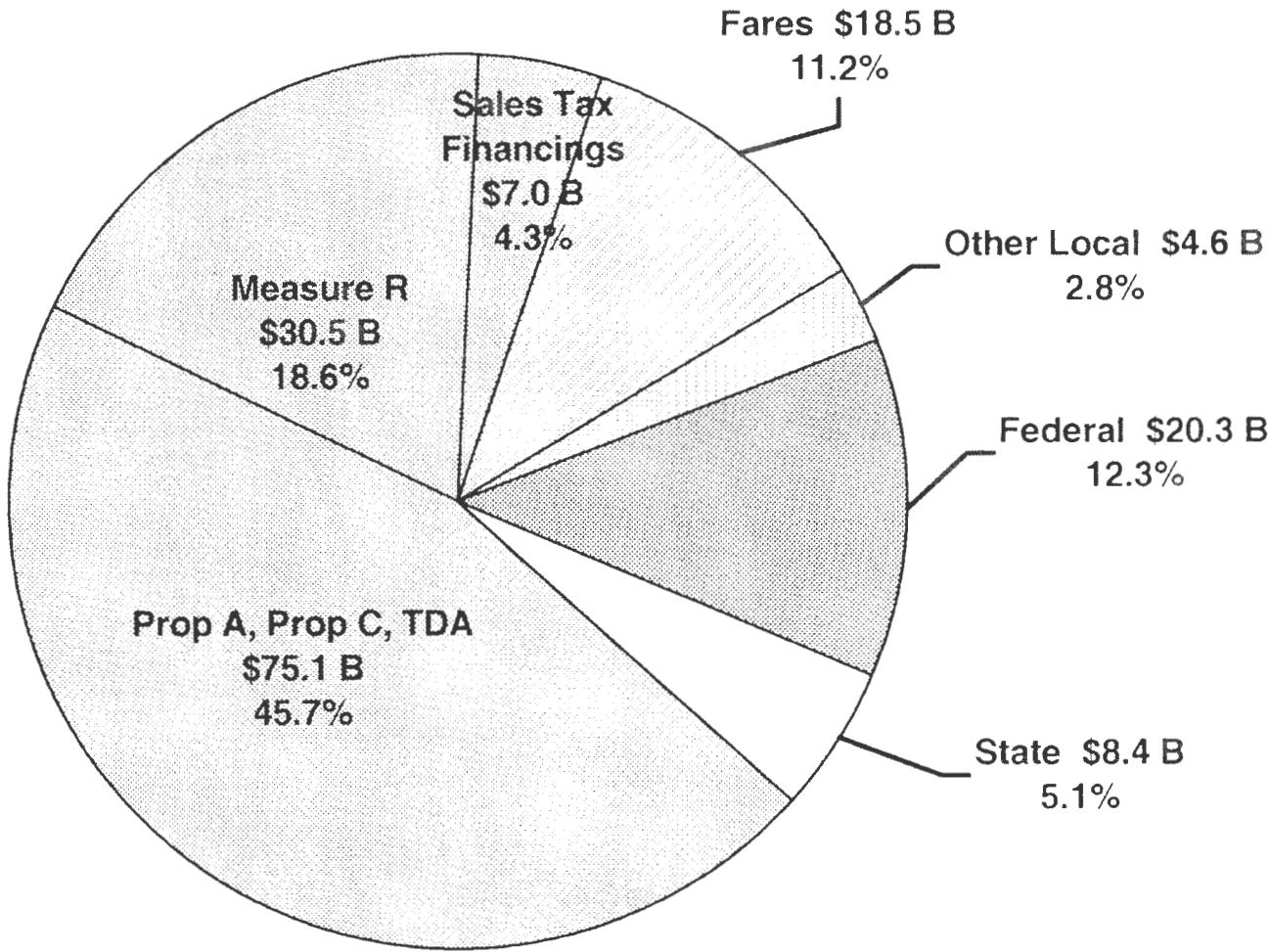
**LACMTA Financial Forecasting Model**  
**Countywide Uses Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2037	2038	2039
<b>Uses Allocated (\$ in millions)</b>	2038	2039	2040
153 <b>Metro Uses Surplus/(Deficit)</b>			
154 Admin Balance	0.0	(0.0)	(0.0)
155 Agencywide Balance	-	-	-
156 MTA Bus Operations Balance	-	-	-
157 MTA Rail Operations Balance	-	-	-
158 MTA Bus Capital Balance	-	-	-
159 Subtotal MTA Uses Surplus/(Deficit)	0.0	(0.0)	(0.0)
160 Cumulative MTA Surplus/(Deficit)	0.0	0.0	0.0
161 <b>Total Countywide Surplus/(Deficit)</b>	<b>0.1</b>	<b>(0.0)</b>	<b>0.0</b>
162 <b>Cumulative Countywide Surplus/(Deficit)</b>	<b>0.1</b>	<b>0.0</b>	<b>0.0</b>
163 <b>Not yet expended/allocated Regional Program Funds - Future Projs</b>			
164 Regional Improvement Program Funds (RIP)	123.7	137.0	142.1
165 CMAQ	(0.0)	11.7	55.5
166 RSTP	-	2.4	35.8
167 TE-Federal Transportation Enhancements	18.3	18.6	18.9
168 STA-State Transit Assistance Population Share	-	-	-
169 STA-State Transit Assistance Operator Revenue Share	-	-	-
170 Section 5307 Urbanized Formula Grants	-	-	-
171 Section 5309 Bus and Bus Facilities	-	-	-
172 Section 5309 New Starts	-	-	-
173 Section 5309 Fixed Guideway Modernization	-	-	-
174 TDA	-	-	-
175 Lease Revenues	-	-	-
176 State repayment of capital project LONP loans (fund 3562)	-	-	-
177 Prop 1B PTMISEA (FY 13 includes carry in balance)	-	-	-
178 Prop 1B State Bonds other than PTMISEA	-	-	-
179 SAFE	-	-	-
180 Proposition C 10%	0.0	(0.0)	0.0
181 Proposition C 25% Highways	(0.0)	0.0	0.0
182 Proposition A 35%	0.0	0.0	(0.0)
183 Advertising Revenues	-	-	-
184 Measure R 20% Highway Capital	297.4	352.6	-
185 Measure R 2% Rail Capital System Improvements	(0.0)	0.0	-
186 Measure R 35% Rail Capital (FY 13 includes bond proceeds carried in)	(11.2)	261.9	-
187 Measure R 5% Rail Operations	-	-	-
188 Proposition C 40% Cash	92.0	389.0	(668.3)
189 <b>Subtotal Unallocated Regional Program Funds-Future Projs</b>	<b>520.3</b>	<b>1,173.2</b>	<b>(416.0)</b>
190 <b>Cumulative Unallocated Regional Program Funds</b>	<b>1,867.2</b>	<b>3,040.4</b>	<b>2,624.4</b>
191 <b>Total</b>	<b>\$ 9,799.3</b>	<b>\$ 10,014.0</b>	<b>\$ 7,979.0</b>
192 <b>Highway Funding Strategy Project Costs</b>	<b>115.1</b>	<b>117.9</b>	<b>-</b>
193 <b>High Speed Rail Los Angeles to Anaheim</b>	<b>-</b>	<b>-</b>	<b>-</b>
194 <b>GRAND TOTAL COSTS</b>	<b>\$ 9,914.4</b>	<b>\$ 10,131.9</b>	<b>\$ 7,979.0</b>



# MTA-Controlled Federal, State, and Local Revenue Forecast November 2012 Update

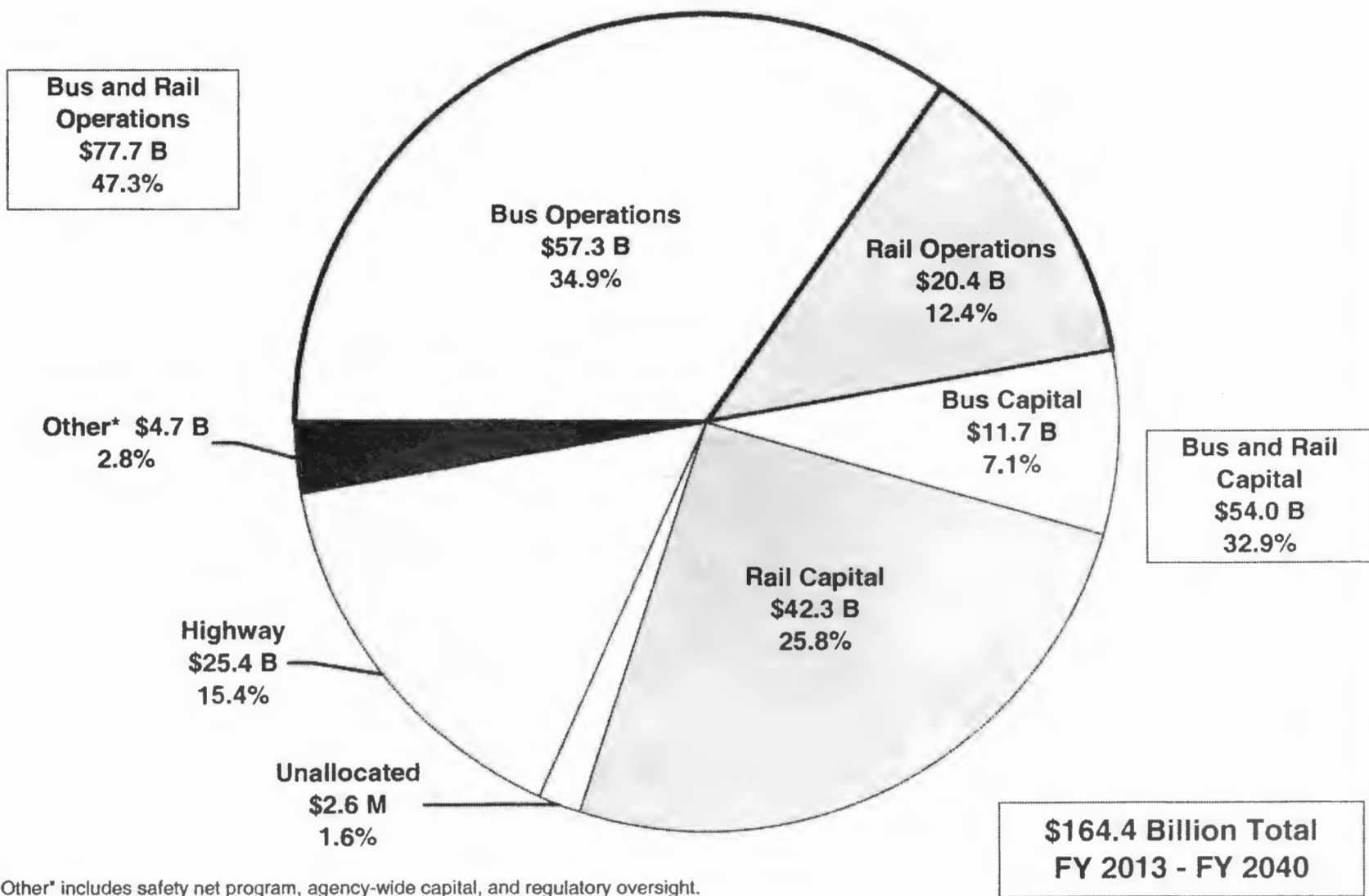
**Sales Taxes**  
\$105.6 B  
64.3%



**\$164.4 Billion Total**  
**FY 2013 - 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 November 2012 Update



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

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>L RTP 10/18/12 rev 11-19-12</b>		<b>Total '13-'14</b>	<b>Total '13-'14</b>		<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Beg</b>	<b>2012</b>	<b>2013</b>
<b>(\$ in millions)</b>		<b>w/o Beg Bal</b>	<b>with Beg Bal</b>	<b>Alloc %</b>	<b>'14-'23</b>	<b>'13-'19</b>	<b>'20-'29</b>	<b>'30-'40</b>	<b>Bal</b>	<b>2013</b>	<b>2014</b>
<b>Sources Belonging to/Programmed by MTA Board</b>											
<b>Local</b>											
1	Proposition A (without 25% Local Return)	27,599.8	\$ 27,599.8	16.8%	7,035.4	4,310.2	9,135.3	14,154.2	-	509.9	541.0
2	Proposition C (without 20% Local Return)	29,068.1	29,176.4	17.7%	7,409.7	4,539.5	9,621.3	14,907.2	108.3	537.1	569.8
3	Measure R (without 15% Local Return)	29,261.4	30,524.8	18.6%	7,863.5	4,817.5	10,210.6	14,233.3	1,263.4	570.0	604.7
4	TDA (gross)	18,138.4	18,365.6	11.2%	4,623.6	2,832.6	6,003.7	9,302.1	227.2	335.1	355.6
5	Fare Revenues - MTA Bus and Rail	18,467.5	18,467.5	11.2%	4,874.0	2,995.0	6,226.0	9,246.5	-	346.0	384.3
6	Lease and Leaseback Revenues	401.8	504.6	0.3%	173.8	121.7	135.3	144.8	102.8	16.2	16.6
7	Financing: Highways (Prop C 25%) (net)	3,132.9	3,132.9	1.9%	1,146.2	1,304.9	1,614.7	213.3	-	487.1	373.7
8	Financing: Rail Capital (Prop A 35%) (net)	490.4	542.0	0.3%	247.4	445.4	45.0	-	51.6	243.0	103.8
9	Financing: Rail Capital (Prop C 40%) (net)	-	-	0.0%	-	-	-	-	-	-	-
10	Financing: Bus Facilities Cap (Prop C 40%) (net)	-	-	0.0%	-	-	-	-	-	-	-
11	Financing: Additional Prop C 40% (net)	-	-	0.0%	-	-	-	-	-	-	-
12	Financing: Commuter Rail Cap (Prop C 10%) (net)	497.3	497.3	0.3%	338.4	144.4	323.9	29.0	-	-	25.9
13	Financing: Measure R 35% (net)	142.4	142.4	0.1%	142.4	142.4	-	-	-	-	-
14	Financing: Rail Capital TIFIA Loan (Measure R 35%)	1,561.9	1,561.9	1.0%	1,561.9	1,304.6	257.3	-	-	-	1.2
15	Financing: Rail Capital Measure R 35% Comm Paper	305.0	305.0	0.2%	305.0	305.0	-	-	-	-	-
16	Financing: Highway Capital (Measure R 20%)	804.1	804.1	0.5%	455.8	243.3	560.8	-	-	-	-
17	Financing: Measure R 2% Commercial Paper	-	-	0.0%	-	-	-	-	-	-	-
18	Financing: Capital Grant Receipt Revenue Bonds	1,006.3	1,006.3	0.6%	1,006.3	1,006.3	-	-	-	-	135.2
19	Other - General, Advertising, Other Misc.	1,195.9	1,195.9	0.7%	363.9	243.3	406.4	546.2	0.0	32.9	34.3
20	Ramirez Flyover Escrow funds (no revenue sheet)	3.2	3.2	0.0%	3.2	3.2	-	-	-	-	3.2
21	HOT lanes tolls (no revenue sheet)	665.6	665.6	0.4%	202.7	123.8	230.2	311.7	-	7.9	17.1
22	HOV Violation Fund (no revenue sheet)	16.7	16.7	0.0%	5.0	6.2	5.0	5.5	-	3.2	0.5
23	Interest Earnings on Prop A funds	98.0	98.0	0.1%	35.0	24.5	35.0	38.5	-	3.5	3.5
24	Interest Earnings on Prop C funds	333.7	333.7	0.2%	119.2	83.4	119.2	131.1	-	11.9	11.9
25	Interest Earnings on TDA funds	76.7	76.7	0.0%	25.2	17.2	26.8	32.7	-	2.4	2.4
26	Interest Earnings on Measure R 35% funds	32.6	32.6	0.0%	21.2	32.6	-	-	-	11.4	11.1
27	Interest Earnings on Measure R 20% funds	68.9	68.9	0.0%	4.1	6.8	-	62.1	-	2.7	3.4
28	Interest Earnings on STA-Op Rev Share funds	10.8	10.8	0.0%	4.0	2.4	4.0	4.4	-	-	0.4
29	Measure R 20% transfer in (assumed for W. Santa Ana B	194.8	194.8	0.1%	174.2	-	194.8	-	-	-	-
30	Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	170.0	170.0	0.1%	83.9	-	115.6	54.4	-	-	-
31	State repayment of capital proj loans (fund 3562)	51.5	204.4	0.1%	41.2	51.5	-	-	152.9	10.3	10.3
32	<b>Total MTA Local Revenue Sources</b>	<b>133,795.7</b>	<b>135,701.9</b>	<b>82.6%</b>	<b>38,266.0</b>	<b>25,107.9</b>	<b>45,270.8</b>	<b>63,417.0</b>	<b>1,906.2</b>	<b>3,130.7</b>	<b>3,209.9</b>
<b>State</b>											
34	Air Quality Vehicle Registration Fee (AB 2766)	18.0	18.0	0.0%	6.0	4.0	6.0	8.0	-	-	-
35	Other State (no revenue sheet)	20.0	20.0	0.0%	20.0	20.0	-	-	-	-	-
36	Regional Improvement Program Funds (RIP)	3,830.2	3,865.5	2.4%	1,218.3	680.2	1,500.0	1,650.0	35.3	61.8	57.0
37	STA - Operator Revenue Share	1,670.5	1,670.5	1.0%	541.0	394.8	574.3	701.3	-	76.7	51.7
38	STA - Population Share	1,436.0	1,436.0	0.9%	465.6	338.2	494.2	603.6	-	64.5	44.5
39	State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	203.7	203.7	0.1%	63.7	46.2	69.3	88.2	-	9.0	6.0
40	State Prop 1B Bonds (CMIA, Secur, SLPP)	537.2	537.2	0.3%	152.8	537.2	-	-	-	394.4	75.0
41	Proposition 1B Bonds - PTMISEA	121.3	539.4	0.3%	-	121.3	-	-	418.1	121.3	-
42	High Speed Rail Bonds voted 11-4-08	114.9	114.9	0.1%	114.9	114.9	-	-	-	-	34.5
43	Traffic Congestion Relief Program Allocations	26.1	26.1	0.0%	26.1	26.1	-	-	-	-	-
44	<b>Total MTA State Revenue Sources</b>	<b>7,977.8</b>	<b>8,431.2</b>	<b>5.1%</b>	<b>2,608.5</b>	<b>2,282.9</b>	<b>2,643.8</b>	<b>3,051.1</b>	<b>453.4</b>	<b>717.7</b>	<b>268.7</b>

LACMTA Financial Forecasting Model

Revenue Sources

<i>LRTP 10/18/12 rev 11-19-12</i>	Total '13-'40	Total '13-'40		Years	Years	Years	Years	Beg	2012	2013
(\$ in millions)	w/o Beg Bal	with Beg Bal	Alloc %	'14-'23	'13-'19	'20-'29	'30-'40	Bal	2013	2014
<b>45 Federal</b>										
46 CMAQ (Congestion Mitigation & Air Quality)	2,212.7	2,289.9	1.4%	1,012.6	832.7	720.0	660.0	77.2	140.1	142.6
47 Homeland Security Grants (Metro)	56.0	56.0	0.0%	20.0	14.0	20.0	22.0	-	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	2,997.6	3,028.5	1.8%	918.3	613.7	1,024.6	1,359.3	28.9	83.0	85.1
51 Section 5307 (excluding Other UZAs)	7,839.1	7,839.1	4.8%	2,491.2	1,683.6	2,708.0	3,447.5	-	230.6	233.8
52 Section 5339 Bus and Bus Facilities	238.5	238.5	0.1%	114.3	133.5	50.0	55.0	-	39.2	94.3
53 Section 5337 State of Good Repair	1,428.9	1,428.9	0.9%	452.0	312.1	491.3	625.5	-	48.5	42.4
54 Section 5309 New Starts	4,634.3	4,634.3	2.8%	2,070.9	1,313.0	1,698.2	1,623.1	-	81.0	200.0
55 Section 5309 Small Starts and Very Small Starts	11.2	11.2	0.0%	5.2	11.2	-	-	-	6.0	5.2
56 JARC	24.0	24.0	0.0%	16.0	24.0	-	-	-	8.0	8.0
57 New Freedom	10.5	10.5	0.0%	7.0	10.5	-	-	-	3.5	3.5
58 Section 5340 Growing States and High Density	228.4	228.4	0.1%	72.6	49.0	78.9	100.4	-	6.7	6.8
59 TAP-Transportation Alternatives Program	460.9	460.9	0.3%	160.3	111.7	155.0	194.2	-	11.1	15.5
<b>60 Total MTA Federal Revenue Sources</b>	<b>20,142.2</b>	<b>20,248.3</b>	<b>12.3%</b>	<b>7,340.4</b>	<b>5,109.1</b>	<b>6,946.0</b>	<b>8,087.1</b>	<b>106.1</b>	<b>659.7</b>	<b>839.2</b>
<b>61 Total MTA Revenue Sources</b>	<b>161,915.7</b>	<b>\$ 164,381.5</b>	<b>100.0%</b>	<b>\$ 48,214.9</b>	<b>\$ 32,500.0</b>	<b>\$ 54,860.5</b>	<b>\$ 74,555.2</b>	<b>2,465.7</b>	<b>4,508.1</b>	<b>4,317.8</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>										
<b>63 Local</b>										
64 Proposition A 25% Local Return	8,596.6	8,596.6	10.9%	2,191.3	1,342.5	2,845.4	4,408.7	-	158.8	168.5
65 Proposition C 20% Local Return	7,131.3	7,131.3	9.0%	1,817.8	1,113.7	2,360.4	3,657.2	-	131.8	139.8
66 Measure R 15% Local Return	5,072.9	5,072.9	6.4%	1,363.2	835.2	1,770.2	2,467.5	-	98.8	104.8
67 Fare Revenues - non-Metro bus	3,838.9	3,838.9	4.8%	1,157.1	760.4	1,313.3	1,765.2	-	99.4	102.1
68 Fare Revenues - Metrolink	1,680.8	1,680.8	2.1%	508.9	335.9	573.8	771.2	-	43.7	45.2
69 Advertising, Other Misc.	179.1	179.1	0.2%	54.3	36.0	61.0	82.0	0.0	4.8	4.9
70 HOT lanes tolls (no revenue sheet)	72.9	72.9	0.1%	26.1	15.1	27.5	30.3	-	-	1.4
71 Local Agency Call for Projects Match	45.9	45.9	0.1%	40.9	45.9	-	-	-	5.0	15.8
72 Local Agency/Public Private Joint Venture (Transit)	544.2	544.2	0.7%	263.6	220.9	99.8	223.5	-	27.8	39.1
73 Local Agency Street and Road Funds (no rev sheet)	33.6	33.6	0.0%	12.0	8.4	12.0	13.2	-	1.2	1.2
74 Tolls/PPP	9,370.0	9,370.0	11.8%	4,408.0	2,375.0	4,809.0	2,186.0	-	-	53.0
75 Container Fees	360.0	360.0	0.5%	360.0	240.0	120.0	-	-	-	-
<b>76 Total Other Agencies' Local Revenue Sources</b>	<b>36,926.3</b>	<b>36,926.3</b>	<b>46.6%</b>	<b>12,203.4</b>	<b>7,329.1</b>	<b>13,992.4</b>	<b>15,604.9</b>	<b>0.0</b>	<b>571.2</b>	<b>675.9</b>
<b>77 State</b>										
78 Environmental Enhancement & Mitigation	28.0	28.0	0.0%	10.0	7.0	10.0	11.0	-	1.0	1.0
79 Interregional Improvement Program Funds (IIP)	93.4	93.4	0.1%	12.0	93.4	-	-	-	81.4	7.1
80 Excise tax replacement for Prop 42 (no revenue sheet)	5,561.0	5,561.0	7.0%	1,685.8	1,118.9	1,895.0	2,547.1	-	149.0	152.6
81 SAFE	198.4	220.1	0.3%	71.7	51.4	70.0	77.0	21.7	7.7	7.6
82 SHOPP	5,482.0	5,482.0	6.9%	1,780.0	1,282.0	2,000.0	2,200.0	-	302.0	60.0
83 Proposition 1B Bonds (non-PTMISEA)	955.4	955.4	1.2%	619.7	955.4	-	-	-	335.7	325.5
84 Proposition 1B Bonds - PTMISEA	-	-	0.0%	-	-	-	-	-	-	-
85 High Speed Rail Bonds	45.6	45.6	0.1%	30.6	45.6	-	-	-	15.0	15.0
86 TCRP - Highway projects	151.3	151.3	0.2%	123.5	151.3	-	-	-	27.8	53.7
87 State Gas Tax Subventions to Cities (no rev sheet)	7,386.4	7,386.4	9.3%	2,638.0	1,846.6	2,638.0	2,901.8	-	263.8	263.8
88 State Highway Account-Caltrans Ops (no revenue sheet)	5,984.9	5,984.9	7.6%	1,724.2	1,133.2	1,999.6	2,852.1	-	150.2	153.9
89 High Speed Rail Bonds (grade seps)	140.0	140.0	0.2%	115.0	75.0	65.0	-	-	-	-
90 State Programs	2,378.0	2,378.0	3.0%	851.0	376.8	1,333.5	667.7	-	-	-
91 SHOPP (Additional)	26.0	26.0	0.0%	26.0	-	26.0	-	-	-	-
<b>92 Total Other Agencies' State Revenue Sources</b>	<b>28,430.5</b>	<b>28,452.2</b>	<b>35.9%</b>	<b>9,687.5</b>	<b>7,136.8</b>	<b>10,037.1</b>	<b>11,256.7</b>	<b>21.7</b>	<b>1,333.6</b>	<b>1,040.2</b>

LACMTA Financial Forecasting Model

Revenue Sources

<b>LRTP 10/18/12 rev 11-19-12</b>	<b>Total '13-'40</b>	<b>Total '13-'40</b>		<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Beg</b>	<b>2012</b>	<b>2013</b>
(\$ in millions)	w/o Beg Bal	with Beg Bal	Alloc %	'14-'23	'13-'19	'20-'29	'30-'40	Bal	2013	2014
93 <b>Federal</b>										
94 Federal- Other (no rev sheet)	-	-	0.0%	-	-	-	-	-	-	-
95 Other Federal Funds-Highway Earmarks	115.6	115.6	0.1%	60.7	115.6	-	-	-	54.9	30.0
96 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	0.0%	-	-	-	-	-	-	-
97 RSTP - STP-L	887.6	887.6	1.1%	317.0	221.9	317.0	348.7	-	31.7	31.7
98 Section 5339 Bus and Bus Facilities	-	-	0.0%	-	-	-	-	-	-	-
99 Section 5307 (Other UZAs)	362.2	362.2	0.5%	115.1	77.8	125.1	159.3	-	10.7	10.8
100 Section 5310 Elderly/Disabled (cap) (no rev sheet)	11.2	11.2	0.0%	4.0	2.8	4.0	4.4	-	0.4	0.4
101 Section 5340 Growing States and High Density	12.4	12.4	0.0%	3.9	2.7	4.3	5.5	-	0.4	0.4
102 Cap and Trade	190.0	190.0	0.2%	190.0	130.0	60.0	0.0	-	-	-
103 Federal Formula Funds (Additional)	3,340.9	3,340.9	4.2%	1,470.0	693.1	2,116.8	531.0	-	-	-
104 Federal HPP Earmarks	1,999.0	1,999.0	2.5%	1,387.0	1,003.2	795.8	200.0	-	-	-
105 Metropolitan Mobility and Access Program	1,233.0	1,233.0	1.6%	835.0	671.0	336.0	226.0	-	-	-
106 Freight Program	2,644.1	2,644.1	3.3%	1,906.1	1,398.0	896.1	350.0	-	-	-
107 Federal High Speed Rail assumed (no rev sheet)	3,000.0	3,000.0	3.8%	-	0.0	2,225.0	775.0	-	-	-
108 <b>Total Other Agencies' Federal Revenue Sources</b>	<b>13,796.0</b>	<b>13,796.0</b>	<b>17.4%</b>	<b>6,288.8</b>	<b>4,316.1</b>	<b>6,880.1</b>	<b>2,599.8</b>	<b>-</b>	<b>98.1</b>	<b>73.3</b>
109 <b>Total Other Agencies' Revenue Sources</b>	<b>79,152.9</b>	<b>\$ 79,174.5</b>	<b>100.0%</b>	<b>28,179.8</b>	<b>18,781.9</b>	<b>30,909.5</b>	<b>29,461.4</b>	<b>21.7</b>	<b>\$ 2,002.9</b>	<b>\$ 1,789.4</b>
110 <b>GRAND TOTAL REVENUE SOURCES</b>	<b>241,068.6</b>	<b>\$ 243,556.0</b>		<b>\$ 28,179.8</b>	<b>\$ 51,281.9</b>	<b>\$ 85,770.1</b>	<b>\$ 104,016.6</b>	<b>\$ 2,487.4</b>	<b>6,511.0</b>	<b>6,107.1</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<i>LRTP 10/18/12 rev 11-19-12</i>	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
(\$ in millions)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>Sources Belonging to/Programmed by MTA Board</b>										
<b>Local</b>										
1 Proposition A (without 25% Local Return)	579.1	618.8	654.7	685.6	721.0	757.4	791.3	825.9	860.5	894.7
2 Proposition C (without 20% Local Return)	609.9	651.8	689.5	722.1	759.3	797.7	833.4	869.8	906.3	942.3
3 Measure R (without 15% Local Return)	647.3	691.7	731.7	766.3	805.9	846.5	884.5	923.1	961.8	1,000.1
4 TDA (gross)	380.6	406.7	430.2	450.6	473.8	497.8	520.1	542.8	565.5	588.0
5 Fare Revenues - MTA Bus and Rail	398.9	441.3	447.7	485.8	491.0	533.2	537.7	574.6	579.4	618.9
6 Lease and Leaseback Revenues	17.0	17.4	17.8	18.2	18.5	18.9	19.3	19.7	10.5	10.7
7 Financing: Highways (Prop C 25%) (net)	254.0	87.5	64.7	24.3	13.6	154.4	43.3	35.0	95.7	151.0
8 Financing: Rail Capital (Prop A 35%) (net)	50.9	47.7	-	-	-	-	-	-	45.0	-
9 Financing: Rail Capital (Prop C 40%) (net)	-	-	-	-	-	-	-	-	-	-
10 Financing: Bus Facilities Cap (Prop C 40%) (net)	-	-	-	-	-	-	-	-	-	-
11 Financing: Additional Prop C 40% (net)	-	-	-	-	-	-	-	-	-	-
12 Financing: Commuter Rail Cap (Prop C 10%) (net)	38.3	24.5	20.2	22.0	13.6	51.0	52.4	56.4	34.3	27.0
13 Financing: Measure R 35% (net)	142.4	-	-	-	-	-	-	-	-	-
14 Financing: Rail Capital TIFIA Loan (Measure R 35%)	51.5	337.4	213.7	395.2	305.7	249.3	8.0	-	-	-
15 Financing: Rail Capital Measure R 35% Comm Paper	305.0	-	-	-	-	-	-	-	-	-
16 Financing: Highway Capital (Measure R 20%)	86.6	63.0	93.8	-	-	-	31.1	123.5	58.0	8.9
17 Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-
18 Financing: Capital Grant Receipt Revenue Bonds	248.5	309.5	263.7	49.5	-	-	-	-	-	-
19 Other - General, Advertising, Other Misc.	34.3	34.3	35.1	35.8	36.6	37.3	38.0	38.8	39.5	40.2
20 Ramirez Flyover Escrow funds (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
21 HOT lanes tolls (no revenue sheet)	18.9	19.3	19.8	20.2	20.6	21.0	21.5	21.9	22.3	22.8
22 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
23 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
24 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
25 Interest Earnings on TDA funds	2.4	2.5	2.5	2.5	2.5	2.6	2.6	2.6	2.6	2.7
26 Interest Earnings on Measure R 35% funds	6.8	3.3	-	-	-	-	-	-	-	-
27 Interest Earnings on Measure R 20% funds	0.7	-	-	-	-	-	-	-	-	-
28 Interest Earnings on STA-Op Rev Share funds	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
29 Measure R 20% transfer in (assumed for W. Santa Ana B	-	-	-	-	-	-	-	93.9	80.3	1.1
30 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	-	-	-	-	-	-	-	-	83.9	-
31 State repayment of capital proj loans (fund 3562)	10.3	10.3	10.3	-	-	-	-	-	-	-
<b>32 Total MTA Local Revenue Sources</b>	<b>3,899.6</b>	<b>3,783.2</b>	<b>3,711.5</b>	<b>3,694.6</b>	<b>3,678.5</b>	<b>3,983.4</b>	<b>3,799.4</b>	<b>4,144.2</b>	<b>4,361.8</b>	<b>4,324.6</b>
<b>State</b>										
34 Air Quality Vehicle Registration Fee (AB 2766)	2.0	-	-	2.0	-	-	2.0	-	-	2.0
35 Other State (no revenue sheet)	-	8.0	8.0	4.0	-	-	-	-	-	-
36 Regional Improvement Program Funds (RIP)	108.5	33.7	119.1	150.0	150.0	150.0	150.0	150.0	150.0	150.0
37 STA - Operator Revenue Share	52.2	52.7	53.3	53.8	54.3	54.9	55.4	56.0	56.6	57.1
38 STA - Population Share	44.9	45.4	45.8	46.3	46.8	47.2	47.7	48.2	48.7	49.2
39 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	6.1	6.2	6.2	6.3	6.4	6.5	6.6	6.7	6.8	6.9
40 State Prop 1B Bonds (CMIA, Secur, SLPP)	25.3	23.5	23.5	5.5	-	-	-	-	-	-
41 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-
42 High Speed Rail Bonds voted 11-4-08	30.9	49.4	-	-	-	-	-	-	-	-
43 Traffic Congestion Relief Program Allocations	-	14.0	12.1	-	-	-	-	-	-	-
<b>44 Total MTA State Revenue Sources</b>	<b>270.0</b>	<b>232.9</b>	<b>268.1</b>	<b>267.9</b>	<b>257.5</b>	<b>258.6</b>	<b>261.7</b>	<b>260.9</b>	<b>262.0</b>	<b>265.2</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

L RTP 10/18/12 rev 11-19-12 (\$ in millions)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
<b>45 Federal</b>										
46 CMAQ (Congestion Mitigation & Air Quality)	115.0	115.0	110.0	110.0	100.0	80.0	80.0	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	85.8	87.4	89.1	90.8	92.5	94.2	96.0	97.8	99.6	101.4
51 Section 5307 (excluding Other UZAs)	237.1	240.4	243.8	247.2	250.7	254.2	257.7	261.3	265.0	268.7
52 Section 5339 Bus and Bus Facilities	-	-	-	-	-	5.0	5.0	5.0	5.0	5.0
53 Section 5337 State of Good Repair	43.0	43.6	44.2	44.9	45.5	46.1	46.8	47.4	48.1	48.8
54 Section 5309 New Starts	200.0	200.0	200.0	200.0	232.0	238.9	200.0	200.0	200.0	200.0
55 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-	-	-
56 JARC	8.0	-	-	-	-	-	-	-	-	-
57 New Freedom	3.5	-	-	-	-	-	-	-	-	-
58 Section 5340 Growing States and High Density	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8
59 TAP-Transportation Alternatives Program	28.8	13.8	14.0	14.2	14.4	14.6	14.8	15.0	15.2	15.4
<b>60 Total MTA Federal Revenue Sources</b>	<b>730.1</b>	<b>709.2</b>	<b>710.2</b>	<b>716.3</b>	<b>744.3</b>	<b>742.4</b>	<b>709.8</b>	<b>716.2</b>	<b>722.6</b>	<b>729.1</b>
<b>61 Total MTA Revenue Sources</b>	<b>4,899.7</b>	<b>4,725.3</b>	<b>4,689.9</b>	<b>4,678.7</b>	<b>4,680.4</b>	<b>4,984.4</b>	<b>4,770.9</b>	<b>5,121.2</b>	<b>5,346.4</b>	<b>5,318.8</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>										
<b>63 Local</b>										
64 Proposition A 25% Local Return	180.4	192.8	203.9	213.6	224.6	235.9	246.5	257.2	268.0	278.7
65 Proposition C 20% Local Return	149.6	159.9	169.2	177.2	186.3	195.7	204.5	213.4	222.3	231.2
66 Measure R 15% Local Return	112.2	119.9	126.9	132.9	139.7	146.8	153.3	160.0	166.7	173.4
67 Fare Revenues - non-Metro bus	105.3	108.1	111.5	115.8	118.2	120.5	122.8	125.2	127.6	129.9
68 Fare Revenues - Metrolink	46.8	48.4	49.5	50.6	51.6	52.6	53.7	54.7	55.7	56.8
69 Advertising, Other Misc.	5.0	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0
70 HOT lanes tolls (no revenue sheet)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
71 Local Agency Call for Projects Match	9.0	5.1	6.0	5.0	-	-	-	-	-	-
72 Local Agency/Public Private Joint Venture (Transit)	31.4	20.9	-	27.5	74.3	-	70.4	-	-	-
73 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
74 Tolls/PPP	119.0	479.0	546.0	617.0	561.0	502.0	439.0	546.0	546.0	545.0
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>762.7</b>	<b>1,203.2</b>	<b>1,282.2</b>	<b>1,408.8</b>	<b>1,425.1</b>	<b>1,323.0</b>	<b>1,359.8</b>	<b>1,366.4</b>	<b>1,396.3</b>	<b>1,425.9</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	1.0	1.0
79 Interregional Improvement Program Funds (IIP)	4.9	0.0	-	-	-	-	-	-	-	-
80 Excise tax replacement for Prop 42 (no revenue sheet)	156.2	159.9	163.6	167.1	170.5	173.8	177.2	180.7	184.1	187.4
81 SAFE	7.5	7.4	7.2	7.0	7.0	7.0	7.0	7.0	7.0	7.0
82 SHOPP	217.0	103.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
83 Proposition 1B Bonds (non-PTMISEA)	186.4	46.7	28.9	16.1	16.1	-	-	-	-	-
84 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-
85 High Speed Rail Bonds	15.6	-	-	-	-	-	-	-	-	-
86 TCRP - Highway projects	27.8	33.9	8.0	-	-	-	-	-	-	-
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)	157.8	161.7	165.7	169.9	174.1	178.5	182.9	187.5	192.2	197.0
89 High Speed Rail Bonds (grade seps)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	5.0	5.0	5.0
90 State Programs	-	85.7	85.7	102.7	102.7	97.7	86.5	145.0	145.0	145.0
91 SHOPP (Additional)	-	-	-	-	-	8.0	9.0	9.0	-	-
<b>92 Total Other Agencies' State Revenue Sources</b>	<b>1,052.9</b>	<b>878.2</b>	<b>939.0</b>	<b>942.6</b>	<b>950.2</b>	<b>944.8</b>	<b>942.5</b>	<b>999.0</b>	<b>998.1</b>	<b>1,006.2</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

LRTP 10/18/12 rev 11-19-12 (\$ in millions)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
93 <b>Federal</b>										
94 Federal- Other (no rev sheet)	-	-	-	-	-	-	-	-	-	-
95 Other Federal Funds-Highway Earmarks	25.0	5.0	0.7	-	-	-	-	-	-	-
96 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-	-	-
97 RSTP - STP-L	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
98 Section 5339 Bus and Bus Facilities	-	-	-	-	-	-	-	-	-	-
99 Section 5307 (Other UZAs)	11.0	11.1	11.3	11.4	11.6	11.7	11.9	12.1	12.2	12.4
100 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
101 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
102 Cap and Trade	-	30.0	40.0	30.0	30.0	30.0	30.0	-	-	-
103 Federal Formula Funds (Additional)	33.0	159.0	159.0	173.1	169.0	176.4	154.5	223.0	223.0	223.0
104 Federal HPP Earmarks	199.0	288.7	272.0	155.0	88.5	85.8	86.0	106.0	106.0	106.0
105 Metropolitan Mobility and Access Program	233.0	178.0	160.0	50.0	50.0	50.0	50.0	32.0	32.0	32.0
106 Freight Program	100.0	261.5	392.6	347.4	296.5	186.1	128.0	97.0	97.0	97.0
107 Federal High Speed Rail assumed (no rev sheet)	-	-	-	-	-	-	-	-	-	225.0
108 <b>Total Other Agencies' Federal Revenue Sources</b>	<b>633.4</b>	<b>965.8</b>	<b>1,068.0</b>	<b>799.4</b>	<b>678.1</b>	<b>572.5</b>	<b>492.9</b>	<b>502.6</b>	<b>502.8</b>	<b>727.9</b>
109 <b>Total Other Agencies' Revenue Sources</b>	<b>\$ 2,449.0</b>	<b>\$ 3,047.2</b>	<b>\$ 3,289.2</b>	<b>\$ 3,150.8</b>	<b>\$ 3,053.4</b>	<b>\$ 2,840.4</b>	<b>\$ 2,795.2</b>	<b>\$ 2,868.0</b>	<b>\$ 2,897.2</b>	<b>\$ 3,160.1</b>
110 <b>GRAND TOTAL REVENUE SOURCES</b>	<b>7,348.7</b>	<b>7,772.6</b>	<b>7,979.1</b>	<b>7,829.5</b>	<b>7,733.8</b>	<b>7,824.8</b>	<b>7,566.1</b>	<b>7,989.3</b>	<b>8,243.6</b>	<b>8,478.9</b>



**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>L RTP 10/18/12 rev 11-19-12</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>2033</b>
<b>(\$ in millions)</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>2033</b>	<b>2034</b>
<b>Sources Belonging to/Programmed by MTA Board</b>											
<b>Local</b>											
1	Proposition A (without 25% Local Return)	930.4	963.2	999.6	1,037.6	1,074.7	1,111.7	1,145.0	1,178.0	1,213.7	1,251.7
2	Proposition C (without 20% Local Return)	979.9	1,014.4	1,052.7	1,092.8	1,131.9	1,170.8	1,206.0	1,240.7	1,278.3	1,318.3
3	Measure R (without 15% Local Return)	1,039.9	1,076.6	1,117.2	1,159.7	1,201.2	1,242.5	1,279.8	1,316.7	1,356.6	1,399.0
4	TDA (gross)	611.4	633.0	656.9	681.9	706.3	730.6	752.5	774.2	797.6	822.6
5	Fare Revenues - MTA Bus and Rail	624.2	660.8	673.6	708.1	715.4	743.0	749.5	778.4	785.2	815.6
6	Lease and Leaseback Revenues	10.9	11.1	11.3	11.5	11.7	11.9	12.2	12.4	12.6	12.9
7	Financing: Highways (Prop C 25%) (net)	204.4	230.2	247.7	293.3	159.7	213.3	-	-	-	-
8	Financing: Rail Capital (Prop A 35%) (net)	-	-	-	-	-	-	-	-	-	-
9	Financing: Rail Capital (Prop C 40%) (net)	-	-	-	-	-	-	-	-	-	-
10	Financing: Bus Facilities Cap (Prop C 40%) (net)	-	-	-	-	-	-	-	-	-	-
11	Financing: Additional Prop C 40% (net)	-	-	-	-	-	-	-	-	-	-
12	Financing: Commuter Rail Cap (Prop C 10%) (net)	25.3	25.9	24.2	13.3	14.3	15.5	11.6	2.0	-	-
13	Financing: Measure R 35% (net)	-	-	-	-	-	-	-	-	-	-
14	Financing: Rail Capital TIFIA Loan (Measure R 35%)	-	-	-	-	-	-	-	-	-	-
15	Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-	-	-	-	-
16	Financing: Highway Capital (Measure R 20%)	148.9	142.8	8.1	39.7	-	-	-	-	-	-
17	Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-
18	Financing: Capital Grant Receipt Revenue Bonds	-	-	-	-	-	-	-	-	-	-
19	Other - General, Advertising, Other Misc.	40.9	41.7	42.5	43.3	44.2	45.0	45.9	46.7	47.6	48.6
20	Ramirez Flyover Escrow funds (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
21	HOT lanes tolls (no revenue sheet)	23.2	23.7	24.1	24.6	25.1	25.6	26.1	26.6	27.1	27.7
22	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
23	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
24	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
25	Interest Earnings on TDA funds	2.7	2.7	2.7	2.8	2.8	2.8	2.9	2.9	2.9	2.9
26	Interest Earnings on Measure R 35% funds	-	-	-	-	-	-	-	-	-	-
27	Interest Earnings on Measure R 20% funds	-	-	-	-	-	-	0.3	0.3	-	0.3
28	Interest Earnings on STA-Op Rev Share funds	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
29	Measure R 20% transfer in (assumed for W. Santa Ana B	19.6	-	-	-	-	-	-	-	-	-
30	Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	-	-	-	31.7	-	35.4	19.0	-	-	-
31	State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-
32	<b>Total MTA Local Revenue Sources</b>	<b>4,678.0</b>	<b>4,842.4</b>	<b>4,876.9</b>	<b>5,156.7</b>	<b>5,103.4</b>	<b>5,364.4</b>	<b>5,266.9</b>	<b>5,395.2</b>	<b>5,538.0</b>	<b>5,715.8</b>
<b>State</b>											
34	Air Quality Vehicle Registration Fee (AB 2766)	-	-	2.0	-	-	2.0	-	-	2.0	-
35	Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-
36	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
37	STA - Operator Revenue Share	57.7	58.3	58.9	59.4	60.0	60.6	61.2	61.9	62.5	63.1
38	STA - Population Share	49.6	50.1	50.6	51.2	51.7	52.2	52.7	53.2	53.8	54.3
39	State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7	7.8	7.9
40	State Prop 1B Bonds (CMIA, Secur, SLPP)	-	-	-	-	-	-	-	-	-	-
41	Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-
42	High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-
43	Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-	-	-
44	<b>Total MTA State Revenue Sources</b>	<b>264.3</b>	<b>265.5</b>	<b>268.7</b>	<b>267.9</b>	<b>269.1</b>	<b>272.3</b>	<b>271.5</b>	<b>272.8</b>	<b>276.0</b>	<b>275.3</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>L RTP 10/18/12 rev 11-19-12</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>2033</b>
<b>(\$ in millions)</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>2033</b>	<b>2034</b>
<b>45 Federal</b>										
46 CMAQ (Congestion Mitigation & Air Quality)	80.0	60.0	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	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	103.3	105.2	107.1	109.0	111.0	113.0	115.0	117.1	119.2	121.3
51 Section 5307 (excluding Other UZAs)	272.5	276.3	280.2	284.1	288.1	292.1	296.2	300.3	304.5	308.8
52 Section 5339 Bus and Bus Facilities	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
53 Section 5337 State of Good Repair	49.4	50.1	50.8	51.5	52.3	53.0	53.7	54.5	55.3	56.0
54 Section 5309 New Starts	168.0	29.3	90.6	171.4	200.0	200.0	238.6	200.0	200.0	200.0
55 Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-	-	-	-	-
56 JARC	-	-	-	-	-	-	-	-	-	-
57 New Freedom	-	-	-	-	-	-	-	-	-	-
58 Section 5340 Growing States and High Density	7.9	8.0	8.2	8.3	8.4	8.5	8.6	8.7	8.9	9.0
59 TAP-Transportation Alternatives Program	15.6	15.8	16.0	16.2	16.4	16.6	16.8	17.0	17.2	17.4
<b>60 Total MTA Federal Revenue Sources</b>	<b>703.7</b>	<b>551.8</b>	<b>619.8</b>	<b>707.5</b>	<b>743.1</b>	<b>750.2</b>	<b>795.9</b>	<b>764.7</b>	<b>772.0</b>	<b>779.5</b>
<b>61 Total MTA Revenue Sources</b>	<b>5,646.1</b>	<b>5,659.6</b>	<b>5,765.4</b>	<b>6,132.0</b>	<b>6,115.6</b>	<b>6,386.9</b>	<b>6,334.4</b>	<b>6,432.7</b>	<b>6,586.1</b>	<b>6,770.6</b>
<b>62 Sources Belonging to/Programmed by Other Agencies</b>										
<b>63 Local</b>										
64 Proposition A 25% Local Return	289.8	300.0	311.3	323.2	334.7	346.3	356.7	366.9	378.0	389.9
65 Proposition C 20% Local Return	240.4	248.9	258.3	268.1	277.7	287.2	295.9	304.4	313.6	323.4
66 Measure R 15% Local Return	180.3	186.6	193.7	201.1	208.2	215.4	221.9	228.3	235.2	242.5
67 Fare Revenues - non-Metro bus	132.3	134.8	137.3	140.1	142.8	145.5	148.3	151.0	153.9	156.9
68 Fare Revenues - Metrolink	57.8	58.9	60.0	61.2	62.4	63.6	64.8	66.0	67.3	68.6
69 Advertising, Other Misc.	6.1	6.3	6.4	6.5	6.6	6.8	6.9	7.0	7.2	7.3
70 HOT lanes tolls (no revenue sheet)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
71 Local Agency Call for Projects Match	-	-	-	-	-	-	-	-	-	-
72 Local Agency/Public Private Joint Venture (Transit)	19.5	-	-	9.9	-	-	-	-	132.9	16.6
73 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
74 Tolls/PPP	546.0	546.0	546.0	296.0	296.0	225.0	225.0	225.0	228.0	385.0
75 Container Fees	-	-	-	-	-	-	-	-	-	-
<b>76 Total Other Agencies' Local Revenue Sources</b>	<b>1,476.2</b>	<b>1,485.5</b>	<b>1,516.9</b>	<b>1,310.0</b>	<b>1,332.4</b>	<b>1,293.7</b>	<b>1,323.3</b>	<b>1,352.6</b>	<b>1,520.0</b>	<b>1,594.2</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)	190.9	194.5	198.1	202.1	206.0	210.0	213.9	217.9	222.1	226.4
81 SAFE	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
82 SHOPP	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
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)	201.9	207.0	212.2	217.5	222.9	228.5	234.2	240.0	246.0	252.2
89 High Speed Rail Bonds (grade seps)	10.0	10.0	-	-	-	-	-	-	-	-
90 State Programs	140.0	140.0	140.0	133.5	160.8	160.3	57.1	50.3	75.0	100.0
91 SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-
<b>92 Total Other Agencies' State Revenue Sources</b>	<b>1,014.6</b>	<b>1,023.3</b>	<b>1,022.1</b>	<b>1,024.9</b>	<b>1,061.5</b>	<b>1,070.6</b>	<b>977.0</b>	<b>980.1</b>	<b>1,015.0</b>	<b>1,050.4</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

L RTP 10/18/12 rev 11-19-12 (\$ in millions)	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
93 <b>Federal</b>										
94 Federal- Other (no rev sheet)	-	-	-	-	-	-	-	-	-	-
95 Other Federal Funds-Highway Earmarks	-	-	-	-	-	-	-	-	-	-
96 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-	-	-	-	-
97 RSTP - STP-L	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
98 Section 5339 Bus and Bus Facilities	-	-	-	-	-	-	-	-	-	-
99 Section 5307 (Other UZAs)	12.6	12.8	12.9	13.1	13.3	13.5	13.7	13.9	14.1	14.3
100 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
101 Section 5340 Growing States and High Density	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5
102 Cap and Trade	-	-	-	-	-	-	-	-	-	-
103 Federal Formula Funds (Additional)	223.0	223.0	223.0	224.0	223.9	53.0	53.0	53.0	55.0	52.8
104 Federal HPP Earmarks	106.0	100.0	100.0	-	-	-	-	-	100.0	16.7
105 Metropolitan Mobility and Access Program	32.0	32.0	32.0	22.0	22.0	22.0	22.0	22.0	25.0	22.5
106 Freight Program	97.0	97.0	97.0	-	-	11.0	22.0	33.0	84.0	33.3
107 Federal High Speed Rail assumed (no rev sheet)	300.0	350.0	400.0	450.0	500.0	425.0	200.0	150.0	-	-
108 <b>Total Other Agencies' Federal Revenue Sources</b>	<b>803.1</b>	<b>847.3</b>	<b>897.5</b>	<b>741.7</b>	<b>791.8</b>	<b>557.1</b>	<b>343.3</b>	<b>304.5</b>	<b>310.7</b>	<b>172.2</b>
109 <b>Total Other Agencies' Revenue Sources</b>	<b>\$ 3,293.9</b>	<b>\$ 3,356.1</b>	<b>\$ 3,436.5</b>	<b>\$ 3,076.5</b>	<b>\$ 3,185.7</b>	<b>\$ 2,921.4</b>	<b>\$ 2,643.5</b>	<b>\$ 2,637.1</b>	<b>\$ 2,845.6</b>	<b>\$ 2,816.7</b>
110 <b>GRAND TOTAL REVENUE SOURCES</b>	<b>8,940.0</b>	<b>9,015.7</b>	<b>9,201.8</b>	<b>9,208.5</b>	<b>9,301.3</b>	<b>9,308.3</b>	<b>8,977.9</b>	<b>9,069.8</b>	<b>9,431.7</b>	<b>9,587.3</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>L RTP 10/18/12 rev 11-19-12</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
(\$ in millions)	<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)	1,290.0	1,326.8	1,366.5	1,406.6	1,444.4	1,419.9
2 Proposition C (without 20% Local Return)	1,358.6	1,397.4	1,439.2	1,481.5	1,521.3	1,495.4
3 Measure R (without 15% Local Return)	1,441.8	1,483.0	1,527.3	1,572.2	1,614.4	-
4 TDA (gross)	847.8	872.0	898.0	924.4	949.3	933.1
5 Fare Revenues - MTA Bus and Rail	822.7	873.4	881.1	915.2	923.3	959.1
6 Lease and Leaseback Revenues	13.1	13.4	13.7	13.9	14.2	14.5
7 Financing: Highways (Prop C 25%) (net)	-	-	-	-	-	-
8 Financing: Rail Capital (Prop A 35%) (net)	-	-	-	-	-	-
9 Financing: Rail Capital (Prop C 40%) (net)	-	-	-	-	-	-
10 Financing: Bus Facilities Cap (Prop C 40%) (net)	-	-	-	-	-	-
11 Financing: Additional Prop C 40% (net)	-	-	-	-	-	-
12 Financing: Commuter Rail Cap (Prop C 10%) (net)	-	-	-	-	-	-
13 Financing: Measure R 35% (net)	-	-	-	-	-	-
14 Financing: Rail Capital TIFIA Loan (Measure R 35%)	-	-	-	-	-	-
15 Financing: Rail Capital Measure R 35% Comm Paper	-	-	-	-	-	-
16 Financing: Highway Capital (Measure R 20%)	-	-	-	-	-	-
17 Financing: Measure R 2% Commercial Paper	-	-	-	-	-	-
18 Financing: Capital Grant Receipt Revenue Bonds	-	-	-	-	-	-
19 Other - General, Advertising, Other Misc.	49.5	50.5	51.5	52.6	53.6	54.6
20 Ramirez Flyover Escrow funds (no revenue sheet)	-	-	-	-	-	-
21 HOT lanes tolls (no revenue sheet)	28.3	28.8	29.4	30.1	30.7	31.3
22 HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5	0.5	0.5
23 Interest Earnings on Prop A funds	3.5	3.5	3.5	3.5	3.5	3.5
24 Interest Earnings on Prop C funds	11.9	11.9	11.9	11.9	11.9	11.9
25 Interest Earnings on TDA funds	3.0	3.0	3.0	3.1	3.1	3.1
26 Interest Earnings on Measure R 35% funds	-	-	-	-	-	-
27 Interest Earnings on Measure R 20% funds	1.9	6.0	12.3	19.1	22.0	-
28 Interest Earnings on STA-Op Rev Share funds	0.4	0.4	0.4	0.4	0.4	0.4
29 Measure R 20% transfer in (assumed for W. Santa Ana B	-	-	-	-	-	-
30 Reimbursmnt fr Gr Line LAX, S Bay Gr Line, & systemwid	-	-	-	-	-	-
31 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-
<b>32 Total MTA Local Revenue Sources</b>	<b>5,872.9</b>	<b>6,070.6</b>	<b>6,238.3</b>	<b>6,435.0</b>	<b>6,592.5</b>	<b>4,927.3</b>
<b>State</b>						
34 Air Quality Vehicle Registration Fee (AB 2766)	-	2.0	-	-	2.0	-
35 Other State (no revenue sheet)	-	-	-	-	-	-
36 Regional Improvement Program Funds (RIP)	150.0	150.0	150.0	150.0	150.0	150.0
37 STA - Operator Revenue Share	63.7	64.4	65.0	65.7	66.3	67.0
38 STA - Population Share	54.8	55.4	55.9	56.5	57.1	57.6
39 State Hwy Acct-Fwy Serv Patrol (no revenue sheet)	8.0	8.1	8.2	8.4	8.5	8.6
40 State Prop 1B Bonds (CMIA, Secur, SLPP)	-	-	-	-	-	-
41 Proposition 1B Bonds - PTMISEA	-	-	-	-	-	-
42 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-
43 Traffic Congestion Relief Program Allocations	-	-	-	-	-	-
<b>44 Total MTA State Revenue Sources</b>	<b>276.6</b>	<b>279.9</b>	<b>279.2</b>	<b>280.5</b>	<b>283.9</b>	<b>283.2</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>L RTP 10/18/12 rev 11-19-12</b>		2034	2035	2036	2037	2038	2039
(\$ in millions)		2035	2036	2037	2038	2039	2040
45	<b>Federal</b>						
46	CMAQ (Congestion Mitigation & Air Quality)	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
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	123.4	125.6	127.8	130.0	132.3	134.6
51	Section 5307 (excluding Other UZAs)	313.1	317.5	321.9	326.4	331.0	335.6
52	Section 5339 Bus and Bus Facilities	5.0	5.0	5.0	5.0	5.0	5.0
53	Section 5337 State of Good Repair	56.8	57.6	58.4	59.2	60.1	60.9
54	Section 5309 New Starts	194.1	90.4	100.0	100.0	100.0	-
55	Section 5309 Small Starts and Very Small Starts	-	-	-	-	-	-
56	JARC	-	-	-	-	-	-
57	New Freedom	-	-	-	-	-	-
58	Section 5340 Growing States and High Density	9.1	9.2	9.4	9.5	9.6	9.8
59	TAP-Transportation Alternatives Program	17.6	17.8	18.0	18.3	18.6	18.9
60	<b>Total MTA Federal Revenue Sources</b>	<b>781.1</b>	<b>685.2</b>	<b>702.5</b>	<b>710.5</b>	<b>718.6</b>	<b>626.8</b>
61	<b>Total MTA Revenue Sources</b>	<b>6,930.6</b>	<b>7,035.7</b>	<b>7,220.1</b>	<b>7,426.0</b>	<b>7,595.0</b>	<b>5,837.3</b>
62	<b>Sources Belonging to/Programmed by Other Agencies</b>						
63	<b>Local</b>						
64	Proposition A 25% Local Return	401.8	413.3	425.6	438.1	449.9	442.3
65	Proposition C 20% Local Return	333.3	342.8	353.1	363.4	373.2	366.9
66	Measure R 15% Local Return	250.0	257.1	264.8	272.6	279.9	0.0
67	Fare Revenues - non-Metro bus	160.0	163.2	166.6	170.0	173.3	176.4
68	Fare Revenues - Metrolink	69.9	71.3	72.8	74.3	75.7	77.1
69	Advertising, Other Misc.	7.4	7.6	7.7	7.9	8.1	8.2
70	HOT lanes tolls (no revenue sheet)	2.8	2.8	2.8	2.8	2.8	2.8
71	Local Agency Call for Projects Match	-	-	-	-	-	-
72	Local Agency/Public Private Joint Venture (Transit)	-	-	74.0	-	-	-
73	Local Agency Street and Road Funds (no rev sheet)	1.2	1.2	1.2	1.2	1.2	1.2
74	Tolls/PPP	454.0	216.0	111.0	58.0	59.0	-
75	Container Fees	-	-	-	-	-	-
76	<b>Total Other Agencies' Local Revenue Sources</b>	<b>1,680.4</b>	<b>1,475.3</b>	<b>1,479.5</b>	<b>1,388.2</b>	<b>1,423.0</b>	<b>1,074.8</b>
77	<b>State</b>						
78	Environmental Enhancement & Mitigation	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)	230.9	235.5	240.3	245.3	250.0	254.6
81	SAFE	7.0	7.0	7.0	7.0	7.0	7.0
82	SHOPP	200.0	200.0	200.0	200.0	200.0	200.0
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
88	State Highway Account-Caltrans Ops (no revenue sheet)	258.5	265.0	271.6	278.4	285.3	292.5
89	High Speed Rail Bonds (grade seps)	-	-	-	-	-	-
90	State Programs	109.6	115.4	-	-	-	-
91	SHOPP (Additional)	-	-	-	-	-	-
92	<b>Total Other Agencies' State Revenue Sources</b>	<b>1,070.8</b>	<b>1,087.7</b>	<b>983.7</b>	<b>995.4</b>	<b>1,007.1</b>	<b>1,018.8</b>

**LACMTA Financial Forecasting Model**

**Revenue Sources**

<b>LRTP 10/18/12 rev 11-19-12</b>	<b>2034</b>	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>
(\$ in millions)	<b>2035</b>	<b>2036</b>	<b>2037</b>	<b>2038</b>	<b>2039</b>	<b>2040</b>
93 <b>Federal</b>						
94 Federal- Other (no rev sheet)	-	-	-	-	-	-
95 Other Federal Funds-Highway Earmarks	-	-	-	-	-	-
96 Railroad-Hwy Grade Crossings-Sec 130 (no rev sheet)	-	-	-	-	-	-
97 RSTP - STP-L	31.7	31.7	31.7	31.7	31.7	31.7
98 Section 5339 Bus and Bus Facilities	-	-	-	-	-	-
99 Section 5307 (Other UZAs)	14.5	14.7	14.9	15.1	15.3	15.5
100 Section 5310 Elderly/Disabled (cap) (no rev sheet)	0.4	0.4	0.4	0.4	0.4	0.4
101 Section 5340 Growing States and High Density	0.5	0.5	0.5	0.5	0.5	0.5
102 Cap and Trade	-	-	-	-	-	-
103 Federal Formula Funds (Additional)	142.6	52.8	52.8	7.2	8.8	-
104 Federal HPP Earmarks	16.7	16.7	16.7	16.6	16.6	-
105 Metropolitan Mobility and Access Program	81.7	22.5	8.3	-	-	-
106 Freight Program	33.3	33.3	33.3	33.3	33.5	-
107 Federal High Speed Rail assumed (no rev sheet)	-	-	-	-	-	-
108 <b>Total Other Agencies' Federal Revenue Sources</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>
109 <b>Total Other Agencies' Revenue Sources</b>	<b>\$ 3,072.6</b>	<b>\$ 2,735.5</b>	<b>\$ 2,621.8</b>	<b>\$ 2,488.5</b>	<b>\$ 2,536.9</b>	<b>\$ 2,141.7</b>
110 <b>GRAND TOTAL REVENUE SOURCES</b>	<b>10,003.2</b>	<b>9,771.2</b>	<b>9,841.8</b>	<b>9,914.4</b>	<b>10,131.9</b>	<b>7,979.1</b>

LACMTA Financial Forecasting Model

MTA-Controlled Funds Uses

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	2020
1 Bus Ops - MTA	\$ 40,124.8	\$ 10,877.5	\$ 7,054.3	\$ 13,219.1	\$ 19,851.5	\$ 921.9	\$ 948.3	\$ 976.6	\$ 1,005.8	\$ 1,034.8	\$ 1,063.1	\$ 1,103.7	\$ 1,131.9
2 Bus Ops - MTA Security	980.9	297.3	197.4	334.2	449.3	26.3	26.9	27.6	28.2	28.9	29.5	30.1	30.7
3 Subtotal MTA Bus Ops	41,105.7	11,174.9	7,251.6	13,553.3	20,300.7	948.2	975.2	1,004.1	1,034.0	1,063.7	1,092.5	1,133.8	1,162.6
4 Bus Operations - Municipal Operators	9,846.3	2,684.6	1,716.8	3,311.6	4,818.0	230.8	220.6	231.7	243.2	253.8	263.2	273.6	284.3
5 Bus Operations - Other Eligible Operators	846.2	254.6	175.3	286.2	384.7	28.8	23.0	23.6	24.2	24.7	25.2	25.8	26.3
6 Paratransit (TDA Article 8)	959.6	243.7	149.0	317.4	493.2	17.6	18.7	20.0	21.4	22.7	23.7	25.0	26.3
7 Paratransit (New Freedom)	10.5	7.0	10.5	-	-	3.5	3.5	3.5	-	-	-	-	-
8 Job Access transit (JARC)	24.0	16.0	24.0	-	-	8.0	8.0	8.0	-	-	-	-	-
9 Bus Operations - ADA (Access Services)	3,848.8	1,162.5	784.0	1,307.0	1,757.9	115.1	105.3	107.6	110.3	112.8	115.2	117.6	119.9
10 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	687.7	175.3	107.4	227.6	352.7	12.7	13.5	14.4	15.4	16.3	17.1	18.0	18.9
11 Subtotal Bus Operations	57,328.9	15,718.6	10,218.5	19,003.2	28,107.2	1,364.6	1,367.9	1,413.0	1,448.4	1,493.9	1,537.0	1,593.7	1,638.1
12 Rail Operations - MTA	15,033.4	3,590.0	2,163.9	4,851.9	8,017.6	261.7	265.6	286.2	308.4	328.3	349.4	364.2	405.6
13 Rail Operations - MTA Security	3,542.2	906.7	550.7	1,173.8	1,817.7	65.3	68.0	74.0	80.4	84.1	87.9	91.1	102.4
14 Subtotal Rail Operations - MTA	18,575.6	4,496.7	2,714.6	6,025.7	9,835.3	327.0	333.6	360.3	388.8	412.4	437.2	455.4	508.0
15 Rail Operations - Metrolink	1,808.2	494.4	324.0	593.3	890.9	46.1	42.1	43.8	45.5	47.4	48.8	50.2	51.8
16 Subtotal Rail Operations	20,383.8	4,991.1	3,038.6	6,619.0	10,726.2	373.1	375.7	404.0	434.4	459.8	486.0	505.6	559.7
17 Total MTA-Controlled Funds - Bus & Rail Ops	77,712.7	20,709.6	13,257.1	25,622.2	38,833.4	1,737.8	1,743.5	1,817.0	1,882.8	1,953.6	2,023.0	2,099.3	2,197.9
18 Bus Capital - MTA	8,160.9	2,485.1	1,637.7	2,896.2	3,627.0	257.0	314.6	303.3	239.4	139.9	174.5	209.1	202.8
19 Bus Capital - MTA CRD	8.7	2.4	8.7	-	-	6.2	2.4	-	-	-	-	-	-
20 Bus Capital - Municipal Operators	3,397.7	1,075.7	731.6	1,177.6	1,488.5	106.4	102.0	101.0	105.2	104.2	106.9	105.9	110.1
21 Bus Capital - Paratransit (Access Services)	1.5	0.5	0.4	0.5	0.6	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
22 Prop A 40% Debt Service	48.1	22.3	16.4	20.0	11.7	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
23 Bus Cap Debt Serv-Prop C 40%	48.1	22.3	16.4	20.0	11.7	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
24 Subtotal Bus Capital	11,664.9	3,608.3	2,411.1	4,114.2	5,139.6	374.3	423.8	409.0	349.3	248.8	286.1	319.8	317.7
25 Rail Capital - Major Projects													
26 Exposition LRT-Phase I	-	-	-	-	-	-	-	-	-	-	-	-	-
27 Exposition LRT-Phase II to Santa Monica	973.2	663.9	973.2	-	-	309.3	391.0	247.6	15.3	10.1	-	-	-
28 Wilshire Metro Rapid Transitway	115.3	115.3	30.0	85.3	-	-	-	-	-	-	-	30.0	50.3
29 San Fernando Valley North-South - Canoga	12.8	3.4	12.8	-	-	9.4	3.4	-	-	-	-	-	-
30 East San Fernando Valley North-South Corridor	159.1	154.0	159.1	-	-	5.1	2.5	7.0	52.0	77.9	14.6	-	-
31 Gold Line Foothill Extension (from Pasadena)	655.9	506.5	655.9	-	-	149.4	158.1	132.6	92.0	42.6	44.2	37.0	-
32 Westside Subway Extension Segment 1	2,187.7	2,115.8	1,747.2	440.4	-	71.9	135.2	248.5	322.7	273.0	390.2	305.7	201.6
33 Westside Subway Extension Segment 2	1,673.0	1,305.3	588.4	1,084.6	-	-	-	-	59.7	138.2	212.6	177.9	214.2
34 Westside Subway Extension Segment 3	1,884.0	-	-	750.6	1,133.4	-	-	-	-	-	-	-	-
35 Regional Connector	1,271.7	1,166.3	1,264.6	7.2	-	105.4	171.4	212.5	261.1	197.2	230.0	86.8	7.2
36 Crenshaw/LAX Transit Corridor	1,632.3	1,513.3	1,632.3	-	-	119.0	304.8	443.6	344.8	275.5	142.3	2.3	-
37 Airport Metro Connector (Green Line Extension to LAX)	316.7	0.6	3.5	313.2	-	2.9	0.6	-	-	-	-	-	-
38 West Santa Ana Branch	628.5	225.5	0.7	627.8	-	0.7	-	-	-	-	-	-	-
39 Eastside Extension Phase II	2,399.2	-	2.3	396.4	2,000.5	2.3	-	-	-	-	-	-	-
40 South Bay Green Line Extension	534.7	-	10.8	8.9	515.0	10.8	-	-	-	-	-	-	-
41 San Fernando Valley I-405 Corridor Connection	2,393.0	-	-	2,393.0	-	-	-	-	-	-	-	-	-
42 Subregional repayment for TBD from Westside Subway Extension	985.5	-	-	985.5	-	-	-	-	-	-	-	-	-
43 Subregional repayment for TBD from SFV N-S Canoga (\$182M)	182.0	182.0	-	182.0	-	-	-	-	-	-	-	-	-
44 Subregional repayment for TBD from Expo Phase II	111.3	-	-	111.3	-	-	-	-	-	-	-	-	-
45 Rail Capital - Misc. Red, Blue, Green & Gold Projects	0.7	-	0.7	-	-	0.7	-	-	-	-	-	-	-
46 Rail Capital - Eastside LRT Access	27.5	23.0	27.5	-	-	4.5	5.3	3.3	5.0	4.5	5.0	-	-
47 Rail Capital - System Improvements	1.1	-	1.1	-	-	1.1	-	-	-	-	-	-	-
48 Rail Capital - Red/Purple Line System Improvements	785.5	136.5	32.6	263.7	489.3	-	-	-	-	-	-	32.6	33.6
49 Rail Capital - Lankershim Depot	1.6	-	1.6	-	-	1.6	-	-	-	-	-	-	-
50 Rail Capital - P3010 Light Rail Vehicles (not in project budgets)	315.6	263.4	315.6	-	-	52.1	98.5	86.0	12.1	66.8	-	-	-
51 Rail Capital - Future Light Rail Vehicles (not in project budgets)	1,299.5	447.9	253.5	591.4	454.6	-	-	50.4	50.8	49.9	97.9	4.5	73.6

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019
(\$ in millions)	'13-'14	'14-'15	'15-'16	'16-'17	'17-'18	2012	2013	2014	2015	2016	2017	2018	2019
52 Rail Capital - Heavy Rail Vehicles (not in project budgets)	77.4	77.4	77.4	-	-	-	-	-	25.0	20.0	32.4	-	-
53 Rail Cap - Blue Line St Gd Rep (Wayside, Facilities, Vehicle M	173.1	130.6	162.0	11.1	-	42.5	10.0	10.0	15.0	35.0	25.0	24.5	11.1
54 Rail Cap - Other Light Rail St Gd Rep (Wayside, Facilities, Vehi	916.5	219.5	92.3	390.2	434.0	2.8	8.0	8.0	8.0	4.0	22.9	38.7	15.0
55 Rail Cap - Heavy Rail St Gd Rep (Wayside, Facilities, Vehicle M	468.3	117.6	92.9	169.3	206.2	33.8	-	8.0	7.6	12.5	15.0	16.0	9.4
56 Rail Capital - State of Good Repair - Existing Lines excl vehicles	2,447.0	294.1	-	891.2	1,555.8	-	-	-	-	-	-	-	133.0
57 Rail Capital - State of Good Repair - Systemwide	1,387.9	723.9	-	1,387.9	-	-	-	-	-	-	-	-	190.0
58 Rail Capital - State of Good Repair - Future Lines	3,555.7	48.0	-	332.5	3,223.2	-	-	-	-	-	-	-	6.7
59 Rail Capital - Light Rail Yards (not in project budgets)	224.5	124.5	224.5	-	-	100.0	53.7	30.0	30.0	10.8	-	-	-
60 Future Project Planning and Studies	75.0	25.0	-	75.0	-	-	-	-	-	-	-	-	15.0
61 Rail Capital - Metrolink	1,998.0	694.2	392.9	848.1	756.9	59.7	64.2	63.3	51.0	50.8	51.9	52.0	91.5
62 Rail Cap - Future Measure R 2% projects	238.3	19.4	35.8	-	202.5	16.5	-	15.0	4.4	-	-	-	-
63 Rail Cap - Metro Rail Gating	3.6	-	3.6	-	-	3.6	-	-	-	-	-	-	-
64 Rail Capital - Transit System Safety & Security Prop 1B	8.0	6.4	8.0	-	-	1.6	1.6	1.6	1.6	1.6	-	-	-
65 Rail Capital Debt Service-Prop A 35% (incl commercial paper)	2,824.4	1,703.3	1,214.9	1,127.8	481.7	164.8	171.9	170.9	174.3	176.6	176.8	179.7	179.7
66 Rail Capital Debt Service-Prop C 40%	900.4	680.0	494.6	384.3	21.5	70.2	71.6	71.1	70.9	70.6	70.3	70.0	66.6
67 Measure R 2% Commercial Paper Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-
68 Measure R 35% 2010 Tax Exempt Debt Service	175.4	153.4	153.4	21.9	-	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9
69 Measure R 35% Tax Exempt Debt Service	271.1	96.0	50.8	113.0	107.3	-	-	5.6	11.3	11.3	11.3	11.3	11.3
70 Measure R 35% Commercial Paper Debt Service	363.7	350.7	133.5	230.2	0.0	-	-	8.6	8.6	33.6	25.3	57.4	56.0
71 Measure R 35% BAB Debt Service	973.7	272.1	144.5	403.7	425.6	20.6	20.6	20.6	20.6	20.6	20.6	20.6	20.6
72 Measure R 35% TIFIA Loan DSRF	96.4	92.6	70.6	25.8	-	-	0.1	2.7	17.4	11.5	21.4	17.6	15.8
73 Measure R 35% TIFIA Loan Debt Service	2,544.1	118.9	-	894.2	1,649.9	-	-	-	-	-	-	-	-
74 Capital Grant Receipt Revenue Bonds Debt Service	1,200.0	1,000.0	600.0	600.0	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0
75 Commuter Rail Debt Service-Prop C 10%	877.3	259.1	145.2	327.4	404.7	15.7	16.9	19.1	21.2	22.7	24.2	25.4	27.6
<b>76 Subtotal Rail Capital</b>	<b>42,347.1</b>	<b>16,029.5</b>	<b>11,810.2</b>	<b>13,096.5</b>	<b>17,440.5</b>	<b>1,399.8</b>	<b>1,811.4</b>	<b>1,987.7</b>	<b>1,804.4</b>	<b>1,739.2</b>	<b>1,755.7</b>	<b>1,311.8</b>	<b>1,551.5</b>
<b>77 Highways</b>													
<b>78 Call for Projects</b>													
79 Regional Surface Transp Improv (RSTi)	376.8	310.6	372.5	4.3	-	66.2	44.2	69.0	55.4	68.8	13.4	55.6	4.3
80 Transit Capital (including some Metrolink through CFP)	66.3	49.5	66.3	-	-	16.8	18.8	24.0	6.7	-	-	-	-
81 Signal Synchronization	173.5	149.3	116.4	57.1	-	24.2	32.1	2.0	-	-	11.3	46.8	20.0
82 Bikeways & Pedestrian Improvements	42.1	30.0	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-	-
83 Transportation Enhancements	45.3	34.0	45.3	-	-	11.3	7.8	26.2	-	-	-	-	-
84 Transportation Demand Management (TDM)	7.0	4.4	7.0	-	-	2.6	0.6	-	3.8	-	-	-	-
85 Regionally Significant	4.7	-	4.7	-	-	4.7	-	-	-	-	-	-	-
86 Future Call for Projects	3,260.0	1,372.0	250.0	2,799.0	211.1	-	-	-	45.1	56.9	75.0	73.0	266.3
<b>87 Subtotal Call for Projects (CFP)</b>	<b>3,975.7</b>	<b>1,949.8</b>	<b>904.3</b>	<b>2,860.4</b>	<b>211.1</b>	<b>137.9</b>	<b>110.8</b>	<b>134.2</b>	<b>120.6</b>	<b>125.7</b>	<b>99.7</b>	<b>175.4</b>	<b>290.6</b>
88 Freeway	8,134.2	2,282.5	2,321.8	3,601.0	2,211.4	910.5	501.7	342.5	188.3	178.5	84.1	116.2	192.7
89 SR-138 Widening	350.3	336.4	322.3	28.0	-	13.9	8.2	33.1	73.4	86.0	56.7	49.0	-
90 Alameda Corridor East	508.8	438.8	508.8	-	-	70.0	93.5	104.2	103.2	101.0	36.9	-	-
91 Measure R to be transferred to West Santa Ana Branch	194.8	174.2	-	194.8	-	-	-	-	-	-	-	-	-
92 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	88.8	-	-	88.8	-	-	-	-	-	-	-	-	-
93 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	253.5	-	-	-	253.5	-	-	-	-	-	-	-	-
94 I-5 Carmerita Interchange (\$106 to 710-South)	133.0	-	-	72.3	60.7	-	-	-	-	-	-	-	-
95 BNSF	35.0	35.0	35.0	-	-	-	8.0	8.0	7.0	12.0	-	-	-
96 Gerald Desmond Bridge	20.1	11.3	20.1	-	-	8.8	11.3	-	-	-	-	-	-
97 Retrofit Soundwalls	187.3	135.8	98.4	88.9	-	51.5	46.9	-	-	-	-	-	47.7
98 Retrofit Soundwalls Phase 2	917.4	96.0	13.3	82.7	821.4	-	-	-	-	-	-	13.3	28.6
98 Pedestrian and Bicycle Facilities-County and Cities (TDA Art 3)	359.4	91.3	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4	9.8
99 Rapid Bus Projects Subsidies	39.4	24.2	39.4	-	-	15.2	15.3	8.9	-	-	-	-	-
100 Miscellaneous	28.7	28.7	28.7	-	-	-	14.9	13.8	-	-	-	-	-
101 Expo Phase II Bikeway (in addition to prior Call funding)	10.6	10.3	10.6	-	-	0.3	7.7	2.6	-	-	-	-	-





**LACMTA Financial Forecasting Model**

**MTA-Controlled Funds Uses**

**L RTP 10/18/12 rev 11-19-12**

	<b>Total</b>	<b>Years</b>	<b>Years</b>	<b>Years</b>	<b>Years</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>(\$ in millions)</b>	<b>'13-'10</b>	<b>'14-'23</b>	<b>'13-'19</b>	<b>'20-'29</b>	<b>'30-'40</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>
153 Other Projects from Prop 1B Bonds	150.0	75.0	150.0	-	-	75.0	75.0	-	-	-	-	-	-
154 Local Roads Rehabilitation- Prop 1B Bonds	190.0	115.0	190.0	-	-	75.0	75.0	40.0	-	-	-	-	-
155 Freeway Service Patrol	42.0	15.0	10.5	15.0	16.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
156 SAFE Call Boxes	25.6	10.2	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0	0.9
157 Other SAFE	152.5	64.3	54.8	46.0	51.7	8.9	8.7	8.2	8.0	8.0	8.3	4.5	4.6
158 Local Roads Rehabilitation	12,981.0	4,335.8	2,973.9	4,545.0	5,462.1	414.0	417.6	421.2	424.9	428.6	432.1	435.5	438.8
159 Local Roads (Props A, C, Local Return) - not on Hwy Summary	6,709.3	1,710.2	1,047.8	2,220.7	3,440.8	124.0	131.5	140.8	150.4	159.1	166.7	175.3	184.1
160 Measure R Local Return - Highway Assumed	5,072.9	1,363.2	835.2	1,770.2	2,467.5	98.8	104.8	112.2	119.9	126.9	132.9	139.7	146.8
161 Caltrans L.A. County Operations and Administration	5,984.9	1,724.2	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1	178.5
162 Local Return: STPL/FAS (RSTP)	893.7	317.0	228.0	317.0	348.7	37.8	31.7	31.7	31.7	31.7	31.7	31.7	31.7
163 Unallocated SAFE for future TBD projects	-	(17.8)	-	-	-	17.8	(3.8)	(3.4)	(3.3)	(3.5)	(3.8)	-	-
164 Adjustment	90.4	-	90.4	-	-	90.4	-	-	-	-	-	-	-
165 GARVEE Bond Debt Service & C of I	5.1	3.4	5.1	-	-	1.7	1.7	1.7	-	-	-	-	-
166 <b>Total Non-MTA Controlled Funds - Highway Uses</b>	<b>60,408.4</b>	<b>23,638.1</b>	<b>15,897.9</b>	<b>23,490.6</b>	<b>21,019.9</b>	<b>1,734.9</b>	<b>1,376.6</b>	<b>2,024.5</b>	<b>2,639.0</b>	<b>2,885.5</b>	<b>2,700.4</b>	<b>2,537.0</b>	<b>2,398.9</b>
167 <b>Total Other Agencies' Uses</b>	<b>79,174.5</b>	<b>28,100.8</b>	<b>18,803.6</b>	<b>30,909.5</b>	<b>29,461.4</b>	<b>2,103.6</b>	<b>1,772.6</b>	<b>2,432.3</b>	<b>3,038.5</b>	<b>3,280.5</b>	<b>3,138.7</b>	<b>3,037.3</b>	<b>2,840.4</b>
168 <b>GRAND TOTAL USES</b>	<b>243,593.0</b>	<b>76,327.9</b>	<b>53,774.7</b>	<b>85,790.0</b>	<b>104,028.4</b>	<b>9,078.8</b>	<b>6,038.0</b>	<b>7,344.0</b>	<b>7,764.4</b>	<b>7,981.5</b>	<b>7,831.9</b>	<b>7,736.2</b>	<b>7,827.2</b>

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>(\$ in millions)</b>									
1 Bus Ops - MTA	\$ 1,160.8	\$ 1,211.2	\$ 1,241.3	\$ 1,292.8	\$ 1,365.5	\$ 1,410.7	\$ 1,413.7	\$ 1,476.6	\$ 1,514.6
2 Bus Ops - MTA Security	31.3	31.9	32.5	33.1	33.7	34.3	34.9	35.6	36.3
3 Subtotal MTA Bus Ops	1,192.1	1,243.1	1,273.7	1,325.9	1,399.2	1,445.0	1,448.6	1,512.2	1,550.9
4 Bus Operations - Municipal Operators	294.4	304.8	315.1	325.4	336.0	346.1	357.1	368.6	379.9
5 Bus Operations - Other Eligible Operators	26.8	27.3	27.8	28.3	28.8	29.4	29.9	30.5	31.1
6 Paratransit (TDA Article 8)	27.5	28.7	29.9	31.1	32.3	33.5	34.8	36.1	37.4
7 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-
8 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-
9 Bus Operations - ADA (Access Services)	122.2	124.6	127.0	129.3	131.7	134.2	136.7	139.4	142.1
10 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	19.7	20.6	21.4	22.3	23.2	24.0	24.9	25.9	26.8
11 <b>Subtotal Bus Operations</b>	<b>1,682.6</b>	<b>1,749.0</b>	<b>1,794.9</b>	<b>1,862.2</b>	<b>1,951.3</b>	<b>2,012.2</b>	<b>2,032.0</b>	<b>2,112.7</b>	<b>2,168.2</b>
12 Rail Operations - MTA	415.8	427.4	439.0	471.1	482.7	495.9	534.8	580.3	599.2
13 Rail Operations - MTA Security	104.2	106.3	108.3	114.7	116.7	118.9	126.6	136.1	139.6
14 Subtotal Rail Operations - MTA	520.1	533.7	547.3	585.9	599.4	614.8	661.4	716.5	738.7
15 Rail Operations - Metrolink	53.3	54.9	56.6	58.3	60.0	61.8	63.7	65.6	67.5
16 <b>Subtotal Rail Operations</b>	<b>573.4</b>	<b>588.7</b>	<b>603.8</b>	<b>644.1</b>	<b>659.4</b>	<b>676.6</b>	<b>725.0</b>	<b>782.0</b>	<b>806.3</b>
17 <b>Total MTA-Controlled Funds - Bus &amp; Rail Ops</b>	<b>2,256.0</b>	<b>2,337.7</b>	<b>2,398.7</b>	<b>2,506.3</b>	<b>2,610.7</b>	<b>2,688.8</b>	<b>2,757.0</b>	<b>2,894.7</b>	<b>2,974.5</b>
18 Bus Capital - MTA	265.3	256.2	380.2	239.0	310.2	243.5	306.1	373.7	319.3
19 Bus Capital - MTA CRD	-	-	-	-	-	-	-	-	-
20 Bus Capital - Municipal Operators	111.8	113.4	115.1	116.8	118.5	120.3	122.0	123.9	125.7
21 Bus Capital - Paratransit (Access Services)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
22 Prop A 40% Debt Service	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
23 Bus Cap Debt Serv-Prop C 40%	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
24 <b>Subtotal Bus Capital</b>	<b>381.0</b>	<b>373.6</b>	<b>499.3</b>	<b>359.7</b>	<b>432.7</b>	<b>367.7</b>	<b>432.1</b>	<b>501.5</b>	<b>449.0</b>
25 <b>Rail Capital - Major Projects</b>									
26 Exposition LRT-Phase I	-	-	-	-	-	-	-	-	-
27 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-	-
28 Wilshire Metro Rapid Transitway	20.0	15.0	-	-	-	-	-	-	-
29 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-
30 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-
31 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-
32 Westside Subway Extension Segment 1	95.8	128.6	14.4	-	-	-	-	-	-
33 Westside Subway Extension Segment 2	168.3	194.9	139.6	132.8	199.6	35.3	-	-	-
34 Westside Subway Extension Segment 3	-	-	-	-	12.7	66.6	177.1	237.2	257.0
35 Regional Connector	-	-	-	-	-	-	-	-	-
36 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-
37 Airport Metro Connector (Green Line Extension to LAX)	-	-	-	15.1	46.7	80.3	67.5	103.6	-
38 West Santa Ana Branch	30.8	97.4	97.4	149.3	142.8	64.9	32.5	13.0	-
39 Eastside Extension Phase II	-	-	-	8.2	10.0	16.0	52.0	71.4	238.8
40 South Bay Green Line Extension	-	-	-	-	-	-	-	-	8.9
41 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-
42 Subregional repayment for TBD from Westside Subway Extension	-	-	-	-	-	-	-	-	-
43 Subregional repayment for TBD from SFV N-S Canoga (\$182.0)	-	-	182.0	-	-	-	-	-	-
44 Subregional repayment for TBD from Expo Phase II	-	-	-	111.3	-	-	-	-	-
45 Rail Capital - Misc. Red, Blue, Green & Gold Projects	-	-	-	-	-	-	-	-	-
46 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-	-
47 Rail Capital - System Improvements	-	-	-	-	-	-	-	-	-
48 Rail Capital - Red/Purple Line System Improvements	34.6	35.7	-	-	-	-	-	45.8	114.0
49 Rail Capital - Lankershim Depot	-	-	-	-	-	-	-	-	-
50 Rail Capital - P3010 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-
51 Rail Capital - Future Light Rail Vehicles (not in project budgets)	52.1	34.1	34.6	61.3	64.3	50.4	46.8	109.4	64.8

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028
(\$ in millions)	2021	2022	2023	2024	2025	2026	2027	2028	2029	
52 Rail Capital - Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-
53 Rail Cap - Blue Line St Gd Rep (Wayside, Facilities, Vehicle Ma	-	-	-	-	-	-	-	-	-	-
54 Rail Cap - Other Light Rail St Gd Rep (Wayside, Facilities, Vehi	31.8	43.8	39.3	40.0	45.0	45.1	45.0	45.1	40.1	
55 Rail Cap - Heavy Rail St Gd Rep (Wayside, Facilities, Vehicle M	13.7	18.7	16.8	20.0	20.0	20.0	20.0	20.8	10.0	
56 Rail Capital - State of Good Repair - Existing Lines excl vehicles	47.3	0.7	113.1	85.4	330.7	64.8	7.8	34.8	73.6	
57 Rail Capital - State of Good Repair - Systemwide	150.0	200.0	183.9	50.7	-	246.7	178.6	158.1	29.9	
58 Rail Capital - State of Good Repair - Future Lines	8.6	14.5	18.1	25.5	26.6	34.3	50.6	69.8	77.7	
59 Rail Capital - Light Rail Yards (not in project budgets)	-	-	-	-	-	-	-	-	-	
60 Future Project Planning and Studies	10.0	-	-	25.0	25.0	-	-	-	-	
61 Rail Capital - Metrolink	93.9	98.0	77.7	80.1	82.6	85.0	87.6	79.6	72.1	
62 Rail Cap - Future Measure R 2% projects	-	-	-	-	-	-	-	-	-	
63 Rail Cap - Metro Rail Gating	-	-	-	-	-	-	-	-	-	
64 Rail Capital - Transit System Safety & Security Prop 1B	-	-	-	-	-	-	-	-	-	
65 Rail Capital Debt Service-Prop A 35% (incl commercial paper)	177.2	156.3	140.0	92.8	92.8	92.8	78.6	63.4	54.1	
66 Rail Capital Debt Service-Prop C 40%	62.8	62.8	63.3	27.7	28.7	17.8	20.6	20.6	13.4	
67 Measure R 2% Commercial Paper Debt Service	-	-	-	-	-	-	-	-	-	
68 Measure R 35% 2010 Tax Exempt Debt Service	-	-	-	-	-	-	-	-	-	
69 Measure R 35% Tax Exempt Debt Service	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	
70 Measure R 35% Commercial Paper Debt Service	55.4	53.7	52.1	13.0	0.0	0.0	0.0	0.0	0.0	
71 Measure R 35% BAB Debt Service	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	
72 Measure R 35% TIFIA Loan DSRF	2.3	2.0	2.0	2.1	1.6	-	-	-	-	
73 Measure R 35% TIFIA Loan Debt Service	14.7	48.0	56.2	101.7	121.4	127.6	134.4	141.6	148.6	
74 Capital Grant Receipt Revenue Bonds Debt Service	100.0	100.0	100.0	100.0	100.0	-	-	-	-	
75 Commuter Rail Debt Service-Prop C 10%	30.5	34.6	36.9	31.3	31.3	33.1	32.8	34.2	35.2	
<b>76 Subtotal Rail Capital</b>	<b>1,253.6</b>	<b>1,392.6</b>	<b>1,421.4</b>	<b>1,227.0</b>	<b>1,435.6</b>	<b>1,134.7</b>	<b>1,085.7</b>	<b>1,302.3</b>	<b>1,292.1</b>	
<b>77 Highways</b>										
<b>78 Call for Projects</b>										
79 Regional Surface Transp Improv (RSTI)	-	-	-	-	-	-	-	-	-	
80 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	
81 Signal Synchronization	15.0	22.1	-	-	-	-	-	-	-	
82 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	
83 Transportation Enhancements	-	-	-	-	-	-	-	-	-	
84 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	
85 Regionally Significant	-	-	-	-	-	-	-	-	-	
86 Future Call for Projects	287.2	280.5	288.0	288.4	287.1	293.7	290.9	293.0	223.8	
<b>87 Subtotal Call for Projects (CFP)</b>	<b>302.2</b>	<b>302.6</b>	<b>288.0</b>	<b>288.4</b>	<b>287.1</b>	<b>293.7</b>	<b>290.9</b>	<b>293.0</b>	<b>223.8</b>	
88 Freeway	194.2	210.1	274.3	385.3	555.6	574.7	453.1	440.2	320.9	
89 SR-138 Widening	15.0	13.0	-	-	-	-	-	-	-	
90 Alameda Corridor East	-	-	-	-	-	-	-	-	-	
91 Measure R to be transferred to West Santa Ana Branch	-	93.9	80.3	1.1	19.6	-	-	-	-	
92 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	67.0	21.8	
93 I-5, SR-134-SR-170 (\$253.5 to TBD: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	-	
94 I-5 Carmenita Interchange (\$106 to 710-South)	-	-	-	-	-	-	-	-	72.3	
95 BNSF	-	-	-	-	-	-	-	-	-	
96 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	
97 Retrofit Soundwalls	38.0	3.2	-	-	-	-	-	-	-	
98 Retrofit Soundwalls Phase 2	20.0	20.0	14.1	-	-	-	-	-	-	
98 Pedestrian and Bicycle Facilities-County and Cities (TDA Art. 3)	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0	
99 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	
100 Miscellaneous	-	-	-	-	-	-	-	-	-	
101 Expo Phase II Bikeway (in addition to prior Call funding)	-	-	-	-	-	-	-	-	-	

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2021	2022	2023	2024	2025	2026	2027	2028	2029
102 Adjustment									
103 Calls beyond FY 30, future projects	-	-	-	-	-	-	-	-	-
104 Regional Intelligent Transportation Systems (ITS)	1.7	1.7	1.8	1.8	1.8	1.9	1.9	2.0	2.0
105 <b>Subtotal Highways Capital including CFP</b>	<b>581.4</b>	<b>655.3</b>	<b>669.6</b>	<b>688.2</b>	<b>876.3</b>	<b>882.9</b>	<b>758.9</b>	<b>815.7</b>	<b>654.8</b>
106 Freeway Service Patrol	25.6	26.1	26.5	27.0	27.5	27.9	28.4	28.9	29.4
107 HOT Lanes Toll Collection Costs (no project sheet)	18.3	18.7	19.0	19.3	19.7	20.1	20.5	20.9	21.3
108 Rideshare	15.4	16.0	16.5	17.4	18.1	18.8	19.6	22.3	21.3
109 Highway Project Development Support	20.1	20.3	20.6	20.8	21.1	21.3	21.6	21.9	22.1
110 <b>Subtotal Highways Capital and Operations</b>	<b>660.9</b>	<b>736.4</b>	<b>754.2</b>	<b>772.7</b>	<b>962.6</b>	<b>971.0</b>	<b>849.0</b>	<b>909.6</b>	<b>749.0</b>
111 Highway Debt Serv-Prop C 25%	162.5	165.5	170.5	160.8	174.2	186.6	204.7	225.0	241.5
112 Highway Debt Serv-Measure R 20%	21.3	29.2	38.7	42.3	51.6	69.4	76.8	82.2	85.1
113 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-
114 <b>Total MTA-Controlled Funds - Highway Uses</b>	<b>844.8</b>	<b>931.2</b>	<b>963.4</b>	<b>975.9</b>	<b>1,188.4</b>	<b>1,226.9</b>	<b>1,132.5</b>	<b>1,216.8</b>	<b>1,075.5</b>
115 <b>Other</b>									
116 ROW Security (Prop C 10%)	2.5	2.5	2.6	2.6	2.7	2.7	2.8	2.8	2.9
117 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
118 Agency-wide Capital	18.0	18.4	18.7	19.0	22.9	23.2	23.6	24.0	24.4
119 Immediate Needs and General Relief Token Program	10.9	11.1	11.3	11.5	11.7	12.0	12.2	12.4	12.7
120 Agencywide Capital Prop C 40% Debt Service	-	-	-	-	-	-	-	-	-
121 Admin Overhead	102.9	106.7	110.5	114.4	118.6	122.7	126.8	131.0	135.1
122 <b>Total MTA-Controlled Funds - Other Uses</b>	<b>134.3</b>	<b>138.7</b>	<b>143.2</b>	<b>147.6</b>	<b>155.9</b>	<b>160.7</b>	<b>165.4</b>	<b>170.3</b>	<b>175.2</b>
123 Subtotal MTA Uses Surplus/(Deficit)	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	(0.0)	0.0
124 Unallocated Future Projects TBD	(96.9)	(50.6)	(77.6)	104.3	(175.2)	82.8	194.7	48.4	151.4
125 <b>Total MTA-Controlled Funds Uses</b>	<b>4,772.9</b>	<b>5,123.2</b>	<b>5,348.4</b>	<b>5,320.8</b>	<b>5,648.0</b>	<b>5,661.6</b>	<b>5,767.4</b>	<b>6,134.0</b>	<b>6,117.5</b>
126 <b>Uses Belonging to or Programmed by Other Agencies</b>									
127 Bus Ops - Munis	299.0	309.1	319.1	329.0	339.4	349.1	359.7	370.9	381.8
128 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-
129 Paratransit - Access Services Operations	9.5	9.7	9.9	10.1	10.2	10.4	10.6	10.8	11.1
130 <b>Subtotal Bus Operations</b>	<b>308.5</b>	<b>318.8</b>	<b>329.0</b>	<b>339.1</b>	<b>349.6</b>	<b>359.6</b>	<b>370.3</b>	<b>381.7</b>	<b>392.9</b>
131 Metrolink Rail Operations	53.7	54.7	55.7	56.8	57.8	58.9	60.0	61.2	62.4
132 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>	<b>362.2</b>	<b>373.5</b>	<b>384.7</b>	<b>395.8</b>	<b>407.4</b>	<b>418.5</b>	<b>430.3</b>	<b>442.9</b>	<b>455.3</b>
133 Rail Capital - Metrolink	-	-	-	-	-	-	-	-	-
134 Bus Capital - Munis	93.6	97.4	101.1	104.8	108.6	112.2	116.1	120.2	124.2
135 Bus Capital - Access Services	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
136 Rail Capital - Major New Projects	70.4	-	-	-	19.5	-	-	9.9	-
137 Rail Capital - High Speed Rail	-	-	-	225.0	300.0	350.0	400.0	450.0	500.0
138 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b>	<b>164.4</b>	<b>97.8</b>	<b>101.5</b>	<b>330.2</b>	<b>428.5</b>	<b>462.6</b>	<b>516.5</b>	<b>580.5</b>	<b>624.6</b>
139 <b>Highways</b>									
140 Regional Surface Transp Improv (RSTI)	-	-	-	-	-	-	-	-	-
141 SR-138 Widening	-	-	-	-	-	-	-	-	-
142 Transit Capital	-	-	-	-	-	-	-	-	-
143 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-
144 Transportation Enhancements	-	-	-	-	-	-	-	-	-
145 Expo II Bikeway	-	-	-	-	-	-	-	-	-
146 Freeways (incl highway funding strategy funds)	1,009.0	1,038.0	1,029.0	1,029.0	1,029.0	1,028.0	1,028.0	565.5	1,027.0
147 Alameda Corridor East	-	-	-	-	-	-	-	-	-
148 Retrofit Soundwalls	34.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0
149 SHOPP	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
150 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
151 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-
152 BNSF	15.0	15.0	15.0	15.0	15.0	10.0	-	-	-

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2021	2022	2023	2024	2025	2026	2027	2028	2029	
153 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-
154 Local Roads Rehabilitation- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-
155 Freeway Service Patrol	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
156 SAFE Call Boxes	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	
157 Other SAFE	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	
158 Local Roads Rehabilitation	442.2	445.7	449.1	452.4	455.9	459.5	463.1	467.1	471.0	
159 Local Roads (Props A, C, Local Return) - not on Hwy Summary	192.4	200.8	209.2	217.5	226.2	234.1	243.0	252.2	261.2	
160 Measure R Local Return - Highway Assumed	153.3	160.0	166.7	173.4	180.3	186.6	193.7	201.1	208.2	
161 Caltrans L.A. County Operations and Administration	182.9	187.5	192.2	197.0	201.9	207.0	212.2	217.5	222.9	
162 Local Return: STPL/FAS (RSTP)	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	
163 Unallocated SAFE for future TBD projects	-	-	-	-	-	-	-	-	-	
164 Adjustment	-	-	-	-	-	-	-	-	-	
165 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	
166 <b>Total Non-MTA Controlled Funds - Highway Uses</b>	<b>2,268.6</b>	<b>2,396.7</b>	<b>2,410.9</b>	<b>2,434.0</b>	<b>2,458.0</b>	<b>2,475.0</b>	<b>2,489.6</b>	<b>2,053.0</b>	<b>2,105.8</b>	
167 <b>Total Other Agencies' Uses</b>	<b>2,795.2</b>	<b>2,868.0</b>	<b>2,897.2</b>	<b>3,160.1</b>	<b>3,293.9</b>	<b>3,356.1</b>	<b>3,436.5</b>	<b>3,076.5</b>	<b>3,185.7</b>	
168 <b>GRAND TOTAL USES</b>	<b>7,568.1</b>	<b>7,991.2</b>	<b>8,245.5</b>	<b>8,480.9</b>	<b>8,942.0</b>	<b>9,017.7</b>	<b>9,203.8</b>	<b>9,210.5</b>	<b>9,303.3</b>	

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2040
1 Bus Ops - MTA	\$ 1,580.4	\$ 1,620.0	\$ 1,660.6	\$ 1,703.0	\$ 1,747.0	\$ 1,792.6	\$ 1,840.0	\$ 1,889.2	\$ 1,940.3	\$ 1,990.3	\$ 2,047.9	\$ 2,087.9
2 Bus Ops - MTA Security	37.0	37.7	38.4	39.2	39.9	40.7	41.5	42.4	43.3	44.1	44.9	44.9
3 Subtotal MTA Bus Ops	1,617.5	1,657.8	1,699.0	1,742.2	1,786.9	1,833.4	1,881.6	1,931.6	1,983.6	2,034.4	2,132.8	2,132.8
4 Bus Operations - Municipal Operators	391.2	401.6	412.1	423.3	435.1	447.0	458.7	471.2	483.9	496.0	397.9	397.9
5 Bus Operations - Other Eligible Operators	31.7	32.3	32.9	33.6	34.2	34.9	35.6	36.3	37.0	37.8	38.5	38.5
6 Paratransit (TDA Article 8)	38.7	39.9	41.0	42.3	43.6	45.0	46.2	47.6	49.0	50.4	49.5	49.5
7 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-	-	-
8 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-	-	-
9 Bus Operations - ADA (Access Services)	144.8	147.5	150.3	153.1	156.1	159.2	162.4	165.7	169.1	172.3	177.5	177.5
10 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	27.7	28.5	29.4	30.2	31.2	32.1	33.1	34.0	35.1	36.0	35.4	35.4
11 Subtotal Bus Operations	2,251.5	2,307.6	2,364.6	2,424.6	2,487.1	2,551.5	2,617.6	2,686.5	2,757.7	2,826.9	2,831.6	2,831.6
12 Rail Operations - MTA	614.2	629.2	646.2	660.8	677.5	694.8	718.4	737.4	761.6	791.3	831.2	861.2
13 Rail Operations - MTA Security	142.3	144.9	147.9	150.5	153.4	156.4	159.3	162.2	165.1	168.0	170.9	173.8
14 Subtotal Rail Operations - MTA	756.4	774.2	794.1	811.2	830.9	851.3	877.7	903.6	926.7	959.3	1,002.1	1,035.0
15 Rail Operations - Metrolink	69.6	71.6	73.8	76.0	78.3	80.6	83.1	85.5	88.1	90.8	93.5	93.5
16 Subtotal Rail Operations	826.0	845.8	867.9	887.2	909.2	931.9	1,038.8	1,063.8	1,091.2	1,118.1	1,146.3	1,146.3
17 Total MTA-Controlled Funds - Bus & Rail Ops	3,077.5	3,153.4	3,232.5	3,311.8	3,396.3	3,483.4	3,656.3	3,750.3	3,848.9	3,945.0	3,977.8	3,977.8
18 Bus Capital - MTA	306.1	234.7	276.8	249.4	300.7	411.9	440.2	302.8	422.9	300.7	381.0	381.0
19 Bus Capital - MTA CRD	-	-	-	-	-	-	-	-	-	-	-	-
20 Bus Capital - Municipal Operators	127.6	128.4	128.8	130.7	132.7	134.8	136.8	139.0	141.1	143.3	145.4	145.4
21 Bus Capital - Paratransit (Access Services)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
22 Prop A 40% Debt Service	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-	-
23 Bus Cap Debt Serv-Prop C 40%	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-	-
24 Subtotal Bus Capital	437.6	367.0	409.5	384.1	437.4	550.6	577.1	441.8	564.0	444.0	526.5	526.5
25 Rail Capital - Major Projects	-	-	-	-	-	-	-	-	-	-	-	-
26 Exposition LRT-Phase I	-	-	-	-	-	-	-	-	-	-	-	-
27 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-	-	-	-	-
28 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-	-
29 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-	-	-
30 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	-	-
31 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-	-	-
32 Westside Subway Extension Segment 1	-	-	-	-	-	-	-	-	-	-	-	-
33 Westside Subway Extension Segment 2	-	-	-	-	-	-	-	-	-	-	-	-
34 Westside Subway Extension Segment 3	239.4	220.7	188.4	160.4	220.4	94.1	9.9	-	-	-	-	-
35 Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-
36 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-	-	-	-
37 Airport Metro Connector (Green Line Extension to LAX)	-	-	-	-	-	-	-	-	-	-	-	-
38 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
39 Eastside Extension Phase II	364.6	351.0	390.0	318.4	358.8	137.2	80.5	-	-	-	-	-
40 South Bay Green Line Extension	30.3	52.1	82.0	110.5	125.7	85.2	29.2	-	-	-	-	-
41 San Fernando Valley I-405 Corridor Connection	-	38.6	136.7	263.0	252.0	405.5	407.0	404.5	372.7	113.1	-	-
42 Subregional repayment for TBD from Westside Subway Exter	-	-	-	-	-	55.6	57.6	156.0	382.2	334.2	-	-
43 Subregional repayment for TBD from SFV N-S Canoga (\$182	-	-	-	-	-	-	-	-	-	-	-	-
44 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	-	-
45 Rail Capital - Misc. Red, Blue, Green & Gold Projects	-	-	-	-	-	-	-	-	-	-	-	-
46 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-	-
47 Rail Capital - System Improvements	-	-	-	-	-	-	-	-	-	-	-	-
48 Rail Capital - Red/Purple Line System Improvements	99.4	118.5	149.7	96.7	25.0	-	-	-	-	-	-	-
49 Rail Capital - Lankershim Depot	-	-	-	-	-	-	-	-	-	-	-	-
50 Rail Capital - P3010 Light Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-	-
51 Rail Capital - 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	0.4

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
52 Rail Capital - Heavy Rail Vehicles (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
53 Rail Cap - Blue Line St Gd Rep (Wayside, Facilities, Vehicle Ma	-	-	-	-	-	-	-	-	-	-	-
54 Rail Cap - Other Light Rail St Gd Rep (Wayside, Facilities, Vehi	45.3	72.0	47.3	48.0	31.3	43.2	34.7	26.3	12.8	20.1	53.4
55 Rail Cap - Heavy Rail St Gd Rep (Wayside, Facilities, Vehicle M	19.2	19.6	19.9	20.3	20.7	21.1	14.5	20.0	-	10.9	40.0
56 Rail Capital - State of Good Repair - Existing Lines excl vehicles	21.8	109.5	47.5	270.3	50.1	532.2	61.4	0.0	15.1	140.0	307.9
57 Rail Capital - State of Good Repair - Systemwide	-	-	-	-	-	-	-	-	-	-	-
58 Rail Capital - State of Good Repair - Future Lines	95.8	105.6	229.0	271.9	269.6	325.9	399.0	437.3	320.0	267.2	502.0
59 Rail Capital - Light Rail Yards (not in project budgets)	-	-	-	-	-	-	-	-	-	-	-
60 Future Project Planning and Studies	-	-	-	-	-	-	-	-	-	-	-
61 Rail Capital - Metrolink	89.6	93.1	85.8	88.5	91.4	93.7	51.4	53.0	54.5	56.0	-
62 Rail Cap - Future Measure R 2% projects	-	-	-	18.6	7.3	33.4	34.3	35.3	36.4	37.3	-
63 Rail Cap - Metro Rail Gating	-	-	-	-	-	-	-	-	-	-	-
64 Rail Capital - Transit System Safety & Security Prop 1B	-	-	-	-	-	-	-	-	-	-	-
65 Rail Capital Debt Service-Prop A 35% (incl commercial paper)	54.1	54.1	48.3	48.3	48.3	48.3	36.6	36.6	36.6	36.6	34.1
66 Rail Capital Debt Service-Prop C 40%	11.2	3.5	3.5	0.6	0.6	1.0	0.2	0.2	0.2	0.2	0.2
67 Measure R 2% Commercial Paper Debt Service	-	-	-	-	-	-	-	-	-	-	-
68 Measure R 35% 2010 Tax Exempt Debt Service	-	-	-	-	-	-	-	-	-	-	-
69 Measure R 35% Tax Exempt Debt Service	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	5.6	-
70 Measure R 35% Commercial Paper Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
71 Measure R 35% BAB Debt Service	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	-
72 Measure R 35% TIFIA Loan DSRF	-	-	-	-	-	-	-	-	-	-	-
73 Measure R 35% TIFIA Loan Debt Service	155.6	161.9	168.1	174.8	180.9	189.2	196.1	203.6	211.1	8.7	-
74 Capital Grant Receipt Revenue Bonds Debt Service	-	-	-	-	-	-	-	-	-	-	-
75 Commuter Rail Debt Service-Prop C 10%	35.1	36.1	36.6	36.7	36.7	37.7	36.7	36.7	36.7	37.4	38.1
<b>76 Subtotal Rail Capital</b>	<b>1,379.9</b>	<b>1,577.7</b>	<b>1,756.7</b>	<b>1,982.7</b>	<b>1,815.0</b>	<b>2,199.5</b>	<b>1,551.7</b>	<b>1,507.7</b>	<b>1,578.4</b>	<b>1,115.2</b>	<b>976.0</b>
<b>77 Highways</b>											
<b>78 Call for Projects</b>											
79 Regional Surface Transp Improv (RSTI)	-	-	-	-	-	-	-	-	-	-	-
80 Transit Capital (including some Metrolink through CFP)	-	-	-	-	-	-	-	-	-	-	-
81 Signal Synchronization	-	-	-	-	-	-	-	-	-	-	-
82 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
83 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-
84 Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-
85 Regionally Significant	-	-	-	-	-	-	-	-	-	-	-
86 Future Call for Projects	211.1	-	-	-	-	-	-	-	-	-	-
<b>87 Subtotal Call for Projects (CFP)</b>	<b>211.1</b>	-	-	-	-	-	-	-	-	-	-
88 Freeway	382.2	221.8	239.1	225.1	269.5	337.8	143.5	157.8	117.2	112.9	4.5
89 SR-138 Widening	-	-	-	-	-	-	-	-	-	-	-
90 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
91 Measure R to be transferred to West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-
92 I-5/SR-14 Capacity Enhancement (\$88.8 to TBD)	-	-	-	-	-	-	-	-	-	-	-
93 I-5, SR-134-SR-170 (\$253.5 to TBD 1/3 to A-V, 2/3 to SFV)	-	-	111.7	91.4	50.4	-	-	-	-	-	-
94 I-5 Carmenita Interchange (\$106 to 710-South)	47.7	13.0	-	-	-	-	-	-	-	-	-
95 BNSF	-	-	-	-	-	-	-	-	-	-	-
96 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
97 Retrofit Soundwalls	-	-	-	-	-	-	-	-	-	-	-
98 Retrofit Soundwalls Phase 2	35.0	139.5	139.0	164.5	97.6	118.9	126.9	-	-	-	-
98 Pedestrian and Bicycle Facilities County and Cities (TDA Art 3)	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
99 Rapid Bus Projects Subsidies	-	-	-	-	-	-	-	-	-	-	-
100 Miscellaneous	-	-	-	-	-	-	-	-	-	-	-
101 Expo Phase II Bikeway (in addition to prior Call funding)	-	-	-	-	-	-	-	-	-	-	-



**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
102 Adjustment											
103 Calls beyond FY 30, future projects	-	27.6	18.8	34.3	32.9	1.4	91.2	105.4	117.6	160.7	190.1
104 Regional Intelligent Transportation Systems (ITS)	2.0	-	-	-	-	-	-	-	-	-	-
105 <b>Subtotal Highways Capital including CFP</b>	<b>692.4</b>	<b>416.8</b>	<b>523.9</b>	<b>531.0</b>	<b>466.8</b>	<b>474.9</b>	<b>380.9</b>	<b>281.0</b>	<b>253.2</b>	<b>292.4</b>	<b>213.1</b>
106 Freeway Service Patrol	30.0	30.5	31.0	31.5	32.1	32.7	33.3	33.9	34.5	35.1	35.7
107 HOT Lanes Toll Collection Costs (no project sheet)	21.7	22.1	22.5	22.9	23.4	23.8	24.3	24.8	25.3	25.8	26.3
108 Rideshare	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
109 Highway Project Development Support	22.4	22.7	23.0	23.3	23.6	23.9	24.2	24.5	24.9	25.3	25.6
110 <b>Subtotal Highways Capital and Operations</b>	<b>788.6</b>	<b>514.2</b>	<b>622.5</b>	<b>630.8</b>	<b>567.9</b>	<b>577.4</b>	<b>484.8</b>	<b>386.4</b>	<b>360.1</b>	<b>400.7</b>	<b>322.8</b>
111 Highway Debt Serv-Prop C 25%	255.3	260.5	260.5	260.5	260.5	250.0	250.0	250.0	250.0	250.0	250.0
112 Highway Debt Serv-Measure R 20%	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1
113 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-
114 <b>Total MTA-Controlled Funds - Highway Uses</b>	<b>1,129.0</b>	<b>859.7</b>	<b>968.1</b>	<b>976.4</b>	<b>913.5</b>	<b>912.5</b>	<b>819.9</b>	<b>721.4</b>	<b>695.1</b>	<b>693.2</b>	<b>572.7</b>
115 <b>Other</b>											
116 ROW Security (Prop C 10%)	2.9	3.0	3.1	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6
117 LOSSAN	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
118 Agency-wide Capital	24.9	25.3	25.7	26.2	26.7	27.1	27.6	28.2	28.7	29.2	29.7
119 Immediate Needs and General Relief Token Program	12.9	13.2	13.4	13.7	13.9	14.2	14.5	14.8	15.1	15.4	15.7
120 Agencywide Capital Prop C 40% Debt Service	-	-	-	-	-	-	-	-	-	-	-
121 Admin Overhead	139.2	143.1	146.8	150.8	155.0	159.2	163.3	167.6	172.0	176.2	181.3
122 <b>Total MTA-Controlled Funds - Other Uses</b>	<b>180.0</b>	<b>184.6</b>	<b>189.0</b>	<b>193.8</b>	<b>198.8</b>	<b>203.8</b>	<b>208.7</b>	<b>214.0</b>	<b>219.3</b>	<b>224.3</b>	<b>200.3</b>
123 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)
124 Unallocated Future Projects TBD	184.8	194.0	(121.2)	(260.8)	11.7	(417.2)	222.0	584.8	520.3	1,172.3	(411.2)
125 <b>Total MTA-Controlled Funds Uses</b>	<b>6,388.9</b>	<b>6,336.3</b>	<b>6,434.6</b>	<b>6,588.0</b>	<b>6,772.6</b>	<b>6,932.6</b>	<b>7,035.7</b>	<b>7,220.1</b>	<b>7,426.0</b>	<b>7,595.0</b>	<b>5,837.3</b>
126 <b>Uses Belonging to or Programmed by Other Agencies</b>											
127 Bus Ops - Munis	392.8	402.9	413.0	423.8	435.2	446.8	458.1	470.2	482.5	494.2	491.8
128 Municipal Operators' Operations Balance	-	-	-	-	-	-	-	-	-	-	1.0
129 Paratransit - Access Services Operations	11.3	11.5	11.7	11.9	12.2	12.4	12.6	12.9	13.2	13.4	13.7
130 <b>Subtotal Bus Operations</b>	<b>404.1</b>	<b>414.4</b>	<b>424.7</b>	<b>435.7</b>	<b>447.3</b>	<b>459.2</b>	<b>470.8</b>	<b>483.1</b>	<b>495.7</b>	<b>507.6</b>	<b>505.4</b>
131 Metrolink Rail Operations	63.6	64.8	66.0	67.3	68.6	69.9	71.2	72.8	74.3	75.7	77.1
132 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>	<b>467.6</b>	<b>479.2</b>	<b>490.7</b>	<b>503.0</b>	<b>515.9</b>	<b>529.1</b>	<b>542.1</b>	<b>555.9</b>	<b>570.0</b>	<b>583.3</b>	<b>582.5</b>
133 Rail Capital - Metrolink	-	-	-	-	-	-	-	-	-	-	-
134 Bus Capital - Munis	128.2	131.8	135.4	139.3	143.4	147.5	151.5	155.6	160.2	164.3	163.0
135 Bus Capital - Access Services	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
136 Rail Capital - Major New Projects	-	-	-	132.9	16.6	-	-	74.0	-	-	-
137 Rail Capital - High Speed Rail	425.0	200.0	150.0	-	-	-	-	-	-	-	-
138 <b>Total Non-MTA Controlled Funds - Bus &amp; Rail Capital</b>	<b>553.6</b>	<b>332.2</b>	<b>285.8</b>	<b>272.6</b>	<b>160.4</b>	<b>147.9</b>	<b>151.9</b>	<b>230.2</b>	<b>160.6</b>	<b>164.7</b>	<b>162.4</b>
139 <b>Highways</b>											
140 Regional Surface Transp Improv (RSTI)	-	-	-	-	-	-	-	-	-	-	-
141 SR-138 Widening	-	-	-	-	-	-	-	-	-	-	-
142 Transit Capital	-	-	-	-	-	-	-	-	-	-	-
143 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
144 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-
145 Expo II Bikeway	-	-	-	-	-	-	-	-	-	-	-
146 Freeways (incl highway funding strategy funds)	361.3	372.1	383.3	394.0	405.0	416.0	427.0	438.0	449.0	460.0	471.0
147 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
148 Retrofit Soundwalls	110.0	7.0	-	-	-	-	-	-	-	-	-
149 SHOPP	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
150 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
151 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
152 BNSF	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
153 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-
154 Local Roads Rehabilitation- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-
155 Freeway Service Patrol	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
156 SAFE Call Boxes	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
157 Other SAFE	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
158 Local Roads Rehabilitation	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3	510.3	515.0	519.6
159 Local Roads (Props A, C, Local Return) - not on Hwy Summary	270.2	278.3	286.4	295.0	304.3	313.6	322.5	332.2	341.9	351.1	345.2
160 Measure R Local Return - Highway Assumed	215.4	221.9	228.3	235.2	242.5	250.0	257.1	264.8	272.6	279.9	-
161 Caltrans L.A. County Operations and Administration	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
162 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
163 Unallocated SAFE for future TBD projects	-	-	-	-	-	-	-	-	-	-	-
164 Adjustment	-	-	-	-	-	-	-	-	-	-	-
165 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-
166 <b>Total Non-MTA Controlled Funds - Highway Uses</b>	<b>1,900.1</b>	<b>1,832.1</b>	<b>1,860.6</b>	<b>2,070.1</b>	<b>2,140.4</b>	<b>2,395.5</b>	<b>2,041.5</b>	<b>1,835.7</b>	<b>1,757.9</b>	<b>1,788.9</b>	<b>1,396.9</b>
167 <b>Total Other Agencies' Uses</b>	<b>2,921.4</b>	<b>2,643.5</b>	<b>2,637.1</b>	<b>2,845.6</b>	<b>2,816.7</b>	<b>3,072.6</b>	<b>2,735.5</b>	<b>2,621.8</b>	<b>2,488.5</b>	<b>2,536.9</b>	<b>2,141.8</b>
168 <b>GRAND TOTAL USES</b>	<b>9,310.2</b>	<b>8,979.9</b>	<b>9,071.7</b>	<b>9,433.6</b>	<b>9,589.3</b>	<b>10,005.1</b>	<b>9,771.2</b>	<b>9,841.8</b>	<b>9,914.4</b>	<b>10,131.9</b>	<b>7,979.1</b>

LACMTA Financial Forecasting Model

**New Debt Financing**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'14	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Rail, Proposition A 35% Gross	531.6	482.6	49.1	-	262.8	112.7	55.2	51.8	-	-	-
<b>Rail, Proposition A 35% Net</b>	<b>490.4</b>	<b>445.4</b>	<b>45.0</b>	<b>-</b>	<b>243.0</b>	<b>103.8</b>	<b>50.9</b>	<b>47.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
Rail, Proposition C 10% Gross	523.8	156.8	315.6	51.4	-	28.1	41.5	26.6	21.9	23.9	14.7
<b>Rail, Proposition C 10% Net</b>	<b>497.3</b>	<b>144.4</b>	<b>323.9</b>	<b>29.0</b>	<b>-</b>	<b>25.9</b>	<b>38.3</b>	<b>24.5</b>	<b>20.2</b>	<b>22.0</b>	<b>13.6</b>
Rail, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Rail, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
12-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
30-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Subtotal Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Hwy, Proposition C 25% Gross	3,407.2	1,414.9	1,759.7	232.6	526.8	405.8	275.8	95.0	70.3	26.4	14.8
<b>Hwy, Proposition C 25% Net</b>	<b>3,132.9</b>	<b>1,304.9</b>	<b>1,614.7</b>	<b>213.3</b>	<b>487.1</b>	<b>373.7</b>	<b>254.0</b>	<b>87.5</b>	<b>64.7</b>	<b>24.3</b>	<b>13.6</b>
Rail, Measure R 35% Gross	155.9	155.9	-	-	-	-	155.9	-	-	-	-
<b>Rail, Measure R 35% Bonds Net</b>	<b>142.4</b>	<b>142.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>142.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Measure R 20% Bonds Gross	901.7	266.8	634.9	-	-	-	94.7	69.0	103.0	-	-
<b>Measure R 20% Bonds Net</b>	<b>804.1</b>	<b>243.3</b>	<b>560.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>86.6</b>	<b>63.0</b>	<b>93.8</b>	<b>-</b>	<b>-</b>
Measure R 35% Commercial Paper	305.0	305.0	-	-	-	-	305.0	-	-	-	-
Measure R 2% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-
<b>Total Net New Financing, Annual</b>	<b>5,372.0</b>	<b>2,585.3</b>	<b>2,544.4</b>	<b>242.3</b>	<b>730.1</b>	<b>503.4</b>	<b>877.1</b>	<b>222.6</b>	<b>178.7</b>	<b>46.3</b>	<b>27.2</b>
<b>Total Net New Financing, Cumulative</b>		<b>2,585.3</b>	<b>5,129.7</b>	<b>5,372.0</b>	<b>730.1</b>	<b>1,233.5</b>	<b>2,110.6</b>	<b>2,333.2</b>	<b>2,511.9</b>	<b>2,558.2</b>	<b>2,585.3</b>

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

4.50%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%
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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**

*L RTP 10/18/12 rev 11-19-12*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Rail, Proposition A 35% Gross	-	-	-	49.1	-	-	-	-	-	-
<b>Rail, Proposition A 35% Net</b>	-	-	-	<b>45.0</b>	-	-	-	-	-	-
Rail, Proposition C 10% Gross	55.4	57.1	61.5	-	29.4	27.6	28.2	26.3	14.5	15.5
<b>Rail, Proposition C 10% Net</b>	<b>51.0</b>	<b>52.4</b>	<b>56.4</b>	<b>34.3</b>	<b>27.0</b>	<b>25.3</b>	<b>25.9</b>	<b>24.2</b>	<b>13.3</b>	<b>14.3</b>
Rail, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-
<b>Rail, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-
12-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-
30-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-
Subtotal Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	-	-	-	-	-	-	-	-	-	-
Hwy, Proposition C 25% Gross	167.6	47.2	38.1	104.4	164.6	222.8	251.0	270.1	319.8	174.1
<b>Hwy, Proposition C 25% Net</b>	<b>154.4</b>	<b>43.3</b>	<b>35.0</b>	<b>95.7</b>	<b>151.0</b>	<b>204.4</b>	<b>230.2</b>	<b>247.7</b>	<b>293.3</b>	<b>159.7</b>
Rail, Measure R 35% Gross	-	-	-	-	-	-	-	-	-	-
<b>Rail, Measure R 35% Bonds Net</b>	-	-	-	-	-	-	-	-	-	-
Measure R 20% Bonds Gross	-	34.6	138.1	65.1	10.0	168.8	163.0	9.3	46.0	-
<b>Measure R 20% Bonds Net</b>	-	<b>31.1</b>	<b>123.5</b>	<b>58.0</b>	<b>8.9</b>	<b>148.9</b>	<b>142.8</b>	<b>8.1</b>	<b>39.7</b>	-
<b>Measure R 35% Commercial Paper</b>	-	-	-	-	-	-	-	-	-	-
<b>Measure R 2% Commercial Paper</b>	-	-	-	-	-	-	-	-	-	-
<b>Total Net New Financing, Annual</b>	<b>205.4</b>	<b>126.7</b>	<b>214.9</b>	<b>233.0</b>	<b>186.9</b>	<b>378.6</b>	<b>398.9</b>	<b>280.0</b>	<b>346.3</b>	<b>174.0</b>
<b>Total Net New Financing, Cumulative</b>	<b>2,790.7</b>	<b>2,917.4</b>	<b>3,132.3</b>	<b>3,365.3</b>	<b>3,552.1</b>	<b>3,930.7</b>	<b>4,329.6</b>	<b>4,609.5</b>	<b>4,955.8</b>	<b>5,129.7</b>
<b>Bond Interest Rate for long-term bonds</b>	5.00%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%

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

LACMTA Financial Forecasting Model

**New Debt Financing**

*LRTP 10/18/12 rev 11-19-12*

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Rail, Proposition A 35% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Rail, Proposition A 35% Net</b>	-	-	-	-	-	-	-	-	-	-	-
Rail, Proposition C 10% Gross	16.8	12.6	2.2	-	-	-	-	-	-	19.8	-
<b>Rail, Proposition C 10% Net</b>	15.5	11.6	2.0	-	-	-	-	-	-	-	-
Rail, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Rail, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-	-
12-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-	-
30-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-	-
Subtotal Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Bus, Proposition C 40% Net</b>	-	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Proposition C 40% Gross - Bus &amp; Rail</i>	-	-	-	-	-	-	-	-	-	-	-
<i>Subtotal Proposition C 40% Net - Bus &amp; Rail</i>	-	-	-	-	-	-	-	-	-	-	-
Hwy, Proposition C 25% Gross	232.6	-	-	-	-	-	-	-	-	-	-
<b>Hwy, Proposition C 25% Net</b>	213.3	-	-	-	-	-	-	-	-	-	-
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>	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-
<b>Measure R 2% Commercial Paper</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Total Net New Financing, Annual</b>	<b>228.8</b>	<b>11.6</b>	<b>2.0</b>	-	-	-	-	-	-	-	-
<b>Total Net New Financing, Cumulative</b>	<b>5,358.5</b>	<b>5,370.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>	<b>5,372.0</b>
<b>Bond Interest Rate for long-term bonds</b>	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%

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

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

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019	2020
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Build America Bonds (BAB) Proceeds (Nov 2010)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II	94.6	-	94.6	-	-	94.6	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill	236.7	133.6	236.7	-	-	103.1	127.5	6.1	-	-	-	-	-	-
<b>Total BABs Uses</b>	<b>331.3</b>	<b>133.6</b>	<b>331.3</b>	-	-	<b>197.7</b>	<b>127.5</b>	<b>6.1</b>	-	-	-	-	-	-
<b>TIFIA Loan Proceeds</b>														
SFV I-405	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	545.9	545.9	545.9	-	-	-	-	-	337.4	208.5	-	-	-	-
Regional Connector	160.0	160.0	112.3	47.7	-	-	1.2	51.5	-	5.2	54.5	-	47.7	-
Westside Subway Extension	856.0	856.0	646.4	209.6	-	-	-	-	-	-	340.7	305.7	201.6	8.0
<b>Total TIFIA Uses</b>	<b>1,561.9</b>	<b>1,561.9</b>	<b>1,304.6</b>	<b>257.3</b>	-	-	<b>1.2</b>	<b>51.5</b>	<b>337.4</b>	<b>213.7</b>	<b>395.2</b>	<b>305.7</b>	<b>249.3</b>	<b>8.0</b>
TIFIA interest rate	4.00%	-												
<b>5309 Capital Grant Rcpt Rev Bonds Proceeds</b>	<b>1,006.3</b>	<b>1,006.3</b>	<b>1,006.3</b>	-	-	-	135.2	248.5	309.5	263.7	49.5	-	-	-
Westside Subway Extension - Segment 1	1,006.3	1,006.3	1,006.3	-	-	-	135.2	248.5	309.5	263.7	49.5	-	-	-
Capital Grant Receipt Revenue Bonds interest rate	4.00%													

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

**LACMTA Financial Forecasting Model**  
**Debt Policy Conformance**  
**L RTP 10/18/12 rev 11-19-12**

	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Proposition C 40%</b>											
Projected Revenues	2,227.4	4,720.8	7,314.4	14,262.5	263.5	279.6	299.3	319.8	338.3	354.3	372.6
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	890.9	1,888.3	2,925.8	5,705.0	105.4	111.8	119.7	127.9	135.3	141.7	149.0
Less: Existing Debt Service (not incl CP or fees)	482.2	361.0	12.0	855.2	68.4	69.8	69.3	69.1	68.8	68.5	68.2
Available for Future Debt Service	408.8	1,527.3	2,913.7	4,849.8	37.0	42.0	50.4	58.8	66.5	73.2	80.8
Less: Projected Payment (Financial Model)	-	-	-	-	-	-	-	-	-	-	-
Rail Capital	-	-	-	-	-	-	-	-	-	-	-
Bus Capital	-	-	-	-	-	-	-	-	-	-	-
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	-
<b>Available DS Capacity (Overutilization)</b>	<b>408.8</b>	<b>1,527.3</b>	<b>2,913.7</b>	<b>4,849.8</b>	<b>37.0</b>	<b>42.0</b>	<b>50.4</b>	<b>58.8</b>	<b>66.5</b>	<b>73.2</b>	<b>80.8</b>
<b>Annual DSCR: Minimum 2.50</b>					<b>3.85</b>	<b>4.00</b>	<b>4.32</b>	<b>4.63</b>	<b>4.92</b>	<b>5.17</b>	<b>5.46</b>
<b>Annual Debt Service % of Rev (40% max)</b>					<b>26.0%</b>	<b>25.0%</b>	<b>23.2%</b>	<b>21.6%</b>	<b>20.3%</b>	<b>19.3%</b>	<b>18.3%</b>
<b>Proposition C 25%</b>											
Projected Revenues	1,392.1	2,950.5	4,571.5	8,914.1	164.7	174.7	187.0	199.9	211.4	221.4	232.9
Policy Maximum Assumed	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	1,183.3	2,507.9	3,885.8	7,577.0	140.0	148.5	159.0	169.9	179.7	188.2	197.9
Less: Existing Debt Service (Treasury)	262.7	237.8	56.6	557.1	36.7	38.0	37.5	37.5	37.6	37.6	37.7
Available for Future Debt Service	920.6	2,270.1	3,829.2	7,019.9	103.3	110.6	121.5	132.3	142.1	150.6	160.2
Less: Projected Payment (Financial Model)	635.4	1,608.9	2,740.6	4,985.0	39.5	68.9	91.0	103.1	108.5	111.5	112.9
<b>Available DS Capacity (Overutilization)</b>	<b>285.2</b>	<b>661.2</b>	<b>1,088.6</b>	<b>2,034.9</b>	<b>63.8</b>	<b>41.7</b>	<b>30.5</b>	<b>29.3</b>	<b>33.7</b>	<b>39.0</b>	<b>47.3</b>
<b>Annual DSCR: Minimum 1.176</b>					<b>2.16</b>	<b>1.64</b>	<b>1.46</b>	<b>1.42</b>	<b>1.45</b>	<b>1.48</b>	<b>1.55</b>
<b>Annual Debt Service % of Rev (85% max assumed)</b>					<b>46.3%</b>	<b>61.1%</b>	<b>68.7%</b>	<b>70.4%</b>	<b>69.1%</b>	<b>67.4%</b>	<b>64.7%</b>
<b>Proposition C 10%</b>											
Projected Revenues	556.8	1,180.2	1,828.6	3,565.6	65.9	69.9	74.8	79.9	84.6	88.6	93.1
Policy Maximum Assumed	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	278.4	590.1	914.3	1,782.8	32.9	34.9	37.4	40.0	42.3	44.3	46.6
Less: Existing Debt Service (Treasury)	90.9	64.9	1.3	157.1	12.9	13.2	13.1	13.0	13.0	12.9	12.8
Available for Future Debt Service	187.6	525.2	913.0	1,625.7	20.1	21.7	24.3	26.9	29.3	31.4	33.7
Less: Projected Payment (Financial Model)	54.3	262.5	403.4	720.2	2.8	3.7	6.0	8.2	9.8	11.3	12.5
<b>Available DS Capacity (Overutilization)</b>	<b>133.2</b>	<b>262.7</b>	<b>509.6</b>	<b>905.5</b>	<b>17.3</b>	<b>18.0</b>	<b>18.3</b>	<b>18.7</b>	<b>19.5</b>	<b>20.1</b>	<b>21.2</b>
<b>Annual DSCR: Minimum 2.00</b>					<b>4.21</b>	<b>4.13</b>	<b>3.92</b>	<b>3.76</b>	<b>3.72</b>	<b>3.67</b>	<b>3.67</b>
<b>Annual Debt Service % of Rev (50% max assumed)</b>					<b>23.8%</b>	<b>24.2%</b>	<b>25.5%</b>	<b>26.6%</b>	<b>26.9%</b>	<b>27.3%</b>	<b>27.2%</b>

**LACMTA Financial Forecasting Model**  
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	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018
	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019
<b>Proposition A 35%</b>											
Projected Revenues	1,879.5	3,983.6	6,172.2	12,035.3	222.4	235.9	252.5	269.9	285.5	299.0	314.4
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	1,635.2	3,465.7	5,369.8	10,470.7	193.5	205.3	219.7	234.8	248.4	260.1	273.5
Less: Existing Debt Service (not incl CP or fees)	1,013.2	777.1	85.4	1,875.7	142.9	149.6	143.1	143.1	143.8	143.9	146.8
Available for Future Debt Service	622.0	2,688.7	5,284.4	8,595.0	50.5	55.6	76.6	91.7	104.6	116.2	126.8
Less: Projected Payment (Model) (not incl CP)	173.2	326.2	371.9	871.3	8.1	19.8	25.3	28.7	30.4	30.4	30.4
<b>Available DS Capacity (Overutilization)</b>	<b>448.8</b>	<b>2,362.4</b>	<b>4,912.6</b>	<b>7,723.8</b>	<b>42.5</b>	<b>35.8</b>	<b>51.3</b>	<b>62.9</b>	<b>74.2</b>	<b>85.8</b>	<b>96.3</b>
<b>Annual DSCR: Minimum 1.15</b>					<b>1.47</b>	<b>1.39</b>	<b>1.50</b>	<b>1.57</b>	<b>1.64</b>	<b>1.71</b>	<b>1.77</b>
<b>Annual Debt Service % of Rev (87% max)</b>					<b>67.9%</b>	<b>71.8%</b>	<b>66.7%</b>	<b>63.7%</b>	<b>61.0%</b>	<b>58.3%</b>	<b>56.4%</b>
<b>Measure R 35% Transit</b>											
Projected Revenues	1,948.8	4,130.4	5,757.6	11,836.7	230.6	244.6	261.8	279.8	296.0	310.0	326.0
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%
Maximum Available for Debt Service	1,695.4	3,593.4	5,009.1	10,298.0	200.6	212.8	227.8	243.4	257.5	269.7	283.6
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-
Available for Future Debt Service	1,695.4	3,593.4	5,009.1	10,298.0	200.6	212.8	227.8	243.4	257.5	269.7	283.6
Less: Projected Payment (Model) (Incl TIFIA, not incl)	348.7	1,432.8	2,182.8	3,964.3	42.6	42.6	48.2	53.9	53.9	53.9	53.9
<b>Available DS Capacity (Overutilization)</b>	<b>1,346.7</b>	<b>2,160.6</b>	<b>2,826.4</b>	<b>6,333.7</b>	<b>158.0</b>	<b>170.3</b>	<b>179.6</b>	<b>189.6</b>	<b>203.7</b>	<b>215.8</b>	<b>229.8</b>
<b>Annual DSCR:</b>					<b>5.42</b>	<b>5.75</b>	<b>5.43</b>	<b>5.20</b>	<b>5.50</b>	<b>5.76</b>	<b>6.05</b>
<b>Annual Debt Service % of Rev</b>					<b>18.5%</b>	<b>17.4%</b>	<b>18.4%</b>	<b>19.2%</b>	<b>18.2%</b>	<b>17.4%</b>	<b>16.5%</b>
<b>Measure R 20% Highway</b>											
Projected Revenues	1,113.6	2,360.2	3,290.1	6,763.9	131.8	139.8	149.6	159.9	169.1	177.1	186.3
Policy Maximum Assumed	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	946.6	2,006.2	2,796.5	5,749.3	112.0	118.8	127.2	135.9	143.8	150.6	158.3
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-
Available for Future Debt Service	946.6	2,006.2	2,796.5	5,749.3	112.0	118.8	127.2	135.9	143.8	150.6	158.3
Less: Projected Payment (Financial Model)	68.4	518.6	808.1	1,395.1	-	-	3.4	9.4	15.9	19.8	19.8
<b>Available DS Capacity (Overutilization)</b>	<b>878.2</b>	<b>1,487.6</b>	<b>1,988.4</b>	<b>4,354.2</b>	<b>112.0</b>	<b>118.8</b>	<b>123.7</b>	<b>126.5</b>	<b>127.9</b>	<b>130.8</b>	<b>138.5</b>
<b>Annual DSCR:</b>							<b>43.58</b>	<b>16.96</b>	<b>10.64</b>	<b>8.94</b>	<b>9.40</b>
<b>Annual Debt Service % of Rev</b>					<b>0.0%</b>	<b>0.0%</b>	<b>2.3%</b>	<b>5.9%</b>	<b>9.4%</b>	<b>11.2%</b>	<b>10.6%</b>



**LACMTA Financial Forecasting Model**  
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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>Proposition C 40%</b>											
Projected Revenues	391.4	408.9	426.8	444.7	462.4	480.8	497.7	516.5	536.2	555.4	
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	156.6	163.6	170.7	177.9	184.9	192.3	199.1	206.6	214.5	222.1	
Less: Existing Debt Service (not incl CP or fees)	64.8	61.0	61.1	61.6	25.9	25.8	14.9	17.7	17.7	10.6	
Available for Future Debt Service	91.8	102.5	109.6	116.3	159.1	166.5	184.2	188.9	196.8	211.7	
Less: Projected Payment (Financial Model)											
Rail Capital	-	-	-	-	-	-	-	-	-	-	
Bus Capital	-	-	-	-	-	-	-	-	-	-	
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	
<b>Available DS Capacity (Overutilization)</b>	<b>91.8</b>	<b>102.5</b>	<b>109.6</b>	<b>116.3</b>	<b>159.1</b>	<b>166.5</b>	<b>184.2</b>	<b>188.9</b>	<b>196.8</b>	<b>211.7</b>	
<b>Annual DSCR: Minimum 2.50</b>	<b>6.04</b>	<b>6.70</b>	<b>6.99</b>	<b>7.22</b>	<b>17.87</b>	<b>18.60</b>	<b>33.35</b>	<b>29.14</b>	<b>30.25</b>	<b>52.93</b>	
<b>Annual Debt Service % of Rev (40% max)</b>	<b>16.6%</b>	<b>14.9%</b>	<b>14.3%</b>	<b>13.8%</b>	<b>5.6%</b>	<b>5.4%</b>	<b>3.0%</b>	<b>3.4%</b>	<b>3.3%</b>	<b>1.9%</b>	
<b>Proposition C 25%</b>											
Projected Revenues	244.6	255.6	266.7	277.9	289.0	300.5	311.1	322.8	335.1	347.1	
Policy Maximum Assumed	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	207.9	217.2	226.7	236.2	245.6	255.4	264.4	274.4	284.9	295.0	
Less: Existing Debt Service (Treasury)	36.6	36.6	36.7	36.7	17.8	17.8	13.9	14.1	14.1	13.6	
Available for Future Debt Service	171.3	180.7	190.1	199.5	227.8	237.6	250.5	260.3	270.8	281.4	
Less: Projected Payment (Financial Model)	118.9	126.0	128.9	133.8	143.0	156.4	172.7	190.6	210.9	227.9	
<b>Available DS Capacity (Overutilization)</b>	<b>52.4</b>	<b>54.7</b>	<b>61.2</b>	<b>65.7</b>	<b>84.8</b>	<b>81.3</b>	<b>77.9</b>	<b>69.7</b>	<b>59.9</b>	<b>53.5</b>	
<b>Annual DSCR: Minimum 1.176</b>	<b>1.57</b>	<b>1.57</b>	<b>1.61</b>	<b>1.63</b>	<b>1.80</b>	<b>1.73</b>	<b>1.67</b>	<b>1.58</b>	<b>1.49</b>	<b>1.44</b>	
<b>Annual Debt Service % of Rev (85% max assumed)</b>	<b>63.6%</b>	<b>63.6%</b>	<b>62.1%</b>	<b>61.3%</b>	<b>55.7%</b>	<b>58.0%</b>	<b>60.0%</b>	<b>63.4%</b>	<b>67.1%</b>	<b>69.6%</b>	
<b>Proposition C 10%</b>											
Projected Revenues	97.8	102.2	106.7	111.2	115.6	120.2	124.4	129.1	134.1	138.8	
Policy Maximum Assumed	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Available for Debt Service	48.9	51.1	53.3	55.6	57.8	60.1	62.2	64.6	67.0	69.4	
Less: Existing Debt Service (Treasury)	12.7	12.0	12.0	12.1	5.5	3.5	3.4	1.2	1.2	1.2	
Available for Future Debt Service	36.2	39.2	41.4	43.5	52.3	56.6	58.8	63.3	65.8	68.2	
Less: Projected Payment (Financial Model)	14.8	18.6	22.7	24.8	25.8	27.7	29.7	31.5	32.9	34.0	
<b>Available DS Capacity (Overutilization)</b>	<b>21.4</b>	<b>20.6</b>	<b>18.7</b>	<b>18.7</b>	<b>26.5</b>	<b>28.8</b>	<b>29.1</b>	<b>31.8</b>	<b>32.8</b>	<b>34.2</b>	
<b>Annual DSCR: Minimum 2.00</b>	<b>3.55</b>	<b>3.35</b>	<b>3.08</b>	<b>3.02</b>	<b>3.69</b>	<b>3.84</b>	<b>3.76</b>	<b>3.94</b>	<b>3.92</b>	<b>3.94</b>	
<b>Annual Debt Service % of Rev (50% max assumed)</b>	<b>28.2%</b>	<b>29.9%</b>	<b>32.5%</b>	<b>33.2%</b>	<b>27.1%</b>	<b>26.0%</b>	<b>26.6%</b>	<b>25.4%</b>	<b>25.5%</b>	<b>25.4%</b>	

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	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	330.3	345.1	360.1	375.2	390.2	405.7	420.0	435.9	452.5	468.6
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	287.3	300.2	313.3	326.5	339.4	353.0	365.4	379.2	393.6	407.7
Less: Existing Debt Service (not incl CP or fees)	146.8	144.4	123.4	105.5	56.5	56.6	56.6	42.4	27.1	17.8
Available for Future Debt Service	140.5	155.9	189.9	221.0	282.9	296.4	308.9	336.8	366.5	389.9
Less: Projected Payment (Model) (not incl CP)	30.4	30.4	30.4	32.1	33.8	33.8	33.8	33.8	33.8	33.8
<b>Available DS Capacity (Overutilization)</b>	<b>110.1</b>	<b>125.4</b>	<b>159.5</b>	<b>188.9</b>	<b>249.1</b>	<b>262.6</b>	<b>275.1</b>	<b>303.0</b>	<b>332.7</b>	<b>356.1</b>
<b>Annual DSCR: Minimum 1.15</b>	<b>1.86</b>	<b>1.97</b>	<b>2.34</b>	<b>2.73</b>	<b>4.32</b>	<b>4.49</b>	<b>4.65</b>	<b>5.72</b>	<b>7.42</b>	<b>9.08</b>
<b>Annual Debt Service % of Rev (87% max)</b>	<b>53.7%</b>	<b>50.7%</b>	<b>42.7%</b>	<b>36.7%</b>	<b>23.2%</b>	<b>22.3%</b>	<b>21.5%</b>	<b>17.5%</b>	<b>13.5%</b>	<b>11.0%</b>
<b>Measure R 35% Transit</b>										
Projected Revenues	342.4	357.8	373.4	389.1	404.5	420.7	435.5	451.9	469.1	485.9
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	297.9	311.3	324.9	338.5	352.0	366.0	378.9	393.2	408.1	422.7
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-
Available for Future Debt Service	297.9	311.3	324.9	338.5	352.0	366.0	378.9	393.2	408.1	422.7
Less: Projected Payment (Model) (Incl TIFIA, not incl	53.9	68.6	101.8	110.0	155.5	175.3	181.5	188.3	195.5	202.5
<b>Available DS Capacity (Overutilization)</b>	<b>244.1</b>	<b>242.7</b>	<b>223.0</b>	<b>228.5</b>	<b>196.4</b>	<b>190.7</b>	<b>197.4</b>	<b>204.9</b>	<b>212.7</b>	<b>220.3</b>
<b>Annual DSCR:</b>	<b>6.36</b>	<b>5.22</b>	<b>3.67</b>	<b>3.54</b>	<b>2.60</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>
<b>Annual Debt Service % of Rev</b>	<b>15.7%</b>	<b>19.2%</b>	<b>27.3%</b>	<b>28.3%</b>	<b>38.4%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>
<b>Measure R 20% Highway</b>										
Projected Revenues	195.7	204.5	213.4	222.3	231.2	240.4	248.9	258.2	268.1	277.7
Policy Maximum Assumed	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	166.3	173.8	181.4	189.0	196.5	204.3	211.5	219.5	227.9	236.0
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-
Available for Future Debt Service	166.3	173.8	181.4	189.0	196.5	204.3	211.5	219.5	227.9	236.0
Less: Projected Payment (Financial Model)	19.8	21.3	29.2	38.7	42.3	51.6	69.4	78.8	82.2	85.1
<b>Available DS Capacity (Overutilization)</b>	<b>146.5</b>	<b>152.4</b>	<b>152.1</b>	<b>150.3</b>	<b>154.2</b>	<b>152.7</b>	<b>142.2</b>	<b>140.7</b>	<b>145.6</b>	<b>150.9</b>
<b>Annual DSCR:</b>	<b>9.88</b>	<b>9.58</b>	<b>7.30</b>	<b>5.74</b>	<b>5.46</b>	<b>4.66</b>	<b>3.59</b>	<b>3.28</b>	<b>3.26</b>	<b>3.26</b>
<b>Annual Debt Service % of Rev</b>	<b>10.1%</b>	<b>10.4%</b>	<b>13.7%</b>	<b>17.4%</b>	<b>18.3%</b>	<b>21.5%</b>	<b>27.9%</b>	<b>30.5%</b>	<b>30.7%</b>	<b>30.6%</b>

**LACMTA Financial Forecasting Model**  
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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Proposition C 40%</b>											
Projected Revenues	574.5	591.7	608.8	627.2	646.8	666.6	685.6	706.1	726.9	746.4	733.7
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	229.8	236.7	243.5	250.9	258.7	266.6	274.3	282.5	290.8	298.6	293.5
Less: Existing Debt Service (not incl CP or fees)	8.3	0.7	0.6	0.6	0.6	0.2	0.2	0.2	0.2	0.2	0.2
Available for Future Debt Service	221.4	236.0	242.9	250.2	258.1	266.5	274.1	282.3	290.6	298.4	293.3
Less: Projected Payment (Financial Model)											
Rail Capital	-	-	-	-	-	-	-	-	-	-	-
Bus Capital	-	-	-	-	-	-	-	-	-	-	-
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	-
<b>Available DS Capacity (Overutilization)</b>	<b>221.4</b>	<b>236.0</b>	<b>242.9</b>	<b>250.2</b>	<b>258.1</b>	<b>266.5</b>	<b>274.1</b>	<b>282.3</b>	<b>290.6</b>	<b>298.4</b>	<b>293.3</b>
<b>Annual DSCR: Minimum 2.50</b>	<b>68.83</b>	<b>910.24</b>	<b>936.66</b>	<b>965.07</b>	<b>995.23</b>	<b>3,766.16</b>	<b>3,873.68</b>	<b>3,989.48</b>	<b>4,106.73</b>	<b>4,217.09</b>	<b>4,145.40</b>
<b>Annual Debt Service % of Rev (40% max)</b>	<b>1.5%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.1%</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>Proposition C 25%</b>											
Projected Revenues	359.0	369.8	380.5	392.0	404.3	416.6	428.5	441.3	454.3	466.5	458.6
Policy Maximum Assumed	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	305.2	314.3	323.4	333.2	343.6	354.1	364.2	375.1	386.2	396.5	389.8
Less: Existing Debt Service (Treasury)	13.5	10.6	10.6	10.6	10.6	0.1	0.1	0.1	0.1	0.1	0.1
Available for Future Debt Service	291.7	303.7	312.8	322.6	333.0	354.0	364.2	375.0	386.1	396.4	389.7
Less: Projected Payment (Financial Model)	241.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9
<b>Available DS Capacity (Overutilization)</b>	<b>49.8</b>	<b>53.8</b>	<b>62.9</b>	<b>72.7</b>	<b>83.1</b>	<b>104.2</b>	<b>114.3</b>	<b>125.2</b>	<b>136.2</b>	<b>146.6</b>	<b>139.8</b>
<b>Annual DSCR: Minimum 1.176</b>	<b>1.41</b>	<b>1.42</b>	<b>1.46</b>	<b>1.50</b>	<b>1.55</b>	<b>1.67</b>	<b>1.71</b>	<b>1.77</b>	<b>1.82</b>	<b>1.87</b>	<b>1.83</b>
<b>Annual Debt Service % of Rev (85% max assumed)</b>	<b>71.1%</b>	<b>70.4%</b>	<b>68.5%</b>	<b>66.5%</b>	<b>64.4%</b>	<b>60.0%</b>	<b>58.3%</b>	<b>56.6%</b>	<b>55.0%</b>	<b>53.6%</b>	<b>54.5%</b>
<b>Proposition C 10%</b>											
Projected Revenues	143.6	147.9	152.2	156.8	161.7	166.7	171.4	176.5	181.1	186.6	183.4
Policy Maximum Assumed	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	71.8	74.0	76.1	78.4	80.9	83.3	85.7	88.3	90.9	93.3	91.7
Less: Existing Debt Service (Treasury)	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
Available for Future Debt Service	71.8	73.9	76.1	78.4	80.8	82.4	85.7	88.2	90.8	93.3	91.7
Less: Projected Payment (Financial Model)	35.1	36.1	36.6	36.7	36.7	36.7	36.7	36.7	36.7	37.4	38.1
<b>Available DS Capacity (Overutilization)</b>	<b>36.7</b>	<b>37.8</b>	<b>39.4</b>	<b>41.7</b>	<b>44.1</b>	<b>45.7</b>	<b>49.0</b>	<b>51.5</b>	<b>54.1</b>	<b>55.9</b>	<b>53.6</b>
<b>Annual DSCR: Minimum 2.00</b>	<b>4.09</b>	<b>4.09</b>	<b>4.15</b>	<b>4.27</b>	<b>4.40</b>	<b>4.43</b>	<b>4.67</b>	<b>4.81</b>	<b>4.95</b>	<b>4.99</b>	<b>4.82</b>
<b>Annual Debt Service % of Rev (50% max assumed)</b>	<b>24.5%</b>	<b>24.4%</b>	<b>24.1%</b>	<b>23.4%</b>	<b>22.7%</b>	<b>22.6%</b>	<b>21.4%</b>	<b>20.8%</b>	<b>20.2%</b>	<b>20.0%</b>	<b>20.8%</b>

**LACMTA Financial Forecasting Model**  
**Debt Policy Conformance**  
**L RTP 10/18/12 rev 11-19-12**

	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	484.8	499.3	513.7	529.3	545.8	562.5	578.6	595.9	613.4	629.9	619.2
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	421.7	434.4	446.9	460.4	474.9	489.4	503.4	518.4	533.6	548.0	538.7
Less: Existing Debt Service (not incl CP or fees)	17.9	17.8	12.0	12.0	12.0	12.0	0.3	0.3	0.3	0.3	0.3
Available for Future Debt Service	403.9	416.6	434.9	448.4	462.8	477.3	503.1	518.1	533.3	547.7	538.4
Less: Projected Payment (Model) (not incl CP)	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8
<b>Available DS Capacity (Overutilization)</b>	<b>370.1</b>	<b>382.8</b>	<b>401.1</b>	<b>414.6</b>	<b>429.0</b>	<b>443.5</b>	<b>469.3</b>	<b>484.3</b>	<b>499.5</b>	<b>513.9</b>	<b>504.6</b>
<b>Annual DSCR: Minimum 1.15</b>	<b>9.38</b>	<b>9.67</b>	<b>11.20</b>	<b>11.54</b>	<b>11.90</b>	<b>12.27</b>	<b>16.96</b>	<b>17.47</b>	<b>17.98</b>	<b>18.47</b>	<b>18.15</b>
<b>Annual Debt Service % of Rev (87% max)</b>	<b>10.7%</b>	<b>10.3%</b>	<b>8.9%</b>	<b>8.7%</b>	<b>8.4%</b>	<b>8.2%</b>	<b>5.9%</b>	<b>5.7%</b>	<b>5.6%</b>	<b>5.4%</b>	<b>5.5%</b>
<b>Measure R 35% Transit</b>											
Projected Revenues	502.6	517.7	532.6	548.7	565.9	583.2	599.9	617.8	636.0	653.1	
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	437.3	450.4	463.4	477.4	492.3	507.4	521.9	537.5	553.3	568.2	
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	
Available for Future Debt Service	437.3	450.4	463.4	477.4	492.3	507.4	521.9	537.5	553.3	568.2	
Less: Projected Payment (Model) (Incl TIFIA, not incl)	209.4	215.7	221.9	228.6	234.7	243.0	250.0	257.4	265.0	270.0	
<b>Available DS Capacity (Overutilization)</b>	<b>227.9</b>	<b>234.7</b>	<b>241.5</b>	<b>248.8</b>	<b>257.6</b>	<b>264.4</b>	<b>271.9</b>	<b>280.1</b>	<b>288.3</b>	<b>511.2</b>	
<b>Annual DSCR:</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>	<b>2.41</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>	<b>2.40</b>	<b>11.47</b>	
<b>Annual Debt Service % of Rev</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.5%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>41.7%</b>	<b>8.7%</b>	
<b>Measure R 20% Highway</b>											
Projected Revenues	287.2	295.8	304.4	313.6	323.4	333.3	342.8	353.0	363.4	373.2	
Policy Maximum Assumed	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	244.1	251.5	258.7	266.5	274.9	283.3	291.4	300.1	308.9	317.2	
Less: Existing Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	
Available for Future Debt Service	244.1	251.5	258.7	266.5	274.9	283.3	291.4	300.1	308.9	317.2	
Less: Projected Payment (Financial Model)	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	42.5	
<b>Available DS Capacity (Overutilization)</b>	<b>159.1</b>	<b>166.4</b>	<b>173.6</b>	<b>181.5</b>	<b>189.8</b>	<b>198.2</b>	<b>206.3</b>	<b>215.0</b>	<b>223.8</b>	<b>274.7</b>	
<b>Annual DSCR:</b>	<b>3.38</b>	<b>3.48</b>	<b>3.58</b>	<b>3.69</b>	<b>3.80</b>	<b>3.92</b>	<b>4.03</b>	<b>4.15</b>	<b>4.27</b>	<b>8.77</b>	
<b>Annual Debt Service % of Rev</b>	<b>29.6%</b>	<b>28.8%</b>	<b>27.9%</b>	<b>27.1%</b>	<b>26.3%</b>	<b>25.5%</b>	<b>24.8%</b>	<b>24.1%</b>	<b>23.4%</b>	<b>11.4%</b>	

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 L RTP 10/18/12 rev 11-19-12

	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	2009 2010	2010 2011	2011 2012	2012 2013	2013 2014	2014 2015	2015 2016
<b>Growth Rate:</b>						<b>Actual per CAFR</b>	<b>Actual per CAFR</b>	4.76%	6.07%	6.09%	7.04%	6.86%
<b>Props A and C Combined</b>	18,454.2	11,305.9	23,962.5	37,127.4	72,395.8	1,131.5	1,203.8	1,261.1	1,337.6	1,419.1	1,519.1	1,623.2
<b>Prop. A Forecast</b>	9,226.7	5,652.7	11,980.7	18,562.9	36,196.4	565.7	601.9	630.5	668.8	709.5	759.5	811.6
<b>Prop. C Forecast</b>	9,227.5	5,653.2	11,981.7	18,564.4	36,199.3	565.8	601.9	630.6	668.8	709.6	759.6	811.7
<b>Measure R Forecast</b>	9,226.7	5,652.7	11,980.7	16,700.8	34,334.3	551.5	598.6	630.5	668.8	709.5	759.5	811.6
<b>Subtotal A, C, R</b>	27,680.9	16,958.7	35,943.2	53,828.2	106,730.0	1,683.0	1,802.5	1,891.6	2,006.4	2,128.7	2,278.6	2,434.8
<b>TDA Forecast</b>	3,572.1	2,832.6	6,003.7	9,302.1	18,138.4	285.3	301.6	316.0	335.1	355.6	380.6	406.7
<b>Total Sales Tax Forecast</b>	24,312.7	19,791.3	41,946.9	63,130.3	124,868.4	1,968.3	2,104.1	2,207.5	2,341.5	2,484.2	2,659.2	2,841.5
Total Actual Annual Change: Prop A Annual Change:	Avg Annual Change: 5.96%      4.07%      3.00%					-8.87%	6.39%	4.76%	6.07%	6.09%	7.04%	6.86%

Props A and C Compound Growth:  
 from FY 13 to the year indicated----->

from FY 13 to FY 40 (27 years)      3.87%

**Notes:**

1. Growth rate derived by reducing the August 2011 UCLA Anderson Forecast Los Angeles area taxable sales growth rate approximately 10%.

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 LRTP 10/18/12 rev 11-19-12

	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>Growth Rate:</b>	5.79%	4.73%	5.16%	5.05%	4.48%	4.37%	4.19%	3.98%	3.98%	3.53%	3.77%	3.81%	3.57%
<b>Props A and C Combined</b>	1,717.2	1,798.5	1,891.2	1,986.7	2,075.7	2,166.4	2,257.1	2,347.0	2,440.5	2,526.5	2,621.9	2,721.7	2,819.0
<b>Prop. A Forecast</b>	858.6	899.2	945.6	993.3	1,037.8	1,083.1	1,128.5	1,173.4	1,220.2	1,263.2	1,310.9	1,360.8	1,409.4
<b>Prop. C Forecast</b>	858.6	899.3	945.6	993.4	1,037.9	1,083.2	1,128.6	1,173.5	1,220.3	1,263.3	1,311.0	1,360.9	1,409.5
<b>Measure R Forecast</b>	858.6	899.2	945.6	993.3	1,037.8	1,083.1	1,128.5	1,173.4	1,220.2	1,263.2	1,310.9	1,360.8	1,409.4
<b>Subtotal A, C, R</b>	2,575.8	2,697.7	2,836.8	2,980.0	3,113.5	3,249.5	3,385.6	3,520.4	3,660.7	3,789.8	3,932.8	4,082.5	4,228.4
<b>TDA Forecast</b>	430.2	450.6	473.8	497.8	520.1	542.8	565.5	588.0	611.4	633.0	656.9	681.9	706.3
<b>Total Sales Tax Forecast</b>	3,006.0	3,148.3	3,310.6	3,477.8	3,633.6	3,792.3	3,951.1	4,108.4	4,272.1	4,422.8	4,589.7	4,764.4	4,934.7
Total Actual Annual Change: Prop A Annual Change:	5.79%	4.73%	5.16%	5.05%	4.48%	4.37%	4.19%	3.98%	3.98%	3.53%	3.77%	3.81%	3.57%

Props A and C Compound Growth:  
 from FY 13 to the year indicated----->

5.81%

5.14%

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 LRTP 10/18/12 rev 11-19-12

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Growth Rate:</b>	3.44%	3.00%	2.88%	3.03%	3.13%	3.06%	2.86%	2.99%	2.94%	2.69%	-29.78%
<b>Props A and C Combined</b>	2,915.9	3,003.5	3,090.0	3,183.6	3,283.2	3,383.7	3,480.3	3,584.3	3,689.7	3,788.8	3,724.4
<b>Prop. A Forecast</b>	1,457.9	1,501.7	1,545.0	1,591.7	1,641.5	1,691.8	1,740.1	1,792.1	1,844.8	1,894.3	1,862.1
<b>Prop. C Forecast</b>	1,458.0	1,501.8	1,545.1	1,591.9	1,641.7	1,691.9	1,740.2	1,792.2	1,844.9	1,894.5	1,862.3
<b>Measure R Forecast</b>	1,457.9	1,501.7	1,545.0	1,591.7	1,641.5	1,691.8	1,740.1	1,792.1	1,844.8	1,894.3	
<b>Subtotal A, C, R</b>	4,373.8	4,505.2	4,635.0	4,775.3	4,924.7	5,075.4	5,220.3	5,376.4	5,534.4	5,683.1	3,724.4
<b>TDA Forecast</b>	730.6	752.5	774.2	797.6	822.6	847.8	872.0	898.0	924.4	949.3	933.1
<b>Total Sales Tax Forecast</b>	5,104.4	5,257.7	5,409.2	5,573.0	5,747.3	5,923.2	6,092.3	6,274.4	6,458.8	6,632.4	4,657.5
Total Actual Annual Change:	3.44%	3.00%	2.88%	3.03%	3.13%	3.06%	2.86%	2.99%	2.94%	2.69%	-29.78%
Prop A Annual Change:											-1.70%
Props A and C Compound Growth: from FY 13 to the year indicated----->	4.69%										3.87%

**LACMTA Financial Forecasting Model**

**Proposition A**

**L RTP 10/18/12 rev 11-19-12**

One-half cent permanent countywide sales tax.	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenue Pool</b>	5,652.7	11,980.7	18,562.9	36,196.4		668.8	709.5	759.5	811.6	858.6	899.2	945.6
Admin Carry-In Balance	-	-	-	-								
Less: MTA Admin Charge (5%)	282.6	599.0	928.1	1,809.8		33.4	35.5	38.0	40.6	42.9	45.0	47.3
<b>Amount Available (not incl carry in)</b>	<b>5,370.1</b>	<b>11,381.7</b>	<b>17,634.8</b>	<b>34,386.6</b>		<b>635.3</b>	<b>674.1</b>	<b>721.5</b>	<b>771.0</b>	<b>815.6</b>	<b>854.2</b>	<b>898.3</b>
<b>Ordinance Allocation</b>												
<b>Rail Development Account (35%)</b>												
Carry-In Balance	-	-	-	0.0								
Rail Capital	1,390.1	2,838.2	4,302.2	8,530.4	24.8%	166.3	188.5	193.5	214.9	235.5	188.0	203.4
Rail Operations	489.5	1,145.4	1,870.0	3,504.9	10.2%	56.1	47.4	59.0	55.0	50.0	111.0	111.0
<b>Total Rail Development Account</b>	<b>1,879.5</b>	<b>3,983.6</b>	<b>6,172.2</b>	<b>12,035.3</b>	<b>35.0%</b>	<b>222.4</b>	<b>235.9</b>	<b>252.5</b>	<b>269.9</b>	<b>285.5</b>	<b>299.0</b>	<b>314.4</b>
<b>Discretionary Account (40%)</b>												
Plus: Interest	24.5	35.0	38.5	98.0	0.3%	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Bus Operations (95% of 40%)												
MTA Operations	1,130.8	1,910.5	2,562.1	5,603.4	16.0%	150.8	154.3	157.9	161.6	165.3	168.8	172.2
Municipal Operators	398.8	673.4	902.5	1,974.7	5.7%	53.2	54.4	55.7	57.0	58.3	59.5	60.7
MTA Expansion	-	-	-	-	0.0%	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	0.0%	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	175.3	286.2	384.7	846.2	2.5%	28.8	23.0	23.6	24.2	24.7	25.2	25.8
Growth above CPI	360.3	1,489.9	2,890.4	4,740.5	13.8%	12.2	27.9	40.5	53.7	65.2	74.6	86.2
Less - Prop A 40% Debt Serv Bus Cap	16.4	20.0	11.7	48.1	0.1%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Growth above CPI (Transfer to Prop C 40%)	343.8	1,469.9	2,878.6	4,692.4	13.6%	9.9	25.5	38.1	51.3	62.8	72.3	83.9
<b>Subtotal Bus Operations</b>	<b>2,065.1</b>	<b>4,360.0</b>	<b>6,739.7</b>	<b>13,164.9</b>	<b>38.0%</b>	<b>244.9</b>	<b>259.6</b>	<b>277.7</b>	<b>296.5</b>	<b>313.4</b>	<b>328.1</b>	<b>344.8</b>
<b>Bus Incentive Program (5% of 40%)</b>												
Incentive Program Carry-in Balance	-	-	-	0.0								
Bus Incentive Program (5% of Prop C 40%)	107.4	227.6	352.7	687.7	2.0%	12.7	13.5	14.4	15.4	16.3	17.1	18.0
<b>Total Discretionary Account</b>	<b>2,172.5</b>	<b>4,587.7</b>	<b>7,092.4</b>	<b>13,852.6</b>	<b>40.0%</b>	<b>257.6</b>	<b>273.1</b>	<b>292.1</b>	<b>311.9</b>	<b>329.8</b>	<b>345.2</b>	<b>362.8</b>
<b>Local Return Account (25%)</b>												
Local Return - Cities/County Highway	201.4	426.8	661.3	1,289.5	3.8%	23.8	25.3	27.1	28.9	30.6	32.0	33.7
Local Return - Muni Bus Capital	285.3	604.7	936.8	1,826.8	5.3%	33.8	35.8	38.3	41.0	43.3	45.4	47.7
Local Return - Muni Bus Operations	855.9	1,814.0	2,810.5	5,480.4	15.9%	101.3	107.4	115.0	122.9	130.0	136.1	143.2
<b>Total Local Return Account</b>	<b>1,342.5</b>	<b>2,845.4</b>	<b>4,408.7</b>	<b>8,596.6</b>	<b>25.0%</b>	<b>158.8</b>	<b>168.5</b>	<b>180.4</b>	<b>192.8</b>	<b>203.9</b>	<b>213.6</b>	<b>224.6</b>
<b>Total Prop A Without Local Return-OTHER)</b>	<b>4,052.1</b>	<b>8,571.3</b>	<b>13,264.6</b>	<b>25,887.9</b>		<b>480.0</b>	<b>509.0</b>	<b>544.6</b>	<b>581.8</b>	<b>615.2</b>	<b>644.2</b>	<b>677.2</b>
<b>Modal Allocation</b>												
Rail Capital	1,390.1	2,838.2	4,302.2	8,530.4	25.7%	166.3	188.5	193.5	214.9	235.5	188.0	203.4
Rail Operations	489.5	1,145.4	1,870.0	3,504.9	10.6%	56.1	47.4	59.0	55.0	50.0	111.0	111.0
Bus Capital	285.3	604.7	936.8	1,826.8	5.5%	33.8	35.8	38.3	41.0	43.3	45.4	47.7
Bus Operations	2,921.0	6,174.0	9,550.3	18,645.3	56.2%	346.2	367.1	392.7	419.4	443.4	464.3	488.0
Bus Incentive Program	107.4	227.6	352.7	687.7	2.1%	12.7	13.5	14.4	15.4	16.3	17.1	18.0
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>5,193.2</b>	<b>10,989.9</b>	<b>17,012.0</b>	<b>33,195.1</b>	<b>100.0%</b>	<b>615.0</b>	<b>652.3</b>	<b>698.0</b>	<b>745.6</b>	<b>788.5</b>	<b>825.7</b>	<b>868.1</b>



**LACMTA Financial Forecasting Model**  
**Proposition A**  
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One-half cent permanent countywide sales tax.	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenue Pool</b>	993.3	1,037.8	1,083.1	1,128.5	1,173.4	1,220.2	1,263.2	1,310.9	1,360.8	1,409.4
Admin Carry-In Balance										
Less: MTA Admin Charge (5%)	49.7	51.9	54.2	56.4	58.7	61.0	63.2	65.5	66.0	70.5
<b>Amount Available (not incl carry in)</b>	<b>943.6</b>	<b>985.9</b>	<b>1,029.0</b>	<b>1,072.1</b>	<b>1,114.8</b>	<b>1,159.2</b>	<b>1,200.1</b>	<b>1,245.3</b>	<b>1,292.8</b>	<b>1,339.0</b>
<b>Ordinance Allocation</b>										
<b>Rail Development Account (35%)</b>										
Carry-In Balance										
Rail Capital	267.9	317.1	305.1	252.2	240.2	275.7	284.0	305.9	309.5	280.6
Rail Operations	62.4	28.0	55.0	123.0	150.0	130.0	136.0	130.0	143.0	188.0
<b>Total Rail Development Account</b>	<b>330.3</b>	<b>345.1</b>	<b>360.1</b>	<b>375.2</b>	<b>390.2</b>	<b>405.7</b>	<b>420.0</b>	<b>435.9</b>	<b>452.5</b>	<b>468.6</b>
<b>Discretionary Account (40%)</b>										
Plus: Interest	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Bus Operations (95% of 40%)										
MTA Operations	175.5	178.8	182.3	185.7	189.0	192.5	196.1	199.6	203.6	207.5
Municipal Operators	61.9	63.0	64.3	65.5	66.6	67.8	69.1	70.4	71.7	73.1
MTA Expansion	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	26.3	26.8	27.3	27.8	28.3	28.8	29.4	29.9	30.5	31.1
Growth above CPI	98.5	109.5	120.6	132.0	143.2	154.9	165.0	176.8	188.9	200.5
Less - Prop A 40% Debt Serv Bus Cap	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Growth above CPI (Transfer to Prop C 40%)	96.1	107.5	118.7	130.0	141.2	152.9	163.0	174.9	186.9	198.6
<b>Subtotal Bus Operations</b>	<b>362.1</b>	<b>378.2</b>	<b>394.5</b>	<b>410.9</b>	<b>427.1</b>	<b>444.0</b>	<b>459.5</b>	<b>476.7</b>	<b>494.8</b>	<b>512.3</b>
<b>Bus Incentive Program (5% of 40%)</b>										
Incentive Program Carry-in Balance										
Bus Incentive Program (5% of Prop C 40%)	18.9	19.7	20.6	21.4	22.3	23.2	24.0	24.9	25.9	26.8
<b>Total Discretionary Account</b>	<b>381.0</b>	<b>397.9</b>	<b>415.1</b>	<b>432.3</b>	<b>449.4</b>	<b>467.2</b>	<b>483.5</b>	<b>501.6</b>	<b>520.6</b>	<b>539.1</b>
<b>Local Return Account (25%)</b>										
Local Return - Cities/County Highway	35.4	37.0	38.6	40.2	41.8	43.5	45.0	46.7	48.5	50.2
Local Return - Muni Bus Capital	50.1	52.4	54.7	57.0	59.2	61.6	63.8	66.2	68.7	71.1
Local Return - Muni Bus Operations	150.4	157.1	164.0	170.9	177.7	184.7	191.3	198.5	206.0	213.4
<b>Total Local Return Account</b>	<b>235.9</b>	<b>246.5</b>	<b>257.2</b>	<b>268.0</b>	<b>278.7</b>	<b>289.8</b>	<b>300.0</b>	<b>311.3</b>	<b>323.2</b>	<b>334.7</b>
<b>Total Prop A Without Local Return-OTHER)</b>	<b>711.2</b>	<b>742.9</b>	<b>775.2</b>	<b>807.6</b>	<b>839.6</b>	<b>872.9</b>	<b>903.5</b>	<b>937.5</b>	<b>973.1</b>	<b>1,007.7</b>
<b>Modal Allocation</b>										
Rail Capital	267.9	317.1	305.1	252.2	240.2	275.7	284.0	305.9	309.5	280.6
Rail Operations	62.4	28.0	55.0	123.0	150.0	130.0	136.0	130.0	143.0	188.0
Bus Capital	50.1	52.4	54.7	57.0	59.2	61.6	63.8	66.2	68.7	71.1
Bus Operations	512.5	535.3	558.5	581.8	604.8	628.7	650.8	675.2	700.8	725.7
Bus Incentive Program	18.9	19.7	20.6	21.4	22.3	23.2	24.0	24.9	25.9	26.8
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>911.8</b>	<b>952.5</b>	<b>993.9</b>	<b>1,035.4</b>	<b>1,076.5</b>	<b>1,119.2</b>	<b>1,158.6</b>	<b>1,202.1</b>	<b>1,247.8</b>	<b>1,292.2</b>

**LACMTA Financial Forecasting Model**  
**Proposition A**  
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One-half cent permanent countywide sales tax.	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenue Pool</b>	1,457.9	1,501.7	1,545.0	1,591.7	1,641.5	1,691.8	1,740.1	1,792.1	1,844.8	1,894.3	1,862.1
Admin Carry-In Balance											
Less: MTA Admin Charge (5%)	72.9	75.1	77.2	79.6	82.1	84.6	87.0	89.6	92.2	94.7	93.1
<b>Amount Available (not incl carry in)</b>	<b>1,385.0</b>	<b>1,426.6</b>	<b>1,467.7</b>	<b>1,512.1</b>	<b>1,559.5</b>	<b>1,607.2</b>	<b>1,653.1</b>	<b>1,702.5</b>	<b>1,752.5</b>	<b>1,799.6</b>	<b>1,769.0</b>
<b>Ordinance Allocation</b>											
<b>Rail Development Account (35%)</b>											
Carry-In Balance											
Rail Capital	224.8	329.3	353.7	369.3	365.8	392.5	418.6	445.9	433.4	459.9	509.2
Rail Operations	260.0	170.0	160.0	160.0	180.0	170.0	160.0	150.0	180.0	170.0	110.0
<b>Total Rail Development Account</b>	<b>484.8</b>	<b>499.3</b>	<b>513.7</b>	<b>529.3</b>	<b>545.8</b>	<b>562.5</b>	<b>578.6</b>	<b>595.9</b>	<b>613.4</b>	<b>629.9</b>	<b>619.2</b>
<b>Discretionary Account (40%)</b>											
Plus: Interest	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Bus Operations (95% of 40%)											
MTA Operations	211.5	215.4	219.4	223.5	227.8	232.3	236.9	241.6	246.6	251.3	255.8
Municipal Operators	74.5	75.9	77.3	78.8	80.3	81.8	83.4	85.1	86.8	88.5	90.1
MTA Expansion	-	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	31.7	32.3	32.9	33.6	34.2	34.9	35.6	36.3	37.0	37.8	38.5
Growth above CPI	212.1	222.0	231.7	242.3	253.8	265.2	275.8	287.4	299.0	309.8	291.3
Less - Prop A 40% Debt Serv Bus Cap	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
<b>Growth above CPI (Transfer to Prop C 40%)</b>	<b>210.2</b>	<b>220.1</b>	<b>229.7</b>	<b>240.3</b>	<b>251.8</b>	<b>263.3</b>	<b>275.8</b>	<b>287.4</b>	<b>299.0</b>	<b>309.8</b>	<b>291.3</b>
<b>Subtotal Bus Operations</b>	<b>529.8</b>	<b>545.6</b>	<b>561.2</b>	<b>578.1</b>	<b>596.1</b>	<b>614.2</b>	<b>631.7</b>	<b>650.4</b>	<b>669.5</b>	<b>687.4</b>	<b>675.7</b>
<b>Bus Incentive Program (5% of 40%)</b>											
Incentive Program Carry-in Balance											
Bus Incentive Program (5% of Prop C 40%)	27.7	28.5	29.4	30.2	31.2	32.1	33.1	34.0	35.1	36.0	35.4
<b>Total Discretionary Account</b>	<b>557.5</b>	<b>574.1</b>	<b>590.6</b>	<b>608.4</b>	<b>627.3</b>	<b>646.4</b>	<b>664.7</b>	<b>684.5</b>	<b>704.5</b>	<b>723.3</b>	<b>711.1</b>
<b>Local Return Account (25%)</b>											
Local Return - Cities/County Highway	51.9	53.5	55.0	56.7	58.5	60.3	62.0	63.8	65.7	67.5	66.3
Local Return - Muni Bus Capital	73.6	75.8	78.0	80.3	82.8	85.4	87.8	90.4	93.1	95.6	94.0
Local Return - Muni Bus Operations	220.7	227.4	233.9	241.0	248.5	256.1	263.5	271.3	279.3	286.8	281.9
<b>Total Local Return Account</b>	<b>346.3</b>	<b>356.7</b>	<b>366.9</b>	<b>378.0</b>	<b>389.9</b>	<b>401.8</b>	<b>413.3</b>	<b>425.6</b>	<b>438.1</b>	<b>449.9</b>	<b>442.3</b>
<b>Total Prop A Without Local Return-OTHER)</b>	<b>1,042.3</b>	<b>1,073.5</b>	<b>1,104.3</b>	<b>1,137.6</b>	<b>1,173.1</b>	<b>1,208.9</b>	<b>1,243.3</b>	<b>1,280.4</b>	<b>1,317.9</b>	<b>1,353.2</b>	<b>1,330.3</b>
<b>Modal Allocation</b>											
Rail Capital	224.8	329.3	353.7	369.3	365.8	392.5	418.6	445.9	433.4	459.9	509.2
Rail Operations	260.0	170.0	160.0	160.0	180.0	170.0	160.0	150.0	180.0	170.0	110.0
Bus Capital	73.6	75.8	78.0	80.3	82.8	85.4	87.8	90.4	93.1	95.6	94.0
Bus Operations	750.5	773.0	795.1	819.1	844.6	870.4	895.1	921.8	948.8	974.2	957.7
Bus Incentive Program	27.7	28.5	29.4	30.2	31.2	32.1	33.1	34.0	35.1	36.0	35.4
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>1,336.6</b>	<b>1,376.6</b>	<b>1,416.2</b>	<b>1,458.9</b>	<b>1,504.5</b>	<b>1,550.4</b>	<b>1,594.6</b>	<b>1,642.1</b>	<b>1,690.3</b>	<b>1,735.6</b>	<b>1,706.2</b>

**LACMTA Financial Forecasting Model**

**Proposition C**

**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
One-half cent permanent countywide sales tax for transit												
1 <b>Total Revenue Pool</b>	<b>5,653.2</b>	<b>11,981.7</b>	<b>18,564.4</b>	<b>36,199.3</b>	-	<b>668.8</b>	<b>709.6</b>	<b>759.6</b>	<b>811.7</b>	<b>858.6</b>	<b>899.3</b>	<b>945.6</b>
2 Admin. Carry-In Balance	0.0			0.0								
3 Less: Metro Admin Charge (1.5%)	84.8	179.7	278.5	543.0	-	10.0	10.6	11.4	12.2	12.9	13.5	14.2
4 <b>Amount Available</b>	<b>5,568.4</b>	<b>11,802.0</b>	<b>18,286.0</b>	<b>35,656.4</b>	-	<b>658.8</b>	<b>698.9</b>	<b>748.2</b>	<b>799.5</b>	<b>845.8</b>	<b>885.8</b>	<b>931.5</b>
5												
6 <b>Ordinance Allocation</b>												
7												
8 <b>Local Return (20%)</b>						OK	OK	OK	OK	OK	OK	OK
9 Local Return - Muni Bus Operations	109.6	232.3	359.9	701.7	2.0%	13.0	13.8	14.7	15.7	16.6	17.4	18.3
10 Local Return - Muni Bus Capital	157.7	334.2	517.9	1,009.8	2.8%	18.7	19.8	21.2	22.6	24.0	25.1	26.4
11 Local Return - Highway	846.4	1,793.9	2,779.5	5,419.8	15.2%	100.1	106.2	113.7	121.5	128.6	134.6	141.6
12 <b>Subtotal Local Return</b>	<b>1,113.7</b>	<b>2,360.4</b>	<b>3,657.2</b>	<b>7,131.3</b>	<b>20.0%</b>	<b>131.8</b>	<b>139.8</b>	<b>149.6</b>	<b>159.9</b>	<b>169.2</b>	<b>177.2</b>	<b>186.3</b>
13 <b>Commuter (10%)</b>	<b>58.1</b>			<b>58.1</b>		58.1	15.7	0.0	0.0	0.0	0.0	0.0
14 <b>Revenue - 10% of Amount Available</b>	<b>556.8</b>	<b>1,180.2</b>	<b>1,828.6</b>	<b>3,565.6</b>		<b>65.9</b>	<b>69.9</b>	<b>74.8</b>	<b>79.9</b>	<b>84.6</b>	<b>88.6</b>	<b>93.1</b>
15 Prop C 10% Debt Service	145.2	327.4	404.7	877.3	2.5%	15.7	16.9	19.1	21.2	22.7	24.2	25.4
16 LOSSAN	0.1	0.3	0.3	0.6	0.002%	0.01	0.01	0.01	0.01	0.01	0.01	0.01
17 Rail Cap: Westlake/MacArthur Joint Devel (401001)	0.7	-	-	0.7	0.002%	0.7	-	-	-	-	-	-
18 Lankershim Transit Center (800118)	1.6	-	-	1.6	0.004%	1.6	-	-	-	-	-	-
19 ROW Security contract w/SCRRA (no sht) (405533)	15.7	26.6	35.7	77.9	0.2%	2.1	2.1	2.2	2.2	2.3	2.3	2.4
20 Metrolink - Operations	324.0	593.3	890.9	1,808.2	5.1%	46.1	42.1	43.8	45.5	47.4	48.8	50.2
21 Subtotal Cash Commitments	487.2	947.6	1,331.5	2,766.3	7.8%	66.2	61.2	65.1	69.0	72.4	75.3	78.0
22 <i>Cash Commitments % of PC 10% Revenue</i>						100.5%	87.5%	87.0%	86.4%	85.6%	85.0%	83.7%
23 Prop C 10% Cash Available	69.6	232.6	497.1	799.3		(0.3)	8.7	9.8	10.9	12.2	13.3	15.1
24 Bond Proceeds (new. net)	144.4	323.9	29.0	497.3		-	25.9	38.3	24.5	20.2	22.0	13.6
25 2009 & Prior CFP Park & Ride/Transit Capital, etc.	19.7	-	-	19.7		2.2	7.7	7.8	2.0	-	-	-
26 Future Call for Projects thru FY 30	29.1	62.5	4.9	96.5		-	-	-	7.0	7.5	10.0	4.6
28 Calls beyond FY 30, future projects	-	-	257.8	257.8		-	-	-	-	-	-	-
29 Metrolink - Capital and Rehab	189.3	494.1	263.4	946.8		5.9	42.6	40.2	26.4	24.8	25.3	24.1
30 Subtotal Bond Eligible Commitments	238.1	556.6	526.1	1,320.7		8.0	50.3	48.0	35.4	32.3	35.3	28.7
31 Beginning Balance	24.1	0.0	0.0	24.1		24.1	15.7	0.0	0.0	0.0	0.0	0.0
32 Annual Surplus/(Shortfall)	(24.1)	(0.0)	0.0	(24.1)		(8.4)	(15.7)	(0.0)	(0.0)	0.0	(0.0)	0.0
33 <b>Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>15.7</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>
34												
35 <b>Security (5%)</b>						OK	OK	OK	OK	OK	OK	OK
36 <i>Carry-in Balance</i>				0.0		-	-	-	-	-	-	-
37 Municipal Operators Security (Calderon Bill)	47.4	100.4	155.5	303.3	0.9%	5.6	5.9	6.4	6.8	7.2	7.5	7.9
38 MTA Bus Security	197.4	334.2	449.3	980.9	2.8%	26.3	26.9	27.6	28.2	28.9	29.5	30.1
39 MTA Rail Security	33.7	155.5	309.5	498.7	1.4%	1.1	2.1	3.5	5.0	6.2	7.3	8.6
40 MTA Other Security Costs	-	-	-	0.0	0.0%	-	-	-	-	-	-	-
41	<b>278.4</b>	<b>590.1</b>	<b>914.3</b>	<b>1,782.8</b>	<b>5.0%</b>	<b>32.9</b>	<b>34.9</b>	<b>37.4</b>	<b>40.0</b>	<b>42.3</b>	<b>44.3</b>	<b>46.6</b>
42												
43 <b>Transit-Related Hwy Improv (25%) (see sep pg)</b>	<b>1,392.1</b>	<b>2,950.5</b>	<b>4,571.5</b>	<b>8,914.1</b>	<b>25.0%</b>	<b>164.7</b>	<b>174.7</b>	<b>187.0</b>	<b>199.9</b>	<b>211.4</b>	<b>221.4</b>	<b>232.9</b>
44												

LACMTA Financial Forecasting Model

Proposition C

L RTP 10/18/12 rev 11-19-12

One-half cent permanent countywide sales tax for transit	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>45 Discretionary (40%)</b>												
46 Plus: Prop A 40% Growth over CPI transferred in	343.8	1,469.9	2,878.6	4,692.4	11.5%	9.9	25.5	38.1	51.3	62.8	72.3	83.9
46 Plus State Repay Cap Projs Loan Fund	(39.9)	-	-	(39.9)	-0.1%			(39.9)	-			
47 Plus: Interest Earnings	83.4	119.2	131.1	333.7	0.8%	11.9	11.9	11.9	11.9	11.9	11.9	11.9
48 Agencywide Administration and Capital	124.8	267.2	424.6	816.6	2.0%	18.4	28.1	20.5	12.0	14.7	15.4	15.7
49 Rapid Bus Phase II Subsidy Projects	10.2	-	-	10.2	0.0%	3.2	3.5	3.5	-	-	-	-
50 Rail Capital - MTA Debt Service	494.6	384.3	21.5	900.4	2.2%	70.2	71.6	71.1	70.9	70.6	70.3	70.0
51 Rail Capital - Specific Projects (see detail below)	350.3	484.3	1,155.1	1,989.6	4.9%	-	-	50.4	92.9	94.9	48.6	63.5
52 Rail Capital - General Improvements (no proj sheet)	142.3	1,691.6	2,264.7	4,098.5	10.1%	48.6	17.2	10.4	0.6	1.6	63.8	0.3
53 Rail Operations	209.4	950.8	2,099.1	3,259.3	8.0%	25.7	49.6	30.5	37.2	48.8	16.9	0.7
54 Bus Capital - MTA Debt Service	-	-	-	-	0.0%	-	-	-	-	-	-	-
55 Bus Capital - MTA Bus Fleet Acquisition	123.2	411.2	679.4	1,213.9	3.0%	46.6	3.7	3.1	44.6	9.6	2.9	12.9
56 Bus Capital - MTA Facilities and Maint	15.6	246.2	219.3	481.0	1.2%	0.9	1.3	0.7	8.0	0.1	0.7	3.8
57 Bus Capital - MTA El Monte Transit Center	11.6	-	-	11.6	0.0%	7.2	4.4	-	-	-	-	-
58 Bus Capital - MTA Patsaouras Plaza	0.1	-	-	0.1	0.0%	0.1	0.0	-	-	-	-	-
59 Muni Bus Capital Prop 1B Bond Mitigation Allocatio	8.5	-	-	8.5	0.0%	8.5	-	-	-	-	-	-
60 Muni Security Capital Prop 1B Bond Mitigation Alloc	7.4	-	-	7.4	0.0%	1.5	1.5	1.5	1.5	1.5	-	-
61 Bus Ops: TSE, Base Bus (Munis)	68.2	115.6	155.3	339.1	0.8%	9.1	9.3	9.5	9.8	10.0	10.2	10.4
62 Bus: ADA/Paratransit (Access Services)	349.4	571.4	770.0	1,690.8	4.2%	57.0	46.0	47.1	48.2	49.3	50.4	51.4
63 Bus Operations	483.3	1,219.4	2,521.8	4,224.4	10.4%	63.1	71.8	68.8	66.8	71.2	70.5	71.1
64 Municipal Operators (MOSIP and interest alloc)	184.6	329.1	479.6	993.2	2.4%	24.4	25.0	25.7	26.3	27.0	27.7	28.4
65 MTA bus operations (mostly interest alloc)	49.0	67.6	70.7	187.3	0.5%	7.1	7.1	7.0	7.0	7.0	6.9	6.9
66 MTA bus ops (MOSIP and gap filling)	17.5	429.3	1,442.9	1,889.7	4.6%	0.7	8.1	3.6	0.3	3.2	1.2	0.4
67 Municipal Operators - Shuttles	42.5	72.0	96.8	211.3	0.5%	5.7	5.8	5.9	6.1	6.2	6.3	6.5
68 Bus Service Improvement Program (BSIP) - MTA	84.3	142.8	192.0	419.1	1.0%	11.2	11.5	11.8	12.1	12.3	12.6	12.8
69 Bus Service Improvement Program (BSIP) - Muni	26.9	45.5	61.2	133.6	0.3%	3.6	3.7	3.8	3.8	3.9	4.0	4.1
70 Foothill Mitigation - MTA	60.4	102.3	137.5	300.2	0.7%	8.0	8.2	8.4	8.6	8.8	9.0	9.2
71 Foothill Mitigation - Munis	18.1	30.7	41.2	90.0	0.2%	2.4	2.5	2.5	2.6	2.6	2.7	2.8
72 Carry-in Balance	84.2	-	-	84.2	-	84.2	9.6	18.7	11.1	1.8	42.6	131.5
73 Contingency Fund/Unallocated (cumulative)	300.1	(32.0)	13.5	281.5	-	9.6	18.7	11.1	1.8	42.6	131.5	300.1
74 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
75	2,698.9	6,309.9	10,324.1	19,333.0	46.8%	369.5	326.6	328.2	394.1	414.8	481.1	599.9
76 Bus Operations - MTA	211.2	742.0	1,843.0	2,796.2	-	-	-	-	22.1	14.2	-	-
77 Bus Operations - Municipal Operators	272.1	477.3	678.8	1,428.2	-	-	-	-	-	-	42.1	33.5
78 Total	483.3	1,219.4	2,521.8	4,224.4	-	-	-	-	-	-	-	-
79 Rail Capital Project and Debt Service Detail												
80 Wilshire BRT	30.0	85.3	-	115.3	-	-	-	-	-	-	-	30.0
81 East San Fernando Valley North-South	36.3	-	-	36.3	-	-	-	-	22.1	14.2	-	-
82 Gold Line Foothill Extension	75.6	-	-	75.6	-	-	-	-	-	-	42.1	33.5
83 Green Line to LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-	-	-
84 Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-	-
85 San Fernando Valley I-405	-	-	654.0	654.0	-	-	-	-	-	-	-	-
86 South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-
87 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
88 Rail Cars - Future	151.1	347.0	397.2	895.3	-	-	-	50.4	50.8	49.9	-	-
89 Rail Cars - Heavy	46.5	-	-	46.5	-	-	-	-	20.0	20.0	6.5	-
90 Yards	10.8	-	-	10.8	-	-	-	-	-	10.8	-	-
91 Rail System Improvements	-	52.0	103.9	155.9	-	-	-	-	-	-	-	-
92 Subtotal Projects	350.3	484.3	1,155.1	1,989.6	-	-	-	50.4	92.9	94.9	48.6	63.5
93 Existing Rail Capital Debt Service	494.6	384.3	21.5	900.4	-	70.2	71.6	71.1	70.9	70.6	70.3	70.0

**LACMTA Financial Forecasting Model**

**Proposition C**

***L RTP 10/18/12 rev 11-19-12***

	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
One-half cent permanent countywide sales tax for transit												
94 New Rail Capital Debt Service	-	-	-	-	-	-	-	-	-	-	-	-
95 Subtotal Debt Service	494.6	384.3	21.5	900.4	-	70.2	71.6	71.1	70.9	70.6	70.3	70.0

LACMTA Financial Forecasting Model

Proposition C

L RTP 10/18/12 rev 11-19-12

One-half cent permanent countywide sales tax for transit	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>1 Total Revenue Pool</b>	<b>993.4</b>	<b>1,037.9</b>	<b>1,083.2</b>	<b>1,128.6</b>	<b>1,173.5</b>	<b>1,220.3</b>	<b>1,263.3</b>	<b>1,311.0</b>	<b>1,360.9</b>	<b>1,409.5</b>
2 Admin. Carry-In Balance										
3 Less: Metro Admin Charge (1.5%)	14.9	15.6	16.2	16.9	17.6	18.3	18.9	19.7	20.4	21.1
<b>4 Amount Available</b>	<b>978.5</b>	<b>1,022.3</b>	<b>1,067.0</b>	<b>1,111.7</b>	<b>1,155.9</b>	<b>1,202.0</b>	<b>1,244.4</b>	<b>1,291.3</b>	<b>1,340.5</b>	<b>1,388.4</b>
<b>5</b>										
<b>6 Ordinance Allocation</b>										
<b>7</b>										
<b>8 Local Return (20%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
9 Local Return - Muni Bus Operations	19.3	20.1	21.0	21.9	22.7	23.7	24.5	25.4	26.4	27.3
10 Local Return - Muni Bus Capital	27.7	29.0	30.2	31.5	32.7	34.0	35.2	36.6	38.0	39.3
11 Local Return - Highway	148.7	155.4	162.2	169.0	175.7	182.7	189.1	196.3	203.8	211.0
<b>12 Subtotal Local Return</b>	<b>195.7</b>	<b>204.5</b>	<b>213.4</b>	<b>222.3</b>	<b>231.2</b>	<b>240.4</b>	<b>248.9</b>	<b>258.3</b>	<b>268.1</b>	<b>277.7</b>
<b>13 Commuter (10%)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>14 Revenue - 10% of Amount Available</b>	<b>97.8</b>	<b>102.2</b>	<b>106.7</b>	<b>111.2</b>	<b>115.6</b>	<b>120.2</b>	<b>124.4</b>	<b>129.1</b>	<b>134.1</b>	<b>138.8</b>
15 Prop C 10% Debt Service	27.6	30.5	34.6	36.9	31.3	31.3	33.1	32.8	34.2	35.2
16 LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
17 Rail Cap: Westlake/MacArthur Joint Devel (401001	-	-	-	-	-	-	-	-	-	-
18 Lankershim Transit Center (800118)										
19 ROW Security contract w/SCRRA (no sht) (405533)	2.4	2.5	2.5	2.6	2.6	2.7	2.7	2.8	2.8	2.9
20 Metrolink - Operations	51.8	53.3	54.9	56.6	58.3	60.0	61.8	63.7	65.6	67.5
21 Subtotal Cash Commitments	81.8	86.4	92.1	96.0	92.2	94.0	97.6	99.2	102.6	105.6
22 Cash Commitments % of PC 10% Revenue	83.6%	84.5%	86.3%	86.4%	79.8%	78.2%	78.5%	76.8%	76.5%	76.1%
23 Prop C 10% Cash Available	16.1	15.9	14.6	15.1	23.4	26.2	26.8	29.9	31.5	33.2
24 Bond Proceeds (new, net)	51.0	52.4	56.4	34.3	27.0	25.3	25.9	24.2	13.3	14.3
25 2009 & Prior CFP Park & Ride/Transit Capital, etc.	-	-	-	-	-	-	-	-	-	-
26 Future Call for Projects thru FY 30	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.2	5.4	17.0
28 Calls beyond FY 30, future projects										
29 Metrolink - Capital and Rehab	62.1	63.2	66.0	44.4	45.4	46.5	47.7	48.9	39.4	30.5
30 Subtotal Bond Eligible Commitments	67.1	68.2	71.0	49.4	50.4	51.5	52.7	54.1	44.8	47.5
31 Beginning Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32 Annual Surplus/(Shortfall)	(0.0)	0.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)
33 Ending Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>34</b>										
<b>35 Security (5%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
36 <i>Carry-in Balance</i>	-	-	-	-	-	-	-	-	-	-
37 Municipal Operators Security (Calderon Bill)	8.3	8.7	9.1	9.5	9.8	10.2	10.6	11.0	11.4	11.8
38 MTA Bus Security	30.7	31.3	31.9	32.5	33.1	33.7	34.3	34.9	35.6	36.3
39 MTA Rail Security	9.9	11.2	12.4	13.7	14.9	16.2	17.3	18.6	20.0	21.3
40 MTA Other Security Costs	-	-	-	-	-	-	-	-	-	-
<b>41</b>	<b>48.9</b>	<b>51.1</b>	<b>53.3</b>	<b>55.6</b>	<b>57.8</b>	<b>60.1</b>	<b>62.2</b>	<b>64.6</b>	<b>67.0</b>	<b>69.4</b>
<b>42</b>										
<b>43 Transit-Related Hwy Improv (25%) (see sep pg)</b>	<b>244.6</b>	<b>255.6</b>	<b>266.7</b>	<b>277.9</b>	<b>289.0</b>	<b>300.5</b>	<b>311.1</b>	<b>322.8</b>	<b>335.1</b>	<b>347.1</b>
<b>44</b>										

LACMTA Financial Forecasting Model

Proposition C

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One-half cent permanent countywide sales tax for transit	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
45 <b>Discretionary (40%)</b>											
46 Plus: Prop A 40% Growth over CPI transferred in	96.1	107.5	118.7	130.0	141.2	152.9	163.0	174.9	186.9	198.6	
46 Plus State Repay Cap Projs Loan Fund											
47 Plus: Interest Earnings	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	
48 Agencywide Administration and Capital	15.6	16.3	16.5	26.8	27.4	31.5	32.5	33.0	33.6	34.1	
49 Rapid Bus Phase II Subsidy Projects	-	-	-	-	-	-	-	-	-	-	
50 Rail Capital - MTA Debt Service	66.6	62.8	62.8	63.3	27.7	28.7	17.8	20.6	20.6	13.4	
51 Rail Capital - Specific Projects (see detail below)	54.8	62.3	43.0	28.3	-	-	43.8	40.1	110.6	101.4	
52 Rail Capital - General Improvements (no proj sheet)	282.3	110.0	115.5	115.3	154.1	335.7	284.6	107.2	182.3	4.7	
53 Rail Operations	85.6	135.3	118.5	81.1	57.2	83.1	76.6	114.1	117.1	82.2	
54 Bus Capital - MTA Debt Service	-	-	-	-	-	-	-	-	-	-	
55 Bus Capital - MTA Bus Fleet Acquisition	1.1	0.6	0.4	52.0	3.4	87.3	26.0	54.7	126.3	59.6	
56 Bus Capital - MTA Facilities and Maint	13.4	58.4	54.5	91.7	2.4	5.5	4.6	4.9	5.3	5.3	
57 Bus Capital - MTA El Monte Transit Center	-	-	-	-	-	-	-	-	-	-	
58 Bus Capital - MTA Patsaouras Plaza	-	-	-	-	-	-	-	-	-	-	
59 Muni Bus Capital Prop 1B Bond Mitigation Allocation											
60 Muni Security Capital Prop 1B Bond Mitigation Allocation											
61 Bus Ops: TSE, Base Bus (Munis)	10.6	10.8	11.0	11.2	11.4	11.6	11.9	12.1	12.3	12.6	
62 Bus: ADA/Paratransit (Access Services)	52.4	53.4	54.5	55.5	56.5	57.6	58.7	59.7	60.9	62.1	
63 Bus Operations	73.9	89.0	88.1	122.9	117.8	145.2	133.6	135.8	148.1	165.1	
64 Municipal Operators (MOSIP and interest alloc)	29.2	29.9	30.7	31.5	32.4	33.2	34.1	35.0	36.0	37.0	
65 MTA bus operations (mostly interest alloc)	6.9	6.9	6.8	6.8	6.8	6.7	6.7	6.7	6.7	6.6	
66 MTA bus ops (MOSIP and gap filling)	1.7	15.4	13.0	46.3	39.7	65.6	52.3	52.9	63.5	78.8	
67 Municipal Operators - Shuttles	6.6	6.7	6.9	7.0	7.1	7.3	7.4	7.5	7.7	7.8	
68 Bus Service Improvement Program (BSIP) - MTA	13.1	13.4	13.6	13.9	14.1	14.4	14.7	14.9	15.2	15.5	
69 Bus Service Improvement Program (BSIP) - Muni	4.2	4.3	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	
70 Foothill Mitigation - MTA	9.4	9.6	9.8	9.9	10.1	10.3	10.5	10.7	10.9	11.1	
71 Foothill Mitigation - Munis	2.8	2.9	2.9	3.0	3.0	3.1	3.1	3.2	3.3	3.3	
72 Carry-in Balance	300.1	143.3	72.9	65.5	3.8	161.6	21.0	3.9	125.1	43.0	268.1
73 Contingency Fund/Unallocated (cumulative)	143.3	72.9	65.5	3.8	161.6	21.0	3.9	125.1	43.0	268.1	
74 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	
75	799.6	671.7	630.3	652.0	619.4	807.2	693.7	707.2	860.1	808.8	
76 Bus Operations - MTA											
77 Bus Operations - Municipal Operators											
78 Total											
79 Rail Capital Project and Debt Service Detail											
80 Wilshire BRT	50.3	20.0	15.0	-	-	-	-	-	-	-	
81 East San Fernando Valley North-South	-	-	-	-	-	-	-	-	-	-	
82 Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	
83 Green Line to LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-	
84 Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	
85 San Fernando Valley I-405	-	-	-	-	-	-	-	-	-	-	
86 South Bay Green Line	-	-	-	-	-	-	-	-	-	-	
87 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	
88 Rail Cars - Future	4.5	42.3	28.0	28.3	-	-	43.8	40.1	102.4	57.6	
89 Rail Cars - Heavy	-	-	-	-	-	-	-	-	-	-	
90 Yards	-	-	-	-	-	-	-	-	-	-	
91 Rail System Improvements	-	-	-	-	-	-	-	-	8.2	43.8	
92 Subtotal Projects	54.8	62.3	43.0	28.3	-	-	43.8	40.1	110.6	101.4	
93 Existing Rail Capital Debt Service	66.6	62.8	62.8	63.3	27.7	28.7	17.8	20.6	20.6	13.4	

**LACMTA Financial Forecasting Model**

**Proposition C**

*L RTP 10/18/12 rev 11-19-12*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
One-half cent permanent countywide sales tax for transit	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
94 New Rail Capital Debt Service	-	-	-	-	-	-	-	-	-	-
95 Subtotal Debt Service	66.6	62.8	62.8	63.3	27.7	28.7	17.8	20.6	20.6	13.4



**LACMTA Financial Forecasting Model**

**Proposition C**

*L RTP 10/18/12 rev 11-19-12*

One-half cent permanent countywide sales tax for transit	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>	1,458.0	1,501.8	1,545.1	1,591.9	1,641.7	1,691.9	1,740.2	1,792.2	1,844.9	1,894.5	1,862.3
2 Admin. Carry-In Balance											
3 Less: Metro Admin Charge (1.5%)	21.9	22.5	23.2	23.9	24.6	25.4	26.1	26.9	27.7	28.4	27.9
4 <b>Amount Available</b>	<b>1,436.2</b>	<b>1,479.3</b>	<b>1,521.9</b>	<b>1,568.0</b>	<b>1,617.0</b>	<b>1,666.5</b>	<b>1,714.1</b>	<b>1,765.3</b>	<b>1,817.2</b>	<b>1,866.1</b>	<b>1,834.3</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
9 Local Return - Muni Bus Operations	28.3	29.1	30.0	30.9	31.8	32.8	33.7	34.7	35.8	36.7	36.1
10 Local Return - Muni Bus Capital	40.7	41.9	43.1	44.4	45.8	47.2	48.5	50.0	51.5	52.8	51.9
11 Local Return - Highway	218.3	224.9	231.3	238.3	245.8	253.3	260.5	268.3	276.2	283.6	278.8
12 <b>Subtotal Local Return</b>	<b>287.2</b>	<b>295.9</b>	<b>304.4</b>	<b>313.6</b>	<b>323.4</b>	<b>333.3</b>	<b>342.8</b>	<b>353.1</b>	<b>363.4</b>	<b>373.2</b>	<b>366.9</b>
13 <b>Commuter (10%)</b>	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14 <b>Revenue - 10% of Amount Available</b>	<b>143.6</b>	<b>147.9</b>	<b>152.2</b>	<b>156.8</b>	<b>161.7</b>	<b>166.7</b>	<b>171.4</b>	<b>176.5</b>	<b>181.7</b>	<b>186.6</b>	<b>183.4</b>
15 Prop C 10% Debt Service	35.1	36.1	36.6	36.7	36.7	37.7	36.7	36.7	36.7	37.4	38.1
16 LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
17 Rail Cap: Westlake/MacArthur Joint Devel (401001)	-	-	-	-	-	-	-	-	-	-	-
18 Lankershim Transit Center (800118)											
19 ROW Security contract w/SCRRA (no sht) (405533)	2.9	3.0	3.1	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6
20 Metrolink - Operations	69.6	71.6	73.8	76.0	78.3	80.6	83.1	85.5	88.1	90.8	93.5
21 Subtotal Cash Commitments	107.7	110.8	113.5	115.9	118.2	121.6	123.1	125.7	128.3	131.7	135.2
22 <i>Cash Commitments % of PC 10% Revenue</i>	75.0%	74.9%	74.6%	73.9%	73.1%	72.9%	71.8%	71.2%	70.6%	70.6%	73.7%
23 Prop C 10% Cash Available	36.0	37.1	38.7	40.9	43.5	45.1	48.3	50.9	53.4	54.9	48.3
24 Bond Proceeds (new, net)	15.5	11.6	2.0	-	-	-	-	-	-	-	-
25 2009 & Prior CFP Park & Ride/Transit Capital, etc.	-	-	-	-	-	-	-	-	-	-	-
26 Future Call for Projects thru FY 30	4.9	-	-	-	-	-	-	-	-	-	-
28 Calls beyond FY 30, future projects					0.6	1.4	48.4	50.9	53.4	55.0	48.3
29 Metrolink - Capital and Rehab	46.5	48.7	40.1	41.5	42.9	43.7	-	-	-	-	-
30 <b>Subtotal Bond Eligible Commitments</b>	<b>51.4</b>	<b>48.7</b>	<b>40.1</b>	<b>41.5</b>	<b>43.5</b>	<b>45.1</b>	<b>48.4</b>	<b>50.9</b>	<b>53.4</b>	<b>55.0</b>	<b>48.3</b>
31 Beginning Balance	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
32 Annual Surplus/(Shortfall)	0.0	(0.0)	0.6	(0.6)	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	0.0
33 <b>Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.6</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>
34											
35 <b>Security (5%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
36 <i>Carry-in Balance</i>	-	-	-	-	-	-	-	-	-	-	-
37 Municipal Operators Security (Calderon Bill)	12.2	12.6	12.9	13.3	13.8	14.2	14.6	15.0	15.5	15.9	15.6
38 MTA Bus Security	37.0	37.7	38.4	39.2	39.9	40.7	41.5	42.4	43.3	44.1	44.9
39 MTA Rail Security	22.6	23.6	24.7	25.9	27.2	28.4	29.6	30.9	32.1	33.3	31.2
40 MTA Other Security Costs	-	-	-	-	-	-	-	-	-	-	-
41	<b>71.8</b>	<b>74.0</b>	<b>76.1</b>	<b>78.4</b>	<b>80.9</b>	<b>83.3</b>	<b>85.7</b>	<b>88.3</b>	<b>90.9</b>	<b>93.3</b>	<b>91.7</b>
42											
43 <b>Transit-Related Hwy Improv (25%) (see sep pg)</b>	<b>359.0</b>	<b>369.8</b>	<b>380.5</b>	<b>392.0</b>	<b>404.3</b>	<b>416.6</b>	<b>428.5</b>	<b>441.3</b>	<b>454.3</b>	<b>466.5</b>	<b>458.6</b>
44											

LACMTA Financial Forecasting Model

Proposition C

L RTP 10/18/12 rev 11-19-12

One-half cent permanent countywide sales tax for transit	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
45 Discretionary (40%)											
46 Plus: Prop A 40% Growth over CPI transferred in	210.2	220.1	229.7	240.3	251.8	263.3	275.8	287.4	299.0	309.8	291.3
46 Plus State Repay Cap Projs Loan Fund											
47 Plus: Interest Earnings	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9
48 Agencywide Administration and Capital	34.7	35.4	36.1	36.7	37.4	38.1	38.8	39.5	40.2	40.9	47.0
49 Rapid Bus Phase II Subsidy Projects	-	-	-	-	-	-	-	-	-	-	-
50 Rail Capital - MTA Debt Service	11.2	3.5	3.5	0.6	0.6	1.0	0.2	0.2	0.2	0.2	0.2
51 Rail Capital - Specific Projects (see detail below)	57.3	80.1	266.6	202.0	189.0	135.1	148.9	37.1	39.0	-	-
52 Rail Capital - General Improvements (no proj sheet)	11.4	31.5	38.3	373.4	242.5	645.5	151.5	139.4	188.3	14.7	428.2
53 Rail Operations	12.9	129.8	147.2	155.9	139.5	160.9	213.0	234.9	210.9	264.2	429.9
54 Bus Capital - MTA Debt Service	-	-	-	-	-	-	-	-	-	-	-
55 Bus Capital - MTA Bus Fleet Acquisition	58.4	3.4	28.5	13.5	27.6	135.1	110.2	14.2	76.6	29.5	182.3
56 Bus Capital - MTA Facilities and Maint	5.6	5.7	5.9	6.1	14.1	6.6	6.5	13.1	62.8	40.0	52.8
57 Bus Capital - MTA El Monte Transit Center	-	-	-	-	-	-	-	-	-	-	-
58 Bus Capital - MTA Patsaouras Plaza	-	-	-	-	-	-	-	-	-	-	-
59 Muni Bus Capital Prop 1B Bond Mitigation Allocation											
60 Muni Security Capital Prop 1B Bond Mitigation Allocation											
61 Bus Ops: TSE, Base Bus (Munis)	12.8	13.0	13.3	13.5	13.8	14.1	14.4	14.7	15.0	15.2	15.5
62 Bus: ADA/Paratransit (Access Services)	63.3	64.5	65.7	67.0	68.3	69.6	71.0	72.5	74.0	75.4	78.8
63 Bus Operations	168.5	165.7	180.5	175.2	199.3	221.0	268.1	234.8	238.8	199.0	470.8
64 Municipal Operators (MOSIP and interest alloc)	38.0	39.0	40.0	41.1	42.3	43.4	44.6	45.8	47.1	48.4	49.8
65 MTA bus operations (mostly interest alloc)	6.6	6.6	6.5	6.5	6.5	6.4	6.4	6.4	6.3	6.3	6.2
66 MTA bus ops (MOSIP and gap filling)	80.4	75.7	88.6	81.5	103.6	123.2	168.2	132.8	134.5	92.4	361.9
67 Municipal Operators - Shuttles	8.0	8.1	8.3	8.4	8.6	8.8	9.0	9.1	9.3	9.5	9.7
68 Bus Service Improvement Program (BSIP) - MTA	15.8	16.1	16.4	16.7	17.1	17.4	17.8	18.1	18.5	18.8	19.2
69 Bus Service Improvement Program (BSIP) - Muni	5.0	5.1	5.2	5.3	5.4	5.5	5.7	5.8	5.9	6.0	6.1
70 Foothill Mitigation - MTA	11.3	11.5	11.8	12.0	12.2	12.5	12.7	13.0	13.2	13.5	13.7
71 Foothill Mitigation - Munis	3.4	3.5	3.5	3.6	3.7	3.7	3.8	3.9	4.0	4.0	4.1
72 Carry-in Balance	268.1	628.4	919.5	984.4	819.8	798.2	313.0	263.7	468.8	560.9	949.8
73 Contingency Fund/Unallocated (cumulative)	628.4	919.5	984.4	819.8	798.2	313.0	263.7	468.8	560.9	949.8	281.5
74 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)
75	1,064.6	1,452.1	1,769.9	1,863.8	1,730.4	1,740.0	1,286.3	1,269.1	1,506.6	1,629.0	1,986.8
76 Bus Operations - MTA											
77 Bus Operations - Municipal Operators											0.0
78 Total											
79 Rail Capital Project and Debt Service Detail											
80 Wilshire BRT	-	-	-	-	-	-	-	-	-	-	-
81 East San Fernando Valley North-South	-	-	-	-	-	-	-	-	-	-	-
82 Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-
83 Green Line to LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-	-
84 Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-
85 San Fernando Valley I-405	-	-	100.0	202.0	152.0	100.0	100.0	-	-	-	-
86 South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-
87 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-
88 Rail Cars - Future	57.3	80.1	62.7	-	37.0	35.1	48.9	37.1	39.0	-	-
89 Rail Cars - Heavy	-	-	-	-	-	-	-	-	-	-	-
90 Yards	-	-	-	-	-	-	-	-	-	-	-
91 Rail System Improvements	-	-	103.9	-	-	-	-	-	-	-	-
92 Subtotal Projects	57.3	80.1	266.6	202.0	189.0	135.1	148.9	37.1	39.0	-	-
93 Existing Rail Capital Debt Service	11.2	3.5	3.5	0.6	0.6	1.0	0.2	0.2	0.2	0.2	0.2

**LACMTA Financial Forecasting Model**

**Proposition C**

***L RTP 10/18/12 rev 11-19-12***

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
One-half cent permanent countywide sales tax for transit	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
94 New Rail Capital Debt Service	-	-	-	-	-	-	-	-	-	-	-
95 Subtotal Debt Service	11.2	3.5	3.5	0.6	0.6	1.0	0.2	0.2	0.2	0.2	0.2

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019
<b>Proposition 25% Direct (Less Metro Administration)</b>	<b>2,272.3</b>	<b>1,392.1</b>	<b>2,950.5</b>	<b>4,571.5</b>	<b>8,914.1</b>	<b>164.7</b>	<b>174.7</b>	<b>187.0</b>	<b>199.9</b>	<b>211.4</b>	<b>221.4</b>	<b>232.9</b>
<b>Direct Cash Commitments</b>												
Freeway Service Patrol (300070) (Highway Operations)	176.5	121.5	198.4	266.6	586.4	19.9	16.0	16.4	16.7	17.1	17.5	17.8
Patsaouras Plaza Improvements	1.4	2.0	-	-	2.0	0.6	1.4	-	-	-	-	-
Regional Administration (Hwy Planning 405522) (no project sheet)	77.5	55.4	87.1	117.0	259.5	10.8	7.0	7.2	7.3	7.5	7.7	7.8
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	41.6	24.7	46.8	62.9	134.4	0.8	3.8	3.9	4.0	4.0	4.1	4.2
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.8	0.5	0.9	1.1	2.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Rideshare (405547)	137.3	81.6	182.1	242.8	506.5	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>Financing Payments:</b>												
Sr. Lien Bonds (Prop C 25%)	372.6	262.7	237.8	56.6	557.1	36.7	38.0	37.5	37.5	37.6	37.6	37.7
Add'l Sr. Lien Bonds (from Model)	1,103.4	635.4	1,608.9	2,740.6	4,985.0	39.5	68.9	91.0	103.1	108.5	111.6	112.9
<b>Subtotal Financing Payments</b>	<b>1,476.0</b>	<b>898.1</b>	<b>1,846.8</b>	<b>2,797.2</b>	<b>5,542.1</b>	<b>76.2</b>	<b>106.8</b>	<b>128.5</b>	<b>140.6</b>	<b>146.0</b>	<b>149.2</b>	<b>150.7</b>
<b>Subtotal Direct Commitments</b>	<b>1,911.0</b>	<b>1,183.8</b>	<b>2,362.0</b>	<b>3,487.7</b>	<b>7,033.4</b>	<b>117.4</b>	<b>144.0</b>	<b>164.9</b>	<b>181.1</b>	<b>187.8</b>	<b>193.7</b>	<b>194.8</b>
<b>Subtotal Prop C 25% Direct Available</b>	<b>361.2</b>	<b>208.3</b>	<b>588.5</b>	<b>1,083.8</b>	<b>1,880.7</b>	<b>47.3</b>	<b>30.8</b>	<b>22.2</b>	<b>18.7</b>	<b>23.6</b>	<b>27.7</b>	<b>38.0</b>
<b>Proposition C 25% Financing Revenues</b>												
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-	-
Add'l Sr. Lien Bonds (Gross from Model)	1,245.4	1,414.9	1,759.7	232.6	3,407.2	526.8	405.8	275.8	95.0	70.3	26.4	14.8
Issuance Expense	(17.5)	(19.9)	(24.6)	(3.3)	(47.8)	(7.4)	(5.7)	(3.9)	(1.3)	(1.0)	(0.4)	(0.2)
Bond Reserve Fund	(81.7)	(90.1)	(120.4)	(16.0)	(226.5)	(32.3)	(26.4)	(17.9)	(6.2)	(4.6)	(1.7)	(1.0)
<b>Subtotal Net Financing Revenues</b>	<b>1,146.2</b>	<b>1,304.9</b>	<b>1,614.7</b>	<b>213.3</b>	<b>3,132.9</b>	<b>487.1</b>	<b>373.7</b>	<b>254.0</b>	<b>87.5</b>	<b>64.7</b>	<b>24.3</b>	<b>13.6</b>
<b>Bond Eligible Commitments</b>												
Freeway Interchanges (410001)	14.1	35.0	322.6	541.2	898.7	26.4	4.4	4.2	-	-	-	-
HOV Lanes (410001)	256.2	574.6	131.8	76.0	782.4	318.4	138.0	87.5	26.0	4.7	-	-
Gap Closures (410001)	26.4	-	159.5	-	159.5	-	-	-	-	-	-	-
Subtotal Freeway Projects (see detail below)	296.7	609.5	613.9	617.2	1,840.6	344.8	142.3	91.7	26.0	4.7	-	-
CFP - RSTI-Regional Surface Transp. Improvements (410002)	150.0	206.2	-	-	206.2	56.2	30.0	30.0	30.0	30.0	-	30.0
CFP - RSTI SR-138 Widening (7 of 13 segments)	-	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Pkwy)	-	0.1	-	-	0.1	0.1	-	-	-	-	-	-
CFP - Signal Synch. & Bus Speed Improvements (410007)	87.1	50.2	57.1	-	107.3	20.2	30.0	-	-	-	-	-
CFP - Transit Capital/Park & Ride (410010 & 33)	-	-	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvements (410008)	-	-	-	-	-	-	-	-	-	-	-	-
CFP - Regionally Significant (420002 & 420004)	-	4.7	-	-	4.7	4.7	-	-	-	-	-	-
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	-	2.0	-	-	2.0	2.0	-	-	-	-	-	-
CFP - Future Call for Projects thru FY 30	428.3	84.5	1,425.0	153.9	1,663.4	-	-	-	9.3	18.9	36.3	20.0

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019
Calls beyond FY 30/future projects	-	-	-	523.9	523.9							
Gerald Desmond Bridge	-	8.8	-	-	8.8	8.8	-	-	-	-	-	-
Alameda Corridor East	108.2	140.2	-	-	140.2	32.0	28.5	24.5	23.2	21.0	11.0	-
Retrofit Soundwalls (410040, 405516)	135.8	98.4	88.9	-	187.3	51.5	46.9	-	-	-	-	-
Rapid Bus Subsidy Projects (405598)	2.0	3.0	-	-	3.0	1.0	1.0	1.0	-	-	-	-
MTA CRD Project	-	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	282.3	295.4	-	-	295.4	13.1	124.0	127.2	16.0	12.1	3.1	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	17.1	10.3	18.3	2.0	30.7	0.1	1.7	1.8	1.8	1.6	1.6	1.6
<b>Subtotal Bond Eligible Commitments</b>	<b>1,507.4</b>	<b>1,513.2</b>	<b>2,203.2</b>	<b>1,297.0</b>	<b>5,013.5</b>	<b>534.4</b>	<b>404.4</b>	<b>276.2</b>	<b>106.2</b>	<b>88.2</b>	<b>52.0</b>	<b>51.6</b>
<b>Beginning Balance</b>	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	(0.0)	0.1	0.1
<b>Annual Surplus/&lt;Shortfall&gt;</b>	0.0	0.0	(0.0)	0.1	0.1	(0.0)	0.1	(0.0)	(0.0)	0.1	0.0	(0.0)
<b>Ending Balance</b>	0.0	0.0	0.0	0.1	0.1	(0.0)	0.0	0.0	(0.0)	0.1	0.1	0.0
Subtotal Call for Projects (CFP) Bond Eligible		347.6	1,482.1	153.9	1,983.6	83.1	60.0	30.0	39.3	48.9	36.3	50.0
<b>Debt Service % of Revenue (85% maximum assumed)</b>						<b>46.26%</b>	<b>61.13%</b>	<b>68.71%</b>	<b>70.36%</b>	<b>69.07%</b>	<b>67.40%</b>	<b>64.70%</b>
<u>Rail Capital Projects Detail:</u>												
Expo Phase II	105.9	112.7	-	-	112.7	6.8	105.9	-	-	-	-	-
Crenshaw/LAX	145.1	145.1	-	-	145.1	-	14.7	126.4	-	-	4.0	-
East SFV N-S	27.9	28.8	-	-	28.8	0.9	-	0.8	16.0	12.1	(0.9)	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	3.4	8.1	-	-	8.1	4.7	3.4	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405 Transit)	-	-	-	-	-	-	-	-	-	-	-	-
Green Line to LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	-	0.7	-	-	0.7	0.7	-	-	-	-	-	-
P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Lankershim Depot Restoration	-	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>282.3</b>	<b>295.4</b>	<b>-</b>	<b>-</b>	<b>295.4</b>	<b>13.1</b>	<b>124.0</b>	<b>127.2</b>	<b>16.0</b>	<b>12.1</b>	<b>3.1</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
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(\$ in millions)	Years	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019
<b>Freeway Projects Detail:</b>												
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sou n I-5	19.0	59.8	-	-	59.8	40.8	19.0	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90 I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	25.0	-	-	25.0	25.0	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	-	13.9	-	-	13.9	13.9	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	97.6	187.0	-	-	187.0	89.4	65.6	32.0	-	-	-	-
Carmenta Road Interchange I-5	8.6	33.6	-	-	33.6	25.0	4.4	4.2	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	88.9	205.4	-	-	205.4	116.5	53.4	35.5	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	50.7	76.8	-	-	76.8	26.1	-	20.0	26.0	4.7	-	-
Carpool Lanes from Puente to Citrus I-10	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	26.4	-	57.5	-	57.5	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	-	-	102.0	-	102.0	-	-	-	-	-	-	-
Carpool Lanes from I-10 to US-101 over Sepulveda P: I-405	-	6.0	-	-	6.0	6.0	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-60	-	-	47.1	-	47.1	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	-	-	11.8	-	11.8	-	-	-	-	-	-	-
Carpool Lane Ave P-8 to Ave L SR-14	-	-	120.0	-	120.0	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	1.4	-	-	1.4	1.4	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	-	76.0	76.0	-	-	-	-	-	-	-
Improvement I-710 South	-	0.6	-	-	0.6	0.6	-	-	-	-	-	-
Operational Improvements - Las Virgenes/Malibu	-	-	43.1	35.2	78.3	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements	5.5	-	89.4	426.2	515.6	-	-	-	-	-	-	-
Hot Spot Interchanges I-605	-	-	143.0	79.8	222.8	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	<b>296.7</b>	<b>609.5</b>	<b>613.9</b>	<b>617.2</b>	<b>1,840.6</b>	<b>344.8</b>	<b>142.3</b>	<b>91.7</b>	<b>26.0</b>	<b>4.7</b>	<b>-</b>	<b>-</b>

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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Proposition 25% Direct (Less Metro Administration)</b>	<b>244.6</b>	<b>255.6</b>	<b>266.7</b>	<b>277.9</b>	<b>289.0</b>	<b>300.5</b>	<b>311.1</b>	<b>322.8</b>	<b>335.1</b>	<b>347.1</b>
<b>Direct Cash Commitments</b>										
Freeway Service Patrol (300070) (Highway Operations)	18.2	18.6	18.9	19.3	19.6	20.0	20.4	20.7	21.2	21.6
Patsaouras Plaza Improvements	-	-	-	-	-	-	-	-	-	-
Regional Administration (Hwy Planning 405522) (no project sheet)	8.0	8.1	8.3	8.5	8.6	8.8	8.9	9.1	9.3	9.5
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	4.3	4.4	4.5	4.5	4.6	4.7	4.8	4.9	5.0	5.1
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Rideshare (405547)	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3	21.3
<b>Financing Payments:</b>										
Sr. Lien Bonds (Prop C 25%)	36.6	36.6	36.7	36.7	17.8	17.8	13.9	14.1	14.1	13.6
Add'l Sr. Lien Bonds (from Model)	118.9	126.0	128.9	133.8	143.0	156.4	172.7	190.6	210.9	227.9
<b>Subtotal Financing Payments</b>	<b>155.5</b>	<b>162.5</b>	<b>165.5</b>	<b>170.5</b>	<b>160.8</b>	<b>174.2</b>	<b>186.6</b>	<b>204.7</b>	<b>225.0</b>	<b>241.5</b>
<b>Subtotal Direct Commitments</b>	<b>200.8</b>	<b>209.1</b>	<b>213.3</b>	<b>221.4</b>	<b>211.2</b>	<b>225.8</b>	<b>239.5</b>	<b>259.1</b>	<b>282.8</b>	<b>299.0</b>
<b>Subtotal Prop C 25% Direct Available</b>	<b>43.8</b>	<b>46.5</b>	<b>53.4</b>	<b>56.6</b>	<b>77.8</b>	<b>74.7</b>	<b>71.6</b>	<b>63.8</b>	<b>52.4</b>	<b>48.1</b>
<b>Proposition C 25% Financing Revenues</b>										
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-
Add'l Sr. Lien Bonds (Gross from Model)	167.6	47.2	38.1	104.4	164.6	222.8	251.0	270.1	319.8	174.1
Issuance Expense	(2.3)	(0.7)	(0.5)	(1.5)	(2.3)	(3.1)	(3.5)	(3.8)	(4.5)	(2.4)
Bond Reserve Fund	(10.9)	(3.2)	(2.6)	(7.2)	(11.3)	(15.3)	(17.3)	(18.6)	(22.0)	(12.0)
<b>Subtotal Net Financing Revenues</b>	<b>154.4</b>	<b>43.3</b>	<b>35.0</b>	<b>95.7</b>	<b>151.0</b>	<b>204.4</b>	<b>230.2</b>	<b>247.7</b>	<b>293.3</b>	<b>159.7</b>
<b>Bond Eligible Commitments</b>										
Freeway Interchanges (410001)	-	-	-	5.5	17.0	27.3	29.9	62.5	85.6	94.9
HOV Lanes (410001)	-	-	-	-	15.0	40.0	35.0	30.0	11.8	-
Gap Closures (410001)	-	-	16.4	10.0	15.0	10.3	65.0	35.0	7.8	-
Subtotal Freeway Projects (see detail below)	-	-	16.4	15.5	47.0	77.6	129.9	127.5	105.2	94.9
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 Pkwy)	-	-	-	-	-	-	-	-	-	-
CFP - Signal Synch. & Bus Speed Improvements (410007)	20.0	15.0	22.1	-	-	-	-	-	-	-
CFP - Transit Capital/Park & Ride (410010 & 33)	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvements (410008)	-	-	-	-	-	-	-	-	-	-
CFP - Regionally Significant (420002 & 420004)	-	-	-	-	-	-	-	-	-	-
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	-	-	-	-	-	-	-	-	-	-
CFP - Future Call for Projects thru FY 30	128.8	35.0	45.0	135.0	180.0	199.7	170.0	182.0	238.5	111.0

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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Calls beyond FY 30/future projects											
Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls (410040, 405516)	47.7	38.0	3.2	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects (405598)	-	-	-	-	-	-	-	-	-	-	-
MTA CRD Project	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	-	-	-	-	-	-	-	-	-	-	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	2.0	2.0	
<b>Subtotal Bond Eligible Commitments</b>	<b>198.2</b>	<b>89.7</b>	<b>88.4</b>	<b>152.3</b>	<b>228.8</b>	<b>279.1</b>	<b>301.7</b>	<b>311.4</b>	<b>345.7</b>	<b>207.9</b>	
<b>Beginning Balance</b>	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	
<b>Annual Surplus/&lt;Shortfall&gt;</b>	0.0	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	0.0	(0.1)	
<b>Ending Balance</b>	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.1	0.1	0.0	
Subtotal Call for Projects (CFP) Bond Eligible	148.8	50.0	67.1	135.0	180.0	199.7	170.0	182.0	238.5	111.0	
<b>Debt Service % of Revenue (85% maximum assumed)</b>	<b>63.58%</b>	<b>63.60%</b>	<b>62.06%</b>	<b>61.35%</b>	<b>55.66%</b>	<b>57.96%</b>	<b>59.97%</b>	<b>63.39%</b>	<b>67.13%</b>	<b>69.57%</b>	
<u>Rail Capital Projects Detail:</u>											
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-
East SFV N-S	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405 Transit)	-	-	-	-	-	-	-	-	-	-	-
Green Line to LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	-	-	-	-	-	-	-	-	-	-	-
P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-
Lankershim Depot Restoration	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>



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(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Freeway Projects Detail:</b>										
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sou n I-5	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90 I-405	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	-	-	16.4	10.0	15.0	10.3	-	-	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 P; I-405	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-60	-	-	-	-	-	-	-	47.1	-	-
Carpool Lane Partial Connector I-5 / I-405	-	-	-	-	-	-	-	-	11.8	-
Carpool Lane Ave P-8 to Ave L SR-14	-	-	-	-	15.0	40.0	35.0	30.0	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	-	-	-	-	-	-	-	-
Improvement I-710 South	-	-	-	-	-	-	-	-	-	-
Operational Improvements - Las Virgenes/Malibu	-	-	-	-	5.4	6.6	7.1	7.5	8.0	8.5
South Bay Ramp and Interchange Improvements	-	-	-	5.5	11.6	20.7	22.8	7.9	9.6	11.4
Hot Spot Interchanges I-605	-	-	-	-	-	-	-	-	68.0	75.0
Miscellaneous Project Balances (HOV)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	-	-	<b>16.4</b>	<b>15.5</b>	<b>47.0</b>	<b>77.6</b>	<b>129.9</b>	<b>127.5</b>	<b>105.2</b>	<b>94.9</b>

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	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>Proposition 25% Direct (Less Metro Administration)</b>	<b>359.0</b>	<b>369.8</b>	<b>380.5</b>	<b>392.0</b>	<b>404.3</b>	<b>416.6</b>	<b>428.5</b>	<b>441.3</b>	<b>454.3</b>	<b>466.5</b>	<b>458.6</b>	
<b>Direct Cash Commitments</b>												
Freeway Service Patrol (300070) (Highway Operations)	22.0	22.4	22.8	23.3	23.7	24.2	24.7	25.2	25.7	26.2	26.6	
Patsaouras Plaza Improvements	-	-	-	-	-	-	-	-	-	-	-	
Regional Administration (Hwy Planning 405522) (no project sheet)	9.6	9.8	10.0	10.2	10.4	10.6	10.8	11.0	11.3	11.5	11.7	
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.1	6.2	6.3	
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Rideshare (405547)	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	
<b>Financing Payments:</b>												
Sr. Lien Bonds (Prop C 25%)	13.5	10.6	10.6	10.6	10.6	0.1	0.1	0.1	0.1	0.1	0.1	
Add'l Sr. Lien Bonds (from Model)	241.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	
<b>Subtotal Financing Payments</b>	<b>255.3</b>	<b>260.5</b>	<b>260.5</b>	<b>260.5</b>	<b>260.5</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	<b>250.0</b>	
<b>Subtotal Direct Commitments</b>	<b>314.3</b>	<b>320.2</b>	<b>320.9</b>	<b>321.6</b>	<b>322.4</b>	<b>312.6</b>	<b>313.4</b>	<b>314.3</b>	<b>315.1</b>	<b>316.0</b>	<b>316.8</b>	
<b>Subtotal Prop C 25% Direct Available</b>	<b>44.7</b>	<b>49.6</b>	<b>59.6</b>	<b>70.4</b>	<b>81.9</b>	<b>104.0</b>	<b>115.1</b>	<b>127.1</b>	<b>139.2</b>	<b>150.5</b>	<b>141.8</b>	
<b>Proposition C 25% Financing Revenues</b>												
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-	
Add'l Sr. Lien Bonds (Gross from Model)	232.6	-	-	-	-	-	-	-	-	-	-	
Issuance Expense	(3.3)	-	-	-	-	-	-	-	-	-	-	
Bond Reserve Fund	(16.0)	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Net Financing Revenues</b>	<b>213.3</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>Bond Eligible Commitments</b>												
Freeway Interchanges (410001)	102.1	22.0	40.9	36.1	34.0	43.6	70.2	72.6	75.0	44.8	-	
HOV Lanes (410001)	-	-	-	-	-	76.0	-	-	-	-	-	
Gap Closures (410001)	-	-	-	-	-	-	-	-	-	-	-	
Subtotal Freeway Projects (see detail below)	102.1	22.0	40.9	36.1	34.0	119.6	70.2	72.6	75.0	44.8	-	
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 Pkwy)	-	-	-	-	-	-	-	-	-	-	-	
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 thru FY 30	153.9	-	-	-	-	-	-	-	-	-	-	

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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Calls beyond FY 30/future projects		27.6	18.8	34.3	32.3		44.8	54.5	64.2	105.7	141.8
Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls (410040, 405516)	-	-	-	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects (405598)	-	-	-	-	-	-	-	-	-	-	-
MTA CRD Project	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	-	-	-	-	-	-	-	-	-	-	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	2.0										
<b>Subtotal Bond Eligible Commitments</b>	<b>258.0</b>	<b>49.6</b>	<b>59.6</b>	<b>70.4</b>	<b>66.3</b>	<b>119.6</b>	<b>115.0</b>	<b>127.1</b>	<b>139.2</b>	<b>150.5</b>	<b>141.8</b>
<b>Beginning Balance</b>	0.0	0.0	0.1	0.0	0.0	15.6	0.0	0.1	0.1	0.1	0.1
<b>Annual Surplus/&lt;Shortfall&gt;</b>	(0.0)	0.0	(0.0)	0.0	15.6	(15.6)	0.0	0.0	(0.0)	0.0	0.0
<b>Ending Balance</b>	0.0	0.1	0.0	0.0	15.6	0.0	0.1	0.1	0.1	0.1	0.1
Subtotal Call for Projects (CFP) Bond Eligible	153.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Debt Service % of Revenue (85% maximum assumed)</b>	<b>71.12%</b>	<b>70.44%</b>	<b>68.47%</b>	<b>66.46%</b>	<b>64.44%</b>	<b>60.00%</b>	<b>58.33%</b>	<b>56.64%</b>	<b>55.02%</b>	<b>53.58%</b>	<b>54.51%</b>
<u>Rail Capital Projects Detail:</u>											
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-
East SFV N-S	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405 Transit)	-	-	-	-	-	-	-	-	-	-	-
Green Line to LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	-	-	-	-	-	-	-	-	-	-	-
P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-
Lankershim Depot Restoration	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**L RTP 10/18/12 rev 11-19-12**

	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>											
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sou n I-5	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90 I-405	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	-	-	-	-	-	-	-	-	-	-	-
Carpool & 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 P: I-405	-	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-60	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Ave P-8 to Ave L SR-14	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	-	-	-	76.0	-	-	-	-	-
Improvement I-710 South	-	-	-	-	-	-	-	-	-	-	-
Operational Improvements - Las Virgenes/Malibu	9.1	10.5	11.2	4.4	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements	13.2	11.5	29.7	31.7	34.0	43.6	70.2	72.6	75.0	44.8	-
Hot Spot Interchanges I-605	79.8	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	<b>102.1</b>	<b>22.0</b>	<b>40.9</b>	<b>36.1</b>	<b>34.0</b>	<b>119.6</b>	<b>70.2</b>	<b>72.6</b>	<b>75.0</b>	<b>44.8</b>	<b>-</b>

LACMTA Financial Forecasting Model

Measure R Sales Tax

L RTP 10/18/12 rev 11-19-12

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)													
<b>1 Total Revenue Pool</b>	9,226.7	5,652.7	11,980.7	16,700.8	34,334.3	-	668.8	709.5	759.5	811.6	858.6	899.2	945.6
2 Less: Metro Admin Charge (1.5%)	138.4	84.8	179.7	250.5	515.0	-	10.0	10.5	11.4	12.2	12.9	13.5	14.2
<b>3 Amount Available</b>	9,088.3	5,567.9	11,801.0	16,450.3	33,819.3	-	658.8	698.9	748.1	799.4	845.7	885.7	931.4
<b>4 Ordinance Allocation</b>													
5 <b>Local Return (15%) - Highway assumed</b>	1,363.2	835.2	1,770.2	2,467.5	5,072.9	15.0%	98.8	104.8	112.2	119.9	126.9	132.9	139.7
6													
7 <b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b>	272.6	167.0	354.0	493.5	1,014.6	3.0%	19.8	21.0	22.4	24.0	25.4	26.6	27.9
8 Rotem 20-car option (Dec 2011 loan, repayment after 7 years)	(18.0)	(18.0)	-	-	(18.0)	-0.1%	-	-	-	-	-	-	(18.0)
9 Rotem - repay OCTA	15.8	19.9	-	-	19.9	0.1%	4.1	4.5	4.3	3.0	4.0	-	-
10 Capital projects programmed but not yet spent	8.2	8.2	-	-	8.2	0.0%	-	8.2	-	-	-	-	-
11 Rehab Capital	-	5.7	-	-	5.7	0.0%	5.7	-	-	-	-	-	-
12 Capital projects as approved by Board action	-	21.0	-	-	21.0	0.1%	21.0	-	-	-	-	-	-
13 Subtotal Metrolink Capital Projects	6.0	36.9	-	-	36.9	0.1%	30.8	12.7	4.3	3.0	4.0	0.0	(18.0)
14 Carry in beginning balance	-	33.5	-	-	33.5	0.1%	33.5	-	-	-	-	-	-
15 Measure R 3% Tax-Exempt Bond Proceeds	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
16 Measure R 3% Tax-Exempt Debt Service	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
17 <b>Annual balance avail-capital improv (PTC 1st priority)</b>	266.6	163.7	354.0	493.5	1,011.2	3.0%	22.4	8.3	18.1	21.0	21.3	20.6	45.9
18 <b>3% Cum bal avail-capital improve (PTC 1st priority)</b>	289.0	163.7	517.7	1,011.2			22.4	30.7	48.8	69.8	91.2	117.7	163.7
19													
20 <b>Rail Capital - General Improvements (2%) Revenue</b>	181.8	111.4	236.0	329.0	676.4	2.0%	13.2	14.0	15.0	16.0	16.5	17.7	18.6
21 P3010 Rail Vehicles	0.4	0.4	-	-	0.4	0.0%	-	-	-	-	0.4	-	-
22 Eastside Quad Gates Study and Installation	-	0.8	-	-	0.8	0.0%	0.8	-	-	-	-	-	-
23 Buena Vista Yard Improvement (Midway Yard)	-	0.3	-	-	0.3	0.0%	0.3	-	-	-	-	-	-
24 Light Rail Yards (not in project budgets)	14.0	44.0	-	-	44.0	0.1%	30.0	14.0	-	-	-	-	-
25 Future system improvements, yards	19.4	35.8	-	202.5	238.3	0.7%	16.5	-	15.0	4.4	-	-	-
26 Red/Purple Line System Improvements	103.9	-	180.0	247.1	427.0	1.3%	-	-	-	-	-	-	-
27 Subtotal Uses	137.6	81.3	180.0	449.5	710.8		47.5	14.0	15.0	4.4	0.4	-	-
28 Rail 2% Annual Balance before commercial paper	44.1	30.1	56.1	(120.5)	(34.4)		(34.3)	(0.0)	0.0	11.6	16.5	17.7	18.6
29 Rail 2% Cumulative Balance before commercial paper	44.1	30.1	86.2	(34.4)	(34.4)		(34.3)	(34.4)	(34.4)	(22.8)	(6.3)	11.5	30.1
30 Measure R 2% Commercial Paper Proceeds/(Repayment)	-	-	-	-	-		-	-	-	-	-	-	-
31 Financing Interest and Fees	-	-	-	-	-		-	-	-	-	-	-	-
32 Carry in beginning balance	-	34.4	-	-	34.4		34.4	-	-	-	-	-	-
33 Rail 2% Annual Balance after commercial paper	-	64.5	56.1	(120.5)	0.0	0.0%	0.0	(0.0)	0.0	11.6	16.5	17.7	18.6
34 <b>Rail 2% Cumulative Balance after commercial paper</b>	44.2	64.5	120.5	0.0	0.0	0.0%	0.0	0.0	0.0	11.6	28.1	45.9	64.6
35													
36 <b>Rail Operations (5%)</b>	454.4	278.4	590.1	822.5	1,691.0	5.0%	32.9	34.9	37.4	40.0	42.3	44.3	46.6
37 Allocated for New Rail Operations	544.9	305.0	640.7	822.5	1,768.3	5.2%	19.8	21.8	28.3	49.5	52.9	62.6	70.0
38 Carry in Beginning Balance	-	77.3	-	-	77.3	0.2%	77.3	-	-	-	-	-	-
39 Annual Balance	(90.4)	50.7	(50.7)	0.0	0.0	0.0%	90.4	13.1	9.1	(9.6)	11.1	15.5	(23.4)
40 Cumulative Balance	576.9	627.0	40.3	0.0	667.3	2.0%	90.4	103.6	112.7	103.1	92.4	76.9	50.7
41													
42 <b>Bus Operations (20%)</b>	1,817.7	1,113.6	2,360.2	3,290.1	6,763.9	20.0%	131.8	139.8	149.6	159.9	169.1	177.1	186.3
43 MTA bus operations	1,345.1	824.1	1,746.6	2,434.6	5,005.3	14.8%	97.6	103.4	110.7	118.0	123.1	127.1	130.8
44 Municipal Operators	472.6	289.5	613.7	855.4	1,758.6	5.2%	34.3	36.3	38.9	41.0	44.0	49.1	46.4
45													
46 <b>Transit Capital - (35%) Gross incl Bus Capital</b>	3,180.9	1,948.8	4,130.4	5,757.6	11,836.7	35.0%	230.6	244.6	261.8	279.8	296.0	310.0	326.0
47 <b>Bus Capital (\$150)</b>	64.6	34.4	100.0	15.6	150.0	0.4%	9.8	2.6	7.4	4.6	-	10.0	-
48 Bus Capital - MTA CRD Project	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
49 Bus Capital - MTA balance of 75% estimate (460054)	46.4	26.6	74.0	11.5	112.1	0.3%	9.0	-	7.4	2.0	-	7.4	-
50 Bus Capital - Munis 25% estimate	18.2	7.9	26.0	4.1	37.9	0.1%	-	2.6	-	2.6	-	2.6	-

LACMTA Financial Forecasting Model

Measure R Sales Tax

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30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)													
	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
51 <b>Transit Capital - (35%) Net After Bus Capital</b>	<b>3,116.3</b>	<b>1,914.4</b>	<b>4,030.4</b>	<b>5,742.0</b>	<b>11,686.7</b>		<b>220.8</b>	<b>242.0</b>	<b>254.4</b>	<b>275.2</b>	<b>295.0</b>	<b>300.0</b>	<b>326.0</b>
52 Measure R 35% 2010 Tax Exempt Debt Service	(153.4)	(153.4)	(21.9)	-	(175.4)		(21.9)	(21.9)	(21.9)	(21.9)	(21.9)	(21.9)	(21.9)
53 Measure R 35% Tax Exempt Debt Service	(96.0)	(50.8)	(113.0)	(107.3)	(271.1)		-	-	(5.6)	(11.3)	(11.3)	(11.3)	(11.3)
54 Measure R 35% 2010 BABs Debt Service Net of Subsidy	(272.1)	(144.5)	(403.7)	(425.6)	(973.7)		(20.6)	(20.6)	(20.6)	(20.6)	(20.6)	(20.6)	(20.6)
55 Measure R 35% TIFIA Loan Debt Service	(118.9)	-	(894.2)	(1,649.9)	(2,544.1)		-	-	-	-	-	-	-
56 Measure R 35% TIFIA Loan DSRF	(92.6)	(70.6)	(25.8)	-	(96.4)		-	(0.1)	(2.7)	(17.4)	(11.5)	(21.4)	(17.6)
57 Measure R 35% Commercial Paper Debt Service	(350.7)	(133.5)	(230.2)	(0.0)	(363.7)		-	-	(8.6)	(8.6)	(33.5)	(25.3)	(57.4)
58 <b>Subtotal Debt Service</b>	<b>(1,083.8)</b>	<b>(552.8)</b>	<b>(1,688.8)</b>	<b>(2,182.8)</b>	<b>(4,424.4)</b>		<b>(42.6)</b>	<b>(42.6)</b>	<b>(59.5)</b>	<b>(79.8)</b>	<b>(98.9)</b>	<b>(100.5)</b>	<b>(128.8)</b>
59 Annual Balance net of Bus Capital After Debt Service		1,361.6	2,341.5	3,559.3	7,262.3		178.2	199.4	195.0	195.3	197.1	199.5	197.1
60 Cumulative Balance net of Bus Capital After Debt Service	2,210.7	1,361.6	3,703.1	7,262.3			178.2	377.6	572.6	767.9	964.9	1,164.4	1,361.6
61 Eastside Light Rail Access (\$30) (FY10/FY13)	23.0	27.5	-	-	27.5	0.1%	4.5	5.3	3.3	5.0	4.5	5.0	-
62 Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)	441.6	553.5	-	-	553.5	1.6%	111.9	238.1	193.0	2.6	7.9	-	-
63 Subregional payback for TBD from Expo II (remainder from \$925)	-	-	111.3	-	111.3	0.3%	-	-	-	-	-	-	-
64 Regional Connector (\$160) (FY14-16/FY23-25)	160.0	112.3	47.7	-	160.0	0.5%	-	1.2	51.5	-	5.2	54.5	-
65 Crenshaw/LAX Transit Corridor (\$1207) (FY10-12/FY16-18)	1,160.1	1,163.4	-	-	1,163.4	3.4%	3.3	206.0	293.2	344.8	241.1	72.7	2.3
66 Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)	-	-	173.0	1,098.0	1,271.0	3.8%	-	-	-	-	-	-	-
67 Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)	400.4	524.2	-	-	524.2	1.5%	123.8	127.5	132.6	92.0	42.6	2.1	3.5
68 Gold Line Foothill Exten. P3010 Light Rail Vehicles	57.3	60.9	-	-	60.9	0.2%	3.6	9.8	10.5	4.4	32.6	-	-
69 Airport Metro Connector (Grm Ln-LAX (\$200) (FY10-12/FY15-22)	0.6	3.5	193.2	-	196.7	0.6%	2.9	0.6	-	-	-	-	-
70 South Bay Green Line Extension (\$272) (FY28-30/FY33-35)	-	-	8.9	263.1	272.0	0.8%	-	-	-	-	-	-	-
71 San Fernando Valley I-405 Transit Corridor (\$1,000) (FY30-32/FY38-39)	-	-	-	1,000.0	1,000.0	3.0%	-	-	-	-	-	-	-
72 San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
73 Subregional payback for TBD from SFV N-S Canoga	182.0	-	182.0	-	182.0	0.5%	-	-	-	-	-	-	-
74 East San Fernando Valley N-S (\$68.5)	64.3	68.5	-	-	68.5	0.2%	4.2	2.5	6.2	-	39.5	16.1	-
75 West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)	17.1	-	240.0	-	240.0	0.7%	-	-	-	-	-	-	-
76 Subregional payback for Westside Subway Ext	-	-	-	985.5	985.5	2.9%	-	-	-	-	-	-	-
77 Westside Subway Extension Segment 1 (\$4074 FY13-15/FY34-36)	1,153.5	667.7	507.1	-	1,174.7	3.5%	21.3	-	-	-	-	340.7	305.7
78 Westside Subway Extension Segment 2	734.1	505.9	398.6	-	904.4	2.7%	-	-	-	59.7	111.2	189.1	145.9
79 Westside Subway Extension Segment 3 (\$4,074) (FY13-15/FY34-36)	-	-	512.0	497.3	1,009.3	3.0%	-	-	-	-	-	-	-
67 <b>Subtotal Projects from Measure R Cash, Bonds, TIFIA</b>	<b>4,393.9</b>	<b>3,687.4</b>	<b>2,373.7</b>	<b>3,843.9</b>	<b>9,904.9</b>		<b>275.5</b>	<b>591.0</b>	<b>690.3</b>	<b>508.5</b>	<b>484.6</b>	<b>680.1</b>	<b>457.4</b>
68 Measure R 35% 2010 Tax Exempt Bond Proceeds	-	-	-	-	-		-	-	142.4	-	-	-	-
69 Measure R 35% Tax Exempt Bond Proceeds (net)	142.4	142.4	-	-	142.4		-	-	142.4	-	-	-	-
70 Measure R 35% 2010 BABs Proceeds	-	-	-	-	-		-	-	-	-	-	-	-
71 Measure R 35% TIFIA Loan Proceeds	1,561.9	1,304.6	257.3	-	1,561.9		-	1.2	51.5	337.4	213.7	395.2	305.7
72 Measure R 35% Commercial Paper Proceeds	305.0	305.0	-	-	305.0		-	-	305.0	-	-	-	-
73 <b>Subtotal Bond Proceeds</b>	<b>2,009.3</b>	<b>1,752.0</b>	<b>257.3</b>	<b>-</b>	<b>2,009.3</b>		<b>-</b>	<b>1.2</b>	<b>498.9</b>	<b>337.4</b>	<b>213.7</b>	<b>395.2</b>	<b>305.7</b>
74 Carry in beginning balance		862.6			862.6		862.6						
75 Annual Balance After Bonding	(352.1)	288.8	225.1	(284.6)	229.4		765.3	(390.4)	3.5	24.3	(73.9)	(85.5)	45.5
76 Cumulative Balance After Bonding	413.2	268.6	514.0	229.4	229.4		765.3	374.9	378.4	402.7	328.9	243.4	288.8
77 Interest Earnings on average of beg and ending balances	21.2	32.6	-	-	32.6		11.4	11.1	6.8	3.3	-	-	-
78 Annual Balance including interest earnings	(330.9)	321.4	225.1	(284.6)	261.9		776.7	(379.3)	10.3	27.6	(73.9)	(85.5)	45.5
79 <b>Cumulative Balance including interest earnings</b>	<b>445.8</b>	<b>321.4</b>	<b>546.5</b>	<b>261.9</b>	<b>261.9</b>		<b>776.7</b>	<b>397.4</b>	<b>407.7</b>	<b>435.3</b>	<b>361.4</b>	<b>275.9</b>	<b>321.4</b>

LACMTA Financial Forecasting Model

Measure R Sales Tax

L RTP 10/18/12 rev 11-19-12

30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)		Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
82	<b>Highway Projects (20%)</b>	1,817.7	1,113.6	2,360.2	3,290.1	6,763.9	20.0%	131.8	139.8	149.6	159.9	169.1	177.1	186.3
83	Alameda Corridor East Grade Sep Phase II (\$400) - SGV	330.6	368.6	-	-	368.6	1.1%	38.0	65.0	79.7	80.0	80.0	25.9	-
84	BNSF Grade Separations in Gateway Cities (\$35) - Gateway	35.0	35.0	-	-	35.0	0.1%	-	8.0	8.0	7.0	12.0	-	-
85	Soundwells-Metro Regional List & Monterey Pk/SR-60 (\$250)	96.0	13.3	82.7	130.0	226.0	0.7%	-	-	-	-	-	-	13.3
86	High Desert Corridor environmental (\$33) - North County	17.7	23.1	-	-	23.1	0.1%	5.4	14.7	3.0	-	-	-	-
87	I-5/SR-14 Enhancements - North County	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
88	I-5/SR-14 Capacity (\$90.8 incl \$2 enhanc) \$88.8 to TBD)*	-	-	88.8	-	88.8	0.3%	-	-	-	-	-	-	-
89	I-5 S., I-605-OCL-Enhncmnts (\$264.8 incl enhncmnt)*-Gateway	56.0	58.0	-	-	58.0	0.2%	2.0	-	0.3	20.2	25.0	10.5	-
90	I-5 S. freed-up funds stay in subregion for W.Santa Ana Br	174.2	-	194.8	-	194.8	0.6%	-	-	-	-	-	-	-
91	I-5, SR-134-SR-170 Enhancmnts (\$271.5 incl \$18 enhanc)-AV	18.0	18.0	-	-	18.0	0.1%	-	-	-	-	9.0	9.0	-
92	I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)*	-	-	-	253.5	253.5	0.7%	-	-	-	-	-	-	-
93	I-5 Carmentia Intchg Enhancmnts (\$138 incl enhanc)-Gateway	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
94	I-5 Carmentia Int (\$138 incl \$5 enhnc) (\$133 to 710-So.)*	-	-	72.3	60.7	133.0	0.4%	-	-	-	-	-	-	-
95	Operational Improvements in Arroyo Verdugo subregion (\$170)	71.6	55.7	86.1	27.0	168.8	0.5%	14.4	6.4	1.3	-	12.5	10.0	11.1
96	Operational Improvermn in Las Virgenes/Malibu subregi (\$175)	80.1	86.3	53.7	29.5	169.4	0.5%	6.2	31.7	13.0	10.3	17.1	-	-
97	I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906)	325.0	233.7	388.8	280.0	902.5	2.7%	17.5	55.6	57.7	26.3	18.7	18.7	45.2
98	I-5 N. Capacity Enhnce, SR-14-Kern (Truck Ln) (\$410)-North C	400.0	136.1	270.9	-	407.1	1.2%	7.0	68.0	56.0	-	-	-	5.1
99	I-605 Corridor "Hot Spot" Interchanges (\$590)-Gateway	335.2	160.4	324.0	101.0	585.4	1.7%	5.2	23.4	28.1	17.6	17.9	23.4	44.8
100	SR-710 North Extension (tunnel) (\$780)-SGV	111.1	70.6	700.0	-	770.6	2.3%	9.5	20.5	17.3	10.9	12.4	-	-
101	I-710 South (\$590 incl I-710 Early Action projects)-Gateway	46.0	36.0	68.0	326.0	430.0	1.3%	-	14.0	22.0	-	-	-	-
102	I-710 Early Action Projects (\$590 incl I-710 South)-Gateway	75.3	56.1	72.5	23.0	151.6	0.4%	13.3	6.5	5.3	9.0	6.0	6.0	10.0
103	SR-138 Capacity Enhancements (\$200)-North County	194.8	200.0	-	-	200.0	0.6%	5.2	8.2	29.3	30.2	36.4	46.6	44.1
104	<b>Subtotal Highway Subfund Allocated</b>	<b>2,366.4</b>	<b>1,550.8</b>	<b>2,402.5</b>	<b>1,230.7</b>	<b>5,184.0</b>		<b>123.7</b>	<b>322.0</b>	<b>321.0</b>	<b>213.4</b>	<b>247.0</b>	<b>150.1</b>	<b>173.5</b>
105	Highway Cap Projs Annual Bal before bonding	(548.8)	(437.2)	(42.3)	2,058.4	1,579.9		8.1	(182.2)	(171.4)	(53.5)	(71.9)	27.0	12.7
106	Highway Capital Projects Cumulative Balance before bonding	(548.8)	(437.2)	(479.5)	1,579.9	1,579.9		8.1	(174.1)	(345.5)	(399.0)	(476.9)	(449.8)	(437.2)
107	Measure R 20% Long-term Bond Proceeds	455.8	243.3	560.8	-	804.1		-	-	86.6	63.0	93.8	-	-
108	Measure R 20% TIFIA Proceeds	-	-	-	-	-		-	-	-	-	-	-	-
109	Subtotal Measure R 20% Bond Proceeds	-	243.3	560.8	-	804.1		-	-	86.6	63.0	93.8	-	-
110	Measure R 20% TIFIA Debt Service	-	-	-	-	-		-	-	-	-	-	-	-
111	Measure R 20% Debt Service	(172.5)	(68.4)	(518.6)	(808.1)	(1,395.1)		-	-	(0.4)	(9.4)	(15.9)	(19.8)	(19.8)
112	Subtotal Measure R 20% Debt Service	(172.5)	(68.4)	(518.6)	(808.1)	(1,395.1)		-	-	(0.4)	(9.4)	(15.9)	(19.8)	(19.8)
113	Carry in beginning balance	-	255.6	-	-	255.6		255.6	-	-	-	-	-	-
114	Hwy Capital Projects Annual Balance After Bonding	(270.5)	(6.7)	(0.1)	1,251.3	1,244.5		263.7	(182.2)	(88.3)	(0.0)	(0.0)	-	(7.2)
115	Hwy Cap Projs Cumulative Bal after Bonding (Contingency Bal)	(6.8)	(6.7)	(6.8)	1,244.5	1,244.5		263.7	81.5	(5.8)	(6.8)	(6.8)	19.4	(6.2)
116	Interest Earnings on avg of beg & end bal w/o TIFIA	4.1	6.8	-	62.1	68.9		2.7	3.4	0.7	-	-	-	-
117	Annual Balance including interest earnings and TIFIA	(266.4)	0.1	(0.1)	1,313.4	1,313.4		266.4	(178.8)	(87.5)	(0.0)	(0.0)	7.2	(7.2)
118	<b>Cumulative Balance Including Interest earnings/TIFIA</b>	<b>0.0</b>	<b>0.1</b>	<b>0.0</b>	<b>1,313.4</b>	<b>1,313.4</b>		<b>266.4</b>	<b>87.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>7.2</b>	<b>0.1</b>
119	<b>TOTAL MEASURE R ALLOCATION (net of admin)</b>	<b>9,088.3</b>	<b>5,567.9</b>	<b>11,801.0</b>	<b>16,450.3</b>	<b>33,819.3</b>	<b>100.0%</b>	<b>658.6</b>	<b>698.9</b>	<b>748.1</b>	<b>799.4</b>	<b>845.7</b>	<b>885.7</b>	<b>931.4</b>

\*Measure R Expend. Plan footnote J: "For projects funded from other sources on or before 12/31/08, funds freed-up...remain in subregion...for projects or programs of regional significance."

**LACMTA Financial Forecasting Model**  
**Measure R Sales Tax**  
**L RTP 10/18/12 rev 11-19-12**

30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
1	<b>Total Revenue Pool</b>	993.3	1,037.8	1,083.1	1,128.5	1,173.4	1,220.2	1,263.2	1,310.9	1,360.8	1,409.4	
2	Less: Metro Admin Charge (1.5%)	14.9	15.6	16.2	16.9	17.6	18.3	18.9	19.7	20.4	21.1	
3	<b>Amount Available</b>	978.4	1,022.3	1,066.9	1,111.6	1,155.8	1,201.9	1,244.3	1,291.2	1,340.4	1,388.3	
4	<b>Ordinance Allocation</b>											
5	<b>Local Return (15%) - Highway assumed</b>	146.8	153.3	160.0	166.7	173.4	180.3	186.6	193.7	201.1	208.2	
6												
7	<b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b>	29.4	30.7	32.0	33.3	34.7	36.1	37.3	38.7	40.2	41.6	
8	Rotem 20-car option (Dec 2011 loan, repayment after 7 years)											
9	Rotem - repay OCTA											
10	Capital projects programmed but not yet spent											
11	Rehab Capital											
12	Capital projects as approved by Board action											
13	Subtotal Metrolink Capital Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
14	Carry in beginning balance											
15	Measure R 3% Tax-Exempt Bond Proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
16	Measure R 3% Tax-Exempt Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
17	<b>Annual balance avail-capital improv (PTC 1st priority)</b>	29.4	30.7	32.0	33.3	34.7	36.1	37.3	38.7	40.2	41.6	
18	<b>3% Cum bal avail-capital improve (PTC 1st priority)</b>	193.0	223.7	255.7	289.0	323.7	359.8	397.1	435.8	476.1	517.7	
19												
20	<b>Rail Capital - General Improvements (2%) Revenue</b>	19.6	20.4	21.3	22.2	23.1	24.0	24.9	25.8	26.8	27.8	
21	P3010 Rail Vehicles	-	-	-	-	-	-	-	-	-	-	
22	Eastside Quad Gates Study and Installation	-	-	-	-	-	-	-	-	-	-	
23	Buena Vista Yard Improvement (Midway Yard)	-	-	-	-	-	-	-	-	-	-	
24	Light Rail Yards (not in project budgets)	-	-	-	-	-	-	-	-	-	-	
25	Future system improvements, yards											
26	Red/Purple Line System Improvements	33.6	34.6	35.7	-	-	-	-	-	5.9	70.2	
27	Subtotal Uses	33.6	34.6	35.7	-	-	-	-	-	5.9	70.2	
28	Rail 2% Annual Balance before commercial paper	(14.0)	(14.2)	(14.3)	22.2	23.1	24.0	24.9	25.8	20.9	(42.4)	
29	Rail 2% Cumulative Balance before commercial paper	16.1	1.9	(12.4)	9.8	32.9	57.0	81.8	107.7	128.5	86.2	
30	Measure R 2% Commercial Paper Proceeds/(Repayment)	-	-	-	-	-	-	-	-	-	-	
31	Financing Interest and Fees	-	-	-	-	-	-	-	-	-	-	
32	Carry in beginning balance											
33	Rail 2% Annual Balance after commercial paper	(14.0)	(14.2)	(14.3)	22.2	23.1	24.0	24.9	25.8	20.9	(42.4)	
34	<b>Rail 2% Cumulative Balance after commercial paper</b>	50.4	36.3	22.0	44.2	67.3	91.3	116.2	142.1	162.9	120.5	
35												
36	<b>Rail Operations (5%)</b>	48.9	51.1	53.3	55.6	57.8	60.1	62.2	64.6	67.0	69.4	
37	Allocated for New Rail Operations	70.0	70.0	64.1	55.6	57.8	60.1	62.2	64.6	67.0	69.4	
38	Carry in Beginning Balance											
39	Annual Balance	(21.1)	(18.9)	(10.7)	-	-	-	-	-	-	-	
40	Cumulative Balance	29.6	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
41												
42	<b>Bus Operations (20%)</b>	195.7	204.5	213.4	222.3	231.2	240.4	248.9	258.2	268.1	277.7	
43	MTA bus operations	144.8	151.3	157.9	164.5	171.1	177.9	184.2	191.1	198.4	205.5	
44	Municipal Operators	50.9	53.2	55.5	57.8	60.1	62.5	64.7	67.1	69.7	72.2	
45												
46	<b>Transit Capital - (35%) Gross incl Bus Capital</b>	342.4	357.8	373.4	389.1	404.5	420.7	435.5	451.9	469.1	485.9	
47	<b>Bus Capital (\$150)</b>	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
48	Bus Capital - MTA CRD Project	-	-	-	-	-	-	-	-	-	-	
49	Bus Capital - MTA balance of 75% estimate (460054)	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	
50	Bus Capital - Munis 25% estimate	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	



LACMTA Financial Forecasting Model

Measure R Sales Tax

L RTP 10/18/12 rev 11-19-12

30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
51	<b>Transit Capital - (35%) Net After Bus Capital</b>	<b>332.4</b>	<b>347.8</b>	<b>363.4</b>	<b>379.1</b>	<b>394.5</b>	<b>410.7</b>	<b>425.5</b>	<b>441.9</b>	<b>459.1</b>	<b>475.9</b>	
52	Measure R 35% 2010 Tax Exempt Debt Service	(21.9)										
53	Measure R 35% Tax Exempt Debt Service	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	
54	Measure R 35% 2010 BABs Debt Service Net of Subsidy	(20.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	
55	Measure R 35% TIFIA Loan Debt Service	-	(14.7)	(48.0)	(56.2)	(101.7)	(121.4)	(127.6)	(134.4)	(141.5)	(148.6)	
56	Measure R 35% TIFIA Loan DSRF	(15.0)	(2.3)	(2.0)	(2.0)	(2.1)	(1.6)	-	-	-	-	
57	Measure R 35% Commercial Paper Debt Service	(56.0)	(55.4)	(53.7)	(52.1)	(13.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
58	Subtotal Debt Service	(125.6)	(126.2)	(157.5)	(164.1)	(170.7)	(176.9)	(181.5)	(188.3)	(195.5)	(202.5)	
59	Annual Balance net of Bus Capital After Debt Service	206.8	221.6	205.9	214.9	223.9	233.7	244.0	253.6	263.7	273.4	
60	Cumulative Balance net of Bus Capital After Debt Service	1,568.4	1,790.0	1,995.8	2,210.7	2,434.6	2,668.3	2,912.4	3,166.0	3,429.7	3,703.1	
61	Eastside Light Rail Access (\$30) (FY10/FY13)	-	-	-	-	-	-	-	-	-	-	
62	Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)	-	-	-	-	-	-	-	-	-	-	
63	Subregnl payback for TBD frm Expo II (remainder frm \$925)	-	-	-	-	111.3	-	-	-	-	-	
64	Regional Connector (\$160) (FY14-16/FY23-25)	47.7	-	-	-	-	-	-	-	-	-	
65	Crenshaw/LAX Transit Corridor (\$1207) (FY10-12/FY16-18)	-	-	-	-	-	-	-	-	-	-	
66	Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)	-	-	-	-	8.2	10.0	16.0	-	-	-	138.8
67	Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)	-	-	-	-	-	-	-	-	-	-	-
68	Gold Line Foothill Exten. P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-
69	Airport Metro Connector (Gm Ln-LAX (\$200) (FY10-12/FY15-22)	-	-	-	-	-	28.5	80.3	67.5	16.8	-	-
70	South Bay Green Line Extension (\$272) (FY28-30/FY33-35)	-	-	-	-	-	-	-	-	-	-	8.9
71	San Fernando Valley I-405 Transit Corr (\$1,000) (FY30-32/FY38-39)	-	-	-	-	-	-	-	-	-	-	-
72	San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)	-	-	-	-	-	-	-	-	-	-	-
73	Subregional payback for TBD from SFV N-S Canoga	-	-	-	182.0	-	-	-	-	-	-	-
74	East San Fernando Valley N-S (\$68.5)	-	-	-	-	-	-	-	-	-	-	-
75	West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)	-	-	-	17.1	145.7	77.2	-	-	-	-	-
76	Subregional payback for Westside Subway Ext	-	-	-	-	-	-	-	-	-	-	-
77	Westside Subway Extension Seg 1 (\$4074 FY13-15/FY34-36)	201.6	162.4	128.6	14.4	-	-	-	-	-	-	-
78	Westside Subway Extension Segment 2	25.4	68.3	94.9	39.6	32.8	131.6	6.0	-	-	-	-
79	Westside Subway Exten Seg 3 (\$4,074) (FY13-15/FY34-36)	-	-	-	-	-	12.7	66.6	138.5	137.2	157.0	-
67	Subtotal Projects from Measure R Cash, Bonds, TIFIA	274.7	230.7	223.5	253.1	298.0	260.0	169.0	206.0	154.0	304.7	
68	Measure R 35% 2010 Tax Exempt Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-
69	Measure R 35% Tax Exempt Bond Proceeds (net)	-	-	-	-	-	-	-	-	-	-	-
70	Measure R 35% 2010 BABs Proceeds	-	-	-	-	-	-	-	-	-	-	-
71	Measure R 35% TIFIA Loan Proceeds	249.3	8.0	-	-	-	-	-	-	-	-	-
72	Measure R 35% Commercial Paper Proceeds	-	-	-	-	-	-	-	-	-	-	-
73	Subtotal Bond Proceeds	249.3	8.0	-	-	-	-	-	-	-	-	-
74	Carry in beginning balance	-	-	-	-	-	-	-	-	-	-	-
75	Annual Balance After Bonding	181.4	(1.2)	(17.6)	(38.2)	(74.1)	(26.2)	75.1	47.6	109.7	(31.3)	
76	Cumulative Balance After Bonding	470.2	469.1	451.4	413.2	339.1	312.9	388.0	435.6	545.3	514.0	
77	Interest Earnings on average of beg and ending balances	-	-	-	-	-	-	-	-	-	-	-
78	Annual Balance including interest earnings	181.4	(1.2)	(17.6)	(38.2)	(74.1)	(26.2)	75.1	47.6	109.7	(31.3)	
79	<b>Cumulative Balance Including Interest earnings</b>	<b>502.8</b>	<b>501.6</b>	<b>484.0</b>	<b>445.8</b>	<b>371.7</b>	<b>345.5</b>	<b>420.5</b>	<b>466.2</b>	<b>577.8</b>	<b>546.5</b>	

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax**

**L RTP 10/18/12 rev 11-19-12**

30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
82	<b>Highway Projects (20%)</b>	<b>195.7</b>	<b>204.5</b>	<b>213.4</b>	<b>222.3</b>	<b>231.2</b>	<b>240.4</b>	<b>248.9</b>	<b>258.2</b>	<b>268.1</b>	<b>277.7</b>	
83	Alameda Corridor East Grade Sep Phase II (\$400) - SGV	-	-	-	-	-	-	-	-	-	-	-
84	BNSF Grade Separations in Gateway Cities (\$35) - Gateway	-	-	-	-	-	-	-	-	-	-	-
85	Soundwalls-Metro Regional List & Monterey PK/SR-60 (\$250)	28.6	20.0	20.0	14.1	-	-	-	-	-	-	-
86	High Desert Corridor environmental (\$33) - North County	-	-	-	-	-	-	-	-	-	-	-
87	I-5/SR-14 Enhancements - North County	-	-	-	-	-	-	-	-	-	-	-
88	I-5/SR-14 Capacity (\$90.8 incl \$2 enhanc) \$88.8 to TBD*	-	-	-	-	-	-	-	-	-	67.0	21.8
89	I-5 S., I-605-OCL-Enhncmnts (\$264.8 incl enhncm)*-Gateway	-	-	-	-	-	-	-	-	-	-	-
90	I-5 S. freed-up funds stay in subregion for W.Santa Ana Br	-	-	93.9	80.3	1.1	19.6	-	-	-	-	-
91	I-5, SR-134-SR-170 Enhancmnts (\$271.5 incl \$18 enhanc)-AV	-	-	-	-	-	-	-	-	-	-	-
92	I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)*	-	-	-	-	-	-	-	-	-	-	-
93	I-5 Carmenita Intchg Enhancmnts (\$138 incl enhance)-Gatew	-	-	-	-	-	-	-	-	-	-	-
94	I-5 Carmenita Int (\$138 incl \$5 enhnc) (\$133 to 710-So.)*	-	-	-	-	-	-	-	-	-	-	72.3
95	Operational improvements in Arroyo Verdugo subregion (\$170)	7.0	7.0	8.0	8.3	10.0	9.0	9.8	9.0	9.0	9.0	9.0
96	Operational Improvermn in Las Virgenes/Malibu subreg ( \$175)	-	-	-	-	6.7	9.0	9.5	9.5	9.5	9.5	9.5
97	I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906)	3.8	35.0	35.0	35.0	35.0	35.0	35.0	35.0	70.0	70.0	
98	I-5 N. Capacity Enhnce, SR-14-Kem (Truck Ln) (\$410)-North C	56.0	60.2	95.7	59.0	-	-	-	-	-	-	-
99	I-605 Corridor "Hot Spot" Interchanges (\$590)-Gateway	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	-	-	-
100	SR-710 North Extension (tunnel) (\$780)-SGV	20.0	20.0	10.0	-	100.0	200.0	200.0	100.0	50.0	-	-
101	I-710 South (\$590 incl I-710 Early Action projects)-Gateway	5.0	5.0	-	-	-	-	8.0	20.0	20.0	10.0	-
102	I-710 Early Action Projects (\$590 incl I-710 South)-Gateway	10.5	22.0	-	-	-	20.0	20.0	-	-	-	-
103	SR-138 Capacity Enhancements (\$200)-North County	-	-	-	-	-	-	-	-	-	-	-
104	<b>Subtotal Highway Subfund Allocated</b>	<b>175.9</b>	<b>214.2</b>	<b>307.6</b>	<b>241.6</b>	<b>197.7</b>	<b>337.6</b>	<b>322.3</b>	<b>187.5</b>	<b>225.5</b>	<b>192.6</b>	
105	Highway Cap Projs Annual Bal before bonding	19.8	(9.7)	(94.3)	(19.3)	33.5	(97.2)	(73.4)	76.7	42.6	86.1	
106	Highway Capital Projects Cumulative Balance before bonding	(417.4)	(427.1)	(521.4)	(540.7)	(507.2)	(604.4)	(577.9)	(607.1)	(564.5)	(479.5)	
107	Measure R 20% Long-term Bond Proceeds	-	31.1	123.5	58.0	8.9	148.9	142.8	8.1	39.7		
108	Measure R 20% TIFIA Proceeds	-	-	-	-	-	-	-	-	-	-	-
109	Subtotal Measure R 20% Bond Proceeds	-	31.1	123.5	58.0	8.9	148.9	142.8	8.1	39.7		
110	Measure R 20% TIFIA Debt Service	-	-	-	-	-	-	-	-	-	-	-
111	Measure R 20% Debt Service	(19.8)	(21.3)	(29.2)	(38.7)	(42.3)	(51.6)	(69.4)	(78.8)	(82.2)	(85.1)	
112	Subtotal Measure R 20% Debt Service	(19.8)	(21.3)	(29.2)	(38.7)	(42.3)	(51.6)	(69.4)	(78.8)	(82.2)	(85.1)	
113	Carry in beginning balance	-	-	-	-	-	-	-	-	-	-	-
114	Hwy Capital Projects Annual Balance After Bonding	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	
115	Hwy Cap Projs Cumulative Bal after Bonding (Contingency Bal)	(6.7)	(6.8)	(6.8)	(6.8)	(6.8)	(6.8)	(6.8)	(6.8)	(6.8)	(6.8)	
116	Interest Earnings on avg of beg & end bal w/o TIFIA	-	-	-	-	-	-	-	-	-	-	-
117	Annual Balance including interest earnings and TIFIA	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	
118	<b>Cumulative Balance including interest earnings/TIFIA</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>
119	<b>TOTAL MEASURE R ALLOCATION (net of admin)</b>	<b>978.4</b>	<b>1,022.3</b>	<b>1,066.9</b>	<b>1,111.6</b>	<b>1,155.8</b>	<b>1,201.9</b>	<b>1,244.3</b>	<b>1,291.2</b>	<b>1,340.4</b>	<b>1,388.3</b>	

\*Measure R Expend. Plan footnote J: "For projects funded from other sources on or before 12/31/08, funds freed-up...remain in subregion...for projects or programs of regional significance."

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax**

*L RTP 10/18/12 rev 11-19-12*

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>1 Total Revenue Pool</b>	1,457.9	1,501.7	1,545.0	1,591.7	1,641.5	1,691.8	1,740.1	1,792.1	1,844.8	1,894.3	
2 Less: Metro Admin Charge (1.5%)	21.9	22.5	23.2	23.9	24.6	25.4	26.1	26.9	27.7	28.4	
<b>3 Amount Available</b>	<b>1,436.0</b>	<b>1,479.2</b>	<b>1,521.8</b>	<b>1,567.9</b>	<b>1,616.9</b>	<b>1,666.4</b>	<b>1,714.0</b>	<b>1,765.2</b>	<b>1,817.1</b>	<b>1,865.9</b>	<b>0.0</b>
<b>4 Ordinance Allocation</b>											
5 <b>Local Return (15%) - Highway assumed</b>	215.4	221.9	228.3	235.2	242.5	250.0	257.1	264.8	272.6	279.9	
6											
7 <b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b>	43.1	44.4	45.7	47.0	48.5	50.0	51.4	53.0	54.5	56.0	
8 Rotem 20-car option (Dec 2011 loan, repayment after 7 years)											
9 Rotem - repay OCTA											
10 Capital projects programmed but not yet spent											
11 Rehab Capital											
12 Capital projects as approved by Board action											
13 Subtotal Metrolink Capital Projects	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
14 Carry in beginning balance											
15 Measure R 3% Tax-Exempt Bond Proceeds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
16 Measure R 3% Tax-Exempt Debt Service	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
17 <b>Annual balance avail-capital improv (PTC 1st priority)</b>	<b>43.1</b>	<b>44.4</b>	<b>45.7</b>	<b>47.0</b>	<b>48.5</b>	<b>50.0</b>	<b>51.4</b>	<b>53.0</b>	<b>54.5</b>	<b>56.0</b>	
18 <b>3% Cum bal avail-capital improve (PTC 1st priority)</b>	<b>560.8</b>	<b>605.2</b>	<b>650.8</b>	<b>697.8</b>	<b>746.4</b>	<b>796.3</b>	<b>847.5</b>	<b>900.7</b>	<b>955.2</b>	<b>1,011.2</b>	
19											
20 <b>Rail Capital - General Improvements (2%) Revenue</b>	28.7	29.6	30.4	31.4	32.3	33.3	34.3	35.3	36.3	37.3	
21 P3010 Rail Vehicles	-	-	-	-	-	-	-	-	-	-	
22 Eastside Quad Gates Study and Installation	-	-	-	-	-	-	-	-	-	-	
23 Buena Vista Yard Improvement (Midway Yard)	-	-	-	-	-	-	-	-	-	-	
24 Light Rail Yards (not in project budgets)	-	-	-	-	-	-	-	-	-	-	
25 Future system improvements, yards				18.6	7.3	33.4	34.3	35.3	36.4	37.3	
26 Red/Purple Line System Improvements	64.0	99.5	45.8	12.8	25.0	-	-	-	-	-	
27 Subtotal Uses	64.0	99.5	45.8	31.4	32.3	33.4	34.3	35.3	36.4	37.3	
28 Rail 2% Annual Balance before commercial paper	(35.2)	(69.9)	(15.4)	(0.0)	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	
29 Rail 2% Cumulative Balance before commercial paper	50.9	(19.0)	(34.4)	(34.4)	(34.3)	(34.4)	(34.4)	(34.4)	(34.4)	(34.4)	
30 Measure R 2% Commercial Paper Proceeds/(Repayment)	-	-	-	-	-	-	-	-	-	-	
31 Financing Interest and Fees	-	-	-	-	-	-	-	-	-	-	
32 Carry in beginning balance											
33 Rail 2% Annual Balance after commercial paper	(35.2)	(69.9)	(15.4)	(0.0)	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	
34 <b>Rail 2% Cumulative Balance after commercial paper</b>	<b>85.3</b>	<b>15.4</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>	
35											
36 <b>Rail Operations (5%)</b>	71.8	74.0	76.1	78.4	80.8	83.3	85.7	88.3	90.9	93.3	
37 Allocated for New Rail Operations	71.8	74.0	76.1	78.4	80.8	83.3	85.7	88.3	90.9	93.3	
38 Carry in Beginning Balance											
39 Annual Balance	-	-	-	-	-	-	-	-	-	-	
40 Cumulative Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
41											
42 <b>Bus Operations (20%)</b>	287.2	295.8	304.4	313.6	323.4	333.3	342.8	353.0	363.4	373.2	
43 MTA bus operations	212.5	218.9	225.2	232.0	239.9	246.6	253.7	261.2	268.6	277.1	
44 Municipal Operators	74.7	76.9	79.1	81.5	84.1	86.7	89.1	91.8	94.5	97.0	
45											
46 <b>Transit Capital - (35%) Gross incl Bus Capital</b>	<b>502.6</b>	<b>517.7</b>	<b>532.6</b>	<b>548.7</b>	<b>565.9</b>	<b>583.2</b>	<b>599.9</b>	<b>617.8</b>	<b>636.0</b>	<b>653.1</b>	
47 <b>Bus Capital (\$150)</b>	<b>10.0</b>	<b>5.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
48 Bus Capital - MTA CRD Project	-	-	-	-	-	-	-	-	-	-	
49 Bus Capital - MTA balance of 75% estimate (460054)	7.4	4.1	-	-	-	-	-	-	-	-	
50 Bus Capital - Munis 25% estimate	2.6	1.5	-	-	-	-	-	-	-	-	

LACMTA Financial Forecasting Model

Measure R Sales Tax

L RTP 10/18/12 rev 11-19-12

30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
51 <b>Transit Capital - (35%) Net After Bus Capital</b>	492.6	512.1	532.6	548.7	565.9	583.2	599.9	617.8	636.0	653.1	
52 Measure R 35% 2010 Tax Exempt Debt Service											
53 Measure R 35% Tax Exempt Debt Service	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(11.3)	(5.6)	
54 Measure R 35% 2010 BABs Debt Service Net of Subsidy	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	
55 Measure R 35% TIFIA Loan Debt Service	(155.6)	(161.9)	(168.1)	(174.8)	(180.9)	(189.2)	(196.1)	(203.6)	(211.1)	(8.7)	
56 Measure R 35% TIFIA Loan DSRF	-	-	-	-	-	-	-	-	-	-	
57 Measure R 35% Commercial Paper Debt Service	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
58 <b>Subtotal Debt Service</b>	<b>(209.4)</b>	<b>(215.7)</b>	<b>(221.9)</b>	<b>(228.6)</b>	<b>(234.7)</b>	<b>(243.0)</b>	<b>(250.0)</b>	<b>(257.4)</b>	<b>(265.0)</b>	<b>(57.0)</b>	
59 Annual Balance net of Bus Capital After Debt Service	283.2	296.4	310.7	320.1	331.2	340.2	349.9	360.4	371.0	596.1	
60 Cumulative Balance net of Bus Capital After Debt Service	3,986.3	4,282.7	4,593.4	4,913.5	5,244.7	5,584.9	5,934.8	6,295.2	6,666.2	7,262.3	
61 Eastside Light Rail Access (\$30) (FY10/FY13)	-	-	-	-	-	-	-	-	-	-	
62 Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)	-	-	-	-	-	-	-	-	-	-	
63 Subregional payback for TBD from Expo II (remainder from \$925)	-	-	-	-	-	-	-	-	-	-	
64 Regional Connector (\$160) (FY14-16/FY23-25)	-	-	-	-	-	-	-	-	-	-	
65 Crenshaw/LAX Transit Corridor (\$1207) (FY10-12/FY16-18)	-	-	-	-	-	-	-	-	-	-	
66 Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)	264.6	251.0	272.8	201.0	108.6	-	-	-	-	-	
67 Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)	-	-	-	-	-	-	-	-	-	-	
68 Gold Line Foothill Exten. P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	
69 Airport Metro Connector (Gm Ln-LAX) (\$200) (FY10-12/FY15-2)	-	-	-	-	-	-	-	-	-	-	
70 South Bay Green Line Extension (\$272) (FY28-30/FY33-35)	15.0	35.7	66.2	101.6	44.6	-	-	-	-	-	
71 San Fernando Valley I-405 Transit Corridor (\$1,000) (FY30-32/FY38-39)	-	-	36.7	61.0	100.0	305.5	292.4	204.4	-	-	
72 San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)	-	-	-	-	-	-	-	-	-	-	
73 Subregional payback for TBD from SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	
74 East San Fernando Valley N-S (\$68.5)	-	-	-	-	-	-	-	-	-	-	
75 West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)	-	-	-	-	-	-	-	-	-	-	
76 Subregional payback for Westside Subway Ext	-	-	-	-	-	55.6	57.6	156.0	382.2	334.2	
77 Westside Subway Extension Seg 1 (\$4074 FY13-15/FY34-36)	-	-	-	-	-	-	-	-	-	-	
78 Westside Subway Extension Segment 2	-	-	-	-	-	-	-	-	-	-	
79 Westside Subway Exten Seg 3 (\$4,074) (FY13-15/FY34-36)	139.4	88.6	88.4	60.4	120.4	-	-	-	-	-	
67 <b>Subtotal Projects from Measure R Cash, Bonds, TIFIA</b>	<b>419.0</b>	<b>375.3</b>	<b>464.0</b>	<b>424.0</b>	<b>373.6</b>	<b>361.1</b>	<b>350.0</b>	<b>360.4</b>	<b>382.2</b>	<b>334.2</b>	
68 Measure R 35% 2010 Tax Exempt Bond Proceeds	-	-	-	-	-	-	-	-	-	-	
69 Measure R 35% Tax Exempt Bond Proceeds (net)	-	-	-	-	-	-	-	-	-	-	
70 Measure R 35% 2010 BABs Proceeds	-	-	-	-	-	-	-	-	-	-	
71 Measure R 35% TIFIA Loan Proceeds	-	-	-	-	-	-	-	-	-	-	
72 Measure R 35% Commercial Paper Proceeds	-	-	-	-	-	-	-	-	-	-	
73 <b>Subtotal Bond Proceeds</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
74 Carry in beginning balance	-	-	-	-	-	-	-	-	-	-	
75 Annual Balance After Bonding	(135.8)	(78.9)	(153.3)	(103.9)	(42.4)	(20.9)	(0.0)	(0.0)	(11.2)	261.9	
76 Cumulative Balance After Bonding	378.2	299.2	145.9	42.0	(0.5)	(21.3)	(21.4)	(21.4)	(32.5)	270.4	
77 Interest Earnings on average of beg and ending balances	-	-	-	-	-	-	-	-	-	-	
78 Annual Balance including interest earnings	(135.8)	(78.9)	(153.3)	(103.9)	(42.4)	(20.9)	(0.0)	(0.0)	(11.2)	261.9	
79 <b>Cumulative Balance including interest earnings</b>	<b>410.7</b>	<b>331.8</b>	<b>178.5</b>	<b>74.5</b>	<b>32.1</b>	<b>11.2</b>	<b>11.2</b>	<b>11.2</b>	<b>0.0</b>	<b>261.9</b>	

**LACMTA Financial Forecasting Model**

**Measure R Sales Tax**

**L RTP 10/18/12 rev 11-19-12**

30-year 1/2 cent sales tax approved by voters on 11/4/08 (FY 10 - FY 39)	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
82 <b>Highway Projects (20%)</b>	<b>287.2</b>	<b>295.8</b>	<b>304.4</b>	<b>313.6</b>	<b>323.4</b>	<b>333.3</b>	<b>342.8</b>	<b>353.0</b>	<b>363.4</b>	<b>373.2</b>	
83 Alameda Corridor East Grade Sep Phase II (\$400) - SGV	-	-	-	-	-	-	-	-	-	-	-
84 BNSF Grade Separations in Gateway Cities (\$35) - Gateway	-	-	-	-	-	-	-	-	-	-	-
85 Soundwalls-Metro Regional List & Monterey PK/SR-60 (\$250)	35.0	35.0	30.0	30.0	-	-	-	-	-	-	-
86 High Desert Corridor environmental (\$33) - North County	-	-	-	-	-	-	-	-	-	-	-
87 I-5/SR-14 Enhancements - North County	-	-	-	-	-	-	-	-	-	-	-
88 I-5/SR-14 Capacity (\$90.8 incl \$2 enhanc) \$88.8 to TBD)*	-	-	-	-	-	-	-	-	-	-	-
89 I-5 S., I-605-OCL-Enhncmnts (\$264.8 incl enhncm)*-Gateway	-	-	-	-	-	-	-	-	-	-	-
90 I-5 S. freed-up funds stay in subregion for W.Santa Ana Br	-	-	-	-	-	-	-	-	-	-	-
91 I-5, SR-134-SR-170 Enhancmnts (\$271.5 incl \$18 enhanc)-AV	-	-	-	-	-	-	-	-	-	-	-
92 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)*	-	-	111.7	91.4	50.4	-	-	-	-	-	-
93 I-5 Carmenita Intchg Enhancmnts (\$138 incl enhance)-Gatew	-	-	-	-	-	-	-	-	-	-	-
94 I-5 Carmenita Int (\$138 incl \$5 enhnc) (\$133 to 710-So.)*	47.7	13.0	-	-	-	-	-	-	-	-	-
95 Operational Improvements in Arroyo Verdugo subregion (\$170)	9.0	9.0	9.0	-	-	-	-	-	-	-	-
96 Operational Improvemn in Las Virgenes/Malibu subregm (\$175)	9.3	9.0	9.0	2.2	-	-	-	-	-	-	-
97 I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906)	50.0	20.0	20.0	40.0	117.5	22.4	10.2	-	-	-	-
98 I-5 N. Capacity Enhnce, SR-14-Kern (Truck Ln) (\$410)-North C	-	-	-	-	-	-	-	-	-	-	-
99 I-605 Corridor "Hot Spot" Interchanges (\$590)-Gateway	18.2	65.1	17.7	-	-	-	-	-	-	-	-
100 SR-710 North Extension (tunnel) (\$780)-SGV	-	-	-	-	-	-	-	-	-	-	-
101 I-710 South (\$590 incl I-710 Early Action projects)-Gateway	10.0	25.0	57.0	65.0	28.0	141.0	-	-	-	-	-
102 I-710 Early Action Projects (\$590 incl I-710 South)-Gateway	23.0	-	-	-	-	-	-	-	-	-	-
103 SR-138 Capacity Enhancements (\$200)-North County	-	-	-	-	-	-	-	-	-	-	-
104 <b>Subtotal Highway Subfund Allocated</b>	<b>202.2</b>	<b>176.1</b>	<b>254.4</b>	<b>228.5</b>	<b>196.0</b>	<b>163.4</b>	<b>10.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
105 Highway Cap Projs Annual Bal before bonding	85.1	119.7	50.0	85.1	127.4	169.0	332.6	353.0	363.4	373.2	
106 Highway Capital Projects Cumulative Balance before bonding	(394.5)	(274.7)	(224.8)	(139.7)	(12.3)	157.6	490.2	843.3	1,206.7	1,579.9	
107 Measure R 20% Long-term Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-
108 Measure R 20% TIFIA Proceeds	-	-	-	-	-	-	-	-	-	-	-
109 Subtotal Measure R 20% Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-
110 Measure R 20% TIFIA Debt Service	-	-	-	-	-	-	-	-	-	-	-
111 Measure R 20% Debt Service	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(42.5)
112 Subtotal Measure R 20% Debt Service	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(85.1)	(42.5)
113 Carry in beginning balance	-	-	-	-	-	-	-	-	-	-	-
114 Hwy Capital Projects Annual Balance After Bonding	(0.0)	34.7	(36.1)	(0.0)	42.3	84.9	247.5	268.0	278.4	330.5	
115 Hwy Cap Projs Cumulative Bal after Bonding (Contingency Bal)	(6.8)	27.9	(7.3)	(7.3)	35.1	120.0	367.5	635.5	913.9	1,244.5	
116 Interest Earnings on avg of beg & end bal w/o TIFIA	-	0.3	0.3	-	0.3	1.9	6.0	17.3	19.1	22.0	
117 Annual Balance including interest earnings and TIFIA	(0.0)	34.9	(34.9)	(0.0)	42.7	86.8	253.5	284.5	297.4	352.6	
118 <b>Cumulative Balance including interest earnings/TIFIA</b>	<b>0.0</b>	<b>34.9</b>	<b>0.1</b>	<b>0.1</b>	<b>42.8</b>	<b>129.5</b>	<b>383.1</b>	<b>663.4</b>	<b>960.8</b>	<b>1,313.4</b>	
119 <b>TOTAL MEASURE R ALLOCATION (net of admin)</b>	<b>1,436.0</b>	<b>1,479.2</b>	<b>1,521.8</b>	<b>1,567.9</b>	<b>1,616.9</b>	<b>1,666.4</b>	<b>1,714.0</b>	<b>1,765.2</b>	<b>1,817.1</b>	<b>1,865.9</b>	

\*Measure R Expend. Plan footnote J: "For projects funded from other sources on or before 12/31/08, funds freed-up...remain in subregion...for projects or programs of regional significance."

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**L RTP 10/18/12 rev 11-19-12**

TDA is a statewide 1/4-cent retail sales tax. (\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenue Pool</b>	<b>18,138.4</b>		<b>4,623.6</b>	<b>2,832.6</b>	<b>6,003.7</b>	<b>9,302.1</b>	<b>335.1</b>	<b>355.6</b>	<b>380.6</b>	<b>406.7</b>	<b>430.2</b>	<b>450.6</b>	<b>473.8</b>
Less: Metro Admin Charge	168.0		60.0	42.0	60.0	66.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
<b>Amount Available</b>	<b>17,970.4</b>		<b>4,563.6</b>	<b>2,790.6</b>	<b>5,943.7</b>	<b>9,236.1</b>	<b>329.1</b>	<b>349.6</b>	<b>374.6</b>	<b>400.7</b>	<b>424.2</b>	<b>444.6</b>	<b>467.8</b>
<b>ALLOCATION OF FUNDS</b>													
<b>Article 3</b>													
Pedestrian & Bicycle Facilities (County & Cities)	359.4	2.0%	91.3	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<b>Total Article 3</b>	<b>359.4</b>	<b>2.0%</b>	<b>91.3</b>	<b>55.8</b>	<b>118.9</b>	<b>184.7</b>	<b>6.6</b>	<b>7.0</b>	<b>7.5</b>	<b>8.0</b>	<b>8.5</b>	<b>8.9</b>	<b>9.4</b>
<b>Article 4</b>													
<b>Plus: Interest</b>	<b>76.7</b>	<b>0.4%</b>	<b>25.2</b>	<b>17.2</b>	<b>26.8</b>	<b>32.7</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	8,687.4	48.1%	1,768.1	1,137.9	2,528.9	5,020.6	156.5	140.4	162.8	154.2	171.7	156.2	196.0
Municipal Operators	2,809.7	15.6%	648.8	401.9	899.4	1,508.4	58.4	48.8	52.5	57.1	60.1	60.2	64.8
Municipal Operators - Expansion	795.6	4.4%	227.7	135.6	281.6	378.5	14.2	15.3	17.1	18.3	20.5	24.8	25.3
<b>Subtotal Bus Operations</b>	<b>12,292.7</b>	<b>68.1%</b>	<b>2,644.6</b>	<b>1,675.3</b>	<b>3,709.9</b>	<b>6,907.5</b>	<b>229.2</b>	<b>204.4</b>	<b>232.4</b>	<b>229.6</b>	<b>252.3</b>	<b>241.2</b>	<b>286.2</b>
<b>Bus Capital</b>													
MTA Bus Fleet	767.7	4.3%	615.8	343.7	419.4	4.6	18.5	44.0	57.8	88.5	16.0	50.8	68.1
MTA Facilities	3,101.6	17.2%	940.1	653.6	1,134.1	1,313.9	80.4	89.1	98.6	72.8	106.6	98.6	107.4
Municipal Operators	757.0	4.2%	229.5	152.3	257.9	346.7	20.3	20.8	21.3	21.8	22.3	22.7	23.2
<b>Subtotal Bus Capital</b>	<b>4,626.3</b>	<b>25.6%</b>	<b>1,785.4</b>	<b>1,149.6</b>	<b>1,811.4</b>	<b>1,665.3</b>	<b>119.2</b>	<b>153.9</b>	<b>177.7</b>	<b>183.1</b>	<b>144.9</b>	<b>172.2</b>	<b>198.7</b>
<b>Rail Operations</b>													
Rail Operations	-	0.0%	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>Rail Capital</b>													
Westside Subway Extension	-	0.0%	0.0	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	0.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-wide Capital</b>													
Agency-wide Capital	36.3	0.2%	10.1	5.3	12.9	18.1	-	-	1.0	1.0	1.1	1.1	1.1
<b>Subtotal Agency-wide Capital</b>	<b>36.3</b>	<b>0.2%</b>	<b>10.1</b>	<b>5.3</b>	<b>12.9</b>	<b>18.1</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>16,955.3</b>	<b>94.4%</b>	<b>4,440.1</b>	<b>2,830.2</b>	<b>5,534.2</b>	<b>8,590.9</b>	<b>348.4</b>	<b>358.3</b>	<b>411.0</b>	<b>413.7</b>	<b>398.3</b>	<b>414.5</b>	<b>486.0</b>
<b>Article 4.5</b>													
Access Services	-	0.0%	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>Article 8</b>													
Transit & Paratransit	959.6	5.3%	243.7	149.0	317.4	493.2	17.6	18.7	20.0	21.4	22.7	23.7	25.0
<b>Total Article 8</b>	<b>959.6</b>	<b>5.3%</b>	<b>243.7</b>	<b>149.0</b>	<b>317.4</b>	<b>493.2</b>	<b>17.6</b>	<b>18.7</b>	<b>20.0</b>	<b>21.4</b>	<b>22.7</b>	<b>23.7</b>	<b>25.0</b>
<b>Total TDA Allocated</b>	<b>18,274.3</b>	<b>100.0%</b>	<b>4,775.0</b>	<b>3,035.1</b>	<b>5,970.5</b>	<b>9,268.8</b>	<b>372.5</b>	<b>384.0</b>	<b>438.5</b>	<b>443.2</b>	<b>429.4</b>	<b>447.1</b>	<b>520.4</b>
<b>Beginning Balance</b>	<b>227.2</b>		<b>186.2</b>	<b>227.2</b>	<b>0.0</b>	<b>0.0</b>	<b>227.2</b>	<b>186.2</b>	<b>154.2</b>	<b>92.7</b>	<b>52.7</b>	<b>50.0</b>	<b>50.0</b>
<b>Interest Income</b>	<b>76.7</b>		<b>25.2</b>	<b>17.2</b>	<b>26.8</b>	<b>32.7</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>(227.2)</b>		<b>(186.2)</b>	<b>(227.2)</b>	<b>-</b>	<b>-</b>	<b>(41.0)</b>	<b>(32.0)</b>	<b>(61.5)</b>	<b>(40.0)</b>	<b>(2.7)</b>	<b>-</b>	<b>(50.0)</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>186.2</b>	<b>154.2</b>	<b>92.7</b>	<b>52.7</b>	<b>50.0</b>	<b>50.0</b>	<b>0.0</b>

NOTES:

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**L RTP 10/18/12 rev 11-19-12**

TDA is a statewide 1/4-cent retail sales tax. (\$ in millions)	Total '13-'40	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>18,138.4</b>	<b>497.8</b>	<b>520.1</b>	<b>542.8</b>	<b>565.5</b>	<b>588.0</b>	<b>611.4</b>	<b>633.0</b>	<b>656.9</b>	<b>681.9</b>	<b>706.3</b>
Less: Metro Admin Charge	168.0	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>17,970.4</b>	<b>491.8</b>	<b>514.1</b>	<b>536.8</b>	<b>559.5</b>	<b>582.0</b>	<b>605.4</b>	<b>627.0</b>	<b>650.9</b>	<b>675.9</b>	<b>700.3</b>
<b>ALLOCATION OF FUNDS</b>											
<b>Article 3</b>											
Pedestrian & Bicycle Facilities (County & Cities)	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<b>Total Article 3</b>	<b>359.4</b>	<b>9.8</b>	<b>10.3</b>	<b>10.7</b>	<b>11.2</b>	<b>11.6</b>	<b>12.1</b>	<b>12.5</b>	<b>13.0</b>	<b>13.5</b>	<b>14.0</b>
<b>Article 4</b>											
<b>Plus: Interest</b>	<b>76.7</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	8,687.4	182.1	193.7	216.4	194.6	212.4	267.8	299.1	306.8	312.6	343.5
Municipal Operators	2,809.7	69.6	74.1	78.5	83.1	87.5	92.2	96.4	101.1	106.0	110.8
Municipal Operators - Expansion	795.6	25.8	26.3	26.9	27.4	27.9	28.4	28.9	29.4	30.0	30.6
<b>Subtotal Bus Operations</b>	<b>12,292.7</b>	<b>277.5</b>	<b>294.1</b>	<b>321.8</b>	<b>305.0</b>	<b>327.8</b>	<b>388.4</b>	<b>424.4</b>	<b>437.4</b>	<b>448.7</b>	<b>484.9</b>
<b>Bus Capital</b>											
MTA Bus Fleet	767.7	50.9	77.3	40.0	122.4	56.3	34.0	4.7	11.2	20.2	2.4
MTA Facilities	3,101.6	105.0	82.3	112.3	67.3	131.1	114.0	126.8	128.9	131.3	134.9
Municipal Operators	757.0	23.7	24.1	24.6	25.1	25.5	26.0	26.5	27.0	27.5	28.0
<b>Subtotal Bus Capital</b>	<b>4,626.3</b>	<b>179.5</b>	<b>183.7</b>	<b>176.9</b>	<b>214.8</b>	<b>212.9</b>	<b>174.0</b>	<b>158.0</b>	<b>167.1</b>	<b>179.0</b>	<b>165.4</b>
<b>Rail Operations</b>											
Rail Operations	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>											
Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-wide Capital</b>											
Agency-wide Capital	36.3	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.4
<b>Subtotal Agency-wide Capital</b>	<b>36.3</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.2</b>	<b>1.3</b>	<b>1.3</b>	<b>1.3</b>	<b>1.4</b>	<b>1.4</b>	<b>1.4</b>
<b>Subtotal Article 4</b>	<b>16,955.3</b>	<b>458.2</b>	<b>478.9</b>	<b>500.0</b>	<b>521.1</b>	<b>542.0</b>	<b>563.7</b>	<b>583.7</b>	<b>605.9</b>	<b>629.1</b>	<b>651.7</b>
<b>Article 4.5</b>											
Access Services	-	-	-	-	-	-	-	-	-	-	-
<b>Total Article 4.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Article 8</b>											
Transit & Paratransit	959.6	26.3	27.5	28.7	29.9	31.1	32.3	33.5	34.8	36.1	37.4
<b>Total Article 8</b>	<b>959.6</b>	<b>26.3</b>	<b>27.5</b>	<b>28.7</b>	<b>29.9</b>	<b>31.1</b>	<b>32.3</b>	<b>33.5</b>	<b>34.8</b>	<b>36.1</b>	<b>37.4</b>
<b>Total TDA Allocated</b>	<b>18,274.3</b>	<b>494.3</b>	<b>516.6</b>	<b>539.4</b>	<b>562.1</b>	<b>584.7</b>	<b>608.1</b>	<b>629.7</b>	<b>653.6</b>	<b>678.7</b>	<b>703.1</b>
<b>Beginning Balance</b>	<b>227.2</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>Interest Income</b>	<b>76.7</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>(227.2)</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:

**LACMTA Financial Forecasting Mode**  
**Transportation Development Act (TDA)**  
**L RTP 10/18/12 rev 11-19-12**

TDA is a statewide 1/4-cent retail sales tax. (\$ in millions)	Total '13-'14	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>18,138.4</b>	<b>730.6</b>	<b>752.5</b>	<b>774.2</b>	<b>797.6</b>	<b>822.6</b>	<b>847.8</b>	<b>872.0</b>	<b>898.0</b>	<b>924.4</b>	<b>949.3</b>	<b>933.1</b>
Less: Metro Admin Charge	168.0	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>17,970.4</b>	<b>724.6</b>	<b>746.5</b>	<b>768.2</b>	<b>791.6</b>	<b>816.6</b>	<b>841.8</b>	<b>866.0</b>	<b>892.0</b>	<b>918.4</b>	<b>943.3</b>	<b>927.1</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Article 3</b>												
Pedestrian & Bicycle Facilities (County & Cities)	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<b>Total Article 3</b>	<b>359.4</b>	<b>14.5</b>	<b>14.9</b>	<b>15.4</b>	<b>15.8</b>	<b>16.3</b>	<b>16.8</b>	<b>17.3</b>	<b>17.8</b>	<b>18.4</b>	<b>18.9</b>	<b>18.5</b>
<b>Article 4</b>												
<b>Plus: Interest</b>	<b>76.7</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	8,687.4	369.5	372.4	386.6	394.3	446.2	472.1	443.5	531.1	548.0	529.2	527.9
Municipal Operators	2,809.7	115.5	119.7	123.8	128.2	133.0	137.8	142.3	147.3	152.2	156.9	151.7
Municipal Operators - Expansion	795.6	31.2	31.8	32.4	33.0	33.7	34.3	35.0	35.7	36.4	37.2	37.8
<b>Subtotal Bus Operations</b>	<b>12,292.7</b>	<b>516.2</b>	<b>523.8</b>	<b>542.7</b>	<b>555.5</b>	<b>612.9</b>	<b>644.2</b>	<b>620.9</b>	<b>714.1</b>	<b>736.6</b>	<b>723.2</b>	<b>717.4</b>
<b>Bus Capital</b>												
MTA Bus Fleet	767.7	-	-	-	4.6	-	-	-	-	-	-	-
MTA Facilities	3,101.6	128.0	140.1	140.8	144.5	114.3	105.6	150.8	81.1	82.3	118.1	108.3
Municipal Operators	757.0	28.6	29.1	29.7	30.2	30.8	31.4	32.1	32.7	33.4	34.0	34.7
<b>Subtotal Bus Capital</b>	<b>4,626.3</b>	<b>156.6</b>	<b>169.3</b>	<b>170.4</b>	<b>179.4</b>	<b>145.1</b>	<b>137.1</b>	<b>182.9</b>	<b>113.8</b>	<b>115.7</b>	<b>152.1</b>	<b>142.9</b>
<b>Rail Operations</b>												
Rail Operations	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Operations</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>												
Westside Subway Extension	-	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agency-wide Capital</b>												
Agency-wide Capital	36.3	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.8	1.8	1.8
<b>Subtotal Agency-wide Capital</b>	<b>36.3</b>	<b>1.5</b>	<b>1.5</b>	<b>1.5</b>	<b>1.6</b>	<b>1.6</b>	<b>1.6</b>	<b>1.7</b>	<b>1.7</b>	<b>1.8</b>	<b>1.8</b>	<b>1.8</b>
<b>Subtotal Article 4</b>	<b>16,955.3</b>	<b>674.2</b>	<b>694.6</b>	<b>714.7</b>	<b>736.4</b>	<b>759.6</b>	<b>782.9</b>	<b>805.4</b>	<b>829.6</b>	<b>854.1</b>	<b>877.1</b>	<b>862.2</b>
<b>Article 4.5</b>												
Access Services	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Article 4.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Article 8</b>												
Transit & Paratransit	959.6	38.7	39.9	41.0	42.3	43.6	45.0	46.2	47.6	49.0	50.4	49.5
<b>Total Article 8</b>	<b>959.6</b>	<b>38.7</b>	<b>39.9</b>	<b>41.0</b>	<b>42.3</b>	<b>43.6</b>	<b>45.0</b>	<b>46.2</b>	<b>47.6</b>	<b>49.0</b>	<b>50.4</b>	<b>49.5</b>
<b>Total TDA Allocated</b>	<b>18,274.3</b>	<b>727.4</b>	<b>749.4</b>	<b>771.1</b>	<b>794.5</b>	<b>819.5</b>	<b>844.7</b>	<b>869.0</b>	<b>895.1</b>	<b>921.5</b>	<b>946.4</b>	<b>930.3</b>
<b>Beginning Balance</b>	<b>227.2</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>Interest Income</b>	<b>76.7</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>(227.2)</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:



**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Metro Rail Fares</b>													
Red/Purple Lines	499.4	309.4	692.5	1,157.8	2,159.7	9.0%	36.5	40.6	41.1	45.3	45.9	49.7	50.3
Blue Line (incl Expo & Reg'l Connector)	427.7	245.7	585.5	876.1	1,707.3	7.1%	27.2	30.3	30.7	33.8	37.0	43.1	43.6
Green Line	109.5	67.8	140.1	245.2	453.1	1.9%	8.0	8.9	9.0	9.9	10.1	10.9	11.0
Gold Line (including Eastside and Foothill)	181.2	103.6	241.1	412.7	757.4	3.2%	8.6	9.5	12.8	17.2	17.5	18.9	19.1
Crenshaw Line	29.5	1.1	79.5	118.9	199.5	0.8%	0.0	0.0	0.0	0.0	0.0	0.0	1.1
West Santa Ana Line	0.0	0.0	17.0	112.0	129.0	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Rail Fares</b>	<b>1,247.3</b>	<b>727.7</b>	<b>1,755.6</b>	<b>2,922.7</b>	<b>5,406.0</b>	<b>22.5%</b>	<b>80.3</b>	<b>89.3</b>	<b>93.5</b>	<b>106.3</b>	<b>110.4</b>	<b>122.6</b>	<b>125.2</b>
<b>Metro Bus Fares</b>													
Operations	3,634.9	2,283.7	4,470.4	6,323.8	13,077.9	54.5%	273.9	303.2	305.3	334.9	337.3	363.3	365.8
Reduction for Fare Freeze	(8.2)	(16.4)	0.0	0.0	(16.4)	-0.1%	(8.2)	(8.2)	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Bus Fares</b>	<b>3,626.7</b>	<b>2,267.3</b>	<b>4,470.4</b>	<b>6,323.8</b>	<b>13,061.5</b>	<b>54.5%</b>	<b>265.7</b>	<b>295.0</b>	<b>305.3</b>	<b>334.9</b>	<b>337.3</b>	<b>363.3</b>	<b>365.8</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>4,874.0</b>	<b>2,995.0</b>	<b>6,226.0</b>	<b>9,246.5</b>	<b>18,467.5</b>	<b>77.0%</b>	<b>346.0</b>	<b>384.3</b>	<b>398.9</b>	<b>441.3</b>	<b>447.7</b>	<b>485.8</b>	<b>491.0</b>
Annual % Change (Metro Fares)							5.17%	11.06%	3.79%	10.63%	1.47%	8.51%	1.07%
<b>Other Bus Operators</b>													
ADA-Paratransit (Access Services)	77.6	51.5	87.2	117.2	255.9	1.1%	6.9	7.0	7.2	7.4	7.5	7.7	7.8
Municipal Operations	847.1	562.3	952.2	1,279.9	2,794.4	11.6%	74.9	76.7	78.5	80.4	82.2	84.0	85.7
Municipal Expansion	232.4	146.6	273.9	368.1	788.6	3.3%	17.7	18.4	19.6	20.4	21.8	24.2	24.6
Subtotal Municipal Operators	1,079.5	708.9	1,226.1	1,648.0	3,583.0	14.9%	92.5	95.1	98.1	100.8	104.0	108.1	110.3
<b>Subtotal, Other Bus Operators Fares</b>	<b>1,157.1</b>	<b>760.4</b>	<b>1,313.3</b>	<b>1,765.2</b>	<b>3,838.9</b>	<b>16.0%</b>	<b>99.4</b>	<b>102.1</b>	<b>105.3</b>	<b>108.1</b>	<b>111.5</b>	<b>115.8</b>	<b>118.2</b>
Annual % Change (Other Operator Fares)							2.42%	2.73%	3.09%	2.74%	3.12%	3.85%	2.04%
<b>Subtotal, All Bus Fares</b>	<b>4,783.8</b>	<b>3,027.7</b>	<b>5,783.7</b>	<b>8,089.1</b>	<b>16,900.4</b>	<b>70.5%</b>	<b>365.1</b>	<b>397.1</b>	<b>410.6</b>	<b>443.1</b>	<b>448.8</b>	<b>479.1</b>	<b>484.0</b>
Percent Change Metrolink Fares								3.50%	3.50%	3.50%	2.29%	2.13%	2.04%
<b>Metrolink Rail Fares</b>	<b>508.9</b>	<b>335.9</b>	<b>573.8</b>	<b>771.2</b>	<b>1,680.8</b>	<b>7.0%</b>	<b>43.7</b>	<b>45.2</b>	<b>46.8</b>	<b>48.4</b>	<b>49.5</b>	<b>50.6</b>	<b>51.6</b>
<b>Total Fares</b>	<b>6,540.0</b>	<b>4,091.3</b>	<b>8,113.0</b>	<b>11,783.0</b>	<b>23,987.3</b>	<b>100.0%</b>	<b>489.1</b>	<b>531.6</b>	<b>550.9</b>	<b>597.8</b>	<b>608.8</b>	<b>652.2</b>	<b>660.8</b>

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

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

3. Fare Recovery Ratios:

Countywide Bus and Metro Rail	24.8%	24.8%	23.5%	24.2%	26.4%	28.3%	28.1%	29.2%	28.6%	29.6%	28.9%
Countywide Bus including Access Services	26.0%	26.5%	25.1%	25.7%	23.9%	25.7%	25.7%	26.7%	26.2%	27.1%	26.4%
Metro Bus	31.3%	33.0%	31.2%	31.8%	28.0%	30.2%	30.4%	32.4%	31.7%	33.2%	32.3%
Metro Rail	26.8%	29.1%	29.7%	29.1%	24.6%	26.8%	26.0%	27.3%	26.8%	28.0%	27.5%
Metro Bus and Metro Rail	30.1%	31.8%	30.7%	30.9%	27.1%	29.4%	29.2%	31.0%	30.3%	31.8%	30.9%

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Metro Rail Fares</b>										
Red/Purple Lines	53.9	54.6	58.6	59.3	68.6	69.5	73.8	82.0	85.5	86.5
Blue Line (incl Expo & Reg'l Connector)	49.8	50.5	54.1	54.8	58.2	59.0	62.6	63.4	66.1	66.9
Green Line	11.8	12.0	12.8	13.0	13.8	14.0	14.9	15.0	15.7	17.0
Gold Line (including Eastside and Foothill)	20.5	20.8	22.3	22.6	24.0	24.3	25.8	26.1	27.2	27.6
Crenshaw Line	6.8	6.8	7.3	7.4	7.9	8.0	8.5	8.6	9.0	9.1
West Santa Ana Line	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.5	8.6
<b>Subtotal, Metro Rail Fares</b>	<b>142.9</b>	<b>144.7</b>	<b>155.2</b>	<b>157.1</b>	<b>172.6</b>	<b>174.7</b>	<b>185.6</b>	<b>195.2</b>	<b>211.9</b>	<b>215.7</b>
<b>Metro Bus Fares</b>										
Operations	390.3	393.0	419.4	422.3	446.4	449.5	475.1	478.5	496.2	499.6
Reduction for Fare Freeze	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Bus Fares</b>	<b>390.3</b>	<b>393.0</b>	<b>419.4</b>	<b>422.3</b>	<b>446.4</b>	<b>449.5</b>	<b>475.1</b>	<b>478.5</b>	<b>496.2</b>	<b>499.6</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>533.2</b>	<b>537.7</b>	<b>574.6</b>	<b>579.4</b>	<b>618.9</b>	<b>624.2</b>	<b>660.8</b>	<b>673.6</b>	<b>708.1</b>	<b>715.4</b>
Annual % Change (Metro Fares)	8.59%	0.85%	6.85%	0.85%	6.82%	0.85%	5.85%	1.95%	5.12%	1.03%
<b>Other Bus Operators</b>										
ADA-Paratransit (Access Services)	8.0	8.2	8.3	8.5	8.6	8.8	9.0	9.1	9.3	9.5
Municipal Operations	87.4	89.1	90.8	92.5	94.2	95.9	97.7	99.5	101.5	103.5
Municipal Expansion	25.1	25.6	26.1	26.6	27.1	27.6	28.1	28.6	29.2	29.8
Subtotal Municipal Operators	112.5	114.7	116.9	119.1	121.3	123.5	125.9	128.2	130.8	133.3
<b>Subtotal, Other Bus Operators Fares</b>	<b>120.5</b>	<b>122.8</b>	<b>125.2</b>	<b>127.6</b>	<b>129.9</b>	<b>132.3</b>	<b>134.8</b>	<b>137.3</b>	<b>140.1</b>	<b>142.8</b>
Annual % Change (Other Operator Fares)	1.95%	1.95%	1.97%	1.87%	1.81%	1.86%	1.90%	1.84%	2.01%	1.95%
<b>Subtotal, All Bus Fares</b>	<b>510.8</b>	<b>515.9</b>	<b>544.6</b>	<b>549.9</b>	<b>576.3</b>	<b>581.8</b>	<b>610.0</b>	<b>615.8</b>	<b>636.2</b>	<b>642.4</b>
Percent Change Metrolink Fares	1.95%	1.95%	1.97%	1.87%	1.81%	1.86%	1.90%	1.84%	2.01%	1.95%
<b>Metrolink Rail Fares</b>	<b>52.6</b>	<b>53.7</b>	<b>54.7</b>	<b>55.7</b>	<b>56.8</b>	<b>57.8</b>	<b>58.9</b>	<b>60.0</b>	<b>61.2</b>	<b>62.4</b>
<b>Total Fares</b>	<b>706.3</b>	<b>714.2</b>	<b>754.5</b>	<b>762.8</b>	<b>805.6</b>	<b>814.3</b>	<b>854.5</b>	<b>870.9</b>	<b>909.3</b>	<b>920.5</b>

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

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

3. Fare Recovery Ratios:

Countywide Bus and Metro Rail	29.5%	29.1%	29.6%	29.2%	29.5%	28.7%	29.2%	29.0%	28.9%	28.5%
Countywide Bus including Access Services	27.1%	26.6%	27.1%	26.6%	26.9%	26.0%	26.4%	26.3%	26.2%	25.8%
Metro Bus	33.6%	33.0%	33.7%	33.2%	33.7%	32.1%	32.9%	33.0%	32.8%	32.2%
Metro Rail	28.1%	27.8%	29.1%	28.7%	29.5%	29.1%	30.2%	29.5%	29.6%	29.2%
Metro Bus and Metro Rail	31.9%	31.4%	32.3%	31.8%	32.4%	31.2%	32.1%	31.9%	31.8%	31.2%

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Metro Rail Fares</b>											
Red/Purple Lines	90.2	91.4	95.2	96.4	100.5	101.8	110.9	112.3	117.0	118.5	123.5
Blue Line (incl Expo & Reg'l Connector)	69.8	70.7	73.7	74.6	77.7	78.7	82.1	83.1	86.6	87.7	91.4
Green Line	17.8	18.0	18.7	19.0	19.8	20.0	25.2	25.4	26.5	26.8	28.0
Gold Line (including Eastside and Foothill)	28.7	29.1	30.3	30.7	32.0	32.4	43.6	44.2	46.1	46.7	48.7
Crenshaw Line	9.5	9.6	10.0	10.1	10.6	10.7	11.1	11.3	11.8	11.9	12.4
West Santa Ana Line	8.9	9.0	9.4	9.5	9.9	10.1	10.5	10.6	11.1	11.2	11.7
<b>Subtotal, Metro Rail Fares</b>	<b>224.9</b>	<b>227.7</b>	<b>237.4</b>	<b>240.4</b>	<b>250.6</b>	<b>253.7</b>	<b>283.4</b>	<b>286.9</b>	<b>299.1</b>	<b>302.9</b>	<b>315.7</b>
<b>Metro Bus Fares</b>											
Operations	518.1	521.8	541.1	544.8	565.0	569.0	590.0	594.1	616.1	620.4	643.4
Reduction for Fare Freeze	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Bus Fares</b>	<b>518.1</b>	<b>521.8</b>	<b>541.1</b>	<b>544.8</b>	<b>565.0</b>	<b>569.0</b>	<b>590.0</b>	<b>594.1</b>	<b>616.1</b>	<b>620.4</b>	<b>643.4</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>743.0</b>	<b>749.5</b>	<b>778.4</b>	<b>785.2</b>	<b>815.6</b>	<b>822.7</b>	<b>873.4</b>	<b>881.1</b>	<b>915.2</b>	<b>923.3</b>	<b>959.1</b>
Annual % Change (Metro Fares)	3.87%	0.87%	3.87%	0.87%	3.87%	0.87%	6.17%	0.87%	3.88%	0.88%	3.88%
<b>Other Bus Operators</b>											
ADA-Paratransit (Access Services)	9.7	9.8	10.0	10.2	10.4	10.6	10.8	11.1	11.3	11.5	11.7
Municipal Operations	105.5	107.5	109.5	111.6	113.8	116.0	118.4	120.8	123.2	125.6	127.9
Municipal Expansion	30.4	30.9	31.5	32.1	32.7	33.4	34.0	34.7	35.4	36.1	36.8
Subtotal Municipal Operators	135.9	138.4	141.0	143.7	146.5	149.4	152.4	155.5	158.7	161.8	164.7
<b>Subtotal, Other Bus Operators Fares</b>	<b>145.5</b>	<b>148.3</b>	<b>151.0</b>	<b>153.9</b>	<b>156.9</b>	<b>160.0</b>	<b>163.2</b>	<b>166.6</b>	<b>170.0</b>	<b>173.3</b>	<b>176.4</b>
Annual % Change (Other Operator Fares)	1.93%	1.87%	1.87%	1.92%	1.95%	1.97%	2.00%	2.03%	2.06%	1.93%	1.83%
<b>Subtotal, All Bus Fares</b>	<b>663.7</b>	<b>670.0</b>	<b>692.1</b>	<b>698.8</b>	<b>721.9</b>	<b>729.0</b>	<b>753.3</b>	<b>760.7</b>	<b>786.1</b>	<b>793.7</b>	<b>819.8</b>
Percent Change Metrolink Fares	1.93%	1.87%	1.87%	1.92%	1.95%	1.97%	2.00%	2.03%	2.06%	1.93%	1.83%
<b>Metrolink Rail Fares</b>	<b>63.6</b>	<b>64.8</b>	<b>66.0</b>	<b>67.3</b>	<b>68.6</b>	<b>69.9</b>	<b>71.3</b>	<b>72.8</b>	<b>74.3</b>	<b>75.7</b>	<b>77.1</b>
<b>Total Fares</b>	<b>952.1</b>	<b>962.5</b>	<b>995.5</b>	<b>1,006.4</b>	<b>1,041.1</b>	<b>1,052.6</b>	<b>1,108.0</b>	<b>1,120.4</b>	<b>1,159.5</b>	<b>1,172.3</b>	<b>1,212.6</b>

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

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

3. Fare Recovery Ratios:

Countywide Bus and Metro Rail	28.5%	28.1%	28.4%	28.0%	28.2%	27.8%	28.0%	27.6%	27.8%	27.4%	28.2%
Countywide Bus including Access Services	25.7%	25.3%	25.5%	25.1%	25.3%	24.9%	25.1%	24.7%	24.8%	24.4%	25.2%
Metro Bus	32.0%	31.5%	31.8%	31.3%	31.6%	31.0%	31.4%	30.8%	31.1%	30.5%	30.2%
Metro Rail	29.7%	29.4%	29.9%	29.6%	30.2%	29.8%	29.7%	29.3%	29.8%	29.5%	30.0%
Metro Bus and Metro Rail	31.3%	30.8%	31.2%	30.8%	31.2%	30.6%	30.8%	30.3%	30.6%	30.2%	30.1%

# LACMTA Financial Forecasting Model

## Lease Revenues

L RTP 10/18/12 rev 11-19-12

(\$ In millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'14	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	<b>401.8</b>	<b>173.8</b>	<b>121.7</b>	<b>135.3</b>	<b>144.8</b>	<b>16.2</b>	<b>16.6</b>	<b>17.0</b>	<b>17.4</b>	<b>17.8</b>	<b>18.2</b>	<b>18.5</b>
Annual Percent Change						0.10%	2.38%	2.39%	2.40%	2.29%	2.13%	2.04%
<b>ALLOCATION OF FUNDS:</b>												
<b>Regional Administration</b>												
Agencywide Capital	72.2	71.0	42.5	29.2	0.5	0.5	0.1	6.7	9.0	8.5	8.7	8.9
Transit Corridor Develop Plnng Grants (405511)	25.4	25.0	25.4	-	-	0.4	5.0	5.0	5.0	5.0	5.0	
Union State Transport. Master Planning (405557)	4.2	1.6	4.2	-	-	2.5	1.6					
Regional Administration	315.6	92.0	63.9	107.4	144.3	12.4	7.7	7.0	8.4	9.3	9.5	9.7
<b>Regional Administration Total</b>	<b>417.4</b>	<b>189.7</b>	<b>136.0</b>	<b>136.6</b>	<b>144.8</b>	<b>15.9</b>	<b>14.4</b>	<b>18.8</b>	<b>22.4</b>	<b>22.8</b>	<b>23.2</b>	<b>18.5</b>
<b>Bus Operations</b>												
MTA Operations	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>												
MTA Facilities	41.3	41.3	41.3	-	-	-	-	8.1	23.5	-	9.7	-
<b>Bus Capital Total</b>	<b>41.3</b>	<b>41.3</b>	<b>41.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.1</b>	<b>23.5</b>	<b>-</b>	<b>9.7</b>	<b>-</b>
<b>Rail Capital</b>												
Regional Connector	46.0	38.9	46.0	-	-	7.0	8.9	-	-	30.0	-	-
<b>Rail Capital Totals</b>	<b>46.0</b>	<b>38.9</b>	<b>46.0</b>	<b>-</b>	<b>-</b>	<b>7.0</b>	<b>8.9</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>504.6</b>	<b>269.9</b>	<b>223.2</b>	<b>136.6</b>	<b>144.8</b>	<b>22.9</b>	<b>23.3</b>	<b>26.9</b>	<b>45.9</b>	<b>52.8</b>	<b>32.8</b>	<b>18.5</b>
<b>Beginning Balance</b>	<b>102.8</b>	<b>96.1</b>	<b>102.8</b>	<b>1.3</b>	<b>0.0</b>	<b>102.8</b>	<b>96.1</b>	<b>89.4</b>	<b>79.5</b>	<b>51.0</b>	<b>15.9</b>	<b>1.3</b>
<b>Total Surplus/(Shortfall)</b>	<b>(102.8)</b>	<b>(96.1)</b>	<b>(101.5)</b>	<b>(1.3)</b>	<b>-</b>	<b>(6.7)</b>	<b>(6.7)</b>	<b>(9.9)</b>	<b>(28.5)</b>	<b>(35.0)</b>	<b>(14.7)</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>1.3</b>	<b>0.0</b>	<b>0.0</b>	<b>96.1</b>	<b>89.4</b>	<b>79.5</b>	<b>51.0</b>	<b>15.9</b>	<b>1.3</b>	<b>1.3</b>

**NOTES:**

1. ROW Lease revenues (2105), sales/leaseback revenues (6010), plus Union Sta revenues (1201,1205).

## LACMTA Financial Forecasting Model

### Lease Revenues

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'14	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	<b>401.8</b>	<b>18.9</b>	<b>19.3</b>	<b>19.7</b>	<b>10.5</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.5</b>	<b>11.7</b>
Annual Percent Change		1.95%	1.95%	1.97%	-46.75%	1.81%	1.86%	1.90%	1.84%	2.01%	1.95%
<b>ALLOCATION OF FUNDS:</b>											
<b>Regional Administration</b>											
Agencywide Capital	72.2	9.5	9.7	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Corridor Develop Plnng Grants (405511)	25.4										
Union State Transport. Master Planning (405557)	4.2										
Regional Administration	315.6	9.9	10.0	10.2	10.4	10.6	10.8	11.0	11.2	11.5	11.7
<b>Regional Administration Total</b>	<b>417.4</b>	<b>19.3</b>	<b>19.7</b>	<b>20.1</b>	<b>10.5</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.5</b>	<b>11.7</b>
<b>Bus Operations</b>											
MTA Operations	-										
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>											
MTA Facilities	41.3										
<b>Bus Capital Total</b>	<b>41.3</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>											
Regional Connector	46.0										
<b>Rail Capital Totals</b>	<b>46.0</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>504.6</b>	<b>19.3</b>	<b>19.7</b>	<b>20.1</b>	<b>10.5</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.5</b>	<b>11.7</b>
<b>Beginning Balance</b>	<b>102.8</b>	<b>1.3</b>	<b>0.9</b>	<b>0.4</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>Total Surplus/(Shortfall)</b>	<b>(102.8)</b>	<b>(0.4)</b>	<b>(0.4)</b>	<b>(0.4)</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>0.9</b>	<b>0.4</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>

**NOTES:**

1. ROW Lease revenues (2105), sales/leaseback revenues (6010), plus Union Sta revenues (1201,1205).

## LACMTA Financial Forecasting Model

### Lease Revenues

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	<b>401.8</b>	<b>11.9</b>	<b>12.2</b>	<b>12.4</b>	<b>12.6</b>	<b>12.9</b>	<b>13.1</b>	<b>13.4</b>	<b>13.7</b>	<b>13.9</b>	<b>14.2</b>	<b>14.5</b>
Annual Percent Change		1.93%	1.87%	1.87%	1.92%	1.95%	1.97%	2.00%	2.03%	2.06%	1.93%	1.83%
<b>ALLOCATION OF FUNDS:</b>												
<b>Regional Administration</b>												
Agencywide Capital	72.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Corridor Develop Plnng Grants (405511)	25.4											
Union State Transport. Master Planning (405557)	4.2											
Regional Administration	315.6	11.9	12.1	12.4	12.6	12.8	13.1	13.3	13.6	13.9	14.2	14.4
<b>Regional Administration Total</b>	<b>417.4</b>	<b>11.9</b>	<b>12.2</b>	<b>12.4</b>	<b>12.6</b>	<b>12.9</b>	<b>13.1</b>	<b>13.4</b>	<b>13.7</b>	<b>13.9</b>	<b>14.2</b>	<b>14.5</b>
<b>Bus Operations</b>												
MTA Operations	-											
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>												
MTA Facilities	41.3											
<b>Bus Capital Total</b>	<b>41.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>												
Regional Connector	46.0											
<b>Rail Capital Totals</b>	<b>46.0</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 Allocated</b>	<b>504.6</b>	<b>11.9</b>	<b>12.2</b>	<b>12.4</b>	<b>12.6</b>	<b>12.9</b>	<b>13.1</b>	<b>13.4</b>	<b>13.7</b>	<b>13.9</b>	<b>14.2</b>	<b>14.5</b>
<b>Beginning Balance</b>	<b>102.8</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>Total Surplus/(Shortfall)</b>	<b>(102.8)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>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 Union Sta revenues (1201,1205).

**LACMTA Financial Forecasting Model**  
**Local Agency Funds-Highway Project Match**  
***L RTP 10/18/12 rev 11-19-12***

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	45.9	40.9	45.9	-	-	5.0	15.8	9.0	5.1	6.0	5.0	-
<b>ALLOCATION OF FUNDS</b>												
Carpool Lanes, Gap Closures, Interchanges	6.9	6.0	6.9	-	-	0.9	6.0	-	-	-	-	-
RSTI-Individual Project Sheets	-	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	36.2	32.2	36.2	-	-	4.0	8.0	8.1	5.1	6.0	5.0	-
Expo Phase II Bikeway	2.8	2.7	2.8	-	-	0.1	1.8	0.9	-	-	-	-
<b>Subtotal Allocated</b>	<b>45.9</b>	<b>40.9</b>	<b>45.9</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>15.8</b>	<b>9.0</b>	<b>5.1</b>	<b>6.0</b>	<b>5.0</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**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Alloc %	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
<b>Total Revenues Available</b>	<b>544.2</b>		<b>263.6</b>	<b>220.9</b>	<b>99.8</b>	<b>223.5</b>	<b>27.8</b>	<b>39.1</b>	<b>31.4</b>	<b>20.9</b>	-	<b>27.5</b>	<b>74.3</b>	-	<b>70.4</b>	-	-	
<b>ALLOCATION OF FUNDS:</b>																		
Crenshaw/LAX Transit Corridor	52.4	9.6%	52.4	52.4	-	-	-	-	-	18.4	-	11.4	22.6	-	-	-	-	
Exposition Corridor - Phase I	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exposition Corridor - Phase II	45.3	8.3%	17.6	45.3	-	-	27.8	13.6	2.6	1.4	-	-	-	-	-	-	-	
Gold Line Foothill Extension	25.5	4.7%	25.5	25.5	-	-	-	25.5	-	-	-	-	-	-	-	-	-	
Gold Line Eastside Extension Phase II	74.7	13.7%	-	-	-	74.7	-	-	-	-	-	-	-	-	-	-	-	
Airport Metro Connector (Green Line Extension - L)	9.9	1.8%	-	-	9.9	-	-	-	-	-	-	-	-	-	-	-	-	
South Bay Green Line Extension	16.6	3.1%	-	-	-	16.6	-	-	-	-	-	-	-	-	-	-	-	
East San Fernando Valley North-South Corridor	5.0	0.9%	5.0	5.0	-	-	-	-	5.0	-	-	-	-	-	-	-	-	
Sepulveda Pass Transit Corridor (SFV I-405 Corridor)	74.0	13.6%	-	-	-	74.0	-	-	-	-	-	-	-	-	-	-	-	
Regional Connector	41.0	7.5%	41.0	41.0	-	-	-	-	23.8	1.1	-	16.1	-	-	-	-	-	
West Santa Ana Branch Corridor	19.5	3.6%	-	-	19.5	-	-	-	-	-	-	-	-	-	-	-	-	
Westside Subway Extension	70.4	12.9%	70.4	-	70.4	-	-	-	-	-	-	-	-	-	70.4	-	-	
<b>Subtotal MTA Rail Capital</b>	<b>544.2</b>	<b>100.0%</b>	<b>263.6</b>	<b>220.9</b>	<b>99.8</b>	<b>223.5</b>	<b>27.8</b>	<b>39.1</b>	<b>31.4</b>	<b>20.9</b>	-	<b>27.5</b>	<b>74.3</b>	-	<b>70.4</b>	-	-	
<b>Bus Capital - CRD Program</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Allocated</b>	<b>544.2</b>	<b>100.0%</b>	<b>263.6</b>	<b>220.9</b>	<b>99.8</b>	<b>223.5</b>	<b>27.8</b>	<b>39.1</b>	<b>31.4</b>	<b>20.9</b>	-	<b>27.5</b>	<b>74.3</b>	-	<b>70.4</b>	-	-	
<b>Beginning Balance</b>	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

NOTES:



**LACMTA Financial Forecasting Model**  
**Local Agency Transit Contributions**  
*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Alloc %	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	'13-'40		2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	<b>544.2</b>		-	19.5	-	-	9.9	-	-	-	-	132.9	16.6	-	-	74.0	-	-	-
<b>ALLOCATION OF FUNDS:</b>																			
Crenshaw/LAX Transit Corridor	52.4	9.6%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase I	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase II	45.3	8.3%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	25.5	4.7%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension Phase II	74.7	13.7%	-	-	-	-	-	-	-	-	-	74.7	-	-	-	-	-	-	-
Airport Metro Connector (Green Line Extension - L	9.9	1.8%	-	-	-	-	9.9	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension	16.6	3.1%	-	-	-	-	-	-	-	-	-	-	16.6	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	5.0	0.9%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405 Corridor)	74.0	13.6%	-	-	-	-	-	-	-	-	-	-	-	-	-	74.0	-	-	-
Regional Connector	41.0	7.5%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	19.5	3.6%	-	19.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	70.4	12.9%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal MTA Rail Capital</b>	<b>544.2</b>	<b>100.0%</b>	-	<b>19.5</b>	-	-	<b>9.9</b>	-	-	-	-	<b>132.9</b>	<b>16.6</b>	-	-	<b>74.0</b>	-	-	-
<b>Bus Capital - CRD Program</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Allocated</b>	<b>544.2</b>	<b>100.0%</b>	-	<b>19.5</b>	-	-	<b>9.9</b>	-	-	-	-	<b>132.9</b>	<b>16.6</b>	-	-	<b>74.0</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.)

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	Alloc %	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available (Inflated)</b>	<b>1,375.0</b>		<b>418.2</b>	<b>279.4</b>	<b>467.4</b>	<b>628.3</b>	<b>37.7</b>	<b>39.2</b>	<b>39.3</b>	<b>39.5</b>	<b>40.4</b>	<b>41.2</b>	<b>42.1</b>
Annual Percent Change							0.34%	3.92%	0.30%	0.31%	2.29%	2.13%	2.04%
<b>ALLOCATION OF FUNDS:</b>													
<b>Regional Administration</b>													
Regional Administration	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	110.6	23.5%	33.5	29.3	36.4	45.0	9.4	4.4	2.9	3.0	3.1	3.2	3.2
<b>Regional Administration Total</b>	<b>110.6</b>	<b>23.5%</b>	<b>33.5</b>	<b>29.3</b>	<b>36.4</b>	<b>45.0</b>	<b>9.4</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	291.0	61.9%	89.6	76.5	89.9	124.7	20.9	21.6	6.4	5.7	5.8	8.0	8.1
Municipal Operators	136.7	29.1%	41.4	27.5	46.6	62.6	3.7	3.7	3.8	3.9	4.0	4.1	4.2
ADA/Paratransit	42.5	9.0%	12.9	8.5	14.5	19.5	1.1	1.2	1.2	1.2	1.2	1.3	1.3
<b>Bus Operations Total</b>	<b>470.2</b>	<b>100.0%</b>	<b>143.9</b>	<b>112.5</b>	<b>150.9</b>	<b>206.7</b>	<b>25.7</b>	<b>26.5</b>	<b>11.4</b>	<b>10.8</b>	<b>11.1</b>	<b>13.3</b>	<b>13.6</b>
<b>Bus Capital</b>													
MTA Bus Fleet	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>794.2</b>	<b>168.9%</b>	<b>240.8</b>	<b>137.6</b>	<b>280.1</b>	<b>376.5</b>	<b>2.6</b>	<b>8.3</b>	<b>25.0</b>	<b>25.6</b>	<b>26.2</b>	<b>24.7</b>	<b>25.2</b>
<b>Rail Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,375.0</b>	<b>100.0%</b>	<b>418.2</b>	<b>279.4</b>	<b>467.4</b>	<b>628.3</b>	<b>37.7</b>	<b>39.2</b>	<b>39.3</b>	<b>39.5</b>	<b>40.4</b>	<b>41.2</b>	<b>42.1</b>
Beginning Balance	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	-		-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available (Inflated)</b>	<b>1,375.0</b>	<b>42.9</b>	<b>43.7</b>	<b>44.6</b>	<b>45.4</b>	<b>46.2</b>	<b>47.1</b>	<b>48.0</b>	<b>48.9</b>	<b>49.8</b>	<b>50.8</b>
Annual Percent Change		1.95%	1.95%	1.97%	1.87%	1.81%	1.86%	1.90%	1.84%	2.01%	1.95%
<b>ALLOCATION OF FUNDS:</b>											
<b>Regional Administration</b>											
Regional Administration	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	110.6	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>110.6</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	291.0	8.3	8.4	8.6	8.7	8.9	9.0	9.2	9.4	9.6	9.7
Municipal Operators	136.7	4.3	4.4	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1
ADA/Paratransit	42.5	1.3	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.5	1.6
<b>Bus Operations Total</b>	<b>470.2</b>	<b>13.9</b>	<b>14.1</b>	<b>14.4</b>	<b>14.7</b>	<b>14.9</b>	<b>15.2</b>	<b>15.5</b>	<b>15.8</b>	<b>16.1</b>	<b>16.4</b>
<b>Bus Capital</b>											
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>794.2</b>	<b>25.7</b>	<b>26.2</b>	<b>26.7</b>	<b>27.2</b>	<b>27.7</b>	<b>28.2</b>	<b>28.8</b>	<b>29.3</b>	<b>29.9</b>	<b>30.5</b>
<b>Rail Capital Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,375.0</b>	<b>42.9</b>	<b>43.7</b>	<b>44.6</b>	<b>45.4</b>	<b>46.2</b>	<b>47.1</b>	<b>48.0</b>	<b>48.9</b>	<b>49.8</b>	<b>50.8</b>
Beginning Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Other (General, Advertising, Other Misc.)**  
**LRTP 10/18/12 rev 11-19-12**

	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available (Inflated)</b>	<b>1,375.0</b>	<b>51.8</b>	<b>52.8</b>	<b>53.8</b>	<b>54.8</b>	<b>55.9</b>	<b>57.0</b>	<b>58.1</b>	<b>59.3</b>	<b>60.5</b>	<b>61.7</b>	<b>62.8</b>
Annual Percent Change		1.93%	1.87%	1.87%	1.92%	1.95%	1.97%	2.00%	2.03%	2.06%	1.93%	1.83%
<b>ALLOCATION OF FUNDS:</b>												
<b><u>Regional Administration</u></b>												
Regional Administration	-	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	110.6	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>110.6</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><u>Bus Operations</u></b>												
MTA Operations	291.0	9.9	10.2	10.4	10.7	11.0	11.3	11.6	11.9	12.3	12.6	12.9
Municipal Operators	136.7	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.3
ADA/Paratransit	42.5	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	1.9
<b>Bus Operations Total</b>	<b>470.2</b>	<b>16.7</b>	<b>17.1</b>	<b>17.4</b>	<b>17.9</b>	<b>18.3</b>	<b>18.7</b>	<b>19.2</b>	<b>19.7</b>	<b>20.2</b>	<b>20.6</b>	<b>21.1</b>
<b><u>Bus Capital</u></b>												
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>794.2</b>	<b>31.0</b>	<b>31.6</b>	<b>32.2</b>	<b>32.8</b>	<b>33.5</b>	<b>34.1</b>	<b>34.8</b>	<b>35.5</b>	<b>36.3</b>	<b>37.0</b>	<b>37.6</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>1,375.0</b>	<b>51.8</b>	<b>52.8</b>	<b>53.8</b>	<b>54.8</b>	<b>55.9</b>	<b>57.0</b>	<b>58.1</b>	<b>59.3</b>	<b>60.5</b>	<b>61.7</b>	<b>62.8</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</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>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, transit court, interest income, other local grants.

## LACMTA Financial Forecasting Model

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

L RTP 10/18/12 rev 11-19-12

	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Repayments from State	51.5	41.2	51.5	-	-	10.3	10.3	10.3	10.3	10.3		
<b>Total Revenues Available</b>	<b>51.5</b>	<b>41.2</b>	<b>51.5</b>	<b>-</b>	<b>-</b>	<b>10.3</b>	<b>10.3</b>	<b>10.3</b>	<b>10.3</b>	<b>10.3</b>	<b>-</b>	<b>-</b>
<b>ALLOCATION OF FUNDS</b>												
<b>RAIL CAPITAL</b>												
Regional Connector (incl repayment for FY11-13)	67.5	0.1	146.9	(79.4)	-	67.4	19.3	22.5	58.6	4.7	-	(25.6)
East San Fernando Valley North-South Corridor	(0.6)	(0.6)	(0.6)	-	-	-	-	-	-	-	(0.6)	-
West Santa Ana Branch Line	34.9	-	-	34.9	-	-	-	-	-	-	-	-
Eastside Extension Phase II	2.3	-	2.3	-	-	2.3	-	-	-	-	-	-
San Fernando Valley I-405 Transit Corridor	0.0	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension (incl repaid for FY 12-13)	12.0	-	2.2	-	9.8	2.2	-	-	-	-	-	-
Westside Subway Ext Ph 1 (incl repaid for FY 11&12)	(66.6)	(66.6)	-	(66.6)	-	-	-	-	-	-	-	-
Westside Subway Ext Ph 2	41.1	41.1	8.0	33.1	-	-	-	-	-	-	8.0	-
Westside Subway Ext Ph 3	3.6	-	-	-	3.6	-	-	-	-	-	-	-
<b>Rail Capital Total</b>	<b>94.2</b>	<b>(26.0)</b>	<b>158.8</b>	<b>(78.0)</b>	<b>13.4</b>	<b>71.8</b>	<b>19.3</b>	<b>22.5</b>	<b>58.6</b>	<b>4.7</b>	<b>7.4</b>	<b>(25.6)</b>
<b>BUS CAPITAL</b>												
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-
MTA CRD	1.2	-	1.2	-	-	1.2	-	-	-	-	-	-
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>1.2</b>	<b>-</b>	<b>1.2</b>	<b>-</b>	<b>-</b>	<b>1.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>BUS OPERATIONS LOAN AND REPAYMENT</b>	<b>(39.9)</b>	<b>(39.9)</b>	<b>(39.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(39.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>HIGHWAY CAPITAL PROJECTS</b>												
Future Call for Projects	148.9	58.7	72.7	76.2	-	-	14.9	13.8	10.0	10.0	10.0	14.0
<b>Highway Capital Projects Total</b>	<b>148.9</b>	<b>58.7</b>	<b>72.7</b>	<b>76.2</b>	<b>-</b>	<b>-</b>	<b>14.9</b>	<b>13.8</b>	<b>10.0</b>	<b>10.0</b>	<b>10.0</b>	<b>14.0</b>
<b>Total</b>	<b>204.4</b>	<b>83.0</b>	<b>192.8</b>	<b>(1.8)</b>	<b>13.4</b>	<b>73.1</b>	<b>34.2</b>	<b>(3.6)</b>	<b>68.6</b>	<b>14.7</b>	<b>17.4</b>	<b>(11.6)</b>
<b>Beginning Balance</b>	<b>152.9</b>	<b>90.2</b>	<b>152.9</b>	<b>11.6</b>	<b>13.5</b>	<b>152.9</b>	<b>90.2</b>	<b>66.3</b>	<b>80.2</b>	<b>21.8</b>	<b>17.4</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(152.9)</b>	<b>(41.8)</b>	<b>(141.3)</b>	<b>1.8</b>	<b>(13.4)</b>	<b>(62.8)</b>	<b>(23.9)</b>	<b>13.9</b>	<b>(58.3)</b>	<b>(4.4)</b>	<b>(17.4)</b>	<b>11.6</b>
<b>Cumulative Ending Balance</b>	<b>0.1</b>	<b>48.4</b>	<b>11.6</b>	<b>13.5</b>	<b>0.1</b>	<b>90.2</b>	<b>66.3</b>	<b>80.2</b>	<b>21.8</b>	<b>17.4</b>	<b>0.0</b>	<b>11.6</b>

#### NOTES:

1. MTA buses \$150.0 LONP reimbursement in prior years.
2. Eastside \$164.9 LONP reimbursement in prior years.
3. I-10, Puente to Citrus \$10.3 LONP reimburse begin FY 12.

# LACMTA Financial Forecasting Model

Repayment from State of Capital Project Loans (Fund 3562)

L RTP 10/18/12 rev 11-19-12

	Total '13-'40	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	2032 2033
Repayments from State	51.5														
<b>Total Revenues Available</b>	<b>51.5</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>ALLOCATION OF FUNDS</b>															
<b>RAIL CAPITAL</b>															
Regional Connector (incl repayment for FY11-13)	67.5	(79.4)	-	-	-	-	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	(0.6)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Line	34.9	-	-	-	-	2.5	32.4	-	-	-	-	-	-	-	-
Eastside Extension Phase II	2.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Transit Corridor	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension (incl repaid for FY 12-13)	12.0	-	-	-	-	-	-	-	-	-	-	4.5	(3.6)	-	8.9
Westside Subway Ext Ph 1 (incl repaid for FY 11&12)	(66.6)	-	(66.6)	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Ext Ph 2	41.1	33.1	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Ext Ph 3	3.6	-	-	-	-	-	-	-	-	-	-	-	3.6	-	-
<b>Rail Capital Total</b>	<b>94.2</b>	<b>(46.3)</b>	<b>(66.6)</b>	-	-	<b>2.5</b>	<b>32.4</b>	-	-	-	-	<b>4.5</b>	-	-	<b>8.9</b>
<b>BUS CAPITAL</b>															
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA CRD	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>1.2</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>BUS OPERATIONS LOAN AND REPAYMENT</b>															
	(39.9)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>HIGHWAY CAPITAL PROJECTS</b>															
Future Call for Projects	148.9	17.7	58.5	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Capital Projects Total</b>	<b>148.9</b>	<b>17.7</b>	<b>58.5</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>204.4</b>	<b>(28.6)</b>	<b>(8.1)</b>	-	-	<b>2.5</b>	<b>32.4</b>	-	-	-	-	<b>4.5</b>	-	-	<b>8.9</b>
<b>Beginning Balance</b>	<b>152.9</b>	<b>11.6</b>	<b>40.2</b>	<b>48.4</b>	<b>48.4</b>	<b>48.4</b>	<b>45.9</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>9.0</b>	<b>9.0</b>	<b>9.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(152.9)</b>	<b>28.6</b>	<b>8.1</b>	-	-	<b>(2.5)</b>	<b>(32.4)</b>	-	-	-	-	<b>(4.5)</b>	-	-	<b>(8.9)</b>
<b>Cumulative Ending Balance</b>	<b>0.1</b>	<b>40.2</b>	<b>48.4</b>	<b>48.4</b>	<b>48.4</b>	<b>45.9</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>13.5</b>	<b>9.0</b>	<b>9.0</b>	<b>9.0</b>	<b>0.1</b>

**NOTES:**

1. MTA buses \$150.0 LONP reimbursement in prior years.
2. Eastside \$164.9 LONP reimbursement in prior years.
3. I-10, Puente to Citrus \$10.3 LONP reimburse begin FY 12.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Alloc %	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'14		'14-'13	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	18.0		6.0	4.0	6.0	8.0	-	-	2.0	-	-	2.0	-
<b>ALLOCATION OF FUNDS:</b>													
<b>Bus Capital</b>													
MTA Bus Fleet	18.0	100.0%	6.0	4.0	6.0	8.0	-	-	2.0	-	-	2.0	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	18.0	0.0%	6.0	4.0	6.0	8.0	-	-	2.0	-	-	2.0	-
<b>Sub-Total Allocated</b>	18.0	0.0%	6.0	4.0	6.0	8.0	-	-	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)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'14		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	18.0		-	2.0	-	-	2.0	-	-	2.0	-	-
<b>ALLOCATION OF FUNDS:</b>												
<b>Bus Capital</b>												
MTA Bus Fleet	18.0	100.0%	-	2.0	-	-	2.0	-	-	2.0	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	18.0	0.0%	-	2.0	-	-	2.0	-	-	2.0	-	-
<b>Sub-Total Allocated</b>	18.0	0.0%	-	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)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	'13-'40		2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	18.0		2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>ALLOCATION OF FUNDS:</b>													
<b>Bus Capital</b>													
MTA Bus Fleet	18.0	100.0%	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	18.0	0.0%	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>Sub-Total Allocated</b>	18.0	0.0%	2.0	-	-	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**  
**Environmental Enhancement & Mitigation**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	28.0	10.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>ALLOCATION OF FUNDS:</b>												
Enviro Enhancement & Mitigation Projects	28.0	10.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Allocated</b>	<b>28.0</b>	<b>10.0</b>	<b>7.0</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>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**  
**L RTP 10/18/12 rev 11-19-12**

	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	<b>28.0</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	28.0	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>28.0</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**  
***L RTP 10/18/12 rev 11-19-12***

	<b>Total</b>	<b>2029</b>	<b>2030</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>
(\$ in millions)	<b>'13-'40</b>	<b>2030</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>
<b>Total Revenues Available</b>	<b>28.0</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	28.0	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>28.0</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

*L RTP 10/18/12 rev 11-19-12*

	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
	160.5		145.5	160.5	-	-	15.0	49.5	46.5	49.4	0.0	0.0	0.0
<b>Total Revenues Available</b>	<b>160.5</b>	<b>0.0%</b>	<b>145.5</b>	<b>160.5</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>49.5</b>	<b>46.5</b>	<b>49.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>ALLOCATION OF FUNDS</b>													
<b>RAIL CAPITAL</b>													
Regional Connector	114.9	71.6%	114.9	114.9	-	-	-	34.5	30.9	49.4	-	-	-
Metrolink (LA County 51.4% share)	45.6	28.4%	30.6	45.6	-	-	15.0	15.0	15.6				
<b>Rail Capital Total</b>	<b>160.5</b>	<b>100.0%</b>	<b>145.5</b>	<b>160.5</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>49.5</b>	<b>46.5</b>	<b>49.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>160.5</b>	<b>100.0%</b>	<b>145.5</b>	<b>160.5</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>49.5</b>	<b>46.5</b>	<b>49.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-			-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Interregional Improvement Program Funds (IIP)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Interregional Improvement Program Funds (IIP)	93.4	12.0	93.4	-	-	81.4	7.1	4.9	0.0	-	-	-
<b>Total Revenues Available</b>	<b>93.4</b>	<b>12.0</b>	<b>93.4</b>	<b>-</b>	<b>-</b>	<b>81.4</b>	<b>7.1</b>	<b>4.9</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Highways</b>												
HOV Lanes	24.2	8.6	24.2	-	-	15.6	5.4	3.2	0.0	-	-	-
Gap Closures	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	8.6	-	8.6	-	-	8.6	-	-	-	-	-	-
SR-138 Widening	-	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Imprvmnts (RSTI)	55.5	-	55.5	-	-	55.5	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Imprv)	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Imprvmnts	-	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (IIP share) thru FY15 (no sh	5.1	3.4	5.1	-	-	1.7	1.7	1.7	-	-	-	-
<b>Subtotal Highways</b>	<b>93.4</b>	<b>12.0</b>	<b>93.4</b>	<b>-</b>	<b>-</b>	<b>81.4</b>	<b>7.1</b>	<b>4.9</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail and Transitways Capital</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>93.4</b>	<b>12.0</b>	<b>93.4</b>	<b>0.0</b>	<b>0.0</b>	<b>81.4</b>	<b>7.1</b>	<b>4.9</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Annual Surplus/(&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>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>

**NOTES:**

1. Includes Intercity Rail projects.

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Since Inception	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Corridor Mobility Improvement Account (CMIA)	405.8	124.0	405.8	-	-	1,100.1	281.8	51.0	23.7	21.9	21.9	5.5	
Ports - Trade Corridors Improvement	474.0	305.0	474.0	-	-	998.3	169.0	158.8	129.6	16.6			
Ports - State Air Resources Board	150.0	75.0	150.0	-	-		75.0	75.0					
State-Local Partnership-SLPP	119.8	22.4	119.8	-	-	277.8	97.4	22.4	-	-	-		
Transit System Safety, Security	127.4	105.4	127.4	-	-	183.0	21.9	18.3	18.3	18.3	18.3	16.1	16.1
Highway-Railroad Crossing Safety	25.6	25.6	25.6	-	-		-	-	-	13.4	12.2		
Street and Road Improvement - county, cities	190.0	115.0	190.0	-	-		75.0	75.0	40.0				
<b>Total Revenues Available (plus \$509.6 in STIP Augmentation)</b>	<b>1,492.6</b>	<b>772.5</b>	<b>1,492.6</b>	<b>0.0</b>	<b>0.0</b>		<b>720.1</b>	<b>400.5</b>	<b>211.7</b>	<b>70.2</b>	<b>52.4</b>	<b>21.6</b>	<b>16.1</b>
<b>ALLOCATION OF FUNDS</b>													
SLPP - Bus Capital - Bus Procurement	52.4	22.4	52.4	-	-	38.6	30.0	22.4					
SLPP - Transit Projs-CRD	0.0	-	-	-	-	20.0	-	-	-	-	-		
<b>Subtotal SLPP - Bus Capital</b>	<b>52.4</b>	<b>22.4</b>	<b>52.4</b>	<b>-</b>	<b>-</b>	<b>58.6</b>	<b>30.0</b>	<b>22.4</b>	<b>-</b>	<b>-</b>	<b>-</b>		
SLPP - Transit Projs-Metrolink	0.0	-	-	-	-	20.0	-						
SLPP - Transit Projs-SFV N-S Canoga	4.7	-	4.7	-	-	40.3	4.7	-	-	-	-		
SLPP - Transit Projs-East SFV	0.0	-	-	-	-	2.8	-	-	-	-	-		
<b>Subtotal SLPP - Rail Capital</b>	<b>4.7</b>	<b>-</b>	<b>4.7</b>	<b>-</b>	<b>-</b>	<b>63.1</b>	<b>4.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		
Transit System Safety, Security (Metro Rail Capital Gating-no project st	3.6	-	3.6	-	-	13.9	3.6						
Transit System Safety, Security (Metro A-W Capital Emerg Ops Ctr-no	16.1	-	16.1	-	-	-	16.1						
Transit System Safety, Security (Metro A-W Capital)	96.6	96.6	96.6	-	-	-		16.1	16.1	16.1	16.1	16.1	16.1
Transit System Safety, Security (Metro A-W Capital)	0.0	-	-	-	-	30.8							
Transit System Safety, Security (Metrolink capital)	3.1	2.5	3.1	-	-	3.1	0.6	0.6	0.6	0.6	0.6		
Transit System Safety, Security (other transit agencies capital*-no proj	8.0	6.4	8.0	-	-	8.0	1.6	1.6	1.6	1.6	1.6		
<b>Subtotal Transit Security</b>	<b>127.4</b>	<b>105.4</b>	<b>127.4</b>	<b>0.0</b>	<b>0.0</b>	<b>55.7</b>	<b>21.9</b>	<b>18.3</b>	<b>18.3</b>	<b>18.3</b>	<b>18.3</b>	<b>16.1</b>	<b>16.1</b>
<b>Transit Capital Projects Total</b>	<b>184.5</b>	<b>127.8</b>	<b>184.5</b>	<b>0.0</b>	<b>0.0</b>	<b>177.3</b>	<b>56.7</b>	<b>40.7</b>	<b>18.3</b>	<b>18.3</b>	<b>18.3</b>	<b>16.1</b>	<b>16.1</b>
*Other transit agencies: Antelope Valley Transit Auth, Arcadia, Claremont, Commerce, Culver City, Foothill Transit, Gardena, LaMirada, Long Beach, Montebello, Norwalk, Redondo Beach, Santa Monica, Torrance.													

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Since Inception	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>HIGHWAY PROJECTS</b>													
State-Local Partnership-SLPP - Freeway Projects													
I-5 South from OCL to SR-605	62.7	-	62.7	-	-	62.7	62.7	-	-	-	-	-	-
I-5 South Carmenita Interchange	-	-	-	-	-	14.9	-	-	-	-	-	-	-
I-5 North Carpool Lanes from SR-134 to SR-170	-	-	-	-	-	20.0	-	-	-	-	-	-	-
I-5 North Carpool Lanes from SR-118- to SR-170	-	-	-	-	-	20.0	-	-	-	-	-	-	-
Subtotal SLPP - Freeway Projects	<b>62.7</b>	<b>-</b>	<b>62.7</b>	<b>-</b>	<b>-</b>	<b>117.6</b>	<b>62.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway-Railroad Crossing Safety - ACE Nogales St Grade Separation	25.6	25.6	25.6	-	-	-	-	-	-	13.4	12.2	-	-
Ports - Air Resources Board - Goods Movement (no proj sheet)	150.0	75.0	150.0	-	-	-	75.0	75.0	-	-	-	-	-
Trade Corridors/Port Infrastructure - Alameda Corridor East	374.2	280.2	374.2	-	-	-	94.0	134.0	129.6	16.6	-	-	-
Trade Corridors/Port Infrastructure - Goods Movement Gerald Desmond	99.8	24.8	99.8	-	-	-	75.0	24.8	-	-	-	-	-
Street and Road Improvement - county (no proj sheet)	50.0	25.0	50.0	-	-	-	25.0	25.0	-	-	-	-	-
Street and Road Improvement - cities (no proj sheet)	140.0	90.0	140.0	-	-	-	50.0	50.0	40.0	-	-	-	-
<b>Subtotal</b>	<b>902.3</b>	<b>520.6</b>	<b>902.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>381.7</b>	<b>308.8</b>	<b>169.6</b>	<b>30.0</b>	<b>12.2</b>	<b>-</b>	<b>-</b>
CMIA - I-5 South OCL to I-605	-	-	-	-	-	387.0	-	-	-	-	-	-	-
CMIA - I-405 over Sepulveda Pass	332.8	51.0	332.8	-	-	614.0	281.8	51.0	-	-	-	-	-
CMIA - I-5 from SR-134 to SR-170	73.0	73.0	73.0	-	-	99.1	-	-	23.7	21.9	21.9	5.5	-
<b>Subtotal CMIA</b>	<b>405.8</b>	<b>124.0</b>	<b>405.8</b>	<b>-</b>	<b>-</b>	<b>1,100.1</b>	<b>281.8</b>	<b>51.0</b>	<b>23.7</b>	<b>21.9</b>	<b>21.9</b>	<b>5.5</b>	<b>-</b>
<b>Highway Capital Projects Total</b>	<b>1,308.1</b>	<b>644.6</b>	<b>1,308.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>663.5</b>	<b>359.8</b>	<b>193.4</b>	<b>51.9</b>	<b>34.1</b>	<b>5.5</b>	<b>-</b>
<b>Total</b>	<b>1,492.6</b>	<b>772.4</b>	<b>1,492.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>720.1</b>	<b>400.5</b>	<b>211.7</b>	<b>70.2</b>	<b>52.4</b>	<b>21.6</b>	<b>16.1</b>
<b>Beginning Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>0.0</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>Annual Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</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>-</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>

**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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Since Inception	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Transit Modernization - STA population (\$494.7 since inception)	55.3	-	55.3	-	-	494.7	55.3						
Transit Modernization - STA operator revenue (\$597.0 since inception)	66.0	-	66.0	-	-	597.0	66.0						
<b>Total Revenues Available (\$1,091.7 since inception)</b>	<b>121.3</b>	<b>-</b>	<b>121.3</b>	<b>0.0</b>	<b>0.0</b>	<b>1,091.7</b>	<b>121.3</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>ALLOCATION OF FUNDS</b>													
<b>BUS CAPITAL</b>													
MTA Bus Procurement (\$69.2 since inception)	-	-	-	-	-	69.2							
MTA Bus Procurement (\$148.6 since inception)	148.6	148.6	148.6	-	-	148.6	0.0	33.1	115.5				
MTA Bus Capital Maint/Facilities (\$36.6 since inception)	5.6	5.6	5.6	-	-	36.6	0.0	5.6					
Bus rehab, mid-life rebuild (\$97.5 since inception)	3.9	-	3.9	-	-	97.5	3.9						
<b>Subtotal MTA Bus Capital</b>	<b>158.1</b>	<b>154.2</b>	<b>158.1</b>	<b>-</b>	<b>-</b>	<b>352.0</b>	<b>3.9</b>	<b>38.7</b>	<b>115.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Muni Operators (\$95.1 since inception)	0.0	-	-	-	-	95.1							
<b>Bus Capital Total</b>	<b>158.1</b>	<b>154.2</b>	<b>158.1</b>	<b>-</b>	<b>-</b>	<b>447.0</b>	<b>3.9</b>	<b>38.7</b>	<b>115.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RAIL CAPITAL</b>													
Metrolink (\$36.6 since inception)	0.0	-	-	-	-	36.6							
Expo Phase I P3010 Light Rail Vehicles (\$5.2)	3.1	-	3.1	-	-	5.2	3.1	-	-	-	-	-	-
Expo Phase I (\$118.4+\$20.1 safety enhan less \$5.2 LRV=\$133.3 since inc	0.0	-	-	-	-	133.3	-	-					
Expo Phase II (\$48.9)	33.7	33.7	33.7	-	-	48.9	-	-	33.7	-	-	-	-
Crenshaw/LAX Corridor (\$201.2)	195.0	84.1	195.0	-	-	201.1	110.9	84.1	-	-	-	-	-
SFV N-S Canoga (\$70 since inception)	0.0	-	-	-	-	70.0	-	-	-	-	-	-	-
Regional Connector (\$149.5)	149.5	149.5	149.5	-	-	149.5	-	7.5	7.6	53.1	57.2	24.1	-
<b>Rail Capital Total</b>	<b>381.3</b>	<b>267.3</b>	<b>381.3</b>	<b>-</b>	<b>-</b>	<b>644.6</b>	<b>114.0</b>	<b>91.6</b>	<b>41.3</b>	<b>53.1</b>	<b>57.2</b>	<b>24.1</b>	<b>-</b>
<b>Total</b>	<b>539.5</b>	<b>421.5</b>	<b>539.5</b>	<b>-</b>	<b>-</b>	<b>1,091.7</b>	<b>118.0</b>	<b>130.3</b>	<b>156.8</b>	<b>53.1</b>	<b>57.2</b>	<b>24.1</b>	<b>-</b>
<b>Beginning Balance</b>	<b>418.1</b>	<b>421.5</b>	<b>418.1</b>	<b>(0.0)</b>	<b>(0.0)</b>		<b>418.1</b>	<b>421.5</b>	<b>291.2</b>	<b>134.4</b>	<b>81.3</b>	<b>24.1</b>	<b>(0.0)</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(418.2)</b>	<b>(421.5)</b>	<b>(418.2)</b>	<b>-</b>	<b>-</b>		<b>3.4</b>	<b>(130.3)</b>	<b>(156.8)</b>	<b>(53.1)</b>	<b>(57.2)</b>	<b>(24.1)</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>421.5</b>	<b>291.2</b>	<b>134.4</b>	<b>81.3</b>	<b>24.1</b>	<b>(0.0)</b>	<b>(0.0)</b>

**NOTES:**

1. 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.
2. Public Transportation Modernization, Improvement, and Service Enhancement Account.

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 STIP						2017 2018	2018 2019
						2012	2013	2014	2015	2016	2017		
						2013	2014	2015	2016	2017			
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>3,830.2</b>	<b>1,218.3</b>	<b>680.2</b>	<b>1,500.0</b>	<b>1,650.0</b>	<b>61.8</b>	<b>57.0</b>	<b>108.5</b>	<b>33.7</b>	<b>119.1</b>	<b>150.0</b>	<b>150.0</b>	
<b>TOTAL REVENUES</b>	<b>3,830.2</b>	<b>1,218.3</b>	<b>680.2</b>	<b>1,500.0</b>	<b>1,650.0</b>	<b>61.8</b>	<b>57.0</b>	<b>108.5</b>	<b>33.7</b>	<b>119.1</b>	<b>150.0</b>	<b>150.0</b>	
Metro Admin Planning, Programming & Monitoring (PPM)	195.7	60.4	38.2	75.0	82.5	7.8	3.1	3.1	3.1	6.1	7.5	7.5	
Net PPM for Highway Admin	195.7	60.4	38.2	75.0	82.5	7.8	3.1	3.1	3.1	6.1	7.5	7.5	
<b>Net Available for Highways and Transit</b>	<b>3,634.5</b>	<b>1,157.9</b>	<b>642.0</b>	<b>1,425.0</b>	<b>1,567.5</b>	<b>54.1</b>	<b>53.9</b>	<b>105.4</b>	<b>30.6</b>	<b>113.0</b>	<b>142.5</b>	<b>142.5</b>	
Subtotal Transit (project detail below)	711.6	532.9	488.2	166.0	57.4	80.7	47.0	75.4	0.0	61.4	131.4	92.3	
<b>Net Highway Projects Subtotal (detail below)</b>	<b>2,922.9</b>	<b>625.0</b>	<b>153.8</b>	<b>1,259.0</b>	<b>1,510.1</b>	<b>(26.7)</b>	<b>6.9</b>	<b>30.0</b>	<b>30.6</b>	<b>51.6</b>	<b>11.2</b>	<b>50.2</b>	
<b>ALLOCATION OF FUNDS for Highway Projects:</b>													
<b>Highways</b>													
HOV Lanes - FY20-30 is not yet programmed	273.4	96.0	25.8	174.7	72.9	1.7	-	23.1	-	-	1.0	-	
Gap Closures - FY20-30 is not yet programmed	325.7	-	-	207.8	117.9	-	-	-	-	-	-	-	
Freeway Interchanges - FY20-30 is not yet programmed	517.5	85.0	-	373.8	143.7	-	-	-	-	-	-	-	
Freeway Projects Subtotal (see detail below)	1,116.6	181.0	25.8	756.3	334.5	1.7	-	23.1	-	-	1.0	-	
SR-138 Widening	82.2	82.2	82.2	-	-	-	-	-	30.6	51.6	-	-	
SR-138 Widening Additional	43.0	43.0	15.0	28.0	-	-	-	-	-	-	10.1	4.9	
Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-	
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-	
Retrofit Soundwalls Phase 2	691.4	-	-	-	691.4	-	-	-	-	-	-	-	
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-	
Rideshare	-	-	-	-	-	-	-	-	-	-	-	-	
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-	
Future Call for Projects thru FY 30 - not yet programmed	520.1	305.0	-	520.1	-	-	-	-	-	-	-	-	
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	20.7	13.8	20.7	-	-	6.9	6.9	6.9	-	-	-	-	
<b>Subtotal Highway Projects Allocated</b>	<b>2,473.9</b>	<b>625.0</b>	<b>143.7</b>	<b>1,304.4</b>	<b>1,025.9</b>	<b>8.6</b>	<b>6.9</b>	<b>30.0</b>	<b>30.6</b>	<b>51.6</b>	<b>11.1</b>	<b>4.9</b>	
<b>Beginning Balance</b>	<b>35.3</b>	<b>0.0</b>	<b>35.3</b>	<b>45.4</b>	<b>0.0</b>	<b>35.3</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>Annual Surplus/&lt;Shortfall&gt;</b>	<b>448.9</b>	<b>0.0</b>	<b>10.1</b>	<b>(45.4)</b>	<b>484.2</b>	<b>(35.3)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>45.4</b>	
<b>Cumulative Ending Balance</b>	<b>484.2</b>	<b>0.0</b>	<b>45.4</b>	<b>0.0</b>	<b>484.2</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>45.4</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)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Years	Years	Years	Years	2012 STIP						2017	2018						
						'13-'14	'14-'23	'13-'19	'20-'29	'30-'40	2012			2013	2014	2015	2016	2017	2018
											2013			2014	2015	2016	2017	2018	2019
<b>Freeway Project Detail</b>																			
Carpool Lanes from SR-134 to SR-170, NB & SB	I-5 North	-	-	-	-	-	-	-	-	-	-	-	-						
Carmenita Road Interchange	I-5	-	-	-	-	-	-	-	-	-	-	-	-						
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	1.7	-	1.7	-	-	1.7	-	-	-	-	-	-						
Carpool Lanes from Puente to Citrus	I-10	-	-	-	-	-	-	-	-	-	-	-	-						
Carpool Lanes from Citrus to SR-57	I-10	23.1	23.1	23.1	-	-	-	-	23.1	-	-	-	-						
Gap from I-10 to Mission Blvd.	SR-71	-	-	-	-	-	-	-	-	-	-	-	-						
Gap from Mission Blvd. to Rio Rancho Rd.	SR-71	202.9	-	-	177.9	25.0	-	-	-	-	-	-	-						
Mixed Flow Interchange	SR-57 / SR-60	427.9	85.0	-	373.8	54.1	-	-	-	-	-	-	-						
Carpool Lane Partial Connector	I-5 / I-405	134.0	26.5	-	129.3	4.7	-	-	-	-	-	-	-						
Carpool Lanes and Truck Lanes	I-5 North	62.0	-	-	-	62.0	-	-	-	-	-	-	-						
Gap - North Extension (tunnel)	SR-710	122.8	-	-	29.9	92.9	-	-	-	-	-	-	-						
I-710 South	I-710 South	52.6	46.4	1.0	45.4	6.2	-	-	-	-	-	1.0	-						
Operational Improvements in Arroyo Verdugo Subregion	A-V	89.6	-	-	-	89.6	-	-	-	-	-	-	-						
Freeway Project Subtotal		1,116.6	181.0	25.8	756.3	334.5	1.7	-	23.1	-	-	1.0	-						
RSTI - Corridor Widening (only 7 of 13 segments assume SR-138)		82.2	82.2	82.2	-	-	-	-	-	30.6	51.6	-	-						
<b>Transit Project Detail</b>																			
Crenshaw/LAX Corridor		34.4	34.4	34.4	-	-	-	-	-	-	34.4	-	-						
West Santa Ana Branch		34.2	34.2	-	34.2	-	-	-	-	-	-	-	-						
Exposition Corridor - Phase II		35.3	-	35.3	-	-	35.3	-	-	-	-	-	-						
Rehab and Replacement		121.2	121.2	121.2	-	-	-	-	-	-	-	33.5	87.8						
Light Rail Vehicles Procurement P2550		-	-	-	-	-	-	-	-	-	-	-	-						
Light Rail Vehicles Procurement P3010		194.9	149.5	194.9	-	-	45.4	47.0	75.4	-	27.0	-	-						
Light Rail Vehicles Procurement Future		291.6	193.6	102.4	131.8	57.4	-	-	-	-	-	97.9	4.5						
Rail System Improvements		-	-	-	-	-	-	-	-	-	-	-	-						
Metrolink		-	-	-	-	-	-	-	-	-	-	-	-						
Eastside Extension Phase II		-	-	-	-	-	-	-	-	-	-	-	-						
SFV I-405 Transit Corridor		-	-	-	-	-	-	-	-	-	-	-	-						
Regional Connector		-	-	-	-	-	-	-	-	-	-	-	-						
Transit Projects Subtotal		711.6	532.9	488.2	166.0	57.4	80.7	47.0	75.4	-	61.4	131.4	92.3						

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP)**  
**L RTP 10/18/12 rev 11-19-12**

	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>3,830.2</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>3,830.2</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
Metro Admin Planning, Programming & Monitoring (PPM)	195.7	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	195.7	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
<b>Net Available for Highways and Transit</b>	<b>3,634.5</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>
Subtotal Transit (project detail below)	711.6	69.1	40.6	9.5	6.3	6.4	6.6	6.6	6.8	7.0	7.2
<b>Net Highway Projects Subtotal (detail below)</b>	<b>2,922.9</b>	<b>73.4</b>	<b>101.9</b>	<b>133.0</b>	<b>136.2</b>	<b>136.1</b>	<b>135.9</b>	<b>135.9</b>	<b>135.8</b>	<b>135.5</b>	<b>135.3</b>
<b>ALLOCATION OF FUNDS for Highway Projects:</b>											
<b>Highways</b>											
HOV Lanes - FY20-30 is not yet programmed	273.4	45.4	-	-	26.5	-	10.3	19.7	20.7	22.5	29.6
Gap Closures - FY20-30 is not yet programmed	325.7	-	-	-	-	28.7	63.6	-	-	47.5	68.0
Freeway Interchanges - FY20-30 is not yet programmed	517.5	-	-	-	85.0	50.6	37.1	52.9	63.8	63.0	21.4
Freeway Projects Subtotal (see detail below)	1,116.6	45.4	-	-	111.5	79.3	111.0	72.6	84.5	133.0	119.0
SR-138 Widening	82.2	-	-	-	-	-	-	-	-	-	-
SR-138 Widening Additional	43.0	-	15.0	13.0	-	-	-	-	-	-	-
Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls Phase 2	691.4	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-
Rideshare	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	520.1	73.4	86.9	120.0	24.7	56.8	25.0	63.3	51.2	2.5	16.3
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	20.7	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Projects Allocated</b>	<b>2,473.9</b>	<b>118.8</b>	<b>101.9</b>	<b>133.0</b>	<b>136.2</b>	<b>136.1</b>	<b>135.9</b>	<b>135.9</b>	<b>135.7</b>	<b>135.5</b>	<b>135.3</b>
<b>Beginning Balance</b>	<b>35.3</b>	<b>45.4</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>Annual Surplus/&lt;Shortfall&gt;</b>	<b>448.9</b>	<b>(45.4)</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>Cumulative Ending Balance</b>	<b>484.2</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>

**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)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Freeway Project Detail</b>											
Carpool Lanes from SR-134 to SR-170, NB & SB	I-5 North	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange	I-5	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	1.7	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus	I-10	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57	I-10	23.1	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd.	SR-71	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd.	SR-71	202.9	-	-	-	28.7	63.6	-	-	47.5	38.1
Mixed Flow Interchange	SR-57 / SR-60	427.9	-	-	85.0	50.6	37.1	52.9	63.8	63.0	21.4
Carpool Lane Partial Connector	I-5 / I-405	134.0	-	-	26.5	-	10.3	19.7	20.7	22.5	29.6
Carpool Lanes and Truck Lanes	I-5 North	62.0	-	-	-	-	-	-	-	-	-
Gap - North Extension (tunnel)	SR-710	122.8	-	-	-	-	-	-	-	-	29.9
I-710 South	I-710 South	52.6	45.4	-	-	-	-	-	-	-	-
Operational Improvements in Arroyo Verdugo Subregion	A-V	89.6	-	-	-	-	-	-	-	-	-
Freeway Project Subtotal		1,116.6	45.4	-	111.5	79.3	111.0	72.6	84.5	133.0	119.0
RST1 - Corridor Widening (only 7 of 13 segments assumed)	SR-138	82.2	-	-	-	-	-	-	-	-	-
<b>Transit Project Detail</b>											
Crenshaw/LAX Corridor		34.4	-	-	-	-	-	-	-	-	-
West Santa Ana Branch		34.2	-	30.8	3.4	-	-	-	-	-	-
Exposition Corridor - Phase II		35.3	-	-	-	-	-	-	-	-	-
Rehab and Replacement		121.2	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement P2550		-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement P3010		194.9	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement Future		291.6	69.1	9.8	6.1	6.3	6.4	6.6	6.6	6.8	7.0
Rail System Improvements		-	-	-	-	-	-	-	-	-	-
MetroLink		-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II		-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit Corridor		-	-	-	-	-	-	-	-	-	-
Regional Connector		-	-	-	-	-	-	-	-	-	-
Transit Projects Subtotal		711.6	69.1	40.6	9.5	6.3	6.4	6.6	6.6	6.8	7.0

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP)**  
**L RTP 10/18/12 rev 11-19-12**

	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>3,830.2</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>3,830.2</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>
Metro Admin Planning, Programming & Monitoring (PPM)	195.7	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	195.7	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
<b>Net Available for Highways and Transit</b>	<b>3,634.5</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>	<b>142.5</b>
Subtotal Transit (project detail below)	711.6	7.4	7.4	7.4	1.8	5.3	7.4	0.0	7.4	7.4	5.5	0.4
<b>Net Highway Projects Subtotal (detail below)</b>	<b>2,922.9</b>	<b>135.1</b>	<b>135.1</b>	<b>135.1</b>	<b>140.7</b>	<b>137.2</b>	<b>135.1</b>	<b>142.5</b>	<b>135.1</b>	<b>135.1</b>	<b>137.0</b>	<b>142.1</b>
<b>ALLOCATION OF FUNDS for Highway Projects:</b>												
<b>Highways</b>												
HOV Lanes - FY20-30 is not yet programmed	273.4	4.7	-	-	6.2	-	-	15.6	46.4	-	-	-
Gap Closures - FY20-30 is not yet programmed	325.7	72.6	25.0	20.3	-	-	-	-	-	-	-	-
Freeway Interchanges - FY20-30 is not yet programmed	517.5	57.8	5.6	5.8	-	39.6	16.2	-	7.3	11.4	-	-
Freeway Projects Subtotal (see detail below)	1,116.6	135.1	30.6	26.1	6.2	39.6	16.2	15.6	53.7	11.4	-	-
SR-138 Widening	82.2	-	-	-	-	-	-	-	-	-	-	-
SR-138 Widening Additional	43.0	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls Phase 2	691.4	-	104.5	109.0	134.5	97.6	118.9	126.9	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-
Rideshare	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	520.1	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	20.7	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Projects Allocated</b>	<b>2,473.9</b>	<b>135.1</b>	<b>135.1</b>	<b>135.1</b>	<b>140.7</b>	<b>137.2</b>	<b>135.1</b>	<b>142.5</b>	<b>53.7</b>	<b>11.4</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	<b>35.3</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>81.4</b>	<b>205.1</b>	<b>342.1</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>448.9</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>81.4</b>	<b>123.7</b>	<b>137.0</b>	<b>142.1</b>
<b>Cumulative Ending Balance</b>	<b>484.2</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>81.4</b>	<b>205.1</b>	<b>342.1</b>	<b>484.2</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)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<u>Freeway Project Detail</u>												
Carpool Lanes from SR-134 to SR-170, NB & SB	I-5 North	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange	I-5	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	I-5 South	1.7	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus	I-10	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57	I-10	23.1	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd.	SR-71	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd.	SR-71	202.9	25.0	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange	SR-57 / SR-60	427.9	54.1	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector	I-5 / I-405	134.0	4.7	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes	I-5 North	62.0	-	-	-	-	-	15.6	46.4	-	-	-
Gap - North Extension (tunnel)	SR-710	122.8	47.6	25.0	20.3	-	-	-	-	-	-	-
I-710 South	I-710 South	52.6	-	-	-	6.2	-	-	-	-	-	-
Operational Improvements in Arroyo Verdugo Subregion	A-V	89.6	3.7	5.6	5.8	-	39.6	16.2	-	7.3	11.4	-
Freeway Project Subtotal		1,116.6	135.1	30.6	26.1	6.2	39.6	16.2	15.6	53.7	11.4	-
RSTI - Corridor Widening (only 7 of 13 segments assumed)	SR-138	82.2	-	-	-	-	-	-	-	-	-	-
<u>Transit Project Detail</u>												
Crenshaw/LAX Corridor		34.4	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch		34.2	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase II		35.3	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement		121.2	-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement P2550		-	-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement P3010		194.9	-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement Future		291.6	7.4	7.4	7.4	1.8	5.3	7.4	-	7.4	7.4	5.5
Rail System Improvements		-	-	-	-	-	-	-	-	-	-	-
Metrolink		-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II		-	-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit Corridor		-	-	-	-	-	-	-	-	-	-	-
Regional Connector		-	-	-	-	-	-	-	-	-	-	-
Transit Projects Subtotal		711.6	7.4	7.4	7.4	1.8	5.3	7.4	-	7.4	7.4	5.5

LACMTA Financial Forecasting Model

**SAFE**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	198.4	71.7	51.4	70.0	77.0	7.7	7.6	7.5	7.4	7.2	7.0	7.0
<b>ALLOCATION OF FUNDS:</b>												
Freeway Service Patrol	42.0	15.0	10.5	15.0	16.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Call Box Programs (Freeway and #399)	25.6	10.2	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
Traveler Info (#511) net of rev offset (no proj)	97.2	41.3	35.2	29.5	32.5	5.7	5.5	5.3	5.1	5.0	5.7	3.0
Motorist Services Improvements (no proj she	17.0	7.3	6.5	5.0	5.5	1.3	1.3	1.0	1.0	1.0	0.5	0.5
Administration (no project sheet)	38.2	15.7	13.0	11.5	13.7	1.9	1.9	2.0	2.0	2.0	2.1	1.1
<b>Subtotal Highway Allocated</b>	<b>220.1</b>	<b>89.5</b>	<b>73.1</b>	<b>70.0</b>	<b>77.0</b>	<b>11.6</b>	<b>11.4</b>	<b>10.9</b>	<b>10.7</b>	<b>10.7</b>	<b>10.8</b>	<b>7.0</b>
Bus Capital CRD Project	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>220.1</b>	<b>89.5</b>	<b>73.1</b>	<b>70.0</b>	<b>77.0</b>	<b>11.6</b>	<b>11.4</b>	<b>10.9</b>	<b>10.7</b>	<b>10.7</b>	<b>10.8</b>	<b>7.0</b>
<b>Beginning Balance</b>	<b>21.7</b>	<b>17.8</b>	<b>21.7</b>	-	-	<b>21.7</b>	<b>17.8</b>	<b>14.0</b>	<b>10.6</b>	<b>7.3</b>	<b>3.8</b>	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(21.7)</b>	<b>(17.8)</b>	<b>(21.7)</b>	-	-	<b>(3.9)</b>	<b>(3.8)</b>	<b>(3.4)</b>	<b>(3.3)</b>	<b>(3.5)</b>	<b>(3.8)</b>	-
<b>Cumulative Ending Balance</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17.8</b>	<b>14.0</b>	<b>10.6</b>	<b>7.3</b>	<b>3.8</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. SAFE = Service Authority for Freeway Emergencies.



LACMTA Financial Forecasting Model

**SAFE**

*L RTP 10/18/12 rev 11-19-12*

	<b>Total</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)	'13-'14	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	198.4	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
<b>ALLOCATION OF FUNDS:</b>											
Freeway Service Patrol	42.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Call Box Programs (Freeway and #399)	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Traveler Info (#511) net of rev offset (no proj)	97.2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Motorist Services Improvements (no proj she	17.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Administration (no project sheet)	38.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Subtotal Highway Allocated</b>	<b>220.1</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
Bus Capital CRD Project	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>220.1</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
<b>Beginning Balance</b>	<b>21.7</b>	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(21.7)</b>	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>-</b>	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. SAFE = Service Authority for Freeway Emergencies.

**LACMTA Financial Forecasting Model  
SAFE**

*L RTP 10/18/12 rev 11-19-12*

	<b>Total</b>	<b>2029</b>	<b>2030</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>
(\$ in millions)	<b>'13-'40</b>	<b>2030</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>
<b>Total Revenues Available</b>	198.4	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
<b>ALLOCATION OF FUNDS:</b>												
Freeway Service Patrol	42.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Call Box Programs (Freeway and #399)	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Traveler Info (#511) net of rev offset (no proj	97.2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Motorist Services Improvements (no proj she	17.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Administration (no project sheet)	38.2	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.2	1.3	1.3	1.3
<b>Subtotal Highway Allocated</b>	<b>220.1</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
Bus Capital CRD Project	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>220.1</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
<b>Beginning Balance</b>	<b>21.7</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(21.7)</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>-</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. SAFE = Service Authority for Freeway Emergencies.

**LACMTA Financial Forecasting Model**  
**SHOPP --**  
**Freeway Rehabilitation and Safety**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	%	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available (Inflated)</b>	5,482.0	-	1,780.0	1,282.0	2,000.0	2,200.0	302.0	60.0	217.0	103.0	200.0	200.0	200.0
<b>Allocation of Funds</b>													
Carpool Lanes	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Freeway Rehabilitation	5,482.0	100.0%	1,780.0	1,282.0	2,000.0	2,200.0	302.0	60.0	217.0	103.0	200.0	200.0	200.0
<b>Subtotal Allocated</b>	<b>5,482.0</b>	<b>100.0%</b>	<b>1,780.0</b>	<b>1,282.0</b>	<b>2,000.0</b>	<b>2,200.0</b>	<b>302.0</b>	<b>60.0</b>	<b>217.0</b>	<b>103.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</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**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'40		%	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>Total Revenues Available (Inflated)</b>	5,482.0	-	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Allocation of Funds</b>												
Carpool Lanes	-	0.0%	-	-	-	-	-	-	-	-	-	-
Freeway Rehabilitation	5,482.0	100.0%	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Subtotal Allocated</b>	<b>5,482.0</b>	<b>100.0%</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>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  
 LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
			2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available (Inflated)</b>	5,482.0	-	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Allocation of Funds</b>													
Carpool Lanes	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Freeway Rehabilitation	5,482.0	100.0%	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Subtotal Allocated</b>	<b>5,482.0</b>	<b>100.0%</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</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**  
**L RTP 10/18/12 rev 11-19-12**

Operator Revenue Share PUC 99314 (\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Interest on Oper Revenue Share	10.8		4.0	2.4	4.0	4.4	-	0.4	0.4	0.4	0.4	0.4	0.4
<b>TOTAL REVENUES incl Interest</b>	<b>1,681.3</b>		<b>545.0</b>	<b>397.2</b>	<b>578.3</b>	<b>705.7</b>	<b>76.7</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.7</b>	<b>54.2</b>	<b>54.7</b>
Revenues Available excl interest	1,670.5		541.0	394.8	574.3	701.3	76.7	51.7	52.2	52.7	53.3	53.8	54.3
Annual Percent Change							48.35%	-32.6%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>													
<b>BUS OPERATIONS</b>	<b>1,674.8</b>	<b>99.6%</b>	<b>542.9</b>	<b>396.0</b>	<b>576.0</b>	<b>702.8</b>	<b>76.7</b>	<b>51.9</b>	<b>52.4</b>	<b>52.9</b>	<b>53.5</b>	<b>54.0</b>	<b>54.5</b>
MTA Operations	1,237.6	73.6%	401.2	292.7	425.6	519.3	56.8	38.4	38.7	39.1	39.5	39.9	40.3
Municipal Operators	437.1	26.0%	141.7	103.3	150.4	183.5	19.9	13.5	13.7	13.8	14.0	14.1	14.2
<b>BUS CAPITAL - MTA</b>													
MTA Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	<b>6.5</b>	<b>0.4%</b>	<b>2.1</b>	<b>1.2</b>	<b>2.3</b>	<b>2.9</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>Bus Operations Total</b>	<b>1,674.8</b>	<b>99.6%</b>	<b>542.9</b>	<b>396.0</b>	<b>576.0</b>	<b>702.8</b>	<b>76.7</b>	<b>51.9</b>	<b>52.4</b>	<b>52.9</b>	<b>53.5</b>	<b>54.0</b>	<b>54.5</b>
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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>0.4%</b>	<b>2.1</b>	<b>1.2</b>	<b>2.3</b>	<b>2.9</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>Subtotal Allocated</b>	<b>1,681.3</b>	<b>100.0%</b>	<b>545.0</b>	<b>397.2</b>	<b>578.3</b>	<b>705.7</b>	<b>76.7</b>	<b>52.1</b>	<b>52.6</b>	<b>53.1</b>	<b>53.7</b>	<b>54.2</b>	<b>54.7</b>
<b>Beginning Balance</b>	<b>-</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 \$	1,244.1			294.0	427.9	522.3	56.8	38.6	38.9	39.3	39.7	40.1	40.5
Municipal Operators Share \$	437.1			103.3	150.4	183.5	19.9	13.5	13.7	13.8	14.0	14.1	14.2
MTA Share %	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 %	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 Operator Revenue Share**  
**L RTP 10/18/12 rev 11-19-12**

Operator Revenue Share PUC 99314 (\$ in millions)	Total '13-'40	Alloc %	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	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>1,681.3</b>		<b>55.3</b>	<b>55.8</b>	<b>56.4</b>	<b>57.0</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.3</b>	<b>59.8</b>	<b>60.4</b>
<b>Revenues Available excl interest</b>	<b>1,670.5</b>		<b>54.9</b>	<b>55.4</b>	<b>56.0</b>	<b>56.6</b>	<b>57.1</b>	<b>57.7</b>	<b>58.3</b>	<b>58.9</b>	<b>59.4</b>	<b>60.0</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>1,674.8</b>	<b>99.6%</b>	<b>55.1</b>	<b>55.6</b>	<b>56.2</b>	<b>56.7</b>	<b>57.3</b>	<b>57.9</b>	<b>58.4</b>	<b>59.0</b>	<b>59.6</b>	<b>60.2</b>
MTA Operations	1,237.6	73.6%	40.7	41.1	41.5	41.9	42.3	42.8	43.2	43.6	44.0	44.5
Municipal Operators	437.1	26.0%	14.4	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7
<b>BUS CAPITAL - MTA</b>												
MTA Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	<b>6.5</b>	<b>0.4%</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>1,674.8</b>	<b>99.6%</b>	<b>55.1</b>	<b>55.6</b>	<b>56.2</b>	<b>56.7</b>	<b>57.3</b>	<b>57.9</b>	<b>58.4</b>	<b>59.0</b>	<b>59.6</b>	<b>60.2</b>
<b>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>0.4%</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>1,681.3</b>	<b>100.0%</b>	<b>55.3</b>	<b>55.8</b>	<b>56.4</b>	<b>57.0</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.3</b>	<b>59.8</b>	<b>60.4</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 \$	1,244.1		40.9	41.3	41.7	42.1	42.6	43.0	43.4	43.8	44.3	44.7
Municipal Operators Share \$	437.1		14.4	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7
MTA Share %	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 %	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 Operator Revenue Share**  
**L RTP 10/18/12 rev 11-19-12**

Operator Revenue Share PUC 99314 (\$ in millions)	Total '13-'40	Alloc %	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
<b>Interest on Oper Revenue Share</b>	10.8		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>TOTAL REVENUES incl Interest</b>	1,681.3		61.0	61.6	62.3	62.9	63.5	64.1	64.8	65.4	66.1	66.7	67.4
<b>Revenues Available excl interest</b>	1,670.5		60.6	61.2	61.9	62.5	63.1	63.7	64.4	65.0	65.7	66.3	67.0
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>	1,674.8	99.6%	60.8	61.4	62.0	62.6	63.2	63.9	64.5	65.1	65.8	66.4	67.1
MTA Operations	1,237.6	73.6%	44.9	45.4	45.8	46.3	46.7	47.2	47.7	48.1	48.6	49.1	49.6
Municipal Operators	437.1	26.0%	15.9	16.0	16.2	16.3	16.5	16.7	16.8	17.0	17.2	17.3	17.5
<b>BUS CAPITAL - MTA</b>													
MTA Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	6.5	0.4%	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
<b>Bus Operations Total</b>	1,674.8	99.6%	60.8	61.4	62.0	62.6	63.2	63.9	64.5	65.1	65.8	66.4	67.1
<b>Bus Capital Total</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Agency-Wide Capital Total</b>	6.5	0.4%	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
<b>Subtotal Allocated</b>	1,681.3	100.0%	61.0	61.6	62.3	62.9	63.5	64.1	64.8	65.4	66.1	66.7	67.4
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
MTA Share \$	1,244.1		45.2	45.6	46.1	46.5	47.0	47.5	47.9	48.4	48.9	49.4	49.9
Municipal Operators Share \$	437.1		15.9	16.0	16.2	16.3	16.5	16.7	16.8	17.0	17.2	17.3	17.5
MTA Share %	74.0%		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 %	26.0%		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**  
**L RTP 10/18/12 rev 11-19-12**

Population Share PUC 99313 (\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>STA-Population Revenues</b>	1,436.0		465.6	338.2	494.2	603.6	64.5	44.5	44.9	45.4	45.8	46.3	46.8
<b>Revenues Available</b>	1,436.0		465.6	338.2	494.2	603.6	64.5	44.5	44.9	45.4	45.8	46.3	46.8
Annual Percent Change							44.9%	-31.0%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>													
<b>RAIL OPERATIONS-MTA</b>	1,436.0	100.0%	465.6	338.2	494.2	603.6	64.5	44.5	44.9	45.4	45.8	46.3	46.8
<b>RAIL CAPITAL - MTA</b>													
Fleet Procurement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Total</b>	1,436.0	100.0%	465.6	338.2	494.2	603.6	64.5	44.5	44.9	45.4	45.8	46.3	46.8
<b>Rail Capital Total</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	1,436.0	100.0%	465.6	338.2	494.2	603.6	64.5	44.5	44.9	45.4	45.8	46.3	46.8
<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**  
**STA--State Transit Assistance Population Share**  
**L RTP 10/18/12 rev 11-19-12**

Population Share PUC 99313 (\$ in millions)	Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'40		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>STA-Population Revenues</b>	1,436.0		47.2	47.7	48.2	48.7	49.2	49.6	50.1	50.6	51.2	51.7
<b>Revenues Available</b>	1,436.0		47.2	47.7	48.2	48.7	49.2	49.6	50.1	50.6	51.2	51.7
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>	1,436.0	100.0%	47.2	47.7	48.2	48.7	49.2	49.6	50.1	50.6	51.2	51.7
<b>RAIL CAPITAL - MTA</b>												
Fleet Procurement	-	0.0%	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Total</b>	1,436.0	100.0%	47.2	47.7	48.2	48.7	49.2	49.6	50.1	50.6	51.2	51.7
<b>Rail Capital Total</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	1,436.0	100.0%	47.2	47.7	48.2	48.7	49.2	49.6	50.1	50.6	51.2	51.7
<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**  
**STA--State Transit Assistance Population Share**  
**L RTP 10/18/12 rev 11-19-12**

Population Share PUC 99313 (\$ in millions)	Total '13-'40	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>	1,436.0		52.2	52.7	53.2	53.8	54.3	54.8	55.4	55.9	56.5	57.1	57.6
<b>Revenues Available</b>	1,436.0		52.2	52.7	53.2	53.8	54.3	54.8	55.4	55.9	56.5	57.1	57.6
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>	1,436.0	100.0%	52.2	52.7	53.2	53.8	54.3	54.8	55.4	55.9	56.5	57.1	57.6
<b>RAIL CAPITAL - MTA</b>													
Fleet Procurement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Total</b>	1,436.0	100.0%	52.2	52.7	53.2	53.8	54.3	54.8	55.4	55.9	56.5	57.1	57.6
<b>Rail Capital Total</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	1,436.0	100.0%	52.2	52.7	53.2	53.8	54.3	54.8	55.4	55.9	56.5	57.1	57.6
<b>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.
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**LACMTA Financial Forecasting Model**  
**Traffic Congestion Relief Program Funds (TCRP)**  
**L RTP 10/18/12 rev 11-19-12**

	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
TCRP Allocations	177.5	149.7	177.5	-	-	27.8	53.7	27.8	47.9	20.1	-	-
<b>Total Revenues Available</b>	<b>177.5</b>	<b>149.7</b>	<b>177.5</b>	<b>-</b>	<b>-</b>	<b>27.8</b>	<b>53.7</b>	<b>27.8</b>	<b>47.9</b>	<b>20.1</b>	<b>-</b>	<b>-</b>
<b>ALLOCATION OF FUNDS</b>												
<b>RAIL CAPITAL</b>												
East San Fernando Valley North-South Corridor	26.1	26.1	26.1	-	-	-	-	-	14.0	12.1	-	-
<b>Rail Capital Total</b>	<b>26.1</b>	<b>26.1</b>	<b>26.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.0</b>	<b>12.1</b>	<b>-</b>	<b>-</b>
<b>BUS CAPITAL</b>												
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>HIGHWAY CAPITAL PROJECTS</b>												
Highway Projects - HOV Lanes (see detail below)	142.1	114.3	142.1	-	-	27.8	44.5	27.8	33.9	8.0	-	-
Highway Projects - Gap Closures	9.2	9.2	9.2	-	-	-	9.2	-	-	-	-	-
<b>Highway Capital Projects Total</b>	<b>151.3</b>	<b>123.5</b>	<b>151.3</b>	<b>-</b>	<b>-</b>	<b>27.8</b>	<b>53.7</b>	<b>27.8</b>	<b>33.9</b>	<b>8.0</b>	<b>-</b>	<b>-</b>
<b>Total</b>	<b>177.5</b>	<b>149.7</b>	<b>177.5</b>	<b>-</b>	<b>-</b>	<b>27.8</b>	<b>53.7</b>	<b>27.8</b>	<b>47.9</b>	<b>20.1</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>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>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>NOTES:</b>												
<b>Freeway Project Detail</b>												
Rte 5 HOV-Rte 170 to Rte 118	6.1	6.1	6.1	-	-	-	-	-	6.1	-	-	-
Rte 405 HOV-Rte 10 to 101	40.0	32.0	40.0	-	-	8.0	8.0	8.0	8.0	8.0	-	-
Rte 405 HOV-Waterford to Rte 10	5.7	5.7	5.7	-	-	-	5.7	-	-	-	-	-
Rte 5 OCL to Rte 19 (Lkwd Bl)	79.3	59.5	79.3	-	-	19.8	19.8	19.8	19.8	-	-	-
Rte 10 HOV-Puente to Citrus	-	-	-	-	-	-	-	-	-	-	-	-
405/101 Greenleaf replacement project	11.0	11.0	11.0	-	-	-	11.0	-	-	-	-	-
Subtotal HOV Lanes	142.1	114.3	142.1	-	-	27.8	44.5	27.8	33.9	8.0	-	-
Rte 71 Gap-10 to Mission	9.2	9.2	9.2	-	-	-	9.2	-	-	-	-	-
RSTI - Mission Blvd/SR-71	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Congestion Mitigation & Air Quality**  
**(CMAQ)**

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	%	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Revenues Apportioned	2,212.7	-	1,012.6	832.7	720.0	660.0	140.1	142.6	115.0	115.0	110.0	110.0	100.0
Adjustments/Rescissions	0.0	-		-	-	-							
<b>Total Revenues Available</b>	<b>2,212.7</b>		<b>1,012.6</b>	<b>832.7</b>	<b>720.0</b>	<b>660.0</b>	<b>140.1</b>	<b>142.6</b>	<b>115.0</b>	<b>115.0</b>	<b>110.0</b>	<b>110.0</b>	<b>100.0</b>
Subtotal Transit (project detail below)	790.2	-	406.6	337.5	177.0	275.7	38.8	38.3	61.8	27.3	57.0	86.7	27.5
<b>Net Revenue Available</b>	<b>1,422.5</b>	-	<b>606.0</b>	<b>495.2</b>	<b>543.0</b>	<b>384.3</b>	<b>101.3</b>	<b>104.3</b>	<b>53.2</b>	<b>87.7</b>	<b>53.0</b>	<b>23.3</b>	<b>72.5</b>
Annual Percent Change (Apportioned Revenues)							-10.0%	1.8%	-19.4%	0.0%	-4.3%	0.0%	-9.1%
<b>ALLOCATION OF FUNDS (Highway Projects):</b>													
HOV Lanes - FY 20-30 is not yet programmed	558.4	39.0%	145.1	284.1	168.3	106.0	139.0	67.6	-	44.2	33.3	-	-
Gap Closures - FY 20-30 is not yet programmed	240.7	16.8%	-	-	98.6	142.1	-	-	-	-	-	-	-
Freeway Interchanges - FY20-30 is not yet programmed	64.8	4.5%	-	-	-	64.8	-	-	-	-	-	-	-
Subtotal Freeway Projects	864.0		145.1	284.1	267.0	312.9	139.0	67.6	-	44.2	33.3	-	-
Regional Surface Transportation Improvements	115.5	8.1%	113.0	111.2	4.3	-	2.5	10.0	17.6	25.4	18.2	12.0	25.6
TSM (Signal Synch, Bus Speed Improvement)	66.2	4.6%	62.2	66.2	-	-	4.0	2.1	2.0	-	-	11.3	46.8
Park & Ride/Transit Centers	46.6	3.3%	32.0	46.6	-	-	14.6	11.1	16.2	4.7	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	277.4	19.4%	209.3	1.5	271.7	4.2	-	-	-	-	1.5	-	-
Rapid Bus Subsidy Projects	15.0	1.0%	10.0	15.0	-	-	5.0	5.6	4.4	-	-	-	-
Transportation Enhancement Activities	0.6	0.0%	-	0.6	-	-	0.6	-	-	-	-	-	-
Transportation Demand Mgt	5.0	0.3%	4.4	5.0	-	-	0.6	0.6	-	3.8	-	-	-
Regional Bikeways & Pedestrian Improvements	42.1	2.9%	30.0	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
<b>Subtotal Allocated for Highway Projects</b>	<b>1,432.4</b>	<b>100.0%</b>	<b>606.0</b>	<b>572.3</b>	<b>543.0</b>	<b>317.1</b>	<b>178.4</b>	<b>104.3</b>	<b>53.2</b>	<b>87.7</b>	<b>53.0</b>	<b>23.3</b>	<b>72.4</b>
<b>Beginning Balance</b>	<b>77.2</b>	<b>-</b>	<b>0.0</b>	<b>77.2</b>	<b>0.1</b>	<b>0.1</b>	<b>77.2</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>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(9.9)</b>	<b>-</b>	<b>0.0</b>	<b>(77.1)</b>	<b>(0.0)</b>	<b>67.2</b>	<b>(77.2)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.1</b>
<b>Cum End Balance (avail-Hwy/Transit)</b>	<b>67.3</b>	<b>-</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>67.3</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>0.1</b>

**LACMTA Financial Forecasting Model**  
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**(CMAQ)**  
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(\$ in millions)	Total	%	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Freeway Project Detail</b>													
Carpool Lanes from SR-134 to SR-170, NB & I-5 North	-		-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	-		-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	77.4		77.4	77.4	-	-	-	-	-	44.2	33.3	-	-
Carpool Lanes from Puente to Citrus I-10	139.0		-	139.0	-	-	139.0	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	67.6		67.6	67.6	-	-	-	67.6	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	184.2		-	-	168.3	15.9	-	-	-	-	-	-	-
I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay	64.8		-	-	-	64.8	-	-	-	-	-	-	-
SR-710 North Extension (tunnel) SR-710	173.3		-	-	31.2	142.1	-	-	-	-	-	-	-
I-710 South I-710	79.8		-	-	-	79.8	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	10.3		-	-	-	10.3	-	-	-	-	-	-	-
SR-71 from Mission to Rio Rancho SR-71	20.7		-	-	20.7	-	-	-	-	-	-	-	-
Subtotal Freeway Projects	817.3		145.1	284.1	220.3	312.9	139.0	67.6	-	44.2	33.3	-	-
<b>Transit Project Detail</b>													
Rail Ops. MTA Rail Corridors	326.5		163.3	138.3	82.8	105.5	21.8	21.4	25.5	14.1	20.7	19.7	15.1
Expo Line Phase I Operations (ROD Apr 2012)	61.8		40.0	61.8	-	-	21.8	21.4	18.6	-	-	-	-
Expo Line Phase II Operations (ROD Jan 2017)	37.6		37.6	31.1	6.5	-	-	-	-	-	6.1	12.3	12.8
Crenshaw Line - Operations (ROD Apr 2019)	42.7		42.7	2.4	40.4	-	-	-	-	-	-	-	2.4
Blue Line - Reg'I Connector Operations (ROD Jul 2019)	-		-	-	-	-	-	-	-	-	-	-	-
Gold Line - Foothill Extension Ops. (ROD Jan 2015)	43.0		43.0	43.0	-	-	-	-	6.9	14.1	14.6	7.4	-
Gold Line - East Exten. Operations (ROD Jul 2035)	58.5		-	-	-	58.5	-	-	-	-	-	-	-
Green Line - LAX Ext. Operations (ROD Jul 2028)	7.0		-	-	2.3	4.7	-	-	-	-	-	-	-
Green Line - South Bay Operations (ROD Jul 2035)	25.1		-	-	-	25.1	-	-	-	-	-	-	-
Purple Line Extension I Operations (ROD Jul 2023)	-		-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension II Operations (ROD Jul 2026)	-		-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension III Operations (ROD Jul 2035)	-		-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Line Operations (ROD Jul 2027)	50.8		-	-	33.6	17.2	-	-	-	-	-	-	-
Regional Connector	64.0		64.0	64.0	0.0	-	-	-	-	-	0.0	51.5	12.4
Westside Subway Extension Segment 1	22.5		22.5	22.5	-	-	-	-	-	13.2	9.4	-	-
Westside Subway Extension Segment 2	91.9		91.9	42.5	49.4	-	-	-	-	-	27.0	15.5	-
South Bay Green Line Extension	46.6		-	-	-	46.6	-	-	-	-	-	-	-
Eastside Extension Phase II	62.5		-	-	-	62.5	-	-	-	-	-	-	-
Crenshaw/LAX Corridor	24.1		24.1	24.1	-	-	-	-	24.0	-	-	0.0	-

**LACMTA Financial Forecasting Model**  
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(\$ in millions)	Total	%	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Airport Metro Connector	33.3		-	-	33.3	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	61.1		-	-	-	61.1	-	-	-	-	-	-	-
West Santa Ana Branch	-		-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-		-	-	-	-	-	-	-	-	-	-	-
Rail Fleet Procurement	-		-	-	-	-	-	-	-	-	-	-	-
Subtotal Rail Capital	405.9		202.4	153.1	82.6	170.2	-	-	24.0	13.2	36.4	67.0	12.4
Bus Ops. MTA Bus Corridors	6.9		4.6	6.9	-	-	2.3	2.3	2.3	-	-	-	-
Orange Line Canoga Extension	6.9		4.6	6.9	-	-	2.3	2.3	2.3	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	-		-	-	-	-	-	-	-	-	-	-	-
MTA Bus Procurement	43.6		33.8	31.9	11.7	-	9.7	12.2	10.0	-	-	-	-
MTA CRD Project	7.4		2.4	7.4	-	-	5.0	2.4	-	-	-	-	-
Subtotal Transit Projects	790.2		406.6	337.5	177.0	275.7	38.8	38.3	61.8	27.3	57.0	86.7	27.5

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(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Revenues Apportioned	2,212.7	80.0	80.0	80.0	80.0	80.0	80.0	60.0	60.0	60.0	60.0
Adjustments/Rescissions	0.0										
<b>Total Revenues Available</b>	<b>2,212.7</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>
Subtotal Transit (project detail below)	790.2	75.6	20.2	12.1	0.0	15.1	18.2	0.0	0.0	16.5	19.3
<b>Net Revenue Available</b>	<b>1,422.5</b>	<b>4.4</b>	<b>59.8</b>	<b>67.9</b>	<b>80.0</b>	<b>64.9</b>	<b>61.9</b>	<b>60.0</b>	<b>60.0</b>	<b>43.5</b>	<b>40.7</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 (Highway Projects):</b>											
HOV Lanes - FY 20-30 is not yet programmed	558.4	-	-	-	-	62.4	44.4	20.0	20.8	12.3	8.5
Gap Closures - FY 20-30 is not yet programmed	240.7	-	-	-	-	-	4.7	30.0	32.7	31.2	-
Freeway Interchanges - FY20-30 is not yet programmed	64.8	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects	864.0	-	-	-	-	62.4	49.1	50.0	53.5	43.5	8.5
Regional Surface Transportation Improvements	115.5	4.3	-	-	-	-	-	-	-	-	-
TSM (Signal Synch, Bus Speed Improvement)	66.2	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	46.6	-	-	-	-	-	-	-	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	277.4	0.1	59.8	67.9	80.0	2.6	12.8	10.0	6.5	-	32.2
Rapid Bus Subsidy Projects	15.0	-	-	-	-	-	-	-	-	-	-
Transportation Enhancement Activities	0.6	-	-	-	-	-	-	-	-	-	-
Transportation Demand Mgt	5.0	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	42.1	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated for Highway Projects</b>	<b>1,432.4</b>	<b>4.4</b>	<b>59.8</b>	<b>67.9</b>	<b>80.0</b>	<b>64.9</b>	<b>61.8</b>	<b>60.0</b>	<b>60.0</b>	<b>43.5</b>	<b>40.7</b>
<b>Beginning Balance</b>	<b>77.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(9.9)</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>	<b>(0.0)</b>	<b>0.0</b>
<b>Cum End Balance (avail-Hwy/Transit)</b>	<b>67.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>



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(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028
	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<u>Freeway Project Detail</u>												
Carpool Lanes from SR-134 to SR-170, NB & I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Roseme I-5 South	77.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	139.0	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	67.6	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	184.2	-	-	-	-	62.4	44.4	20.0	20.8	12.3	8.5	-
I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay	64.8	-	-	-	-	-	-	-	-	-	-	-
SR-710 North Extension (tunnel) SR-710	173.3	-	-	-	-	-	-	-	-	31.2	-	-
I-710 South I-710	79.8	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	10.3	-	-	-	-	-	-	-	-	-	-	-
SR-71 from Mission to Rio Rancho SR-71	20.7	-	-	-	-	-	-	-	20.7	-	-	-
Subtotal Freeway Projects	817.3	-	-	-	-	62.4	44.4	20.0	41.5	43.5	8.5	-
<u>Transit Project Detail</u>												
Rail Ops. MTA Rail Corridors	326.5	20.5	14.3	12.1	-	-	-	-	-	16.5	19.3	-
Expo Line Phase I Operations (ROD Apr 2012)	61.8	-	-	-	-	-	-	-	-	-	-	-
Expo Line Phase II Operations (ROD Jan 2017)	37.6	6.5	-	-	-	-	-	-	-	-	-	-
Crenshaw Line - Operations (ROD Apr 2019)	42.7	13.9	14.3	12.1	-	-	-	-	-	-	-	-
Blue Line - Reg'l Connector Operations (ROD Jul 2019)	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line - Foothill Extension Ops. (ROD Jan 2015)	43.0	-	-	-	-	-	-	-	-	-	-	-
Gold Line - East Exten. Operations (ROD Jul 2035)	58.5	-	-	-	-	-	-	-	-	-	-	-
Green Line - LAX Ext. Operations (ROD Jul 2028)	7.0	-	-	-	-	-	-	-	-	-	-	2.3
Green Line - South Bay Operations (ROD Jul 2035)	25.1	-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension I Operations (ROD Jul 2023)	-	-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension II Operations (ROD Jul 2026)	-	-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension III Operations (ROD Jul 2035)	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Line Operations (ROD Jul 2027)	50.8	-	-	-	-	-	-	-	-	16.5	17.0	-
Regional Connector	64.0	0.0	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 1	22.5	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 2	91.9	49.4	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension	46.6	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	62.5	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Corridor	24.1	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
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(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'14	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Airport Metro Connector	33.3	-	-	-	-	15.1	18.2	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	61.1	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-
Rail Fleet Procurement	-	-	-	-	-	-	-	-	-	-	-
Subtotal Rail Capital	405.9	49.4	-	-	-	15.1	18.2	-	-	-	-
Bus Ops. MTA Bus Corridors	6.9	-	-	-	-	-	-	-	-	-	-
Orange Line Canoga Extension	6.9	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	-	-	-	-	-	-	-	-	-	-	-
MTA Bus Procurement	43.6	5.8	5.9	-	-	-	-	-	-	-	-
MTA CRD Project	7.4	-	-	-	-	-	-	-	-	-	-
Subtotal Transit Projects	790.2	75.6	20.2	12.1	-	15.1	18.2	-	-	16.5	19.3

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	<b>Total</b>	<b>2029</b>	<b>2030</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>
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Revenues Apportioned	2,212.7	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0
Adjustments/Rescissions	0.0											
<b>Total Revenues Available</b>	<b>2,212.7</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>
Subtotal Transit (project detail below)	790.2	30.3	22.4	15.8	0.0	25.3	37.2	41.5	44.5	45.5	13.1	0.0
<b>Net Revenue Available</b>	<b>1,422.5</b>	<b>29.7</b>	<b>37.6</b>	<b>44.2</b>	<b>60.0</b>	<b>34.7</b>	<b>22.8</b>	<b>18.5</b>	<b>15.5</b>	<b>14.5</b>	<b>46.9</b>	<b>60.0</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 (Highway Projects):</b>												
HOV Lanes - FY 20-30 is not yet programmed	558.4	15.9	4.7	27.4	-	-	14.3	-	13.3	13.6	12.5	4.5
Gap Closures - FY 20-30 is not yet programmed	240.7	-	8.8	11.6	60.0	34.7	8.6	18.5	-	-	-	-
Freeway Interchanges - FY20-30 is not yet programmed	64.8	9.6	24.2	5.2	-	-	-	-	2.2	1.0	22.7	-
Subtotal Freeway Projects	864.0	25.5	37.6	44.2	60.0	34.7	22.8	18.5	15.5	14.6	35.2	4.5
Regional Surface Transportation Improvements	115.5	-	-	-	-	-	-	-	-	-	-	-
TSM (Signal Synch, Bus Speed Improvement)	66.2	-	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	46.6	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	277.4	4.2	-	-	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects	15.0	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancement Activities	0.6	-	-	-	-	-	-	-	-	-	-	-
Transportation Demand Mgt	5.0	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	42.1	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated for Highway Projects</b>	<b>1,432.4</b>	<b>29.7</b>	<b>37.6</b>	<b>44.2</b>	<b>60.0</b>	<b>34.7</b>	<b>22.8</b>	<b>18.5</b>	<b>15.5</b>	<b>14.6</b>	<b>35.2</b>	<b>4.5</b>
<b>Beginning Balance</b>	<b>77.2</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>11.8</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(9.9)</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>	<b>(0.0)</b>	<b>11.7</b>	<b>55.5</b>
<b>Cum End Balance (avail-Hwy/Tansit)</b>	<b>67.3</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.1</b>	<b>0.0</b>	<b>11.8</b>	<b>67.3</b>

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(\$ in millions)	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Freeway Project Detail</b>												
Carpool Lanes from SR-134 to SR-170, NB & I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	77.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	139.0	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	67.6	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	184.2	15.9	-	-	-	-	-	-	-	-	-	-
I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay	64.8	9.6	24.2	5.2	-	-	-	-	2.2	1.0	22.7	-
SR-710 North Extension (tunnel) SR-710	173.3	-	8.8	11.6	60.0	34.7	8.6	18.5	-	-	-	-
I-710 South I-710	79.8	-	4.7	27.4	-	-	4.0	-	13.3	13.6	12.5	4.5
Carpool Lanes and Truck Lanes I-5 North	10.3	-	-	-	-	-	10.3	-	-	-	-	-
SR-71 from Mission to Rio Rancho SR-71	20.7	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects	817.3	25.5	37.6	44.2	60.0	34.7	22.8	18.5	15.5	14.6	35.2	4.5
<b>Transit Project Detail</b>												
Rail Ops. MTA Rail Corridors	326.5	19.5	2.4	-	-	-	-	26.9	28.0	28.6	-	-
Expo Line Phase I Operations (ROD Apr 2012)	61.8	-	-	-	-	-	-	-	-	-	-	-
Expo Line Phase II Operations (ROD Jan 2017)	37.6	-	-	-	-	-	-	-	-	-	-	-
Crenshaw Line - Operations (ROD Apr 2019)	42.7	-	-	-	-	-	-	-	-	-	-	-
Blue Line - Reg'l Connector Operations (ROD Jul 2019)	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line - Foothill Extension Ops. (ROD Jan 2015)	43.0	-	-	-	-	-	-	-	-	-	-	-
Gold Line - East Exten. Operations (ROD Jul 2035)	58.5	-	-	-	-	-	-	18.8	19.7	20.0	-	-
Green Line - LAX Ext. Operations (ROD Jul 2028)	7.0	2.3	2.4	-	-	-	-	-	-	-	-	-
Green Line - South Bay Operations (ROD Jul 2035)	25.1	-	-	-	-	-	-	8.1	8.4	8.5	-	-
Purple Line Extension I Operations (ROD Jul 2023)	-	-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension II Operations (ROD Jul 2026)	-	-	-	-	-	-	-	-	-	-	-	-
Purple Line Extension III Operations (ROD Jul 2035)	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Line Operations (ROD Jul 2027)	50.8	17.2	-	-	-	-	-	-	-	-	-	-
Regional Connector	64.0	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 1	22.5	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 2	91.9	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension	46.6	10.8	20.0	15.8	-	-	-	-	-	-	-	-
Eastside Extension Phase II	62.5	-	-	-	-	25.3	37.2	-	-	-	-	-
Crenshaw/LAX Corridor	24.1	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model  
Congestion Mitigation & Air Quality  
(CMAQ)**

**L RTP 10/18/12 rev 11-19-12**

	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Airport Metro Connector	33.3	-	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	61.1	-	-	-	-	-	-	14.6	16.5	16.9	13.1	-
West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-	-
Rail Fleet Procurement	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Rail Capital	405.9	10.8	20.0	15.8	-	25.3	37.2	14.6	16.5	16.9	13.1	-
Bus Ops. MTA Bus Corridors	6.9	-	-	-	-	-	-	-	-	-	-	-
Orange Line Canoga Extension	6.9	-	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	-	-	-	-	-	-	-	-	-	-	-	-
MTA Bus Procurement	43.6	-	-	-	-	-	-	-	-	-	-	-
MTA CRD Project	7.4	-	-	-	-	-	-	-	-	-	-	-
Subtotal Transit Projects	790.2	30.3	22.4	15.8	-	25.3	37.2	41.5	44.5	45.5	13.1	-

**LACMTA Financial Forecasting Model**  
**Other Federal Funds -- Highway Earmarks**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	%	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available (Inflated)</b>	115.6	-	60.7	115.6	-	-	54.9	30.0	25.0	5.0	0.7	0.0	0.0
<b>Allocation of Funds</b>													
Freeway Projects	21.2	18.3%	-	21.2	-	-	21.2	-	-	-	-	-	-
Alameda Corridor East	93.7	81.0%	60.7	93.7	-	-	33.0	30.0	25.0	5.0	0.7	-	-
Freeway Service Patrol	0.7	0.6%	-	0.7	-	-	0.7	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>115.6</b>	<b>100.0%</b>	<b>60.7</b>	<b>115.6</b>	<b>0.0</b>	<b>0.0</b>	<b>54.9</b>	<b>30.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.7</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**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenue Pool</b>	56.0		20.0	14.0	20.0	22.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Heavy Rail Security Operations	-	0%	-	-	-	-							
Light Rail Security Operations	-	0%	-	-	-	-							
Bus Security Operations	-	0%	-	-	-	-							
<b>Total Rail Operations</b>	-	0%	-	-	-	-	-	-	-	-	-	-	-
<b>Agency-wide Capital</b>	56.0	100%	20.0	14.0	20.0	22.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>TOTAL</b>	56.0	100%	20.0	14.0	20.0	22.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Beginning Balance</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-		-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-			-	-	-	-	-	-	-	-	-	-

**Notes:**

1. FIS #609922.

## LACMTA Financial Forecasting Model

### Homeland Security Grants

*LRTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenue Pool</b>	56.0	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>Agency-wide Capital</b>	56.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>TOTAL</b>	56.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. FIS #609922.



# LACMTA Financial Forecasting Model

## Homeland Security Grants

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenue Pool</b>	56.0	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>Agency-wide Capital</b>	56.0	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>	56.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. FIS #609922.

**LACMTA Financial Forecasting Model**  
**Job Access & Reverse Commute (JARC)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	24.0	16.0	24.0	0.0	0.0	8.0	8.0	8.0	-	-	-	-
<b>ALLOCATION OF FUNDS:</b>												
Transit (shuttles and other transit)	24.0	16.0	24.0	0.0	0.0	8.0	8.0	8.0				
<b>Subtotal Transit Allocated</b>	<b>24.0</b>	<b>16.0</b>	<b>24.0</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>8.0</b>	<b>8.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>24.0</b>	<b>16.0</b>	<b>24.0</b>	<b>0.0</b>	<b>0.0</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. Formerly FTA Section 5316.

**LACMTA Financial Forecasting Model**  
**New Freedom**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	10.5	7.0	10.5	0.0	0.0	3.5	3.5	3.5	-	-	-	-
<b>ALLOCATION OF FUNDS:</b>												
Transit (beyond ADA requirements)	10.5	7.0	10.5	-	-	3.5	3.5	3.5				
<b>Subtotal Transit Allocated</b>	<b>10.5</b>	<b>7.0</b>	<b>10.5</b>	<b>-</b>	<b>-</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>10.5</b>	<b>7.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</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. Formerly FTA Section 5317.

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation**  
**Program (RSTP)**

*L RTP 10/18/12 rev 11-19-12*

	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Revenues Apportioned	3,885.2	1,235.3	835.6	1,341.6	1,708.0	114.7	116.8	117.5	119.1	120.8	122.5	124.2
Adjustments/Rescissions	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues Available</b>	<b>3,885.2</b>	<b>1,235.3</b>	<b>835.6</b>	<b>1,341.6</b>	<b>1,708.0</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>
Subtotal Transit (project detail below)	2,376.0	730.4	504.3	742.4	1,129.3	58.2	101.1	60.6	69.8	63.5	84.9	66.2
Transfer to STPL Program	887.6	317.0	221.9	317.0	348.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
Transfer to STPL Program (ARRA savings swap)	6.1	-	6.1	-	-	6.1	-	-	-	-	-	-
<b>Net Revenue Available</b>	<b>615.5</b>	<b>187.9</b>	<b>103.3</b>	<b>282.2</b>	<b>230.0</b>	<b>18.7</b>	<b>(16.0)</b>	<b>25.2</b>	<b>17.6</b>	<b>25.6</b>	<b>5.9</b>	<b>26.3</b>
Annual Percent Change (Apportioned Revenues)						1.77%	1.83%	0.60%	1.36%	1.43%	1.41%	1.39%
<b>ALLOCATION OF FUNDS (Highway Projects):</b>												
HOV Lanes (FY20-30 not yet programmed)	134.3	-	-	-	134.3	-	-	-	-	-	-	-
Gap closures (FY20-30 not yet programmed)	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	26.0	-	-	-	26.0	-	-	-	-	-	-	-
Subtotal	160.3	-	-	-	160.3	-	-	-	-	-	-	-
CFP Regional Surface Transportation Improvement	55.0	47.6	55.0	-	-	7.4	4.2	21.4	-	20.6	1.4	-
SR-138 Widening	25.1	16.4	25.1	-	-	8.7	-	3.8	12.6	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	354.5	144.1	34.5	288.5	31.5	-	-	-	5.0	5.0	4.5	20.0
CFP Gerald Desmond Bridge	11.3	11.3	11.3	-	-	-	11.3	-	-	-	-	-
<b>Subtotal Allocated for Highway Projects</b>	<b>606.2</b>	<b>219.4</b>	<b>125.9</b>	<b>288.5</b>	<b>191.8</b>	<b>16.1</b>	<b>15.5</b>	<b>25.2</b>	<b>17.6</b>	<b>25.6</b>	<b>5.9</b>	<b>20.0</b>
<b>Beginning Balance</b>	<b>28.9</b>	<b>31.5</b>	<b>28.9</b>	<b>6.3</b>	<b>0.0</b>	<b>28.9</b>	<b>31.5</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>9.3</b>	<b>(31.5)</b>	<b>(22.6)</b>	<b>(6.3)</b>	<b>38.2</b>	<b>2.6</b>	<b>(31.5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.3</b>
<b>Cummulative End Balance (avail -Hwy/Transit)</b>	<b>38.2</b>	<b>0.0</b>	<b>6.3</b>	<b>0.0</b>	<b>38.2</b>	<b>31.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.3</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation**  
**Program (RSTP)**

*L RTP 10/18/12 rev 11-19-12*

	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'13-'14	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<u>Freeway Project Detail</u>												
Carpool Lanes and Truck Lanes	I-5 North	16.5	-	-	16.5	-	-	-	-	-	-	-
	I-710 South	117.8	-	-	117.8	-	-	-	-	-	-	-
	South Bay Ramp and Interchange Improvements	26.0	-	-	26.0	-	-	-	-	-	-	-
	Subtotal Freeway Projects	160.3	-	-	160.3	-	-	-	-	-	-	-
<u>Transit Detail</u>												
Access Services		2,159.5	434.9	736.1	988.5	58.2	59.4	60.6	62.1	63.5	64.9	66.2
<u>Transit Project Detail</u>												
Westside Subway Extension Segment 2		6.3	-	6.3	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 3		28.5	-	-	28.5	-	-	-	-	-	-	-
Exposition LRT - Phase I		-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension Phase II		34.6	-	-	34.6	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)		36.9	-	-	36.9	-	-	-	-	-	-	-
South Bay Green Line Extension		40.8	-	-	40.8	-	-	-	-	-	-	-
Crenshaw/LAX Corridor		20.0	20.0	-	-	-	-	-	-	-	20.0	-
LRV Fleet Procurement		49.4	49.4	-	-	-	41.7	-	7.7	-	-	-
	Subtotal Transit Projects	216.5	69.4	6.3	140.8	-	41.7	-	7.7	-	20.0	-
Subtotal Transit		2,376.0	504.3	742.4	1,129.3	58.2	101.1	60.6	69.8	63.5	84.9	66.2

**LACMTA Financial Forecasting Model  
Regional Surface Transportation  
Program (RSTP)**

*L RTP 10/18/12 rev 11-19-12*

	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Revenues Apportioned	3,885.2	125.9	127.7	129.5	131.3	133.1	135.0	136.9	138.8	140.7	142.7
Adjustments/Rescissions	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues Available</b>	<b>3,885.2</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>
Subtotal Transit (project detail below)	2,376.0	73.8	68.8	70.2	71.5	72.8	74.2	75.6	77.0	78.5	80.0
Transfer to STPL Program	887.6	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)	6.1	-	-	-	-	-	-	-	-	-	-
<b>Net Revenue Available</b>	<b>615.5</b>	<b>20.4</b>	<b>27.2</b>	<b>27.6</b>	<b>28.1</b>	<b>28.6</b>	<b>29.1</b>	<b>29.6</b>	<b>30.1</b>	<b>30.5</b>	<b>31.0</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 (Highway Projects):</b>											
HOV Lanes (FY20-30 not yet programmed)	134.3	-	-	-	-	-	-	-	-	-	-
Gap closures (FY20-30 not yet programmed)	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	26.0	-	-	-	-	-	-	-	-	-	-
Subtotal	160.3	-	-	-	-	-	-	-	-	-	-
CFP Regional Surface Transportation Improvement	55.0	-	-	-	-	-	-	-	-	-	-
SR-138 Widening	25.1	-	-	-	-	-	-	-	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	354.5	26.7	27.2	27.6	28.1	28.6	29.1	29.6	30.1	30.5	31.0
CFP Gerald Desmond Bridge	11.3	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated for Highway Projects</b>	<b>606.2</b>	<b>26.7</b>	<b>27.2</b>	<b>27.6</b>	<b>28.1</b>	<b>28.6</b>	<b>29.1</b>	<b>29.6</b>	<b>30.1</b>	<b>30.5</b>	<b>31.0</b>
<b>Beginning Balance</b>	<b>28.9</b>	<b>6.3</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>Annual Surplus/&lt;Shortfall&gt;</b>	<b>9.3</b>	<b>(6.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cummulative End Balance (avail -Hwy/Transit)</b>	<b>38.2</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>

**NOTES:**

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

**LACMTA Financial Forecasting Model  
Regional Surface Transportation  
Program (RSTP)**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	
	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<u>Freeway Project Detail</u>												
Carpool Lanes and Truck Lanes	I-5 North	16.5	-	-	-	-	-	-	-	-	-	-
I-710 South		117.8	-	-	-	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements		26.0	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects		160.3	-	-	-	-	-	-	-	-	-	-
<u>Transit Detail</u>												
Access Services		2,159.5	67.5	68.8	70.2	71.5	72.8	74.2	75.6	77.0	78.5	80.0
<u>Transit Project Detail</u>												
Westside Subway Extension Segment 2		6.3	6.3	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 3		28.5	-	-	-	-	-	-	-	-	-	-
Exposition LRT - Phase I		-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension Phase II		34.6	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)		36.9	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension		40.8	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Corridor		20.0	-	-	-	-	-	-	-	-	-	-
LRV Fleet Procurement		49.4	-	-	-	-	-	-	-	-	-	-
Subtotal Transit Projects		216.5	6.3	-	-	-	-	-	-	-	-	-
Subtotal Transit		2,376.0	73.8	68.8	70.2	71.5	72.8	74.2	75.6	77.0	78.5	80.0

**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation**  
**Program (RSTP)**

*L RTP 10/18/12 rev 11-19-12*

	<b>Total</b>	<b>2029</b>	<b>2030</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>
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Revenues Apportioned	3,885.2	144.7	146.7	148.8	150.9	153.0	155.1	157.3	159.5	161.7	164.0	166.3
Adjustments/Rescissions	-											
<b>Total Revenues Available</b>	<b>3,885.2</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>
Subtotal Transit (project detail below)	2,376.0	81.5	111.5	101.8	103.6	105.6	107.5	96.6	111.7	113.7	97.0	98.8
Transfer to STPL Program	887.6	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)	6.1											
<b>Net Revenue Available</b>	<b>615.5</b>	<b>31.5</b>	<b>3.5</b>	<b>15.3</b>	<b>15.6</b>	<b>15.7</b>	<b>15.9</b>	<b>29.0</b>	<b>16.1</b>	<b>16.3</b>	<b>35.3</b>	<b>35.8</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 (Highway Projects):</b>												
HOV Lanes (FY20-30 not yet programmed)	134.3	-	3.5	15.3	15.6	15.7	15.9	3.0	16.1	16.3	32.9	-
Gap closures (FY20-30 not yet programmed)	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	26.0	-	-	-	-	-	-	26.0	-	-	-	-
Subtotal	160.3	-	3.5	15.3	15.6	15.7	15.9	29.0	16.1	16.3	32.9	-
CFP Regional Surface Transportation Improvement	55.0	-	-	-	-	-	-	-	-	-	-	-
SR-138 Widening	25.1	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects thru FY 30 - not yet programmed	354.5	31.5	-	-	-	-	-	-	-	-	-	-
CFP Gerald Desmond Bridge	11.3	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated for Highway Projects</b>	<b>606.2</b>	<b>31.5</b>	<b>3.5</b>	<b>15.3</b>	<b>15.6</b>	<b>15.7</b>	<b>15.9</b>	<b>29.0</b>	<b>16.1</b>	<b>16.3</b>	<b>32.9</b>	<b>0.0</b>
<b>Beginning Balance</b>	<b>28.9</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>	<b>0.0</b>	<b>0.0</b>	<b>2.4</b>
<b>Annual Surplus/Shortfall</b>	<b>9.3</b>	<b>-</b>	<b>(0.0)</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2.4</b>	<b>35.8</b>
<b>Cummulative End Balance (avail -Hwy/Transit)</b>	<b>38.2</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>2.4</b>	<b>38.2</b>

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**Regional Surface Transportation**  
**Program (RSTP)**

*L RTP 10/18/12 rev 11-19-12*

	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<u>Freeway Project Detail</u>													
Carpool Lanes and Truck Lanes	I-5 North	16.5	-	-	-	-	-	-	-	-	16.5	-	
I-710 South		117.8	-	3.5	15.3	15.6	15.7	15.9	3.0	16.1	16.3	16.4	
South Bay Ramp and Interchange Improvements		26.0	-	-	-	-	-	26.0	-	-	-	-	
Subtotal Freeway Projects		160.3	-	3.5	15.3	15.6	15.7	15.9	29.0	16.1	16.3	32.9	
<u>Transit Detail</u>													
Access Services		2,159.5	81.5	83.0	84.6	86.2	87.9	89.6	91.4	93.3	95.2	97.0	98.8
<u>Transit Project Detail</u>													
Westside Subway Extension Segment 2		6.3	-	-	-	-	-	-	-	-	-	-	
Westside Subway Extension Segment 3		28.5	-	28.5	-	-	-	-	-	-	-	-	
Exposition LRT - Phase I		-	-	-	-	-	-	-	-	-	-	-	
Gold Line Eastside Extension Phase II		34.6	-	-	17.2	17.4	-	-	-	-	-	-	
Sepulveda Pass Transit Corridor (SFV I-405)		36.9	-	-	-	-	-	-	18.4	18.5	-	-	
South Bay Green Line Extension		40.8	-	-	-	-	17.7	17.9	5.2	-	-	-	
Crenshaw/LAX Corridor		20.0	-	-	-	-	-	-	-	-	-	-	
LRV Fleet Procurement		49.4	-	-	-	-	-	-	-	-	-	-	
Subtotal Transit Projects		216.5	-	28.5	17.2	17.4	17.7	17.9	5.2	18.4	18.5	-	
Subtotal Transit		2,376.0	81.5	111.5	101.8	103.6	105.6	107.5	96.6	111.7	113.7	97.0	98.8

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

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
5307 Revenues Total Appropriated	8,201.3		2,606.3	1,761.4	2,833.1	3,606.8	241.3	244.6	248.1	251.5	255.1	258.6	262.2
<b>Total Revenues Appropriated</b>	<b>8,201.3</b>		<b>2,606.3</b>	<b>1,761.4</b>	<b>2,833.1</b>	<b>3,606.8</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>
<b>Less: County TEA (1%) Allocated</b>	0.0		-	-	-	-	-	-	-	-	-	-	-
Unalloc Muni Oper's future cap alloc.	0.0		-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues Available</b>	<b>8,201.3</b>		<b>2,606.3</b>	<b>1,761.4</b>	<b>2,833.1</b>	<b>3,606.8</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%
<b>Other LA County UZAs (see note 3)</b>													
5307 Other LA County UZAs	362.2		115.1	77.8	125.1	159.3	10.7	10.8	11.0	11.1	11.3	11.4	11.6
<b>Total Other LA County UZAs Allocated</b>	<b>362.2</b>		<b>115.1</b>	<b>77.8</b>	<b>125.1</b>	<b>159.3</b>	<b>10.7</b>	<b>10.8</b>	<b>11.0</b>	<b>11.1</b>	<b>11.3</b>	<b>11.4</b>	<b>11.6</b>
<b>ALLOCATION OF REMAINDER</b>													
<b>Bus Capital</b>													
MTA Bus Fleet	1,768.0	21.6%	126.4	26.8	531.6	1,209.5	-	-	-	-	7.6	2.4	16.9
MTA Facilities	147.8	1.8%	12.0	10.0	12.0	125.8	10.0	-	-	-	-	-	-
Municipal Capital	2,586.9	31.5%	822.1	555.6	893.6	1,137.7	76.1	77.2	78.2	79.3	80.5	81.6	82.7
Patsouras Plaza Improvements	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>4,502.7</b>	<b>54.9%</b>	<b>960.5</b>	<b>592.4</b>	<b>1,437.3</b>	<b>2,473.0</b>	<b>86.1</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	3,336.5		1,530.7	1,091.2	1,270.7	974.6	144.5	156.7	158.9	161.1	155.8	163.2	151.1
Municipal Operators	-		-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>3,336.5</b>	<b>40.7%</b>	<b>1,530.7</b>	<b>1,091.2</b>	<b>1,270.7</b>	<b>974.6</b>	<b>144.5</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>Rail Operations</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Rail Operations Totals</b>	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>8,201.3</b>	<b>100.0%</b>	<b>2,606.3</b>	<b>1,761.4</b>	<b>2,833.1</b>	<b>3,606.8</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>
<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**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
5307 Revenues Total Appropriated	8,201.3		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>8,201.3</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>8,201.3</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	362.2		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>362.2</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 Bus Fleet	1,768.0	21.6%	9.2	26.6	30.5	33.3	31.4	57.0	69.0	91.9	78.1	104.5
MTA Facilities	147.8	1.8%	5.0		6.0	1.0						
Municipal Capital	2,586.9	31.5%	83.9	85.1	86.2	87.4	88.7	89.9	91.2	92.4	93.7	95.1
Patsaouras Plaza Improvements	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>4,502.7</b>	<b>54.9%</b>	<b>98.0</b>	<b>111.6</b>	<b>122.7</b>	<b>121.8</b>	<b>120.1</b>	<b>146.9</b>	<b>160.2</b>	<b>184.4</b>	<b>171.9</b>	<b>199.6</b>
<b>Bus Operations</b>												
MTA Operations	-		-	-	-	-	-	-	-	-	-	-
MTA Preventive Maintenance	3,336.5		156.1	146.1	138.6	143.2	148.6	125.5	116.1	95.8	112.2	88.4
Municipal Operators	-		-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>3,336.5</b>	<b>40.7%</b>	<b>156.1</b>	<b>146.1</b>	<b>138.6</b>	<b>143.2</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>Rail Operations</b>												
<b>Rail Operations Totals</b>	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>8,201.3</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**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'14	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
			2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
5307 Revenues Total Appropriated	8,201.3		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>8,201.3</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>8,201.3</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	362.2		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>362.2</b>		<b>13.5</b>	<b>13.7</b>	<b>13.9</b>	<b>14.1</b>	<b>14.3</b>	<b>14.5</b>	<b>14.7</b>	<b>14.9</b>	<b>15.1</b>	<b>15.3</b>	<b>15.5</b>
<b>ALLOCATION OF REMAINDER</b>													
<b>Bus Capital</b>													
MTA Bus Fleet	1,768.0	21.6%	99.7	76.3	96.6	73.7	125.3	118.1	163.0	131.8	186.2	106.1	32.6
MTA Facilities	147.8	1.8%					14.3	41.4	2.6	57.6	9.9		
Municipal Capital	2,586.9	31.5%	96.4	97.7	99.1	100.5	101.9	103.3	104.8	106.2	107.7	109.2	110.8
Patsouras Plaza Improvements	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	<b>4,502.7</b>	<b>54.9%</b>	<b>196.1</b>	<b>174.0</b>	<b>195.7</b>	<b>174.1</b>	<b>241.5</b>	<b>262.8</b>	<b>270.4</b>	<b>295.7</b>	<b>303.9</b>	<b>215.3</b>	<b>143.4</b>
<b>Bus Operations</b>													
MTA Operations	-		-	-	-	-	-	-	-	-	-	-	-
MTA Preventive Maintenance	3,336.5		96.0	122.1	104.6	130.4	67.3	50.3	47.1	26.3	22.6	115.7	192.3
Municipal Operators	-		-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>3,336.5</b>	<b>40.7%</b>	<b>96.0</b>	<b>122.1</b>	<b>104.6</b>	<b>130.4</b>	<b>67.3</b>	<b>50.3</b>	<b>47.1</b>	<b>26.3</b>	<b>22.6</b>	<b>115.7</b>	<b>192.3</b>
<b>Rail Operations</b>													
<b>Rail Operations Totals</b>		<b>0.0%</b>											
<b>Subtotal Allocated</b>	<b>8,201.3</b>	<b>100.0%</b>	<b>305.6</b>	<b>309.9</b>	<b>314.2</b>	<b>318.6</b>	<b>323.1</b>	<b>327.6</b>	<b>332.2</b>	<b>336.8</b>	<b>341.5</b>	<b>346.3</b>	<b>351.2</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**Section 5309 New Starts**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenue Pool</b>	<b>4,634.3</b>	<b>2,070.9</b>	<b>1,313.0</b>	<b>1,698.2</b>	<b>1,623.1</b>	<b>81.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>232.0</b>
<b>Projected Projects</b>												
Westside Subway Extension Segment 1 (see note 2)	1,250.0	1,000.0	650.0	600.0	-	50.0	100.0	100.0	100.0	100.0	100.0	100.0
Westside Subway Extension Segment 2	629.3	432.0	32.0	597.3	-	-	-	-	-	-	-	32.0
Westside Subway Extension Segment 3	842.6	-	-	238.6	604.0	-	-	-	-	-	-	-
Subtotal Westside Subway Extension	2,721.9	1,432.0	682.0	1,435.9	604.0	50.0	100.0	100.0	100.0	100.0	100.0	132.0
Regional Connector (see note 2)	669.9	638.9	631.0	38.9	-	31.0	100.0	100.0	100.0	100.0	100.0	100.0
Gold Line Eastside Extension Phase II	903.9	-	-	223.4	680.5	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	338.6	-	-	-	338.6	-	-	-	-	-	-	-
<b>Projected Projects Total</b>	<b>4,634.3</b>	<b>2,070.9</b>	<b>1,313.0</b>	<b>1,698.2</b>	<b>1,623.1</b>	<b>81.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>232.0</b>
<b>TOTAL DRAWDOWNS</b>	<b>4,634.3</b>	<b>2,070.9</b>	<b>1,313.0</b>	<b>1,698.2</b>	<b>1,623.1</b>	<b>81.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>232.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. A discretionary source of Federal funds.
2. % of cost = FTA practice of excl png/envir & incl interest.

**LACMTA Financial Forecasting Model**

**Section 5309 New Starts**

*L RTP 10/18/12 rev 11-19-12*

	Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenue Pool</b>	<b>4,634.3</b>	<b>238.9</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>168.0</b>	<b>29.3</b>	<b>90.6</b>	<b>171.4</b>	<b>200.0</b>
<b>Projected Projects</b>											
Westside Subway Extension Segment 1 (see note 2)	1,250.0	100.0	100.0	100.0	100.0	100.0	100.0	-	-	-	-
Westside Subway Extension Segment 2	629.3	100.0	100.0	100.0	100.0	100.0	68.0	29.3	-	-	-
Westside Subway Extension Segment 3	842.6	-	-	-	-	-	-	-	38.6	100.0	100.0
Subtotal Westside Subway Extension	2,721.9	200.0	200.0	200.0	200.0	200.0	168.0	29.3	38.6	100.0	100.0
Regional Connector (see note 2)	669.9	38.9	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension Phase II	903.9	-	-	-	-	-	-	-	52.0	71.4	100.0
Sepulveda Pass Transit Corridor (SFV I-405)	338.6	-	-	-	-	-	-	-	-	-	-
<b>Projected Projects Total</b>	<b>4,634.3</b>	<b>238.9</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>168.0</b>	<b>29.3</b>	<b>90.6</b>	<b>171.4</b>	<b>200.0</b>
<b>TOTAL DRAWDOWNS</b>	<b>4,634.3</b>	<b>238.9</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>168.0</b>	<b>29.3</b>	<b>90.6</b>	<b>171.4</b>	<b>200.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. A discretionary source of Federal funds.
2. % of cost = FTA practice of excl png/envir & incl interest.

**LACMTA Financial Forecasting Model**

**Section 5309 New Starts**

*L RTP 10/18/12 rev 11-19-12*

	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenue Pool</b>	<b>4,634.3</b>	<b>200.0</b>	<b>238.6</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>194.1</b>	<b>90.4</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>
<b>Projected Projects</b>												
Westside Subway Extension Segment 1 (see note 2)	1,250.0	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 2	629.3	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 3	842.6	100.0	100.0	100.0	100.0	100.0	94.1	9.9	-	-	-	-
Subtotal Westside Subway Extension	2,721.9	100.0	100.0	100.0	100.0	100.0	94.1	9.9	-	-	-	-
Regional Connector (see note 2)	669.9	-	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension Phase II	903.9	100.0	100.0	100.0	100.0	100.0	100.0	80.5	-	-	-	-
Sepulveda Pass Transit Corridor (SFV I-405)	338.6	-	38.6	-	-	-	-	-	100.0	100.0	100.0	-
<b>Projected Projects Total</b>	<b>4,634.3</b>	<b>200.0</b>	<b>238.6</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>194.1</b>	<b>90.4</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>-</b>
<b>TOTAL DRAWDOWNS</b>	<b>4,634.3</b>	<b>200.0</b>	<b>238.6</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>194.1</b>	<b>90.4</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. A discretionary source of Federal funds.

2. % of cost = FTA practice of excl png/envir & incl interest.

**LACMTA Financial Forecasting Model**  
**Section 5309 Small Starts & Very Small Starts**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenues Available</b>	11.2		5.2	11.2	-	-	6.0	5.2	-	-	-	-	-
<b>ALLOCATION OF FUNDS</b>													
<b>Highway Uses</b>													
Rapid Bus	11.2	100.0%	5.2	11.2	-	-	6.0	5.2	-	-	-	-	-
<b>Total Highway Uses</b>	11.2	100.0%	5.2	11.2	-	-	6.0	5.2	-	-	-	-	-
<b>Subtotal Allocated</b>	11.2	100.0%	5.2	11.2	-	-	6.0	5.2	-	-	-	-	-
<b>Beginning Balance</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-			-	-	-	-	-	-	-	-	-	-

NOTES:



**LACMTA Financial Forecasting Model**  
**Section 5310 Mobility of Seniors and**  
**Individuals with Disabilities**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenues Available</b>	11.2		4.0	2.8	4.0	4.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>ALLOCATION OF FUNDS</b>													
<b>Bus Capital</b>													
MTA	-		-	-	-	-							
Municipal Operators	-		-	-	-	-							
Access Services	11.2	100.0%	4.0	2.8	4.0	4.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Other Operators	-	0.0%	-	-	-	-							
<b>Total Bus Capital</b>	11.2	100.0%	4.0	2.8	4.0	4.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Subtotal Allocated</b>	11.2	100.0%	4.0	2.8	4.0	4.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Beginning Balance</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-			-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-			-	-	-	-	-	-	-	-	-	-

NOTES:

**LACMTA Financial Forecasting Model**  
**Section 5310 Mobility of Seniors and**  
**Individuals with Disabilities**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'14		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	11.2		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>ALLOCATION OF FUNDS</b>												
<b>Bus Capital</b>												
MTA	-											
Municipal Operators	-											
Access Services	11.2	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>11.2</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>11.2</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 Mobility of Seniors and**  
**Individuals with Disabilities**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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>	11.2		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>ALLOCATION OF FUNDS</b>													
<b>Bus Capital</b>													
MTA	-												
Municipal Operators	-												
Access Services	11.2	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>11.2</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>11.2</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**  
**Section 5337 State of Good Repair**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'14	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Annual Percent Change						17.54%	-12.53%	1.40%	1.40%	1.40%	1.40%	1.40%
<b>Total Revenues Available</b>	<b>1,428.9</b>	<b>452.0</b>	<b>312.1</b>	<b>491.3</b>	<b>625.5</b>	<b>48.5</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>1,353.4</b>	<b>376.5</b>	<b>286.2</b>	<b>441.7</b>	<b>625.5</b>	<b>48.5</b>	<b>42.4</b>	<b>43.0</b>	<b>43.6</b>	<b>44.2</b>	<b>18.9</b>	<b>45.5</b>
<b>Rail Capital</b>												
Rail Cars	25.9	25.9	25.9	-	-	-	-	-	-	-	25.9	-
Rehab & Replacement (state of good repair)	49.6	49.6	-	49.6	-	-	-	-	-	-	-	-
	-	-	-	-	-							
<b>Rail Capital Totals</b>	<b>75.5</b>	<b>75.5</b>	<b>25.9</b>	<b>49.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.9</b>	<b>-</b>
<b>Agencywide 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>Subtotal Allocated</b>	<b>1,428.9</b>	<b>452.0</b>	<b>312.1</b>	<b>491.3</b>	<b>625.5</b>	<b>48.5</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. 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.
2. Formerly Section 5309 Fixed Guideway Modernization.

# LACMTA Financial Forecasting Model

## Section 5337 State of Good Repair

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	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>1,428.9</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>1,353.4</b>	<b>36.4</b>	<b>35.2</b>	<b>34.0</b>	<b>33.2</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>Rail Capital</b>											
Rail Cars	25.9	-	-	-	-	-	-	-	-	-	-
Rehab & Replacement (state of good repair)	49.6	9.7	11.6	13.5	14.9	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>75.5</b>	<b>9.7</b>	<b>11.6</b>	<b>13.5</b>	<b>14.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agencywide 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>Subtotal Allocated</b>	<b>1,428.9</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. 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.
2. Formerly Section 5309 Fixed Guideway Modernization.

**LACMTA Financial Forecasting Model**  
**Section 5337 State of Good Repair**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	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>1,428.9</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>1,353.4</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>Rail Capital</b>												
Rail Cars	25.9	-	-	-	-	-	-	-	-	-	-	-
Rehab & Replacement (state of good repair)	49.6	-	-	-	-	-	-	-	-	-	-	-
	-											
<b>Rail Capital Totals</b>	<b>75.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Agencywide 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>Subtotal Allocated</b>	<b>1,428.9</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. 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.
2. Formerly Section 5309 Fixed Guideway Modernization.

**LACMTA Financial Forecasting Model**  
**Section 5339 Bus and Bus Facilities**  
**Formula Grants**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Total Revenues Available</b>	155.0		45.0	50.0	50.0	55.0	25.0	25.0	-	-	-	-	-
<b>ALLOCATION OF FUNDS</b>													
<b>Bus Capital</b>													
MTA Facilities	191.8	80.4%	74.8	86.8	50.0	55.0	32.0	54.8	-	-	-	-	-
MTA Bus Fleet	37.0	15.5%	35.0	37.0	-	-	2.0	35.0	-	-	-	-	-
Municipal Operators (bus purchase earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Patsaouras Plaza Improvements	9.7	4.1%	4.5	9.7	-	-	5.2	4.5	-	-	-	-	-
<b>Total Bus Capital</b>	<b>238.5</b>	<b>95.9%</b>	<b>114.3</b>	<b>133.5</b>	<b>50.0</b>	<b>55.0</b>	<b>39.2</b>	<b>94.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail and Transit Corridors Capital</b>													
Expo Phase I	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Corridor	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Corridors Capital</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>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>238.5</b>	<b>153.9%</b>	<b>114.3</b>	<b>133.5</b>	<b>50.0</b>	<b>55.0</b>	<b>39.2</b>	<b>94.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Beginning Balance</b>	<b>83.5</b>			<b>83.5</b>	<b>-</b>	<b>-</b>	<b>83.5</b>	<b>69.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(83.5)</b>			<b>(83.5)</b>	<b>-</b>	<b>-</b>	<b>(14.2)</b>	<b>(69.3)</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>69.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Formerly Section 5309 Bus and Bus Facilities.

LACMTA Financial Forecasting Model  
Section 5339 Bus and Bus Facilities  
Formula Grants  
LRTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	Alloc %	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>	155.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
<b>ALLOCATION OF FUNDS</b>												
<b>Bus Capital</b>												
MTA Facilities	191.8	80.4%	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MTA Bus Fleet	37.0	15.5%	-	-	-	-	-	-	-	-	-	-
Municipal Operators (bus purchase earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-
Patsaouras Plaza Improvements	9.7	4.1%	-	-	-	-	-	-	-	-	-	-
<b>Total Bus Capital</b>	<b>238.5</b>	<b>95.9%</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>
<b>Rail and Transit Corridors Capital</b>												
Expo Phase I	-	0.0%	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Corridor	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Corridors Capital</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>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>238.5</b>	<b>153.9%</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>
<b>Beginning Balance</b>	<b>83.5</b>		-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	<b>(83.5)</b>		-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>-</b>		-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Formerly Section 5309 Bus and Bus Facilities.



**LACMTA Financial Forecasting Model**  
**Section 5339 Bus and Bus Facilities**  
**Formula Grants**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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>	155.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
<b>ALLOCATION OF FUNDS</b>													
<b>Bus Capital</b>													
MTA Facilities	191.8	80.4%	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
MTA Bus Fleet	37.0	15.5%	-	-	-	-	-	-	-	-	-	-	-
Municipal Operators (bus purchase earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Patsaouras Plaza Improvements	9.7	4.1%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Bus Capital</b>	<b>238.5</b>	<b>95.9%</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>
<b>Rail and Transit Corridors Capital</b>													
Expo Phase I	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Corridor	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Transit Corridors Capital</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>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>238.5</b>	<b>153.9%</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>
<b>Beginning Balance</b>	<b>83.5</b>		-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	<b>(83.5)</b>		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>-</b>		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- Formerly Section 5309 Bus and Bus Facilities.

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

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>5340 Revenues Total Appropriated</b>	<b>240.8</b>		<b>76.5</b>	<b>51.7</b>	<b>83.2</b>	<b>105.9</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	12.4	5.2%	3.9	2.7	4.3	5.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Total Other LA County UZAs Allocated</b>	<b>12.4</b>	<b>5.2%</b>	<b>3.9</b>	<b>2.7</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>Revenue Remainder - LA County UZA</b>	<b>228.4</b>		<b>72.6</b>	<b>49.0</b>	<b>78.9</b>	<b>100.4</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>	228.4	94.8%	72.6	49.0	78.9	100.4	6.7	6.8	6.9	7.0	7.1	7.2	7.3
<b>Rail Operations Totals</b>	<b>228.4</b>	<b>94.8%</b>	<b>72.6</b>	<b>49.0</b>	<b>78.9</b>	<b>100.4</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>-</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>240.8</b>	<b>100.0%</b>	<b>76.5</b>	<b>51.7</b>	<b>83.2</b>	<b>105.9</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**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	'13-'40		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>5340 Revenues Total Appropriated</b>	<b>240.8</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	12.4	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>12.4</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>228.4</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>	228.4	94.8%	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.2	8.3	8.4
<b>Rail Operations Totals</b>	<b>228.4</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>-</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>240.8</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**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	Alloc %	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
<b>5340 Revenues Total Appropriated</b>	<b>240.8</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	12.4	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>12.4</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>228.4</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>	228.4	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>228.4</b>	<b>94.8%</b>	<b>8.5</b>	<b>8.6</b>	<b>8.7</b>	<b>8.9</b>	<b>9.0</b>	<b>9.1</b>	<b>9.2</b>	<b>9.4</b>	<b>9.5</b>	<b>9.6</b>	<b>9.8</b>
<b>Rail Capital</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Rail Capital</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Allocated</b>	<b>240.8</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 Alternatives Program-Federal (TAP)**  
**L RTP 10/18/12 rev 11-19-12**

	Total	Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'13-'14	'14-'23	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	460.9	160.3	111.7	155.0	194.2	11.1	15.5	28.8	13.8	14.0	14.2	14.4
Annual Percent Change										1.45%	1.43%	1.41%
<b>ALLOCATION OF FUNDS:</b>												
<b>Highway</b>												
CFP - Transportation Enhancements	44.7	34.0	44.7	-	-	10.7	7.8	26.2	-	-	-	-
CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	228.0	116.0	56.4	155.0	16.6	-	-	-	13.8	14.0	14.2	14.4
CFP - Transportation Demand Mgt	-	-	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvments	-	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II Bikeway	10.6	10.3	10.6	-	-	0.3	7.7	2.6	-	-	-	-
<b>Subtotal Highway Allocated</b>	<b>283.3</b>	<b>160.3</b>	<b>111.7</b>	<b>155.0</b>	<b>16.6</b>	<b>11.1</b>	<b>15.5</b>	<b>28.8</b>	<b>13.8</b>	<b>14.0</b>	<b>14.2</b>	<b>14.4</b>
<b>Total Allocated</b>	<b>283.3</b>	<b>160.3</b>	<b>111.7</b>	<b>155.0</b>	<b>16.6</b>	<b>11.1</b>	<b>15.5</b>	<b>28.8</b>	<b>13.8</b>	<b>14.0</b>	<b>14.2</b>	<b>14.4</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>177.6</b>	-	-	-	177.6	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>177.6</b>	-	-	-	177.6	-	-	-	-	-	-	-

**NOTES:**

- Formerly Transportation Enhancements.

**LACMTA Financial Forecasting Model**  
**Transportation Alternatives Program-Federal (TAP)**  
**L RTP 10/18/12 rev 11-19-12**

	<b>Total</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)	'13-'40	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Total Revenues Available</b>	460.9	14.6	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4
Annual Percent Change		1.39%	1.37%	1.35%	1.33%	1.32%	1.30%	1.28%	1.27%	1.25%	1.23%
<b>ALLOCATION OF FUNDS:</b>											
<b>Highway</b>											
CFP - Transportation Enhancements	44.7	-	-	-	-	-	-	-	-	-	-
CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	228.0	14.6	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4
CFP - Transportation Demand Mgt	-	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvmnts	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II Bikeway	10.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Allocated</b>	<b>283.3</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>283.3</b>	<b>14.6</b>	<b>14.8</b>	<b>15.0</b>	<b>15.2</b>	<b>15.4</b>	<b>15.6</b>	<b>15.8</b>	<b>16.0</b>	<b>16.2</b>	<b>16.4</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>177.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>177.6</b>	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Formerly Transportation Enhancements.

**LACMTA Financial Forecasting Model**  
**Transportation Alternatives Program-Federal (TAP)**  
**L RTP 10/18/12 rev 11-19-12**

	<b>Total</b>	<b>2029</b>	<b>2030</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>
(\$ in millions)	'13-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	460.9	16.6	16.8	17.0	17.2	17.4	17.6	17.8	18.0	18.3	18.6	18.9
Annual Percent Change		1.22%	1.20%	1.19%	1.18%	1.16%	1.15%	1.14%	1.12%	1.67%	1.64%	1.61%
<b>ALLOCATION OF FUNDS:</b>												
<b>Highway</b>												
CFP - Transportation Enhancements	44.7	-	-	-	-	-	-	-	-	-	-	-
CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	228.0	16.6	-	-	-	-	-	-	-	-	-	-
CFP - Transportation Demand Mgt	-	-	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvmnts	-	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II Bikeway	10.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highway Allocated</b>	<b>283.3</b>	<b>16.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Total Allocated</b>	<b>283.3</b>	<b>16.6</b>	-	-	-	-	-	-	-	-	-	-
<b>Beginning Balance</b>	-	-	-	16.8	33.8	51.0	68.4	86.0	103.8	121.8	140.1	158.7
<b>Annual Surplus/&lt;Shortfall&gt;</b>	177.6	-	16.8	17.0	17.2	17.4	17.6	17.8	18.0	18.3	18.6	18.9
<b>Cumulative Ending Balance</b>	177.6	-	16.8	33.8	51.0	68.4	86.0	103.8	121.8	140.1	158.7	177.6

**NOTES:**

1. Formerly Transportation Enhancements.

**LACMTA Financial Forecasting Model**  
**LACMTA Regional Agency Administration**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Measure R (Admin Portion)	138.4	84.8	179.7	250.5	515.0	13.4%	10.0	10.6	11.4	12.2	12.9	13.5	14.2
TDA (Admin. Portion)	60.0	42.0	60.0	66.0	168.0	4.4%	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Proposition A (Admin. Portion)	461.3	282.6	599.0	928.1	1,809.8	46.9%	33.4	35.5	38.0	40.6	42.9	45.0	47.3
Proposition C (Admin. Portion)	138.3	84.5	179.7	278.5	542.7	14.1%	9.8	10.5	11.4	12.2	12.9	13.5	14.2
Proposition C Interest	13.5	9.0	15.2	20.4	44.6	1.2%	1.2	1.2	1.3	1.3	1.3	1.3	1.4
Proposition C 40% (Cash)	133.4	93.8	142.9	193.3	429.9	11.2%	13.5	17.5	16.3	9.8	11.8	12.4	12.5
Lease Revenues	118.7	93.5	107.4	144.3	345.2	9.0%	15.4	14.3	12.0	13.4	14.3	14.5	9.7
Other (General Fund)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>1,063.7</b>	<b>690.1</b>	<b>1,284.0</b>	<b>1,881.2</b>	<b>3,855.3</b>	<b>1.0</b>	<b>89.3</b>	<b>95.7</b>	<b>96.3</b>	<b>95.4</b>	<b>102.1</b>	<b>106.1</b>	<b>105.2</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>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
RSTP	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</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>Total Sources of Funds</b>	<b>1,063.7</b>	<b>690.1</b>	<b>1,284.0</b>	<b>1,881.2</b>	<b>3,855.3</b>	<b>100.0%</b>	<b>89.3</b>	<b>95.7</b>	<b>96.3</b>	<b>95.4</b>	<b>102.1</b>	<b>106.1</b>	<b>105.2</b>
<b>USES OF FUNDS</b>													
<b>Cash Only</b>													
Non-Allocable & Unit Overhead	317.3	210.6	356.6	479.4	1,046.6	27.1%	28.0	28.7	29.4	30.1	30.8	31.4	32.1
Property Mgt & Development (610041, 51, 61)	159.2	105.7	179.0	240.6	525.2	13.6%	14.1	14.4	14.8	15.1	15.5	15.8	16.1
Union Station Master Planning (405557)	1.6	4.2	-	-	4.2	0.1%	2.5	1.6	-	-	-	-	-
Transit Corridor Dvlpmt Plng Grants (part of 405511)	25.0	30.0	-	-	30.0	0.8%	5.0	5.0	5.0	5.0	5.0	5.0	-
Other P & P Planning (405510, 51)	60.4	40.1	72.0	108.3	220.4	5.7%	5.3	5.5	5.6	5.7	5.9	6.0	6.1
Other Administrative Expenses (300015)	116.3	77.2	130.7	134.8	342.7	8.9%	10.3	10.5	10.8	11.0	11.3	11.5	11.8
Supplemental Admin Expenses	156.6	71.6	290.2	574.7	936.6	24.3%	4.0	9.4	9.8	6.9	11.6	13.8	16.1
Immed Needs/Gen'l Relief Tokens (part of 410016)	103.7	68.8	116.6	156.7	342.2	8.9%	9.2	9.4	9.6	9.8	10.1	10.3	10.5
Investment & Debt Management (610340)	13.5	9.0	15.2	20.4	44.6	1.2%	1.2	1.2	1.3	1.3	1.3	1.3	1.4
Miscellaneous Administrative	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal, Cash Only Uses</b>	<b>953.7</b>	<b>617.1</b>	<b>1,160.3</b>	<b>1,715.0</b>	<b>3,492.4</b>	<b>90.6%</b>	<b>79.6</b>	<b>85.8</b>	<b>86.1</b>	<b>85.0</b>	<b>91.4</b>	<b>95.2</b>	<b>94.1</b>
<b>Bond Eligible</b>													
Transit Planning (part of 405511)	110.0	73.0	123.6	166.2	362.9	9.4%	9.7	10.0	10.2	10.4	10.7	10.9	11.1
<b>Subtotal, Bond Eligible Uses</b>	<b>110.0</b>	<b>73.0</b>	<b>123.6</b>	<b>166.2</b>	<b>362.9</b>	<b>9.4%</b>	<b>9.7</b>	<b>10.0</b>	<b>10.2</b>	<b>10.4</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>
<b>Total Uses</b>	<b>1,063.7</b>	<b>690.1</b>	<b>1,284.0</b>	<b>1,881.2</b>	<b>3,855.3</b>	<b>100.0%</b>	<b>89.3</b>	<b>95.7</b>	<b>96.3</b>	<b>95.4</b>	<b>102.1</b>	<b>106.1</b>	<b>105.2</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>-</b>	<b>0.0</b>	<b>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>-</b>	<b>(0.0)</b>	<b>(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>-</b>	<b>0.0</b>	<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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ 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>										
Measure R (Admin Portion)	14.9	15.6	16.2	16.9	17.6	18.3	18.9	19.7	20.4	21.1
TDA (Admin. Portion)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Proposition A (Admin. Portion)	49.7	51.9	54.2	56.4	58.7	61.0	63.2	65.5	68.0	70.5
Proposition C (Admin. Portion)	14.9	15.6	16.2	16.9	17.6	18.3	18.9	19.7	20.4	21.1
Proposition C Interest	1.4	1.4	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.7
Proposition C 40% (Cash)	12.7	13.3	13.4	13.7	13.9	14.3	15.0	15.3	15.5	15.7
Lease Revenues	9.9	10.0	10.2	10.4	10.6	10.8	11.0	11.2	11.5	11.7
Other (General Fund)	-	-	-	-	-	-	-	-	-	-
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>109.4</b>	<b>113.8</b>	<b>117.8</b>	<b>121.9</b>	<b>125.9</b>	<b>130.3</b>	<b>134.7</b>	<b>139.0</b>	<b>143.4</b>	<b>147.8</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>Federal</b>										
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>Total Sources of Funds</b>	<b>109.4</b>	<b>113.8</b>	<b>117.8</b>	<b>121.9</b>	<b>125.9</b>	<b>130.3</b>	<b>134.7</b>	<b>139.0</b>	<b>143.4</b>	<b>147.8</b>
<b>USES OF FUNDS</b>										
<b>Cash Only</b>										
Non-Allocable & Unit Overhead	32.7	33.4	34.0	34.6	35.3	35.9	36.6	37.3	38.0	38.8
Property Mgt & Development (610041, 51, 61)	16.4	16.7	17.1	17.4	17.7	18.0	18.4	18.7	19.1	19.5
Union Station Master Planning (405557)	-	-	-	-	-	-	-	-	-	-
Transit Corridor Dvlpmnt Plng Grants (part of 405511)	-	-	-	-	-	-	-	-	-	-
Other P & P Planning (405510, 51)	6.2	6.4	6.5	6.6	6.7	6.8	7.0	8.4	8.6	8.8
Other Administrative Expenses (300015)	12.0	12.2	12.5	12.7	12.9	13.2	13.4	13.7	13.9	14.2
Supplemental Admin Expenses	18.6	21.2	23.4	25.7	28.1	30.6	33.1	34.2	36.5	38.8
Immed Needs/Gen'l Relief Tokens (part of 410016)	10.7	10.9	11.1	11.3	11.5	11.7	12.0	12.2	12.4	12.7
Investment & Debt Management (610340)	1.4	1.4	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.7
Miscellaneous Administrative	-	-	-	-	-	-	-	-	-	-
<b>Subtotal, Cash Only Uses</b>	<b>98.1</b>	<b>102.2</b>	<b>106.0</b>	<b>109.8</b>	<b>113.7</b>	<b>117.9</b>	<b>122.0</b>	<b>126.0</b>	<b>130.2</b>	<b>134.4</b>
<b>Bond Eligible</b>										
Transit Planning (part of 405511)	11.3	11.6	11.8	12.0	12.2	12.5	12.7	12.9	13.2	13.4
<b>Subtotal, Bond Eligible Uses</b>	<b>11.3</b>	<b>11.6</b>	<b>11.8</b>	<b>12.0</b>	<b>12.2</b>	<b>12.5</b>	<b>12.7</b>	<b>12.9</b>	<b>13.2</b>	<b>13.4</b>
<b>Total Uses</b>	<b>109.4</b>	<b>113.8</b>	<b>117.8</b>	<b>121.9</b>	<b>125.9</b>	<b>130.3</b>	<b>134.7</b>	<b>139.0</b>	<b>143.4</b>	<b>147.8</b>
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>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>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 Regional Agency Administration**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Measure R (Admin Portion)	21.9	22.5	23.2	23.9	24.6	25.4	26.1	26.9	27.7	28.4	
TDA (Admin. Portion)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Proposition A (Admin. Portion)	72.9	75.1	77.2	79.6	82.1	84.6	87.0	89.6	92.2	94.7	93.1
Proposition C (Admin. Portion)	21.9	22.5	23.2	23.9	24.6	25.4	26.1	26.9	27.7	28.4	27.9
Proposition C Interest	1.7	1.7	1.7	1.8	1.8	1.9	1.9	1.9	2.0	2.0	2.0
Proposition C 40% (Cash)	15.9	16.2	16.5	16.7	16.9	17.1	17.3	17.5	17.7	17.9	23.5
Lease Revenues	11.9	12.1	12.4	12.6	12.8	13.1	13.3	13.6	13.9	14.2	14.4
Other (General Fund)	-	-	-	-	-	-	-	-	-	-	-
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>152.2</b>	<b>156.2</b>	<b>160.2</b>	<b>164.4</b>	<b>168.9</b>	<b>173.4</b>	<b>177.8</b>	<b>182.4</b>	<b>187.1</b>	<b>191.6</b>	<b>167.0</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	-	-	-	-	-	-	-	-	-	-	-
<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>152.2</b>	<b>156.2</b>	<b>160.2</b>	<b>164.4</b>	<b>168.9</b>	<b>173.4</b>	<b>177.8</b>	<b>182.4</b>	<b>187.1</b>	<b>191.6</b>	<b>167.0</b>
<b>USES OF FUNDS</b>											
<b>Cash Only</b>											
Non-Allocable & Unit Overhead	39.5	40.3	41.0	41.8	42.6	43.5	44.3	45.2	46.2	47.1	47.9
Property Mgt & Development (610041, 51, 61)	19.8	20.2	20.6	21.0	21.4	21.8	22.2	22.7	23.2	23.6	24.0
Union Station Master Planning (405557)	-	-	-	-	-	-	-	-	-	-	-
Transit Corridor Dvlpmnt Plng Grants (part of 405511)											
Other P & P Planning (405510, 51)	8.9	9.1	9.3	9.4	9.6	9.8	10.0	10.2	10.4	10.6	10.8
Other Administrative Expenses (300015)	14.5	1.9	3.6	5.6	8.1	10.7	13.1	15.7	17.1	18.4	26.4
Supplemental Admin Expenses	41.1	55.9	56.4	56.7	56.6	56.5	56.4	56.2	57.3	58.2	23.5
Immed Needs/Gen'l Relief Tokens (part of 410016)	12.9	13.2	13.4	13.7	13.9	14.2	14.5	14.8	15.1	15.4	15.7
Investment & Debt Management (610340)	1.7	1.7	1.7	1.8	1.8	1.9	1.9	1.9	2.0	2.0	2.0
Miscellaneous Administrative											
<b>Subtotal, Cash Only Uses</b>	<b>138.5</b>	<b>142.3</b>	<b>146.0</b>	<b>149.9</b>	<b>154.1</b>	<b>158.3</b>	<b>162.4</b>	<b>166.7</b>	<b>171.1</b>	<b>175.3</b>	<b>150.4</b>
<b>Bond Eligible</b>											
Transit Planning (part of 405511)	13.7	14.0	14.2	14.5	14.8	15.1	15.4	15.7	16.0	16.3	16.6
<b>Subtotal, Bond Eligible Uses</b>	<b>13.7</b>	<b>14.0</b>	<b>14.2</b>	<b>14.5</b>	<b>14.8</b>	<b>15.1</b>	<b>15.4</b>	<b>15.7</b>	<b>16.0</b>	<b>16.3</b>	<b>16.6</b>
<b>Total Uses</b>	<b>152.2</b>	<b>156.2</b>	<b>160.2</b>	<b>164.4</b>	<b>168.9</b>	<b>173.4</b>	<b>177.8</b>	<b>182.4</b>	<b>187.1</b>	<b>191.6</b>	<b>167.0</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>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

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(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
TDA Article 4	10.1	5.3	12.9	18.1	36.3	4.9%	-	-	1.0	1.0	1.1	1.1	1.1
Proposition A (Admin)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Proposition C (Admin)	0.1	0.3	-	-	0.3	0.0%	0.2	0.1	-	-	-	-	-
Proposition C 40% (Cash)	34.6	22.0	109.1	210.9	342.0	46.4%	3.7	9.3	3.0	0.8	1.6	1.7	1.8
Lease Revenues	71.0	42.5	29.2	0.5	72.2	9.8%	0.5	0.1	6.7	9.0	8.5	8.7	8.9
Advertising and Other General revenues	33.5	29.3	36.4	45.0	110.6	15.0%	9.4	4.4	2.9	3.0	3.1	3.2	3.2
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>149.2</b>	<b>99.4</b>	<b>187.6</b>	<b>274.4</b>	<b>561.4</b>	<b>76.2%</b>	<b>13.9</b>	<b>13.9</b>	<b>13.6</b>	<b>13.9</b>	<b>14.3</b>	<b>14.7</b>	<b>15.0</b>
<b>State</b>													
Regional Improvement Program	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Prop 1B Transit Security	96.6	112.7	-	-	112.7	15.3%	16.1	16.1	16.1	16.1	16.1	16.1	16.1
STA - Operator Revenue Share	2.1	1.2	2.3	2.9	6.5	0.9%	-	0.2	0.2	0.2	0.2	0.2	0.2
<b>Subtotal State</b>	<b>98.7</b>	<b>113.9</b>	<b>2.3</b>	<b>2.9</b>	<b>119.2</b>	<b>16.2%</b>	<b>16.1</b>	<b>16.3</b>	<b>16.3</b>	<b>16.3</b>	<b>16.3</b>	<b>16.3</b>	<b>16.3</b>
<b>Federal</b>													
Section 5309 Fixed Guideway Mod.	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Homeland Security Grants	20.0	14.0	20.0	22.0	56.0	7.6%	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Federal</b>	<b>20.0</b>	<b>14.0</b>	<b>20.0</b>	<b>22.0</b>	<b>56.0</b>	<b>7.6%</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 Sources of Funds</b>	<b>268.0</b>	<b>227.3</b>	<b>209.9</b>	<b>299.4</b>	<b>736.6</b>	<b>100.0%</b>	<b>32.0</b>	<b>32.2</b>	<b>31.9</b>	<b>32.3</b>	<b>32.6</b>	<b>33.0</b>	<b>33.4</b>
<b>USES OF FUNDS</b>													
Non-Revenue Vehicles & Equip.	46.7	31.0	52.5	70.6	154.1	20.9%	4.1	4.2	4.3	4.4	4.5	4.6	4.7
IT/Communications	32.2	21.4	36.2	48.7	106.4	14.4%	2.9	2.9	3.0	3.1	3.1	3.2	3.3
Anti-Terrorism (Homeland Security)	20.0	14.0	20.0	22.0	56.0	7.6%	2.0	2.0	2.0	2.0	2.0	2.0	2.0
General Svcs Maint & Wrhse Ops	33.9	22.5	38.1	51.3	112.0	15.2%	3.0	3.1	3.1	3.2	3.3	3.4	3.4
Emergency Operations Ctr portion of OCC	-	16.1	-	-	16.1	2.2%	16.1	-	-	-	-	-	-
Transit Security capital (Prop 1B)	96.6	96.6	-	-	96.6	13.1%	-	16.1	16.1	16.1	16.1	16.1	16.1
Local Transportation Projects (410034)	9.7	6.6	30.7	63.3	100.7	13.7%	1.4	1.3	0.7	0.7	0.7	0.8	0.9
Metro Art Program	2.6	1.7	2.9	3.9	8.6	1.2%	0.2	0.2	0.2	0.2	0.3	0.3	0.3
<b>Subtotal, Cash Only Uses</b>	<b>241.8</b>	<b>210.0</b>	<b>180.5</b>	<b>259.9</b>	<b>650.4</b>	<b>88.3%</b>	<b>29.7</b>	<b>29.8</b>	<b>29.5</b>	<b>29.8</b>	<b>30.0</b>	<b>30.4</b>	<b>30.7</b>
<b>Bond Eligible</b>													
USG Headquarters Building	11.5	7.6	12.9	17.4	37.9	5.1%	1.0	1.0	1.1	1.1	1.1	1.1	1.2
Gateway Transit Plaza	2.6	1.8	3.0	4.0	8.7	1.2%	0.2	0.2	0.2	0.3	0.3	0.3	0.3
Other Agencywide Capital	12.0	8.0	13.5	18.2	39.7	5.4%	1.1	1.1	1.1	1.1	1.2	1.2	1.2
<b>Subtotal, Bond Eligible Uses</b>	<b>26.2</b>	<b>17.4</b>	<b>29.4</b>	<b>39.5</b>	<b>86.3</b>	<b>11.7%</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>Financing Payments</b>													
Additional Bonds (Prop C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Total Uses</b>	<b>268.0</b>	<b>227.3</b>	<b>209.9</b>	<b>299.4</b>	<b>736.6</b>	<b>100.0%</b>	<b>32.0</b>	<b>32.2</b>	<b>31.9</b>	<b>32.3</b>	<b>32.6</b>	<b>33.0</b>	<b>33.4</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>-</b>	<b>0.0</b>	<b>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>-</b>	<b>0.0</b>	<b>(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>-</b>	<b>0.0</b>	<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

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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
TDA Article 4	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.4	
Proposition A (Admin)	-	-	-	-	-	-	-	-	-	-	
Proposition C (Admin)	-	-	-	-	-	-	-	-	-	-	
Proposition C 40% (Cash)	1.5	1.6	1.6	11.7	11.9	15.6	15.9	16.2	16.4	16.7	
Lease Revenues	9.5	9.7	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Advertising and Other General revenues	3.3	3.4	3.4	3.5	3.6	3.7	3.7	3.8	3.9	4.0	
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Local</b>	<b>15.4</b>	<b>15.8</b>	<b>16.1</b>	<b>16.5</b>	<b>16.8</b>	<b>20.7</b>	<b>21.0</b>	<b>21.4</b>	<b>21.8</b>	<b>22.2</b>	
<b>State</b>											
Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	
Prop 1B Transit Security	-	-	-	-	-	-	-	-	-	-	
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.	-	-	-	-	-	-	-	-	-	-	
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>2.0</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 Sources of Funds</b>	<b>17.6</b>	<b>18.0</b>	<b>18.4</b>	<b>18.7</b>	<b>19.0</b>	<b>22.9</b>	<b>23.2</b>	<b>23.6</b>	<b>24.0</b>	<b>24.5</b>	
<b>USES OF FUNDS</b>											
Non-Revenue Vehicles & Equip.	4.8	4.9	5.0	5.1	5.2	5.3	5.4	5.5	5.6	5.7	
IT/Communications	3.3	3.4	3.5	3.5	3.6	3.7	3.7	3.8	3.9	3.9	
Anti-Terrorism (Homeland Security)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
General Svcs Maint & Wrhse Ops	3.5	3.6	3.6	3.7	3.8	3.8	3.9	4.0	4.1	4.1	
Emergency Operations Ctr portion of OCC	-	-	-	-	-	-	-	-	-	-	
Transit Security capital (Prop 1B)	-	-	-	-	-	-	-	-	-	-	
Local Transportation Projects (410034)	1.0	1.1	1.2	1.2	1.3	4.8	4.9	5.0	5.0	5.1	
Metro Art Program	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	
<b>Subtotal, Cash Only Uses</b>	<b>14.9</b>	<b>15.2</b>	<b>15.6</b>	<b>15.9</b>	<b>16.1</b>	<b>19.9</b>	<b>20.2</b>	<b>20.5</b>	<b>20.9</b>	<b>21.3</b>	
<b>Bond Eligible</b>											
USG Headquarters Building	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.3	1.4	1.4	
Gateway Transit Plaza	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	
Other Agencywide Capital	1.2	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.5	
<b>Subtotal, Bond Eligible Uses</b>	<b>2.7</b>	<b>2.7</b>	<b>2.8</b>	<b>2.9</b>	<b>2.9</b>	<b>3.0</b>	<b>3.0</b>	<b>3.1</b>	<b>3.1</b>	<b>3.2</b>	
<b>Financing Payments</b>											
Additional Bonds (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	
<b>Total Uses</b>	<b>17.6</b>	<b>18.0</b>	<b>18.4</b>	<b>18.7</b>	<b>19.0</b>	<b>22.9</b>	<b>23.2</b>	<b>23.6</b>	<b>24.0</b>	<b>24.5</b>	
<b>Beginning Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	

LACMTA Financial Forecasting Model

LACMTA Agency-wide Capital

L RTP 10/18/12 rev 11-19-12

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
TDA Article 4	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.8	1.8	1.8	1.8
Proposition A (Admin)	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C (Admin)	-	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40% (Cash)	17.0	17.4	17.8	18.2	18.7	19.1	19.6	20.0	20.5	21.0	21.5	21.5
Lease Revenues	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Advertising and Other General revenues	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
Net Bond Proceeds - Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>22.6</b>	<b>23.1</b>	<b>23.5</b>	<b>23.9</b>	<b>24.4</b>	<b>24.9</b>	<b>25.4</b>	<b>25.9</b>	<b>26.4</b>	<b>26.9</b>	<b>27.4</b>	
<b>State</b>												
Regional Improvement Program	-	-	-	-	-	-	-	-	-	-	-	-
Prop 1B Transit Security	-	-	-	-	-	-	-	-	-	-	-	-
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	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>0.3</b>
<b>Federal</b>												
Section 5309 Fixed Guideway Mod.	-	-	-	-	-	-	-	-	-	-	-	-
Homeland Security Grants	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Federal</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>2.0</b>
<b>Total Sources of Funds</b>	<b>24.9</b>	<b>25.3</b>	<b>25.7</b>	<b>26.2</b>	<b>26.7</b>	<b>27.1</b>	<b>27.6</b>	<b>28.2</b>	<b>28.7</b>	<b>29.2</b>	<b>29.7</b>	
<b>USES OF FUNDS</b>												
Non-Revenue Vehicles & Equip.	5.8	5.9	6.0	6.2	6.3	6.4	6.5	6.7	6.8	6.9	7.1	7.1
IT/Communications	4.0	4.1	4.2	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	4.9
Anti-Terrorism (Homeland Security)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
General Svcs Maint & Wrhse Ops	4.2	4.3	4.4	4.5	4.6	4.6	4.7	4.8	4.9	5.0	5.1	5.1
Emergency Operations Ctr portion of OCC	-	-	-	-	-	-	-	-	-	-	-	-
Transit Security capital (Prop 1B)	-	-	-	-	-	-	-	-	-	-	-	-
Local Transportation Projects (410034)	5.2	5.3	5.4	5.5	5.6	5.7	5.9	6.0	6.1	6.2	6.3	6.3
Metro Art Program	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Subtotal, Cash Only Uses</b>	<b>21.6</b>	<b>22.0</b>	<b>22.4</b>	<b>22.7</b>	<b>23.1</b>	<b>23.6</b>	<b>24.0</b>	<b>24.4</b>	<b>24.9</b>	<b>25.3</b>	<b>25.8</b>	<b>25.8</b>
<b>Bond Eligible</b>												
USG Headquarters Building	1.4	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.7	1.7
Gateway Transit Plaza	0.3	0.3	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Other Agencywide Capital	1.5	1.5	1.6	1.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8
<b>Subtotal, Bond Eligible Uses</b>	<b>3.3</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>3.9</b>	<b>3.9</b>
<b>Financing Payments</b>												
Additional Bonds (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Uses</b>	<b>24.9</b>	<b>25.3</b>	<b>25.7</b>	<b>26.2</b>	<b>26.7</b>	<b>27.1</b>	<b>27.6</b>	<b>28.2</b>	<b>28.7</b>	<b>29.2</b>	<b>29.7</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>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>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>

## LACMTA Financial Forecasting Model

## Bus Operations Summary - All Operators

LRTP 10/18/12 rev 11-19-12

	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	
<b>SOURCES OF FUNDS</b>														
<b>Local</b>														
1	Fare Revenues	4,783.8	3,027.7	5,783.7	8,089.1	16,900.4	25.7%	365.1	397.1	410.6	443.1	448.8	479.1	484.0
2	Proposition A - Discretionary (40%)	2,477.9	1,637.0	2,811.6	3,817.3	8,265.9	12.6%	216.7	222.2	228.0	234.1	239.9	245.3	250.8
3	Proposition A - Local Return (25%)	1,397.0	855.9	1,814.0	2,810.5	5,480.4	8.3%	101.3	107.4	115.0	122.9	130.0	136.1	143.2
4	Proposition C - Discretionary (40%)	1,404.6	900.5	1,905.8	3,446.5	6,252.9	9.5%	129.1	127.1	125.3	124.8	130.4	131.0	132.9
5	Proposition C - Local Return (20%)	178.9	109.6	232.3	359.9	701.7	1.1%	13.0	13.8	14.7	15.7	16.6	17.4	18.3
6	TDA Article 4	2,644.6	1,675.3	3,709.9	6,907.5	12,292.7	18.7%	229.2	204.4	232.4	229.6	252.3	241.2	286.2
7	Proposition C 5% Security	374.6	244.7	434.6	604.8	1,284.1	2.0%	31.9	32.9	33.9	35.0	36.1	37.0	38.0
8	HOT lanes Tolls	54.8	30.9	62.0	79.0	171.9	0.3%	-	2.8	5.5	5.6	5.6	5.7	5.8
9	Other (General, Advertising, Misc.)	143.9	112.5	150.9	206.7	470.2	0.7%	25.7	26.5	11.4	10.8	11.1	13.3	13.6
10	Measure R Sales Tax	1,817.7	1,113.6	2,360.2	3,290.1	6,763.9	10.3%	131.8	139.8	149.6	159.9	169.1	177.1	186.3
11	<b>Subtotal Local</b>	<b>15,277.7</b>	<b>9,707.8</b>	<b>19,264.8</b>	<b>29,611.4</b>	<b>58,584.0</b>	<b>89.1%</b>	<b>1,243.6</b>	<b>1,273.9</b>	<b>1,326.5</b>	<b>1,381.4</b>	<b>1,440.0</b>	<b>1,483.4</b>	<b>1,559.0</b>
12														
13	<b>State</b>													
14	STA - Operator Revenue Share	542.9	396.0	576.0	702.8	1,674.8	2.5%	76.7	51.9	52.4	52.9	53.5	54.0	54.5
15	<b>Subtotal State</b>	<b>542.9</b>	<b>396.0</b>	<b>576.0</b>	<b>702.8</b>	<b>1,674.8</b>	<b>2.5%</b>	<b>76.7</b>	<b>51.9</b>	<b>52.4</b>	<b>52.9</b>	<b>53.5</b>	<b>54.0</b>	<b>54.5</b>
16	<b>Federal</b>													
17	CMAQ	4.6	6.9	-	-	6.9	0.0%	2.3	2.3	2.3	-	-	-	-
18	Section 5307 (Preventive Maintenance)	1,530.7	1,091.2	1,270.7	974.6	3,336.5	5.1%	144.5	156.7	158.9	161.1	155.8	163.2	151.1
19	RSTP	654.7	434.9	736.1	988.5	2,159.5	3.3%	58.2	59.4	60.6	62.1	63.5	64.9	66.2
21	<b>Subtotal Federal</b>	<b>2,190.0</b>	<b>1,532.9</b>	<b>2,006.8</b>	<b>1,963.1</b>	<b>5,502.8</b>	<b>8.4%</b>	<b>205.0</b>	<b>218.4</b>	<b>221.7</b>	<b>223.2</b>	<b>219.3</b>	<b>228.1</b>	<b>217.3</b>
22	<b>Subtotal</b>	<b>18,010.6</b>	<b>11,636.7</b>	<b>21,847.6</b>	<b>32,277.3</b>	<b>65,761.6</b>	<b>100.0%</b>	<b>1,525.3</b>	<b>1,544.2</b>	<b>1,600.6</b>	<b>1,657.6</b>	<b>1,712.7</b>	<b>1,765.5</b>	<b>1,830.9</b>
23	Prop A 40% (for Other Eligible Operators)	254.6	175.3	286.2	384.7	846.2		28.8	23.0	23.6	24.2	24.7	25.2	25.8
24	TDA Article 8 (paratransit)	243.7	149.0	317.4	493.2	959.6		17.6	18.7	20.0	21.4	22.7	23.7	25.0
25	<b>GRAND TOTAL SOURCES</b>	<b>18,508.9</b>	<b>11,961.0</b>	<b>22,451.2</b>	<b>33,155.2</b>	<b>67,567.5</b>		<b>1,571.6</b>	<b>1,585.9</b>	<b>1,644.2</b>	<b>1,703.1</b>	<b>1,760.1</b>	<b>1,814.5</b>	<b>1,881.6</b>
26	<b>USES OF FUNDS</b>													
27	Bus Operations-Countywide	16,535.7	10,709.1	20,055.5	29,817.3	60,581.9	92.1%	1,412.4	1,426.2	1,475.6	1,526.4	1,574.1	1,616.9	1,677.5
28	BSIP-Countywide	167.5	111.2	188.3	253.1	552.7	0.8%	14.8	15.2	15.5	15.9	16.3	16.6	16.9
29	Bus Security-Countywide	374.6	244.7	434.6	604.8	1,284.1	2.0%	31.9	32.9	33.9	35.0	36.1	37.0	38.0
30	Expansion Costs-Countywide	932.7	571.7	1,169.1	1,602.0	3,342.9	5.1%	66.1	70.0	75.6	80.2	86.3	95.0	98.4
32	UNMET NEED (UNFUNDED)-Metro	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33	<b>Subtotal</b>	<b>18,010.6</b>	<b>11,636.7</b>	<b>21,847.6</b>	<b>32,277.2</b>	<b>65,761.6</b>	<b>100.0%</b>	<b>1,525.2</b>	<b>1,544.2</b>	<b>1,600.6</b>	<b>1,657.6</b>	<b>1,712.7</b>	<b>1,765.5</b>	<b>1,830.9</b>
34	Other Eligible Operators (Prop A 40% Alloc.)	254.6	175.3	286.2	384.7	846.2		28.8	23.0	23.6	24.2	24.7	25.2	25.8
35	Paratransit (TDA Article 8)	243.7	149.0	317.4	493.2	959.6		17.6	18.7	20.0	21.4	22.7	23.7	25.0
36	<b>GRAND TOTAL USES</b>	<b>18,509.0</b>	<b>11,961.0</b>	<b>22,451.2</b>	<b>33,155.2</b>	<b>67,567.5</b>		<b>1,571.6</b>	<b>1,586.0</b>	<b>1,644.2</b>	<b>1,703.1</b>	<b>1,760.1</b>	<b>1,814.5</b>	<b>1,881.6</b>
38	<b>CASH BALANCE</b>													
39	Beginning Fiscal Year Cash Balance	0.1	0.0	0.0	0.0	0.0		0.0	0.1	0.0	0.0	0.0	0.0	0.0
40	Annual Net Change to Cash Balance	(0.1)	0.0	(0.0)	0.0	0.0		0.1	(0.1)	0.0	0.0	0.0	0.0	(0.0)
41	Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0		0.1	0.0	0.0	0.0	0.0	0.0	0.0

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

L RTP 10/18/12 rev 11-19-12

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
1 Fare Revenues	510.8	515.9	544.6	549.9	576.3	581.8	610.0	615.8	636.2	642.4
2 Proposition A - Discretionary (40%)	256.2	261.6	267.2	272.6	277.9	283.5	289.2	294.9	301.2	307.4
3 Proposition A - Local Return (25%)	150.4	157.1	164.0	170.9	177.7	184.7	191.3	198.5	206.0	213.4
4 Proposition C - Discretionary (40%)	136.8	153.2	153.5	189.6	185.7	214.3	204.0	207.6	221.3	239.7
5 Proposition C - Local Return (20%)	19.3	20.1	21.0	21.9	22.7	23.7	24.5	25.4	26.4	27.3
6 TDA Article 4	277.5	294.1	321.8	305.0	327.8	388.4	424.4	437.4	448.7	484.9
7 Proposition C 5% Security	39.0	40.0	40.9	41.9	42.9	43.9	44.9	45.9	47.0	48.1
8 HOT lanes Tolls	5.8	5.9	6.0	6.1	6.2	6.2	6.3	6.4	6.5	6.6
9 Other (General, Advertising, Misc.)	13.9	14.1	14.4	14.7	14.9	15.2	15.5	15.8	16.1	16.4
10 Measure R Sales Tax	195.7	204.5	213.4	222.3	231.2	240.4	248.9	258.2	268.1	277.7
11 <b>Subtotal Local</b>	<b>1,605.4</b>	<b>1,666.4</b>	<b>1,746.9</b>	<b>1,794.8</b>	<b>1,863.2</b>	<b>1,982.1</b>	<b>2,058.8</b>	<b>2,105.8</b>	<b>2,177.5</b>	<b>2,263.9</b>
12										
13 <b>State</b>										
14 STA - Operator Revenue Share	55.1	55.6	56.2	56.7	57.3	57.9	58.4	59.0	59.6	60.2
15 <b>Subtotal State</b>	<b>55.1</b>	<b>55.6</b>	<b>56.2</b>	<b>56.7</b>	<b>57.3</b>	<b>57.9</b>	<b>58.4</b>	<b>59.0</b>	<b>59.6</b>	<b>60.2</b>
16 <b>Federal</b>										
17 CMAQ	-	-	-	-	-	-	-	-	-	-
18 Section 5307 (Preventive Maintenance)	156.1	146.1	138.6	143.2	148.6	125.5	116.1	95.8	112.2	88.4
19 RSTP	67.5	68.8	70.2	71.5	72.8	74.2	75.6	77.0	78.5	80.0
21 <b>Subtotal Federal</b>	<b>223.6</b>	<b>214.9</b>	<b>208.8</b>	<b>214.7</b>	<b>221.4</b>	<b>199.7</b>	<b>191.7</b>	<b>172.8</b>	<b>190.7</b>	<b>168.4</b>
22 <b>Subtotal</b>	<b>1,884.1</b>	<b>1,936.9</b>	<b>2,011.8</b>	<b>2,066.2</b>	<b>2,141.9</b>	<b>2,239.7</b>	<b>2,308.9</b>	<b>2,337.6</b>	<b>2,427.8</b>	<b>2,492.6</b>
23 Prop A 40% (for Other Eligible Operators)	26.3	26.8	27.3	27.8	28.3	28.8	29.4	29.9	30.5	31.1
24 TDA Article 8 (paratransit)	26.3	27.5	28.7	29.9	31.1	32.3	33.5	34.8	36.1	37.4
25 <b>GRAND TOTAL SOURCES</b>	<b>1,936.6</b>	<b>1,991.2</b>	<b>2,067.8</b>	<b>2,123.9</b>	<b>2,201.3</b>	<b>2,300.9</b>	<b>2,371.8</b>	<b>2,402.3</b>	<b>2,494.4</b>	<b>2,561.1</b>
26 <b>USES OF FUNDS</b>										
27 Bus Operations-Countywide	1,726.0	1,774.3	1,844.5	1,894.2	1,965.3	2,058.4	2,123.0	2,146.8	2,231.7	2,291.3
28 BSIP-Countywide	17.3	17.6	18.0	18.3	18.6	19.0	19.3	19.7	20.1	20.5
29 Bus Security-Countywide	39.0	40.0	40.9	41.9	42.9	43.9	44.9	45.9	47.0	48.1
30 Expansion Costs-Countywide	101.8	105.1	108.4	111.8	115.0	118.5	121.7	125.2	128.9	132.6
32 UNMET NEED (UNFUNDED)-Metro	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
33 <b>Subtotal</b>	<b>1,884.1</b>	<b>1,936.9</b>	<b>2,011.8</b>	<b>2,066.2</b>	<b>2,141.9</b>	<b>2,239.7</b>	<b>2,308.9</b>	<b>2,337.6</b>	<b>2,427.8</b>	<b>2,492.6</b>
34 Other Eligible Operators (Prop A 40% Alloc	26.3	26.8	27.3	27.8	28.3	28.8	29.4	29.9	30.5	31.1
35 Paratransit (TDA Article 8)	26.3	27.5	28.7	29.9	31.1	32.3	33.5	34.8	36.1	37.4
36 <b>GRAND TOTAL USES</b>	<b>1,936.6</b>	<b>1,991.2</b>	<b>2,067.8</b>	<b>2,123.9</b>	<b>2,201.3</b>	<b>2,300.9</b>	<b>2,371.8</b>	<b>2,402.3</b>	<b>2,494.4</b>	<b>2,561.1</b>
38 <b>CASH BALANCE</b>										
39 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
40 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
41 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

LACMTA Financial Forecasting Model

Bus Operations Summary - All Operators

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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Fare Revenues	663.7	670.0	692.1	698.8	721.9	729.0	753.3	760.7	786.1	793.7	819.8
2 Proposition A - Discretionary (40%)	313.7	319.8	326.0	332.5	339.3	346.3	353.4	360.8	368.5	375.8	381.3
3 Proposition A - Local Return (25%)	220.7	227.4	233.9	241.0	248.5	256.1	263.5	271.3	279.3	286.8	281.9
4 Proposition C - Discretionary (40%)	244.6	243.2	259.4	255.7	281.4	304.6	353.5	321.9	327.7	289.6	565.0
5 Proposition C - Local Return (20%)	28.3	29.1	30.0	30.9	31.8	32.8	33.7	34.7	35.8	36.7	36.1
6 TDA Article 4	516.2	523.8	542.7	555.5	612.9	644.2	620.9	714.1	736.6	723.2	717.4
7 Proposition C 5% Security	49.3	50.3	51.4	52.5	53.7	54.9	56.1	57.4	58.7	60.0	60.5
8 HOT lanes Tolls	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4	7.5	7.6	7.7
9 Other (General, Advertising, Misc.)	16.7	17.1	17.4	17.9	18.3	18.7	19.2	19.7	20.2	20.6	21.1
10 Measure R Sales Tax	287.2	295.8	304.4	313.6	323.4	333.3	342.8	353.0	363.4	373.2	-
11 <b>Subtotal Local</b>	<b>2,346.9</b>	<b>2,383.3</b>	<b>2,464.1</b>	<b>2,505.3</b>	<b>2,638.3</b>	<b>2,727.1</b>	<b>2,803.5</b>	<b>2,901.0</b>	<b>2,983.7</b>	<b>2,967.2</b>	<b>2,890.9</b>
12											
13 <b>State</b>											
14 STA - Operator Revenue Share	60.8	61.4	62.0	62.6	63.2	63.9	64.5	65.1	65.8	66.4	67.1
15 <b>Subtotal State</b>	<b>60.8</b>	<b>61.4</b>	<b>62.0</b>	<b>62.6</b>	<b>63.2</b>	<b>63.9</b>	<b>64.5</b>	<b>65.1</b>	<b>65.8</b>	<b>66.4</b>	<b>67.1</b>
16 <b>Federal</b>											
17 CMAQ	-	-	-	-	-	-	-	-	-	-	-
18 Section 5307 (Preventive Maintenance)	96.0	122.1	104.6	130.4	67.3	50.3	47.1	26.3	22.6	115.7	192.3
19 RSTP	81.5	83.0	84.6	86.2	87.9	89.6	91.4	93.3	95.2	97.0	98.8
21 <b>Subtotal Federal</b>	<b>177.5</b>	<b>205.1</b>	<b>189.2</b>	<b>216.6</b>	<b>155.2</b>	<b>139.9</b>	<b>138.5</b>	<b>119.6</b>	<b>117.8</b>	<b>212.7</b>	<b>291.1</b>
22 <b>Subtotal</b>	<b>2,585.2</b>	<b>2,649.8</b>	<b>2,715.4</b>	<b>2,784.5</b>	<b>2,856.6</b>	<b>2,930.9</b>	<b>3,006.5</b>	<b>3,085.7</b>	<b>3,167.3</b>	<b>3,246.4</b>	<b>3,249.0</b>
23 Prop A 40% (for Other Eligible Operators)	31.7	32.3	32.9	33.6	34.2	34.9	35.6	36.3	37.0	37.8	38.5
24 TDA Article 8 (paratransit)	38.7	39.9	41.0	42.3	43.6	45.0	46.2	47.6	49.0	50.4	49.5
25 <b>GRAND TOTAL SOURCES</b>	<b>2,655.6</b>	<b>2,722.0</b>	<b>2,789.3</b>	<b>2,860.3</b>	<b>2,934.5</b>	<b>3,010.7</b>	<b>3,088.3</b>	<b>3,169.7</b>	<b>3,253.4</b>	<b>3,334.5</b>	<b>3,337.0</b>
<b>26 USES OF FUNDS</b>											
27 Bus Operations-Countywide	2,378.8	2,438.6	2,499.3	2,563.2	2,630.0	2,698.7	2,768.8	2,842.2	2,917.8	2,991.2	3,088.6
28 BSIP-Countywide	20.9	21.3	21.7	22.1	22.5	23.0	23.4	23.9	24.4	24.8	25.3
29 Bus Security-Countywide	49.3	50.3	51.4	52.5	53.7	54.9	56.1	57.4	58.7	60.0	60.5
30 Expansion Costs-Countywide	136.2	139.6	143.0	146.6	150.5	154.3	158.2	162.2	166.4	170.3	74.6
32 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
33 <b>Subtotal</b>	<b>2,585.2</b>	<b>2,649.8</b>	<b>2,715.4</b>	<b>2,784.5</b>	<b>2,856.6</b>	<b>2,930.9</b>	<b>3,006.5</b>	<b>3,085.7</b>	<b>3,167.3</b>	<b>3,246.4</b>	<b>3,249.0</b>
34 Other Eligible Operators (Prop A 40% Alloc)	31.7	32.3	32.9	33.6	34.2	34.9	35.6	36.3	37.0	37.8	38.5
35 Paratransit (TDA Article 8)	38.7	39.9	41.0	42.3	43.6	45.0	46.2	47.6	49.0	50.4	49.5
36 <b>GRAND TOTAL USES</b>	<b>2,655.6</b>	<b>2,722.0</b>	<b>2,789.3</b>	<b>2,860.3</b>	<b>2,934.5</b>	<b>3,010.7</b>	<b>3,088.3</b>	<b>3,169.7</b>	<b>3,253.4</b>	<b>3,334.5</b>	<b>3,337.0</b>
<b>38 CASH BALANCE</b>											
39 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
40 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
41 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



LACMTA Financial Forecasting Model  
Bus Operations - MTA Operations

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(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Fare Revenues	3,634.9	2,283.7	4,470.4	6,323.8	13,077.9	31.8%	273.9	303.2	305.3	334.9	337.3	363.3	365.8
2 Fare Freezes/Reductions	(8.2)	(16.4)	-	-	(16.4)	0.0%	(8.2)	(8.2)					
3 Proposition A - Discretionary (40%)	1,702.3	1,130.8	1,910.5	2,562.1	5,603.4	13.6%	150.8	154.3	157.9	161.6	165.3	168.8	172.2
4 Prop C 40%/BSIP/Foothill Mitigation/Exp	380.6	211.2	742.0	1,843.0	2,796.2	6.8%	27.0	34.8	30.9	28.0	31.4	29.7	29.4
5 TDA Article 4	1,768.1	1,137.9	2,528.9	5,020.6	8,687.4	21.1%	156.5	140.4	162.8	154.2	171.7	156.2	196.0
6 Proposition C 5% Security	297.3	197.4	334.2	449.3	980.9	2.4%	26.3	26.9	27.6	28.2	28.9	29.5	30.1
7 HOT lanes Tolls	28.6	15.8	34.5	48.7	99.0	0.2%	-	1.4	2.8	2.8	2.9	3.0	3.0
8 Other (Advertising and General, & Lease	89.6	76.5	89.9	124.7	291.0	0.7%	20.9	21.6	6.4	5.7	5.8	8.0	8.1
9 <b>Subtotal Local</b>	<b>7,893.2</b>	<b>5,036.8</b>	<b>10,110.5</b>	<b>16,372.2</b>	<b>31,519.5</b>	<b>76.7%</b>	<b>647.2</b>	<b>674.4</b>	<b>693.6</b>	<b>715.5</b>	<b>743.2</b>	<b>758.3</b>	<b>804.6</b>
10 <b>Measure R Sales Tax</b>	<b>1,345.1</b>	<b>824.1</b>	<b>1,746.6</b>	<b>2,434.6</b>	<b>5,005.3</b>	<b>12.2%</b>	<b>97.5</b>	<b>103.4</b>	<b>110.7</b>	<b>118.3</b>	<b>125.2</b>	<b>131.1</b>	<b>137.8</b>
<b>State</b>													
12 STA - Operator Revenue Share	401.2	292.7	425.6	519.3	1,237.6	3.0%	56.8	38.4	38.7	39.1	39.5	39.9	40.3
13 <b>Subtotal State</b>	<b>401.2</b>	<b>292.7</b>	<b>425.6</b>	<b>519.3</b>	<b>1,237.6</b>	<b>3.0%</b>	<b>56.8</b>	<b>38.4</b>	<b>38.7</b>	<b>39.1</b>	<b>39.5</b>	<b>39.9</b>	<b>40.3</b>
<b>Federal</b>													
15 CMAQ (Expansion/Corridors)	4.6	6.9	-	-	6.9	0.0%	2.3	2.3	2.3	-	-	-	-
16 Section 5307 (Preventive Maintenance)	1,530.7	1,091.2	1,270.7	974.6	3,336.5	8.1%	144.5	156.7	158.9	161.1	155.8	163.2	151.1
17 Homeland Security Grants	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
18 <b>Subtotal Federal</b>	<b>1,535.3</b>	<b>1,098.0</b>	<b>1,270.7</b>	<b>974.6</b>	<b>3,343.3</b>	<b>8.1%</b>	<b>146.8</b>	<b>159.0</b>	<b>161.1</b>	<b>161.1</b>	<b>155.8</b>	<b>163.2</b>	<b>151.1</b>
19 <b>TOTAL SOURCES</b>	<b>11,174.8</b>	<b>7,251.6</b>	<b>13,553.3</b>	<b>20,300.7</b>	<b>41,105.7</b>	<b>100.0%</b>	<b>948.3</b>	<b>975.2</b>	<b>1,004.1</b>	<b>1,034.0</b>	<b>1,063.7</b>	<b>1,092.5</b>	<b>1,133.8</b>
<b>USES OF FUNDS</b>													
21 Bus Operations (incl. Maint. & BRTs)	10,750.5	6,969.9	13,076.3	19,659.5	39,705.7	96.6%	910.7	936.8	964.8	993.7	1,022.5	1,050.5	1,090.9
22 BSIP	127.0	84.3	142.8	192.0	419.1	1.0%	11.2	11.5	11.8	12.1	12.3	12.6	12.8
23 Bus Security	297.3	197.4	334.2	449.3	980.9	2.4%	26.3	26.9	27.6	28.2	28.9	29.5	30.1
24 Prior Expansion Costs (from Expan pg)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
25 Operating Surplus (Deficit)	0.0	0.0	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0
26 <b>TOTAL USES</b>	<b>11,174.9</b>	<b>7,251.6</b>	<b>13,553.3</b>	<b>20,300.7</b>	<b>41,105.7</b>	<b>100.0%</b>	<b>948.2</b>	<b>975.2</b>	<b>1,004.1</b>	<b>1,034.0</b>	<b>1,063.7</b>	<b>1,092.53</b>	<b>1,133.8</b>
27 Total uses percent change							2.04%	2.85%	2.96%	2.97%	2.87%	2.71%	3.78%
<b>CASH BALANCE</b>													
29 Beginning Fiscal Year Cash Balance	0.1	0.0	0.0	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	0.0	0.0
30 Annual Net Change to Cash Balance	(0.1)	(0.0)	(0.0)	0.0	(0.0)	-	0.1	(0.1)	0.0	0.0	0.0	0.0	(0.0)
31 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Rev Operation:
  - Expo Shuttles - April 2012
  - Wilshire BRT - July 2022
  - San Fern. Val. N-S (Canoga) - July 2012
  - East SFV North-South - July 2018
  - San Fernando Valley I-405 - July 2039

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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
1 Fare Revenues	390.3	393.0	419.4	422.3	446.4	449.5	475.1	478.5	496.2	499.6
2 Fare Freezes/Reductions										
3 Proposition A - Discretionary (40%)	175.5	178.8	182.3	185.7	189.0	192.5	196.1	199.6	203.6	207.5
4 Prop C 40%/BSIP/Foothill Mitigation/Exp	31.1	45.2	43.2	76.9	70.8	97.0	84.2	85.2	96.3	112.0
5 TDA Article 4	182.1	193.7	216.4	194.6	212.4	267.8	299.1	306.8	312.6	343.5
6 Proposition C 5% Security	30.7	31.3	31.9	32.5	33.1	33.7	34.3	34.9	35.6	36.3
7 HOT lanes Tolls	3.1	3.2	3.2	3.3	3.4	3.5	3.6	3.7	3.7	3.8
8 Other (Advertising and General, & Lease	8.3	8.4	8.6	8.7	8.9	9.0	9.2	9.4	9.6	9.7
9 <b>Subtotal Local</b>	<b>821.0</b>	<b>853.6</b>	<b>905.0</b>	<b>924.1</b>	<b>963.9</b>	<b>1,053.0</b>	<b>1,101.6</b>	<b>1,118.2</b>	<b>1,157.6</b>	<b>1,212.6</b>
10 <b>Measure R Sales Tax</b>	<b>144.8</b>	<b>151.3</b>	<b>157.9</b>	<b>164.5</b>	<b>171.1</b>	<b>177.9</b>	<b>184.2</b>	<b>191.1</b>	<b>198.4</b>	<b>205.5</b>
<b>State</b>										
12 STA - Operator Revenue Share	40.7	41.1	41.5	41.9	42.3	42.8	43.2	43.6	44.0	44.5
13 <b>Subtotal State</b>	<b>40.7</b>	<b>41.1</b>	<b>41.5</b>	<b>41.9</b>	<b>42.3</b>	<b>42.8</b>	<b>43.2</b>	<b>43.6</b>	<b>44.0</b>	<b>44.5</b>
<b>Federal</b>										
15 CMAQ (Expansion/Corridors)	-	-	-	-	-	-	-	-	-	-
16 Section 5307 (Preventive Maintenance)	156.1	146.1	138.6	143.2	148.6	125.5	116.1	95.8	112.2	88.4
17 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-
18 <b>Subtotal Federal</b>	<b>156.1</b>	<b>146.1</b>	<b>138.6</b>	<b>143.2</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>
19 <b>TOTAL SOURCES</b>	<b>1,162.6</b>	<b>1,192.1</b>	<b>1,243.1</b>	<b>1,273.7</b>	<b>1,325.9</b>	<b>1,399.2</b>	<b>1,445.0</b>	<b>1,448.6</b>	<b>1,512.2</b>	<b>1,550.9</b>
<b>USES OF FUNDS</b>										
21 Bus Operations (incl. Maint. & BRTs)	1,118.8	1,147.5	1,197.6	1,227.4	1,278.7	1,351.1	1,396.0	1,398.8	1,461.4	1,499.1
22 BSIP	13.1	13.4	13.6	13.9	14.1	14.4	14.7	14.9	15.2	15.5
23 Bus Security	30.7	31.3	31.9	32.5	33.1	33.7	34.3	34.9	35.6	36.3
24 Prior Expansion Costs (from Expan pg)										
25 Operating Surplus (Deficit)	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>1,162.6</b>	<b>1,192.1</b>	<b>1,243.1</b>	<b>1,273.7</b>	<b>1,325.9</b>	<b>1,399.2</b>	<b>1,445.0</b>	<b>1,448.6</b>	<b>1,512.2</b>	<b>1,550.9</b>
27 Total uses percent change	2.54%	2.53%	4.28%	2.47%	4.09%	5.53%	3.28%	0.25%	4.39%	2.56%
<b>CASH BALANCE</b>										
29 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
30 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
31 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:**

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Rev Operation:
  - Expo Shuttles - April 2012
  - Wilshire BRT - July 2022
  - San Fern. Val. N-S (Canoga) - July 2012
  - East SFV North-South - July 2018
  - San Fernando Valley I-405 - July 2039

LACMTA Financial Forecasting Model  
 Bus Operations - MTA Operations

LRTP 10/18/12 rev 11-19-12

	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	518.1	521.8	541.1	544.8	565.0	569.0	590.0	594.1	616.1	620.4	643.4
2 Fare Freezes/Reductions											
3 Proposition A - Discretionary (40%)	211.5	215.4	219.4	223.5	227.8	232.3	236.9	241.6	246.6	251.3	255.8
4 Prop C 40%/BSIP/Foothill Mitigation/Exp	114.1	109.9	123.4	116.7	139.4	159.5	205.1	170.2	172.5	131.1	401.1
5 TDA Article 4	369.5	372.4	386.6	394.3	446.2	472.1	443.5	531.1	548.0	529.2	527.9
6 Proposition C 5% Security	37.0	37.7	38.4	39.2	39.9	40.7	41.5	42.4	43.3	44.1	44.9
7 HOT lanes Tolls	3.9	4.0	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.9	5.0
8 Other (Advertising and General, & Lease	9.9	10.2	10.4	10.7	11.0	11.3	11.6	11.9	12.3	12.6	12.9
9 <b>Subtotal Local</b>	<b>1,264.1</b>	<b>1,271.3</b>	<b>1,323.3</b>	<b>1,333.5</b>	<b>1,433.6</b>	<b>1,489.3</b>	<b>1,533.2</b>	<b>1,596.0</b>	<b>1,643.4</b>	<b>1,593.5</b>	<b>1,891.0</b>
10 <b>Measure R Sales Tax</b>	<b>212.5</b>	<b>218.9</b>	<b>225.2</b>	<b>232.0</b>	<b>239.3</b>	<b>246.6</b>	<b>253.7</b>	<b>261.2</b>	<b>268.9</b>	<b>276.2</b>	
<b>State</b>											
11 STA - Operator Revenue Share	44.9	45.4	45.8	46.3	46.7	47.2	47.7	48.1	48.6	49.1	49.6
12 <b>Subtotal State</b>	<b>44.9</b>	<b>45.4</b>	<b>45.8</b>	<b>46.3</b>	<b>46.7</b>	<b>47.2</b>	<b>47.7</b>	<b>48.1</b>	<b>48.6</b>	<b>49.1</b>	<b>49.6</b>
<b>Federal</b>											
15 CMAQ (Expansion/Corridors)	-	-	-	-	-	-	-	-	-	-	-
16 Section 5307 (Preventive Maintenance)	96.0	122.1	104.6	130.4	67.3	50.3	47.1	26.3	22.6	115.7	192.3
17 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-
18 <b>Subtotal Federal</b>	<b>96.0</b>	<b>122.1</b>	<b>104.6</b>	<b>130.4</b>	<b>67.3</b>	<b>50.3</b>	<b>47.1</b>	<b>26.3</b>	<b>22.6</b>	<b>115.7</b>	<b>192.3</b>
19 <b>TOTAL SOURCES</b>	<b>1,617.5</b>	<b>1,657.8</b>	<b>1,699.0</b>	<b>1,742.2</b>	<b>1,786.9</b>	<b>1,833.4</b>	<b>1,881.6</b>	<b>1,931.6</b>	<b>1,983.6</b>	<b>2,034.4</b>	<b>2,132.8</b>
<b>USES OF FUNDS</b>											
21 Bus Operations (incl. Maint. & BRTs)	1,564.6	1,603.9	1,644.1	1,686.2	1,729.9	1,775.2	1,822.3	1,871.1	1,921.8	1,971.5	2,068.7
22 BSIP	15.8	16.1	16.4	16.7	17.1	17.4	17.8	18.1	18.5	18.8	19.2
23 Bus Security	37.0	37.7	38.4	39.2	39.9	40.7	41.5	42.4	43.3	44.1	44.9
24 Prior Expansion Costs (from Expan pg)											
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>1,617.5</b>	<b>1,657.8</b>	<b>1,699.0</b>	<b>1,742.2</b>	<b>1,786.9</b>	<b>1,833.4</b>	<b>1,881.6</b>	<b>1,931.6</b>	<b>1,983.6</b>	<b>2,034.4</b>	<b>2,132.8</b>
27 Total uses percent change	4.29%	2.49%	2.49%	2.54%	2.57%	2.60%	2.63%	2.66%	2.69%	2.57%	4.84%
<b>CASH BALANCE</b>											
29 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
30 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
31 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:**

- Fare revenues from expansion are reflected.
- Metro Rapid Transitway Rev Operation:
  - Expo Shuttles - April 2012
  - Wilshire BRT - July 2022
  - San Fern. Val. N-S (Canoga) - July 2012
  - East SFV North-South - July 2018
  - San Fernando Valley I-405 - July 2039

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal and Non-MTA Operators**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Fare Revenues	1,079.5	708.9	1,226.1	1,648.0	3,583.0	18.1%	92.5	95.1	98.1	100.8	104.0	108.1	110.3
Proposition A - Discretionary (40%)	600.2	398.8	673.4	902.5	1,974.7	10.0%	53.2	54.4	55.7	57.0	58.3	59.5	60.7
Prop A - Local Return (25%)	1,397.0	855.9	1,814.0	2,810.5	5,480.4	27.6%	101.3	107.4	115.0	122.9	130.0	136.1	143.2
Proposition C - Discretionary (40%)	281.5	184.6	329.1	479.6	993.2	5.0%	24.4	25.0	25.7	26.3	27.0	27.7	28.4
Proposition C - Local Return (20%)	178.9	109.6	232.3	359.9	701.7	3.5%	13.0	13.8	14.7	15.7	16.6	17.4	18.3
Prop. C 40%- Shuttles/BSIP	234.7	155.8	263.8	354.5	774.1	3.9%	20.7	21.2	21.7	22.3	22.8	23.3	23.7
TDA Article 4	876.5	537.5	1,180.9	1,886.9	3,605.3	18.2%	72.6	64.1	69.6	75.4	80.6	85.0	90.2
HOT Lanes Tolls	26.1	15.1	27.5	30.3	72.9	0.4%	-	1.4	2.8	2.8	2.8	2.8	2.8
Proposition C 5% Security	77.3	47.4	100.4	155.5	303.3	1.5%	5.6	5.9	6.4	6.8	7.2	7.5	7.9
Other (Advertising, Charter, Misc)	41.4	27.5	46.6	62.6	136.7	0.7%	3.7	3.7	3.8	3.9	4.0	4.1	4.2
<b>Subtotal Local</b>	<b>4,793.2</b>	<b>3,040.9</b>	<b>5,894.0</b>	<b>8,690.3</b>	<b>17,625.3</b>	<b>88.9%</b>	<b>387.0</b>	<b>392.1</b>	<b>413.5</b>	<b>433.9</b>	<b>453.2</b>	<b>471.6</b>	<b>489.7</b>
<b>Measure R Sales Tax</b>	<b>472.6</b>	<b>289.5</b>	<b>613.7</b>	<b>855.4</b>	<b>1,758.6</b>	<b>8.9%</b>	<b>34.3</b>	<b>36.3</b>	<b>38.9</b>	<b>41.6</b>	<b>44.0</b>	<b>46.1</b>	<b>48.4</b>
<b>State</b>													
STA - Operator Revenue Share	141.7	103.3	150.4	183.5	437.1	2.2%	19.9	13.5	13.7	13.8	14.0	14.1	14.2
<b>Subtotal State</b>	<b>141.7</b>	<b>103.3</b>	<b>150.4</b>	<b>183.5</b>	<b>437.1</b>	<b>2.2%</b>	<b>19.9</b>	<b>13.5</b>	<b>13.7</b>	<b>13.8</b>	<b>14.0</b>	<b>14.1</b>	<b>14.2</b>
<b>Federal</b>													
Section 5307 (operating)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>5,407.5</b>	<b>3,433.7</b>	<b>6,658.0</b>	<b>9,729.3</b>	<b>19,821.0</b>	<b>100.0%</b>	<b>441.2</b>	<b>442.0</b>	<b>466.0</b>	<b>489.3</b>	<b>511.2</b>	<b>531.7</b>	<b>552.4</b>
<b>USES OF FUNDS</b>													
Bus Operations (Fixed Route & Paratransit)	4,292.9	2,745.2	5,271.0	7,813.7	15,829.9	79.9%	360.2	356.5	374.4	392.3	407.6	418.8	435.5
BSIP	40.5	26.9	45.5	61.2	133.6	0.7%	3.6	3.7	3.8	3.8	3.9	4.0	4.1
Shuttles	64.1	42.5	72.0	96.8	211.3	1.1%	5.7	5.8	5.9	6.1	6.2	6.3	6.5
Bus Security	77.3	47.4	100.4	155.5	303.3	1.5%	5.6	5.9	6.4	6.8	7.2	7.5	7.9
Expansion Costs (from Expansion page)	460.1	282.2	555.5	746.6	1,584.3	8.0%	31.9	33.7	36.7	38.7	42.3	49.0	50.0
Expansion Costs (Measure R)	472.6	289.5	613.7	855.4	1,758.6	8.9%	34.3	36.3	38.9	41.6	44.0	46.1	48.4
<b>TOTAL USES</b>	<b>5,407.5</b>	<b>3,433.7</b>	<b>6,658.0</b>	<b>9,729.2</b>	<b>19,821.0</b>	<b>100.0%</b>	<b>441.2</b>	<b>442.0</b>	<b>466.0</b>	<b>489.3</b>	<b>511.2</b>	<b>531.7</b>	<b>552.4</b>
Uses excluding expansion percent change							3.08%	-0.25%	5.17%	4.94%	4.06%	2.96%	4.07%
Total uses percent change							3.20%	0.18%	5.44%	4.98%	4.48%	4.02%	3.88%
<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	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	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**  
**L RTP 10/18/12 rev 11-19-12**

	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	112.5	114.7	116.9	119.1	121.3	123.5	125.9	128.2	130.8	133.3
Proposition A - Discretionary (40%)	61.9	63.0	64.3	65.5	66.6	67.8	69.1	70.4	71.7	73.1
Prop A - Local Return (25%)	150.4	157.1	164.0	170.9	177.7	184.7	191.3	198.5	206.0	213.4
Proposition C - Discretionary (40%)	29.2	29.9	30.7	31.5	32.4	33.2	34.1	35.0	35.0	37.0
Proposition C - Local Return (20%)	19.3	20.1	21.0	21.9	22.7	23.7	24.5	25.4	26.4	27.3
Prop. C 40%- Shuttles/BSIP	24.2	24.7	25.2	25.6	26.1	26.6	27.1	27.6	28.1	28.7
TDA Article 4	95.5	100.4	105.4	110.4	115.4	120.6	125.3	130.6	136.0	141.4
HOT Lanes Tolls	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
Proposition C 5% Security	8.3	8.7	9.1	9.5	9.8	10.2	10.6	11.0	11.4	11.8
Other (Advertising, Charter, Misc)	4.3	4.4	4.4	4.5	4.6	4.7	4.8	4.9	5.0	5.1
<b>Subtotal Local</b>	<b>508.2</b>	<b>525.8</b>	<b>543.7</b>	<b>561.6</b>	<b>579.4</b>	<b>597.8</b>	<b>615.3</b>	<b>634.2</b>	<b>654.2</b>	<b>673.8</b>
<b>Measure R Sales Tax</b>	<b>50.9</b>	<b>53.2</b>	<b>55.5</b>	<b>57.8</b>	<b>60.1</b>	<b>62.5</b>	<b>64.7</b>	<b>67.1</b>	<b>69.7</b>	<b>72.2</b>
<b>State</b>										
STA - Operator Revenue Share	14.4	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7
<b>Subtotal State</b>	<b>14.4</b>	<b>14.5</b>	<b>14.7</b>	<b>14.8</b>	<b>15.0</b>	<b>15.1</b>	<b>15.3</b>	<b>15.4</b>	<b>15.6</b>	<b>15.7</b>
<b>Federal</b>										
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>573.4</b>	<b>593.4</b>	<b>613.9</b>	<b>634.2</b>	<b>654.4</b>	<b>675.4</b>	<b>695.3</b>	<b>716.8</b>	<b>739.5</b>	<b>761.7</b>
<b>USES OF FUNDS</b>										
Bus Operations (Fixed Route & Paratransit)	452.5	468.7	485.1	501.6	517.9	534.9	550.9	568.3	586.6	604.5
BSIP	4.2	4.3	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0
Shuttles	6.6	6.7	6.9	7.0	7.1	7.3	7.4	7.5	7.7	7.8
Bus Security	8.3	8.7	9.1	9.5	9.8	10.2	10.6	11.0	11.4	11.8
Expansion Costs (from Expansion page)	51.0	51.9	53.0	54.0	54.9	56.0	57.0	58.1	59.2	60.4
Expansion Costs (Measure R)	50.9	53.2	55.5	57.8	60.1	62.5	64.7	67.1	69.7	72.2
<b>TOTAL USES</b>	<b>573.4</b>	<b>593.4</b>	<b>613.9</b>	<b>634.2</b>	<b>654.4</b>	<b>675.4</b>	<b>695.3</b>	<b>716.8</b>	<b>739.5</b>	<b>761.7</b>
Uses excluding expansion percent change	4.00%	3.64%	3.58%	3.45%	3.31%	3.33%	3.04%	3.20%	3.27%	3.10%
Total uses percent change	3.81%	3.49%	3.44%	3.32%	3.18%	3.21%	2.94%	3.09%	3.17%	3.01%
<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  
 LRTP 10/18/12 rev 11-19-12

(\$ 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	135.9	138.4	141.0	143.7	146.5	149.4	152.4	155.5	158.7	161.8	164.7
Proposition A - Discretionary (40%)	74.5	75.9	77.3	78.8	80.3	81.8	83.4	85.1	86.8	88.5	90.1
Prop A - Local Return (25%)	220.7	227.4	233.9	241.0	248.5	256.1	263.5	271.3	279.3	286.8	281.9
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%)	28.3	29.1	30.0	30.9	31.8	32.8	33.7	34.7	35.8	36.7	36.1
Prop. C 40%- Shuttles/BSIP	29.2	29.8	30.3	30.9	31.5	32.1	32.8	33.5	34.1	34.8	35.4
TDA Article 4	146.7	151.5	156.2	161.2	166.7	172.1	177.3	183.0	188.7	194.0	189.5
HOT Lanes Tolls	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
Proposition C 5% Security	12.2	12.6	12.9	13.3	13.8	14.2	14.6	15.0	15.5	15.9	15.6
Other (Advertising, Charter, Misc)	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9	6.0	6.1	6.3
<b>Subtotal Local</b>	<b>693.4</b>	<b>711.6</b>	<b>729.8</b>	<b>749.2</b>	<b>769.7</b>	<b>790.5</b>	<b>810.9</b>	<b>832.6</b>	<b>854.8</b>	<b>875.8</b>	<b>872.2</b>
<b>Measure R Sales Tax</b>	<b>74.7</b>	<b>76.9</b>	<b>79.1</b>	<b>81.5</b>	<b>84.1</b>	<b>86.7</b>	<b>89.1</b>	<b>91.8</b>	<b>94.5</b>	<b>97.0</b>	
<b>State</b>											
STA - Operator Revenue Share	15.9	16.0	16.2	16.3	16.5	16.7	16.8	17.0	17.2	17.3	17.5
<b>Subtotal State</b>	<b>15.9</b>	<b>16.0</b>	<b>16.2</b>	<b>16.3</b>	<b>16.5</b>	<b>16.7</b>	<b>16.8</b>	<b>17.0</b>	<b>17.2</b>	<b>17.3</b>	<b>17.5</b>
<b>Federal</b>											
Section 5307 (operating)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>784.0</b>	<b>804.6</b>	<b>825.1</b>	<b>847.0</b>	<b>870.3</b>	<b>893.8</b>	<b>916.9</b>	<b>941.4</b>	<b>966.4</b>	<b>990.2</b>	<b>889.7</b>
<b>USES OF FUNDS</b>											
Bus Operations (Fixed Route & Paratransit)	622.5	639.1	655.6	673.3	692.0	711.0	729.5	749.3	769.4	788.5	783.7
BSIP	5.0	5.1	5.2	5.3	5.4	5.5	5.7	5.8	5.9	6.0	6.1
Shuttles	8.0	8.1	8.3	8.4	8.6	8.8	9.0	9.1	9.3	9.5	9.7
Bus Security	12.2	12.6	12.9	13.3	13.8	14.2	14.6	15.0	15.5	15.9	15.6
Expansion Costs (from Expansion page)	61.6	62.7	63.9	65.1	66.4	67.7	69.0	70.4	71.9	73.3	74.6
Expansion Costs (Measure R)	74.7	76.9	79.1	81.5	84.1	86.7	89.1	91.8	94.5	97.0	-
<b>TOTAL USES</b>	<b>784.0</b>	<b>804.6</b>	<b>825.1</b>	<b>847.0</b>	<b>870.3</b>	<b>893.8</b>	<b>916.9</b>	<b>941.4</b>	<b>966.4</b>	<b>990.2</b>	<b>889.7</b>
Uses excluding expansion percent change	3.01%	2.69%	2.61%	2.73%	2.81%	2.77%	2.63%	2.73%	2.70%	2.50%	-11.11%
Total uses percent change	2.92%	2.63%	2.55%	2.66%	2.74%	2.71%	2.58%	2.68%	2.66%	2.46%	-10.15%
<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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Fare Revenues	232.4	146.6	273.9	368.1	788.6	49.8%	17.7	18.4	19.6	20.4	21.8	24.2	24.6
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	227.7	135.6	281.6	378.5	795.6	50.2%	14.2	15.3	17.1	18.3	20.5	24.8	25.3
Proposition C 5% Security	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Other (Advertising, Charter, Misc)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>460.1</b>	<b>282.2</b>	<b>555.5</b>	<b>746.6</b>	<b>1,584.3</b>	<b>100.0%</b>	<b>31.9</b>	<b>33.7</b>	<b>36.7</b>	<b>38.7</b>	<b>42.3</b>	<b>49.0</b>	<b>50.0</b>
<b>State</b>													
STA - Revenue Share	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</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>Federal</b>													
Section 5307 (operating)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</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>TOTAL SOURCES</b>	<b>460.1</b>	<b>282.2</b>	<b>555.5</b>	<b>746.6</b>	<b>1,584.3</b>	<b>100.0%</b>	<b>31.9</b>	<b>33.7</b>	<b>36.7</b>	<b>38.7</b>	<b>42.3</b>	<b>49.0</b>	<b>50.0</b>
<b>USES OF FUNDS</b>													
Expansion Paratransit Vehicles	-	-	-	-	-	-	-	-	-	-	-	-	-
Expansion Buses	57	61	-	-	61	-	4	5	10	5	12	25	-
<b>Total Number of Expansion Vehicles</b>	<b>57</b>	<b>61</b>	<b>-</b>	<b>-</b>	<b>61</b>	<b>-</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>12</b>	<b>25</b>	<b>-</b>
Expansion Costs	460.1	282.2	555.5	746.6	1,584.3	100.0%	31.9	33.7	36.7	38.7	42.3	49.0	50.0
<b>TOTAL USES</b>	<b>460.1</b>	<b>282.2</b>	<b>555.5</b>	<b>746.6</b>	<b>1,584.3</b>	<b>100.0%</b>	<b>31.9</b>	<b>33.7</b>	<b>36.7</b>	<b>38.7</b>	<b>42.3</b>	<b>49.0</b>	<b>50.0</b>
<b>CASH BALANCE</b>													
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Municipal Operators Expansion**  
*L RTP 10/18/12 rev 11-19-12*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Fare Revenues	25.1	25.6	26.1	26.6	27.1	27.6	28.1	28.6	29.2	29.8
Proposition A - Discretionary (40%)	-	-	-	-	-	-	-	-	-	-
Proposition A - Local Return 25%	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	-	-	-	-	-	-
Proposition C - Local Return	-	-	-	-	-	-	-	-	-	-
TDA Article 4	25.8	26.3	26.9	27.4	27.9	28.4	28.9	29.4	30.0	30.6
Proposition C 5% Security	-	-	-	-	-	-	-	-	-	-
Other (Advertising, Charter, Misc)	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>51.0</b>	<b>51.9</b>	<b>53.0</b>	<b>54.0</b>	<b>54.9</b>	<b>56.0</b>	<b>57.0</b>	<b>58.1</b>	<b>59.2</b>	<b>60.4</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 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>51.0</b>	<b>51.9</b>	<b>53.0</b>	<b>54.0</b>	<b>54.9</b>	<b>56.0</b>	<b>57.0</b>	<b>58.1</b>	<b>59.2</b>	<b>60.4</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	51.0	51.9	53.0	54.0	54.9	56.0	57.0	58.1	59.2	60.4
<b>TOTAL USES</b>	<b>51.0</b>	<b>51.9</b>	<b>53.0</b>	<b>54.0</b>	<b>54.9</b>	<b>56.0</b>	<b>57.0</b>	<b>58.1</b>	<b>59.2</b>	<b>60.4</b>
<b>CASH BALANCE</b>										
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**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Fare Revenues	30.4	30.9	31.5	32.1	32.7	33.4	34.0	34.7	35.4	36.1	36.8
Proposition A - Discretionary (40%)	-	-	-	-	-	-	-	-	-	-	-
Proposition A - Local Return 25%	-	-	-	-	-	-	-	-	-	-	-
Proposition C 40%	-	-	-	-	-	-	-	-	-	-	-
Proposition C - Local Return	-	-	-	-	-	-	-	-	-	-	-
TDA Article 4	31.2	31.8	32.4	33.0	33.7	34.3	35.0	35.7	36.4	37.2	37.8
Proposition C 5% Security	-	-	-	-	-	-	-	-	-	-	-
Other (Advertising, Charter, Misc)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>61.6</b>	<b>62.7</b>	<b>63.9</b>	<b>65.1</b>	<b>66.4</b>	<b>67.7</b>	<b>69.0</b>	<b>70.4</b>	<b>71.9</b>	<b>73.3</b>	<b>74.6</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>61.6</b>	<b>62.7</b>	<b>63.9</b>	<b>65.1</b>	<b>66.4</b>	<b>67.7</b>	<b>69.0</b>	<b>70.4</b>	<b>71.9</b>	<b>73.3</b>	<b>74.6</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	61.6	62.7	63.9	65.1	66.4	67.7	69.0	70.4	71.9	73.3	74.6
<b>TOTAL USES</b>	<b>61.6</b>	<b>62.7</b>	<b>63.9</b>	<b>65.1</b>	<b>66.4</b>	<b>67.7</b>	<b>69.0</b>	<b>70.4</b>	<b>71.9</b>	<b>73.3</b>	<b>74.6</b>
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

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

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Fare Revenues	77.6	51.5	87.2	117.2	255.9	6.2%	6.9	7.0	7.2	7.4	7.5	7.7	7.8
Proposition C 40% (Discretionary) - for capital	0.5	0.4	0.5	0.6	1.5	0.0%	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Proposition C 40% (Discretionary) - for operations	507.8	349.1	570.9	769.4	1,689.3	40.6%	56.9	45.9	47.0	48.2	49.3	50.3	51.4
Proposition C - Local Return	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
TDA Article 4	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Proposition C 5% Security	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
Other (Advertising, Charter, Misc)	12.9	8.5	14.5	19.5	42.5	1.0%	1.1	1.2	1.2	1.2	1.2	1.3	1.3
<b>Subtotal Local</b>	<b>598.8</b>	<b>409.5</b>	<b>673.0</b>	<b>906.7</b>	<b>1,989.2</b>	<b>47.8%</b>	<b>65.0</b>	<b>54.2</b>	<b>55.5</b>	<b>56.8</b>	<b>58.1</b>	<b>59.3</b>	<b>60.6</b>
<b>State</b>													
STA - Revenue Share	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
Section 5310 (for capital)	4.0	2.8	4.0	4.4	11.2	0.3%	0.4	0.4	0.4	0.4	0.4	0.4	0.4
RSTP	654.7	434.9	736.1	988.5	2,159.5	51.9%	58.2	59.4	60.6	62.1	63.5	64.9	66.2
<b>Subtotal Federal</b>	<b>658.7</b>	<b>437.7</b>	<b>740.1</b>	<b>992.9</b>	<b>2,170.7</b>	<b>52.2%</b>	<b>58.6</b>	<b>59.8</b>	<b>61.0</b>	<b>62.5</b>	<b>63.9</b>	<b>65.3</b>	<b>66.6</b>
<b>TOTAL SOURCES</b>	<b>1,257.5</b>	<b>847.2</b>	<b>1,413.1</b>	<b>1,899.6</b>	<b>4,159.9</b>	<b>100.0%</b>	<b>123.6</b>	<b>114.0</b>	<b>116.5</b>	<b>119.3</b>	<b>122.0</b>	<b>124.6</b>	<b>127.2</b>
<b>USES OF FUNDS</b>													
Bus Operations	1,252.9	844.0	1,408.6	1,894.6	4,147.2	99.7%	123.1	113.5	116.0	118.9	121.6	124.2	126.7
Bus Capital	4.5	3.2	4.5	5.0	12.7	0.3%	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>TOTAL USES</b>	<b>1,257.5</b>	<b>847.2</b>	<b>1,413.1</b>	<b>1,899.6</b>	<b>4,159.9</b>	<b>100.0%</b>	<b>123.6</b>	<b>114.0</b>	<b>116.5</b>	<b>119.3</b>	<b>122.0</b>	<b>124.6</b>	<b>127.2</b>
Uses Percent Change							7.23%	-7.75%	2.19%	2.43%	2.26%	2.16%	2.02%
<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>-</b>	<b>784.3</b>	<b>1,307.5</b>	<b>1,758.5</b>	<b>3,850.3</b>		<b>115.2</b>	<b>105.4</b>	<b>107.7</b>	<b>110.3</b>	<b>112.8</b>	<b>115.3</b>	<b>117.6</b>
MTA Subsidy Percent Change:							7.63%	-8.48%	2.18%	2.44%	2.27%	2.17%	2.02%
<b>NOTES:</b>							13.93%	-19.25%	2.39%				

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

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

L RTP 10/18/12 rev 11-19-12

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
Fare Revenues	8.0	8.2	8.3	8.5	8.6	8.8	9.0	9.1	9.3	9.5
Proposition C 40% (Discretionary) - for capital	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Proposition C 40% (Discretionary) - for operations	52.4	53.4	54.4	55.5	56.5	57.5	58.6	59.7	60.9	62.1
Proposition C - Local Return										
TDA Article 4										
Proposition C 5% Security										
Other (Advertising, Charter, Misc)	1.3	1.4	1.4	1.4	1.4	1.5	1.5	1.5	1.5	1.6
<b>Subtotal Local</b>	<b>61.7</b>	<b>62.9</b>	<b>64.2</b>	<b>65.4</b>	<b>66.6</b>	<b>67.8</b>	<b>69.1</b>	<b>70.4</b>	<b>71.8</b>	<b>73.2</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	67.5	68.8	70.2	71.5	72.8	74.2	75.6	77.0	78.5	80.0
<b>Subtotal Federal</b>	<b>67.9</b>	<b>69.2</b>	<b>70.6</b>	<b>71.9</b>	<b>73.2</b>	<b>74.6</b>	<b>76.0</b>	<b>77.4</b>	<b>78.9</b>	<b>80.4</b>
<b>TOTAL SOURCES</b>	<b>129.6</b>	<b>132.1</b>	<b>134.8</b>	<b>137.3</b>	<b>139.8</b>	<b>142.4</b>	<b>145.1</b>	<b>147.8</b>	<b>150.7</b>	<b>153.6</b>
<b>USES OF FUNDS</b>										
Bus Operations	129.2	131.7	134.3	136.8	139.3	142.0	144.6	147.3	150.2	153.1
Bus Capital	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>TOTAL USES</b>	<b>129.6</b>	<b>132.1</b>	<b>134.8</b>	<b>137.3</b>	<b>139.8</b>	<b>142.4</b>	<b>145.1</b>	<b>147.8</b>	<b>150.7</b>	<b>153.6</b>
Uses Percent Change	1.95%	1.93%	2.00%	1.86%	1.81%	1.89%	1.89%	1.84%	1.97%	1.92%
<b>CASH BALANCE</b>										
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
<b>MTA Subsidy (Prop C 40% and RSTP):</b>	<b>119.9</b>	<b>122.2</b>	<b>124.7</b>	<b>127.0</b>	<b>129.3</b>	<b>131.8</b>	<b>134.3</b>	<b>136.7</b>	<b>139.4</b>	<b>142.1</b>
MTA Subsidy Percent Change:	1.96%	1.93%	2.01%	1.86%	1.82%	1.89%	1.89%	1.85%	1.97%	1.93%

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations - ADA/Paratransit**  
**(Access Services)**  
**L RTP 10/18/12 rev 11-19-12**

	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	9.7	9.8	10.0	10.2	10.4	10.6	10.8	11.1	11.3	11.5	11.7
Proposition C 40% (Discretionary) - for capital	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Proposition C 40% (Discretionary) - for operations	63.3	64.5	65.7	66.9	68.2	69.6	71.0	72.4	73.9	75.3	78.7
Proposition C - Local Return											
TDA Article 4											
Proposition C 5% Security											
Other (Advertising, Charter, Misc)	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	1.9
<b>Subtotal Local</b>	<b>74.6</b>	<b>76.0</b>	<b>77.4</b>	<b>78.9</b>	<b>80.4</b>	<b>82.0</b>	<b>83.7</b>	<b>85.4</b>	<b>87.1</b>	<b>88.8</b>	<b>92.4</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>-</b>
<b>Federal</b>											
Section 5310 (for capital)	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
RSTP	81.5	83.0	84.6	86.2	87.9	89.6	91.4	93.3	95.2	97.0	98.8
<b>Subtotal Federal</b>	<b>81.9</b>	<b>83.4</b>	<b>85.0</b>	<b>86.6</b>	<b>88.3</b>	<b>90.0</b>	<b>91.8</b>	<b>93.7</b>	<b>95.6</b>	<b>97.4</b>	<b>99.2</b>
<b>TOTAL SOURCES</b>	<b>156.5</b>	<b>159.4</b>	<b>162.4</b>	<b>165.5</b>	<b>168.7</b>	<b>172.0</b>	<b>175.5</b>	<b>179.1</b>	<b>182.7</b>	<b>186.2</b>	<b>191.6</b>
<b>USES OF FUNDS</b>											
Bus Operations	156.0	158.9	162.0	165.0	168.3	171.6	175.0	178.6	182.3	185.7	191.2
Bus Capital	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>TOTAL USES</b>	<b>156.5</b>	<b>159.4</b>	<b>162.4</b>	<b>165.5</b>	<b>168.7</b>	<b>172.0</b>	<b>175.5</b>	<b>179.1</b>	<b>182.7</b>	<b>186.2</b>	<b>191.6</b>
Uses Percent Change	1.90%	1.85%	1.90%	1.90%	1.96%	1.95%	2.00%	2.05%	2.04%	1.91%	2.91%
<b>CASH BALANCE</b>											
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
<b>MTA Subsidy (Prop C 40% and RSTP):</b>	<b>144.8</b>	<b>147.5</b>	<b>150.3</b>	<b>153.2</b>	<b>156.2</b>	<b>159.2</b>	<b>162.4</b>	<b>165.8</b>	<b>169.2</b>	<b>172.4</b>	<b>177.6</b>
<b>MTA Subsidy Percent Change:</b>	<b>1.90%</b>	<b>1.86%</b>	<b>1.90%</b>	<b>1.90%</b>	<b>1.96%</b>	<b>1.95%</b>	<b>2.01%</b>	<b>2.06%</b>	<b>2.05%</b>	<b>1.91%</b>	<b>3.00%</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Incentive Program (Seniors & Disabled)**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	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)	175.3	107.4	227.6	352.7	687.7	100.0%	12.7	13.5	14.4	15.4	16.3	17.1	18.0
<b>Subtotal Local</b>	<b>175.3</b>	<b>107.4</b>	<b>227.6</b>	<b>352.7</b>	<b>687.7</b>	<b>100.0%</b>	<b>12.7</b>	<b>13.5</b>	<b>14.4</b>	<b>15.4</b>	<b>16.3</b>	<b>17.1</b>	<b>18.0</b>
<b>TOTAL SOURCES</b>	<b>175.3</b>	<b>107.4</b>	<b>227.6</b>	<b>352.7</b>	<b>687.7</b>	<b>100.0%</b>	<b>12.7</b>	<b>13.5</b>	<b>14.4</b>	<b>15.4</b>	<b>16.3</b>	<b>17.1</b>	<b>18.0</b>
<b>USES OF FUNDS</b>													
Bus Operations	175.3	107.4	227.6	352.7	687.7	100.0%	12.7	13.5	14.4	15.4	16.3	17.1	18.0
<b>TOTAL USES</b>	<b>175.3</b>	<b>107.4</b>	<b>227.6</b>	<b>352.7</b>	<b>687.7</b>	<b>100.0%</b>	<b>12.7</b>	<b>13.5</b>	<b>14.4</b>	<b>15.4</b>	<b>16.3</b>	<b>17.1</b>	<b>18.0</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)**  
**L RTP 10/18/12 rev 11-19-12**

	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)	18.9	19.7	20.6	21.4	22.3	23.2	24.0	24.9	25.9	26.8
<b>Subtotal Local</b>	<b>18.9</b>	<b>19.7</b>	<b>20.6</b>	<b>21.4</b>	<b>22.3</b>	<b>23.2</b>	<b>24.0</b>	<b>24.9</b>	<b>25.9</b>	<b>26.8</b>
<b>TOTAL SOURCES</b>	<b>18.9</b>	<b>19.7</b>	<b>20.6</b>	<b>21.4</b>	<b>22.3</b>	<b>23.2</b>	<b>24.0</b>	<b>24.9</b>	<b>25.9</b>	<b>26.8</b>
<b>USES OF FUNDS</b>										
Bus Operations	18.9	19.7	20.6	21.4	22.3	23.2	24.0	24.9	25.9	26.8
<b>TOTAL USES</b>	<b>18.9</b>	<b>19.7</b>	<b>20.6</b>	<b>21.4</b>	<b>22.3</b>	<b>23.2</b>	<b>24.0</b>	<b>24.9</b>	<b>25.9</b>	<b>26.8</b>
<b>CASH BALANCE</b>										
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Operations**  
**Incentive Program (Seniors & Disabled)**  
**L RTP 10/18/12 rev 11-19-12**

	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)	27.7	28.5	29.4	30.2	31.2	32.1	33.1	34.0	35.1	36.0	35.4
<b>Subtotal Local</b>	<b>27.7</b>	<b>28.5</b>	<b>29.4</b>	<b>30.2</b>	<b>31.2</b>	<b>32.1</b>	<b>33.1</b>	<b>34.0</b>	<b>35.1</b>	<b>36.0</b>	<b>35.4</b>
<b>TOTAL SOURCES</b>	<b>27.7</b>	<b>28.5</b>	<b>29.4</b>	<b>30.2</b>	<b>31.2</b>	<b>32.1</b>	<b>33.1</b>	<b>34.0</b>	<b>35.1</b>	<b>36.0</b>	<b>35.4</b>
<b>USES OF FUNDS</b>											
Bus Operations	27.7	28.5	29.4	30.2	31.2	32.1	33.1	34.0	35.1	36.0	35.4
<b>TOTAL USES</b>	<b>27.7</b>	<b>28.5</b>	<b>29.4</b>	<b>30.2</b>	<b>31.2</b>	<b>32.1</b>	<b>33.1</b>	<b>34.0</b>	<b>35.1</b>	<b>36.0</b>	<b>35.4</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**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Measure R 35% Clean Fuel Buses	64.6	34.4	100.0	15.6	150.0	1.0%	9.8	2.6	7.4	4.6	-	10.0	-
2 Proposition C Local Return	257.4	157.7	334.2	517.9	1,009.8	6.8%	18.7	19.8	21.2	22.6	24.0	25.1	26.4
3 Proposition A Local Return	465.7	285.3	604.7	936.8	1,826.8	12.3%	33.8	35.8	38.3	41.0	43.3	45.4	47.7
4 Proposition C 10%	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	374.2	166.8	658.0	899.3	1,724.0	11.6%	64.8	10.9	5.3	54.1	11.2	3.6	16.8
6 Proposition C 25%	1.4	2.0	-	-	2.0	0.0%	0.6	1.4	-	-	-	-	-
7 TDA Article 4	1,785.4	1,149.6	1,811.4	1,665.3	4,626.3	31.2%	119.2	153.9	177.7	183.1	144.9	172.2	198.7
8 Lease/Leaseback	41.3	41.3	-	-	41.3	0.3%	-	-	8.1	23.5	-	9.7	-
9 Ramirez Flyover Escrow funds	3.2	3.2	-	-	3.2	0.0%	-	3.2	-	-	-	-	-
10 Proposition A 40%	22.3	16.4	20.0	11.7	48.1	0.3%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
11 State repayment of capital proj loans (fund 3562)	-	1.2	-	-	1.2	0.0%	1.2	-	-	-	-	-	-
12 <b>Subtotal Local</b>	<b>3,015.5</b>	<b>1,857.9</b>	<b>3,528.2</b>	<b>4,046.6</b>	<b>9,432.7</b>	<b>63.5%</b>	<b>250.4</b>	<b>230.0</b>	<b>260.3</b>	<b>331.2</b>	<b>225.7</b>	<b>268.3</b>	<b>291.9</b>
<b>State</b>													
14 SCAQMD/AB 2766	6.0	4.0	6.0	8.0	18.0	0.1%	-	-	2.0	-	-	2.0	-
15 STA - Operator Revenue Share	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
16 Prop 1B State Bonds - PTMISEA	154.2	158.1	-	-	158.1	1.1%	3.9	38.7	115.5	-	-	-	-
17 Prop 1B State Bonds - SLPP	22.4	52.4	-	-	52.4	0.4%	30.0	22.4	-	-	-	-	-
18 Prop 1B Transit System Safety & Security	6.4	8.0	-	-	8.0	0.1%	1.6	1.6	1.6	1.6	1.6	-	-
19 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
20 <b>Subtotal State</b>	<b>189.0</b>	<b>222.5</b>	<b>6.0</b>	<b>8.0</b>	<b>236.5</b>	<b>1.6%</b>	<b>35.6</b>	<b>62.6</b>	<b>119.1</b>	<b>1.6</b>	<b>1.6</b>	<b>2.0</b>	<b>-</b>
<b>Federal</b>													
22 Sect. 5308 Clean Fuel Prog.-part of 5339 below	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
23 Sect. 5309 Bus and Bus-Related Facilities	114.3	133.5	50.0	55.0	238.5	1.6%	39.2	94.3	-	-	-	-	-
24 Section 5310	4.0	2.8	4.0	4.4	11.2	0.1%	0.4	0.4	0.4	0.4	0.4	0.4	0.4
25 CMAQ	36.3	39.3	11.7	-	51.0	0.3%	14.7	14.6	10.0	-	-	-	-
26 RSTP	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
27 Sect 5340 Growing States and High Density	3.9	2.7	4.3	5.5	12.4	0.1%	0.4	0.4	0.4	0.4	0.4	0.4	0.4
28 ARRA (5307, 5340 incl. ARRA TE)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
29 Sect 5307 Capital, incl Other UZAs and Cntywd	1,075.6	670.2	1,562.4	2,632.2	4,864.8	32.8%	96.8	88.0	89.2	90.4	99.3	95.4	111.2
30													
31 <b>Subtotal Federal</b>	<b>1,234.1</b>	<b>848.5</b>	<b>1,632.3</b>	<b>2,697.1</b>	<b>5,178.0</b>	<b>34.9%</b>	<b>151.5</b>	<b>197.6</b>	<b>100.0</b>	<b>91.2</b>	<b>100.1</b>	<b>96.2</b>	<b>112.0</b>
<b>Financing Revenues</b>													
34 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40	-	-	-	-	-	0.0	-	-	-	-	-	-	-
35 Add'l Bonds 12-yr Prop C 40% (Gross Model Ge	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
36 Bond Issue Expense 12-Yr Prop C 40% Bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
37 Bond Reserve Fund 12-Yr Prop C 40% Bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
38 Add'l Bonds 30-yr Prop C 40 % (Gross Model Ge	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
39 Bond Issue Expense 30-Yr Prop C 40% Bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
40 Bond Reserve Fund 30-Yr Prop C 40% Bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
41 <b>Subtotal Net Financing Revenues</b>	<b>-</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>
35 <b>TOTAL SOURCES</b>	<b>4,438.5</b>	<b>2,928.9</b>	<b>5,166.5</b>	<b>6,751.7</b>	<b>14,847.1</b>	<b>100.0%</b>	<b>437.4</b>	<b>490.2</b>	<b>479.4</b>	<b>424.1</b>	<b>327.4</b>	<b>366.5</b>	<b>403.9</b>



**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
36 <b>USES OF FUNDS</b>													
37 <b>Capital Expenditures</b>													
38 All Operators													
39 MTA Bus (excl Infrastruc Bond uses, incl new di	2,485.1	1,637.7	2,896.2	3,627.0	8,160.9	55.0%	257.0	314.6	303.3	239.4	139.9	174.5	209.1
40 Municipal Operators	1,917.8	1,255.0	2,245.9	3,107.9	6,608.8	44.5%	169.8	168.8	171.8	180.3	183.1	189.2	192.0
41 Municipal Operators safety & security special	6.4	8.0	-	-	8.0	0.1%	1.6	1.6	1.6	1.6	1.6	-	-
42 Paratransit - Access Services (Section 5310 cap	4.5	3.2	4.5	5.0	12.7	0.1%	0.5	0.5	0.5	0.5	0.5	0.5	0.5
43 Paratransit - Other Operators (Section 5310 cap	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
43 <b>Subtotal All Operators (incl Expansion)</b>	<b>4,413.8</b>	<b>2,903.8</b>	<b>5,146.6</b>	<b>6,739.9</b>	<b>14,790.4</b>	<b>99.6%</b>	<b>428.8</b>	<b>485.4</b>	<b>477.1</b>	<b>421.7</b>	<b>325.1</b>	<b>364.1</b>	<b>401.6</b>
44													
45 <b>Number of Buses Purchased - MTA</b>	<b>1,982</b>	<b>1,336</b>	<b>2,199</b>	<b>2,213</b>	<b>5,748</b>		<b>150</b>	<b>250</b>	<b>340</b>	<b>250</b>	<b>60</b>	<b>116</b>	<b>170</b>
48 <b>Subtotal Capital Expenditures</b>	<b>4,413.8</b>	<b>2,903.8</b>	<b>5,146.6</b>	<b>6,739.9</b>	<b>14,790.4</b>	<b>99.6%</b>	<b>428.8</b>	<b>485.4</b>	<b>477.1</b>	<b>421.7</b>	<b>325.1</b>	<b>364.1</b>	<b>401.6</b>
49 <b>CRD Program of Projects</b>	<b>2.4</b>	<b>8.7</b>	<b>-</b>	<b>-</b>	<b>8.7</b>	<b>0.1%</b>	<b>6.3</b>	<b>2.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
50 <b>Financing Payments</b>													
51 Sr. Lien Bonds (Actual Prop A 40%)	22.3	16.4	20.0	11.7	48.1	0.3%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
52 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
54 Add'l Bonds 12-yr Prop C 40% (Model Generate	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
55 Add'l Bonds 30-yr Prop C 40 % (Model Generate	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
56 <b>Subtotal Financing Payment</b>	<b>22.3</b>	<b>16.4</b>	<b>20.0</b>	<b>11.7</b>	<b>48.1</b>	<b>0.3%</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>
58 <b>TOTAL USES</b>	<b>4,438.5</b>	<b>2,929.0</b>	<b>5,166.5</b>	<b>6,751.7</b>	<b>14,847.2</b>	<b>100.0%</b>	<b>437.5</b>	<b>490.2</b>	<b>479.5</b>	<b>424.0</b>	<b>327.4</b>	<b>366.5</b>	<b>403.9</b>
59 <b>CASH BALANCE</b>													
60 Beginning Fiscal Year Cash Balance	(0.0)	0.0	(0.0)	(0.0)	0.0	-	0.0	(0.0)	0.0	(0.0)	(0.0)	(0.0)	(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)	(0.0)
62 Ending Fiscal Year Cash Balance incl Muni Ope	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	-	(0.0)	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Measure R 35% Clean Fuel Buses	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
2 Proposition C Local Return	27.7	29.0	30.2	31.5	32.7	34.0	35.2	36.6	38.0	39.3	
3 Proposition A Local Return	50.1	52.4	54.7	57.0	59.2	61.6	63.8	66.2	68.7	71.1	
4 Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	14.6	59.0	55.0	143.8	5.8	92.8	30.6	59.7	131.7	65.1	
6 Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
7 TDA Article 4	179.5	183.7	176.9	214.8	212.9	174.0	158.0	167.1	179.0	165.4	
8 Lease/Leaseback	-	-	-	-	-	-	-	-	-	-	-
9 Ramirez Flyover Escrow funds	-	-	-	-	-	-	-	-	-	-	-
10 Proposition A 40%	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
11 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
12 <b>Subtotal Local</b>	<b>284.3</b>	<b>335.9</b>	<b>328.8</b>	<b>459.0</b>	<b>322.6</b>	<b>374.4</b>	<b>299.5</b>	<b>341.5</b>	<b>429.3</b>	<b>352.9</b>	
<b>State</b>											
14 SCAQMD/AB 2766	-	2.0	-	-	2.0	-	-	2.0	-	-	-
15 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
16 Prop 1B State Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-	-
17 Prop 1B State Bonds - SLPP	-	-	-	-	-	-	-	-	-	-	-
18 Prop 1B Transit System Safety & Security	-	-	-	-	-	-	-	-	-	-	-
19 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
20 <b>Subtotal State</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>											
22 Sect. 5308 Clean Fuel Prog.-part of 5339 below	-	-	-	-	-	-	-	-	-	-	-
23 Sect. 5309 Bus and Bus-Related Facilities	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
24 Section 5310	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	
25 CMAQ	5.8	5.9	-	-	-	-	-	-	-	-	-
26 RSTP	-	-	-	-	-	-	-	-	-	-	-
27 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	0.5	
28 ARRA (5307, 5340 incl. ARRA TE)	-	-	-	-	-	-	-	-	-	-	-
29 Sect 5307 Capital, incl Other UZAs and Cntywd	109.8	123.5	134.8	134.0	132.5	159.5	173.0	197.3	185.0	212.9	
30											
31 <b>Subtotal Federal</b>	<b>121.4</b>	<b>135.2</b>	<b>140.6</b>	<b>139.8</b>	<b>138.3</b>	<b>165.3</b>	<b>178.8</b>	<b>203.2</b>	<b>190.8</b>	<b>218.8</b>	
32											
<b>Financing Revenues</b>											
34 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40	-	-	-	-	-	-	-	-	-	-	-
35 Add'l Bonds 12-yr Prop C 40% (Gross Model Ge	-	-	-	-	-	-	-	-	-	-	-
36 Bond Issue Expense 12-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
37 Bond Reserve Fund 12-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
38 Add'l Bonds 30-yr Prop C 40 % (Gross Model Ge	-	-	-	-	-	-	-	-	-	-	-
39 Bond Issue Expense 30-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
40 Bond Reserve Fund 30-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
41 <b>Subtotal Net Financing Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
35 <b>TOTAL SOURCES</b>	<b>405.7</b>	<b>473.1</b>	<b>469.4</b>	<b>598.8</b>	<b>463.0</b>	<b>539.8</b>	<b>478.3</b>	<b>546.6</b>	<b>620.1</b>	<b>571.7</b>	

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
36 <b>USES OF FUNDS</b>											
37 <b>Capital Expenditures</b>											
38 All Operators											
39 MTA Bus (excl Infrastruc Bond uses, incl new di	202.8	265.3	256.2	380.2	239.0	310.2	243.5	306.1	373.7	319.3	
40 Municipal Operators	200.1	205.4	210.8	216.2	221.6	227.1	232.4	238.1	244.1	249.9	
41 Municipal Operators safety & security special	-	-	-	-	-	-	-	-	-	-	
42 Paratransit - Access Services (Section 5310 cap	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	
43 Paratransit - Other Operators (Section 5310 cap	-	-	-	-	-	-	-	-	-	-	
43 <b>Subtotal All Operators (incl Expansion)</b>	<b>403.4</b>	<b>471.2</b>	<b>467.4</b>	<b>596.9</b>	<b>461.0</b>	<b>537.8</b>	<b>476.4</b>	<b>544.7</b>	<b>618.2</b>	<b>569.7</b>	
44											
45 <b>Number of Buses Purchased - MTA</b>	<b>125</b>	<b>200</b>	<b>125</b>	<b>346</b>	<b>143</b>	<b>257</b>	<b>163</b>	<b>250</b>	<b>340</b>	<b>250</b>	
48 <b>Subtotal Capital Expenditures</b>	<b>403.4</b>	<b>471.2</b>	<b>467.4</b>	<b>596.9</b>	<b>461.0</b>	<b>537.8</b>	<b>476.4</b>	<b>544.7</b>	<b>618.2</b>	<b>569.7</b>	
49 <b>CRD Program of Projects</b>	-	-	-	-	-	-	-	-	-	-	
50 <b>Financing Payments</b>											
51 Sr. Lien Bonds (Actual Prop A 40%)	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
52 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40	-	-	-	-	-	-	-	-	-	-	
54 Add'l Bonds 12-yr Prop C 40% (Model Generate	-	-	-	-	-	-	-	-	-	-	
55 Add'l Bonds 30-yr Prop C 40 % (Model Generate	-	-	-	-	-	-	-	-	-	-	
56 <b>Subtotal Financing Payment</b>	<b>2.3</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>	
58 <b>TOTAL USES</b>	<b>405.7</b>	<b>473.1</b>	<b>469.4</b>	<b>598.8</b>	<b>463.0</b>	<b>539.8</b>	<b>478.3</b>	<b>546.6</b>	<b>620.1</b>	<b>571.7</b>	
59 <b>CASH BALANCE</b>											
60 Beginning Fiscal Year Cash Balance	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
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	
62 Ending Fiscal Year Cash Balance incl Muni Ope	(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**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Measure R 35% Clean Fuel Buses	10.0	5.6	-	-	-	-	-	-	-	-	-
2 Proposition C Local Return	40.7	41.9	43.1	44.4	45.8	47.2	48.5	50.0	51.5	52.8	51.9
3 Proposition A Local Return	73.6	75.8	78.0	80.3	82.8	85.4	87.8	90.4	93.1	95.6	94.0
4 Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	64.0	9.2	34.5	19.6	41.8	141.8	116.8	27.3	139.5	69.6	235.1
6 Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
7 TDA Article 4	156.6	169.3	170.4	179.4	145.1	137.1	182.9	113.8	115.7	152.1	142.9
8 Lease/Leaseback	-	-	-	-	-	-	-	-	-	-	-
9 Ramirez Flyover Escrow funds	-	-	-	-	-	-	-	-	-	-	-
10 Proposition A 40%	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
11 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
12 <b>Subtotal Local</b>	<b>346.8</b>	<b>303.7</b>	<b>328.0</b>	<b>325.7</b>	<b>317.5</b>	<b>413.4</b>	<b>436.0</b>	<b>281.6</b>	<b>399.7</b>	<b>370.2</b>	<b>524.0</b>
<b>State</b>											
14 SCACMD/AB 2766	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
15 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
16 Prop 1B State Bonds - PTMISEA	-	-	-	-	-	-	-	-	-	-	-
17 Prop 1B State Bonds - SLPP	-	-	-	-	-	-	-	-	-	-	-
18 Prop 1B Transit System Safety & Security	-	-	-	-	-	-	-	-	-	-	-
19 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
20 <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>											
22 Sect. 5308 Clean Fuel Prog.-part of 5339 below	-	-	-	-	-	-	-	-	-	-	-
23 Sect. 5309 Bus and Bus-Related Facilities	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
24 Section 5310	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
25 CMAQ	-	-	-	-	-	-	-	-	-	-	-
26 RSTP	-	-	-	-	-	-	-	-	-	-	-
27 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
28 ARRA (5307, 5340 incl. ARRA TE)	-	-	-	-	-	-	-	-	-	-	-
29 Sect 5307 Capital, incl Other UZAs and Cntywd	209.6	187.7	209.6	188.2	255.8	277.3	285.1	310.6	318.9	230.6	158.9
30	-	-	-	-	-	-	-	-	-	-	-
31 <b>Subtotal Federal</b>	<b>215.5</b>	<b>193.6</b>	<b>215.4</b>	<b>194.1</b>	<b>261.7</b>	<b>283.2</b>	<b>291.0</b>	<b>316.5</b>	<b>324.9</b>	<b>236.5</b>	<b>164.8</b>
<b>Financing Revenues</b>											
34 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-	-
35 Add'l Bonds 12-yr Prop C 40% (Gross Model Ge)	-	-	-	-	-	-	-	-	-	-	-
36 Bond Issue Expense 12-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
37 Bond Reserve Fund 12-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
38 Add'l Bonds 30-yr Prop C 40 % (Gross Model Ge)	-	-	-	-	-	-	-	-	-	-	-
39 Bond Issue Expense 30-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
40 Bond Reserve Fund 30-Yr Prop C 40% Bonds	-	-	-	-	-	-	-	-	-	-	-
41 <b>Subtotal Net Financing Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
35 <b>TOTAL SOURCES</b>	<b>564.3</b>	<b>497.3</b>	<b>543.4</b>	<b>521.8</b>	<b>579.2</b>	<b>696.6</b>	<b>729.0</b>	<b>598.1</b>	<b>724.6</b>	<b>608.7</b>	<b>688.8</b>

**LACMTA Financial Forecasting Model**  
**Bus Capital Summary - All Operators**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
36 <b>USES OF FUNDS</b>											
37 <b>Capital Expenditures</b>											
38 All Operators											
39 MTA Bus (excl Infrastruc Bond uses, incl new di	306.1	234.7	276.8	249.4	300.7	411.9	440.2	302.8	422.9	300.7	381.0
40 Municipal Operators	255.8	260.2	264.2	270.0	276.1	282.3	288.4	294.8	301.2	307.6	307.4
41 Municipal Operators safety & security special	-	-	-	-	-	-	-	-	-	-	-
42 Paratransit - Access Services (Section 5310 cap	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
43 Paratransit - Other Operators (Section 5310 cap	-	-	-	-	-	-	-	-	-	-	-
43 <b>Subtotal All Operators (incl Expansion)</b>	<b>562.3</b>	<b>495.3</b>	<b>541.4</b>	<b>519.8</b>	<b>577.2</b>	<b>694.6</b>	<b>729.0</b>	<b>598.1</b>	<b>724.5</b>	<b>608.7</b>	<b>688.8</b>
44											
45 <b>Number of Buses Purchased - MTA</b>	<b>208</b>	<b>116</b>	<b>170</b>	<b>125</b>	<b>200</b>	<b>235</b>	<b>346</b>	<b>143</b>	<b>257</b>	<b>163</b>	<b>250</b>
48 <b>Subtotal Capital Expenditures</b>	<b>562.3</b>	<b>495.3</b>	<b>541.4</b>	<b>519.8</b>	<b>577.2</b>	<b>694.6</b>	<b>729.0</b>	<b>598.1</b>	<b>724.5</b>	<b>608.7</b>	<b>688.8</b>
49 <b>CRD Program of Projects</b>	-	-	-	-	-	-	-	-	-	-	-
50 <b>Financing Payments</b>											
51 Sr. Lien Bonds (Actual Prop A 40%)	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
52 Sr. Lien Bonds (Actual/Treasury Fcst; Prop C 40%	-	-	-	-	-	-	-	-	-	-	-
54 Add'l Bonds 12-yr Prop C 40% (Model Generated	-	-	-	-	-	-	-	-	-	-	-
55 Add'l Bonds 30-yr Prop C 40 % (Model Generate	-	-	-	-	-	-	-	-	-	-	-
56 <b>Subtotal Financing Payment</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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
58 <b>TOTAL USES</b>	<b>564.3</b>	<b>497.3</b>	<b>543.4</b>	<b>521.8</b>	<b>579.2</b>	<b>696.6</b>	<b>729.0</b>	<b>598.1</b>	<b>724.5</b>	<b>608.7</b>	<b>688.8</b>
59 <b>CASH BALANCE</b>											
60 Beginning Fiscal Year Cash Balance	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	0.0	(0.0)
61 Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0
62 Ending Fiscal Year Cash Balance incl Muni Ope	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	0.0	(0.0)	(0.0)

**NOTES**

1. Bus expansion includes 20% for spares.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	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%	-	-	-	-	-	-	-
1 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
3 Bond Issue Expense 12-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
4 Bond Reserve Fund 12-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
5 Bond Issue Expense 30-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
6 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
7 Proposition C 25%	1.4	2.0	-	-	2.0	0.0%	0.6	1.4	-	-	-	-	-
8 Proposition C Discretionary 40%	367.8	150.5	657.4	898.7	1,706.6	20.8%	54.8	9.4	3.8	52.6	9.7	3.6	16.7
9 TDA Article 4	1,555.9	997.3	1,553.5	1,318.5	3,869.3	47.1%	98.9	133.1	156.4	161.3	122.6	149.4	175.5
10 Measure R 35% Clean Fuel Buses	46.4	26.6	74.0	11.5	112.1	1.4%	9.8	-	7.4	2.0	-	7.4	-
11 Lease/Leaseback & General Fund	41.3	41.3	-	-	41.3	0.5%	-	-	8.1	23.5	-	9.7	-
12 Ramirez Flyover Escrow Funds	3.2	3.2	-	-	3.2	0.0%	-	3.2	-	-	-	-	-
13 Proposition A 40%	22.3	16.4	20.0	11.7	48.1	0.6%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
14 State Repayment of Capital Proj Loans Fund 3562	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>15 Subtotal Local</b>	<b>2,038.3</b>	<b>1,237.3</b>	<b>2,304.9</b>	<b>2,240.5</b>	<b>5,782.6</b>	<b>70.4%</b>	<b>166.4</b>	<b>149.5</b>	<b>178.0</b>	<b>241.7</b>	<b>134.6</b>	<b>172.4</b>	<b>194.6</b>
<b>16 State</b>													
17 SCAQMD/(AB 2766/Carl Moyer)	6.0	4.0	6.0	8.0	18.0	0.2%	-	-	2.0	-	-	2.0	-
18 STA - Operator Revenue Share	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
17 Prop 1B State Infrastructure Bonds PTMISEA	154.2	158.1	-	-	158.1	1.9%	3.9	38.7	115.5	-	-	-	-
18 Prop 1B State Infrastructure Bonds SLPP	22.4	52.4	-	-	52.4	0.6%	30.0	22.4	-	-	-	-	-
19 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>20 Subtotal State</b>	<b>182.6</b>	<b>214.5</b>	<b>6.0</b>	<b>8.0</b>	<b>228.5</b>	<b>2.8%</b>	<b>34.0</b>	<b>61.0</b>	<b>117.5</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>21 Federal</b>													
22 CMAQ	33.8	31.9	11.7	-	43.6	0.5%	9.7	12.2	10.0	-	-	-	-
23 RSTP	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
24 Sec 5309 Bus/Bus-Related Facil	114.3	133.5	50.0	55.0	238.5	2.9%	39.2	94.3	-	-	-	-	-
25 Section 5307 Capital	138.4	36.8	543.6	1,335.3	1,915.8	23.3%	10.0	-	-	-	7.6	2.4	16.9
<b>26 Subtotal Federal</b>	<b>286.5</b>	<b>202.3</b>	<b>605.3</b>	<b>1,390.3</b>	<b>2,197.8</b>	<b>26.8%</b>	<b>59.0</b>	<b>106.5</b>	<b>10.0</b>	<b>-</b>	<b>7.6</b>	<b>2.4</b>	<b>16.9</b>
<b>27 TOTAL SOURCES</b>	<b>2,507.4</b>	<b>1,654.1</b>	<b>2,916.2</b>	<b>3,638.7</b>	<b>8,209.0</b>	<b>100.0%</b>	<b>259.3</b>	<b>317.0</b>	<b>305.6</b>	<b>241.7</b>	<b>142.2</b>	<b>176.8</b>	<b>211.4</b>

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
<b>28 USES OF FUNDS</b>													
<b>29 Capital Expenditures</b>	-												
30 Bus Acquisition (see separate page) - 13-yr cycle	1,165.1	794.3	1,453.9	1,913.0	4,161.2	50.7%	116.6	150.2	195.9	135.0	33.1	65.5	97.9
31 Bus Vehicle Maintenance (from Maint/Facil page)	527.7	350.3	593.2	797.3	1,740.7	21.2%	46.6	47.8	48.9	50.1	51.2	52.3	53.4
32 Facility Maintenance (from Maint/Facil page)	614.1	421.7	643.0	864.3	1,929.0	23.5%	50.6	93.8	53.0	54.3	55.5	56.7	57.9
35 Div 13 (Union Div) (from Maint/Facil page)	14.9	44.9	-	-	44.9	0.5%	30.0	9.4	5.5	-	-	-	-
36 LAX Bus Division (from Maint/Facil page)	150.0	-	150.0	-	150.0	1.8%	-	-	-	-	-	-	-
40 El Monte Transit Center Improvements	4.4	11.6	-	-	11.6	0.1%	7.2	4.4	-	-	-	-	-
41 Patsaouras Plaza Improvements	9.1	15.0	-	-	15.0	0.2%	5.9	9.1	-	-	-	-	-
42 Other Bus Capital Expenses (from Maint/Fac pg)	-	-	56.1	52.4	108.5	1.3%	-	-	-	-	-	-	-
<b>43 Subtotal Metro</b>	<b>2,485.1</b>	<b>1,637.7</b>	<b>2,896.2</b>	<b>3,627.0</b>	<b>8,160.9</b>	<b>99.4%</b>	<b>257.0</b>	<b>314.6</b>	<b>303.3</b>	<b>239.4</b>	<b>139.9</b>	<b>174.5</b>	<b>209.1</b>
<b>44 Financing Payments</b>													
45 Sr. Lien Bonds (Actual Prop A 40%)	22.3	16.4	20.0	11.7	48.1		2.3	2.3	2.3	2.3	2.3	2.3	2.3
46 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
47 Add'l Bonds 12-yr Prop C 40% (Model Generated)	-	-	-	-	-		-	-	-	-	-	-	-
48 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>49 Subtotal Payments</b>	<b>22.3</b>	<b>16.4</b>	<b>20.0</b>	<b>11.7</b>	<b>48.1</b>	<b>0.0%</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>
<b>50 TOTAL USES</b>	<b>2,507.4</b>	<b>1,654.1</b>	<b>2,916.2</b>	<b>3,638.7</b>	<b>8,209.0</b>	<b>99.4%</b>	<b>259.3</b>	<b>316.9</b>	<b>305.6</b>	<b>241.7</b>	<b>142.2</b>	<b>176.8</b>	<b>211.5</b>
51 Total capital (excluding debt service) % change							65.48%	22.42%	-3.60%	-21.07%	-41.56%	24.72%	19.86%
<b>52 CASH BALANCE</b>													
53 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
54 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)
55 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)

1. This page does not include the MTA CRD Project.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-
1 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-
2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-
3 Bond Issue Expense 12-yr bonds	-	-	-	-	-	-	-	-	-	-
4 Bond Reserve Fund 12-yr bonds	-	-	-	-	-	-	-	-	-	-
5 Bond Issue Expense 30-yr bonds	-	-	-	-	-	-	-	-	-	-
6 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	-	-	-	-	-
7 Proposition C 25%	-	-	-	-	-	-	-	-	-	-
8 Proposition C Discretionary 40%	14.5	58.9	54.9	143.7	5.7	92.8	30.5	59.6	131.6	65.1
9 TDA Article 4	155.9	159.6	152.3	189.7	187.4	148.0	131.5	140.1	151.5	137.3
10 Measure R 35% Clean Fuel Buses	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4
11 Lease/Leaseback & General Fund	-	-	-	-	-	-	-	-	-	-
12 Ramirez Flyover Escrow Funds	-	-	-	-	-	-	-	-	-	-
13 Proposition A 40%	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
14 State Repayment of Capital Proj Loans Fund 3562	-	-	-	-	-	-	-	-	-	-
15 <b>Subtotal Local</b>	<b>180.2</b>	<b>227.8</b>	<b>216.6</b>	<b>342.8</b>	<b>202.5</b>	<b>250.2</b>	<b>171.4</b>	<b>209.1</b>	<b>292.5</b>	<b>211.7</b>
<b>State</b>										
16 SCAQMD/(AB 2766/Carl Moyer)	-	2.0	-	-	2.0	-	-	2.0	-	-
18 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-
17 Prop 1B State Infrastructure Bonds PTMISEA	-	-	-	-	-	-	-	-	-	-
18 Prop 1B State Infrastructure Bonds SLPP	-	-	-	-	-	-	-	-	-	-
19 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-
20 <b>Subtotal State</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>
<b>Federal</b>										
22 CMAQ	5.8	5.9	-	-	-	-	-	-	-	-
23 RSTP	-	-	-	-	-	-	-	-	-	-
24 Sec 5309 Bus/Bus-Related Facil	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
25 Section 5307 Capital	14.2	26.6	36.5	34.3	31.4	57.0	69.0	91.9	78.1	104.5
26 <b>Subtotal Federal</b>	<b>25.0</b>	<b>37.4</b>	<b>41.5</b>	<b>39.3</b>	<b>36.4</b>	<b>62.0</b>	<b>74.0</b>	<b>96.9</b>	<b>83.1</b>	<b>109.5</b>
27 <b>TOTAL SOURCES</b>	<b>205.1</b>	<b>267.3</b>	<b>258.1</b>	<b>382.1</b>	<b>240.9</b>	<b>312.2</b>	<b>245.4</b>	<b>308.0</b>	<b>375.6</b>	<b>321.3</b>



**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>28 USES OF FUNDS</b>										
<b>29 Capital Expenditures</b>										
30 Bus Acquisition (see separate page) - 13-yr cycle	74.4	119.7	78.3	215.1	100.5	185.7	107.1	167.2	232.0	173.9
31 Bus Vehicle Maintenance (from Maint/Facil page)	54.4	55.5	56.6	57.6	58.7	59.8	60.9	62.0	63.3	64.5
32 Facility Maintenance (from Maint/Facil page)	59.0	60.1	61.3	62.5	63.6	64.8	66.0	67.2	68.6	69.9
35 Div 13 (Union Div) (from Maint/Facil page)	-	-	-	-	-	-	-	-	-	-
36 LAX Bus Division (from Maint/Facil page)	15.0	30.0	60.0	45.0	-	-	-	-	-	-
40 El Monte Transit Center Improvements	-	-	-	-	-	-	-	-	-	-
41 Patsaouras Plaza Improvements	-	-	-	-	-	-	-	-	-	-
42 Other Bus Capital Expenses (from Maint/Fac pg)	-	-	-	-	16.2	-	9.5	9.6	9.8	11.0
<b>43 Subtotal Metro</b>	<b>202.8</b>	<b>265.3</b>	<b>256.2</b>	<b>380.2</b>	<b>239.0</b>	<b>310.2</b>	<b>243.5</b>	<b>306.1</b>	<b>373.7</b>	<b>319.3</b>
<b>44 Financing Payments</b>										
45 Sr. Lien Bonds (Actual Prop A 40%)	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
46 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	-	-	-	-	-
47 Add'l Bonds 12-yr Prop C 40% (Model Generated)	-	-	-	-	-	-	-	-	-	-
48 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	-	-	-	-	-	-	-	-	-	-
<b>49 Subtotal Payments</b>	<b>2.3</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>50 TOTAL USES</b>	<b>205.1</b>	<b>267.3</b>	<b>258.1</b>	<b>382.1</b>	<b>240.9</b>	<b>312.2</b>	<b>245.4</b>	<b>308.0</b>	<b>375.6</b>	<b>321.3</b>
51 Total capital (excluding debt service) % change	-3.03%	30.83%	-3.44%	48.41%	-37.14%	29.81%	-21.51%	25.71%	22.08%	-14.54%
<b>52 CASH BALANCE</b>										
53 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)
54 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
55 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. This page does not include the MTA CRD Project.

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**L RTP 10/18/12 rev 11-19-12**

	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%)	-	-	-	-	-	-	-	-	-	-	-
1 Add'l Bonds 12-yr Prop C 40% (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-	-
2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-	-
3 Bond Issue Expense 12-yr bonds	-	-	-	-	-	-	-	-	-	-	-
4 Bond Reserve Fund 12-yr bonds	-	-	-	-	-	-	-	-	-	-	-
5 Bond Issue Expense 30-yr bonds	-	-	-	-	-	-	-	-	-	-	-
6 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	-	-	-	-	-	-
7 Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
8 Proposition C Discretionary 40%	64.0	9.1	34.4	19.6	41.7	141.8	116.7	27.3	139.4	69.6	235.1
9 TDA Article 4	128.0	140.1	140.8	149.1	114.3	105.6	150.8	81.1	82.3	118.1	108.3
10 Measure R 35% Clean Fuel Buses	7.4	4.1	-	-	-	-	-	-	-	-	-
11 Lease/Leaseback & General Fund	-	-	-	-	-	-	-	-	-	-	-
12 Ramirez Flyover Escrow Funds	-	-	-	-	-	-	-	-	-	-	-
13 Proposition A 40%	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
14 State Repayment of Capital Proj Loans Fund 3562	-	-	-	-	-	-	-	-	-	-	-
15 <b>Subtotal Local</b>	<b>201.3</b>	<b>155.3</b>	<b>177.2</b>	<b>170.7</b>	<b>158.0</b>	<b>249.3</b>	<b>267.5</b>	<b>108.4</b>	<b>221.7</b>	<b>187.6</b>	<b>343.4</b>
<b>State</b>											
17 SCAQMD/(AB 2766/Carl Moyer)	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
18 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
17 Prop 1B State Infrastructure Bonds PTMISEA	-	-	-	-	-	-	-	-	-	-	-
18 Prop 1B State Infrastructure Bonds SLPP	-	-	-	-	-	-	-	-	-	-	-
19 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
20 <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>											
22 CMAQ	-	-	-	-	-	-	-	-	-	-	-
23 RSTP	-	-	-	-	-	-	-	-	-	-	-
24 Sec 5309 Bus/Bus-Related Facil	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
25 Section 5307 Capital	99.7	76.3	96.6	73.7	139.6	159.5	165.6	189.4	196.1	106.1	32.6
26 <b>Subtotal Federal</b>	<b>104.7</b>	<b>81.3</b>	<b>101.6</b>	<b>78.7</b>	<b>144.6</b>	<b>164.5</b>	<b>170.6</b>	<b>194.4</b>	<b>201.1</b>	<b>111.1</b>	<b>37.6</b>
27 <b>TOTAL SOURCES</b>	<b>308.1</b>	<b>236.6</b>	<b>278.7</b>	<b>251.3</b>	<b>302.6</b>	<b>413.8</b>	<b>440.2</b>	<b>302.8</b>	<b>422.9</b>	<b>300.7</b>	<b>381.0</b>

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Summary**  
**L RTP 10/18/12 rev 11-19-12**

	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>28 USES OF FUNDS</b>											
<b>29 Capital Expenditures</b>											
30 Bus Acquisition (see separate page) - 13-yr cycle	167.5	83.8	125.1	93.8	152.9	253.2	275.2	146.1	262.9	137.6	214.9
31 Bus Vehicle Maintenance (from Maint/Facil page)	65.7	67.0	68.2	69.5	70.9	72.3	73.7	75.2	76.8	78.3	79.7
32 Facility Maintenance (from Maint/Facil page)	71.3	72.6	74.0	75.4	76.8	78.4	79.9	81.6	83.2	84.8	86.4
35 Div 13 (Union Div) (from Maint/Facil page)	-	-	-	-	-	-	-	-	-	-	-
36 LAX Bus Division (from Maint/Facil page)	-	-	-	-	-	-	-	-	-	-	-
40 El Monte Transit Center Improvements	-	-	-	-	-	-	-	-	-	-	-
41 Patsaouras Plaza Improvements	-	-	-	-	-	-	-	-	-	-	-
42 Other Bus Capital Expenses (from Maint/Fac pg)	1.6	11.3	9.5	10.7	-	8.0	11.3	-	-	-	-
<b>43 Subtotal Metro</b>	<b>306.1</b>	<b>234.7</b>	<b>276.8</b>	<b>249.4</b>	<b>300.7</b>	<b>411.9</b>	<b>440.2</b>	<b>302.8</b>	<b>422.9</b>	<b>300.7</b>	<b>381.0</b>
<b>44 Financing Payments</b>											
45 Sr. Lien Bonds (Actual Prop A 40%)	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
46 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
47 Add'l Bonds 12-yr Prop C 40% (Model Generated)	-	-	-	-	-	-	-	-	-	-	-
48 Add'l Bonds 30-yr Prop C 40% (Model Generated)	-	-	-	-	-	-	-	-	-	-	-
<b>49 Subtotal Payments</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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>50 TOTAL USES</b>	<b>308.1</b>	<b>236.6</b>	<b>278.7</b>	<b>251.3</b>	<b>302.6</b>	<b>413.8</b>	<b>440.2</b>	<b>302.8</b>	<b>422.9</b>	<b>300.7</b>	<b>381.0</b>
51 Total capital (excluding debt service) % change	-4.15%	-23.34%	17.95%	-9.91%	20.57%	36.99%	6.87%	-31.20%	39.64%	-28.89%	26.70%
<b>52 CASH BALANCE</b>											
53 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)
54 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
55 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. This page does not include the MTA CRD Project.

**LACMTA Financial Forecasting Model**

**Metro Bus Fleet Replacement**

L RTP 10/18/12 rev 11-19-12

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions except for cost per vehicle)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Bus Bonds 12-yr Prop C 40% (Gross Model Generated)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
2 Bond Issue Expense 12-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
3 Bond Reserve Fund 12-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
4 Proposition C Discretionary 40%	130.7	123.2	411.2	679.4	1,213.9	29.2%	46.6	3.7	3.1	44.6	9.6	2.9	12.9
5 TDA Article 4	615.8	343.7	419.4	4.6	767.7	18.4%	18.5	44.0	57.8	88.5	16.0	50.8	68.1
6 Measure R Sales Tax	46.4	26.6	74.0	11.5	112.1	2.7%	9.8	-	7.4	2.0	-	7.4	-
8 State Repayment of Cap Proj Loans Fund 3562	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
9 <b>Subtotal Local</b>	<b>792.9</b>	<b>493.5</b>	<b>904.6</b>	<b>695.5</b>	<b>2,093.7</b>	<b>50.3%</b>	<b>74.9</b>	<b>47.7</b>	<b>68.3</b>	<b>135.1</b>	<b>25.6</b>	<b>61.1</b>	<b>81.0</b>
<b>State</b>													
11 SCAQMD/(AB 2766/Carl Moyer)	6.0	4.0	6.0	8.0	18.0	0.4%	-	-	2.0	-	-	2.0	-
14 Prop 1B State Infrastructure Bonds PTMISEA	148.6	148.6	-	-	148.6	3.6%	-	33.1	115.5	-	-	-	-
15 Prop 1B State Infrastructure Bonds SLPP	22.4	52.4	-	-	52.4	1.3%	30.0	22.4	-	-	-	-	-
16 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
17 <b>Subtotal State</b>	<b>177.0</b>	<b>205.0</b>	<b>6.0</b>	<b>8.0</b>	<b>219.0</b>	<b>5.3%</b>	<b>30.0</b>	<b>55.5</b>	<b>117.5</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Federal</b>													
19 CMAQ	33.8	31.9	11.7	-	43.6	1.0%	9.7	12.2	10.0	-	-	-	-
21 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel Pr	35.0	37.0	-	-	37.0	0.9%	2.0	35.0	-	-	-	-	-
21 Section 5307 Capital	126.4	26.8	531.6	1,209.5	1,768.0	42.5%	-	-	-	-	7.6	2.4	16.9
22 <b>Subtotal Federal</b>	<b>195.2</b>	<b>95.7</b>	<b>543.3</b>	<b>1,209.5</b>	<b>1,848.5</b>	<b>44.4%</b>	<b>11.7</b>	<b>47.2</b>	<b>10.0</b>	<b>-</b>	<b>7.6</b>	<b>2.4</b>	<b>16.9</b>
23 <b>TOTAL SOURCES</b>	<b>1,165.1</b>	<b>794.3</b>	<b>1,453.9</b>	<b>1,913.0</b>	<b>4,161.2</b>	<b>100.0%</b>	<b>116.6</b>	<b>150.3</b>	<b>195.8</b>	<b>135.1</b>	<b>33.1</b>	<b>65.5</b>	<b>97.9</b>
<b>USES OF FUNDS</b>													
<b>Metro Replacement Buses (Number)</b>													
26 40-ft Contract Bus	222	150	162	132	444		0	0	90	0	60	0	0
27 40-ft Standard Bus	1,760	1,086	1,997	1,823	4,906		50	250	250	250	0	116	170
28 45-ft High-Capacity Bus	-	100	-	-	100		100	0	0	0	0	0	0
29 60-ft Articulated Bus	-	-	-	-	-		0	0	0	0	0	0	0
<b>Metro Expansion Buses (Number)</b>													
31 40-ft Standard Bus	-	-	40	258	298		0	0	0	0	0	0	0
32 Zero-Emission Demo/Eval Bus	30	30	-	-	30		0	15	15	0	0	0	0
33 <b>Total New Buses (Number of Vehicles)</b>	<b>1,982</b>	<b>1,336</b>	<b>2,199</b>	<b>2,213</b>	<b>5,748</b>		<b>150</b>	<b>250</b>	<b>340</b>	<b>250</b>	<b>60</b>	<b>116</b>	<b>170</b>
<b>Bus Cost per Vehicle</b>													
35 40-ft Standard Bus							462,337	540,127	540,127	540,127	552,481	564,267	575,793
36 45-ft High-Capacity Bus							671,174	687,131	703,540	720,407	736,885	752,605	767,978
37 60-ft Articulated Bus							928,686	950,764	973,470	996,808	1,019,608	1,041,360	1,062,630
38 Zero-Emission Bus							1,000,000	1,000,000	1,000,000	1,023,975	1,047,396	1,069,740	1,091,591
39 <b>Subtotal MTA Bus Replacement (\$)</b>	<b>1,135.1</b>	<b>764.3</b>	<b>1,428.6</b>	<b>1,722.3</b>	<b>3,915.1</b>	<b>94.1%</b>	<b>116.6</b>	<b>135.2</b>	<b>180.9</b>	<b>135.0</b>	<b>33.1</b>	<b>65.5</b>	<b>97.9</b>
40 <b>Subtotal MTA Bus Expansion (\$)</b>	<b>30.0</b>	<b>30.0</b>	<b>25.3</b>	<b>190.7</b>	<b>246.0</b>	<b>5.9%</b>		<b>15.0</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
41 <b>Total Bus Acquisition Costs</b>	<b>1,165.1</b>	<b>794.3</b>	<b>1,453.9</b>	<b>1,913.0</b>	<b>4,161.2</b>	<b>100.0%</b>	<b>116.6</b>	<b>150.2</b>	<b>195.9</b>	<b>135.0</b>	<b>33.1</b>	<b>65.5</b>	<b>97.9</b>
<b>Financing Payments</b>													
43 Add'l Bonds 12-yr Prop C 40 % (Model Generated)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
44 <b>TOTAL USES</b>	<b>1,165.1</b>	<b>794.3</b>	<b>1,453.9</b>	<b>1,913.0</b>	<b>4,161.2</b>	<b>94.1%</b>	<b>116.6</b>	<b>150.2</b>	<b>195.9</b>	<b>135.0</b>	<b>33.1</b>	<b>65.5</b>	<b>97.9</b>
<b>CASH BALANCE</b>													
46 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
47 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)
48 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. Cost per vehicle based on fully loaded contract cost, including tax, delivery, etc.
2. 13-Year replacement cycle for MTA buses.

**LACMTA Financial Forecasting Model**  
**Metro Bus Fleet Replacement**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions except for cost per vehicle)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Bus Bonds 12-yr Prop C 40% (Gross Model Genera	-	-	-	-	-	-	-	-	-	-	-
2 Bond Issue Expense 12-yr bonds	-	-	-	-	-	-	-	-	-	-	-
3 Bond Reserve Fund 12-yr bonds	-	-	-	-	-	-	-	-	-	-	-
4 Proposition C Discretionary 40%	1.1	0.6	0.4	52.0	3.4	87.3	26.0	54.7	126.3	59.6	
5 TDA Article 4	50.9	77.3	40.0	122.4	56.3	34.0	4.7	11.2	20.2	2.4	
6 Measure R Sales Tax	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	7.4	
8 State Repayment of Cap Proj Loans Fund 3562	-	-	-	-	-	-	-	-	-	-	-
9 <b>Subtotal Local</b>	<b>59.4</b>	<b>85.3</b>	<b>47.8</b>	<b>181.8</b>	<b>67.1</b>	<b>128.7</b>	<b>38.1</b>	<b>73.3</b>	<b>153.9</b>	<b>69.4</b>	
<b>State</b>											
11 SCAQMD/(AB 2766/Carl Moyer)	-	2.0	-	-	2.0	-	-	2.0	-	-	-
14 Prop 1B State Infrastructure Bonds PTMISEA	-	-	-	-	-	-	-	-	-	-	-
15 Prop 1B State Infrastructure Bonds SLPP	-	-	-	-	-	-	-	-	-	-	-
16 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
17 <b>Subtotal State</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>											
19 CMAQ	5.8	5.9	-	-	-	-	-	-	-	-	-
21 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel Pr	-	-	-	-	-	-	-	-	-	-	-
21 Section 5307 Capital	9.2	26.6	30.5	33.3	31.4	57.0	69.0	91.9	78.1	104.5	
22 <b>Subtotal Federal</b>	<b>15.0</b>	<b>32.4</b>	<b>30.5</b>	<b>33.3</b>	<b>31.4</b>	<b>57.0</b>	<b>69.0</b>	<b>91.9</b>	<b>78.1</b>	<b>104.5</b>	
23 <b>TOTAL SOURCES</b>	<b>74.4</b>	<b>119.7</b>	<b>78.3</b>	<b>215.1</b>	<b>100.5</b>	<b>185.7</b>	<b>107.1</b>	<b>167.2</b>	<b>232.0</b>	<b>173.9</b>	
<b>USES OF FUNDS</b>											
<b>Metro Replacement Buses (Number)</b>											
26 40-ft Contract Bus	0	0	0	72	0	0	0	0	90	0	
27 40-ft Standard Bus	125	200	125	274	103	257	163	250	250	250	
28 45-ft High-Capacity Bus	0	0	0	0	0	0	0	0	0	0	
29 60-ft Articulated Bus	0	0	0	0	0	0	0	0	0	0	
<b>Metro Expansion Buses (Number)</b>											
31 40-ft Standard Bus	0	0	0	0	40	0	0	0	0	0	
32 Zero-Emission Demo/Eval Bus	0	0	0	0	0	0	0	0	0	0	
33 <b>Total New Buses (Number of Vehicles)</b>	<b>125</b>	<b>200</b>	<b>125</b>	<b>346</b>	<b>143</b>	<b>257</b>	<b>163</b>	<b>250</b>	<b>340</b>	<b>250</b>	
<b>Bus Cost per Vehicle</b>											
35 40-ft Standard Bus	587,031	598,453	610,242	621,667	632,925	644,667	656,900	668,992	682,435	695,738	
36 45-ft High-Capacity Bus	782,967	798,202	813,925	829,163	844,179	859,840	876,156	892,284	910,214	927,958	
37 60-ft Articulated Bus	1,083,371	1,104,450	1,126,206	1,147,291	1,168,068	1,189,738	1,212,314	1,234,629	1,259,439	1,283,990	
38 Zero-Emission Bus	1,112,896	1,134,550	1,156,899	1,178,558	1,199,902	1,222,162	1,245,354	1,268,277	1,293,763	1,318,983	
39 <b>Subtotal MTA Bus Replacement (\$)</b>	<b>74.4</b>	<b>119.7</b>	<b>78.3</b>	<b>215.1</b>	<b>75.2</b>	<b>185.7</b>	<b>107.1</b>	<b>167.2</b>	<b>232.0</b>	<b>173.9</b>	
40 <b>Subtotal MTA Bus Expansion (\$)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
41 <b>Total Bus Acquisition Costs</b>	<b>74.4</b>	<b>119.7</b>	<b>78.3</b>	<b>215.1</b>	<b>100.5</b>	<b>185.7</b>	<b>107.1</b>	<b>167.2</b>	<b>232.0</b>	<b>173.9</b>	
<b>Financing Payments</b>											
43 Add'l Bonds 12-yr Prop C 40 % (Model Generated)	-	-	-	-	-	-	-	-	-	-	-
44 <b>TOTAL USES</b>	<b>74.4</b>	<b>119.7</b>	<b>78.3</b>	<b>215.1</b>	<b>100.5</b>	<b>185.7</b>	<b>107.1</b>	<b>167.2</b>	<b>232.0</b>	<b>173.9</b>	
<b>CASH BALANCE</b>											
46 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	
47 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	
48 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Metro Bus Fleet Replacement**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions except for cost per vehicle)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Bus Bonds 12-yr Prop C 40% (Gross Model Generated)	-	-	-	-	-	-	-	-	-	-	-
2 Bond Issue Expense 12-yr bonds	-	-	-	-	-	-	-	-	-	-	-
3 Bond Reserve Fund 12-yr bonds	-	-	-	-	-	-	-	-	-	-	-
4 Proposition C Discretionary 40%	58.4	3.4	28.5	13.5	27.6	135.1	110.2	14.2	76.6	29.5	182.3
5 TDA Article 4	-	-	-	4.6	-	-	-	-	-	-	-
6 Measure R Sales Tax	7.4	4.1	-	-	-	-	-	-	-	-	-
8 State Repayment of Cap Proj Loans Fund 3562	-	-	-	-	-	-	-	-	-	-	-
9 <b>Subtotal Local</b>	<b>65.8</b>	<b>7.5</b>	<b>28.5</b>	<b>18.1</b>	<b>27.6</b>	<b>135.1</b>	<b>110.2</b>	<b>14.2</b>	<b>76.6</b>	<b>29.5</b>	<b>182.3</b>
<b>State</b>											
11 SCAQMD/(AB 2766/Carl Moyer)	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
14 Prop 1B State Infrastructure Bonds PTM/SEA	-	-	-	-	-	-	-	-	-	-	-
15 Prop 1B State Infrastructure Bonds SLPP	-	-	-	-	-	-	-	-	-	-	-
16 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
17 <b>Subtotal State</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>	<b>-</b>	<b>2.0</b>	<b>-</b>
<b>Federal</b>											
19 CMAQ	-	-	-	-	-	-	-	-	-	-	-
21 Sec 5309 Bus/Bus-Related Facit incl Clean Fuel Pr	-	-	-	-	-	-	-	-	-	-	-
21 Section 5307 Capital	99.7	76.3	96.6	73.7	125.3	118.1	163.0	131.8	186.2	106.1	32.6
22 <b>Subtotal Federal</b>	<b>99.7</b>	<b>76.3</b>	<b>96.6</b>	<b>73.7</b>	<b>125.3</b>	<b>118.1</b>	<b>163.0</b>	<b>131.8</b>	<b>186.2</b>	<b>106.1</b>	<b>32.6</b>
23 <b>TOTAL SOURCES</b>	<b>167.5</b>	<b>83.8</b>	<b>125.1</b>	<b>93.8</b>	<b>152.9</b>	<b>253.2</b>	<b>275.2</b>	<b>146.1</b>	<b>262.9</b>	<b>137.6</b>	<b>214.9</b>
<b>USES OF FUNDS</b>											
<b>Metro Replacement Buses (Number)</b>											
26 40-ft Contract Bus	60	0	0	0	0	0	72	0	0	0	0
27 40-ft Standard Bus	0	116	170	125	200	125	274	143	257	163	250
28 45-ft High-Capacity Bus	0	0	0	0	0	0	0	0	0	0	0
29 60-ft Articulated Bus	0	0	0	0	0	0	0	0	0	0	0
<b>Metro Expansion Buses (Number)</b>											
31 40-ft Standard Bus	148	0	0	0	0	110	0	0	0	0	0
32 Zero-Emission Demo/Eval Bus	0	0	0	0	0	0	0	0	0	0	0
33 <b>Total New Buses (Number of Vehicles)</b>	<b>208</b>	<b>116</b>	<b>170</b>	<b>125</b>	<b>200</b>	<b>235</b>	<b>346</b>	<b>143</b>	<b>257</b>	<b>163</b>	<b>250</b>
<b>Bus Cost per Vehicle</b>											
35 40-ft Standard Bus	709,148	722,438	735,948	750,077	764,686	779,775	795,398	811,554	828,244	844,240	859,650
36 45-ft High-Capacity Bus	945,843	963,570	981,588	1,000,433	1,019,918	1,040,044	1,060,881	1,082,430	1,104,690	1,126,026	1,146,578
37 60-ft Articulated Bus	1,308,738	1,333,265	1,358,197	1,384,272	1,411,233	1,439,080	1,467,912	1,497,729	1,528,530	1,558,051	1,586,490
38 Zero-Emission Bus	1,344,405	1,369,601	1,395,212	1,421,998	1,449,694	1,478,300	1,507,918	1,538,547	1,570,188	1,600,514	1,629,727
39 <b>Subtotal MTA Bus Replacement (\$)</b>	<b>62.5</b>	<b>83.8</b>	<b>125.1</b>	<b>93.8</b>	<b>152.9</b>	<b>167.5</b>	<b>275.2</b>	<b>146.1</b>	<b>262.9</b>	<b>137.6</b>	<b>214.9</b>
40 <b>Subtotal MTA Bus Expansion (\$)</b>	<b>105.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
41 <b>Total Bus Acquisition Costs</b>	<b>167.5</b>	<b>83.8</b>	<b>125.1</b>	<b>93.8</b>	<b>152.9</b>	<b>253.2</b>	<b>275.2</b>	<b>146.1</b>	<b>262.9</b>	<b>137.6</b>	<b>214.9</b>
<b>Financing Payments</b>											
43 Add'l Bonds 12-yr Prop C 40% (Model Generated)	-	-	-	-	-	-	-	-	-	-	-
44 <b>TOTAL USES</b>	<b>167.5</b>	<b>83.8</b>	<b>125.1</b>	<b>93.8</b>	<b>152.9</b>	<b>253.2</b>	<b>275.2</b>	<b>146.1</b>	<b>262.9</b>	<b>137.6</b>	<b>214.9</b>
<b>CASH BALANCE</b>											
46 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
47 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
48 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Maint/Bus Facilities**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
3 Bond Issue Expense 30-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
4 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	232.8	15.6	246.2	219.3	481.0	12.0%	0.9	1.3	0.7	8.0	0.1	0.7	3.8
6 TDA Article 4	940.1	653.6	1,134.1	1,313.9	3,101.6	77.1%	80.4	89.1	98.6	72.8	106.6	98.6	107.4
7 Measure R Sales Tax	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
8 Lease/Leaseback & General Fund	41.3	41.3	-	-	41.3	1.0%	-	-	8.1	23.5	-	9.7	-
9 Prop A 40%	22.3	16.4	20.0	11.7	48.1	1.2%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
10 State Repay Cap Proj Loans Fund 3562	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>11 Subtotal Local</b>	<b>1,236.4</b>	<b>726.9</b>	<b>1,400.2</b>	<b>1,544.9</b>	<b>3,672.0</b>	<b>91.3%</b>	<b>83.6</b>	<b>92.8</b>	<b>109.7</b>	<b>106.7</b>	<b>109.1</b>	<b>111.4</b>	<b>113.6</b>
<b>State</b>													
13 SCAQMD/(AB 2766/Carl Moyer)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
14 STA - Operator Revenue Share	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
15 Prop 1B State Infrastructure Bonds PTMISEA	5.6	9.5	-	-	9.5	0.2%	3.9	5.6	-	-	-	-	-
16 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>17 Subtotal State</b>	<b>5.6</b>	<b>9.5</b>	<b>-</b>	<b>-</b>	<b>9.5</b>	<b>0.2%</b>	<b>3.9</b>	<b>5.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
19 ARRA	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
20 CMAQ	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
21 RSTP - Transit	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
22 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P	74.8	86.8	50.0	55.0	191.8	4.8%	32.0	54.8	-	-	-	-	-
23 Section 5307 Capital	12.0	10.0	12.0	125.8	147.8	3.7%	10.0	-	-	-	-	-	-
<b>24 Subtotal Federal</b>	<b>86.8</b>	<b>96.8</b>	<b>62.0</b>	<b>180.8</b>	<b>339.6</b>	<b>8.4%</b>	<b>42.0</b>	<b>54.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>25 TOTAL SOURCES</b>	<b>1,328.9</b>	<b>833.2</b>	<b>1,462.2</b>	<b>1,725.7</b>	<b>4,021.2</b>	<b>100.0%</b>	<b>129.6</b>	<b>153.2</b>	<b>109.7</b>	<b>106.7</b>	<b>109.1</b>	<b>111.4</b>	<b>113.6</b>
<b>USES OF FUNDS</b>													
<b>Capital Expenditures</b>													
28 Bus Vehicle Maintenance	527.7	350.3	593.2	797.3	1,740.7	43.3%	46.6	47.8	48.9	50.1	51.2	52.3	53.4
29 Facility Maintenance	614.1	421.7	643.0	864.3	1,929.0	48.0%	50.6	93.8	53.0	54.3	55.5	56.7	57.9
32 Subtotal Bus State of Good Repair	1,141.7	772.0	1,236.2	1,661.6	3,669.8	91.3%	97.2	141.5	101.9	104.3	106.7	109.0	111.2
33 Division 13 (Union Div)	14.9	44.9	-	-	44.9	1.1%	30.0	9.4	5.5	-	-	-	-
34 LAX Bus Division	150.0	-	150.0	-	150.0	3.7%	-	-	-	-	-	-	-
32 Other Bus Capital Expenses	-	-	56.1	52.4	108.5	2.7%	-	-	-	-	-	-	-
<b>33 Subtotal Metro</b>	<b>1,306.6</b>	<b>816.8</b>	<b>1,442.3</b>	<b>1,714.0</b>	<b>3,973.1</b>	<b>98.8%</b>	<b>127.2</b>	<b>150.9</b>	<b>107.4</b>	<b>104.3</b>	<b>106.7</b>	<b>109.0</b>	<b>111.2</b>
<b>Financing Payments</b>													
35 Sr. Lien Bonds (Actual Prop A 40%)	22.3	16.4	20.0	11.7	48.1	1.2%	2.3	2.3	2.3	2.3	2.3	2.3	2.3
36 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
37 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>38 Subtotal Payments</b>	<b>22.3</b>	<b>16.4</b>	<b>20.0</b>	<b>11.7</b>	<b>48.1</b>	<b>1.2%</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>	<b>2.3</b>
<b>39 TOTAL USES</b>	<b>1,328.9</b>	<b>833.2</b>	<b>1,462.2</b>	<b>1,725.7</b>	<b>4,021.2</b>	<b>100.0%</b>	<b>129.6</b>	<b>153.2</b>	<b>109.7</b>	<b>106.7</b>	<b>109.1</b>	<b>111.4</b>	<b>113.6</b>
40 Total capital (excluding debt service) % change							15.03%	18.61%	-28.82%	-2.85%	2.29%	2.13%	2.04%
<b>CASH BALANCE</b>													
42 Beginning Fiscal Year Cash Balance	0.0	0.0	(0.0)	(0.0)	0.0	-	0.0	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)
43 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
44 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 Capital - MTA Maint/Bus Facilities**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-
2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-
3 Bond Issue Expense 30-yr bonds	-	-	-	-	-	-	-	-	-	-
4 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	13.4	58.4	54.5	91.7	2.4	5.5	4.6	4.9	5.3	5.5
6 TDA Article 4	105.0	82.3	112.3	67.3	131.1	114.0	126.8	128.9	131.3	134.9
7 Measure R Sales Tax	-	-	-	-	-	-	-	-	-	-
8 Lease/Leaseback & General Fund	-	-	-	-	-	-	-	-	-	-
9 Prop A 40%	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
10 State Repay Cap Proj Loans Fund 3562	-	-	-	-	-	-	-	-	-	-
<b>11 Subtotal Local</b>	<b>120.7</b>	<b>142.6</b>	<b>168.8</b>	<b>161.1</b>	<b>135.4</b>	<b>121.5</b>	<b>133.4</b>	<b>135.8</b>	<b>138.6</b>	<b>142.4</b>
<b>State</b>										
13 SCAQMD/(AB 2766/Carl Moyer)	-	-	-	-	-	-	-	-	-	-
14 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-
15 Prop 1B State Infrastructure Bonds PTMISEA	-	-	-	-	-	-	-	-	-	-
16 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-
<b>17 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>										
19 ARRA	-	-	-	-	-	-	-	-	-	-
20 CMAQ	-	-	-	-	-	-	-	-	-	-
21 RSTP - Transit	-	-	-	-	-	-	-	-	-	-
22 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
23 Section 5307 Capital	5.0	-	6.0	1.0	-	-	-	-	-	-
<b>24 Subtotal Federal</b>	<b>10.0</b>	<b>5.0</b>	<b>11.0</b>	<b>6.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>
<b>25 TOTAL SOURCES</b>	<b>130.7</b>	<b>147.6</b>	<b>179.8</b>	<b>167.1</b>	<b>140.4</b>	<b>126.5</b>	<b>138.4</b>	<b>140.8</b>	<b>143.6</b>	<b>147.4</b>
<b>USES OF FUNDS</b>										
<b>Capital Expenditures</b>										
28 Bus Vehicle Maintenance	54.4	55.5	56.6	57.6	58.7	59.8	60.9	62.0	63.3	64.5
29 Facility Maintenance	59.0	60.1	61.3	62.5	63.6	64.8	66.0	67.2	68.6	69.9
32 Subtotal Bus State of Good Repair	113.4	115.6	117.9	120.1	122.3	124.5	126.9	129.2	131.8	134.4
33 Division 13 (Union Div)	-	-	-	-	-	-	-	-	-	-
34 LAX Bus Division	15.0	30.0	60.0	45.0	-	-	9.5	9.6	9.8	11.0
32 Other Bus Capital Expenses	-	-	-	-	16.2	-	-	-	-	-
<b>33 Subtotal Metro</b>	<b>128.4</b>	<b>145.6</b>	<b>177.9</b>	<b>165.1</b>	<b>138.5</b>	<b>124.5</b>	<b>136.4</b>	<b>138.8</b>	<b>141.6</b>	<b>145.4</b>
<b>Financing Payments</b>										
35 Sr. Lien Bonds (Actual Prop A 40%)	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
36 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	-	-	-	-	-
37 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	-	-	-	-	-	-	-	-	-	-
<b>38 Subtotal Payments</b>	<b>2.3</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>39 TOTAL USES</b>	<b>130.7</b>	<b>147.6</b>	<b>179.8</b>	<b>167.1</b>	<b>140.4</b>	<b>126.5</b>	<b>138.4</b>	<b>140.8</b>	<b>143.6</b>	<b>147.4</b>
40 Total capital (excluding debt service) % change	15.44%	13.40%	22.17%	-7.19%	-16.13%	-10.06%	9.53%	1.79%	2.01%	2.66%
<b>CASH BALANCE</b>										
42 Beginning Fiscal Year Cash Balance	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
43 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
44 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)



**LACMTA Financial Forecasting Model**  
**Bus Capital - MTA Maint/Bus Facilities**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Sr. Lien Bonds (Actual/Treasury Fcst; Prop. C 40%)	-	-	-	-	-	-	-	-	-	-	-
2 Add'l Bonds 30-yr Prop C 40 % (Gross Model Gen)	-	-	-	-	-	-	-	-	-	-	-
3 Bond Issue Expense 30-yr bonds	-	-	-	-	-	-	-	-	-	-	-
4 Bond Reserve Fund 30-yr bonds	-	-	-	-	-	-	-	-	-	-	-
5 Proposition C Discretionary 40%	5.6	5.7	5.9	6.1	14.1	6.6	6.5	13.1	62.8	40.0	52.8
6 TDA Article 4	128.0	140.1	140.8	144.5	114.3	105.6	150.8	81.1	82.3	118.1	108.3
7 Measure R Sales Tax	-	-	-	-	-	-	-	-	-	-	-
8 Lease/Leaseback & General Fund	-	-	-	-	-	-	-	-	-	-	-
9 Prop A 40%	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
10 State Repay Cap Proj Loans Fund 3562	-	-	-	-	-	-	-	-	-	-	-
11 <b>Subtotal Local</b>	<b>135.6</b>	<b>147.8</b>	<b>148.6</b>	<b>152.6</b>	<b>130.4</b>	<b>114.2</b>	<b>157.4</b>	<b>94.2</b>	<b>145.1</b>	<b>158.1</b>	<b>161.1</b>
<b>State</b>											
13 SCAQMD/(AB 2766/Carl Moyer)	-	-	-	-	-	-	-	-	-	-	-
14 STA - Operator Revenue Share	-	-	-	-	-	-	-	-	-	-	-
15 Prop 1B State Infrastructure Bonds PTMISEA	-	-	-	-	-	-	-	-	-	-	-
16 Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
17 <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>											
19 ARRA	-	-	-	-	-	-	-	-	-	-	-
20 CMAQ	-	-	-	-	-	-	-	-	-	-	-
21 RSTP - Transit	-	-	-	-	-	-	-	-	-	-	-
22 Sec 5309 Bus/Bus-Related Facil incl Clean Fuel P	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
23 Section 5307 Capital	-	-	-	-	14.3	41.4	2.6	57.6	9.9	-	-
24 <b>Subtotal Federal</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>19.3</b>	<b>46.4</b>	<b>7.6</b>	<b>62.6</b>	<b>14.9</b>	<b>5.0</b>	<b>5.0</b>
25 <b>TOTAL SOURCES</b>	<b>140.6</b>	<b>152.8</b>	<b>153.6</b>	<b>157.6</b>	<b>149.7</b>	<b>160.6</b>	<b>165.0</b>	<b>156.8</b>	<b>160.0</b>	<b>163.1</b>	<b>166.1</b>
<b>USES OF FUNDS</b>											
<b>Capital Expenditures</b>											
28 Bus Vehicle Maintenance	65.7	67.0	68.2	69.5	70.9	72.3	73.7	75.2	76.8	78.3	79.7
29 Facility Maintenance	71.3	72.6	74.0	75.4	76.8	78.4	79.9	81.6	83.2	84.8	86.4
32 Subtotal Bus State of Good Repair	137.0	139.6	142.2	144.9	147.7	150.6	153.7	156.8	160.0	163.1	166.1
33 Division 13 (Union Div)	-	-	-	-	-	-	-	-	-	-	-
34 LAX Bus Division	-	-	-	-	-	-	-	-	-	-	-
32 Other Bus Capital Expenses	1.6	11.3	9.5	10.7	-	8.0	11.3	-	-	-	-
33 <b>Subtotal Metro</b>	<b>138.6</b>	<b>150.9</b>	<b>151.7</b>	<b>155.6</b>	<b>147.7</b>	<b>158.6</b>	<b>165.0</b>	<b>156.8</b>	<b>160.0</b>	<b>163.1</b>	<b>166.1</b>
<b>Financing Payments</b>											
35 Sr. Lien Bonds (Actual Prop A 40%)	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
36 Sr. Lien Bonds (Actual Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
37 Add'l Bonds 30-yr Prop C 40 % (Model Generated)	-	-	-	-	-	-	-	-	-	-	-
38 <b>Subtotal Payments</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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
39 <b>TOTAL USES</b>	<b>140.6</b>	<b>152.8</b>	<b>153.6</b>	<b>157.6</b>	<b>149.7</b>	<b>160.6</b>	<b>165.0</b>	<b>156.8</b>	<b>160.0</b>	<b>163.1</b>	<b>166.1</b>
40 Total capital (excluding debt service) % change	-4.68%	8.85%	0.54%	2.59%	-5.06%	7.39%	3.98%	-4.96%	2.06%	1.93%	1.83%
<b>CASH BALANCE</b>											
42 Beginning Fiscal Year Cash Balance	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
43 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
44 Ending Fiscal Year Cash Balance	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

**LACMTA Financial Forecasting Model**  
**Bus Capital - El Monte Transit Center Improvements**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Proposition C Discretionary 40% (from CRD proj)	4.4	11.6	-	-	11.6	100.0%	7.2	4.35					
<b>Subtotal Local</b>	<b>4.4</b>	<b>11.6</b>	<b>-</b>	<b>-</b>	<b>11.6</b>	<b>100.0%</b>	<b>7.2</b>	<b>4.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
Section 5307 Capital (from CRD proj)	-	-	-	-	-	0.0%							
<b>Subtotal Federal</b>	<b>-</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>TOTAL SOURCES</b>	<b>4.4</b>	<b>11.6</b>	<b>-</b>	<b>-</b>	<b>11.6</b>	<b>100.0%</b>	<b>7.2</b>	<b>4.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>USES OF FUNDS</b>													
<b>Capital Expenditures</b>													
El Monte Transit Center Improvements Project	4.4	11.6	-	-	11.6		7.2	4.4					
<b>TOTAL USES</b>	<b>4.4</b>	<b>11.6</b>	<b>-</b>	<b>-</b>	<b>11.6</b>		<b>7.2</b>	<b>4.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<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	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	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

1. CP # 202286.

**LACMTA Financial Forecasting Model**  
**Bus Capital - Patsaouras Plaza Improvements**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Proposition C Discretionary 40%	0.0	0.1	-	-	0.1	0.8%	0.1	0.003					
Ramirez Flyover Union Station Escrow	3.2	3.2	-	-	3.2	21.4%		3.2					
Proposition C 25% (from CFP Ramirez Flyover)	1.4	2.0	-	-	2.0	13.3%	0.6	1.4					
<b>Subtotal Local</b>	<b>4.7</b>	<b>5.3</b>	<b>-</b>	<b>-</b>	<b>5.3</b>	<b>35.5%</b>	<b>0.7</b>	<b>4.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
Sec 5309 Bus/Bus-Related Livability Grant	4.5	9.7	-	-	9.7	64.5%	5.2	4.5					
Section 5307 Capital (from CRD proj)	-	-	-	-	-	0.0%							
<b>Subtotal Federal</b>	<b>4.5</b>	<b>9.7</b>	<b>-</b>	<b>-</b>	<b>9.7</b>	<b>64.5%</b>	<b>5.2</b>	<b>4.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES</b>	<b>9.1</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>15.0</b>	<b>100.0%</b>	<b>5.9</b>	<b>9.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>USES OF FUNDS</b>													
<b>Capital Expenditures</b>													
Patsaouras Plaza Improvements Project	9.1	15.0	-	-	15.0		5.9	9.1					
<b>TOTAL USES</b>	<b>9.1</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>15.0</b>		<b>5.9</b>	<b>9.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<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	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	0.0
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**LACMTA Financial Forecasting Model**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
Proposition C Local Return (20%)	157.7	334.2	517.9	1,009.8	15.3%	18.7	19.8	21.2	22.6	24.0	25.1	26.4
Proposition A Local Return (25%)	285.3	604.7	936.8	1,826.8	27.6%	33.8	35.8	38.3	41.0	43.3	45.4	47.7
Proposition A Discretionary	-	-	-	-	0.0%	-	-	-	-	-	-	-
Proposition C Discretionary 40%	15.9	-	-	15.9	0.2%	10.0	1.5	1.5	1.5	1.5	-	-
TDA Article 4	152.3	257.9	346.7	757.0	11.5%	20.3	20.8	21.3	21.8	22.3	22.7	23.2
Measure R Sales Tax	7.8	26.0	4.1	37.9	0.6%	-	2.6	-	2.6	-	2.6	-
<b>Subtotal Local</b>	<b>619.0</b>	<b>1,222.8</b>	<b>1,805.5</b>	<b>3,647.4</b>	<b>55.2%</b>	<b>82.7</b>	<b>80.4</b>	<b>82.3</b>	<b>89.4</b>	<b>91.0</b>	<b>95.8</b>	<b>97.3</b>
<b>State</b>												
Prop 1B PTMISEA	-	-	-	-	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>Federal</b>												
CMAQ	-	-	-	-	0.0%	-	-	-	-	-	-	-
Sect 5309 Bus/Bus-Related Facilities (earmarks)	-	-	-	-	0.0%	-	-	-	-	-	-	-
Section 5307 Capital	555.6	893.6	1,137.7	2,586.9	39.1%	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	77.8	125.1	159.3	362.2	5.5%	10.7	10.8	11.0	11.1	11.3	11.4	11.6
Section 5340 Other LA County UZAs	2.7	4.3	5.5	12.4	0.2%	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>Subtotal Federal</b>	<b>636.0</b>	<b>1,023.0</b>	<b>1,302.4</b>	<b>2,961.5</b>	<b>44.8%</b>	<b>87.1</b>	<b>88.3</b>	<b>89.6</b>	<b>90.8</b>	<b>92.1</b>	<b>93.4</b>	<b>94.7</b>
<b>TOTAL SOURCES</b>	<b>1,255.0</b>	<b>2,245.9</b>	<b>3,107.9</b>	<b>6,608.9</b>	<b>100.0%</b>	<b>169.8</b>	<b>168.8</b>	<b>171.8</b>	<b>180.3</b>	<b>183.1</b>	<b>189.2</b>	<b>192.0</b>
<b>USES OF FUNDS</b>												
<b>Capital Expenditures</b>												
Bus Capital (from Measure R)	7.8	26.0	4.1	37.9	0.6%	-	2.6	-	2.6	-	2.6	-
Municipal and Non-Metro Operators	1,223.0	2,188.2	3,068.8	6,480.1	98.1%	159.8	164.3	169.4	174.7	180.1	184.8	189.9
Municipal and Non-Metro Operators Expansion	8.4	31.7	35.0	75.0	1.1%	-	0.4	1.0	1.5	1.6	1.9	2.1
Muni Bus Capital (PTMISEA projects)	-	-	-	0.0	0.0%	-	-	-	-	-	-	-
Muni Bus Capital Prop 1B Bond Mitigation Allocati	8.5	-	-	8.5	0.1%	8.5	-	-	-	-	-	-
Muni Security Prop 1B Bond Mitigation Allocation	7.4	-	-	7.4	0.1%	1.5	1.5	1.5	1.5	1.5	-	-
<b>Subtotal Municipal Operators</b>	<b>1,255.0</b>	<b>2,245.9</b>	<b>3,107.9</b>	<b>6,608.8</b>	<b>100.0%</b>	<b>169.8</b>	<b>168.8</b>	<b>171.8</b>	<b>180.3</b>	<b>183.1</b>	<b>189.2</b>	<b>192.0</b>
<b>TOTAL USES</b>	<b>1,255.0</b>	<b>2,245.9</b>	<b>3,107.9</b>	<b>6,608.8</b>	<b>100.0%</b>	<b>169.8</b>	<b>168.8</b>	<b>171.8</b>	<b>180.3</b>	<b>183.1</b>	<b>189.2</b>	<b>192.0</b>
Uses percent change						-13.78%	-0.61%	1.81%	4.91%	1.58%	3.32%	1.48%
<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**  
**Bus Capital - Municipal and**  
**Non-MTA Operators**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Proposition C Local Return (20%)	27.7	29.0	30.2	31.5	32.7	34.0	35.2	36.6	38.0	39.3	
Proposition A Local Return (25%)	50.1	52.4	54.7	57.0	59.2	61.6	63.8	66.2	68.7	71.1	
Proposition A Discretionary	-	-	-	-	-	-	-	-	-	-	
Proposition C Discretionary 40%	-	-	-	-	-	-	-	-	-	-	
TDA Article 4	23.7	24.1	24.6	25.1	25.5	26.0	26.5	27.0	27.5	28.0	
Measure R Sales Tax	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	
<b>Subtotal Local</b>	<b>104.1</b>	<b>108.1</b>	<b>112.1</b>	<b>116.1</b>	<b>120.1</b>	<b>124.2</b>	<b>128.1</b>	<b>132.3</b>	<b>136.8</b>	<b>141.1</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>											
CMAQ	-	-	-	-	-	-	-	-	-	-	
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>200.1</b>	<b>205.4</b>	<b>210.8</b>	<b>216.2</b>	<b>221.6</b>	<b>227.1</b>	<b>232.4</b>	<b>238.1</b>	<b>244.1</b>	<b>249.9</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	2.6	2.6	2.6	2.6	2.6	
Municipal and Non-Metro Operators	195.2	200.2	205.3	210.4	215.5	221.0	226.4	232.1	238.1	243.9	
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>200.1</b>	<b>205.4</b>	<b>210.8</b>	<b>216.2</b>	<b>221.6</b>	<b>227.1</b>	<b>232.4</b>	<b>238.1</b>	<b>244.1</b>	<b>249.9</b>	
<b>TOTAL USES</b>	<b>200.1</b>	<b>205.4</b>	<b>210.8</b>	<b>216.2</b>	<b>221.6</b>	<b>227.1</b>	<b>232.4</b>	<b>238.1</b>	<b>244.1</b>	<b>249.9</b>	
Uses percent change	4.23%	2.64%	2.62%	2.56%	2.49%	2.51%	2.34%	2.45%	2.49%	2.40%	
<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**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
Proposition C Local Return (20%)	40.7	41.9	43.1	44.4	45.8	47.2	48.5	50.0	51.5	52.8	51.9
Proposition A Local Return (25%)	73.6	75.8	78.0	80.3	82.8	85.4	87.8	90.4	93.1	95.6	94.0
Proposition A Discretionary	-	-	-	-	-	-	-	-	-	-	-
Proposition C Discretionary 40%	-	-	-	-	-	-	-	-	-	-	-
TDA Article 4	28.6	29.1	29.7	30.2	30.8	31.4	32.1	32.7	33.4	34.0	34.7
Measure R Sales Tax	2.6	1.5	-	-	-	-	-	-	-	-	-
<b>Subtotal Local</b>	<b>145.4</b>	<b>148.3</b>	<b>150.7</b>	<b>155.0</b>	<b>159.5</b>	<b>164.0</b>	<b>168.4</b>	<b>173.2</b>	<b>178.0</b>	<b>182.5</b>	<b>180.6</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>											
CMAQ	-	-	-	-	-	-	-	-	-	-	-
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>255.8</b>	<b>260.2</b>	<b>264.2</b>	<b>270.0</b>	<b>276.1</b>	<b>282.3</b>	<b>288.4</b>	<b>294.8</b>	<b>301.3</b>	<b>307.5</b>	<b>307.4</b>
<b>USES OF FUNDS</b>											
<b>Capital Expenditures</b>											
Bus Capital (from Measure R)	2.6	1.5	-	-	-	-	-	-	-	-	-
Municipal and Non-Metro Operators	249.8	255.4	260.9	266.8	272.9	279.1	285.2	291.7	298.2	304.6	304.4
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 Allocation	-	-	-	-	-	-	-	-	-	-	-
Muni Security Prop 1B Bond Mitigation Allocation	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Municipal Operators</b>	<b>255.8</b>	<b>260.2</b>	<b>264.2</b>	<b>270.0</b>	<b>276.1</b>	<b>282.3</b>	<b>288.4</b>	<b>294.8</b>	<b>301.2</b>	<b>307.6</b>	<b>307.4</b>
<b>TOTAL USES</b>	<b>255.8</b>	<b>260.2</b>	<b>264.2</b>	<b>270.0</b>	<b>276.1</b>	<b>282.3</b>	<b>288.4</b>	<b>294.8</b>	<b>301.2</b>	<b>307.6</b>	<b>307.4</b>
Uses percent change	2.35%	1.72%	1.54%	2.20%	2.26%	2.24%	2.15%	2.22%	2.19%	2.11%	-0.07%
<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	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)**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
State Repayment of Capital Proj Loans	-	1.2	-	-	1.241	14.3%	1.2						
<b>Subtotal Local</b>	-	1.2	-	-	1.241	14.3%	1.2	-	-	-	-	-	-
<b>State</b>													
<b>Subtotal State</b>	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
<b>Federal</b>													
CMAQ (transferred from 5307)	2.4	7.4	-	-	7.441	85.7%	5.0	2.4					
<b>Subtotal Federal</b>	2.4	7.4	-	-	7.441	85.7%	5.0	2.4	-	-	-	-	-
<b>Subtotal Sources - Metro</b>	2.4	8.7	-	-	8.682	100.0%	6.2	2.4	-	-	-	-	-
<b>TOTAL SOURCES</b>	2.4	8.7	-	-	8.682		6.2	2.4	-	-	-	-	-
<b>USES OF FUNDS</b>													
<b>Demo Operations - Metro operations</b>													
Demo Operations - Metro operations	2.4	4.5	-	-	4.541	52.1%	2.1	2.4					
<b>Demo Operations - Metro vanpools</b>													
Demo Operations - Metro vanpools	-	0.4	-	-	0.400	4.6%	0.4						
<b>Subtotal Demo Operations - Metro</b>	2.4	4.9	-	-	4.941	56.7%	2.5	2.4	-	-	-	-	-
<b>Demo Operations - Foothill Transit</b>													
Demo Operations - Foothill Transit	-	1.6	-	-	1.600	18.3%	1.6						
<b>Demo Operations - Gardena</b>													
Demo Operations - Gardena	-	0.3	-	-	0.339	3.9%	0.3						
<b>Demo Operations - Torrance</b>													
Demo Operations - Torrance	-	0.6	-	-	0.600	6.9%	0.6						
<b>Subtotal Demo Operations - Municipals</b>	-	2.5	-	-	2.539	29.1%	2.5	-	-	-	-	-	-
<b>Subtotal Demo Operations</b>	2.4	7.5	-	-	7.480	85.8%	5.0	2.4	-	-	-	-	-
<b>Capital Expenditures</b>													
Express Lanes (Restriping/Capacity Improv I-10 & I-110)	-	1.2	-	-	1.241	14.2%	1.2						
<b>Subtotal Capital</b>	-	1.2	-	-	1.241	14.2%	1.2	-	-	-	-	-	-
<b>TOTAL USES</b>	2.4	8.7	-	-	8.721	100.0%	6.3	2.4	-	-	-	-	-
<b>CASH BALANCE</b>													
Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.039	-	0.039	0.0	0.0	0.0	0.0	0.0	0.0
Annual Net Change to Cash Balance	-	(0.0)	-	-	(0.0)	-	(0.039)	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	-	0.000	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

1. Previously, Section 5307 was used for preventive maintenance in FYs 09 and 10.
2. The new CRD-related 5309 funds will be used instead for the preventive maintenance while the 5307 funds will be used for the capital projects on this page.
3. Bus Division 13 is not included on this page.
4. See separate pages for El Monte Transit Center and Patsaouras Plaza Improvements.

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

*L RTP 10/18/12 rev 11-19-12*

	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018	
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019	
<b>SOURCES OF FUNDS</b>														
<b>Local</b>														
1	Fares - Red/Purple Lines	499.4	309.4	692.5	1,157.8	2,159.7	9.8%	36.5	40.6	41.1	45.3	45.9	49.7	50.3
2	Fares - Blue Line (incl Expo & Reg'l Conn.)	427.7	245.7	585.5	876.1	1,707.3	7.7%	27.2	30.3	30.7	33.8	37.0	43.1	43.6
3	Fares - Green Line	109.5	67.8	140.1	245.2	453.1	2.1%	8.0	8.9	9.0	9.9	10.1	10.9	11.0
4	Fares - Gold Line (incl Eastside & Foothill)	181.2	103.6	241.1	412.7	757.4	3.4%	8.6	9.5	12.8	17.2	17.5	18.9	19.1
5	Fares - Crenshaw Line	29.5	1.1	79.5	118.9	199.5	0.9%	-	-	-	-	-	-	1.1
6	Fares - West Santa Ana Line	-	-	17.0	112.0	129.0	0.6%	-	-	-	-	-	-	-
7	Fares - Metrolink	508.9	335.9	573.8	771.2	1,680.8	7.6%	43.7	45.2	46.8	48.4	49.5	50.6	51.6
8	Proposition A 35%	701.8	489.5	1,145.4	1,870.0	3,504.9	15.9%	56.1	47.4	59.0	55.0	50.0	111.0	111.0
9	Proposition C 5 % (Security)	79.8	33.7	155.5	309.5	498.7	2.3%	1.1	2.1	3.5	5.0	6.2	7.3	8.6
10	Proposition C 40 % (Discretionary)	604.2	209.4	950.8	2,099.1	3,259.3	14.8%	25.7	49.6	30.5	37.2	48.8	16.9	0.7
11	TDA Article 4	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
12	Proposition C 10% (Metrolink)	494.4	324.0	593.3	890.9	1,808.2	8.2%	46.1	42.1	43.8	45.5	47.4	48.8	50.2
13	Other (Advertising, General, Misc)	240.8	137.6	280.1	376.5	794.2	3.6%	2.6	8.3	25.0	25.6	26.2	24.7	25.2
14	Measure R 5% (New rail line operations)	544.9	305.0	640.7	822.5	1,768.3	8.0%	19.8	21.8	28.3	49.6	52.9	62.6	70.0
15	<b>Subtotal Local</b>	<b>4,422.1</b>	<b>2,562.7</b>	<b>6,095.2</b>	<b>10,062.4</b>	<b>18,720.4</b>	<b>84.8%</b>	<b>275.3</b>	<b>305.8</b>	<b>330.4</b>	<b>372.7</b>	<b>391.5</b>	<b>444.5</b>	<b>442.6</b>
16	<b>State</b>													
17	STA - Population Share	465.6	338.2	494.2	603.6	1,436.0	6.5%	64.5	44.5	44.9	45.4	45.8	46.3	46.8
18	<b>Subtotal State</b>	<b>465.6</b>	<b>338.2</b>	<b>494.2</b>	<b>603.6</b>	<b>1,436.0</b>	<b>6.5%</b>	<b>64.5</b>	<b>44.5</b>	<b>44.9</b>	<b>45.4</b>	<b>45.8</b>	<b>46.3</b>	<b>46.8</b>
19	<b>Federal</b>													
20	Section 5309 Fixed Guideway Modernization	376.5	286.2	441.7	625.5	1,353.4	6.1%	48.5	42.4	43.0	43.6	44.2	18.9	45.5
21	Section 5307	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
22	Section 5340 Growing States and High Density	72.6	49.0	78.9	100.4	228.4	1.0%	6.7	6.8	6.9	7.0	7.1	7.2	7.3
23	Homeland Security Grants	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
24	CMAQ (Gold/Expo/Crenshaw/New Lines Ops)	163.3	138.3	82.8	105.5	326.5	1.5%	21.8	21.4	25.5	14.1	20.7	19.7	15.1
25	<b>Subtotal Federal</b>	<b>612.4</b>	<b>473.5</b>	<b>603.3</b>	<b>831.4</b>	<b>1,908.3</b>	<b>8.6%</b>	<b>77.0</b>	<b>70.6</b>	<b>75.5</b>	<b>64.7</b>	<b>72.0</b>	<b>45.8</b>	<b>67.9</b>
26	<b>TOTAL SOURCES</b>	<b>5,500.0</b>	<b>3,374.5</b>	<b>7,192.8</b>	<b>11,497.4</b>	<b>22,064.6</b>	<b>100.0%</b>	<b>416.8</b>	<b>420.9</b>	<b>450.8</b>	<b>482.8</b>	<b>509.3</b>	<b>536.6</b>	<b>557.3</b>



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

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>27 USES OF FUNDS</b>													
28 Red/Purple Line	962.3	625.6	1,135.4	1,633.1	3,394.0	15.4%	81.6	83.5	86.3	89.4	92.1	94.9	97.8
29 Westside Subway Extension	-	-	202.1	707.2	909.3	4.1%	-	-	-	-	-	-	-
30 Blue Line	826.5	537.4	977.1	1,407.8	2,922.3	13.2%	70.8	71.5	73.9	76.7	79.0	81.5	84.0
31 Green Line	288.9	187.6	346.9	623.4	1,157.8	5.2%	24.7	24.9	25.8	26.7	27.6	28.5	29.4
32 Gold Line - Pasadena (including Foothill)	540.1	315.9	683.0	993.5	1,992.4	9.0%	26.5	27.1	39.7	52.8	54.8	56.6	58.4
33 Gold Line - Eastside Extension	259.4	168.3	308.8	625.4	1,102.5	5.0%	22.2	22.4	23.2	24.1	24.7	25.5	26.3
34 Blue Line - Exposition Phase I	418.1	271.9	494.4	712.3	1,478.5	6.7%	35.8	36.2	37.4	38.8	40.0	41.2	42.5
35 Blue Line - Exposition Phase II	146.6	53.2	253.6	365.3	672.1	3.0%	-	-	-	-	10.3	21.1	21.8
36 Crenshaw/LAX Line	103.6	4.0	271.4	394.9	670.3	3.0%	-	-	-	-	-	-	4.0
37 West Santa Ana Line	-	-	58.7	380.9	439.6	2.0%	-	-	-	-	-	-	-
38 Regional Connector	44.4	-	120.7	173.9	294.5	1.3%	-	-	-	-	-	-	-
39 Subtotal Operations	3,590.0	2,163.9	4,851.9	8,017.6	15,033.4		261.7	265.6	286.2	308.4	328.3	349.4	364.2
40 Rail Security - Red Line	221.8	147.2	293.4	482.1	922.8	4.2%	19.6	20.1	20.5	21.1	21.5	22.0	22.4
41 Rail Security - Blue Line incl. Expo/Reg'l Conn.	271.4	166.6	332.6	447.0	946.2	4.3%	20.8	21.3	21.8	22.4	24.9	27.4	27.9
42 Rail Security - Green Line	81.1	53.8	92.2	153.6	299.6	1.4%	7.2	7.3	7.5	7.7	7.9	8.0	8.2
43 Rail Security - Gold Line including Eastside	294.4	181.6	345.5	520.1	1,047.2	4.7%	17.7	19.2	24.1	29.2	29.8	30.5	31.1
44 Rail Security - Crenshaw/LAX Line	37.9	1.5	96.5	129.7	227.6	1.0%	-	-	-	-	-	-	1.5
45 Rail Security - West Santa Ana Line	-	-	13.7	85.2	98.9	0.4%	-	-	-	-	-	-	-
46 Subtotal Security		550.7	1,173.8	1,817.7	3,542.2		65.3	68.0	74.0	80.4	84.1	87.9	91.1
47 Subtotal MTA	3,590.0	2,714.6	6,025.7	9,835.3	18,575.6		327.0	333.6	360.3	388.8	412.4	437.2	455.4
48 Metrolink	1,003.3	659.8	1,167.1	1,662.1	3,489.0	15.8%	89.8	87.3	90.6	94.0	96.9	99.4	101.9
49 TOTAL USES	4,593.3	3,374.5	7,192.8	11,497.4	22,064.6	100.0%	416.8	420.9	450.8	482.8	509.3	536.6	557.3
50 CASH BALANCE													
51 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
52 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
53 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							16.72%	2.01%	8.00%	7.93%	6.07%	6.02%	4.16%

**NOTES:**

- Transit Corridor Revenue Operation Dates:  
 Expo I - 4/12, Expo II - 12/16, Gold Fthl - 12/15,  
 Crenshaw - 4/19, Reg'l Conn - 6/19, Westside Sub Ext I - 6/23,  
 Ext II - 6/26, Ext III - 6/35, West Santa Ana Branch - 6/27,  
 Green So Bay - 6/35, Gold East Extension Phase II - 6/35.

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

*L RTP 10/18/12 rev 11-19-12*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>SOURCES OF FUNDS</b>										
<b>Local</b>										
1 Fares - Red/Purple Lines	53.9	54.6	58.6	59.3	68.6	69.5	73.8	82.0	85.5	86.5
2 Fares - Blue Line (incl Expo & Reg'l Conn.)	49.8	50.5	54.1	54.8	58.2	59.0	62.6	63.4	66.1	66.9
3 Fares - Green Line	11.8	12.0	12.8	13.0	13.8	14.0	14.9	15.0	15.7	17.0
4 Fares - Gold Line (incl Eastside & Foothill)	20.5	20.8	22.3	22.6	24.0	24.3	25.8	26.1	27.2	27.6
5 Fares - Crenshaw Line	6.8	6.8	7.3	7.4	7.9	8.0	8.5	8.6	9.0	9.1
6 Fares - West Santa Ana Line	-	-	-	-	-	-	-	-	8.5	8.6
7 Fares - Metrolink	52.6	53.7	54.7	55.7	56.8	57.8	58.9	60.0	61.2	62.4
8 Proposition A 35%	62.4	28.0	55.0	123.0	150.0	130.0	136.0	130.0	143.0	188.0
9 Proposition C 5 % (Security)	9.9	11.2	12.4	13.7	14.9	16.2	17.3	18.6	20.0	21.3
10 Proposition C 40 % (Discretionary)	85.6	135.3	118.5	81.1	57.2	83.1	76.6	114.1	117.1	82.2
11 TDA Article 4	-	-	-	-	-	-	-	-	-	-
12 Proposition C 10% (Metrolink)	51.8	53.3	54.9	56.6	58.3	60.0	61.8	63.7	65.6	67.5
13 Other (Advertising, General, Misc)	25.7	26.2	26.7	27.2	27.7	28.2	28.8	29.3	29.9	30.5
14 Measure R 5% (New rail line operations)	70.0	70.0	64.1	55.6	57.8	60.1	62.2	64.6	67.0	69.4
15 <b>Subtotal Local</b>	<b>500.9</b>	<b>522.3</b>	<b>541.5</b>	<b>570.0</b>	<b>595.1</b>	<b>610.2</b>	<b>627.2</b>	<b>675.4</b>	<b>715.7</b>	<b>737.0</b>
<b>State</b>										
17 STA - Population Share	47.2	47.7	48.2	48.7	49.2	49.6	50.1	50.6	51.2	51.7
18 <b>Subtotal State</b>	<b>47.2</b>	<b>47.7</b>	<b>48.2</b>	<b>48.7</b>	<b>49.2</b>	<b>49.6</b>	<b>50.1</b>	<b>50.6</b>	<b>51.2</b>	<b>51.7</b>
<b>Federal</b>										
20 Section 5309 Fixed Guideway Modernization	36.4	35.2	34.0	33.2	48.8	49.4	50.1	50.8	51.5	52.3
21 Section 5307	-	-	-	-	-	-	-	-	-	-
22 Section 5340 Growing States and High Density	7.4	7.5	7.6	7.7	7.8	7.9	8.0	8.2	8.3	8.4
23 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-
24 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)	20.5	14.3	12.1	-	-	-	-	-	16.5	19.3
25 <b>Subtotal Federal</b>	<b>64.2</b>	<b>57.0</b>	<b>53.7</b>	<b>40.9</b>	<b>56.6</b>	<b>57.4</b>	<b>58.2</b>	<b>59.0</b>	<b>76.4</b>	<b>80.0</b>
26 <b>TOTAL SOURCES</b>	<b>612.4</b>	<b>627.0</b>	<b>643.4</b>	<b>659.6</b>	<b>700.9</b>	<b>717.2</b>	<b>735.5</b>	<b>785.0</b>	<b>843.2</b>	<b>868.7</b>

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

*LRTP 10/18/12 rev 11-19-12*

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>27 USES OF FUNDS</b>										
28 Red/Purple Line	100.7	103.1	105.9	108.7	111.8	114.4	117.4	121.0	124.7	127.8
29 Westside Subway Extension	-	-	-	-	19.5	20.0	20.5	46.0	47.5	48.6
30 Blue Line	86.5	88.7	91.1	93.6	96.3	98.6	101.3	104.0	107.2	109.9
31 Green Line	30.3	31.0	31.9	32.8	33.8	34.6	35.6	36.5	37.7	42.7
32 Gold Line - Pasadena (including Foothill)	59.9	61.8	63.6	65.4	66.9	69.1	71.0	73.0	74.9	77.3
33 Gold Line - Eastside Extension	27.3	27.9	28.7	29.5	30.5	31.1	32.0	32.9	34.1	34.8
34 Blue Line - Exposition Phase I	43.8	44.9	46.1	47.3	48.7	49.9	51.2	52.6	54.2	55.6
35 Blue Line - Exposition Phase II	22.5	23.0	23.6	24.3	25.0	25.6	26.3	27.0	27.8	28.5
36 Crenshaw/LAX Line	23.9	24.5	25.2	25.9	26.7	27.4	28.2	28.9	29.9	30.7
37 West Santa Ana Line	-	-	-	-	-	-	-	-	29.0	29.7
38 Regional Connector	10.7	11.0	11.3	11.6	11.9	12.2	12.5	12.8	13.2	13.6
39 Subtotal Operations	405.6	415.8	427.4	439.0	471.1	482.7	495.9	534.8	580.3	599.2
40 Rail Security - Red Line	22.9	23.3	23.8	24.2	29.0	29.5	30.0	36.1	36.9	37.6
41 Rail Security - Blue Line incl. Expo/Reg'l Conn.	30.6	31.1	31.7	32.3	33.0	33.5	34.1	34.7	35.5	36.1
42 Rail Security - Green Line	8.4	8.5	8.7	8.9	9.0	9.2	9.4	9.5	9.7	10.9
43 Rail Security - Gold Line including Eastside	31.7	32.3	32.9	33.6	34.2	34.8	35.5	36.1	36.8	37.6
44 Rail Security - Crenshaw/LAX Line	8.8	9.0	9.2	9.4	9.5	9.7	9.9	10.1	10.3	10.5
45 Rail Security - West Santa Ana Line	-	-	-	-	-	-	-	-	6.8	6.9
46 Subtotal Security	102.4	104.2	106.3	108.3	114.7	116.7	118.9	126.6	136.1	139.6
47 Subtotal MTA	<b>508.0</b>	<b>520.1</b>	<b>533.7</b>	<b>547.3</b>	<b>585.9</b>	<b>599.4</b>	<b>614.8</b>	<b>661.4</b>	<b>716.5</b>	<b>738.7</b>
48 Metrolink	104.4	107.0	109.6	112.3	115.0	117.8	120.7	123.6	126.8	129.9
49 <b>TOTAL USES</b>	<b>612.4</b>	<b>627.0</b>	<b>643.4</b>	<b>659.6</b>	<b>700.9</b>	<b>717.2</b>	<b>735.5</b>	<b>785.0</b>	<b>843.2</b>	<b>868.7</b>
50 <b>CASH BALANCE</b>										
51 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
52 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
53 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
MTA operations percent change	11.55%	2.38%	2.63%	2.54%	7.05%	2.31%	2.58%	7.57%	8.33%	3.11%

**NOTES:**

- Transit Corridor Revenue Operation Dates:  
 Expo I - 4/12, Expo II - 12/16, Gold Fthl - 12/15,  
 Crenshaw - 4/19, Reg'l Conn - 6/19, Westside Sub Ext I - 6/23,  
 Ext II - 6/26, Ext III - 6/35, West Santa Ana Branch - 6/27,  
 Green So Bay - 6/35, Gold East Extension Phase II - 6/35.

**LACMTA Financial Forecasting Model  
Transit Corridor Operations**

*L RTP 10/18/12 rev 11-19-12*

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Fares - Red/Purple Lines	90.2	91.4	95.2	96.4	100.5	101.8	110.9	112.3	117.0	118.5	123.5
2 Fares - Blue Line (incl Expo & Reg'l Conn.)	69.8	70.7	73.7	74.6	77.7	78.7	82.1	83.1	86.6	87.7	91.4
3 Fares - Green Line	17.8	18.0	18.7	19.0	19.8	20.0	25.2	25.4	26.5	26.8	28.0
4 Fares - Gold Line (incl Eastside & Foothill)	28.7	29.1	30.3	30.7	32.0	32.4	43.6	44.2	46.1	46.7	48.7
5 Fares - Crenshaw Line	9.5	9.6	10.0	10.1	10.6	10.7	11.1	11.3	11.8	11.9	12.4
6 Fares - West Santa Ana Line	8.9	9.0	9.4	9.5	9.9	10.1	10.5	10.6	11.1	11.2	11.7
7 Fares - Metrolink	63.6	64.8	66.0	67.3	68.6	69.9	71.3	72.8	74.3	75.7	77.1
8 Proposition A 35%	260.0	170.0	160.0	160.0	180.0	170.0	160.0	150.0	180.0	170.0	110.0
9 Proposition C 5 % (Security)	22.6	23.6	24.7	25.9	27.2	28.4	29.6	30.9	32.1	33.3	31.2
10 Proposition C 40 % (Discretionary)	12.9	129.8	147.2	155.9	139.5	160.9	213.0	234.9	210.9	264.2	429.9
11 TDA Article 4	-	-	-	-	-	-	-	-	-	-	-
12 Proposition C 10% (Metrolink)	69.6	71.6	73.8	76.0	78.3	80.6	83.1	85.5	88.1	90.8	93.5
13 Other (Advertising, General, Misc)	31.0	31.6	32.2	32.8	33.5	34.1	34.8	35.5	36.3	37.0	37.6
14 Measure R 5% (New rail line operations)	71.8	74.0	76.1	78.4	80.8	83.3	85.7	88.3	90.9	93.3	-
15 <b>Subtotal Local</b>	<b>756.4</b>	<b>793.1</b>	<b>817.4</b>	<b>836.6</b>	<b>858.4</b>	<b>881.0</b>	<b>960.9</b>	<b>984.8</b>	<b>1,011.7</b>	<b>1,067.1</b>	<b>1,095.0</b>
<b>State</b>											
17 STA - Population Share	52.2	52.7	53.2	53.8	54.3	54.8	55.4	55.9	56.5	57.1	57.6
18 <b>Subtotal State</b>	<b>52.2</b>	<b>52.7</b>	<b>53.2</b>	<b>53.8</b>	<b>54.3</b>	<b>54.8</b>	<b>55.4</b>	<b>55.9</b>	<b>56.5</b>	<b>57.1</b>	<b>57.6</b>
<b>Federal</b>											
20 Section 5309 Fixed Guideway Modernization	53.0	53.7	54.5	55.3	56.0	56.8	57.6	58.4	59.2	60.1	60.9
21 Section 5307	-	-	-	-	-	-	-	-	-	-	-
22 Section 5340 Growing States and High Density	8.5	8.6	8.7	8.9	9.0	9.1	9.2	9.4	9.5	9.6	9.8
23 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-
24 CMAQ (Gold/Expo/Crenshaw/New Lines Ops)	19.5	2.4	-	-	-	-	26.9	28.0	28.6	-	-
25 <b>Subtotal Federal</b>	<b>81.0</b>	<b>64.8</b>	<b>63.2</b>	<b>64.1</b>	<b>65.0</b>	<b>65.9</b>	<b>93.8</b>	<b>95.8</b>	<b>97.3</b>	<b>69.7</b>	<b>70.7</b>
26 <b>TOTAL SOURCES</b>	<b>889.6</b>	<b>910.6</b>	<b>933.9</b>	<b>954.5</b>	<b>977.7</b>	<b>1,001.8</b>	<b>1,110.1</b>	<b>1,136.5</b>	<b>1,165.5</b>	<b>1,193.8</b>	<b>1,223.4</b>

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

*L RTP 10/18/12 rev 11-19-12*

	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>27 USES OF FUNDS</b>											
28 Red/Purple Line	130.9	134.0	137.6	140.6	144.1	147.7	151.9	155.4	159.5	163.4	167.8
29 Westside Subway Extension	49.8	51.0	52.4	53.5	54.9	56.2	74.1	75.8	77.8	79.7	81.9
30 Blue Line	112.6	115.4	118.5	121.1	124.2	127.4	131.0	134.1	137.6	141.1	144.9
31 Green Line	43.7	44.8	46.1	47.1	48.3	49.6	65.4	66.9	68.7	70.5	72.4
32 Gold Line - Pasadena (including Foothill)	79.3	81.3	83.1	85.5	87.7	90.0	92.1	94.9	97.5	100.0	102.1
33 Gold Line - Eastside Extension	35.7	36.6	37.9	38.5	39.5	40.6	75.1	77.3	79.4	81.4	83.3
34 Blue Line - Exposition Phase I	57.0	58.4	60.0	61.3	62.8	64.4	66.3	67.8	69.6	71.4	73.3
35 Blue Line - Exposition Phase II	29.2	29.9	30.8	31.4	32.2	33.0	34.0	34.8	35.7	36.6	37.6
36 Crenshaw/LAX Line	31.5	32.2	33.2	33.9	34.8	35.7	36.8	37.6	38.7	39.7	40.8
37 West Santa Ana Line	30.4	31.2	32.1	32.7	33.6	34.4	35.5	36.3	37.2	38.2	39.3
38 Regional Connector	13.9	14.2	14.6	15.0	15.3	15.7	16.2	16.6	17.0	17.4	17.9
39 Subtotal Operations	614.2	629.2	646.2	660.8	677.5	694.8	778.4	797.4	818.6	839.3	861.2
40 Rail Security - Red Line	38.3	39.0	39.8	40.5	41.3	42.1	46.4	47.2	48.2	49.1	50.2
41 Rail Security - Blue Line incl. Expo/Reg'l Conn.	36.8	37.5	38.3	39.0	39.7	40.5	41.4	42.1	43.0	43.8	44.8
42 Rail Security - Green Line	11.1	11.4	11.6	11.8	12.0	12.3	16.1	16.3	16.7	17.0	17.4
43 Rail Security - Gold Line including Eastside	38.3	39.0	39.7	40.5	41.3	42.1	53.6	54.8	55.9	57.0	57.9
44 Rail Security - Crenshaw/LAX Line	10.7	10.9	11.1	11.3	11.5	11.8	12.0	12.2	12.5	12.7	13.0
45 Rail Security - West Santa Ana Line	7.0	7.2	7.3	7.4	7.6	7.7	7.9	8.0	8.2	8.4	8.5
46 Subtotal Security	142.3	144.9	147.9	150.5	153.4	156.4	177.3	180.8	184.5	188.1	191.6
47 <b>Subtotal MTA</b>	<b>756.4</b>	<b>774.2</b>	<b>794.1</b>	<b>811.2</b>	<b>830.9</b>	<b>851.3</b>	<b>955.7</b>	<b>978.2</b>	<b>1,003.1</b>	<b>1,027.4</b>	<b>1,052.8</b>
48 Metrolink	133.1	136.4	139.8	143.3	146.9	150.6	154.4	158.3	162.4	166.5	170.6
49 <b>TOTAL USES</b>	<b>889.6</b>	<b>910.6</b>	<b>933.9</b>	<b>954.5</b>	<b>977.7</b>	<b>1,001.8</b>	<b>1,110.1</b>	<b>1,136.5</b>	<b>1,165.5</b>	<b>1,193.8</b>	<b>1,223.4</b>
50 <b>CASH BALANCE</b>											
51 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
52 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
53 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	2.39%	2.34%	2.58%	2.16%	2.42%	2.45%	12.27%	2.36%	2.54%	2.42%	2.48%

**NOTES:**

1. Transit Corridor Revenue Operation Dates:

Expo I - 4/12, Expo II - 12/16, Gold Fthl - 12/15,

Crenshaw - 4/19, Reg'l Conn - 6/19, Westside Sub Ext I - 6/23,

Ext II - 6/26, Ext III - 6/35, West Santa Ana Branch - 6/27,

Green So Bay - 6/35, Gold East Extension Phase II - 6/35.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail (LA County only)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
Measure R 3% (FIS 460064)	1,048.1	18.9%	272.6	200.5	354.0	493.5	53.3	21.0	22.4	24.0	25.4	26.6	27.9
Fares (SCRRA LA County portion)	1,680.8	30.4%	508.9	335.9	573.8	771.2	43.7	45.2	46.8	48.4	49.5	50.6	51.6
Prop. C 10% (Commuter Rail)	2,755.0	49.8%	913.5	513.3	1,087.4	1,154.3	52.0	84.7	84.0	72.0	72.2	74.1	74.3
<b>Subtotal Local</b>	<b>5,483.9</b>	<b>99.1%</b>	<b>1,695.1</b>	<b>1,049.7</b>	<b>2,015.2</b>	<b>2,419.0</b>	<b>148.9</b>	<b>150.9</b>	<b>153.2</b>	<b>144.4</b>	<b>147.1</b>	<b>151.3</b>	<b>153.9</b>
<b>State</b>													
Regional Improvement Program (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Prop 1B Transit Security	3.1	0.1%	2.5	3.1	-	-	0.6	0.6	0.6	0.6	0.6	-	-
High Speed Rail Bonds (51.4% LA Cnty share of \$123.7)	45.6	0.8%	30.6	45.6	-	-	15.0	15.0	15.6	-	-	-	-
<b>Subtotal State</b>	<b>48.7</b>	<b>0.9%</b>	<b>33.1</b>	<b>48.7</b>	<b>-</b>	<b>-</b>	<b>15.6</b>	<b>15.6</b>	<b>16.2</b>	<b>0.6</b>	<b>0.6</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SOURCES OF FUNDS</b>	<b>5,532.6</b>	<b>100.0%</b>	<b>1,728.2</b>	<b>1,098.4</b>	<b>2,015.2</b>	<b>2,419.0</b>	<b>164.6</b>	<b>166.5</b>	<b>169.4</b>	<b>145.0</b>	<b>147.7</b>	<b>151.3</b>	<b>153.9</b>
<b>USES OF FUNDS</b>													
<b>Operations-Constrained (MTA Prop C 10% subsidy)</b>	<b>1,808.2</b>	<b>32.7%</b>	<b>494.4</b>	<b>324.0</b>	<b>593.3</b>	<b>890.9</b>	<b>46.1</b>	<b>42.1</b>	<b>43.8</b>	<b>45.5</b>	<b>47.4</b>	<b>48.8</b>	<b>50.2</b>
<b>Capital (MTA Prop C 10% Subsidy)</b>													
Rehab (PC 10)	664.6	12.0%	263.6	107.4	317.8	239.4	5.9	18.9	16.5	16.6	22.7	9.1	17.7
Capital (PC 10)	282.2	5.1%	155.5	81.9	176.3	24.0	-	23.7	23.7	9.8	2.1	16.2	6.4
<b>Subtotal Capital (MTA Prop C 10% Subsidy)</b>	<b>946.8</b>	<b>17.1%</b>	<b>419.1</b>	<b>189.3</b>	<b>494.1</b>	<b>263.4</b>	<b>5.9</b>	<b>42.6</b>	<b>40.2</b>	<b>26.4</b>	<b>24.8</b>	<b>25.3</b>	<b>24.1</b>
<b>Subtotal Ops and Capital (MTA PC 10 Subsidy)</b>	<b>2,755.0</b>	<b>49.8%</b>	<b>913.5</b>	<b>513.3</b>	<b>1,087.4</b>	<b>1,154.3</b>	<b>52.0</b>	<b>84.7</b>	<b>84.0</b>	<b>72.0</b>	<b>72.2</b>	<b>74.1</b>	<b>74.3</b>
<b>Additional Capital (non-Prop C)</b>													
Capital Improvement Projects LA County (Meas R 3%)	21.0	0.4%	-	21.0	-	-	21.0	-	-	-	-	-	-
Rehab Capital (Meas R 3%)	5.7	0.1%	-	5.7	-	-	5.7	-	-	-	-	-	-
Rotem 20-car repay OCTA (Meas R 3%)	19.9	0.4%	15.8	19.9	-	-	4.1	4.5	4.3	3.0	4.0	-	-
Capital projects programmed but not yet spent (Meas R 3%)	8.2	0.1%	8.2	8.2	-	-	-	8.2	-	-	-	-	-
Loan from MTA Dec 2011 repaid in 7 yrs (Meas R 3%)	(18.0)	-0.3%	(18.0)	(18.0)	-	-	-	-	-	-	-	-	(18.0)
Future Capital Improvements	1,011.2	18.3%	266.6	163.7	354.0	493.5	22.4	8.3	18.1	21.0	21.3	26.6	45.9
Subtotal Measure R 3%	1,048.1	18.9%	272.6	200.5	354.0	493.5	53.3	21.0	22.4	24.0	25.4	26.6	27.9
Cameras and other security system capital (Prop 1B)	3.1	0.1%	2.5	3.1	-	-	0.6	0.6	0.6	0.6	0.6	-	-
Positive Train Control (Prop 1A High Speed Rail Bonds)	45.6	0.8%	30.6	45.6	-	-	15.0	15.0	15.6	-	-	-	-
<b>Subtotal Additional Capital</b>	<b>1,096.7</b>	<b>19.8%</b>	<b>305.7</b>	<b>249.2</b>	<b>354.0</b>	<b>493.5</b>	<b>68.9</b>	<b>36.6</b>	<b>38.7</b>	<b>24.6</b>	<b>26.0</b>	<b>26.6</b>	<b>27.9</b>
L.A. County Ops (SCRRA fares funded)	1,680.8	30.4%	508.9	335.9	573.8	771.2	43.7	45.2	46.8	48.4	49.5	50.6	51.6
<b>TOTAL USES OF FUNDS</b>	<b>5,532.6</b>	<b>100.0%</b>	<b>1,728.2</b>	<b>1,098.4</b>	<b>2,015.2</b>	<b>2,419.0</b>	<b>164.6</b>	<b>166.5</b>	<b>169.4</b>	<b>145.0</b>	<b>147.7</b>	<b>151.3</b>	<b>153.9</b>
<b>CASH BALANCE ACCOUNT</b>													
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Metro Subsidy Total (PC10 and MR3)</b>	<b>3,803.0</b>		<b>803.3</b>	<b>713.8</b>	<b>1,441.5</b>	<b>1,647.8</b>	<b>105.3</b>	<b>105.7</b>	<b>106.4</b>	<b>95.9</b>	<b>97.6</b>	<b>100.7</b>	<b>102.2</b>
Metro Subsidy for Operations Percent Change								-8.73%	4.00%	4.00%	4.00%	3.00%	3.00%
Metro Subsidy for Rehab (PC 10) Percent Change									-12.77%	0.69%	36.82%	-59.98%	93.96%

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects.
2. See also CRD page for Pomona Station project.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail (LA County only)**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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 3% (FIS 460064)	1,048.1	29.4	30.7	32.0	33.3	34.7	36.1	37.3	38.7	40.2	41.6
Fares (SCRRA LA County portion)	1,680.8	52.6	53.7	54.7	55.7	56.8	57.8	58.9	60.0	61.2	62.4
Prop. C 10% (Commuter Rail)	2,755.0	113.9	116.5	120.9	101.0	103.7	106.5	109.5	112.6	105.0	98.0
<b>Subtotal Local</b>	<b>5,483.9</b>	<b>195.8</b>	<b>200.8</b>	<b>207.6</b>	<b>190.0</b>	<b>195.1</b>	<b>200.4</b>	<b>205.7</b>	<b>211.3</b>	<b>206.4</b>	<b>202.1</b>
<b>State</b>											
Regional Improvement Program (RIP)	-	-	-	-	-	-	-	-	-	-	-
Prop 1B Transit Security	3.1	-	-	-	-	-	-	-	-	-	-
High Speed Rail Bonds (51.4% LA Cnty share of \$123.7)	45.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>48.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
<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>5,532.6</b>	<b>195.8</b>	<b>200.8</b>	<b>207.6</b>	<b>190.0</b>	<b>195.1</b>	<b>200.4</b>	<b>205.7</b>	<b>211.3</b>	<b>206.4</b>	<b>202.1</b>
<b>USES OF FUNDS</b>											
<b>Operations-Constrained (MTA Prop C 10% subsidy)</b>	<b>1,808.2</b>	<b>51.8</b>	<b>53.3</b>	<b>54.9</b>	<b>56.6</b>	<b>58.3</b>	<b>60.0</b>	<b>61.8</b>	<b>63.7</b>	<b>65.6</b>	<b>67.5</b>
<b>Capital (MTA Prop C 10% Subsidy)</b>											
Rehab (PC 10)	664.6	43.3	44.4	48.0	26.4	27.4	28.5	29.7	30.9	21.4	17.8
Capital (PC 10)	282.2	18.8	18.8	18.0	18.0	18.0	18.0	18.0	18.0	18.0	12.7
<b>Subtotal Capital (MTA Prop C 10% Subsidy)</b>	<b>946.8</b>	<b>62.1</b>	<b>63.2</b>	<b>66.0</b>	<b>44.4</b>	<b>45.4</b>	<b>46.5</b>	<b>47.7</b>	<b>48.9</b>	<b>39.4</b>	<b>30.5</b>
<b>Subtotal Ops and Capital (MTA PC 10 Subsidy)</b>	<b>2,755.0</b>	<b>113.9</b>	<b>116.5</b>	<b>120.9</b>	<b>101.0</b>	<b>103.7</b>	<b>106.5</b>	<b>109.5</b>	<b>112.6</b>	<b>105.0</b>	<b>98.0</b>
<b>Additional Capital (non-Prop C)</b>											
Capital Improvement Projects LA County (Meas R 3%)	21.0	-	-	-	-	-	-	-	-	-	-
Rehab Capital (Meas R 3%)	5.7	-	-	-	-	-	-	-	-	-	-
Rotem 20-car repay OCTA (Meas R 3%)	19.9	-	-	-	-	-	-	-	-	-	-
Capital projects programmed but not yet spent (Meas R 3%)	8.2	-	-	-	-	-	-	-	-	-	-
Loan from MTA Dec 2011 repaid in 7 yrs (Meas R 3%)	(18.0)	-	-	-	-	-	-	-	-	-	-
Future Capital Improvements	1,011.2	29.4	30.7	32.0	33.3	34.7	36.1	37.3	38.7	40.2	41.6
Subtotal Measure R 3%	1,048.1	29.4	30.7	32.0	33.3	34.7	36.1	37.3	38.7	40.2	41.6
Cameras and other security system capital (Prop 1B)	3.1	-	-	-	-	-	-	-	-	-	-
Positive Train Control (Prop 1A High Speed Rail Bonds)	45.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Additional Capital</b>	<b>1,096.7</b>	<b>29.4</b>	<b>30.7</b>	<b>32.0</b>	<b>33.3</b>	<b>34.7</b>	<b>36.1</b>	<b>37.3</b>	<b>38.7</b>	<b>40.2</b>	<b>41.6</b>
L.A. County Ops (SCRRA fares funded)	1,680.8	52.6	53.7	54.7	55.7	56.8	57.8	58.9	60.0	61.2	62.4
<b>TOTAL USES OF FUNDS</b>	<b>5,532.6</b>	<b>195.8</b>	<b>200.8</b>	<b>207.6</b>	<b>190.0</b>	<b>195.1</b>	<b>200.4</b>	<b>205.7</b>	<b>211.3</b>	<b>206.4</b>	<b>202.1</b>
<b>CASH BALANCE ACCOUNT</b>											
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-
<b>Metro Subsidy Total (PC10 and MR3)</b>	<b>3,803.0</b>	<b>143.2</b>	<b>147.2</b>	<b>152.9</b>	<b>134.3</b>	<b>138.3</b>	<b>142.6</b>	<b>146.8</b>	<b>151.3</b>	<b>145.2</b>	<b>139.7</b>
Metro Subsidy for Operations Percent Change		3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Metro Subsidy for Rehab (PC 10) Percent Change		145.33%	2.54%	8.11%	-45.00%	3.79%	4.01%	4.21%	4.04%	-30.74%	-16.82%

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects.
2. See also CRD page for Pomona Station project.

**LACMTA Financial Forecasting Model**  
**Metrolink Commuter Rail (LA County only)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
<b>SOURCES OF FUNDS</b>												
<b>Local</b>												
Measure R 3% (FIS 460064)	1,048.1	43.1	44.4	45.7	47.0	48.5	50.0	51.4	53.0	54.5	56.0	-
Fares (SCRRA LA County portion)	1,680.8	63.6	64.8	66.0	67.3	68.6	69.9	71.3	72.8	74.3	75.7	77.1
Prop. C 10% (Commuter Rail)	2,755.0	116.1	120.3	113.9	117.5	121.2	124.3	83.1	85.5	88.1	90.8	93.5
<b>Subtotal Local</b>	<b>5,483.9</b>	<b>222.7</b>	<b>229.5</b>	<b>225.5</b>	<b>231.8</b>	<b>238.3</b>	<b>244.2</b>	<b>205.8</b>	<b>211.3</b>	<b>216.9</b>	<b>222.4</b>	<b>170.6</b>
<b>State</b>												
Regional Improvement Program (RIP)	-	-	-	-	-	-	-	-	-	-	-	-
Prop 1B Transit Security	3.1	-	-	-	-	-	-	-	-	-	-	-
High Speed Rail Bonds (51.4% LA Cnty share of \$123.7)	45.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>48.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
<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>TOTAL SOURCES OF FUNDS</b>	<b>5,532.6</b>	<b>222.7</b>	<b>229.5</b>	<b>225.5</b>	<b>231.8</b>	<b>238.3</b>	<b>244.2</b>	<b>205.8</b>	<b>211.3</b>	<b>216.9</b>	<b>222.4</b>	<b>170.6</b>
<b>USES OF FUNDS</b>												
<b>Operations-Constrained (MTA Prop C 10% subsidy)</b>	<b>1,808.2</b>	<b>69.6</b>	<b>71.6</b>	<b>73.8</b>	<b>76.0</b>	<b>78.3</b>	<b>80.6</b>	<b>83.1</b>	<b>85.5</b>	<b>88.1</b>	<b>90.8</b>	<b>93.5</b>
<b>Capital (MTA Prop C 10% Subsidy)</b>												
Rehab (PC 10)	664.6	34.5	36.7	40.1	41.5	42.9	43.7	-	-	-	-	-
Capital (PC 10)	282.2	12.0	12.0	-	-	-	-	-	-	-	-	-
<b>Subtotal Capital (MTA Prop C 10% Subsidy)</b>	<b>946.8</b>	<b>46.5</b>	<b>48.7</b>	<b>40.1</b>	<b>41.5</b>	<b>42.9</b>	<b>43.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal Ops and Capital (MTA PC 10 Subsidy)</b>	<b>2,755.0</b>	<b>116.1</b>	<b>120.3</b>	<b>113.9</b>	<b>117.5</b>	<b>121.2</b>	<b>124.3</b>	<b>83.1</b>	<b>85.5</b>	<b>88.1</b>	<b>90.8</b>	<b>93.5</b>
<b>Additional Capital (non-Prop C)</b>												
Capital Improvement Projects LA County (Meas R 3%)	21.0	-	-	-	-	-	-	-	-	-	-	-
Rehab Capital (Meas R 3%)	5.7	-	-	-	-	-	-	-	-	-	-	-
Rotem 20-car repay OCTA (Meas R 3%)	19.9	-	-	-	-	-	-	-	-	-	-	-
Capital projects programmed but not yet spent (Meas R 3%)	8.2	-	-	-	-	-	-	-	-	-	-	-
Loan from MTA Dec 2011 repaid in 7 yrs (Meas R 3%)	(18.0)	-	-	-	-	-	-	-	-	-	-	-
Future Capital Improvements	1,011.2	43.1	44.4	45.7	47.0	48.5	50.0	51.4	53.0	54.5	56.0	-
Subtotal Measure R 3%	1,048.1	43.1	44.4	45.7	47.0	48.5	50.0	51.4	53.0	54.5	56.0	-
Cameras and other security system capital (Prop 1B)	3.1	-	-	-	-	-	-	-	-	-	-	-
Positive Train Control (Prop 1A High Speed Rail Bonds)	45.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Additional Capital</b>	<b>1,096.7</b>	<b>43.1</b>	<b>44.4</b>	<b>45.7</b>	<b>47.0</b>	<b>48.5</b>	<b>50.0</b>	<b>51.4</b>	<b>53.0</b>	<b>54.5</b>	<b>56.0</b>	<b>-</b>
L.A. County Ops (SCRRA fares funded)	1,680.8	63.6	64.8	66.0	67.3	68.6	69.9	71.3	72.8	74.3	75.7	77.1
<b>TOTAL USES OF FUNDS</b>	<b>5,532.6</b>	<b>222.7</b>	<b>229.5</b>	<b>225.5</b>	<b>231.8</b>	<b>238.3</b>	<b>244.2</b>	<b>205.8</b>	<b>211.3</b>	<b>216.9</b>	<b>222.4</b>	<b>170.6</b>
<b>CASH BALANCE ACCOUNT</b>												
Beginning Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-
Annual Net Change to Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-
Ending Fiscal Year Cash Balance	-	-	-	-	-	-	-	-	-	-	-	-
<b>Metro Subsidy Total (PC10 and MR3)</b>	<b>3,803.0</b>	<b>159.1</b>	<b>164.7</b>	<b>159.5</b>	<b>164.5</b>	<b>169.7</b>	<b>174.3</b>	<b>134.5</b>	<b>138.5</b>	<b>142.6</b>	<b>146.7</b>	<b>93.5</b>
Metro Subsidy for Operations Percent Change		3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
Metro Subsidy for Rehab (PC 10) Percent Change		93.82%	6.38%	9.26%	3.49%	3.37%	1.86%	-	-	-	-	-

**Notes:**

1. FIS 410064; See also Transit Capital pg for 3 Call projects.
2. See also CRD page for Pomona Station project.



**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Years	Years	Years	Years	Total	%	2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40		2013	2014	2015	2016	2017	2018	2019
<b>SOURCES OF FUNDS</b>													
<b>Local</b>													
1 Proposition A 35% - Direct	2,278.9	1,302.9	2,838.2	4,302.2	8,443.3	20.0%	166.3	188.5	193.5	214.9	226.5	142.4	170.8
2 Proposition A 35% - Directly Allocated to Projects	87.2	87.2	-	-	87.2	0.2%	-	-	-	-	8.9	45.6	32.6
3 Proposition C 40% - Direct	1,935.4	987.1	2,560.2	3,441.2	6,988.5	16.5%	118.8	88.8	131.9	164.3	167.1	182.6	133.7
4 Proposition C 10% - Direct	-	2.3	-	-	2.3	0.0%	2.3	-	-	-	-	-	-
5 TDA Article 4	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
6 Lease Revenues	38.9	46.0	-	-	46.0	0.1%	7.0	8.9	-	-	30.0	-	-
7 Proposition C 25% - Direct	282.3	295.4	-	-	295.4	0.7%	13.1	124.0	127.2	16.0	12.1	3.1	-
8 Local Agency Contributions	263.6	220.9	99.8	223.5	544.2	1.3%	27.8	39.1	31.4	20.9	-	27.5	74.3
9 Proposition C 10% (Metrolink)	419.1	189.3	494.1	263.4	946.8	2.2%	5.9	42.6	40.2	26.4	24.8	25.3	24.1
10 State repayment of capital proj loans (fund 3562)	(26.0)	158.8	(78.0)	13.4	94.2	0.2%	71.8	19.3	22.5	58.6	4.7	7.4	(25.6)
11 Interest earnings on Measure R 35%	21.2	32.6	-	-	32.6	0.1%	11.4	11.1	6.8	3.3	-	-	-
12 Reimbursemt fr Gr Line LAX, SBay Gr Line, Systemwide	83.9	-	115.6	54.4	170.0	0.4%	-	-	-	-	-	-	-
13 Measure R 2% System Improvements gross	181.8	111.4	236.0	329.0	676.4	1.6%	13.2	14.0	15.0	16.0	16.9	17.7	18.6
14 Measure R 2% beginning balance	-	34.4	-	-	34.4	0.1%	34.4	-	-	-	-	-	-
15 Measure R 3% Metrolink gross	272.6	167.0	354.0	493.5	1,014.6	2.4%	19.8	21.0	22.4	24.0	25.4	26.6	27.9
16 Measure R 3% Metrolink beginning balance	-	33.5	-	-	33.5	0.1%	33.5	-	-	-	-	-	-
17 Measure R 20% transfer assumed for West Santa Ana B	174.2	-	194.8	-	194.8	0.5%	-	-	-	-	-	-	-
18 Measure R 35% beginning balance	-	862.6	-	-	862.6	2.0%	862.6	-	-	-	-	-	-
19 Measure R 35% Transit Cap-gross except bus capital	3,116.3	1,914.4	4,030.4	5,742.0	11,686.7	27.6%	220.8	242.0	254.4	275.2	296.0	300.0	326.0
20 Subtotal Local	9,129.4	6,445.7	10,845.1	14,862.6	32,153.4	76.0%	1,608.5	799.3	845.4	819.5	812.5	778.2	782.5
<b>State</b>													
22 STA - Population Share	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
23 Prop 1B Bonds (Security)	2.5	6.7	-	-	6.7	0.0%	4.2	0.6	0.6	0.6	0.6	-	-
24 Prop 1B Bonds (SLPP)	-	4.7	-	-	4.7	0.0%	4.7	-	-	-	-	-	-
25 Prop 1B Bonds (PTMISEA)	267.3	381.3	-	-	381.3	0.9%	114.0	91.6	41.3	53.1	57.2	24.1	-
26 High Speed Rail Bonds voted 11-4-08	145.5	160.5	-	-	160.5	0.4%	15.0	49.5	46.5	49.4	-	-	-
27 Traffic Congestion Relief Program Allocations	26.1	26.1	-	-	26.1	0.1%	-	-	-	14.0	12.1	-	-
28 Regional Improvement Program (RIP) Funds	532.9	488.2	166.0	57.4	711.6	1.7%	80.7	47.0	75.4	-	61.4	131.4	92.3
29 Interregional Improvement Program (IIP) Funds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
30 Subtotal State	974.3	1,067.6	166.0	57.4	1,291.0	3.1%	218.7	188.8	163.9	117.1	131.4	155.4	92.3
<b>Federal</b>													
32 Section 5309 - New Starts	2,070.9	1,313.0	1,698.2	1,623.1	4,634.3	11.0%	81.0	200.0	200.0	200.0	200.0	200.0	232.0
33 Section 5309 - Fixed Guideway Mod	75.5	25.9	49.6	-	75.5	0.2%	-	-	-	-	-	25.9	-
34 Section 5307 - Urbanized Area Formula	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
35 Section 5339 - Alternatives Analysis	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
36 Section 5340 - Growing States and High Density	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
37 CMAQ	202.4	153.1	82.6	170.2	405.9	1.0%	-	-	24.0	13.2	36.4	67.0	12.4
38 RSTP	75.7	69.4	6.3	140.8	216.5	0.5%	-	41.7	-	7.7	-	20.0	-
39 Transportation Alternatives Program (TAP)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
40 Section 5309 - Bus and Bus-Related Facilities	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
41 Federal - Other (no revenue sheet)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
42 Homeland Security Grants	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
43 Subtotal Federal	2,424.5	1,561.4	1,836.7	1,934.2	5,332.3	12.6%	81.0	241.7	224.0	220.9	236.4	313.0	244.4
<b>Financing Revenues:</b>													
45 Sr Lien Bonds (Actuals/Trsry Fcst. Prop A 35%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
46 Sr Lien Bonds (Actuals/Trsry Fcst. Prop C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
47 Add'l Sr. Bonds - Prop A 35% (Model gross)	268.8	482.6	49.1	-	531.6	1.3%	262.8	112.7	55.2	51.8	-	-	-
48 Add'l Sr. Bonds - Prop C 40% (Model gross)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
49 Measure R 35% Tax Exempt Bonds (gross)	155.9	155.9	-	-	155.9	0.4%	-	-	155.9	-	-	-	-
50 Measure R 35% Tax Exempt Bonds Nov 2010	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
51 Measure R 35% BABs Nov 2010	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
52 Measure R 35% TIFIA Loan	1,561.9	1,304.6	257.3	-	1,561.9	3.7%	-	1.2	51.5	337.4	213.7	395.2	305.7
53 Commercial Paper Measure R 35%	305.0	305.0	-	-	305.0	0.7%	-	-	305.0	-	-	-	-
54 Commercial Paper Measure R 2%	-	-	-	-	-	0.0%	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
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	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	Total '13-'40	%	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
(\$ in millions)													
55 Measure R 3% Tax Exempt Bonds (gross)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
56 Debt Service Reserve Fund (Prop A 35%)	(17.7)	(30.4)	(3.4)	-	(33.8)	-0.1%	(16.1)	(7.3)	(3.6)	(3.4)	-	-	-
57 Bond Issuance Expense (Prop A 35%)	(3.8)	(6.8)	(0.7)	-	(7.4)	0.0%	(3.7)	(1.6)	(0.8)	(0.7)	-	-	-
58 Debt Service Reserve Fund (Prop C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
59 Bond Issuance Expense (Prop C 40%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
60 Debt Service Reserve Fund (Measure R 35%)	(11.3)	(11.3)	-	-	(11.3)	0.0%	-	-	(11.3)	-	-	-	-
61 Bond Issuance Expense (Measure R 35%)	(2.2)	(2.2)	-	-	(2.2)	0.0%	-	-	(2.2)	-	-	-	-
62 Debt Service Reserve Fund (Measure R 3%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
63 Bond Issuance Expense (Measure R 3%)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
64 Capital Grant Receipt Revenue Bonds proceeds	1,006.3	1,006.3	-	-	1,006.3	2.4%	-	135.2	248.5	309.5	263.7	49.5	-
<b>65 Subtotal Financing Revenues</b>	<b>3,263.0</b>	<b>3,203.8</b>	<b>302.3</b>	<b>-</b>	<b>3,506.0</b>	<b>8.3%</b>	<b>243.0</b>	<b>240.2</b>	<b>798.2</b>	<b>694.6</b>	<b>477.3</b>	<b>444.7</b>	<b>305.7</b>
<b>66 TOTAL SOURCES</b>	<b>15,791.3</b>	<b>12,278.4</b>	<b>13,150.1</b>	<b>16,854.1</b>	<b>42,282.6</b>	<b>100.0%</b>	<b>2,151.2</b>	<b>1,469.9</b>	<b>2,031.5</b>	<b>1,852.1</b>	<b>1,657.5</b>	<b>1,691.3</b>	<b>1,424.9</b>
67 Net Bond Proceeds included above (Prop A 35%)	247.4	445.4	45.0	-	490.4		243.0	103.8	50.9	47.7	-	-	-
68 Net Bond Proceeds included above (Prop C 40%)	-	-	-	-	-		-	-	-	-	-	-	-
<b>69 USES OF FUNDS</b>													
<b>70 Major Projects (not including prior years)</b>													
71 Exposition LRT-Phase I (890001)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
72 Exposition LRT-Phase II to Santa Monica (890002)	681.5	1,018.5	-	-	1,018.5	2.4%	337.0	404.6	250.2	16.6	10.1	-	-
73 Wilshire Metro Rapid Transitway	115.3	30.0	85.3	-	115.3	0.3%	-	-	-	-	-	-	30.0
74 San Fernando Valley North-South - Canoga (405513)	3.4	12.8	-	-	12.8	0.0%	9.4	3.4	-	-	-	-	-
75 East San Fernando Valley North-South Corridor	159.0	164.1	-	-	164.1	0.4%	5.1	2.5	12.0	52.0	77.9	14.6	-
76 Gold Line Foothill Extension (from Pasadena)	532.0	681.4	-	-	681.4	1.6%	149.4	183.6	132.6	92.0	42.6	44.2	37.0
77 Westside Subway Extension Segment 1 (405518)	2,186.2	1,747.2	510.8	-	2,258.1	5.3%	71.9	135.2	248.5	322.7	273.0	390.2	305.7
78 Westside Subway Extension Segment 2	1,357.0	640.1	1,084.6	-	1,724.7	4.1%	-	-	-	59.7	138.2	212.6	229.6
79 Westside Subway Extension Segment 3	-	-	750.6	1,191.6	1,942.2	4.6%	-	-	-	-	-	-	-
78 Regional Connector (400228)	1,207.3	1,305.6	7.2	-	1,312.7	3.1%	105.4	171.4	236.3	262.2	197.2	246.1	86.8
79 Crenshaw/LAX Corridor (405512)	1,565.7	1,684.7	-	-	1,684.7	4.0%	119.0	304.8	443.6	363.2	275.5	153.7	24.9
80 Airport Metro Connector (Green Line Extension to LAX)	0.6	3.5	323.1	-	326.6	0.8%	2.9	0.6	-	-	-	-	-
81 West Santa Ana Branch	225.5	0.7	647.3	-	648.0	1.5%	0.7	-	-	-	-	-	-
82 Eastside Extension Phase II	-	2.3	396.4	2,075.2	2,473.9	5.8%	2.3	-	-	-	-	-	-
83 South Bay Green Line Extension	-	10.8	8.9	531.6	551.3	1.3%	10.8	-	-	-	-	-	-
84 San Fernando Valley I-405 Corridor Connection	-	-	-	2,467.0	2,467.0	5.8%	-	-	-	-	-	-	-
85 Subregional repay for TBD from Westside Subway Ext	-	-	-	985.5	985.5	2.3%	-	-	-	-	-	-	-
86 Subregional repayment for TBD from SFV N-S Canoga (\$	182.0	-	182.0	-	182.0	0.4%	-	-	-	-	-	-	-
87 Subregional repayment for TBD from Expo Phase II	-	-	111.3	-	111.3	0.3%	-	-	-	-	-	-	-
<b>88 Subtotal Major New Projects</b>	<b>8,215.4</b>	<b>7,301.7</b>	<b>4,107.5</b>	<b>7,250.9</b>	<b>18,660.1</b>	<b>44.1%</b>	<b>813.9</b>	<b>1,206.2</b>	<b>1,323.1</b>	<b>1,168.5</b>	<b>1,014.4</b>	<b>1,061.4</b>	<b>714.1</b>
89 Red/Purple Line System Improvements	136.5	32.6	263.7	489.3	785.5	1.9%	-	-	-	-	-	-	32.6
90 Miscellaneous Light Rail System Improvements	-	0.3	-	-	0.3	0.0%	0.3	-	-	-	-	-	-
91 Eastside Quad Gates	-	0.8	-	-	0.8	0.0%	0.8	-	-	-	-	-	-
<b>92 Subtotal System Improvements</b>	<b>136.5</b>	<b>33.7</b>	<b>263.7</b>	<b>489.3</b>	<b>786.6</b>	<b>0.0%</b>	<b>1.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.6</b>
93 P3010 Light Rail Vehicles (not in project amts above)	263.4	315.6	-	-	315.6	0.7%	52.1	98.5	86.0	12.1	66.8	-	-
94 Future Lt Rail Vehcls-not in proj budgs (St of Gd Rep)	447.9	253.5	591.4	454.6	1,299.5	3.1%	-	-	50.4	50.8	49.9	97.9	4.5
95 Heavy Rail Vehicles (not in project amts above)	77.4	77.4	-	-	77.4	0.2%	-	-	-	25.0	20.0	32.4	-
<b>96 Subtotal Rail Vehicles</b>	<b>788.7</b>	<b>646.5</b>	<b>591.4</b>	<b>454.6</b>	<b>1,692.5</b>	<b>4.0%</b>	<b>52.1</b>	<b>98.5</b>	<b>136.4</b>	<b>87.9</b>	<b>136.8</b>	<b>130.3</b>	<b>4.5</b>
97 Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	130.6	162.0	11.1	-	173.1	0.4%	42.5	10.0	10.0	15.0	35.0	25.0	24.5
98 Other Lt Rail St Good Rep (Wayside, Facil, Veh Maint)	219.5	92.3	390.0	429.4	911.7	2.2%	2.8	8.0	8.0	8.0	4.0	22.9	38.7
99 Heavy Rail St Good Rep (Wayside, Facil, Vehicle Maint)	117.6	92.9	169.3	206.2	468.3	1.1%	33.8	-	8.0	7.6	12.5	15.0	16.0
<b>100 Subtotal St Good Rep (Wayside, Facil, Veh Maint)</b>	<b>467.7</b>	<b>347.1</b>	<b>570.4</b>	<b>635.5</b>	<b>1,553.1</b>	<b>3.7%</b>	<b>79.1</b>	<b>18.0</b>	<b>26.0</b>	<b>30.6</b>	<b>51.5</b>	<b>62.9</b>	<b>79.1</b>
101 State of Good Rep (R&R) - Existing Lines excl vehicles	294.1	-	891.2	1,555.8	2,447.0	5.8%	-	-	-	-	-	-	-
102 St of Good Rep (R&R) Reimb Red Line Syst Improve	(83.9)	-	(83.9)	-	(83.9)	-0.2%	-	-	-	-	-	-	-
103 St of Good Rep (R&R) - Systemwd (deferred fr 1st decad	807.8	-	1,471.8	-	1,471.8	3.5%	-	-	-	-	-	-	-
104 State of Good Repair (R&R) - Future Lines	48.0	-	332.5	3,223.2	3,557.7	8.4%	-	-	-	-	-	-	-
<b>105 Subtotal State of Good Repair (Rehab &amp; Replacement)</b>	<b>1,066.0</b>	<b>-</b>	<b>2,611.5</b>	<b>4,779.0</b>	<b>7,390.6</b>	<b>17.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>106 Subtotal All State of Good Repair and vehicles</b>	<b>2,322.4</b>	<b>993.6</b>	<b>3,773.4</b>	<b>5,869.2</b>	<b>10,636.1</b>		<b>131.2</b>	<b>116.5</b>	<b>162.4</b>	<b>118.5</b>	<b>188.3</b>	<b>193.2</b>	<b>83.6</b>

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	Years	Years	Years	Years	Total		2012	2013	2014	2015	2016	2017	2018
	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	%	2013	2014	2015	2016	2017	2018	2019
(\$ in millions)													
<b>107 Other Capital</b>													
108 Light Rail Yards - not in 1st decade project budgets	124.5	224.5	-	-	224.5	0.5%	100.0	53.7	30.0	30.0	10.0	-	-
109 Transit Project Studies (no project sheet)	-	-	50.0	-	50.0	0.1%	-	-	-	-	-	-	-
110 Planning for Future Projects	25.0	-	25.0	-	25.0	0.1%	-	-	-	-	-	-	-
111 Eastside LRT Access	23.0	27.5	-	-	27.5	0.1%	4.5	5.0	3.0	5.0	4.5	5.0	-
112 Other Rail - Miscellaneous Projects	-	0.7	-	-	0.7	0.0%	0.7	-	-	-	-	-	-
113 Lankershim Depot	-	1.6	-	-	1.6	0.0%	1.6	-	-	-	-	-	-
114 Future Measure R 2% projects	19.4	35.8	-	202.5	238.0	0.6%	19.5	-	15.0	4.4	-	-	-
115 Metro Rail Gating (no project sheet)	-	3.6	-	-	3.6	0.0%	3.6	-	-	-	-	-	-
116 Red Line Seg3 Closeout & Univ. Sta Ped Bridge (809082)	19.8	20.6	-	-	20.6	0.0%	0.8	7.3	7.1	10.5	-	-	-
117 Metrolink (Capital Only)	458.2	274.8	494.1	263.4	1,032.3	2.4%	52.3	75.9	60.7	30.0	21.5	25.9	6.1
<b>118 Subtotal Other Capital</b>	<b>669.9</b>	<b>589.2</b>	<b>569.1</b>	<b>465.9</b>	<b>1,624.1</b>	<b>3.8%</b>	<b>180.0</b>	<b>132.1</b>	<b>116.0</b>	<b>79.9</b>	<b>44.8</b>	<b>30.3</b>	<b>6.1</b>
<b>119 Subtotal Capital Costs</b>	<b>11,344.3</b>	<b>8,918.2</b>	<b>8,713.7</b>	<b>14,075.2</b>	<b>31,707.0</b>	<b>73.0%</b>	<b>1,126.2</b>	<b>1,454.8</b>	<b>1,601.5</b>	<b>1,367.0</b>	<b>1,247.4</b>	<b>1,284.9</b>	<b>836.4</b>
120 Contingency (Measure R 2% System Improvements)	44.1	64.5	56.1	(120.5)	0.0	0.0%	0.0	(0.0)	0.0	11.6	16.5	-	19.8
121 Metrolink PTC (Measure R 3% PTC 1st priority)	265.6	163.7	354.0	493.5	1,011.2	2.4%	22.4	8.3	18.1	21.0	21.3	21.0	45.9
122 Contingency not alloc. (Measure R 35% Annual Bal)	(330.9)	321.4	225.1	(284.6)	261.9	0.6%	776.7	(379.5)	19.2	27.5	(73.9)	(85.5)	45.5
<b>123 Total Capital Costs</b>	<b>11,324.2</b>	<b>9,467.7</b>	<b>9,348.9</b>	<b>14,163.6</b>	<b>32,980.2</b>	<b>76.1%</b>	<b>1,925.3</b>	<b>1,083.8</b>	<b>1,630.0</b>	<b>1,427.1</b>	<b>1,211.4</b>	<b>1,243.7</b>	<b>946.4</b>
<b>124 Financing Payments:</b>													
125 Sr Lien Bonds (Actuals/Trsry Fcst, Prop A 35% incl fees)	1,390.3	1,013.2	777.1	85.4	1,875.7	4.4%	142.9	149.6	143.1	143.1	143.8	143.9	130.8
126 Sr Lien Bonds (Actuals/Trsry Fcst, Prop C 40% incl fees)	680.0	494.6	384.3	21.5	900.4	2.1%	70.2	71.6	71.1	70.9	70.6	70.3	69.0
127 Addtl Sr. Bonds - Prop A 35% (Model)	288.5	173.2	326.2	371.9	871.3	2.1%	8.1	19.8	25.3	26.7	30.4	30.4	31.4
128 Addtl Sr. Bonds - Prop C 40% (Model)	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
129 Measure R 35% 2010 Tax Exempt Bonds	153.4	153.4	21.9	-	175.4	0.4%	21.9	21.9	21.9	21.9	21.9	21.9	21.9
130 Measure R 35% Tax Exempt Bonds	96.0	50.8	113.0	107.3	271.1	0.4%	-	-	5.6	11.5	11.9	11.3	11.7
131 Measure R 35% BABs	272.1	144.5	403.7	425.6	973.7	2.3%	20.6	20.6	20.6	20.6	20.6	20.6	20.6
132 Measure R 35% TIFIA Loans Debt Service	118.9	-	894.2	1,649.9	2,544.1	6.0%	-	-	-	-	-	-	-
133 Measure R 35% TIFIA DGRF	92.6	70.6	25.8	-	96.4	0.2%	-	0.1	2.7	17.4	11.5	21.4	17.4
134 Measure R 3% Tax Exempt Bonds	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
135 Capital Grant Receipt Revenue Bonds Debt Service	1,000.0	600.0	600.0	-	1,200.0	2.8%	-	100.0	100.0	100.0	100.0	100.0	100.0
136 Commercial Paper Measure R 35%	350.7	133.5	230.2	0.0	363.7	0.9%	-	-	8.6	8.6	33.5	25.3	57.4
137 Commercial Paper Measure R 2% incl fees	-	-	-	-	-	0.0%	-	-	-	-	-	-	-
138 Commercial Paper Prop A 35%	24.5	28.5	24.5	24.5	77.5	0.2%	13.8	2.5	2.5	2.5	2.5	2.5	2.5
<b>139 Subtotal Financing Payments</b>	<b>4,467.1</b>	<b>2,862.3</b>	<b>3,801.0</b>	<b>2,685.9</b>	<b>9,349.2</b>	<b>22.1%</b>	<b>277.5</b>	<b>386.1</b>	<b>401.5</b>	<b>425.0</b>	<b>446.1</b>	<b>447.6</b>	<b>478.5</b>
<b>140 TOTAL USES</b>	<b>15,791.3</b>	<b>12,330.0</b>	<b>13,149.9</b>	<b>16,849.5</b>	<b>42,329.4</b>	<b>98.1%</b>	<b>2,202.8</b>	<b>1,469.9</b>	<b>2,031.5</b>	<b>1,852.1</b>	<b>1,657.6</b>	<b>1,691.3</b>	<b>1,424.9</b>
141 Beginning Fiscal Year Cash Balance	0.0	51.6	0.0	0.2	51.6	-	51.6	0.0	0.0	0.0	0.0	(0.0)	(0.0)
142 Annual Net Change to Cash Balance	0.0	(51.6)	0.2	4.6	(46.8)	-	(51.6)	0.0	0.0	0.0	(0.0)	0.0	0.0
143 Ending Fiscal Year Cash Balance	0.0	0.0	0.2	4.9	4.9	-	0.0	0.0	0.0	0.0	(0.0)	(0.0)	0.0
144 Debt Service Cov. Ratio - Prop C 40%							1.56	1.45	1.55	2.09	2.35	2.49	2.26
145 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)							1.29	1.17	1.26	1.45	1.58	1.47	1.27
<b>146 Prop A 35% Bond DS % of Rev (87% max)</b>							<b>67.9%</b>	<b>71.8%</b>	<b>66.7%</b>	<b>63.7%</b>	<b>61.0%</b>	<b>58.3%</b>	<b>56.4%</b>
147 High Speed Rail (LA-Anaheim, fed high sp rail funds)	-	-	2,225.0	775.0	3,000.0	-	-	-	-	-	-	-	-

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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Proposition A 35% - Direct	267.9	317.1	305.1	252.2	240.2	275.7	284.0	305.9	309.5	280.6	
2 Proposition A 35% - Directly Allocated to Projects	-	-	-	-	-	-	-	-	-	-	
3 Proposition C 40% - Direct	403.7	235.1	221.3	206.9	181.8	364.4	346.2	167.8	313.5	119.6	
4 Proposition C 10% - Direct	-	-	-	-	-	-	-	-	-	-	
5 TDA Article 4	-	-	-	-	-	-	-	-	-	-	
6 Lease Revenues	-	-	-	-	-	-	-	-	-	-	
7 Proposition C 25% - Direct	-	-	-	-	-	-	-	-	-	-	
8 Local Agency Contributions	-	70.4	-	-	-	19.5	-	-	9.9	-	
9 Proposition C 10% (Metrolink)	62.1	63.2	66.0	44.4	45.4	46.5	47.7	48.9	39.4	30.5	
10 State repayment of capital proj loans (fund 3562)	(46.3)	(66.6)	-	-	2.5	32.4	-	-	-	-	
11 Interest earnings on Measure R 35%	-	-	-	-	-	-	-	-	-	-	
12 Reimbursmnt fr Gr Line LAX, SBay Gr Line, Systemwide	-	-	-	83.9	-	-	-	-	-	31.7	
13 Measure R 2% System Improvements gross	19.6	20.4	21.3	22.2	23.1	24.0	24.9	25.8	26.8	27.8	
14 Measure R 2% beginning balance	-	-	-	-	-	-	-	-	-	-	
15 Measure R 3% Metrolink gross	29.4	30.7	32.0	33.3	34.7	36.1	37.3	38.7	40.2	41.6	
16 Measure R 3% Metrolink beginning balance	-	-	-	-	-	-	-	-	-	-	
17 Measure R 20% transfer assumed for West Santa Ana B	-	-	93.9	60.3	1.1	19.6	-	-	-	-	
18 Measure R 35% beginning balance	-	-	-	-	-	-	-	-	-	-	
19 Measure R 35% Transit Cap-gross except bus capital	332.4	347.8	363.4	379.1	394.5	410.7	425.5	441.9	459.1	475.9	
20 <b>Subtotal Local</b>	<b>1,068.7</b>	<b>1,018.1</b>	<b>1,103.1</b>	<b>1,102.4</b>	<b>923.2</b>	<b>1,228.9</b>	<b>1,165.6</b>	<b>1,029.1</b>	<b>1,230.1</b>	<b>976.0</b>	
<b>State</b>											
22 STA - Population Share	-	-	-	-	-	-	-	-	-	-	
23 Prop 1B Bonds (Security)	-	-	-	-	-	-	-	-	-	-	
24 Prop 1B Bonds (SLPP)	-	-	-	-	-	-	-	-	-	-	
25 Prop 1B Bonds (PTMISEA)	-	-	-	-	-	-	-	-	-	-	
26 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-	
27 Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-	-	-	
28 Regional Improvement Program (RIP) Funds	69.1	40.6	9.5	6.3	6.4	6.6	6.6	6.8	7.0	7.2	
29 Interregional Improvement Program (IIP) Funds	-	-	-	-	-	-	-	-	-	-	
30 <b>Subtotal State</b>	<b>69.1</b>	<b>40.6</b>	<b>9.5</b>	<b>6.3</b>	<b>6.4</b>	<b>6.6</b>	<b>6.6</b>	<b>6.8</b>	<b>7.0</b>	<b>7.2</b>	
<b>Federal</b>											
32 Section 5309 - New Starts	238.9	200.0	200.0	200.0	200.0	168.0	29.3	90.6	171.4	200.0	
33 Section 5309 - Fixed Guideway Mod	9.7	11.6	13.5	14.9	-	-	-	-	-	-	
34 Section 5307 - Urbanized Area Formula	-	-	-	-	-	-	-	-	-	-	
35 Section 5339 - Alternatives Analysis	-	-	-	-	-	-	-	-	-	-	
36 Section 5340 - Growing States and High Density	-	-	-	-	-	-	-	-	-	-	
37 CMAQ	49.4	-	-	-	15.1	18.2	-	-	-	-	
38 RSTP	6.3	-	-	-	-	-	-	-	-	-	
39 Transportation Alternatives Program (TAP)	-	-	-	-	-	-	-	-	-	-	
40 Section 5309 - Bus and Bus-Related Facilities	-	-	-	-	-	-	-	-	-	-	
41 Federal - Other (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	
42 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	
43 <b>Subtotal Federal</b>	<b>304.3</b>	<b>211.6</b>	<b>213.5</b>	<b>214.9</b>	<b>215.1</b>	<b>186.2</b>	<b>29.3</b>	<b>90.6</b>	<b>171.4</b>	<b>200.0</b>	
<b>Financing Revenues:</b>											
45 Sr Lien Bonds (Actuals/Trsry Fcst. Prop A 35%)	-	-	-	-	-	-	-	-	-	-	
46 Sr Lien Bonds (Actuals/Trsry Fcst. Prop C 40%)	-	-	-	-	-	-	-	-	-	-	
47 Add'l Sr. Bonds - Prop A 35% (Model gross)	-	-	-	49.1	-	-	-	-	-	-	
48 Add'l Sr. Bonds - Prop C 40% (Model gross)	-	-	-	-	-	-	-	-	-	-	
49 Measure R 35% Tax Exempt Bonds (gross)	-	-	-	-	-	-	-	-	-	-	
50 Measure R 35% Tax Exempt Bonds Nov 2010	-	-	-	-	-	-	-	-	-	-	
51 Measure R 35% BABs Nov 2010	-	-	-	-	-	-	-	-	-	-	
52 Measure R 35% TIFIA Loan	249.3	8.0	-	-	-	-	-	-	-	-	
53 Commercial Paper Measure R 35%	-	-	-	-	-	-	-	-	-	-	
54 Commercial Paper Measure R 2%	-	-	-	-	-	-	-	-	-	-	

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
55 Measure R 3% Tax Exempt Bonds (gross)	-	-	-	-	-	-	-	-	-	-
56 Debt Service Reserve Fund (Prop A 35%)	-	-	-	(3.4)	-	-	-	-	-	-
57 Bond Issuance Expense (Prop A 35%)	-	-	-	(0.7)	-	-	-	-	-	-
58 Debt Service Reserve Fund (Prop C 40%)	-	-	-	-	-	-	-	-	-	-
59 Bond Issuance Expense (Prop C 40%)	-	-	-	-	-	-	-	-	-	-
60 Debt Service Reserve Fund (Measure R 35%)	-	-	-	-	-	-	-	-	-	-
61 Bond Issuance Expense (Measure R 35%)	-	-	-	-	-	-	-	-	-	-
62 Debt Service Reserve Fund (Measure R 3%)	-	-	-	-	-	-	-	-	-	-
63 Bond Issuance Expense (Measure R 3%)	-	-	-	-	-	-	-	-	-	-
64 Capital Grant Receipt Revenue Bonds proceeds	-	-	-	-	-	-	-	-	-	-
<b>65 Subtotal Financing Revenues</b>	<b>249.3</b>	<b>8.0</b>	<b>-</b>	<b>45.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>66 TOTAL SOURCES</b>	<b>1,691.4</b>	<b>1,278.2</b>	<b>1,326.1</b>	<b>1,368.5</b>	<b>1,144.7</b>	<b>1,421.6</b>	<b>1,201.5</b>	<b>1,126.4</b>	<b>1,408.5</b>	<b>1,183.2</b>
67 Net Bond Proceeds included above (Prop A 35%)	-	-	-	45.0	-	-	-	-	-	-
68 Net Bond Proceeds included above (Prop C 40%)	-	-	-	-	-	-	-	-	-	-
<b>69 USES OF FUNDS</b>										
<b>70 Major Projects (not including prior years)</b>										
71 Exposition LRT-Phase I (890001)	-	-	-	-	-	-	-	-	-	-
72 Exposition LRT-Phase II to Santa Monica (890002)	-	-	-	-	-	-	-	-	-	-
73 Wilshire Metro Rapid Transitway	50.3	20.0	15.0	-	-	-	-	-	-	-
74 San Fernando Valley North-South - Canoga (405513)	-	-	-	-	-	-	-	-	-	-
75 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-
76 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-
77 Westside Subway Extension Segment 1 (405518)	201.6	166.2	128.6	14.4	-	-	-	-	-	-
78 Westside Subway Extension Segment 2	214.2	168.3	194.9	139.6	132.8	199.6	35.3	-	-	-
79 Westside Subway Extension Segment 3	-	-	-	-	-	12.7	66.6	177.1	237.2	257.0
78 Regional Connector (400228)	7.2	-	-	-	-	-	-	-	-	-
79 Crenshaw/LAX Corridor (405512)	-	-	-	-	-	-	-	-	-	-
80 Airport Metro Connector (Green Line Extension to LAX)	-	-	-	-	15.1	46.7	80.3	67.5	113.5	-
81 West Santa Ana Branch	-	30.8	97.4	97.4	149.3	162.3	64.9	32.5	13.0	-
82 Eastside Extension Phase II	-	-	-	-	8.2	10.0	16.0	52.0	71.4	238.8
83 South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	8.9
84 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-
85 Subregional repay for TBD from Westside Subway Ext	-	-	-	-	-	-	-	-	-	-
86 Subregional repayment for TBD from SFV N-S Canoga (\$	-	-	-	182.0	-	-	-	-	-	-
87 Subregional repayment for TBD from Expo Phase II	-	-	-	-	111.3	-	-	-	-	-
<b>88 Subtotal Major New Projects</b>	<b>473.3</b>	<b>385.2</b>	<b>435.8</b>	<b>433.4</b>	<b>416.6</b>	<b>431.2</b>	<b>263.2</b>	<b>329.0</b>	<b>435.1</b>	<b>504.7</b>
89 Red/Purple Line System Improvements	33.6	34.6	35.7	-	-	-	-	-	45.8	114.0
90 Miscellaneous Light Rail System Improvements	-	-	-	-	-	-	-	-	-	-
91 Eastside Quad Gates	-	-	-	-	-	-	-	-	-	-
<b>92 Subtotal System Improvements</b>	<b>33.6</b>	<b>34.6</b>	<b>35.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45.8</b>	<b>114.0</b>
93 P3010 Light Rail Vehicles (not in project amts above)	-	-	-	-	-	-	-	-	-	-
94 Future Lt Rail Vehcls-not in proj budgs (St of Gd Rep)	73.6	52.1	34.1	34.6	61.3	64.3	50.4	46.8	109.4	64.8
95 Heavy Rail Vehicles (not in project amts above)	-	-	-	-	-	-	-	-	-	-
<b>96 Subtotal Rail Vehicles</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>
97 Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	11.1	-	-	-	-	-	-	-	-	-
98 Other Lt Rail St Good Rep (Wayside, Facil, Veh Maint)	15.0	31.8	43.8	39.3	40.0	45.0	45.0	45.0	45.0	40.0
99 Heavy Rail St Good Rep (Wayside, Facil, Vehicle Maint)	9.4	13.7	18.7	16.8	20.0	20.0	20.0	20.0	20.8	10.0
<b>100 Subtotal St Good Rep (Wayside, Facil, Veh Maint)</b>	<b>35.5</b>	<b>45.5</b>	<b>62.5</b>	<b>56.1</b>	<b>60.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.0</b>	<b>65.8</b>	<b>50.0</b>
101 State of Good Rep (R&R) - Existing Lines excl vehicles	133.0	47.3	0.7	113.1	85.4	330.7	64.8	7.8	34.8	73.6
102 St of Good Rep (R&R) Reimb Red Line Syst Improve	-	-	-	(93.9)	-	-	-	-	-	-
103 St of Good Rep (R&R) - Systemwd (deferred fr 1st decad	190.0	150.0	200.0	267.8	50.7	-	246.7	178.6	158.1	29.9
104 State of Good Repair (R&R) - Future Lines	6.7	8.6	14.5	18.1	25.5	26.6	34.3	50.6	69.8	77.7
<b>105 Subtotal State of Good Repair (Rehab &amp; Replacement)</b>	<b>329.7</b>	<b>205.9</b>	<b>215.2</b>	<b>315.1</b>	<b>161.6</b>	<b>357.3</b>	<b>345.8</b>	<b>236.9</b>	<b>262.7</b>	<b>181.2</b>
<b>106 Subtotal All State of Good Repair and vehicles</b>	<b>438.8</b>	<b>303.5</b>	<b>311.9</b>	<b>405.9</b>	<b>282.9</b>	<b>486.6</b>	<b>461.2</b>	<b>348.7</b>	<b>437.9</b>	<b>296.0</b>

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>107 Other Capital</b>										
108 Light Rail Yards - not in 1st decade project budgets	-	-	-	-	-	-	-	-	-	-
109 Transit Project Studies (no project sheet)	-	-	-	-	-	25.0	25.0	-	-	-
110 Planning for Future Projects	15.0	10.0	-	-	-	-	-	-	-	-
111 Eastside LRT Access	-	-	-	-	-	-	-	-	-	-
112 Other Rail - Miscellaneous Projects	-	-	-	-	-	-	-	-	-	-
113 Lankershim Depot	-	-	-	-	-	-	-	-	-	-
114 Future Measure R 2% projects	-	-	-	-	-	-	-	-	-	-
115 Metro Rail Gating (no project sheet)	-	-	-	-	-	-	-	-	-	-
116 Red Line Seg3 Closeout & Univ.Sta Fed Bridge (609082)	-	-	-	-	-	-	-	-	-	-
117 Metrolink (Capital Only)	62.1	63.2	66.0	44.4	45.4	46.5	47.7	40.9	39.4	30.5
<b>118 Subtotal Other Capital</b>	<b>77.1</b>	<b>73.2</b>	<b>66.0</b>	<b>44.4</b>	<b>70.4</b>	<b>71.5</b>	<b>47.7</b>	<b>48.9</b>	<b>39.4</b>	<b>30.5</b>
<b>119 Subtotal Capital Costs</b>	<b>1,022.7</b>	<b>796.5</b>	<b>849.4</b>	<b>883.6</b>	<b>769.9</b>	<b>989.3</b>	<b>772.1</b>	<b>726.6</b>	<b>958.2</b>	<b>945.3</b>
120 Contingency (Measure R 2% System Improvements)	(14.0)	(14.2)	(14.3)	22.2	23.1	24.0	24.9	25.8	20.9	(42.4)
121 Metrolink PTC (Measure R 3% PTC 1st priority)	29.4	30.7	32.0	33.3	34.7	36.1	37.3	36.7	40.2	41.6
122 Contingency not alloc (Measure R 35% Annual Bal)	181.4	(1.2)	(17.6)	(38.2)	(74.1)	(26.2)	75.1	47.6	109.7	(31.5)
<b>123 Total Capital Costs</b>	<b>1,219.5</b>	<b>811.9</b>	<b>849.4</b>	<b>901.0</b>	<b>753.6</b>	<b>1,023.1</b>	<b>909.4</b>	<b>838.8</b>	<b>1,129.0</b>	<b>913.2</b>
<b>124 Financing Payments:</b>										
125 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)	146.8	144.4	123.4	105.5	56.5	56.6	56.6	42.4	27.1	17.8
126 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)	66.6	62.8	62.8	63.3	27.7	25.7	17.8	20.6	20.6	13.4
127 Addtl Sr. Bonds - Prop A 35% (Model)	30.4	30.4	30.4	32.1	33.6	33.8	33.8	33.8	33.8	33.8
128 Addtl Sr. Bonds - Prop C 40% (Model)	-	-	-	-	-	-	-	-	-	-
129 Measure R 35% 2010 Tax Exempt Bonds	21.9	-	-	-	-	-	-	-	-	-
130 Measure R 35% Tax Exempt Bonds	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3
131 Measure R 35% BABs	20.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6
132 Measure R 35% TIFIA Loans Debt Service	-	14.7	48.0	56.2	101.7	121.4	127.6	134.4	141.6	148.6
133 Measure R 35% TIFIA DSRF	15.8	2.3	2.0	2.0	2.1	1.6	-	-	-	-
134 Measure R 3% Tax Exempt Bonds	-	-	-	-	-	-	-	-	-	-
135 Capital Grant Receipt Revenue Bonds Debt Service	100.0	100.0	100.0	100.0	100.0	100.0	-	-	-	-
136 Commercial Paper Measure R 35%	56.0	55.4	53.7	52.1	13.0	0.0	0.0	0.0	0.0	0.0
137 Commercial Paper Measure R 2% incl fees	-	-	-	-	-	-	-	-	-	-
138 Commercial Paper Prop A 35%	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
<b>139 Subtotal Financing Payments</b>	<b>471.9</b>	<b>466.3</b>	<b>476.6</b>	<b>467.5</b>	<b>391.1</b>	<b>398.5</b>	<b>292.1</b>	<b>287.6</b>	<b>279.5</b>	<b>269.9</b>
<b>140 TOTAL USES</b>	<b>1,691.3</b>	<b>1,278.2</b>	<b>1,326.1</b>	<b>1,368.5</b>	<b>1,144.7</b>	<b>1,421.6</b>	<b>1,201.5</b>	<b>1,126.4</b>	<b>1,408.5</b>	<b>1,183.1</b>
141 Beginning Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
142 Annual Net Change to Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
143 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2	0.2
144 Debt Service Cov. Ratio - Prop C 40%	4.04	5.08	3.63	3.38	7.03	9.51	19.95	12.47	11.68	16.19
145 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)	2.00	2.58	2.49	2.45	3.73	4.46	5.87	5.70	6.72	7.57
<b>146 Prop A 35% Bond DS % of Rev (87% max)</b>	<b>53.7%</b>	<b>50.7%</b>	<b>42.7%</b>	<b>36.7%</b>	<b>23.2%</b>	<b>22.3%</b>	<b>21.5%</b>	<b>17.5%</b>	<b>13.5%</b>	<b>11.0%</b>
147 High Speed Rail (LA-Anaheim, fed high sp rail funds)	-	-	-	-	225.0	300.0	350.0	400.0	450.0	500.0

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>SOURCES OF FUNDS</b>											
<b>Local</b>											
1 Proposition A 35% - Direct	224.8	329.3	353.7	369.3	365.8	392.5	418.6	445.9	433.4	459.9	509.2
2 Proposition A 35% - Directly Allocated to Projects	-	-	-	-	-	-	-	-	-	-	-
3 Proposition C 40% - Direct	79.9	115.2	308.4	576.0	432.1	781.6	300.6	176.7	227.5	14.9	428.3
4 Proposition C 10% - Direct	-	-	-	-	-	-	-	-	-	-	-
5 TDA Article 4	-	-	-	-	-	-	-	-	-	-	-
6 Lease Revenues	-	-	-	-	-	-	-	-	-	-	-
7 Proposition C 25% - Direct	-	-	-	-	-	-	-	-	-	-	-
8 Local Agency Contributions	-	-	-	132.9	16.6	-	-	74.0	-	-	-
9 Proposition C 10% (Metrolink)	46.5	48.7	40.1	41.5	42.9	43.7	-	-	-	-	-
10 State repayment of capital proj loans (fund 3562)	4.5	-	-	8.9	-	-	-	-	-	-	-
11 Interest earnings on Measure R 35%	-	-	-	-	-	-	-	-	-	-	-
12 Reimbursemt fr Gr Line LAX, SBay Gr Line, Systemwide	35.4	19.0	-	-	-	-	-	-	-	-	-
13 Measure R 2% System Improvements gross	28.7	29.6	30.4	31.4	32.3	33.3	34.3	35.3	36.3	37.3	-
14 Measure R 2% beginning balance	-	-	-	-	-	-	-	-	-	-	-
15 Measure R 3% Metrolink gross	43.1	44.4	45.7	47.0	48.5	50.0	51.4	53.0	54.5	56.0	-
16 Measure R 3% Metrolink beginning balance	-	-	-	-	-	-	-	-	-	-	-
17 Measure R 20% transfer assumed for West Santa Ana B	-	-	-	-	-	-	-	-	-	-	-
18 Measure R 35% beginning balance	-	-	-	-	-	-	-	-	-	-	-
19 Measure R 35% Transit Cap-gross except bus capital	492.6	512.1	532.6	548.7	565.9	583.2	599.9	617.8	636.0	653.1	-
20 <b>Subtotal Local</b>	<b>955.5</b>	<b>1,098.2</b>	<b>1,310.9</b>	<b>1,755.7</b>	<b>1,504.2</b>	<b>1,884.3</b>	<b>1,404.7</b>	<b>1,402.7</b>	<b>1,387.7</b>	<b>1,221.1</b>	<b>937.5</b>
<b>State</b>											
22 STA - Population Share	-	-	-	-	-	-	-	-	-	-	-
23 Prop 1B Bonds (Security)	-	-	-	-	-	-	-	-	-	-	-
24 Prop 1B Bonds (SLPP)	-	-	-	-	-	-	-	-	-	-	-
25 Prop 1B Bonds (PTMISEA)	-	-	-	-	-	-	-	-	-	-	-
26 High Speed Rail Bonds voted 11-4-08	-	-	-	-	-	-	-	-	-	-	-
27 Traffic Congestion Relief Program Allocations	-	-	-	-	-	-	-	-	-	-	-
28 Regional Improvement Program (RIP) Funds	7.4	7.4	7.4	1.8	5.3	7.4	-	7.4	7.4	5.5	0.4
29 Interregional Improvement Program (IIP) Funds	-	-	-	-	-	-	-	-	-	-	-
30 <b>Subtotal State</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>1.8</b>	<b>5.3</b>	<b>7.4</b>	<b>-</b>	<b>7.4</b>	<b>7.4</b>	<b>5.5</b>	<b>0.4</b>
<b>Federal</b>											
31 <b>Federal</b>											
32 Section 5309 - New Starts	200.0	238.6	200.0	200.0	200.0	194.1	90.4	100.0	100.0	100.0	-
33 Section 5309 - Fixed Guideway Mod	-	-	-	-	-	-	-	-	-	-	-
34 Section 5307 - Urbanized Area Formula	-	-	-	-	-	-	-	-	-	-	-
35 Section 5339 - Alternatives Analysis	-	-	-	-	-	-	-	-	-	-	-
36 Section 5340 - Growing States and High Density	-	-	-	-	-	-	-	-	-	-	-
37 CMAQ	10.8	20.0	15.8	-	25.3	37.2	14.6	16.5	16.9	13.1	-
38 RSTP	-	28.5	17.2	17.4	17.7	17.9	5.2	18.4	18.5	-	-
39 Transportation Alternatives Program (TAP)	-	-	-	-	-	-	-	-	-	-	-
40 Section 5309 - Bus and Bus-Related Facilities	-	-	-	-	-	-	-	-	-	-	-
41 Federal - Other (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
42 Homeland Security Grants	-	-	-	-	-	-	-	-	-	-	-
43 <b>Subtotal Federal</b>	<b>210.8</b>	<b>287.1</b>	<b>233.0</b>	<b>217.4</b>	<b>243.0</b>	<b>249.2</b>	<b>110.2</b>	<b>134.9</b>	<b>135.4</b>	<b>113.1</b>	<b>-</b>
<b>Financing Revenues:</b>											
45 Sr Lien Bonds (Actuals/Trsry Fcst, Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-
46 Sr Lien Bonds (Actuals/Trsry Fcst, Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
47 Add'l Sr. Bonds - Prop A 35% (Model gross)	-	-	-	-	-	-	-	-	-	-	-
48 Add'l Sr. Bonds - Prop C 40% (Model gross)	-	-	-	-	-	-	-	-	-	-	-
49 Measure R 35% Tax Exempt Bonds (gross)	-	-	-	-	-	-	-	-	-	-	-
50 Measure R 35% Tax Exempt Bonds Nov 2010	-	-	-	-	-	-	-	-	-	-	-
51 Measure R 35% BABs Nov 2010	-	-	-	-	-	-	-	-	-	-	-
52 Measure R 35% TIFIA Loan	-	-	-	-	-	-	-	-	-	-	-
53 Commercial Paper Measure R 35%	-	-	-	-	-	-	-	-	-	-	-
54 Commercial Paper Measure R 2%	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
55 Measure R 3% Tax Exempt Bonds (gross)	-	-	-	-	-	-	-	-	-	-	-
56 Debt Service Reserve Fund (Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-
57 Bond Issuance Expense (Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-
58 Debt Service Reserve Fund (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
59 Bond Issuance Expense (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
60 Debt Service Reserve Fund (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
61 Bond Issuance Expense (Measure R 35%)	-	-	-	-	-	-	-	-	-	-	-
62 Debt Service Reserve Fund (Measure R 3%)	-	-	-	-	-	-	-	-	-	-	-
63 Bond Issuance Expense (Measure R 3%)	-	-	-	-	-	-	-	-	-	-	-
64 Capital Grant Receipt Revenue Bonds proceeds	-	-	-	-	-	-	-	-	-	-	-
65 <b>Subtotal Financing Revenues</b>	-	-	-	-	-	-	-	-	-	-	-
66 <b>TOTAL SOURCES</b>	<b>1,173.7</b>	<b>1,392.7</b>	<b>1,551.3</b>	<b>1,974.9</b>	<b>1,752.5</b>	<b>2,140.9</b>	<b>1,514.9</b>	<b>1,545.0</b>	<b>1,530.5</b>	<b>1,339.7</b>	<b>937.9</b>
67 Net Bond Proceeds included above (Prop A 35%)	-	-	-	-	-	-	-	-	-	-	-
68 Net Bond Proceeds included above (Prop C 40%)	-	-	-	-	-	-	-	-	-	-	-
69 <b>USES OF FUNDS</b>											
70 <b>Major Projects (not including prior years)</b>											
71 Exposition LRT-Phase I (890001)	-	-	-	-	-	-	-	-	-	-	-
72 Exposition LRT-Phase II to Santa Monica (890002)	-	-	-	-	-	-	-	-	-	-	-
73 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-
74 San Fernando Valley North-South - Canoga (405513)	-	-	-	-	-	-	-	-	-	-	-
75 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	-
76 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-	-
77 Westside Subway Extension Segment 1 (405518)	-	-	-	-	-	-	-	-	-	-	-
78 Westside Subway Extension Segment 2	-	-	-	-	-	-	-	-	-	-	-
79 Westside Subway Extension Segment 3	239.4	220.7	188.4	218.6	220.4	94.1	9.9	-	-	-	-
78 Regional Connector (400228)	-	-	-	-	-	-	-	-	-	-	-
79 Crenshaw/LAX Corridor (405512)	-	-	-	-	-	-	-	-	-	-	-
80 Airport Metro Connector (Green Line Extension to LAX)	-	-	-	-	-	-	-	-	-	-	-
81 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-
82 Eastside Extension Phase II	364.6	351.0	390.0	393.1	358.8	137.2	80.5	-	-	-	-
83 South Bay Green Line Extension	30.3	52.1	82.0	110.5	142.3	85.2	29.2	-	-	-	-
84 San Fernando Valley I-405 Corridor Connection	-	38.6	136.7	263.0	252.0	405.5	407.0	478.5	372.7	113.1	-
85 Subregional repay for TBD from Westside Subway Ext	-	-	-	-	-	55.6	57.6	156.0	382.2	334.2	-
86 Subregional repayment for TBD from SFV N-S Canoga (\$	-	-	-	-	-	-	-	-	-	-	-
87 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	-
88 <b>Subtotal Major New Projects</b>	<b>634.3</b>	<b>662.4</b>	<b>797.1</b>	<b>985.2</b>	<b>973.5</b>	<b>777.6</b>	<b>584.2</b>	<b>634.5</b>	<b>754.8</b>	<b>447.3</b>	-
89 Red/Purple Line System Improvements	99.4	118.5	149.7	96.7	25.0	-	-	-	-	-	-
90 Miscellaneous Light Rail System Improvements	-	-	-	-	-	-	-	-	-	-	-
91 Eastside Quad Gates	-	-	-	-	-	-	-	-	-	-	-
92 <b>Subtotal System Improvements</b>	<b>99.4</b>	<b>118.5</b>	<b>149.7</b>	<b>96.7</b>	<b>25.0</b>	-	-	-	-	-	-
93 P3010 Light Rail Vehicles (not in project amts above)	-	-	-	-	-	-	-	-	-	-	-
94 Future Lt Rail Vehcls-not in proj budgs (St of Gd Rep)	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4
95 Heavy Rail Vehicles (not in project amts above)	-	-	-	-	-	-	-	-	-	-	-
96 <b>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>
97 Blue Line St of Good Rep (Wayside, Facil, Veh Maint)	-	-	-	-	-	-	-	-	-	-	-
98 Other Lt Rail St Good Rep (Wayside, Facil, Veh Maint)	45.0	71.7	46.5	47.4	30.8	43.0	34.4	26.0	12.7	20.0	51.9
99 Heavy Rail St Good Rep (Wayside, Facil, Vehicle Maint)	19.2	19.6	19.9	20.3	20.7	21.1	14.5	20.0	10.9	10.9	40.0
100 <b>Subtotal St Good Rep (Wayside, Facil, Veh Maint)</b>	<b>64.2</b>	<b>91.3</b>	<b>66.4</b>	<b>67.7</b>	<b>51.5</b>	<b>64.1</b>	<b>48.9</b>	<b>46.0</b>	<b>12.7</b>	<b>30.9</b>	<b>91.9</b>
101 State of Good Rep (R&R) - Existing Lines excl vehicles	21.8	109.5	47.5	270.3	50.1	532.2	61.4	0.0	15.1	140.0	307.9
102 St of Good Rep (R&R) Reimb Red Line Syst Improve	-	-	-	-	-	-	-	-	-	-	-
103 St of Good Rep (R&R) - Systmwd (deferred fr 1st decad	-	-	-	-	-	-	-	-	-	-	-
104 State of Good Repair (R&R) - Future Lines	95.8	105.6	229.0	271.9	269.6	325.9	399.0	437.3	320.0	267.2	502.0
105 <b>Subtotal State of Good Repair (Rehab &amp; Replacement)</b>	<b>117.6</b>	<b>215.2</b>	<b>276.5</b>	<b>542.2</b>	<b>319.7</b>	<b>858.1</b>	<b>460.3</b>	<b>437.3</b>	<b>335.1</b>	<b>407.2</b>	<b>809.9</b>
106 <b>Subtotal All State of Good Repair and vehicles</b>	<b>246.4</b>	<b>394.0</b>	<b>413.0</b>	<b>611.7</b>	<b>413.5</b>	<b>964.7</b>	<b>558.2</b>	<b>527.8</b>	<b>394.2</b>	<b>443.6</b>	<b>902.2</b>



**LACMTA Financial Forecasting Model**  
**Rail Capital & Transit Corridors Summary**  
**L RTP 10/18/12 rev 11-19-12**

	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>107 Other Capital</b>											
108 Light Rail Yards - not in 1st decade project budgets	-	-	-	-	-	-	-	-	-	-	-
109 Transit Project Studies (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
110 Planning for Future Projects	-	-	-	-	-	-	-	-	-	-	-
111 Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-
112 Other Rail - Miscellaneous Projects	-	-	-	-	-	-	-	-	-	-	-
113 Lankershim Depot	-	-	-	-	-	-	-	-	-	-	-
114 Future Measure R 2% projects	-	-	-	18.6	7.3	33.4	34.3	35.3	36.4	37.3	-
115 Metro Rail Gating (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
116 Red Line Seg3 Closeout & Univ. Sta Ped Bridge (809082)	-	-	-	-	-	-	-	-	-	-	-
117 Metrolink (Capital Only)	46.5	48.7	40.1	41.5	42.9	43.7	-	-	-	-	-
<b>118 Subtotal Other Capital</b>	<b>46.5</b>	<b>48.7</b>	<b>40.1</b>	<b>60.1</b>	<b>50.2</b>	<b>77.1</b>	<b>34.3</b>	<b>35.3</b>	<b>36.4</b>	<b>37.3</b>	<b>-</b>
<b>119 Subtotal Capital Costs</b>	<b>1,026.6</b>	<b>1,223.6</b>	<b>1,399.9</b>	<b>1,753.7</b>	<b>1,462.2</b>	<b>1,819.3</b>	<b>1,176.6</b>	<b>1,197.6</b>	<b>1,185.4</b>	<b>928.1</b>	<b>902.2</b>
120 Contingency (Measure R 2% System Improvements)	(35.2)	(69.9)	(15.4)	(6.0)	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	-
121 Metrolink PTC (Measure R 3% PTC 1st priority)	43.1	44.4	45.7	47.0	48.5	50.0	51.4	53.0	54.5	56.0	-
122 Contingency not alloc (Measure R 35% Annual Bal)	(135.8)	(78.9)	(153.3)	(153.9)	(42.4)	(20.9)	(0.0)	(0.0)	(11.2)	261.9	-
<b>123 Total Capital Costs</b>	<b>898.6</b>	<b>1,119.1</b>	<b>1,276.8</b>	<b>1,695.8</b>	<b>1,468.3</b>	<b>1,848.4</b>	<b>1,228.0</b>	<b>1,250.6</b>	<b>1,228.7</b>	<b>1,246.0</b>	<b>902.2</b>
<b>124 Financing Payments:</b>											
125 Sr Lien Bonds (Actuals/Trsry Fcst; Prop A 35% incl fees)	17.9	17.8	12.0	12.0	12.0	12.0	0.3	0.3	0.3	0.3	0.0
126 Sr Lien Bonds (Actuals/Trsry Fcst; Prop C 40% incl fees)	11.2	3.5	3.5	0.6	0.6	1.0	0.2	0.2	0.2	0.2	0.0
127 Add'l Sr. Bonds - Prop A 35% (Model)	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8	33.8
128 Add'l Sr. Bonds - Prop C 40% (Model)	-	-	-	-	-	-	-	-	-	-	-
129 Measure R 35% 2010 Tax Exempt Bonds	-	-	-	-	-	-	-	-	-	-	-
130 Measure R 35% Tax Exempt Bonds	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	11.3	5.0	-
131 Measure R 35% BABs	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	-
132 Measure R 35% TIFIA Loans Debt Service	155.6	161.9	168.1	174.8	180.9	189.2	195.1	203.6	211.1	8.7	-
133 Measure R 35% TIFIA DSRF	-	-	-	-	-	-	-	-	-	-	-
134 Measure R 3% Tax Exempt Bonds	-	-	-	-	-	-	-	-	-	-	-
135 Capital Grant Receipt Revenue Bonds Debt Service	-	-	-	-	-	-	-	-	-	-	-
136 Commercial Paper Measure R 35%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
137 Commercial Paper Measure R 2% incl fees	-	-	-	-	-	-	-	-	-	-	-
138 Commercial Paper Prop A 35%	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	-
<b>139 Subtotal Financing Payments</b>	<b>274.8</b>	<b>273.3</b>	<b>273.7</b>	<b>277.6</b>	<b>283.7</b>	<b>292.3</b>	<b>286.7</b>	<b>291.2</b>	<b>301.7</b>	<b>93.7</b>	<b>34.3</b>
<b>140 TOTAL USES</b>	<b>1,173.4</b>	<b>1,392.5</b>	<b>1,550.5</b>	<b>1,974.4</b>	<b>1,752.0</b>	<b>2,140.7</b>	<b>1,514.7</b>	<b>1,544.7</b>	<b>1,530.4</b>	<b>1,339.7</b>	<b>936.5</b>
141 Beginning Fiscal Year Cash Balance	0.2	0.5	0.8	1.6	2.1	2.6	2.6	3.1	3.3	3.4	3.4
142 Annual Net Change to Cash Balance	0.3	0.3	0.8	0.5	0.5	0.2	0.2	0.2	0.1	0.1	1.4
143 Ending Fiscal Year Cash Balance	0.5	0.8	1.6	2.1	2.6	2.8	3.1	3.3	3.4	3.4	4.9
144 Debt Service Cov. Ratio - Prop C 40%	8.88	27.61	60.62	680.40	775.60	600.69	3,056.87	1,348.21	1,141.81	684.77	1,252.16
145 Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)	5.60	6.79	11.21	17.28	18.74	21.04	27.61	19.57	18.72	16.56	20.60
<b>146 Prop A 35% Bond DS % of Rev (87% max)</b>	<b>10.7%</b>	<b>10.3%</b>	<b>8.9%</b>	<b>8.7%</b>	<b>8.4%</b>	<b>8.2%</b>	<b>5.9%</b>	<b>5.7%</b>	<b>5.6%</b>	<b>5.4%</b>	<b>5.5%</b>
147 High Speed Rail (LA-Anaheim, fed high sp rail funds)	425.0	200.0	150.0	-	-	-	-	-	-	-	-

# LACMTA Financial Forecasting Model

## Crenshaw/LAX Transit Corridor

LRTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	7	Start Yr	2012													
Revenue Operations FY for R&R calc	2020	Dur (Yr)	8													
(\$ in millions)	Project		Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019		
Rev. Ops.Date (ROD) 4/25/2019	Total	Alloc %	Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	2020		
<b>PROJECT COSTS (all inclusive) (YOE)</b>																
Guideways	471.3			471.3	-	-		128.3	164.0	113.2	57.4	8.4				
Stations	153.9			153.9	-	-			42.4	42.4	38.7	30.4				
Yard and Shops	66.7			66.7	-	-		41.5	25.2							
Sitework and Special Conditions	237.7		1.4	236.4	-	-	24.2	60.0	50.0	47.6	29.8	24.7				
Systems	125.1			125.1	-	-			27.5	31.6	32.6	33.4				
Subtotal Construction (including PE)	1,054.8		1.4	1,053.4	-	-	24.2	229.8	309.1	234.9	158.6	96.8	-	-		
Right of Way	132.3		2.2	130.1	-	-	52.5	30.1	47.6							
Vehicles (20)	87.8			87.8	-	-				30.7	41.3	15.8				
Professional Services	271.0		35.2	235.8	-	-	35.4	37.4	49.4	60.1	25.1	20.6	7.9			
Unallocated Contingency	177.2			177.2	-	-	6.5	7.5	37.5	37.5	50.5	20.5	17.0			
Incl Southwestern yard 48.9% of \$285.2= \$139.4																
<b>Subtotal (865512)</b>	<b>1,723.0</b>		<b>38.7</b>	<b>1,684.3</b>	-	-	<b>118.6</b>	<b>304.8</b>	<b>443.6</b>	<b>363.2</b>	<b>275.5</b>	<b>153.7</b>	<b>24.9</b>	-		
Environmental/Planning (465512)	26.0		25.5	0.5	-	-	0.5									
<b>TOTAL PROJ COST (all inclusive) (YOE)</b>	<b>1,749.0</b>		<b>64.3</b>	<b>1,684.7</b>	-	-	<b>119.0</b>	<b>304.8</b>	<b>443.6</b>	<b>363.2</b>	<b>275.5</b>	<b>153.7</b>	<b>24.9</b>	-		
<b>Rehab &amp; Replacement (for info only)</b>	<b>404.6</b>			-	<b>35.8</b>	<b>368.8</b>	-	-	-	-	-	-	-	-		
<b>PROJECT REVENUES (capital and bridge loan only)</b>																
<b>Other Local</b>																
Proposition A 35% Cash	45.6	2.6%		45.6	-	-						45.6				
Proposition A 35% Bonds	4.8	0.3%		4.8	-	-	4.8									
Local Agency Funds [3% of costs] (\$52.4)	52.4	3.0%		52.4	-	-				18.4		11.4	22.6			
Proposition C 25%	148.9	8.5%	3.8	145.1	-	-		14.7	126.4			4.0				
Measure R Bonds BABs	17.4	1.0%	17.4	-	-	-										
Measure R TIFIA Loan (\$545.9-part of \$1,207))	545.9	31.2%		545.9	-	-				337.4	208.5					
Measure R 35% (\$1,207 FY10-12 to FY 16-18)	643.7	36.8%	26.2	617.5	-	-	3.3	206.0	293.2	7.4	32.6	72.7	2.3			
<b>Subtotal Other Local</b>	<b>1,458.7</b>	<b>83.4%</b>	<b>47.4</b>	<b>1,411.3</b>	-	-	<b>8.1</b>	<b>220.7</b>	<b>419.6</b>	<b>363.2</b>	<b>241.1</b>	<b>133.7</b>	<b>24.9</b>	-		
<b>State</b>																
Prop 1B PTMISEA (\$201.2)	201.2	11.5%	6.2	195.0	-	-	110.9	84.1								
Regional Improvement Program (RIP)	36.8	2.1%	2.4	34.4	-	-					34.4					
<b>Subtotal State</b>	<b>238.0</b>	<b>13.6%</b>	<b>8.6</b>	<b>229.4</b>	-	-	<b>110.9</b>	<b>84.1</b>	-	-	<b>34.4</b>	-	-	-		
<b>Federal</b>																
Section 5309 Bus & Bus-Related Facil Earmark	7.1	0.4%	7.1	-	-	-										
CMAQ	24.1	1.4%		24.1	-	-			24.0			0.0				
RSTP	20.0	1.1%		20.0	-	-						20.0				
Federal - Other (Sec 5339 AA program)	1.2	0.1%	1.2	-	-	-										
<b>Subtotal Federal</b>	<b>52.4</b>	<b>3.0%</b>	<b>8.3</b>	<b>44.1</b>	-	-	-	-	<b>24.0</b>	-	-	<b>20.1</b>	-	-		
<b>Total Revenues</b>	<b>1,749.0</b>	<b>100.0%</b>	<b>64.3</b>	<b>1,684.7</b>	-	-	<b>119.0</b>	<b>304.8</b>	<b>443.6</b>	<b>363.2</b>	<b>275.5</b>	<b>153.7</b>	<b>24.9</b>	-		
Total Surplus/(Shortfall) (Prop A 35% Bonds)	0.0	(0.0)	(0.0)	0.0	-	-	-	0.0	0.0	-	-	-	-	-		

**NOTES:**

1. 8.5 miles, 20 vehicles.
2. Unescalated cost = \$1,470 in 2008\$.
3. FIS 465512 and 865512.
4. EIS in March 2011, Construction will begin approx Nov. 2012.

**LACMTA Financial Forecasting Model**  
**East San Fernando Valley North-South Corridor**  
**L RTP 10/18/12 rev 11-19-12**

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 '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS (YOE)</b>													
<b>Total</b>	170.1		6.0	164.1	-	-	5.1	2.5	12.0	52.0	77.9	14.6	
<b>Total Proj Costs (YOE) (all inclusv) (\$170.1)</b>	170.1		6.0	164.1	-	-	5.1	2.5	12.0	52.0	77.9	14.6	-
Rehab & Replacement (for info only)	64.5		-	-	7.2	57.3	-	-	-	-	-	-	-
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>													
<b>Local</b>													
Prop. A - Direct	-			-	-	-				22.1	14.2		
Prop. C - Direct	36.25	21.3%		36.3	-	-							
<b>Subtotal Prop. A &amp; C</b>	<b>36.3</b>	<b>21.3%</b>	<b>-</b>	<b>36.3</b>	<b>-</b>	<b>-</b>				<b>22.1</b>	<b>14.2</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>													
Proposition C 25%	29.70	17.5%	0.9	28.8	-	-	0.9		0.8	16.0	12.1	(0.9)	
State repayment of cap proj loans fund 3562	-	0.0%	0.6	(0.6)	-	-	-					(0.6)	
Measure R Cash \$68.5 (begins FY 13-15)	68.50	40.3%		68.5	-	-	4.2	2.5	6.2		39.5	16.1	
Local Agency Funds (3% of cost) (\$5.0)	5.00	2.9%		5.0	-	-			5.0				
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>139.5</b>	<b>82.0%</b>	<b>1.5</b>	<b>138.0</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>2.5</b>	<b>12.0</b>	<b>38.0</b>	<b>65.8</b>	<b>14.6</b>	<b>-</b>
<b>State</b>													
Prop 1B SLPP	-	0.0%		-	-	-							
Traffic Congestion Relief Program (TCRP)	29.68	17.4%	3.54	26.1	-	-				14.0	12.1	-	
<b>Subtotal State</b>	<b>29.7</b>	<b>17.4%</b>	<b>3.5</b>	<b>26.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>14.0</b>	<b>12.1</b>	<b>-</b>	<b>-</b>
<b>Federal</b>													
Section 5339 - Alternatives Analysis	0.97	0.6%	1.0	-	-	-							
<b>Subtotal Federal</b>	<b>1.0</b>	<b>0.6%</b>	<b>1.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>170.1</b>	<b>100.0%</b>	<b>6.0</b>	<b>164.1</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>2.5</b>	<b>12.0</b>	<b>52.0</b>	<b>77.9</b>	<b>14.6</b>	<b>-</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>

**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**  
**L RTP 10/18/12 rev 11-19-12**

Rehab & Replacement Project Type	7	Start Yr	2007										
Revenue Operations FY for R & R calc	2012	Dur (Yr)	5										
(\$ in millions)	Project Total	Alloc %	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Rev Ops=4/28/12 LaCienega; 6/20/12 Culver City													
<b>PROJECT COSTS (YOE)</b>													
Includes Santa Monica rail yard (100% share of \$156)													
Right of Way (ROW)	20.1		20.1	-	-	-							
Construction and all other Costs	692.8		692.8	-	-	-							
Vehicles (16 @ \$4.3 = \$68.8 on rail car page)	0.0			-	-	-							
Special Conditions	29.9		29.9	-	-	-							
Professional Services	78.3		78.3	-	-	-							
Contingency	25.7		25.7	-	-	-							
Safety Enhancements (Board approved 7/22/10)	36.6		36.6	-	-	-							
<b>Total</b>	<b>883.4</b>		<b>883.4</b>	-	-	-							
<b>TOTAL (YOE) (\$930.6 less \$47.2 orig LRV=\$883.4)</b>	<b>883.4</b>		<b>883.4</b>	-	-	-							
<b>Rehabilitation and Replacement (see R &amp; R page)</b>	<b>409.5</b>			-	<b>94.3</b>	<b>315.1</b>							
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Prop. A - Bonds (\$28.487 less \$0.027 LRV = \$28.46)	28.46	3.2%	28.5	-	-	-							
<b>Subtotal Prop. A &amp; C</b>	<b>28.5</b>	<b>3.2%</b>	<b>28.5</b>	-	-	-							
<b>Other Local</b>													
Prop C 25% (\$40.951 less \$0.095 LRV = \$40.856)	40.856	4.6%	40.9	-	-	-							
Local Agency (\$42.175 less \$0.039 LRV = \$42.136)	42.136	4.8%	42.1	-	-	-							
<b>Total Local</b>	<b>111.5</b>	<b>12.6%</b>	<b>111.5</b>	-	-	-							
<b>State</b>													
Prop 1B PTMISEA (\$138.463 less \$5.168 LRV = \$133.3)	133.30	15.1%	133.3	-	-	-							
Traffic Congestion Relief (\$249.8)	249.8	28.3%	249.8	-	-	-							
Regional Improve (RIP) (\$314.653 - \$0.139 LRV=\$314.514)	314.514	35.6%	314.5	-	-	-							
<b>Subtotal State</b>	<b>697.6</b>	<b>79.0%</b>	<b>697.6</b>	-	-	-							
<b>Federal</b>													
Section 5309 Bus & Bus-Related Facilities (\$0.475)	0.475	0.1%	0.5	-	-	-							
CMAQ (\$45.6)	45.6	5.2%	45.6	-	-	-							
RSTP (\$70 less \$41.786 LRV = \$28.2)	28.2	3.2%	28.2	-	-	-							
<b>Subtotal Federal</b>	<b>74.3</b>	<b>8.4%</b>	<b>74.3</b>	-	-	-							
<b>Total Revenues</b>	<b>883.4</b>	<b>100.0%</b>	<b>883.4</b>	-	-	-							
<b>Total Surplus/(Shortfall)</b>	<b>(0.0)</b>		<b>(0.0)</b>	-	-	-							
<b>MTA Prop. A or Financing Needed</b>	<b>-</b>			-	-	-							

**Notes:**

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

# LACMTA Financial Forecasting Model

## Exposition LRT - Phase II

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	7	Start Yr	2011										
Revenue Operations FY for R & R calc	2016	Dur (Yr)	5										
(\$ in millions)	Project		Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
Rev. Ops Date = 12/31/2016	Total	Alloc %	Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS (all inclusive) (YOE)]</b>													
Expo Authority Costs except ROW	992.3		213.4	778.8	-	-	216.5	292.0	247.6	12.7	10.1		
Right of Way (ROW)	266.7		73.6	193.1	-	-	102.2	90.9					
Subtotal Expo Authority Costs incl \$156 for yard	1,259.0		287.0	971.9	-	-	318.7	382.9	247.6	12.7	10.1	-	
MTA Costs	50.086		3.5	46.6	-	-	18.3	21.7	2.6	4.0			
Total Project Cost	1,309.1		290.5	1,018.5	-	-	337.0	404.6	250.2	16.6	10.1		
LRV Vehicles (\$202.1M: 47 cars on rail car page)	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total excluding vehicles</b>	<b>1,309.1</b>		<b>290.5</b>	<b>1,018.5</b>	-	-	<b>337.0</b>	<b>404.6</b>	<b>250.2</b>	<b>16.6</b>	<b>10.1</b>	-	-
<b>TOTAL (\$1511.158 less \$202.1 cars=\$1309.1)</b>	<b>1,309.1</b>		<b>290.5</b>	<b>1,018.5</b>	-	-	<b>337.0</b>	<b>404.6</b>	<b>250.2</b>	<b>16.6</b>	<b>10.1</b>	-	-
Rehab & Replacement (for info only)	470.6				68.0	402.6	-	-	-	-	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Prop. A 35% Bonds (\$238 minimum)	235.9	18.0%		235.9	-	-	155.2	47.1	20.9	12.7	-		
Prop. A 35% Cash	2.1	0.2%		2.1	-	-					2.1		
<b>Subtotal</b>	<b>238.0</b>	<b>18.2%</b>	<b>-</b>	<b>238.0</b>	<b>-</b>	<b>-</b>	<b>155.2</b>	<b>47.1</b>	<b>20.9</b>	<b>12.7</b>	<b>2.1</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>													
Prop C 25% (\$115.3 minimum)	115.3	8.8%	2.6	112.7	-	-	6.8	105.9					
Measure R Bonds TE 11/2010 (\$89.4)	89.5	6.8%	89.5	-	-	-							
Measure R Cash (FY10-12 = FY 13-15)	268.3	20.5%	2.4	265.9	-	-	17.3	238.1		2.6	7.9		
Measure R Bonds 35% 2010 BABs (\$262.3)	263.0	20.1%	168.4	94.6	-	-	94.6						
Measure R Commercial Paper (\$305)	193.0	14.7%		193.0	-	-			193.0				
Subtotal Measure R (\$925 max)	813.7	62.2%	260.2	553.5	-	-	111.9	238.1	193.0	2.6	7.9	-	-
Local Agencies (stations) (3% of \$1511.158=\$45.3)	45.3	3.5%		45.3	-	-	27.8	13.6	2.6	1.4			
<b>Subtotal Local</b>	<b>1,212.4</b>	<b>92.6%</b>	<b>262.8</b>	<b>949.5</b>	<b>-</b>	<b>-</b>	<b>301.7</b>	<b>404.6</b>	<b>216.5</b>	<b>16.6</b>	<b>10.1</b>	<b>-</b>	<b>-</b>
<b>State</b>													
Prop 1B PTMISEA (\$48.9)	48.9	3.7%	15.2	33.7	-	-			33.7				
<b>Subtotal State</b>	<b>48.9</b>	<b>3.7%</b>	<b>15.2</b>	<b>33.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed</b>													
Regional Improvement Prog (State only) (\$47.8)	47.8	3.7%	12.5	35.3	-	-	35.3						
<b>Subtotal Mixed</b>	<b>47.8</b>	<b>3.7%</b>	<b>12.5</b>	<b>35.3</b>	<b>-</b>	<b>-</b>	<b>35.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,309.1</b>	<b>100.0%</b>	<b>290.5</b>	<b>1,018.5</b>	<b>-</b>	<b>-</b>	<b>337.0</b>	<b>404.6</b>	<b>250.2</b>	<b>16.6</b>	<b>10.1</b>	<b>-</b>	<b>-</b>
Total Surplus/(Shortfall) (Prop A 35%)	(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>-</b>	<b>-</b>

**Notes:**

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

# LACMTA Financial Forecasting Model

Gold Line Eastside Extension Phase II (from East Los Angeles)

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	7	Start Yr	2014													
Revenue Operations FY for R&R calc	2021	Dur (Yr)	7													
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2012	2013	2022	2023	2024	2025	2026	2027	2028	
Rev. Ops. Date: 6/30/2035	Total		Years	'13-'19	'20-'29	'30-'40	2013	2014	2023	2024	2025	2026	2027	2028	2029	
<b>PROJ COSTS (incl ROW, vehicles, yard, etc.)</b>	2,454.6		16.1	2.3	396.4	2,039.8	2.3		8.2	10.0	16.0	52.0	71.4	238.8		
Eastern Yard share of \$265 (reimburse heavy rail system improvements that were deferred in 2011)	35.4			-	-	35.4										
<b>Total Proj Costs (YOE) (all inclusive)</b>	<b>2,490.0</b>		<b>16.1</b>	<b>2.3</b>	<b>396.4</b>	<b>2,075.2</b>	<b>2.3</b>	<b>-</b>	<b>-</b>	<b>8.2</b>	<b>10.0</b>	<b>16.0</b>	<b>52.0</b>	<b>71.4</b>	<b>238.8</b>	
<b>Rehab &amp; Replacement (for info only)</b>	<b>387.6</b>			<b>-</b>	<b>38.9</b>	<b>348.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.1</b>	<b>6.9</b>	<b>12.1</b>	<b>19.8</b>	
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																
<b>Local</b>																
Prop. A - Direct	3.5	0.1%	3.5	-	-	-	-	-	-	-	-	-	-	-	-	
Prop. C - Direct	4.5	0.2%	4.5	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Prop. A &amp; C</b>	<b>8.0</b>	<b>0.3%</b>	<b>8.0</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>Other Local</b>																
Proposition C 25%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure R TIFIA Loan	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
Measure R 35% Cash (FIS 460232) ) (\$1271)	1,271.0	51.0%	-	-	173.0	1,098.0	-	-	8.2	10.0	16.0	-	-	-	138.8	
Measure R 35% Bonds Tax Exempt	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	
State Repay Capital Projects LONP Fund 3562	10.0	0.4%	7.7	2.3	-	-	2.3	-	-	-	-	-	-	-	-	
Local Agency Funds (3% of costs)	74.7	3.0%	-	-	-	74.7	-	-	-	-	-	-	-	-	-	
<b>Subtotal Local</b>	<b>1,363.6</b>	<b>54.8%</b>	<b>15.6</b>	<b>2.3</b>	<b>173.0</b>	<b>1,172.7</b>	<b>2.3</b>	<b>-</b>	<b>-</b>	<b>8.2</b>	<b>10.0</b>	<b>16.0</b>	<b>-</b>	<b>-</b>	<b>138.8</b>	
<b>State</b>																
Regional Improvement Prog Funds (RIP)	0.5	0.0%	0.5	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal State</b>	<b>0.5</b>	<b>0.0%</b>	<b>0.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Federal</b>																
Section 5309 - New Starts	903.9	36.3%	-	-	223.4	680.5	-	-	-	-	-	-	52.0	71.4	100.0	
CMAQ	62.5	2.5%	-	-	-	62.5	-	-	-	-	-	-	-	-	-	
RSTP	34.6	1.4%	-	-	-	34.6	-	-	-	-	-	-	-	-	-	
<b>Subtotal Federal</b>	<b>1,001.0</b>	<b>40.2%</b>	<b>-</b>	<b>-</b>	<b>223.4</b>	<b>777.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>52.0</b>	<b>71.4</b>	<b>100.0</b>	
<b>Total Revenues</b>	<b>2,365.1</b>	<b>95.0%</b>	<b>16.1</b>	<b>2.3</b>	<b>396.4</b>	<b>1,950.3</b>	<b>2.3</b>	<b>-</b>	<b>-</b>	<b>8.2</b>	<b>10.0</b>	<b>16.0</b>	<b>52.0</b>	<b>71.4</b>	<b>238.8</b>	
<b>Total Surplus/(Shortfall)</b>	<b>(124.9)</b>			<b>-</b>	<b>-</b>	<b>(124.9)</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>124.9</b>	<b>5.0%</b>		<b>-</b>	<b>-</b>	<b>124.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**Notes:**

1. Measure R = \$1,271 (FY 22-24 to FY33-35).
2. FIS 400232, Measure R FIS 460232.
3. Unescalated cost = \$1.310 in 2008\$.

**LACMTA Financial Forecasting Model**  
**Gold Line Eastside Extension Phase II (from East Los**  
**LRTP 10/18/12 rev 11-19-12**

Rehab & Replacement Project Type		7											
Revenue Operations FY for R&R calc		2021											
(\$ in millions)	Project	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	
Rev. Ops. Date: 6/30/2035	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>PROJ COSTS (incl ROW, vehicles, yard, etc.)</b>	2,454.6	329.2	351.0	390.0	393.1	358.8	137.2	80.5					
Eastern Yard share of \$265 (reimburse heavy rail system improvements that were deferred in 2011)	35.4	35.4											
<b>Total Proj Costs (YOE) (all inclusive)</b>	<b>2,490.0</b>	<b>364.6</b>	<b>351.0</b>	<b>390.0</b>	<b>393.1</b>	<b>358.8</b>	<b>137.2</b>	<b>80.5</b>	-	-	-	-	
<b>Rehab &amp; Replacement (for info only)</b>	<b>387.6</b>	<b>18.2</b>	<b>25.0</b>	<b>22.9</b>	<b>39.8</b>	<b>33.7</b>	<b>34.4</b>	<b>40.3</b>	<b>44.0</b>	<b>44.9</b>	<b>24.1</b>	<b>21.5</b>	
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>													
<b>Local</b>													
Prop. A - Direct	3.5												
Prop. C - Direct	4.5												
<b>Subtotal Prop. A &amp; C</b>	<b>8.0</b>	-	-	-	-	-	-	-	-	-	-	-	
<b>Other Local</b>													
Proposition C 25%	-												
Measure R TIFIA Loan	-												
Measure R 35% Cash (FIS 460232) ) (\$1271)	1,271.0	264.6	251.0	272.8	201.0	108.6							
Measure R 35% Bonds Tax Exempt	-												
State Repay Capital Projects LONP Fund 3562	10.0												
Local Agency Funds (3% of costs)	74.7	-			74.7								
<b>Subtotal Local</b>	<b>1,363.6</b>	<b>264.6</b>	<b>251.0</b>	<b>272.8</b>	<b>275.7</b>	<b>108.6</b>	-	-	-	-	-	-	
<b>State</b>													
Regional Improvement Prog Funds (RIP)	0.5												
<b>Subtotal State</b>	<b>0.5</b>	-	-	-	-	-	-	-	-	-	-	-	
<b>Federal</b>													
Section 5309 - New Starts	903.9	100.0	100.0	100.0	100.0	100.0	100.0	80.5					
CMAQ	62.5					25.3	37.2						
RSTP	34.6			17.2	17.4								
<b>Subtotal Federal</b>	<b>1,001.0</b>	<b>100.0</b>	<b>100.0</b>	<b>117.2</b>	<b>117.4</b>	<b>125.3</b>	<b>137.2</b>	<b>80.5</b>	-	-	-	-	
<b>Total Revenues</b>	<b>2,365.1</b>	<b>364.6</b>	<b>351.0</b>	<b>390.0</b>	<b>393.1</b>	<b>233.9</b>	<b>137.2</b>	<b>80.5</b>	-	-	-	-	
<b>Total Surplus/(Shortfall)</b>	<b>(124.9)</b>	-	-	-	-	(124.9)	-	-	-	-	-	-	
<b>MTA Prop A/C or Financing Needed</b>	<b>124.9</b>	-	-	-	-	124.9	-	-	-	-	-	-	

**Notes:**

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

# LACMTA Financial Forecasting Model

## Eastside Light Rail Access (pedestrian)

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019	2020
Open June 30, 2013	Total		Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>PROJECT COSTS</b>															
Total Capital Costs	30.0		2.5	30.0	-	-	4.5	5.3	3.3	5.0	4.5	5.0	-	-	-
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>															
<b>Other Local</b>															
Measure R Sales Tax (\$30 M FY10-13)	30.0	100.0%	2.5	30.0	-	-	4.5	5.3	3.3	5.0	4.5	5.0	-	-	-
Subtotal Local (incl. Prop. A & C %, not \$'s)	30.0	100.0%	2.5	30.0	-	-	4.5	5.3	3.3	5.0	4.5	5.0	-	-	-
Total Revenues	30.0	100.0%	2.5	30.0	-	-	4.5	5.3	3.3	5.0	4.5	5.0	-	-	-
Total Surplus/(Shortfall)	-			-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. Project Total includes prior years.



# LACMTA Financial Forecasting Model

## Gold Line Foothill Extension

LRTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	7	Start Yr	2011										
Revenue Operations FY for R&R calc	2015	Dur (Yr)	4										
(\$ in millions)	Project Total	Alloc %	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012	2013	2014	2015	2016	2017	2018
Rev. Ops. Date 12/31/14				2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
<b>PROJECT COSTS (all inclusive) (YOE)</b>													
Phase 2A Project costs incl \$66.1 for yard	567.4		119.9	447.5	-	-	132.0	130.9	103.5	55.9	25.3	-	-
MTA Project costs including light rail vehicles	173.6		34.8	138.8	-	-	14.9	29.7	29.1	36.2	17.3	2.1	9.5
Subtotal	741.0		154.7	586.3	-	-	146.9	160.6	132.6	92.0	42.6	2.1	9.5
15 Vehicles @ \$4,300/13=\$64.5 on rail car pg	(64.5)		(8.4)	(56.1)	-	-	(25.6)	(30.5)	-	-	-	-	-
Subtotal	676.5		146.3	530.1	-	-	121.3	130.1	132.6	92.0	42.6	2.1	9.5
Costs funded by Local Agency funds	25.5			25.5	-	-	2.5	23.0	-	-	-	-	-
Cost contingency for Ph 2A/reserve for 2B	69.6			69.6	-	-	-	-	-	-	-	42.1	27.5
Other project costs	15.0		15.0	-	-	-	-	-	-	-	-	-	-
<b>Total (\$851.1 less \$64.5 cars = \$786.6)</b>	<b>786.6</b>		<b>161.3</b>	<b>625.2</b>	<b>-</b>	<b>-</b>	<b>123.8</b>	<b>153.1</b>	<b>132.6</b>	<b>92.0</b>	<b>42.6</b>	<b>44.2</b>	<b>37.0</b>
<b>Rehabilitation and Replacement</b>	<b>333.3</b>				<b>54.7</b>	<b>278.6</b>							
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>													
<b>Local</b>													
Prop. A - Direct	-	0.0%		-	-	-	-	-	-	-	-	-	-
Prop. C - Direct	75.6	9.6%		75.6	-	-	-	-	-	-	-	42.1	33.5
<b>Subtotal Prop. A &amp; C</b>	<b>75.6</b>	<b>9.6%</b>		<b>75.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>42.1</b>	<b>33.5</b>
<b>Other Local</b>													
Proposition C 25%	-	0.0%		-	-	-	-	-	-	-	-	-	-
Measure R Bonds TE Nov 2010 (\$90.0)	90.0	11.4%	69.3	20.7	-	-	20.7	-	-	-	-	-	-
Measure R Cash (FIS 460200 & 465521)	160.3	20.4%	5.5	154.8	-	-	-	0.0	14.5	92.0	42.6	2.1	3.5
Measure R 35% BABs - GLF share (\$242.7)	242.7	30.8%	70.3	172.3	-	-	100.0	66.2	6.1	-	-	-	-
Measure R 35% BABs - MTA share (\$65.7)	65.7	8.3%	1.3	64.4	-	-	3.1	61.3	-	-	-	-	-
Measure R 35% Commercial Paper	112.0	14.2%		112.0	-	-	-	-	112.0	-	-	-	-
Subtotal MR (\$735.0 M incl \$64.5 for cars; \$735.0 less \$64.5 = \$670.5)	670.5	85.2%	146.3	524.2	-	-	123.8	127.5	132.6	92.0	42.6	2.1	3.5
Local Agency Funds (3% of \$851.1 = \$25.5)	25.5	3.2%	-	25.5	-	-	-	25.5	-	-	-	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$)</b>	<b>771.6</b>	<b>98.1%</b>	<b>146.3</b>	<b>625.3</b>	<b>-</b>	<b>-</b>	<b>123.8</b>	<b>153.0</b>	<b>132.6</b>	<b>92.0</b>	<b>42.6</b>	<b>44.2</b>	<b>37.0</b>
<b>State</b>													
Regional Improvement Prog Funds (RIP)	-	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>Federal</b>													
Sect 5309 Bus & Bus-Related Facilities Earmark	15.0	1.9%	15.0	-	-	-	-	-	-	-	-	-	-
CMAQ	-	0.0%		-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>15.0</b>	<b>1.9%</b>	<b>15.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>786.6</b>	<b>100.0%</b>	<b>161.3</b>	<b>625.3</b>	<b>-</b>	<b>-</b>	<b>123.8</b>	<b>153.0</b>	<b>132.6</b>	<b>92.0</b>	<b>42.6</b>	<b>44.2</b>	<b>37.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>0.0</b>		<b>(0.0)</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>(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. Project Total includes prior years, if any
2. SAFETEA-LU 5309 earmark, #285 and S. 5339
3. Unescalated cost = \$758 in 2008\$.
4. Measure R=\$735 (FY10-12 to FY15-17). FIS460200, 860200.
5. Funding Agreement, 6/30/10, amended Bd Item #7 Mar 2011.
6. 5309 earmark for bus-related facilities portion of the project
7. Agreed upon share of Eastern Rail Yard = \$66.1.

# LACMTA Financial Forecasting Model

## Gold Line (Pasadena)

L RTP 10/18/12 rev 11-19-12

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 '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019		
<b>PROJECT COSTS</b>															
Project Costs	629.1		629.1	-	-	-	-	-	-	-	-	-	-		
Right of Way (ROW) estimate for R&R calc	60.0		60.0	-	-	-	-	-	-	-	-	-	-		
<b>Total</b>	<b>689.1</b>	<b>-</b>	<b>689.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total Capital Costs Inflated</b>	<b>689.1</b>		<b>689.1</b>												
<b>Rehabilitation &amp; Replacement</b>	<b>457.7</b>		<b>-</b>	<b>42.8</b>	<b>190.7</b>	<b>224.2</b>	<b>4.4</b>	<b>4.1</b>	<b>7.1</b>	<b>6.0</b>	<b>6.2</b>	<b>7.2</b>	<b>7.9</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>-</b>		
<b>Other Local</b>															
Proposition C 25%	209.5	30.4%	209.5	-	-	-	-	-	-	-	-	-	-		
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>266.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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>-</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>-</b>		
<b>Total Revenues</b>	<b>689.1</b>	<b>100.0%</b>	<b>689.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total Surplus/(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>	<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

### Airport Metro Connector (Green Line Extension to LAX)

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	6	Start Yr	2013														
Revenue Operations Year for R&R calc	2029	Dur (Yr)	16														
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2012	2013	2014	2022	2023	2024	2025	2026	2027	2028	2029
Revenue Operations Date (ROD) 6/30/28	Total		Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2023	2024	2025	2026	2027	2028	2029	
<b>PROJECT COSTS (YOE)</b>																	
Southwestern Yard 11.1% of \$285.2 = \$31.7 (reimburse heavy rail system improvements that were deferred in 2011)	31.7	9.6%		-	31.7	-											31.7
Other ROW, vehicles, construction	291.4	88.3%		-	291.4	-					15.1	46.7	80.3	67.5	81.8		
Total Capital Costs incl ROW, vehicles, yard, etc.	323.1			-	323.1	-	-	-	-	-	15.1	46.7	80.3	67.5	113.5		-
Environmental/Planning	6.9	2.1%	3.4	3.5	-	-	2.9	0.6									
<b>TOTAL PROJECT COST (YOE) (\$330)</b>	<b>330.0</b>	<b>100.0%</b>	<b>3.4</b>	<b>3.5</b>	<b>323.1</b>	<b>-</b>	<b>2.9</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>15.1</b>	<b>46.7</b>	<b>80.3</b>	<b>67.5</b>	<b>113.5</b>	<b>-</b>	<b>-</b>
<b>Rehab &amp; Replacement (for info only)</b>	<b>20.9</b>			<b>-</b>	<b>-</b>	<b>20.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES (capital and bridge loan only)</b>																	
<b>Local</b>																	
Prop. A 35% Direct Cash	-	0.0%		-	-	-	-	-	-								
Prop. C 40% Direct Cash	-	0.0%		-	-	-	-	-	-								
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																	
Proposition C 25%	-	0.0%		-	-	-											
Local Agency Funds (3% of costs)	9.9	3.0%		-	9.9	-									9.9		
Measure R 35% (\$200) (FIS 460303)	200.0	60.6%	3.4	3.5	193.2	-	2.9	0.6				28.6	80.3	67.5	16.8		
Measure R Bonds Tax Exempt	-	0.0%		-	-	-											
<b>Subtotal Other Local</b>	<b>209.9</b>	<b>63.6%</b>	<b>3.4</b>	<b>3.5</b>	<b>203.1</b>	<b>-</b>	<b>2.9</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>28.6</b>	<b>80.3</b>	<b>67.5</b>	<b>26.7</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																	
CMAQ - Transit	33.3	10.1%		-	33.3	-					15.1	18.2					
RSTP - Transit	-	0.0%		-	-	-											
<b>Subtotal Federal</b>	<b>33.3</b>	<b>10.1%</b>	<b>-</b>	<b>-</b>	<b>33.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.1</b>	<b>18.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>243.2</b>	<b>73.7%</b>	<b>3.4</b>	<b>3.5</b>	<b>236.3</b>	<b>-</b>	<b>2.9</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>15.1</b>	<b>46.7</b>	<b>80.3</b>	<b>67.5</b>	<b>26.7</b>	<b>-</b>	<b>-</b>
Total Surplus/(Shortfall) (Prop A 35% Bonds)	(86.8)	26.3%	0.0	-	(86.8)	-	-	-	-	-	-	-	-	-	(86.8)	-	-

#### NOTES:

1. Measure R = \$200 (FY10-12 to FY15-28). FIS 460303.
2. Unescalated total project cost = \$200 in 2008\$; \$202 in 2010\$.

# LACMTA Financial Forecasting Model

## Regional Connector

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	4	Start Yr	2013											
Revenue Operations FY for R & R calc	2020	Dur (Yr)	7											
(\$ in millions)	Project		Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	2019
Rev. Operations Date (ROD) 6/30/2019	Total	Alloc %	Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	2020
<b>PROJECT COSTS (YOE)</b>														
Planning/Environmental Costs (400228, 460228)	23.589		23.589	-	-	-								
<b>Planning/Environmental Funding Sources</b>														
State Repay Capital Projs Loan Fund 3562	19.956	1.5%	19.956	-	-	-								
Prop A Admin	0.767	0.1%	0.767	-	-	-								
TDA Admin	0.275	0.0%	0.275	-	-	-								
Regional Improvement Funds (PPM)	2.590	0.2%	2.590	-	-	-								
<b>Subtotal Planning/Environmental Sources</b>	<b>23.589</b>	<b>1.7%</b>	<b>23.589</b>	-	-	-	-	-	-	-	-	-	-	-
<b>PE and Construction Costs (860228)</b>														
Guideways	263.888			263.888	-	-		14.978	97.710	84.749	32.734	33.716		
Stations	337.632			337.632	-	-		18.818	64.609	83.183	71.970	91.779	7.272	
Yards, Shops	10.480			10.480	-	-					1.430	9.050		
Special Conditions	145.900			145.900	-	-	11.194	11.989	21.589	22.236	22.903	23.591	32.397	
Systems	77.148			77.148	-	-				3.631	8.975	43.912	20.631	
Right of Way	113.151		0.556	112.594	-	-	56.551	56.043						
Vehicles	19.459			19.459	-	-	0.832	4.023	4.815	4.070	5.719			
Professional Services	253.122		29.169	218.148	5.804		27.257	45.492	25.034	38.678	34.526	24.620	22.541	5.804
Unallocated Contingency	121.686			120.310	1.377		9.583	20.106	22.563	25.686	18.898	19.464	4.010	1.377
<b>Subtotal begin w/ PE (460228, 860228)</b>	<b>1,342.467</b>		<b>29.726</b>	<b>1,305.560</b>	<b>7.181</b>	-	<b>105.418</b>	<b>171.449</b>	<b>236.321</b>	<b>262.234</b>	<b>197.157</b>	<b>246.132</b>	<b>86.850</b>	<b>7.181</b>
<b>TOTAL PROJ COST \$1366.1 (all inclusive)</b>	<b>1,366.056</b>		<b>53.315</b>	<b>1,305.560</b>	<b>7.181</b>	-	<b>105.418</b>	<b>171.449</b>	<b>236.321</b>	<b>262.234</b>	<b>197.157</b>	<b>246.132</b>	<b>86.850</b>	<b>7.181</b>
Rehab & Replacement (for info only)	364.7					13.7	351.0							
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>														
<b>Other Local</b>														
Measure R TIFIA Loan	160.000	11.7%		112.303	47.697	-		1.200	51.470		5.162	54.471		47.697
Measure R 35% (\$160 beginning FY 14)	-	0.0%		-	-	-								
Lease Revenues	45.964	3.4%		45.964	-	-	7.040	8.902			30.021			
State Repay Cap Projs Fnd 3562+above & Repaid	97.251	7.1%	29.726	146.942	(79.417)	-	67.377	19.319	22.500	58.612	4.717		(25.583)	(79.417)
Local Agency (3% of \$1366.1 costs) (\$41.0)	41.000	3.0%	-	41.000	-	-			23.800	1.100		16.100		
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>344.215</b>	<b>25.2%</b>	<b>29.726</b>	<b>346.209</b>	<b>(31.719)</b>	-	<b>74.418</b>	<b>29.421</b>	<b>97.770</b>	<b>59.712</b>	<b>39.901</b>	<b>70.571</b>	<b>(25.583)</b>	<b>(31.719)</b>
<b>State</b>														
High Speed Rail Bonds voted 11-4-08 (\$114.9)	114.900	8.4%		114.900	-	-		34.528	30.939	49.433				
Prop 1B PTMISEA (\$149.5)	149.500	10.9%		149.500	-	-		7.500	7.612	53.089	57.226	24.073		
<b>Subtotal State</b>	<b>264.400</b>	<b>19.4%</b>	-	<b>264.400</b>	-	-	-	<b>42.028</b>	<b>38.551</b>	<b>102.522</b>	<b>57.226</b>	<b>24.073</b>	-	-
<b>Federal</b>														
Sect 5309-New Starts (49.9% of \$1342.5=\$669.9)	669.900	49.0%		631.000	38.900	-	31.000	100.000	100.000	100.000	100.000	100.000	100.000	38.900
CMAQ	63.952	4.7%		63.951	0.000	-				0.030	51.488	12.433	0.000	
<b>Subtotal Federal</b>	<b>733.852</b>	<b>53.7%</b>		<b>694.951</b>	<b>38.900</b>	-	<b>31.000</b>	<b>100.000</b>	<b>100.000</b>	<b>100.000</b>	<b>100.030</b>	<b>151.488</b>	<b>112.433</b>	<b>38.900</b>
<b>Subtotal PE/Construction Revenues</b>	<b>1,342.467</b>	<b>100.0%</b>	<b>29.726</b>	<b>1,305.560</b>	<b>7.181</b>	-	<b>105.418</b>	<b>171.449</b>	<b>236.321</b>	<b>262.234</b>	<b>197.157</b>	<b>246.132</b>	<b>86.850</b>	<b>7.181</b>
Subtotal Surplus/(Shortfall)	-		-	-	-	-	-	-	-	-	-	-	-	-
<b>TIFIA Finance Charges</b>	<b>23.827</b>	<b>1.7%</b>		<b>16.687</b>	<b>7.140</b>	-	-		<b>2.130</b>	<b>2.216</b>	<b>2.514</b>	<b>4.816</b>	<b>5.011</b>	<b>7.140</b>

**Notes:**

1. FIS #400228. Meas R FIS 460228, 860228.
2. Measure R = \$160 (FY14-16 to FY 23-25).
3. Unescalated cost in 2011\$ = \$1214.6 including planning/envirom.
4. Includes yard cost (in various categories above) at 3.85% share of Eastern rail yard \$265.

# LACMTA Financial Forecasting Model

## San Fernando North-South - Canoga

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	8	Start Yr	2010											
Revenue Operations FY for R & R calc	2013	Dur (Yr)	3											
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018	
Rev. Ops. Date = 6/30/2012	Total		Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019	
<b>PROJECT COSTS (YOE)</b>														
Project costs including planning/environmental	160.1		147.3	12.8	-	-	9.4	3.4						
<b>Total Proj Costs (YOE)</b>	<b>160.1</b>		<b>147.3</b>	<b>12.8</b>	<b>-</b>	<b>-</b>	<b>9.4</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
Rehabilitation and Replacement (info only)	84.0			-	22.9	61.1	-	-	-	-	-	-	-	
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>														
<b>Local</b>														
Prop. A - Direct (not eligible)	-			-	-	-								
Prop. C - Direct	-	0.0%		-	-	-								
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Other Local</b>														
Proposition C 25%	43.7	27.3%	35.6	8.1	-	-	4.7	3.4						
Measure R Cash (FIS 465513) (\$182)	-	0.0%		-	-	-								
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>43.7</b>	<b>27.3%</b>	<b>35.6</b>	<b>8.1</b>	<b>-</b>	<b>-</b>	<b>4.7</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>State</b>														
Prop 1B SLPP	40.3	25.2%	35.6	4.7	-	-	4.7	-						
Prop 1B PTMISEA	70.0	43.7%	70.0	-	-	-	-							
Traffic Congestion Relief Program (TCRP)	6.1	3.8%	6.1	-	-	-	-							
<b>Subtotal State</b>	<b>116.4</b>	<b>72.7%</b>	<b>111.7</b>	<b>4.7</b>	<b>-</b>	<b>-</b>	<b>4.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Revenues</b>	<b>160.1</b>	<b>100.0%</b>	<b>147.3</b>	<b>12.8</b>	<b>-</b>	<b>-</b>	<b>9.4</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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>	

**Notes:**

1. Project Total including planning costs: \$ 160.1
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. Park and Ride (800117) from prior year is a separate project.

**LACMTA Financial Forecasting Model**  
**San Fernando Valley I-405 Transit Corridor**  
**L RTP 10/18/12 rev 11-19-12**

Rehab & Replacement Project Type		6	Start Yr	2019													
Revenue Operations FY for R & R calc		2026	Dur (Yr)	7													
(\$ in millions)	Project		Prior	Years	Years	Years	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Rev. Ops. Date 6/30/2039	Total	Alloc %	Years	'13-'19	'20-'29	'30-'40	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>PROJECT COSTS (YOE)</b>																	
Total incl ROW, vehicles, yard, etc.	2,468.0		1.0	-	-	2,467.0		38.6	136.7	263.0	252.0	405.5	407.0	478.5	372.7	113.1	
Total Proj Costs (YOE) (all inclusive)	2,468.0		1.0	-	-	2,467.0	-	38.6	136.7	263.0	252.0	405.5	407.0	478.5	372.7	113.1	-
Rehab & Replacement (for info only)	328.9			-	-	328.9	-	0.1	9.4	17.6	29.3	28.4	34.1	31.3	61.9	57.8	58.9
<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%		-	-	-											
Proposition C 40% Cash	654.0	26.5%		-	-	654.0	-		100.0	202.0	152.0	100.0	100.0				
Measure R TIFIA Loan	-	0.0%		-	-	-											
Measure R 35% (\$1,000)	1,000.0	40.5%		-	-	1,000.0			36.7	61.0	100.0	305.5	292.4	204.4			
State Repay Capital Projects LONP Fund 3562	-	0.0%		-	-	-											
Local Agency Funds (3% of costs)	74.0	3.0%		-	-	74.0								74.0			
Subtotal Local (incl. Prop. A & C %, not \$'s)	1,728.0	70.0%		-	-	1,728.0	-	-	136.7	263.0	252.0	405.5	392.4	278.4	-	-	-
<b>State</b>																	
Regional Improvement Prog (RIP)-PPM	1.0		1.0	-	-	-											
Regional Improvement Prog Funds (RIP)	-	0.0%		-	-	-											
Subtotal State	1.0	0.0%	1.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>																	
Section 5309 - New Starts	338.6	13.7%		-	-	338.6		38.6	-	-	-	-	-	100.0	100.0	100.0	
CMAQ	61.1	2.5%		-	-	61.1							14.6	16.5	16.9	13.1	
RSTP	36.9	1.5%		-	-	36.9								18.4	18.5		
Subtotal Federal	436.6	17.7%		-	-	436.6	-	38.6	-	-	-	-	14.6	134.9	135.4	113.1	-
Total Revenues	2,165.6	87.7%	1.0	-	-	2,164.6	-	38.6	136.7	263.0	252.0	405.5	407.0	413.3	135.4	113.1	-
Total Surplus/(Shortfall Prop A 35% financing)	(302.4)	12.3%		-	-	(302.4)	-	-	-	-	-	-	-	(65.2)	(237.3)	0.0	-

**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

## South Bay Green Line Extension

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	6	Start Yr	2013															
Revenue Operations FY for R&R calc	2036	Dur (Yr)	23															
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2012	2013	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Revenue Operations Date (ROD) 6/30/35	Total		Years	'13-'19	'20-'29	'30-'40	2013	2014	2028	2029	2030	2031	2032	2033	2034	2035	2036	
<b>PROJECT COSTS (YOE)</b>																		
Southwestern yard 6.7% of \$285.2 = \$19 (reimburse heavy rail system improvements that were deferred in 2011)	19.0	3.4%		-	-	19.0						19.0						
Other ROW, vehicles, construction	521.5	94.0%		-	8.9	512.6				8.9	30.3	33.1	82.0	110.5	142.3	85.2	29.2	
Total Capital Costs incl ROW, vehicles, yard, etc.	540.5			-	8.9	531.6	-	-	-	8.9	30.3	52.1	82.0	110.5	142.3	85.2	29.2	
Environmental/Planning	14.5	2.6%	3.6	10.8	-	-	10.8											
<b>TOTAL PROJECT COSTS (all inclusive) (YOE)</b>	<b>555.0</b>	<b>100.0%</b>	<b>3.6</b>	<b>10.8</b>	<b>8.9</b>	<b>531.6</b>	<b>10.8</b>	<b>-</b>	<b>-</b>	<b>8.9</b>	<b>30.3</b>	<b>52.1</b>	<b>82.0</b>	<b>110.5</b>	<b>142.3</b>	<b>85.2</b>	<b>29.2</b>	
Rehab & Replacement (for info only)	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>PROJECT REVENUES (capital and bridge loan only)</b>																		
<b>Local</b>																		
Prop. A 35% Direct Cash	-	0.0%		-	-	-												
Prop. C 40% Direct Cash	-	0.0%		-	-	-												
Subtotal Prop. A & C	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Other Local</b>																		
State Repay Capital Projects Loan Fund 3562 & Repay	15.6	2.8%	3.6	2.2	-	9.8	2.2			-	4.5	(3.6)		8.9				
Local Agency Funds (3% of costs)	16.6	3.0%		-	-	16.6									16.6			
Measure R TIFIA Loan	-	0.0%		-	-	-												
Measure R 35% \$272	272.0	49.0%		-	8.9	263.1				8.9	15.0	35.7	66.2	101.6	44.6			
Prop C 25%	-	0.0%		-	-	-												
Subtotal Other Local	304.2	54.8%	3.6	2.2	8.9	289.5	2.2	-	-	8.9	19.5	32.1	66.2	110.5	61.2	-	-	
<b>Federal</b>																		
CMAQ	46.6	8.4%		-	-	46.6					10.8	20.0	15.8	-	-	-	-	
RSTP	40.8	7.4%		-	-	40.8									17.7	17.9	5.2	
Subtotal Federal	87.4	15.8%		-	-	87.4	-	-	-	-	10.8	20.0	15.8	-	17.7	17.9	5.2	
<b>Total Revenues</b>	<b>391.6</b>	<b>70.6%</b>	<b>3.6</b>	<b>2.2</b>	<b>8.9</b>	<b>376.9</b>	<b>2.2</b>	<b>-</b>	<b>-</b>	<b>8.9</b>	<b>30.3</b>	<b>52.1</b>	<b>82.0</b>	<b>110.5</b>	<b>78.9</b>	<b>17.9</b>	<b>5.2</b>	
Total Surplus/(Shortfall) (Prop A 35% Bonds)	(163.4)	29.4%	0.0	(8.7)	0.0	(154.7)	(8.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(63.4)	(67.3)	(24.0)	

**NOTES:**

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

# LACMTA Financial Forecasting Model

## West Santa Ana Branch

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	7	Start Yr	2013															
Revenue Operations Fiscal Year (ROD)	2028	Dur (Yr)	15															
(\$ in millions)	Project	Alloc %	Prior	Years	Years	Years	2012	2013	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Revenue Operations Date 6/30/2027	Total		Years	'13-'19	'20-'29	'30-'40	2013	2014	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>PROJECT COSTS (YOE)</b>																		
Total Capital Costs incl ROW, vehicles, yard, etc.	648.0			0.7	647.3	-	0.7	-	-	30.8	97.4	97.4	149.3	162.3	64.9	32.5	13.0	-
<b>Subtotal Project Costs</b>	<b>648.0</b>			<b>0.7</b>	<b>647.3</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>30.8</b>	<b>97.4</b>	<b>97.4</b>	<b>149.3</b>	<b>162.3</b>	<b>64.9</b>	<b>32.5</b>	<b>13.0</b>	<b>-</b>
Environmental/Planning	1.1		1.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL COSTS (YOE)</b>	<b>649.0</b>		<b>1.1</b>	<b>0.7</b>	<b>647.3</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>30.8</b>	<b>97.4</b>	<b>97.4</b>	<b>149.3</b>	<b>162.3</b>	<b>64.9</b>	<b>32.5</b>	<b>13.0</b>	<b>-</b>
Rehab & Replacement (for info only)	43.2			-	-	43.2	-	-	-	-	-	-	-	-	-	-	-	-
<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>-</b>	<b>-</b>
<b>Other Local</b>																		
Proposition A 35% Bonds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (3% of costs)	19.5	3.0%		-	19.5	-	-	-	-	-	-	-	-	19.5	-	-	-	-
State Repay Cap Projs Loan Fnd 3562	34.9	5.4%		-	34.9	-	-	-	-	-	-	-	2.5	32.4	-	-	-	-
Proposition C 25%	1.7	0.3%	1.1	0.7	-	-	0.7	-	-	-	-	-	-	-	-	-	-	-
Measure R TIFIA Loan	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 35% \$240 (FIS 460201)	240.0	37.0%		-	240.0	-	-	-	-	-	17.1	145.7	77.2	-	-	-	-	-
Measure R 20% transfer assumed	194.8	30.0%		-	194.8	-	-	-	-	93.9	80.3	1.1	19.6	-	-	-	-	-
<b>Subtotal Other Local</b>	<b>490.9</b>	<b>75.6%</b>	<b>1.1</b>	<b>0.7</b>	<b>489.2</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>93.9</b>	<b>97.4</b>	<b>149.3</b>	<b>148.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																		
Regional Improvement Program (RIP)	34.2			-	34.2	-	-	-	-	30.8	3.4	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>34.2</b>	<b>5.3%</b>		<b>-</b>	<b>34.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.8</b>	<b>3.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																		
CMAQ	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	0.0%		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>525.1</b>	<b>80.9%</b>	<b>1.1</b>	<b>0.7</b>	<b>523.4</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>30.8</b>	<b>97.3</b>	<b>97.4</b>	<b>149.3</b>	<b>148.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Total Surplus/(Shortfall) (Prop A 35% Bonds)	(123.9)	19.1%		-	(123.9)	-	-	-	-	0.0	(0.0)	-	(0.0)	(13.6)	(64.9)	(32.5)	(13.0)	-

**NOTES:**

1. Measure R = \$240 (FY 15-17 to FY25-27). FIS 460201.
2. L RTP escalated cost estimate is \$649, opening in 2027.
3. Measure R Expenditure Plan footnote says: The West Santa Ana Branch matching funds would be accelerated by utilizing L RTP resources freed-up by the use of new sales tax funds on the I-5 South project.
4. \$649 M per Adopted L RTP with footnote: "Partial cost includes funds subject to approval of Measure R subregional equity assumptions. Assumes public-private partnerships and/or other new funds."



# LACMTA Financial Forecasting Model

## Westside Subway Extension Section 1

### Wilshire/Western to La Cienega

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	1	Start Yr	2013										
Revenue Operations FY for R&R calc	2023	Dur (Yr)	10										
(\$ in millions)	Project		Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
Rev. Operations Date (ROD) 6/30/2023	Total	Alloc %	Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
Planning/Environmental Costs (405518/465518)	38.112		37.462	0.650	-	-	0.650						
<b>Planning/Environmental Funding Sources</b>													
State Repay Cap Proj Loans Fnd 3562	28.497		28.497	-	-	-							
LTF General Revenues	1.794		1.794	-	-	-							
TDA Admin	4.147		4.147	-	-	-							
Lease Revenues	0.650			0.650	-	-	0.650						
Sect 5339 Alternatives Analysis	0.457		0.457	-	-	-							
Regional Improvement Funds (PPM)	2.568		2.568	-	-	-							
<b>Subtotal Planning/Environmental Sources</b>	<b>38.112</b>		<b>37.462</b>	<b>0.650</b>	<b>-</b>	<b>-</b>	<b>0.650</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
<b>PE &amp; CONSTRUCTION COSTS (YOE)</b>													
Guideways	536.534	23.2%		520.400	16.134	-		26.338	49.024	57.846	56.657	223.334	107.201
Stations - 3	501.077	21.7%		315.936	185.141	-		1.519	32.357	87.065	59.565	61.283	74.147
Yards, Shops	77.511	3.4%		77.511	-	-			16.929	31.412	29.170		
Special Conditions	87.785	3.8%		68.654	19.131	-	4.794	12.709	11.516	9.333	14.648	15.654	
Systems	159.187	6.9%		68.446	90.741	-			9.967	10.734	40.410		7.335
Right of Way	158.283	6.9%	1.180	157.103	-	-	35.040	40.763	41.986	39.314			
Vehicles - 58	239.717	10.4%		157.176	82.541	-			5.726	15.604	16.009	46.019	73.818
Professional Services	339.022	14.7%	51.384	225.330	62.308	-	22.007	35.062	56.845	46.480	30.952	17.670	16.314
Unallocated Contingency	210.870	9.1%		156.030	54.840	-	9.422	18.765	24.128	24.950	25.598	26.261	26.906
<b>Subtotal costs beginning with PE</b>	<b>2,309.986</b>	<b>100.0%</b>	<b>52.564</b>	<b>1,746.586</b>	<b>510.837</b>	<b>-</b>	<b>71.262</b>	<b>135.157</b>	<b>248.478</b>	<b>322.739</b>	<b>273.008</b>	<b>390.221</b>	<b>305.721</b>
<b>TOTAL PE/CONSTRUCT (YOE)</b>	<b>2,309.986</b>		<b>52.564</b>	<b>1,746.586</b>	<b>510.837</b>	<b>-</b>	<b>71.262</b>	<b>135.157</b>	<b>248.478</b>	<b>322.739</b>	<b>273.008</b>	<b>390.221</b>	<b>305.721</b>
<b>TOTAL PROJECT COST excl CGRRB int</b>	<b>2,348.099</b>		<b>90.026</b>	<b>1,747.236</b>	<b>510.837</b>	<b>-</b>	<b>71.912</b>	<b>135.157</b>	<b>248.478</b>	<b>322.739</b>	<b>273.008</b>	<b>390.221</b>	<b>305.721</b>
Finance Charges (CGRRB interest)(for info only)	193.654			117.186	76.468	-	0.000	5.460	11.679	20.617	28.061	27.155	24.212
<b>TOTAL PE/CONSTRUCT/CGRRB interest</b>	<b>2,503.640</b>												
Rehab & Replacement (for info only)	511.699			-	4.140	507.559	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<b>PROJECT REVENUES (For PE/Construction Costs Only)</b>													
<b>Local</b>													
<b>Other Local</b>													
State Repay Cap Proj/Repay (plus above)	(14.058)	-0.6%	52.564	-	(66.622)	-							
Local Agency (3% of costs = \$70.4)	70.400	3.0%		-	70.400	-							
Measure R TIFIA Loans	856.000	37.1%		646.428	209.572	-						340.707	305.721
Measure R 35% (beginning FY 13 or later)	318.749	13.8%		21.262	297.487	-	21.262						
<b>Subtotal Other Local (% incl A &amp; C)</b>	<b>1,231.091</b>	<b>53.3%</b>	<b>52.564</b>	<b>667.690</b>	<b>510.837</b>	<b>-</b>	<b>21.262</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>340.707</b>	<b>305.721</b>
<b>Federal</b>													
5309 New Starts	1,250.000	54.1%		650.000	600.000	-	50.000	100.000	100.000	100.000	100.000	100.000	100.000
5309 Capital Grant Rcpt Rev Bonds Proceeds	1,006.346	43.6%		1,006.346	-	-	0.000	135.157	248.478	309.539	263.658	49.514	0.000
5309 Capital Grant Rcpt Rev Bonds Repay & Int	(1,200.000)	-51.9%		(600.000)	(600.000)	-	0.000	-100.000	-100.000	-100.000	-100.000	-100.000	-100.000
CMAQ	22.550	1.0%		22.550	-	-				13.200	9.350		
<b>Subtotal Federal</b>	<b>1,078.896</b>	<b>46.7%</b>	<b>-</b>	<b>1,078.896</b>	<b>-</b>	<b>-</b>	<b>50.000</b>	<b>135.157</b>	<b>248.478</b>	<b>322.739</b>	<b>273.008</b>	<b>49.514</b>	<b>0.000</b>
<b>Subtotal PE/Construction Revenues</b>	<b>2,309.986</b>	<b>100.0%</b>	<b>52.564</b>	<b>1,746.586</b>	<b>510.837</b>	<b>-</b>	<b>71.262</b>	<b>135.157</b>	<b>248.478</b>	<b>322.739</b>	<b>273.008</b>	<b>390.221</b>	<b>305.721</b>
<b>Subtotal PE/Construc Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>
TIFIA Finance Chrgs (int pd by Meas R)	336.076			57.172	278.904	-	0.000	0.048	2.130	2.216	2.514	18.581	31.683
<b>PE/Construc revs incl TIFIA Finance Chgs</b>	<b>2,646.063</b>		<b>52.564</b>	<b>1,803.758</b>	<b>789.741</b>	<b>-</b>	<b>71.262</b>	<b>135.205</b>	<b>250.608</b>	<b>324.955</b>	<b>275.522</b>	<b>408.802</b>	<b>337.404</b>
<b>Total Cost for FTA purposes incl interest</b>	<b>2,839.717</b>		<b>52.564</b>	<b>1,920.944</b>	<b>866.209</b>	<b>-</b>	<b>71.262</b>	<b>140.666</b>	<b>262.287</b>	<b>345.571</b>	<b>303.583</b>	<b>435.958</b>	<b>361.617</b>

**NOTES:**

1. Measure R = \$4,074 for all segments (FY13-36).
2. 3.9 miles, 3 stations.
3. Seg 1 unesc cost w/o plng/fin chg=\$1,925.7 M in 2011S.
4. Planning FIS 405518, Measure R FIS 465518 and 865518.
5. Final Design 7/12-12/13; Major Construction 1/14-12/22.
6. TIFIA Debt Service Reserve Fund shown on Measure R page.

**LACMTA Financial Forecasting Model**  
**Westside Subway Extension Section 1**  
**Wilshire/Western to La Cienega**  
**L RTP 10/18/12 rev 11-19-12**

Rehab & Replacement Project Type		1										
Revenue Operations FY for R&R calc		2023										
(\$ in millions)	Project	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Rev. Operations Date (ROD) 6/30/2023	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Planning/Environmental Costs (405518/465518)	38.112											
<b>Planning/Environmental Funding Sources</b>												
State Repay Cap Proj Loans Fnd 3562	28.497											
LTF General Revenues	1.794											
TDA Admin	4.147											
Lease Revenues	0.650											
Sect 5339 Alternatives Analysis	0.457											
Regional Improvement Funds (PPM)	2.568											
<b>Subtotal Planning/Environmental Sources</b>	<b>38.112</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PE &amp; CONSTRUCTION COSTS (YOE)</b>												
Guideways	536.534		16.134									
Stations - 3	501.077	76.978	78.975	29.188								
Yards, Shops	77.511											
Special Conditions	87.785		14.826	4.305								
Systems	159.187	15.486	17.006	58.249								
Right of Way	158.283											
Vehicles - 58	239.717	76.636	5.905									
Professional Services	339.022	16.936	17.376	20.391	7.605							
Unallocated Contingency	210.870	15.573	15.977	16.456	6.834							
<b>Subtotal costs beginning with PE</b>	<b>2,309.986</b>	<b>201.610</b>	<b>166.199</b>	<b>128.589</b>	<b>14.439</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL PE/CONSTRUC (YOE)</b>	<b>2,309.986</b>	<b>201.610</b>	<b>166.199</b>	<b>128.589</b>	<b>14.439</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL PROJECT COST excl CGRRB int</b>	<b>2,348.099</b>	<b>201.610</b>	<b>166.199</b>	<b>128.589</b>	<b>14.439</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Finance Charges (CGRRB interest)(for info only)	193.654	21.151	17.965	14.651	11.203	7.615	3.883	-	-	-	-	-
<b>TOTAL PE/CONSTRUC/CGRRB interest)</b>	<b>2,503.640</b>											
Rehab & Replacement (for info only)	511.699	0.000	0.000	0.000	0.000	0.000	0.000	-	-	0.4	3.7	
<b>PROJECT REVENUES (For PE/Construction Costs Only)</b>												
<b>Local</b>												
<b>Other Local</b>												
State Repay Cap Proj/Repay (plus above)	(14.058)		-66.622									
Local Agency (3% of costs = \$70.4)	70.400		70.400									
Measure R TIFIA Loans	856.000	201.610	7.962									
Measure R 35% (beginning FY 13 or later)	318.749		154.459	128.589	14.439							
<b>Subtotal Other Local (% incl A &amp; C)</b>	<b>1,231.091</b>	<b>201.610</b>	<b>166.199</b>	<b>128.589</b>	<b>14.439</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
5309 New Starts	1,250.000	100.000	100.000	100.000	100.000	100.000	100.000					
5309 Capital Grant Rcpt Rev Bonds Proceeds	1,006.346	0.000	0.000	0.000	0.000	0.000	0.000					
5309 Capital Grant Rcpt Rev Bonds Repay & Int	(1,200.000)	-100.000	-100.000	-100.000	-100.000	-100.000	-100.000					
CMAQ	22.550											
<b>Subtotal Federal</b>	<b>1,078.896</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal PE/Construction Revenues</b>	<b>2,309.986</b>	<b>201.610</b>	<b>166.199</b>	<b>128.589</b>	<b>14.439</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal PE/Construc Surplus/(Shortfall)</b>	<b>-</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
TIFIA Finance Chrgs (Int pd by Meas R)	336.076	43.356	45.108	46.930	47.833	48.441	47.236					
<b>PE/Construc revs incl TIFIA Finance Chgs</b>	<b>2,646.063</b>	<b>244.966</b>	<b>211.307</b>	<b>175.519</b>	<b>62.272</b>	<b>48.441</b>	<b>47.236</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Cost for FTA purposes incl interest</b>	<b>2,839.717</b>	<b>266.117</b>	<b>229.272</b>	<b>190.170</b>	<b>73.475</b>	<b>56.057</b>	<b>51.119</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

1. Measure R = \$4,074 for all segments (FY13-36).
2. 3.9 miles, 3 stations.
3. Seg 1 unesc cost w/o plng/fin chg=\$1.925.7 M in 2011S.
4. Planning FIS 405518, Measure R FIS 465518 and 865518.
5. Final Design 7/12-12/13; Major Construction 1/14-12/22.
6. TIFIA Debt Service Reserve Fund shown on Measure R page.

# LACMTA Financial Forecasting Model

Westside Subway Extension Construction Section 2

La Cienega to Century City

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type	1	Start Yr	2018									
Revenue Operations FY for R&R calc	2027	Dur (Yr)	9									
(\$ in millions)	Project		Prior	Years	Years	Years	Years	2015	2016	2017	2018	
Rev. Operations Date (ROD) 6/30/2026	Total	Alloc %	Years	'14-'23	'13-'19	'20-'29	'30-'40	2016	2017	2018	2019	
<b>PROJECT COSTS (all inclusive) (YOE)</b>												
Guideways	478.1	27.7%		450.9	169.1	309.1	-			73.4	95.7	
Stations - 2	440.0	25.5%		294.9	86.5	353.6	-			7.6	78.9	
Yards, Shops	-	0.0%		-	-	-	-					
Special Conditions	43.5	2.5%		25.5	24.1	19.3	-	1.5	7.0	13.8	1.8	
Systems	78.5	4.5%		-	-	78.5	-					
Right of Way	217.5	12.6%		217.5	217.5	-	-	47.1	105.2	65.1		
Vehicles - 20	91.1	5.3%		81.2	6.5	84.6	-			0.7	5.8	
Professional Services	218.6	12.7%		160.9	84.6	134.0	-	5.1	17.7	33.9	27.9	
Unallocated Contingency	157.5	9.1%		126.2	51.9	105.6	-	6.0	8.3	18.1	19.6	
<b>Subtotal costs beginning with PE</b>	<b>1,724.7</b>	<b>100.0%</b>		<b>1,357.0</b>	<b>640.1</b>	<b>1,084.6</b>	-	<b>59.7</b>	<b>138.2</b>	<b>212.6</b>	<b>229.6</b>	
Environmental/Planning	-			-	-	-	-					
<b>Subtotal Project Cost</b>	<b>1,724.7</b>			<b>1,357.0</b>	<b>640.1</b>	<b>1,084.6</b>	-	<b>59.7</b>	<b>138.2</b>	<b>212.6</b>	<b>229.6</b>	
<b>TOTAL (YOE)</b>	<b>1,724.7</b>		-	<b>1,357.0</b>	<b>640.1</b>	<b>1,084.6</b>	-	<b>59.7</b>	<b>138.2</b>	<b>212.6</b>	<b>229.6</b>	
Rehab & Replacement (for info only)	240.0	-	-	-	-	-	240.0	-	-	-	-	
<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	41.1	2.4%		41.1	8.0	33.1	-			8.0	-	
Local Agency (3% of \$1,724.7 = \$51.7)	51.7	3.0%		51.7	51.7	-	-				51.7	
Measure R 35%	904.4	52.4%		734.1	505.9	398.6	-	59.7	111.2	189.1	145.9	
<b>Subtotal Other Local (% incl A &amp; C)</b>	<b>997.2</b>	<b>57.8%</b>	-	<b>826.9</b>	<b>565.6</b>	<b>431.7</b>	-	<b>59.7</b>	<b>111.2</b>	<b>197.1</b>	<b>197.6</b>	
<b>Federal</b>												
Section 5309 - New Starts	629.3	36.5%		432.0	32.0	597.3	-				32.0	
CMAQ	91.9	5.3%		91.9	42.5	49.4	-		27.0	15.5	-	
RSTP	6.3	0.4%		6.3	-	6.3	-				-	
<b>Subtotal Federal</b>	<b>727.5</b>	<b>42.2%</b>	-	<b>530.2</b>	<b>74.5</b>	<b>653.0</b>	-	-	<b>27.0</b>	<b>15.5</b>	<b>32.0</b>	
<b>Total Revenues</b>	<b>1,724.7</b>	<b>100.0%</b>	-	<b>1,357.0</b>	<b>640.1</b>	<b>1,084.6</b>	-	<b>59.7</b>	<b>138.2</b>	<b>212.6</b>	<b>229.6</b>	
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		-	<b>-</b>	<b>-</b>	<b>-</b>	-	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

**NOTES:**

1. \$1,349.7 M cost in 2011 \$.
2. 2.6 miles, 2 stations.
3. Final Design FY16-12/16; Major Construction 1/17-6/26.

# LACMTA Financial Forecasting Model

Westside Subway Extension Construction Section 2

La Cienega to Century City

L RTP 10/18/12 rev 11-19-12

Rehab & Replacement Project Type		1											
Revenue Operations FY for R&R calc		2027											
(\$ in millions)	Project	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Rev. Operations Date (ROD) 6/30/2026	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
<b>PROJECT COSTS (all inclusive) (YOE)</b>													
Guideways	478.1	88.7	88.2	90.8	14.1	25.7	1.5						
Stations - 2	440.0	74.5	30.3	36.9	66.7	68.4	71.6	5.1					
Yards, Shops	-												
Special Conditions	43.5	0.8		0.3	0.3		18.0						
Systems	78.5						78.5						
Right of Way	217.5												
Vehicles - 20	91.1	6.1	11.9	27.9	28.8	10.0							
Professional Services	218.6	23.8	17.0	17.5	18.1	18.5	19.4	19.8					
Unallocated Contingency	157.5	20.3	20.8	21.5	11.7	10.2	10.6	10.5					
<b>Subtotal costs beginning with PE</b>	<b>1,724.7</b>	<b>214.2</b>	<b>168.3</b>	<b>194.9</b>	<b>139.6</b>	<b>132.8</b>	<b>199.6</b>	<b>35.3</b>	-	-	-	-	
Environmental/Planning	-												
<b>Subtotal Project Cost</b>	<b>1,724.7</b>	<b>214.2</b>	<b>168.3</b>	<b>194.9</b>	<b>139.6</b>	<b>132.8</b>	<b>199.6</b>	<b>35.3</b>	-	-	-	-	
<b>TOTAL (YOE)</b>	<b>1,724.7</b>	<b>214.2</b>	<b>168.3</b>	<b>194.9</b>	<b>139.6</b>	<b>132.8</b>	<b>199.6</b>	<b>35.3</b>	-	-	-	-	
Rehab & Replacement (for info only)	240.0	-	-	-	-	-	-	-	-	-	-	-	
<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>Other Local</b>													
State Repay Cap Proj LONP Fnd 3562	41.1	33.1											
Local Agency (3% of \$1,724.7 = \$51.7)	51.7												
Measure R 35%	904.4	25.4	68.3	94.9	39.6	32.8	131.6	6.0					
<b>Subtotal Other Local (% incl A &amp; C)</b>	<b>997.2</b>	<b>58.5</b>	<b>68.3</b>	<b>94.9</b>	<b>39.6</b>	<b>32.8</b>	<b>131.6</b>	<b>6.0</b>	-	-	-	-	
<b>Federal</b>													
Section 5309 - New Starts	629.3	100.0	100.0	100.0	100.0	100.0	68.0	29.3					
CMAQ	91.9	49.4											
RSTP	6.3	6.3											
<b>Subtotal Federal</b>	<b>727.5</b>	<b>155.7</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>68.0</b>	<b>29.3</b>	-	-	-	-	
<b>Total Revenues</b>	<b>1,724.7</b>	<b>214.2</b>	<b>168.3</b>	<b>194.9</b>	<b>139.6</b>	<b>132.8</b>	<b>199.6</b>	<b>35.3</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>	

**NOTES:**

- \$1,349.7 M cost in 2011 \$.
- 2.6 miles, 2 stations.
- Final Design FY16-12/16; Major Construction 1/17-6/26.

**LACMTA Financial Forecasting Model**  
**Westside Subway Extension Construction Section 3**  
**Century City to Westwood/VA**  
**L RTP 10/18/12 rev 11-19-12**

Rehab & Replacement Project Type	1	Start Yr	2028																	
Revenue Operations FY for R&R calc	2036	Dur (Yr)	8																	
(\$ In millions)	Project	Alloc %	Prior	Years	Years	Years	Years	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Rev. Operations Date (ROD) 12/31/2035	Total		Years	'14-'23	'13-'19	'20-'29	'30-'40	'2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
<b>PROJECT COSTS (all inclusive) (YOE)</b>																				
Guideways	435.2	22.4%			-	176.2	259.0			34.5	63.1	78.5	103.7	93.5	33.6	15.9	12.4			
Stations - 2	714.7	36.8%			-	180.1	534.6			10.6	59.1	110.4	84.1	79.3	114.6	125.5	97.8	33.3		
Yards, Shops	-	0.0%			-	-	-													
Special Conditions	77.7	4.0%			-	25.2	52.5		3.2	11.3	7.9	2.8	1.8	0.4	0.4	24.8	22.5	2.6		
Systems	100.0	5.1%			-	-	100.0									18.3	52.2	29.5		
Right of Way	165.0	8.5%			-	165.0	-	6.8	42.1	66.7	40.7	8.6								
Vehicles - 12	-	0.0%			-	-	-													
Professional Services	274.9	14.2%			-	129.8	145.1	3.4	14.5	37.1	42.7	32.1	24.5	22.2	22.8	23.5	24.6	20.3	7.2	
Unallocated Contingency	174.7	9.0%			-	74.3	100.4	2.4	6.8	16.9	23.7	24.5	25.3	25.4	16.9	10.7	11.0	8.4	2.7	
<b>Subtotal costs beginning with PE</b>	<b>1,942.2</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>750.6</b>	<b>1,191.6</b>	<b>12.7</b>	<b>66.6</b>	<b>177.1</b>	<b>237.2</b>	<b>257.0</b>	<b>239.4</b>	<b>220.7</b>	<b>188.4</b>	<b>218.6</b>	<b>220.4</b>	<b>94.1</b>	<b>9.9</b>	
Environmental/Planning																				
<b>Subtotal Project Cost</b>	<b>1,942.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>750.6</b>	<b>1,191.6</b>	<b>12.7</b>	<b>66.6</b>	<b>177.1</b>	<b>237.2</b>	<b>257.0</b>	<b>239.4</b>	<b>220.7</b>	<b>188.4</b>	<b>218.6</b>	<b>220.4</b>	<b>94.1</b>	<b>9.9</b>	
<b>TOTAL (YOE)</b>	<b>1,942.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>750.6</b>	<b>1,191.6</b>	<b>12.7</b>	<b>66.6</b>	<b>177.1</b>	<b>237.2</b>	<b>257.0</b>	<b>239.4</b>	<b>220.7</b>	<b>188.4</b>	<b>218.6</b>	<b>220.4</b>	<b>94.1</b>	<b>9.9</b>	
Rehab & Replacement (for info only)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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 Cap Proj LONP Fnd 3562	3.6	0.2%			-	-	3.6						3.6							
Local Agency (3% of \$1942.2 = \$58.2)	58.2	3.0%			-	-	58.2									58.2				
Measure R TIFIA Loans	-	0.0%			-	-	-													
Measure R 35%	1,009.3	52.0%			-	512.0	497.3	12.7	66.6	138.5	137.2	157.0	139.4	88.6	88.4	60.4	120.4			
<b>Subtotal Other Local (% incl A &amp; C)</b>	<b>1,071.1</b>	<b>55.1%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>512.0</b>	<b>559.1</b>	<b>12.7</b>	<b>66.6</b>	<b>138.5</b>	<b>137.2</b>	<b>157.0</b>	<b>139.4</b>	<b>92.2</b>	<b>88.4</b>	<b>118.6</b>	<b>120.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																				
Prop 1B PTMISEA	-	0.0%			-	-	-													
Regional Improvement Funds	-	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>-</b>	<b>-</b>
<b>Federal</b>																				
Section 5309 - New Starts	842.6	43.4%			-	238.6	604.0			38.6	100.0	100.0	100.0	100.0	100.0	100.0	100.0	94.1	9.9	
CMAQ	-	0.0%			-	-	-													
RSTP	28.5	1.5%			-	-	28.5							28.5						
<b>Subtotal Federal</b>	<b>871.1</b>	<b>44.9%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>238.6</b>	<b>632.5</b>	<b>-</b>	<b>-</b>	<b>38.6</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>128.5</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>94.1</b>	<b>9.9</b>	
<b>Total Revenues</b>	<b>1,942.2</b>	<b>100.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>750.6</b>	<b>1,191.6</b>	<b>12.7</b>	<b>66.6</b>	<b>177.1</b>	<b>237.2</b>	<b>257.0</b>	<b>239.4</b>	<b>220.7</b>	<b>188.4</b>	<b>218.6</b>	<b>220.4</b>	<b>94.1</b>	<b>9.9</b>	
<b>Total Surplus/(Shortfall)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

- NOTES:**  
1. 2.48 miles, 2 stations.  
2. \$1,154.5 M cost in 2011 \$.  
3. Final Design 7/26-12/27; Construction 1/28-FY 36.

**LACMTA Financial Forecasting Model**  
**Wilshire Metro Rapid Transitway**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions) Rev. Ops Date = 6/30/2022	Project Total	Alloc %	Prior Years	Years '13-'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	-		30.0	85.3	-							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>30.0</b>	<b>85.3</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>-</b>
<b>TOTAL PROJECT COST</b>	<b>124.0</b>		<b>8.7</b>	<b>30.0</b>	<b>85.3</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>-</b>
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>																	
<b>Local</b>																	
Prop. C 40% - Direct Cash	115.3	93.0%		30.0	85.3	-							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>30.0</b>	<b>85.3</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>-</b>
<b>Subtotal Local</b>	<b>115.3</b>	<b>93.0%</b>	<b>-</b>	<b>30.0</b>	<b>85.3</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>-</b>
<b>State</b>																	
Traffic Congestion Relief Program (TCRP)	6.2	5.0%	6.2	-	-	-											
Regional Improvement Funds	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>30.0</b>	<b>85.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.00</b>	<b>50.3</b>	<b>20.0</b>	<b>15.0</b>	<b>-</b>

**NOTES:**

1. Project Total column includes prior years.
2. Wilshire Bus Lane is on a separate sheet.
3. Approximately 11.8 miles from MacArthur Park to Centinela Ave in Santa Monica.
4. Approximately 5.38 miles in the Central Subregion.

**LACMTA Financial Forecasting Model**

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

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions) Rev. Ops. Date 2019	Project Total	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>	3,000.0		-	-	2,225.0	775.0		225.0	300.0	350.0	400.0	450.0	500.0
Total Capital Costs (all inclusive)	3,000.0		-	-	2,225.0	775.0	-	225.0	300.0	350.0	400.0	450.0	500.0
<b>PROJECT REVENUES (FOR CAPITAL COSTS ONLY)</b>													
<b>State</b>													
Regional Improvement Prog Funds (RIP)-Transit	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>													
Section 5309 - New Starts	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
CMAQ - Transit	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-	-
Total Revenues	-	<b>0.0%</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal High Speed Rail Funds (assumed)</b>	<b>3,000.0</b>	<b>100%</b>	-	-	2,225.0	775.0	-	225.0	300.0	350.0	400.0	450.0	500.0

**LACMTA Financial Forecasting Model**

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

**L RTP 10/18/12 rev 11-19-12**

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



**LACMTA Financial Forecasting Model**  
**Lankershim Depot Restoration**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013
<b>PROJECT COSTS</b>						
Cost	1.6	-	1.6	-	-	1.6
<b>Total Cost</b>	<b>1.6</b>	<b>-</b>	<b>1.6</b>	<b>-</b>	<b>-</b>	<b>1.6</b>
<b>PROJECT REVENUES</b>						
<b>Local</b>						
Prop. A - Direct	-		-	-	-	-
Prop. C - Direct	-		-	-	-	-
Financings	-					
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>						
Local Agency (L.A. City Funds)	-		-	-	-	-
Prop C 10%	1.6		1.6	-	-	1.6
Prop C 25%	-		-	-	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>1.6</b>		<b>1.6</b>	<b>-</b>	<b>-</b>	<b>1.6</b>
<b>Total Revenues</b>	<b>1.6</b>		<b>1.6</b>	<b>-</b>	<b>-</b>	<b>1.6</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

FIS 800118.

# LACMTA Financial Forecasting Model

## Other Rail Costs

L RTP 10/18/12 rev 11-19-12

	Total '13-'14	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Westlake/MacArthur Park Joint Dev (401001)	0.7	-	0.7	-	-	0.7						
Subtotal	0.7	-	0.7	-	-	0.7	-	-	-	-	-	-
<b>Total Capital Costs Inflated</b>	<b>0.7</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Prop. A 35% Bonds	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C 40%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Prop C 10%	0.7	-	0.7	-	-	0.7	-	-	-	-	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>0.7</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>0.7</b>	<b>-</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>0.7</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>-</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 Financ (not eligible for subways)</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Planning for Future Transit Projects**  
*L RTP 10/18/12 rev 11-19-12*

	Total '13-'40	Years '14-'23	Years '13-'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
<b>PROJECT COSTS</b>														
Planning for future new projects	25.0	25.0	-	25.0	-								15.0	10.0
<b>Total Cost</b>	<b>25.0</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>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>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</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>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>Total Surplus/(Shortfall)</b>	<b>(25.0)</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>(15.0)</b>	<b>(10.0)</b>
<b>MTA Prop A/C or Financing</b>	<b>25.0</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>15.0</b>	<b>10.0</b>

NOTES:

**LACMTA Financial Forecasting Model**  
**Light Rail System Improvements**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Buena Vista Improvement (405554)	0.3	-	0.3	-	-	0.3						
<b>Subtotal Misc</b>	<b>0.3</b>	<b>-</b>	<b>0.3</b>	<b>-</b>	<b>-</b>	<b>0.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Eastside Quad Gate Study & Ph 1 (MR 2%) (460202)	0.8	-	0.8	-	-	0.8						
<b>Subtotal Costs</b>	<b>1.1</b>	<b>-</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>Total Costs</b>	<b>1.1</b>	<b>-</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>PROJECT REVENUES</b>												
<b>Local</b>												
Prop A 35%	-	-	-	-	-	-						-
Prop C 40%	-	-	-	-	-	-						-
<b>Subtotal Prop. A &amp; C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Reimbursmnt from GL LAX, SB GL, Eastside2, & systemwide	-	-	-	-	-	-						-
Prop C 10%	-	-	-	-	-	-						-
Measure R 2%	1.1	-	1.1	-	-	1.1						-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>1.1</b>	<b>-</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>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>Federal</b>												
ARRA	-	-	-	-	-	-						-
<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>Total Revenues</b>	<b>1.1</b>	<b>-</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>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>MTA Prop A/C Needed (not eligible for subways)</b>	<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:**

- ARRA Projects: Escalator Canopies (\$6.8 M), 7th & Metro Egress (\$0.8 M), Blue Line Traction Power Substation(s) (\$7.1 M), Fiber Optic Transmission Equipment- MRL, MBL & MGL (\$2.5 M)
- Eastside LRT Enhancements LOP = \$55.9 M

**LACMTA Financial Forecasting Model**  
**Red/Purple Line System Improvements**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'40	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
North Hollywood terminal - needed by FY35	157.0	-	-	-	157.0	-	-	-	-	-	-	-
Union Sta upgrade Div 20	136.5	136.5	32.6	103.9	-	-	-	-	-	-	-	32.6
Train Control for 2 min trunk headways - needed by FY35	87.7	-	-	60.6	27.1	-	-	-	-	-	-	-
Traction Pwr-support 2-min trunk headways - needed by FY35	146.7	-	-	47.2	99.5	-	-	-	-	-	-	-
Ventilation System - North Hollywood (no longer required)	-	-	-	-	-	-	-	-	-	-	-	-
Tunnel improves (vent) under Santa Monica Mtns-by FY35	257.7	-	-	52.0	205.7	-	-	-	-	-	-	-
<b>Subtotal Red/Purple Line System Improvements</b>	<b>785.5</b>	<b>136.5</b>	<b>32.6</b>	<b>263.7</b>	<b>489.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.6</b>
<b>Subtotal Costs</b>	<b>785.5</b>	<b>136.5</b>	<b>32.6</b>	<b>263.7</b>	<b>489.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.6</b>
<b>Total Costs</b>	<b>785.5</b>	<b>136.5</b>	<b>32.6</b>	<b>263.7</b>	<b>489.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.6</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Prop A 35%	32.6	32.6	32.6	-	-	-	-	-	-	-	-	32.6
Prop C 40%	155.9	-	-	52.0	103.9	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>188.5</b>	<b>32.6</b>	<b>32.6</b>	<b>52.0</b>	<b>103.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.6</b>
<b>Other Local</b>												
Reimbursmnt from GL LAX, SB GL, Eastside2, & systemwide	170.0	83.9	-	115.6	54.4	-	-	-	-	-	-	-
Prop C 10%	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	427.0	103.9	-	180.0	247.1	-	-	-	-	-	-	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>597.0</b>	<b>187.8</b>	<b>-</b>	<b>295.6</b>	<b>301.5</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>Federal</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>Total Revenues</b>	<b>785.5</b>	<b>220.4</b>	<b>32.6</b>	<b>347.6</b>	<b>405.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>32.6</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>	<b>83.9</b>	<b>-</b>	<b>83.9</b>	<b>(83.9)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C Needed (not eligible for new subways)</b>	<b>-</b>	<b>(83.9)</b>	<b>-</b>	<b>(83.9)</b>	<b>83.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

Unescalated Red/Purple System Improvements  
North Hollywood terminal \$80  
Train Control for 2 min trunk headways \$50  
Traction Power to support 2-min trunk headways \$80  
Tunnel improvements (vent) under Santa Monica mtns \$140

**LACMTA Financial Forecasting Model**  
**Red/Purple Line System Improvements**  
**L RTP 10/18/12 rev 11-19-12**

	Total '13-'40	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	2032 2033	2033 2034	2034 2035
<b>PROJECT COSTS</b>																	
North Hollywood terminal - needed by FY35	157.0	-	-	-	-	-	-	-	-	-	-	-	6.5	42.2	83.3	25.0	-
Union Sta upgrade Div 20	136.5	33.6	34.6	35.7	-	-	-	-	-	-	-	-	-	-	-	-	-
Train Control for 2 min trunk headways - needed by FY35	87.7	-	-	-	-	-	-	-	-	25.5	35.1	27.1	-	-	-	-	-
Traction Pwr-support 2-min trunk headways - needed by FY35	146.7	-	-	-	-	-	-	-	-	12.1	35.1	18.1	37.5	30.5	13.4	-	-
Ventilation System - North Hollywood (no longer required)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tunnel improv (vent) under Santa Monica Mtns-by FY35	257.7	-	-	-	-	-	-	-	-	8.2	43.8	54.2	74.4	77.0	-	-	-
<b>Subtotal Red/Purple Line System Improvements</b>	<b>785.5</b>	<b>33.6</b>	<b>34.6</b>	<b>35.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45.8</b>	<b>114.0</b>	<b>99.4</b>	<b>118.5</b>	<b>149.7</b>	<b>96.7</b>	<b>25.0</b>	<b>-</b>
<b>Subtotal Costs</b>	<b>785.5</b>	<b>33.6</b>	<b>34.6</b>	<b>35.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45.8</b>	<b>114.0</b>	<b>99.4</b>	<b>118.5</b>	<b>149.7</b>	<b>96.7</b>	<b>25.0</b>	<b>-</b>
<b>Total Costs</b>	<b>785.5</b>	<b>33.6</b>	<b>34.6</b>	<b>35.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45.8</b>	<b>114.0</b>	<b>99.4</b>	<b>118.5</b>	<b>149.7</b>	<b>96.7</b>	<b>25.0</b>	<b>-</b>
<b>PROJECT REVENUES</b>																	
<b>Local</b>																	
Prop A 35%	32.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop C 40%	155.9	-	-	-	-	-	-	-	-	8.2	43.8	-	-	103.9	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>188.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.2</b>	<b>43.8</b>	<b>-</b>	<b>-</b>	<b>103.9</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																	
Reimbursmnt from GL LAX, SB GL, Eastside2, & systemwide	170.0	-	-	-	83.9	-	-	-	-	31.7	-	35.4	19.0	-	-	-	-
Prop C 10%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Measure R 2%	427.0	33.6	34.6	35.7	-	-	-	-	-	5.9	70.2	64.0	99.5	45.8	12.8	25.0	-
<b>Subtotal Local (incl. Prop. A &amp; C %, not \$'s)</b>	<b>597.0</b>	<b>33.6</b>	<b>34.6</b>	<b>35.7</b>	<b>83.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>37.6</b>	<b>70.2</b>	<b>99.4</b>	<b>118.5</b>	<b>45.8</b>	<b>12.8</b>	<b>25.0</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>-</b>
<b>Federal</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>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>785.5</b>	<b>33.6</b>	<b>34.6</b>	<b>35.7</b>	<b>83.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45.8</b>	<b>114.0</b>	<b>99.4</b>	<b>118.5</b>	<b>149.7</b>	<b>12.8</b>	<b>25.0</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>83.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(83.9)</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C Needed (not eligible for new subways)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>83.9</b>	<b>-</b>	<b>-</b>

**NOTES:**

Unescalated Red/Purple System Improvements  
North Hollywood terminal \$80  
Train Control for 2 min trunk headways \$50  
Traction Power to support 2-min trunk headways \$80  
Tunnel improvements (vent) under Santa Monica mtns \$140

## LACMTA Financial Forecasting Model

### Light Rail Yards (not in project budgets)

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	Alloc %	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Eastern Yard (\$277) \$199.9 not in 1st decade projs	78.7	-	110.0	23.7	78.7	-	-	55.0	23.7					
Southwestern Yard (\$285.2) \$145.8 not in 1st decade pro	145.8	-	-	100.8	145.8	-	-	45.0	30.0	30.0	30.0	10.8		
<b>Total Capital Costs</b>	<b>224.5</b>	<b>-</b>	<b>110.0</b>	<b>124.5</b>	<b>224.5</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>53.7</b>	<b>30.0</b>	<b>30.0</b>	<b>10.8</b>	<b>-</b>	<b>-</b>
<b>Rehabilitation and Replacement</b>														
<b>PROJECT REVENUES (For Capital Costs Only)</b>														
<b>Local</b>														
Prop. A - Direct (PA 35% Bonds)	60.0	26.7%	32.2	60.0	60.0	-	-			30.0	30.0	-	-	
Prop. A - Direct (PA 35% Cash)	-	0.0%	-	-	-	-	-			-	-	-	-	
Prop. C - Direct (PC 40% Cash)	10.8				10.8	-	-					10.8	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>70.8</b>	<b>26.7%</b>	<b>32.2</b>	<b>60.0</b>	<b>70.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>30.0</b>	<b>10.8</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R 2%	44.0	19.6%	13.4	14.0	44.0	-	-	30.0	14.0					
<b>Subtot Other Local (% incl A &amp; C)</b>	<b>44.0</b>	<b>19.6%</b>	<b>13.4</b>	<b>14.0</b>	<b>44.0</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>14.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>114.8</b>	<b>46.3%</b>	<b>45.6</b>	<b>74.0</b>	<b>114.8</b>	<b>-</b>	<b>-</b>	<b>30.0</b>	<b>14.0</b>	<b>30.0</b>	<b>30.0</b>	<b>10.8</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall)</b>	<b>(109.7)</b>	<b>48.9%</b>	<b>(64.4)</b>	<b>74.0</b>	<b>(109.7)</b>	<b>-</b>	<b>-</b>	<b>(70.0)</b>	<b>(39.7)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A Financing</b>	<b>169.7</b>		<b>96.6</b>	<b>110.5</b>	<b>169.7</b>	<b>-</b>	<b>-</b>	<b>70.0</b>	<b>39.7</b>	<b>30.0</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>

#### NOTES:

1. Santa Monica yard 48 car capacity. Storage-Washington siding track \$12+ YOE, 12 cars.
2. See Board Item #19, 8/4/11. Funded with \$165 from rail yard reserve; \$383.7 in first decade project budgets, \$169.5 from heavy rail system improvements deferral and loan.
3. Southwestern Yard FIS 860003.

# LACMTA Financial Forecasting Model

## P3010 Light Rail Vehicles

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	Alloc %	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
P3010 - 78 total vehicles @ \$4,3891 = \$342.35	315.6		26.8	263.4	315.6	-	-	52.1	98.5	86.0	12.1	66.8	-	-
<b>Total Costs</b>	<b>315.6</b>	<b>-</b>	<b>26.8</b>	<b>263.4</b>	<b>315.6</b>	<b>-</b>	<b>-</b>	<b>52.1</b>	<b>98.5</b>	<b>86.0</b>	<b>12.1</b>	<b>66.8</b>	<b>-</b>	<b>-</b>
<b>Total Capital Costs</b>	<b>315.6</b>		<b>26.8</b>	<b>263.4</b>	<b>315.6</b>	<b>-</b>	<b>-</b>	<b>52.1</b>	<b>98.5</b>	<b>86.0</b>	<b>12.1</b>	<b>66.8</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Prop. A - Direct Cash	6.83			6.8	6.83	-	-	-	-	-	-	6.8	-	-
Prop. C - Direct Cash	-			-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>6.83</b>	<b>2.2%</b>	<b>0.0</b>	<b>6.8</b>	<b>6.83</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.8</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R 35% (\$64.5 from GLF project budget)	60.9	19.3%	3.6	57.3	60.9	-	-	3.6	9.8	10.5	4.4	32.6	-	-
Measure R 2%	0.4	0.1%	0.0	0.4	0.4	-	-	-	-	-	-	0.4	-	-
Prop C 25%	-	0.0%	0.0	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	-	0.0%	0.04	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (including Prop. A &amp; C)</b>	<b>68.2</b>	<b>21.6%</b>	<b>3.6</b>	<b>64.6</b>	<b>68.2</b>	<b>-</b>	<b>-</b>	<b>3.6</b>	<b>9.8</b>	<b>10.5</b>	<b>4.4</b>	<b>39.8</b>	<b>-</b>	<b>-</b>
<b>State</b>														
Prop 1B PTMISEA	3.1	1.0%	2.1	-	3.1	-	-	3.1	-	-	-	-	-	-
Regional Improvement Program (RIP)	194.9	61.8%	7.0	149.5	194.9	-	-	45.4	47.0	75.4	-	27.0	-	-
<b>Subtotal State</b>	<b>198.0</b>	<b>62.7%</b>	<b>9.03</b>	<b>149.5</b>	<b>198.0</b>	<b>-</b>	<b>-</b>	<b>48.5</b>	<b>47.0</b>	<b>75.4</b>	<b>-</b>	<b>27.0</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
CMAQ	-	0.0%	14.2	-	-	-	-	-	-	-	-	-	-	-
RSTP	49.4	15.7%	0.0	49.4	49.4	-	-	-	41.7	-	7.7	-	-	-
<b>Subtotal Federal</b>	<b>49.4</b>	<b>15.7%</b>	<b>14.2</b>	<b>49.4</b>	<b>49.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>41.7</b>	<b>-</b>	<b>7.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>315.6</b>	<b>100.0%</b>	<b>26.8</b>	<b>263.4</b>	<b>315.6</b>	<b>-</b>	<b>-</b>	<b>52.1</b>	<b>98.5</b>	<b>86.0</b>	<b>12.1</b>	<b>66.8</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>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>

**NOTES:**

- \$21.9 of CMAQ/RSTP transferred from P2550 LRVs.



# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'14	Alloc %	Years '14-'15	Years '15-'16	Years '16-'17	Years '17-'18	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Future Light Rail Vehicle Procurement I	253.5	-	253.5	253.5	-	-			50.4	50.8	49.9	97.9	4.5
Future Light Rail Vehicle Procurement II	97.8	-	-	-	97.8	-	-	-	-	-	-	-	-
Future Light Rail Veh Procurement (St of Good Repair)	948.1	-	194.4	-	493.5	454.6							
<b>Total Costs</b>	<b>1,299.5</b>	<b>-</b>	<b>447.9</b>	<b>253.5</b>	<b>591.4</b>	<b>454.6</b>	<b>-</b>	<b>-</b>	<b>50.4</b>	<b>50.8</b>	<b>49.9</b>	<b>97.9</b>	<b>4.5</b>
<b>Total Capital Costs Inflated</b>	<b>1,299.5</b>	<b>-</b>	<b>447.9</b>	<b>253.5</b>	<b>591.4</b>	<b>454.6</b>	<b>-</b>	<b>-</b>	<b>50.4</b>	<b>50.8</b>	<b>49.9</b>	<b>97.9</b>	<b>4.5</b>
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Prop. A - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	895.3	-	254.2	151.1	347.0	397.2	-	-	50.4	50.8	49.9	-	-
Financings	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>895.3</b>	<b>77.6%</b>	<b>254.2</b>	<b>151.1</b>	<b>347.0</b>	<b>397.2</b>	<b>-</b>	<b>-</b>	<b>50.4</b>	<b>50.8</b>	<b>49.9</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>77.6%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>													
Regional Improvement Prog Funds (RIP)	291.6	22.4%	193.6	102.4	131.8	57.4	-	-	-	-	-	97.9	4.5
<b>Subtotal State</b>	<b>291.6</b>	<b>22.4%</b>	<b>193.6</b>	<b>102.4</b>	<b>131.8</b>	<b>57.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>97.9</b>	<b>4.5</b>
<b>Federal</b>													
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
CMAQ (may not be eligible)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,186.9</b>	<b>100.0%</b>	<b>447.9</b>	<b>253.5</b>	<b>478.8</b>	<b>454.6</b>	<b>-</b>	<b>-</b>	<b>50.4</b>	<b>50.8</b>	<b>49.9</b>	<b>97.9</b>	<b>4.5</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(112.6)</b>		<b>-</b>	<b>-</b>	<b>(112.6)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>112.6</b>		<b>254.2</b>	<b>151.1</b>	<b>459.6</b>	<b>397.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	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	253.5	-	-	-	-	-	-	-	-	-	-	-
Future Light Rail Vehicle Procurement II	97.8	-	-	-	-	-	-	-	-	45.4	52.4	-
Future Light Rail Veh Procurement (St of Good Repair)	948.1	-	73.6	52.1	34.1	34.6	61.3	64.3	50.4	1.4	57.0	64.8
<b>Total Costs</b>	<b>1,299.5</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>1,299.5</b>	<b>-</b>	<b>73.6</b>	<b>52.1</b>	<b>34.1</b>	<b>34.6</b>	<b>61.3</b>	<b>64.3</b>	<b>50.4</b>	<b>46.8</b>	<b>109.4</b>	<b>64.8</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Prop. A - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	895.3	-	4.5	42.3	28.0	28.3	-	-	43.8	40.1	102.4	57.6
Financings	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>895.3</b>	<b>77.6%</b>	<b>4.5</b>	<b>42.3</b>	<b>28.0</b>	<b>28.3</b>	<b>-</b>	<b>-</b>	<b>43.8</b>	<b>40.1</b>	<b>102.4</b>	<b>57.6</b>
<b>Other Local</b>												
Measure R 2%	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>77.6%</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)	291.6	22.4%	69.1	9.8	6.1	6.3	6.4	6.6	6.6	6.8	7.0	7.2
<b>Subtotal State</b>	<b>291.6</b>	<b>22.4%</b>	<b>69.1</b>	<b>9.8</b>	<b>6.1</b>	<b>6.3</b>	<b>6.4</b>	<b>6.6</b>	<b>6.6</b>	<b>6.8</b>	<b>7.0</b>	<b>7.2</b>
<b>Federal</b>												
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-
CMAQ (may not be eligible)	-	0.0%	-	-	-	-	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,186.9</b>	<b>100.0%</b>	<b>73.6</b>	<b>52.1</b>	<b>34.1</b>	<b>34.6</b>	<b>6.4</b>	<b>6.6</b>	<b>50.4</b>	<b>46.8</b>	<b>109.4</b>	<b>64.8</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(112.6)</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(54.9)</b>	<b>(57.7)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>112.6</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>54.9</b>	<b>57.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

# LACMTA Financial Forecasting Model

## Future Light Rail Vehicles

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	Alloc %	2029 2030	2030 2031	2031 2032	2032 2033	2033 2034	2034 2035	2035 2036	2036 2037	2037 2038	2038 2039	2039 2040
Future Light Rail Vehicle Procurement I	253.5	-	-	-	-	-	-	-	-	-	-	-	-
Future Light Rail Vehicle Procurement II	97.8	-	-	-	-	-	-	-	-	-	-	-	-
Future Light Rail Veh Procurement (St of Good Repair)	948.1	-	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4
<b>Total Costs</b>	<b>1,299.5</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>1,299.5</b>	<b>-</b>	<b>64.7</b>	<b>87.5</b>	<b>70.1</b>	<b>1.8</b>	<b>42.3</b>	<b>42.5</b>	<b>48.9</b>	<b>44.5</b>	<b>46.4</b>	<b>5.5</b>	<b>0.4</b>
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Prop. A - Direct Cash	-	-	-	-	-	-	-	-	-	-	-	-	-
Prop. C - Direct Cash	895.3	-	57.3	80.1	62.7	-	37.0	35.1	48.9	37.1	39.0	-	-
Financings	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>895.3</b>	<b>77.6%</b>	<b>57.3</b>	<b>80.1</b>	<b>62.7</b>	<b>-</b>	<b>37.0</b>	<b>35.1</b>	<b>48.9</b>	<b>37.1</b>	<b>39.0</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>													
Measure R 2%	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>77.6%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>													
Regional Improvement Prog Funds (RIP)	291.6	22.4%	7.4	7.4	7.4	1.8	5.3	7.4	-	7.4	7.4	5.5	0.4
<b>Subtotal State</b>	<b>291.6</b>	<b>22.4%</b>	<b>7.4</b>	<b>7.4</b>	<b>7.4</b>	<b>1.8</b>	<b>5.3</b>	<b>7.4</b>	<b>-</b>	<b>7.4</b>	<b>7.4</b>	<b>5.5</b>	<b>0.4</b>
<b>Federal</b>													
Section 5309 - Fixed Guideway Mod.	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
CMAQ (may not be eligible)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,186.9</b>	<b>100.0%</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 Surplus/(Shortfall-Financing Needed)</b>	<b>(112.6)</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MTA Prop A/C or Financing</b>	<b>112.6</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

## Heavy Rail Vehicles

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	Alloc %	Years '14-'23	Years '13-'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
Heavy Rail Vehicles (16 @ \$4.84 = \$77.4))	77.4	-	77.4	77.4	-	-	-	-	-	25.0	20.0	32.4	-	-	-	-	-
<b>Total Costs</b>	<b>77.4</b>	<b>-</b>	<b>77.4</b>	<b>77.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.0</b>	<b>20.0</b>	<b>32.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Capital Costs Inflated</b>	<b>77.4</b>	<b>-</b>	<b>77.4</b>	<b>77.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.0</b>	<b>20.0</b>	<b>32.4</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	46.5	-	46.5	46.5	-	-	-	-	-	20.0	20.0	6.5	-	-	-	-	-
<b>Subtotal Prop. A &amp; C</b>	<b>46.5</b>	<b>66.5%</b>	<b>46.5</b>	<b>46.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>6.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																	
Lease	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local (including Prop. A &amp; C %, not \$'s)</b>	<b>-</b>	<b>66.5%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>																	
STA - Population Share	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Prog Funds (RIP)	-	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>																	
Section 5309 - Fixed Guideway Mod.	25.9	33.5%	25.9	25.9	-	-	-	-	-	-	-	25.9	-	-	-	-	-
CMAQ	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>25.9</b>	<b>33.5%</b>	<b>25.9</b>	<b>25.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>72.4</b>	<b>100.0%</b>	<b>72.4</b>	<b>72.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>32.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/(Shortfall-Financing Needed)</b>	<b>(5.0)</b>		<b>(5.0)</b>	<b>(5.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(5.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Metro Prop A/C or Financing (not eligible)</b>	<b>5.0</b>		<b>51.5</b>	<b>51.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

NOTES:

**LACMTA Financial Forecasting Model**  
**State of Good Repair (Rehab & Replacement) Summary**  
**L RTP 10/18/12 rev 11-19-12**

State of Good Repair	Total '13-'40	Alloc %	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>Estimated Direct Funding</b>													
Section 5309 Fixed Guideway Modernization	49.6	29.0%	49.6	-	49.6	-							
TDA Article 4	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	121.2	141.9%	121.2	121.2	-	-						33.5	87.8
CMAQ	-	0.0%	-	-	-	-							
RSTP	-	0.0%	-	-	-	-							
<b>Total</b>	<b>170.8</b>	<b>171.0%</b>	<b>170.8</b>	<b>121.2</b>	<b>49.6</b>	<b>-</b>						<b>33.5</b>	<b>87.8</b>
<b>RAIL CAPITAL</b>							Thru FY19-see rail capital summary page for actual amts						
Blue Line - 7th/Flower to Long Beach	467.8	7.8%	7.7	-	20.1	447.7							
Red Line - Segment-1 LAUPT to Wilshire/Alvarado incl below	-	0.0%	-	-	-	-							
Red/Purple Line-Segs 1-3: LAUPT to Wilshire/Alvarado, Wilshire/Western & Hollywood/Vine, N. Hollywood	640.2	10.7%	109.9	-	227.1	413.1							
Red Line - Segment-3 to North Hollywood incl above	-	0.0%	-	-	-	-							
Green Line - Norwalk - El Segundo	644.7	10.7%	66.3	-	128.6	516.1							
Gold Line - Pasadena	243.1	4.0%	107.5	-	141.0	102.1							
Gold Line - Eastside Extension	166.1	2.8%	2.1	-	90.5	75.6							
<b>Subtotal Current Lines (7/10 Rail Asset database)</b>	<b>2,161.9</b>	<b>36.0%</b>	<b>293.5</b>	<b>-</b>	<b>607.3</b>	<b>1,554.6</b>							
Mid-City Expo - Phase I	409.5	6.8%	25.2	-	94.3	315.1							
Mid-City Expo - Phase II	470.6	7.8%	7.3	-	68.0	402.6							
Gold Line Foothill Extension	333.3	5.6%	10.0	-	54.7	278.6							
Crenshaw/LAX Transit Corridor	404.6	6.7%	-	-	35.8	368.8							
Regional Connector	364.7	6.1%	-	-	13.7	351.0							
Westside Subway Extension-Segment 1	511.7	8.5%	-	-	4.1	507.6							
Westside Subway Extension-Segment 2	240.0	4.0%	-	-	-	240.0							
Westside Subway Extension-Segment 3	-	0.0%	-	-	-	-							
Green Line - LAX (Airport Metro Connector)	20.9	0.3%	-	-	-	20.9							
San Fernando Valley I-405 Corridor	328.9	5.5%	-	-	-	328.9							
South Bay Green Line Extension	-	0.0%	-	-	-	-							
Eastside Extension from East Los Angeles	387.6	6.5%	-	-	38.9	348.7							
<b>Subtotal Future Lines</b>	<b>3,471.7</b>	<b>57.8%</b>	<b>42.4</b>	<b>-</b>	<b>309.6</b>	<b>3,162.1</b>							
<b>Subtotal Rail</b>	<b>5,633.6</b>	<b>93.9%</b>	<b>335.9</b>	<b>-</b>	<b>916.9</b>	<b>4,716.7</b>							
Current - Orange Line	285.1	4.7%	0.6	-	283.9	1.2							
Future - San Fernando Valley North-South (Canoga)	84.0	1.4%	5.6	-	22.9	61.1							
<b>Subtotal BRT</b>	<b>369.1</b>	<b>6.1%</b>	<b>6.2</b>	<b>-</b>	<b>306.8</b>	<b>62.3</b>							
<b>Rehab. and Replacement Grand Total</b>	<b>6,002.7</b>	<b>100.0%</b>	<b>342.1</b>	<b>-</b>	<b>1,223.7</b>	<b>4,779.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(1,174.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.5</b>
<b>Surplus/(Shortfall)</b>	<b>(5,831.9)</b>		<b>(171.3)</b>	<b>121.2</b>	<b>(1,174.1)</b>	<b>(4,779.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.5</b>	<b>87.8</b>
<b>Cumulative Ending Balance</b>	<b>(5,831.9)</b>		<b>(171.3)</b>	<b>121.2</b>	<b>(1,174.1)</b>	<b>(5,953.1)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.5</b>	<b>121.2</b>
<b>Prop A Funding Needed</b>	<b>5,953.1</b>			<b>-</b>	<b>1,174.1</b>	<b>4,779.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</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**  
**L RTP 10/18/12 rev 11-19-12**

State of Good Repair	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>Estimated Direct Funding</b>										
Section 5309 Fixed Guideway Modernization	9.7	11.6	13.5	14.9						
TDA Article 4	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)	-									
CMAQ										
RSTP										
<b>Total</b>	<b>9.7</b>	<b>11.6</b>	<b>13.5</b>	<b>14.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>RAIL CAPITAL</b>										
Blue Line - 7th/Flower to Long Beach	2.0	3.5	0.7	1.5	1.5	3.7	4.7	2.5	-	-
Red Line - Segment-1 LAUPT to Wilshire/Alvarado incl below										
Red/Purple Line-Segs 1-3: LAUPT to Wilshire/Alvarado, Wilshire/Western & Hollywood/Vine, N. Hollywood	65.1	38.6		6.2	52.1	32.6	8.6	0.7	8.0	15.2
Red Line - Segment-3 to North Hollywood incl above										
Green Line - Norwalk - El Segundo	63.6	2.7				11.2	48.7	2.4		
Gold Line - Pasadena	2.0	2.2		103.3		0.3	2.4	2.2	26.8	1.8
Gold Line - Eastside Extension				2.1	31.8					56.6
<b>Subtotal Current Lines (7/10 Rail Asset database)</b>	<b>132.7</b>	<b>47.0</b>	<b>0.7</b>	<b>113.1</b>	<b>85.4</b>	<b>47.8</b>	<b>64.4</b>	<b>7.8</b>	<b>34.8</b>	<b>73.6</b>
Mid-City Expo - Phase I	5.8	5.3	7.3	6.7	11.6	9.9	10.0	11.8	12.8	13.1
Mid-City Expo - Phase II	-	0.0	2.6	4.6	7.5	6.9	9.5	8.7	15.2	12.8
Gold Line Foothill Extension	0.0	1.8	3.1	5.1	4.7	6.4	5.9	10.2	8.7	8.8
Crenshaw/LAX Transit Corridor	-	-	-	-	-	0.0	4.3	7.6	12.4	11.4
Regional Connector	-	-	-	-	-	0.2	1.6	2.4	5.0	4.5
Westside Subway Extension-Segment 1	-	-	-	-	-	-	-	-	0.4	3.7
Westside Subway Extension-Segment 2	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension-Segment 3	-	-	-	-	-	-	-	-	-	-
Green Line - LAX (Airport Metro Connector)	-	-	-	-	-	-	-	-	-	-
San Fernando Valley I-405 Corridor	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	-
Eastside Extension from East Los Angeles	-	-	-	-	-	-	0.1	6.9	12.1	19.8
<b>Subtotal Future Lines</b>	<b>5.8</b>	<b>7.1</b>	<b>13.1</b>	<b>16.4</b>	<b>23.9</b>	<b>23.5</b>	<b>31.4</b>	<b>47.6</b>	<b>66.6</b>	<b>74.2</b>
<b>Subtotal Rail</b>	<b>138.5</b>	<b>54.1</b>	<b>13.8</b>	<b>129.5</b>	<b>109.3</b>	<b>71.3</b>	<b>95.8</b>	<b>55.4</b>	<b>101.4</b>	<b>147.8</b>
Current - Orange Line	0.3	0.3				282.9	0.4			
Future - San Fernando Valley North-South (Canoga)	0.9	1.5	1.4	1.7	1.6	3.1	2.9	3.0	3.3	3.5
<b>Subtotal BRT</b>	<b>1.2</b>	<b>1.8</b>	<b>1.4</b>	<b>1.7</b>	<b>1.6</b>	<b>286.0</b>	<b>3.3</b>	<b>3.0</b>	<b>3.3</b>	<b>3.5</b>
<b>Rehab. and Replacement Grand Total</b>	<b>139.7</b>	<b>55.9</b>	<b>15.2</b>	<b>131.2</b>	<b>110.9</b>	<b>357.3</b>	<b>99.1</b>	<b>58.4</b>	<b>104.6</b>	<b>151.3</b>
<b>Beginning Balance</b>	<b>121.2</b>	<b>(8.7)</b>	<b>(53.1)</b>	<b>(54.9)</b>	<b>(171.3)</b>	<b>(282.1)</b>	<b>(639.4)</b>	<b>(738.5)</b>	<b>(796.9)</b>	<b>(901.5)</b>
<b>Surplus/(Shortfall)</b>	<b>(130.0)</b>	<b>(44.4)</b>	<b>(1.8)</b>	<b>(116.4)</b>	<b>(110.9)</b>	<b>(357.3)</b>	<b>(99.1)</b>	<b>(58.4)</b>	<b>(104.6)</b>	<b>(151.3)</b>
<b>Cumulative Ending Balance</b>	<b>(8.7)</b>	<b>(53.1)</b>	<b>(54.9)</b>	<b>(171.3)</b>	<b>(282.1)</b>	<b>(639.4)</b>	<b>(738.5)</b>	<b>(796.9)</b>	<b>(901.5)</b>	<b>(1,052.8)</b>
<b>Prop A Funding Needed</b>	<b>130.0</b>	<b>44.4</b>	<b>1.8</b>	<b>116.4</b>	<b>110.9</b>	<b>357.3</b>	<b>99.1</b>	<b>58.4</b>	<b>104.6</b>	<b>151.3</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**

**L RTP 10/18/12 rev 11-19-12**

State of Good Repair	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Estimated Direct Funding</b>											
Section 5309 Fixed Guideway Modernization											
TDA Article 4	-	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program (RIP)											
CMAQ											
RSTP											
<b>Total</b>	-	-	-	-	-	-	-	-	-	-	-
<b>RAIL CAPITAL</b>											
Blue Line - 7th/Flower to Long Beach	-	97.9	35.2	36.8	28.3	28.8	0.9	-	2.7	2.8	214.3
Red Line - Segment-1 LAUPT to Wilshire/Alvarado incl below											
Red/Purple Line-Segs 1-3: LAUPT to Wilshire/Alvarado, Wilshire/Western & Hollywood/Vine, N. Hollywood	12.9	8.3	6.3	139.7			59.0		4.3	89.0	93.6
Red Line - Segment-3 to North Hollywood incl above											
Green Line - Norwalk - El Segundo		1.1	3.2	2.5		503.0	0.8		2.7	2.8	
Gold Line - Pasadena		1.8	2.8	91.3		0.0	0.3		2.7	3.2	
Gold Line - Eastside Extension	8.9				21.8			0.0	2.7	42.2	
<b>Subtotal Current Lines (7/10 Rail Asset database)</b>	<b>21.8</b>	<b>109.1</b>	<b>47.5</b>	<b>270.3</b>	<b>50.1</b>	<b>531.8</b>	<b>61.0</b>	<b>0.0</b>	<b>15.1</b>	<b>140.0</b>	<b>307.9</b>
Mid-City Expo - Phase I	7.0	6.3	75.1	75.9	77.3	6.0	13.1	18.0	18.4	11.3	6.6
Mid-City Expo - Phase II	13.1	15.3	16.7	17.0	9.1	8.2	98.1	99.1	101.1	7.8	17.1
Gold Line Foothill Extension	10.3	11.3	11.5	6.2	5.5	66.1	66.8	68.2	5.3	11.6	15.9
Crenshaw/LAX Transit Corridor	15.7	14.4	24.9	21.1	21.5	25.2	27.5	28.1	15.1	13.5	161.7
Regional Connector	22.5	20.9	57.6	39.8	40.6	15.3	17.8	18.2	6.1	3.9	108.2
Westside Subway Extension-Segment 1	5.3	10.5	8.9	40.0	36.6	120.9	90.5	92.3	30.6	35.8	36.4
Westside Subway Extension-Segment 2	-	-	0.3	2.8	4.0	7.9	6.7	30.3	27.7	91.7	68.5
Westside Subway Extension-Segment 3	-	-	-	-	-	-	-	-	-	-	-
Green Line - LAX (Airport Metro Connector)	-	-	-	-	0.0	1.3	2.4	4.1	4.0	4.7	4.3
San Fernando Valley I-405 Corridor	-	0.1	9.4	17.6	29.3	28.4	34.1	31.3	61.9	57.8	58.9
South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension from East Los Angeles	18.2	25.0	22.9	39.8	33.7	34.4	40.3	44.0	44.9	24.1	21.5
<b>Subtotal Future Lines</b>	<b>92.2</b>	<b>103.8</b>	<b>227.4</b>	<b>260.1</b>	<b>257.7</b>	<b>313.8</b>	<b>397.3</b>	<b>433.5</b>	<b>315.1</b>	<b>262.1</b>	<b>499.1</b>
<b>Subtotal Rail</b>	<b>114.0</b>	<b>213.0</b>	<b>274.9</b>	<b>530.4</b>	<b>307.8</b>	<b>845.6</b>	<b>458.3</b>	<b>433.5</b>	<b>330.2</b>	<b>402.1</b>	<b>807.0</b>
Current - Orange Line		0.4				0.4	0.4				
Future - San Fernando Valley North-South (Canoga)	3.6	1.8	1.6	11.8	11.9	12.1	1.7	3.8	4.9	5.0	2.9
<b>Subtotal BRT</b>	<b>3.6</b>	<b>2.2</b>	<b>1.6</b>	<b>11.8</b>	<b>11.9</b>	<b>12.5</b>	<b>2.1</b>	<b>3.8</b>	<b>4.9</b>	<b>5.0</b>	<b>2.9</b>
<b>Rehab. and Replacement Grand Total</b>	<b>117.6</b>	<b>215.2</b>	<b>276.5</b>	<b>542.2</b>	<b>319.7</b>	<b>858.1</b>	<b>460.3</b>	<b>437.3</b>	<b>335.1</b>	<b>407.2</b>	<b>809.9</b>
<b>Beginning Balance</b>	<b>(1,052.8)</b>	<b>(1,170.4)</b>	<b>(1,385.6)</b>	<b>(1,662.1)</b>	<b>(2,204.3)</b>	<b>(2,524.0)</b>	<b>(3,382.1)</b>	<b>(3,842.4)</b>	<b>(4,279.7)</b>	<b>(4,614.8)</b>	<b>(5,022.0)</b>
<b>Surplus/(Shortfall)</b>	<b>(117.6)</b>	<b>(215.2)</b>	<b>(276.5)</b>	<b>(542.2)</b>	<b>(319.7)</b>	<b>(858.1)</b>	<b>(460.3)</b>	<b>(437.3)</b>	<b>(335.1)</b>	<b>(407.2)</b>	<b>(809.9)</b>
<b>Cumulative Ending Balance</b>	<b>(1,170.4)</b>	<b>(1,385.6)</b>	<b>(1,662.1)</b>	<b>(2,204.3)</b>	<b>(2,524.0)</b>	<b>(3,382.1)</b>	<b>(3,842.4)</b>	<b>(4,279.7)</b>	<b>(4,614.8)</b>	<b>(5,022.0)</b>	<b>(5,831.9)</b>
<b>Prop A Funding Needed</b>	<b>117.6</b>	<b>215.2</b>	<b>276.5</b>	<b>542.2</b>	<b>319.7</b>	<b>858.1</b>	<b>460.3</b>	<b>437.3</b>	<b>335.1</b>	<b>407.2</b>	<b>809.9</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**L RTP 10/18/12 rev 11-19-12**

	Years	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018	2019
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019	2020
<b>1 SOURCES OF FUNDS</b>													
<b>2 Local</b>													
3 Proposition C 25% (cash flow basis)	2,272.3	1,392.1	2,950.5	4,571.5	8,914.1	164.7	174.7	187.0	199.9	211.4	221.4	232.9	244.6
4 Proposition C 10% (cash flow basis)	66.6	48.8	62.5	4.9	116.1	2.2	7.7	7.8	9.0	7.5	10.0	4.6	5.0
5 Proposition C 40% (cash flow basis)	7.0	10.2	-	-	10.2	3.2	3.5	3.5	-	-	-	-	-
6 Measure R 20% (gross)	1,817.7	1,113.6	2,360.2	3,290.1	6,763.9	131.8	139.8	149.6	159.9	169.1	177.1	186.3	195.7
7 Measure R Beginning Balance	-	255.6	-	-	255.6	255.6	-	-	-	-	-	-	-
8 Interest Earnings on Measure R 20%	4.1	6.8	-	62.1	68.9	2.7	3.4	0.7	-	-	-	-	-
9 SAFE (non-Metro-controlled)	89.5	73.1	70.0	77.0	220.1	11.6	11.4	10.9	10.7	10.7	10.8	7.0	7.0
10 TDA - Article 3	91.3	55.8	118.9	184.7	359.4	6.6	7.0	7.5	8.0	8.5	8.9	9.4	9.8
11 Local Agency Contributions (non-Metro-controlled)	40.9	45.9	-	-	45.9	5.0	15.8	9.0	5.1	6.0	5.0	-	-
12 Local Agency funds-Streets/Rds (no rev sheet) (non-Metro)	12.0	8.4	12.0	13.2	33.6	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
13 State repayment of capital proj loans (fund 3562)	148.9	72.7	76.2	-	148.9	-	14.9	13.8	10.0	10.0	10.0	14.0	17.7
14 HOT lanes tolls (no revenue sheet)	174.0	108.0	195.6	263.0	566.6	7.9	15.8	16.1	16.5	16.9	17.3	17.6	17.9
15 HOV Violation Fund (no revenue sheet)	5.0	6.2	5.0	5.5	16.7	3.2	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>16 Subtotal Local</b>	<b>4,729.2</b>	<b>3,197.1</b>	<b>5,850.9</b>	<b>8,471.9</b>	<b>17,519.9</b>	<b>595.5</b>	<b>395.6</b>	<b>407.7</b>	<b>420.8</b>	<b>441.8</b>	<b>462.3</b>	<b>473.4</b>	<b>499.5</b>
<b>17 State (programming basis)</b>													
18 State Hwy Acct-Fwy Service Patrol (no revenue sheet)	63.7	46.2	69.3	88.2	203.7	9.0	6.0	6.1	6.2	6.2	6.3	6.4	6.5
20 Excise tax replacement for Prop 42 (no revenue sheet)	1,685.8	1,118.9	1,895.0	2,547.1	5,561.0	149.0	152.6	156.2	159.9	163.6	167.1	170.5	173.8
21 Prop 1B Infrastructure Bonds	644.6	1,308.1	-	-	1,308.1	663.5	359.8	193.4	51.9	34.1	5.5	-	-
22 Environmental Enhancement & Mitigation	10.0	7.0	10.0	11.0	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
23 Other State (no revenue sheet)	20.0	20.0	-	-	20.0	-	-	-	8.0	8.0	4.0	-	-
24 State Gas Tax Subventions (no revenue sheet)	2,638.0	1,846.6	2,638.0	2,901.8	7,386.4	263.8	263.8	263.8	263.8	263.8	263.8	263.8	263.8
25 State Highway Acct (Caltrans Ops) (no rev sheet)	1,724.2	1,133.2	1,999.6	2,852.1	5,984.9	150.2	153.9	157.8	161.7	165.7	169.9	174.1	178.5
26 Traffic Congestion Relief Program (TCRP) Allocation	123.5	151.3	-	-	151.3	27.8	53.7	27.8	33.9	8.0	-	-	-
<b>27 Subtotal State</b>	<b>6,909.9</b>	<b>5,631.4</b>	<b>6,611.8</b>	<b>8,400.2</b>	<b>20,643.4</b>	<b>1,264.3</b>	<b>990.8</b>	<b>806.0</b>	<b>686.4</b>	<b>650.5</b>	<b>617.6</b>	<b>615.9</b>	<b>623.6</b>
<b>28 Federal (programming basis)</b>													
29 TAP-Transportation Alternatives Program	160.3	111.7	155.0	16.6	283.3	11.1	15.5	28.8	13.8	14.0	14.2	14.4	14.6
30 Other Federal Funds (SAFETEA-LU earmarks)	60.7	115.6	-	-	115.6	54.9	30.0	25.0	5.0	0.7	-	-	-
31 Section 5309 - Small Starts & Very Small Starts	5.2	11.2	-	-	11.2	6.0	5.2	-	-	-	-	-	-
32 CMAQ	606.0	572.3	543.0	317.1	1,432.4	178.4	104.3	53.2	87.7	53.0	23.3	72.4	4.4
33 RSTP	536.4	353.9	605.5	540.5	1,499.9	53.9	47.2	56.9	49.3	57.3	37.6	51.7	58.4
<b>34 Subtotal Federal</b>	<b>1,368.6</b>	<b>1,164.8</b>	<b>1,303.5</b>	<b>874.2</b>	<b>3,342.5</b>	<b>304.3</b>	<b>202.2</b>	<b>163.9</b>	<b>155.8</b>	<b>125.0</b>	<b>75.1</b>	<b>138.5</b>	<b>77.4</b>
<b>35 Mixed (programming basis)</b>													
36 Regional Improvement Prog Funds (RIP)	685.4	181.9	1,379.4	1,108.4	2,669.6	16.4	10.0	33.1	33.7	57.7	18.6	12.4	126.3
37 Interregional Improvement Prog Funds (IIP) (non-Metro)	12.0	93.4	-	-	93.4	81.4	7.1	4.9	0.0	-	-	-	-
42 Rehab and Safety (SHOPP) (non-Metro)	1,780.0	1,282.0	2,000.0	2,200.0	5,482.0	302.0	60.0	217.0	103.0	200.0	200.0	200.0	200.0
<b>43 Subtotal Mixed</b>	<b>2,477.4</b>	<b>1,557.3</b>	<b>3,379.4</b>	<b>3,308.4</b>	<b>8,245.0</b>	<b>399.8</b>	<b>77.1</b>	<b>254.9</b>	<b>136.7</b>	<b>257.7</b>	<b>218.6</b>	<b>212.4</b>	<b>326.3</b>
<b>44 Subtotal Local, State, Federal Revenues</b>	<b>15,485.1</b>	<b>11,550.6</b>	<b>17,145.5</b>	<b>21,054.7</b>	<b>49,750.8</b>	<b>2,563.9</b>	<b>1,665.7</b>	<b>1,632.6</b>	<b>1,399.7</b>	<b>1,475.1</b>	<b>1,373.6</b>	<b>1,440.1</b>	<b>1,526.8</b>



**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
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	Years	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018	2019
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019	2020
<b>45 Financing Revenues:</b>													
46 Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-								
47 Measure R 20% Bonds (Model generated gross)	504.7	266.8	634.9	-	901.7	-	-	94.7	69.0	103.0	-	-	-
48 Issuance Expense	(7.1)	(3.7)	(8.9)	-	(12.6)	-	-	(1.3)	(1.0)	(1.4)	-	-	-
49 Bond Reserve Fund	(41.8)	(19.8)	(65.3)	-	(85.1)	-	-	(6.9)	(5.1)	(7.8)	-	-	-
50 Net Measure R 20% Bond Proceeds	455.8	243.3	560.8	-	804.1	-	-	86.6	63.0	93.8	-	-	-
51 Add'l PC 25 Sr Bonds (Model generated gross)	1,245.4	1,414.9	1,759.7	232.6	3,407.2	526.8	405.8	275.8	95.0	70.3	26.4	14.8	167.6
52 Issuance Expense	(17.5)	(19.9)	(24.6)	(3.3)	(47.8)	(7.4)	(5.7)	(3.9)	(1.3)	(1.0)	(0.4)	(0.2)	(2.3)
53 Bond Reserve Fund	(81.7)	(90.1)	(120.4)	(16.0)	(226.5)	(32.3)	(26.4)	(17.9)	(6.2)	(4.6)	(1.7)	(1.0)	(10.9)
54 Net Add'l Senior Lien Bond Proceeds	1,146.2	1,304.9	1,614.7	213.3	3,132.9	487.1	373.7	254.0	87.5	64.7	24.3	13.6	154.4
55 <b>Subtotal Net Financing Revenues</b>	1,602.0	1,548.2	2,175.5	213.3	3,937.0	487.1	373.7	340.6	150.5	158.5	24.3	13.6	154.4
53 <b>TOTAL SOURCES</b>	<b>17,087.1</b>	<b>13,098.7</b>	<b>19,321.0</b>	<b>21,268.0</b>	<b>53,687.8</b>	<b>3,051.0</b>	<b>2,039.4</b>	<b>1,973.2</b>	<b>1,550.1</b>	<b>1,633.5</b>	<b>1,397.9</b>	<b>1,453.7</b>	<b>1,681.2</b>
54 <b>USES OF FUNDS</b>													
55 Freeway Interchgs, Other Major Projs, Enhancemen	1,077.8	734.8	1,621.4	1,236.2	3,592.4	99.0	142.6	112.9	85.3	106.2	77.6	111.1	66.3
56 Freeway Carpool Lanes	1,196.2	1,719.4	813.8	715.2	3,248.4	876.1	394.6	243.3	126.0	67.9	6.5	5.1	106.4
57 Freeway Gap Closures	146.7	79.8	1,165.9	260.0	1,505.7	9.5	29.7	17.3	10.9	12.4	-	-	20.0
58 Measure R Projects - contingency balance	(266.4)	0.1	(0.1)	1,313.4	1,313.4	266.4	(178.8)	(87.5)	(0.0)	(0.0)	7.2	(7.2)	0.0
59 Subregion Meas R transfer from I-5 South to West S	174.2	-	194.8	-	194.8	-	-	-	-	-	-	-	-
60 Subregion Meas R payback I-5/SR-14 (\$88.8 to TBD)	-	-	88.8	-	88.8	-	-	-	-	-	-	-	-
61 Subregion MR pybk I-5(134-170) (\$253.5 to TBD: 1/1	-	-	-	253.5	253.5	-	-	-	-	-	-	-	-
62 Subregion MR payback I-5 Carmenita (\$133 to 710)	-	-	72.3	60.7	133.0	-	-	-	-	-	-	-	-
63 SR-138 Widening	98.6	107.3	-	-	107.3	8.7	-	3.8	43.2	51.6	-	-	-
64 SR-138 Additional Segments	237.8	215.0	28.0	-	243.0	5.2	8.2	29.3	30.2	36.4	56.7	49.0	-
65 BNSF Grade Separations	35.0	35.0	-	-	35.0	-	8.0	8.0	7.0	12.0	-	-	-
66 CFP - Regional Surface Transp. Improvements (RS	310.6	428.0	4.3	-	432.3	121.7	44.2	69.0	55.4	68.8	13.4	55.6	4.3
67 CFP - Park & Ride/Transit Centers	49.5	66.3	-	-	66.3	16.8	18.8	24.0	6.7	-	-	-	-
68 CFP - Regional Bikeways & Pedestrian Improvemen	30.0	42.1	-	-	42.1	12.1	7.3	13.1	9.7	-	-	-	-
69 CFP - Signal Synch. & Bus Speed Improv. (Local T	149.3	116.4	57.1	-	173.5	24.2	32.1	2.0	-	-	11.3	46.8	20.0
70 CFP - Transportation Demand Management (TDM)	4.4	7.0	-	-	7.0	2.6	0.6	-	3.8	-	-	-	-
71 CFP - Transportation Enhancements	34.0	45.3	-	-	45.3	11.3	7.8	26.2	-	-	-	-	-
72 CFP - Regionally Significant Projects	-	4.7	-	-	4.7	4.7	-	-	-	-	-	-	-
73 CFP - Future Calls for Projects thru FY 30	1,372.0	250.0	2,799.0	211.1	3,260.0	-	-	-	45.1	56.9	75.0	73.0	266.3
74 Alameda Corridor East	857.5	1,058.5	-	-	1,058.5	201.0	265.5	266.9	151.3	127.9	45.9	-	-
75 Retrofit Soundwalls Phase 1	135.8	98.4	88.9	-	187.3	51.5	46.9	-	-	-	-	-	47.7
76 Retrofit Soundwalls Phase 2	96.0	13.3	82.7	821.4	917.4	-	-	-	-	-	-	13.3	28.6
77 Miscellaneous (no proj sheet)	28.7	28.7	-	-	28.7	-	14.9	13.8	-	-	-	-	-
78 Expo Phase II Bikeway	13.0	13.4	-	-	13.4	0.4	9.5	3.5	-	-	-	-	-
79 Pedestrian and Bicycle Facilities (County & Cities-T	91.3	55.8	118.9	184.7	359.4	6.6	7.0	7.5	8.0	8.5	8.9	9.4	9.8
80 FWY Rehabilitation (SHOPP) (non-Metro)	1,780.0	1,282.0	2,000.0	2,200.0	5,482.0	302.0	60.0	217.0	103.0	200.0	200.0	200.0	200.0
81 Environmental Enhancement & Mitigation (EEM)	10.0	7.0	10.0	11.0	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
82 Gerald Desmond Bridge	36.1	119.9	-	-	119.9	83.8	36.1	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
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	Years	Years	Years	Years	Total	2012	2013	2014	2015	2016	2017	2018	2019
(\$ in millions)	'14-'23	'13-'19	'20-'29	'30-'40	'13-'40	2013	2014	2015	2016	2017	2018	2019	2020
83 RIITS-Regional Integration of ITS (no project sheet)	17.1	10.3	18.3	2.0	30.7	0.1	1.7	1.8	1.8	1.6	1.6	1.6	1.7
84 Rapid Bus Subsidy Projects	24.2	39.4	-	-	39.4	15.2	15.3	8.9	-	-	-	-	-
85 Port Infrastruct-Goods Mvmnt-Prop 1B TCIF (no pro	75.0	150.0	-	-	150.0	75.0	75.0	-	-	-	-	-	-
86 Street and Road Improvement-Cities/County-STPL	317.0	228.0	317.0	348.7	893.7	37.8	31.7	31.7	31.7	31.7	31.7	31.7	31.7
87 Street & Road Improvement-county-Prop 1B (no pro	25.0	50.0	-	-	50.0	25.0	25.0	-	-	-	-	-	-
88 Street & Road Improvement-cities-Prop 1B (no proj	90.0	140.0	-	-	140.0	50.0	50.0	40.0	-	-	-	-	-
89 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>90 Subtotal Capital</b>	<b>8,246.3</b>	<b>7,145.8</b>	<b>9,481.0</b>	<b>7,617.9</b>	<b>24,244.8</b>	<b>2,307.6</b>	<b>1,154.6</b>	<b>1,053.4</b>	<b>720.0</b>	<b>782.9</b>	<b>536.9</b>	<b>590.4</b>	<b>803.8</b>
91 Rideshare/Vanpools	137.3	81.6	182.1	242.8	506.5	9.1	8.9	8.9	12.4	13.0	15.1	14.2	14.8
92 Freeway Service Patrol	260.2	185.1	287.6	376.8	849.5	34.4	24.0	24.4	24.9	25.4	25.8	26.3	26.7
93 Call Box Programs	10.2	7.8	9.0	8.8	25.6	1.2	1.2	1.2	1.2	1.2	1.0	1.0	0.9
94 Other SAFE programs (no project sheet)	64.3	54.8	46.0	51.7	152.5	8.9	8.7	8.2	8.0	8.0	8.3	4.5	4.6
95 HOT Lanes Toll Collection Costs (no project sheet)	174.0	108.0	195.6	263.0	566.6	7.9	15.8	16.1	16.5	16.9	17.3	17.6	17.9
96 Local Streets and Roads	4,335.8	2,973.9	4,545.0	5,462.1	12,981.0	414.0	417.6	421.2	424.9	428.6	432.1	435.5	438.8
97 Caltrans Highway Operations and Administration	1,724.2	1,133.2	1,999.6	2,852.1	5,984.9	150.2	153.9	157.8	161.7	165.7	169.9	174.1	178.5
<b>98 Subtotal Operations</b>	<b>6,706.0</b>	<b>4,544.4</b>	<b>7,265.0</b>	<b>9,257.2</b>	<b>21,066.6</b>	<b>625.5</b>	<b>629.9</b>	<b>637.8</b>	<b>649.6</b>	<b>658.8</b>	<b>669.5</b>	<b>673.2</b>	<b>682.2</b>
<b>99 Subtotal Highway Uses</b>	<b>14,952.4</b>	<b>11,690.3</b>	<b>16,746.0</b>	<b>16,875.1</b>	<b>45,311.4</b>	<b>2,933.1</b>	<b>1,784.6</b>	<b>1,691.2</b>	<b>1,369.7</b>	<b>1,441.7</b>	<b>1,206.4</b>	<b>1,263.6</b>	<b>1,486.0</b>
100 Transfer to Transit (Rail Cap) of Prop C 25% Direct/	282.3	295.4	-	-	295.4	13.1	124.0	127.2	16.0	12.1	3.1	-	-
101 Transfer to Transit (Bus Cap) of Prop C 25% Direct/	1.4	2.0	-	-	2.0	0.6	1.4	-	-	-	-	-	-
102 Staff Support (Hwy/TDM) & Reg Admin. incl STIP PF	180.3	118.8	209.7	263.6	592.1	19.4	13.9	14.2	14.5	17.8	19.4	19.6	19.9
<b>103 Subtotal</b>	<b>15,416.3</b>	<b>12,106.4</b>	<b>16,955.7</b>	<b>17,138.7</b>	<b>46,200.9</b>	<b>2,966.2</b>	<b>1,923.9</b>	<b>1,832.6</b>	<b>1,400.1</b>	<b>1,471.5</b>	<b>1,228.8</b>	<b>1,283.2</b>	<b>1,505.9</b>
104 Calls beyond FY 30, future projects	-	-	-	523.9	523.9	-	-	-	-	-	-	-	-
105 GARVEE Bond Debt Serv (RIP/IF) & C of I (no pro	17.2	25.8	-	-	25.8	8.6	8.6	8.6	-	-	-	-	-
<b>106 Financing Payments:</b>													
107 Existing Bonds (Actual/Treasury Fcst; Prop C25%	372.6	262.7	237.8	56.6	557.1	36.7	38.0	37.5	37.5	37.6	37.6	37.7	36.6
108 Additional Prop C25% Bonds (Model Generated)	1,103.4	635.4	1,608.9	2,740.6	4,985.0	39.5	68.9	91.0	103.1	108.5	111.6	112.9	118.9
109 Subtotal Prop C 25% Financing Payments	1,476.0	898.1	1,846.8	2,797.2	5,542.1	76.2	106.8	128.5	140.6	146.0	149.2	150.7	155.5
110 Measure R 20% TIFIA Debt Service	-	-	-	-	-	-	-	-	-	-	-	-	-
111 Measure R 20% Bonds	177.5	68.4	518.6	808.1	1,395.1	-	-	3.4	9.4	15.9	19.8	19.8	19.8
<b>112 Subtotal Financing Payments</b>	<b>1,653.5</b>	<b>966.5</b>	<b>2,365.3</b>	<b>3,605.3</b>	<b>6,937.1</b>	<b>76.2</b>	<b>106.8</b>	<b>132.0</b>	<b>150.1</b>	<b>161.9</b>	<b>169.1</b>	<b>170.5</b>	<b>175.3</b>
<b>113 TOTAL USES</b>	<b>17,087.1</b>	<b>13,098.7</b>	<b>19,321.0</b>	<b>21,267.9</b>	<b>53,687.7</b>	<b>3,051.0</b>	<b>2,039.3</b>	<b>1,973.2</b>	<b>1,550.1</b>	<b>1,633.5</b>	<b>1,397.9</b>	<b>1,453.7</b>	<b>1,681.2</b>
<b>114 CASH BALANCE ACCOUNT</b>													
115 Beginning Fiscal Year Cash Balance	(0.0)	0.0	0.0	0.0	0.0	0.0	(0.0)	0.1	0.0	0.0	0.1	0.1	0.0
116 Annual Net Change to Cash Balance	0.0	0.0	(0.0)	0.1	0.1	(0.0)	0.1	(0.0)	(0.0)	0.0	0.0	(0.0)	0.0
117 Ending Fiscal Year Cash Balance	0.0	0.0	0.0	0.1	0.1	(0.0)	0.1	0.0	0.0	0.1	0.1	0.0	0.0
116 Net Budget Ratio (Prop C Sr. Lien Bond)						0.80	0.61	0.55	0.53	0.53	0.54	0.57	0.59
117 Debt service % of revenue: 85% maximum assumed						46.26%	61.13%	68.71%	70.36%	69.07%	67.40%	64.70%	63.58%
118 New Bond Interest Rate						4.50%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%	5.00%

**LACMTA Financial Forecasting Model**  
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	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	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)	255.6	266.7	277.9	289.0	300.5	311.1	322.8	335.1	347.1
4 Proposition C 10% (cash flow basis)	5.0	5.0	5.0	5.0	5.0	5.0	5.2	5.4	17.0
5 Proposition C 40% (cash flow basis)	-	-	-	-	-	-	-	-	-
6 Measure R 20% (gross)	204.5	213.4	222.3	231.2	240.4	248.9	258.2	268.1	277.7
7 Measure R Beginning Balance	-	-	-	-	-	-	-	-	-
8 Interest Earnings on Measure R 20%	-	-	-	-	-	-	-	-	-
9 SAFE (non-Metro-controlled)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
10 TDA - Article 3	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
11 Local Agency Contributions (non-Metro-controlled)	-	-	-	-	-	-	-	-	-
12 Local Agency funds-Streets/Rds (no rev sheet) (non	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
13 State repayment of capital proj loans (fund 3562)	58.5	-	-	-	-	-	-	-	-
14 HOT lanes tolls (no revenue sheet)	18.3	18.7	19.0	19.3	19.7	20.1	20.5	20.9	21.3
15 HOV Violation Fund (no revenue sheet)	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
<b>16 Subtotal Local</b>	<b>560.8</b>	<b>523.2</b>	<b>544.1</b>	<b>564.8</b>	<b>586.4</b>	<b>606.3</b>	<b>628.4</b>	<b>651.6</b>	<b>685.7</b>
<b>17 State (programming basis)</b>									
18 State Hwy Acct-Fwy Service Patrol (no revenue she	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4
20 Excise tax replacement for Prop 42 (no revenue she	177.2	180.7	184.1	187.4	190.9	194.5	198.1	202.1	206.0
21 Prop 1B Infrastructure Bonds	-	-	-	-	-	-	-	-	-
22 Environmental Enhancement & Mitigation	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
23 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-
24 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
25 State Highway Acct (Caltrans Ops) (no rev sheet)	182.9	187.5	192.2	197.0	201.9	207.0	212.2	217.5	222.9
26 Traffic Congestion Relief Program (TCRP) Allocation	-	-	-	-	-	-	-	-	-
<b>27 Subtotal State</b>	<b>631.6</b>	<b>639.7</b>	<b>647.9</b>	<b>656.1</b>	<b>664.6</b>	<b>673.4</b>	<b>682.2</b>	<b>691.6</b>	<b>701.1</b>
<b>28 Federal (programming basis)</b>									
29 TAP-Transportation Alternatives Program	14.8	15.0	15.2	15.4	15.6	15.8	16.0	16.2	16.4
30 Other Federal Funds (SAFETEA-LU earmarks)	-	-	-	-	-	-	-	-	-
31 Section 5309 - Small Starts & Very Small Starts	-	-	-	-	-	-	-	-	-
32 CMAQ	59.8	67.9	80.0	64.9	61.8	60.0	60.0	43.5	40.7
33 RSTP	58.9	59.3	59.8	60.3	60.8	61.3	61.8	62.2	62.7
<b>34 Subtotal Federal</b>	<b>133.5</b>	<b>142.2</b>	<b>155.0</b>	<b>140.6</b>	<b>138.2</b>	<b>137.1</b>	<b>137.8</b>	<b>121.9</b>	<b>119.8</b>
<b>35 Mixed (programming basis)</b>									
36 Regional Improvement Prog Funds (RIP)	109.4	140.5	143.7	143.6	143.4	143.4	143.2	143.0	142.8
37 Interregional Improvement Prog Funds (IIP) (non-Me	-	-	-	-	-	-	-	-	-
42 Rehab and Safety (SHOPP) (non-Metro)	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>43 Subtotal Mixed</b>	<b>309.4</b>	<b>340.5</b>	<b>343.7</b>	<b>343.6</b>	<b>343.4</b>	<b>343.4</b>	<b>343.2</b>	<b>343.0</b>	<b>342.8</b>
<b>44 Subtotal Local, State, Federal Revenues</b>	<b>1,635.3</b>	<b>1,645.6</b>	<b>1,690.7</b>	<b>1,705.2</b>	<b>1,732.7</b>	<b>1,760.2</b>	<b>1,791.7</b>	<b>1,808.1</b>	<b>1,849.4</b>

**LACMTA Financial Forecasting Model**  
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	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>45 Financing Revenues:</b>									
46 Sr. Lien Bonds (Actual Carry-in balance)									
47 Measure R 20% Bonds (Model generated gross)	34.6	138.1	65.1	10.0	168.8	163.0	9.3	46.0	-
48 Issuance Expense	(0.5)	(1.9)	(0.9)	(0.1)	(2.4)	(2.3)	(0.1)	(0.6)	-
49 Bond Reserve Fund	(3.1)	(12.7)	(6.2)	(1.0)	(17.6)	(17.9)	(1.1)	(5.7)	-
50 Net Measure R 20% Bond Proceeds	31.1	123.5	58.0	8.9	148.9	142.8	8.1	39.7	-
51 Add'l PC 25 Sr Bonds (Model generated gross)	47.2	38.1	104.4	164.6	222.8	251.0	270.1	319.8	174.1
52 Issuance Expense	(0.7)	(0.5)	(1.5)	(2.3)	(3.1)	(3.5)	(3.8)	(4.5)	(2.4)
53 Bond Reserve Fund	(3.2)	(2.6)	(7.2)	(11.3)	(15.3)	(17.3)	(18.6)	(22.0)	(12.0)
54 Net Add'l Senior Lien Bond Proceeds	43.3	35.0	95.7	151.0	204.4	230.2	247.7	293.3	159.7
55 <b>Subtotal Net Financing Revenues</b>	<b>74.4</b>	<b>158.5</b>	<b>153.7</b>	<b>159.9</b>	<b>353.3</b>	<b>373.0</b>	<b>255.8</b>	<b>333.0</b>	<b>159.7</b>
53 <b>TOTAL SOURCES</b>	<b>1,709.6</b>	<b>1,804.1</b>	<b>1,844.4</b>	<b>1,865.0</b>	<b>2,085.9</b>	<b>2,133.2</b>	<b>2,047.5</b>	<b>2,141.1</b>	<b>2,009.1</b>
<b>54 USES OF FUNDS</b>									
55 Freeway Interchgs, Other Major Projs, Enhancemen	109.0	88.0	178.8	164.3	182.3	197.0	193.8	237.1	204.8
56 Freeway Carpool Lanes	65.2	95.7	85.5	77.4	94.7	82.7	91.5	66.6	48.1
57 Freeway Gap Closures	20.0	26.4	10.0	143.7	278.6	295.0	167.7	136.5	68.0
58 Measure R Projects - contingency balance	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)
59 Subregion Meas R transfer from I-5 South to West S	-	93.9	80.3	1.1	19.6	-	-	-	-
60 Subregion Meas R payback I-5/SR-14 (\$88.8 to TB	-	-	-	-	-	-	-	67.0	21.8
61 Subregion MR pybk I-5(134-170) (\$253.5 to TBD:1/	-	-	-	-	-	-	-	-	-
62 Subregion MR payback I-5 Carmenita (\$133 to 710-	-	-	-	-	-	-	-	-	72.3
63 SR-138 Widening	-	-	-	-	-	-	-	-	-
64 SR-138 Additional Segments	15.0	13.0	-	-	-	-	-	-	-
65 BNSF Grade Separations	-	-	-	-	-	-	-	-	-
66 CFP - Regional Surface Transp. Improvements (RS	-	-	-	-	-	-	-	-	-
67 CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-
68 CFP - Regional Bikeways & Pedestrian Improveme	-	-	-	-	-	-	-	-	-
69 CFP - Signal Synch. & Bus Speed Improv. (Local T	15.0	22.1	-	-	-	-	-	-	-
70 CFP - Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-
71 CFP - Transportation Enhancements	-	-	-	-	-	-	-	-	-
72 CFP - Regionally Significant Projects	-	-	-	-	-	-	-	-	-
73 CFP - Future Calls for Projects thru FY 30	287.2	280.5	288.0	288.4	287.1	293.7	290.9	293.0	223.8
74 Alameda Corridor East	-	-	-	-	-	-	-	-	-
75 Retrofit Soundwalls Phase 1	38.0	3.2	-	-	-	-	-	-	-
76 Retrofit Soundwalls Phase 2	20.0	20.0	14.1	-	-	-	-	-	-
77 Miscellaneous (no proj sheet)	-	-	-	-	-	-	-	-	-
78 Expo Phase II Bikeway	-	-	-	-	-	-	-	-	-
79 Pedestrian and Bicycle Facilities (County & Cities-T	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
80 FWY Rehabilitation (SHOPP) (non-Metro)	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
81 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
82 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
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	2020	2021	2022	2023	2024	2025	2026	2027	2028
(\$ in millions)	2021	2022	2023	2024	2025	2026	2027	2028	2029
83 RIITS-Regional Integration of ITS (no project sheet)	1.7	1.7	1.8	1.8	1.8	1.9	1.9	2.0	2.0
84 Rapid Bus Subsidy Projects	-	-	-	-	-	-	-	-	-
85 Port Infrastruct-Goods Mymnt-Prop 1B TCIF (no pro	-	-	-	-	-	-	-	-	-
86 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
87 Street & Road Improvement-county-Prop 1B (no pro	-	-	-	-	-	-	-	-	-
88 Street & Road Improvement-cities-Prop 1B (no proj	-	-	-	-	-	-	-	-	-
89 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-
<b>90 Subtotal Capital</b>	<b>814.1</b>	<b>888.0</b>	<b>902.3</b>	<b>920.8</b>	<b>1,109.0</b>	<b>1,115.6</b>	<b>991.6</b>	<b>1,048.4</b>	<b>887.5</b>
91 Rideshare/Vanpools	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3	21.3
92 Freeway Service Patrol	27.1	27.6	28.0	28.5	29.0	29.4	29.9	30.4	30.9
93 Call Box Programs	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
94 Other SAFE programs (no project sheet)	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
95 HOT Lanes Toll Collection Costs (no project sheet)	18.3	18.7	19.0	19.3	19.7	20.1	20.5	20.9	21.3
96 Local Streets and Roads	442.2	445.7	449.1	452.4	455.9	459.5	463.1	467.1	471.0
97 Caltrans Highway Operations and Administration	182.9	187.5	192.2	197.0	201.9	207.0	212.2	217.5	222.9
<b>98 Subtotal Operations</b>	<b>691.5</b>	<b>701.0</b>	<b>712.4</b>	<b>720.2</b>	<b>730.1</b>	<b>740.3</b>	<b>750.7</b>	<b>763.6</b>	<b>772.9</b>
<b>99 Subtotal Highway Uses</b>	<b>1,505.6</b>	<b>1,589.0</b>	<b>1,614.6</b>	<b>1,641.0</b>	<b>1,839.1</b>	<b>1,855.9</b>	<b>1,742.4</b>	<b>1,812.0</b>	<b>1,660.4</b>
100 Transfer to Transit (Rail Cap) of Prop C 25% Direct/	-	-	-	-	-	-	-	-	-
101 Transfer to Transit (Bus Cap) of Prop C 25% Direct/	-	-	-	-	-	-	-	-	-
102 Staff Support (Hwy/TDM) & Reg Admin. incl STIP Pl	20.1	20.3	20.6	20.8	21.1	21.3	21.6	21.9	22.1
<b>103 Subtotal</b>	<b>1,525.7</b>	<b>1,609.3</b>	<b>1,635.2</b>	<b>1,661.8</b>	<b>1,860.2</b>	<b>1,877.2</b>	<b>1,763.9</b>	<b>1,833.9</b>	<b>1,682.6</b>
104 Calls beyond FY 30, future projects	-	-	-	-	-	-	-	-	-
105 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no pro)	-	-	-	-	-	-	-	-	-
<b>106 Financing Payments:</b>									
107 Existing Bonds (Actual/Treasury Fcst; Prop C25%	36.6	36.7	36.7	17.8	17.8	13.9	14.1	14.1	13.6
108 Additional Prop C25% Bonds (Model Generated)	126.0	128.9	133.8	143.0	156.4	172.7	190.6	210.9	227.9
109 Subtotal Prop C 25% Financing Payments	162.5	165.5	170.5	160.8	174.2	186.6	204.7	225.0	241.5
110 Measure R 20% TIFIA Debt Service	-	-	-	-	-	-	-	-	-
111 Measure R 20% Bonds	21.3	29.2	38.7	42.3	51.6	69.4	78.8	82.2	85.1
<b>112 Subtotal Financing Payments</b>	<b>183.9</b>	<b>194.8</b>	<b>209.2</b>	<b>203.2</b>	<b>225.8</b>	<b>255.9</b>	<b>283.5</b>	<b>307.2</b>	<b>326.5</b>
<b>113 TOTAL USES</b>	<b>1,709.6</b>	<b>1,804.1</b>	<b>1,844.4</b>	<b>1,865.0</b>	<b>2,085.9</b>	<b>2,133.1</b>	<b>2,047.4</b>	<b>2,141.1</b>	<b>2,009.1</b>
<b>114 CASH BALANCE ACCOUNT</b>									
115 Beginning Fiscal Year Cash Balance	0.0	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1
116 Annual Net Change to Cash Balance	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	0.0	(0.1)
117 Ending Fiscal Year Cash Balance	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.0
116 Net Budget Ratio (Prop C Sr. Lien Bond)	0.59	0.59	0.59	0.64	0.61	0.57	0.54	0.51	0.50
<b>117 Debt service % of revenue: 85% maximum assumed</b>	<b>63.60%</b>	<b>62.06%</b>	<b>61.35%</b>	<b>55.66%</b>	<b>57.96%</b>	<b>59.97%</b>	<b>63.39%</b>	<b>67.13%</b>	<b>69.57%</b>
118 New Bond Interest Rate	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%

**LACMTA Financial Forecasting Model**  
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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>1 SOURCES OF FUNDS</b>											
<b>2 Local</b>											
3 Proposition C 25% (cash flow basis)	359.0	369.8	380.5	392.0	404.3	416.6	428.5	441.3	454.3	466.5	458.6
4 Proposition C 10% (cash flow basis)	4.9	-	-	-	-	-	-	-	-	-	-
5 Proposition C 40% (cash flow basis)	-	-	-	-	-	-	-	-	-	-	-
6 Measure R 20% (gross)	287.2	295.8	304.4	313.6	323.4	333.3	342.8	353.0	363.4	373.2	-
7 Measure R Beginning Balance											
8 Interest Earnings on Measure R 20%	-	0.3	0.3	-	0.3	1.9	6.0	12.3	19.1	22.0	-
9 SAFE (non-Metro-controlled)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
10 TDA - Article 3	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
11 Local Agency Contributions (non-Metro-controlled)	-	-	-	-	-	-	-	-	-	-	-
12 Local Agency funds-Streets/Rds (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
13 State repayment of capital proj loans (fund 3562)	-	-	-	-	-	-	-	-	-	-	-
14 HOT lanes tolls (no revenue sheet)	21.7	22.1	22.5	22.9	23.4	23.8	24.3	24.8	25.3	25.8	26.3
15 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>16 Subtotal Local</b>	<b>696.0</b>	<b>711.6</b>	<b>731.6</b>	<b>753.0</b>	<b>776.4</b>	<b>801.2</b>	<b>827.7</b>	<b>858.1</b>	<b>889.2</b>	<b>915.0</b>	<b>512.1</b>
<b>17 State (programming basis)</b>											
18 State Hwy Acct-Fwy Service Patrol (no revenue sheet)	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.4	8.5	8.6
20 Excise tax replacement for Prop 42 (no revenue sheet)	210.0	213.9	217.9	222.1	226.4	230.9	235.5	240.3	245.3	250.0	254.6
21 Prop 1B Infrastructure Bonds	-	-	-	-	-	-	-	-	-	-	-
22 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
23 Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
24 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
25 State Highway Acct (Caltrans Ops) (no rev sheet)	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
26 Traffic Congestion Relief Program (TCRP) Allocation	-	-	-	-	-	-	-	-	-	-	-
<b>27 Subtotal State</b>	<b>710.7</b>	<b>720.5</b>	<b>730.5</b>	<b>740.8</b>	<b>751.3</b>	<b>762.2</b>	<b>773.4</b>	<b>784.9</b>	<b>796.8</b>	<b>808.6</b>	<b>820.4</b>
<b>28 Federal (programming basis)</b>											
29 TAP-Transportation Alternatives Program	16.6	-	-	-	-	-	-	-	-	-	-
30 Other Federal Funds (SAFETEA-LU earmarks)	-	-	-	-	-	-	-	-	-	-	-
31 Section 5309 - Small Starts & Very Small Starts	-	-	-	-	-	-	-	-	-	-	-
32 CMAQ	29.7	37.6	44.2	60.0	34.7	22.8	18.5	15.5	14.6	35.2	4.5
33 RSTP	63.2	35.2	47.0	47.3	47.4	47.6	60.7	47.8	48.0	64.6	31.7
<b>34 Subtotal Federal</b>	<b>109.5</b>	<b>72.8</b>	<b>91.2</b>	<b>107.3</b>	<b>82.1</b>	<b>70.4</b>	<b>79.2</b>	<b>63.3</b>	<b>62.6</b>	<b>99.8</b>	<b>36.2</b>
<b>35 Mixed (programming basis)</b>											
36 Regional Improvement Prog Funds (RIP)	142.6	142.6	142.6	148.2	144.7	142.6	150.0	61.2	18.9	7.5	7.5
37 Interregional Improvement Prog Funds (IIP) (non-Metro)	-	-	-	-	-	-	-	-	-	-	-
42 Rehab and Safety (SHOPP) (non-Metro)	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>43 Subtotal Mixed</b>	<b>342.6</b>	<b>342.6</b>	<b>342.6</b>	<b>348.2</b>	<b>344.7</b>	<b>342.6</b>	<b>350.0</b>	<b>261.2</b>	<b>218.9</b>	<b>207.5</b>	<b>207.5</b>
<b>44 Subtotal Local, State, Federal Revenues</b>	<b>1,858.8</b>	<b>1,847.5</b>	<b>1,895.9</b>	<b>1,949.3</b>	<b>1,954.5</b>	<b>1,976.4</b>	<b>2,030.3</b>	<b>1,967.5</b>	<b>1,967.4</b>	<b>2,030.9</b>	<b>1,576.2</b>

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**L RTP 10/18/12 rev 11-19-12**

	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>45 Financing Revenues:</b>											
46 Sr. Lien Bonds (Actual Carry-in balance)											
47 Measure R 20% Bonds (Model generated gross)	-	-	-	-	-	-	-	-	-	-	-
48 Issuance Expense	-	-	-	-	-	-	-	-	-	-	-
49 Bond Reserve Fund	-	-	-	-	-	-	-	-	-	-	-
50 <b>Net Measure R 20% Bond Proceeds</b>	-	-	-	-	-	-	-	-	-	-	-
51 Add'l PC 25 Sr Bonds (Model generated gross)	232.6	-	-	-	-	-	-	-	-	-	-
52 Issuance Expense	(3.3)	-	-	-	-	-	-	-	-	-	-
53 Bond Reserve Fund	(16.0)	-	-	-	-	-	-	-	-	-	-
54 <b>Net Add'l Senior Lien Bond Proceeds</b>	213.3	-	-	-	-	-	-	-	-	-	-
55 <b>Subtotal Net Financing Revenues</b>	213.3	-	-	-	-	-	-	-	-	-	-
<b>53 TOTAL SOURCES</b>	<b>2,072.1</b>	<b>1,847.5</b>	<b>1,895.9</b>	<b>1,949.3</b>	<b>1,954.5</b>	<b>1,976.4</b>	<b>2,030.3</b>	<b>1,967.5</b>	<b>1,967.4</b>	<b>2,030.9</b>	<b>1,576.2</b>
<b>54 USES OF FUNDS</b>											
55 Freeway Interchgs, Other Major Projs, Enhancemen	279.0	154.8	107.5	78.3	191.1	82.1	106.4	82.0	87.4	67.5	-
56 Freeway Carpool Lanes	30.6	33.2	99.7	86.8	43.7	247.2	18.6	75.8	29.9	45.4	4.5
57 Freeway Gap Closures	72.6	33.8	31.9	60.0	34.7	8.6	18.5	-	-	-	-
58 Measure R Projects - contingency balance	(0.0)	34.9	(34.9)	(0.0)	42.7	86.8	253.5	280.3	297.4	352.6	-
59 Subregion Meas R transfer from I-5 South to West S	-	-	-	-	-	-	-	-	-	-	-
60 Subregion Meas R payback I-5/SR-14 (\$88.8 to TB	-	-	-	-	-	-	-	-	-	-	-
61 Subregion MR pybk I-5(134-170) (\$253.5 to TBD:1/	-	-	111.7	91.4	50.4	-	-	-	-	-	-
62 Subregion MR payback I-5 Carmenita (\$133 to 710	47.7	13.0	-	-	-	-	-	-	-	-	-
63 SR-138 Widening	-	-	-	-	-	-	-	-	-	-	-
64 SR-138 Additional Segments	-	-	-	-	-	-	-	-	-	-	-
65 BNSF Grade Separations	-	-	-	-	-	-	-	-	-	-	-
66 CFP - Regional Surface Transp. Improvements (RS	-	-	-	-	-	-	-	-	-	-	-
67 CFP - Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-
68 CFP - Regional Bikeways & Pedestrian Improvemen	-	-	-	-	-	-	-	-	-	-	-
69 CFP - Signal Synch. & Bus Speed Improv. (Local T	-	-	-	-	-	-	-	-	-	-	-
70 CFP - Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-
71 CFP - Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-
72 CFP - Regionally Significant Projects	-	-	-	-	-	-	-	-	-	-	-
73 CFP - Future Calls for Projects thru FY 30	211.1	-	-	-	-	-	-	-	-	-	-
74 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-
75 Retrofit Soundwalls Phase 1	-	-	-	-	-	-	-	-	-	-	-
76 Retrofit Soundwalls Phase 2	35.0	139.5	139.0	164.5	97.6	118.9	126.9	-	-	-	-
77 Miscellaneous (no proj sheet)	-	-	-	-	-	-	-	-	-	-	-
78 Expo Phase II Bikeway	-	-	-	-	-	-	-	-	-	-	-
79 Pedestrian and Bicycle Facilities (County & Cities-T	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
80 FWY Rehabilitation (SHOPP) (non-Metro)	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
81 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
82 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Highway / Multimodal Summary**  
**L RTP 10/18/12 rev 11-19-12**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
83 RIITS-Regional Integration of ITS (no project sheet)	2.0	-	-	-	-	-	-	-	-	-	-
84 Rapid Bus Subsidy Projects	-	-	-	-	-	-	-	-	-	-	-
85 Port Infrastruct-Goods Mvmt-Prop 1B TCIF (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
86 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
87 Street & Road Improvement-county-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
88 Street & Road Improvement-cities-Prop 1B (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
89 Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-
<b>90 Subtotal Capital</b>	<b>925.1</b>	<b>656.8</b>	<b>703.0</b>	<b>729.4</b>	<b>709.3</b>	<b>793.0</b>	<b>774.0</b>	<b>688.7</b>	<b>665.7</b>	<b>717.1</b>	<b>255.7</b>
91 Rideshare/Vanpools	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
92 Freeway Service Patrol	31.5	32.0	32.5	33.0	33.6	34.2	34.8	35.4	36.0	36.6	37.2
93 Call Box Programs	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
94 Other SAFE programs (no project sheet)	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
95 HOT Lanes Toll Collection Costs (no project sheet)	21.7	22.1	22.5	22.9	23.4	23.8	24.3	24.8	25.3	25.8	26.3
96 Local Streets and Roads	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3	510.3	515.0	519.6
97 Caltrans Highway Operations and Administration	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<b>98 Subtotal Operations</b>	<b>784.2</b>	<b>794.7</b>	<b>805.5</b>	<b>816.7</b>	<b>828.2</b>	<b>840.0</b>	<b>852.2</b>	<b>864.7</b>	<b>877.6</b>	<b>890.4</b>	<b>903.1</b>
<b>99 Subtotal Highway Uses</b>	<b>1,709.3</b>	<b>1,451.6</b>	<b>1,508.6</b>	<b>1,546.1</b>	<b>1,537.5</b>	<b>1,633.0</b>	<b>1,626.2</b>	<b>1,553.3</b>	<b>1,543.3</b>	<b>1,607.4</b>	<b>1,158.8</b>
100 Transfer to Transit (Rail Cap) of Prop C 25% Direct/Indirect	-	-	-	-	-	-	-	-	-	-	-
101 Transfer to Transit (Bus Cap) of Prop C 25% Direct/Indirect	-	-	-	-	-	-	-	-	-	-	-
102 Staff Support (Hwy/TDM) & Reg Admin. incl STIP PI	22.4	22.7	23.0	23.3	23.6	23.9	24.2	24.6	24.9	25.3	25.6
<b>103 Subtotal</b>	<b>1,731.7</b>	<b>1,474.3</b>	<b>1,531.6</b>	<b>1,569.4</b>	<b>1,561.1</b>	<b>1,657.0</b>	<b>1,650.4</b>	<b>1,577.9</b>	<b>1,568.2</b>	<b>1,632.7</b>	<b>1,184.4</b>
104 Calls beyond FY 30, future projects	-	27.6	18.8	34.3	32.3	-	44.8	54.5	64.2	105.7	141.8
105 GARVEE Bond Debt Serv (RIP/IIP) & C of I (no project sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>106 Financing Payments:</b>											
107 Existing Bonds (Actual/Treasury Fcst; Prop C25%)	13.5	10.6	10.6	10.6	10.6	0.1	0.1	0.1	0.1	0.1	0.1
108 Additional Prop C25% Bonds (Model Generated)	241.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9	249.9
109 Subtotal Prop C 25% Financing Payments	255.3	260.5	260.5	260.5	260.5	250.0	250.0	250.0	250.0	250.0	250.0
110 Measure R 20% TIFIA Debt Service	-	-	-	-	-	-	-	-	-	-	-
111 Measure R 20% Bonds	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	85.1	42.5	-
<b>112 Subtotal Financing Payments</b>	<b>340.4</b>	<b>345.6</b>	<b>345.6</b>	<b>345.6</b>	<b>345.6</b>	<b>335.0</b>	<b>335.0</b>	<b>335.0</b>	<b>335.0</b>	<b>292.5</b>	<b>250.0</b>
<b>113 TOTAL USES</b>	<b>2,072.1</b>	<b>1,847.5</b>	<b>1,895.9</b>	<b>1,949.3</b>	<b>1,938.9</b>	<b>1,992.0</b>	<b>2,030.2</b>	<b>1,967.5</b>	<b>1,967.4</b>	<b>2,030.9</b>	<b>1,576.2</b>
<b>114 CASH BALANCE ACCOUNT</b>											
115 Beginning Fiscal Year Cash Balance	0.0	0.0	0.1	0.0	0.1	15.6	0.1	0.1	0.1	0.1	0.1
116 Annual Net Change to Cash Balance	(0.0)	0.0	(0.0)	0.0	15.6	(15.6)	0.0	0.0	(0.0)	0.0	0.0
117 Ending Fiscal Year Cash Balance	0.0	0.1	0.0	0.1	15.6	0.1	0.1	0.1	0.1	0.1	0.1
116 Net Budget Ratio (Prop C Sr. Lien Bond)	0.49	0.50	0.52	0.54	0.56	0.60	0.61	0.63	0.65	0.73	0.79
<b>117 Debt service % of revenue: 85% maximum assumed</b>	<b>71.12%</b>	<b>70.44%</b>	<b>68.47%</b>	<b>66.46%</b>	<b>64.44%</b>	<b>60.00%</b>	<b>58.33%</b>	<b>56.64%</b>	<b>55.02%</b>	<b>53.58%</b>	<b>54.51%</b>
118 New Bond Interest Rate	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%



LACMTA Financial Forecasting Model

Carpool Lanes Summary

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'14	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>													
Not yet programmed	1,703.6	-	-	174.6	813.8	715.2	8.5	82.0	78.0	-	-	1.0	5.1
Baseline projects programmed	1,544.8	-	3,021.1	1,544.8	-	-	867.5	312.6	165.3	126.0	67.9	5.5	-
<b>Subtotal Construction Costs</b>	3,248.4	-	3,021.1	1,719.4	813.8	715.2	876.1	394.6	243.3	126.0	67.9	6.5	5.1
<b>TOTAL COSTS INFLATED</b>	3,248.4	100.0%	3,021.1	1,719.4	813.8	715.2	876.1	394.6	243.3	126.0	67.9	6.5	5.1
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis)	782.4	24.1%	335.6	574.6	131.8	76.0	318.4	138.0	87.5	26.0	4.7	-	-
<b>Subtotal Prop. C</b>	782.4	24.1%	335.6	574.6	131.8	76.0	318.4	138.0	87.5	26.0	4.7	-	-
<b>Other Local</b>													
Measure R Sales Tax	837.1	25.8%	2.9	172.1	338.9	326.0	7.0	82.0	78.0	-	-	-	5.1
Local Agency Funds	6.9	0.2%	0.0	6.9	-	-	0.9	6.0	-	-	-	-	-
<b>Total Local</b>	1,626.3	50.1%	338.5	753.6	470.7	402.0	326.3	226.0	165.5	26.0	4.7	-	5.1
<b>State (programming basis)</b>													
GARVEE Bond Proceeds	-	0.0%	45.5	-	-	-	-	-	-	-	-	-	-
Prop 1B State Infrastructure Bonds-CMIA	405.8	12.5%	668.2	405.8	-	-	281.8	51.0	23.7	21.9	21.9	5.5	-
Prop 1B State Infrastructure Bonds-SLPP	62.7	1.9%	40.0	62.7	-	-	62.7	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	142.1	4.4%	167.1	142.1	-	-	27.8	44.5	27.8	33.9	8.0	-	-
<b>Subtotal State</b>	610.6	18.8%	920.8	610.6	-	-	372.3	95.5	51.6	55.8	29.9	5.5	-
<b>Federal (programming basis)</b>													
Other Federal Funds (earmarks)	21.2	0.7%	97.0	21.2	-	-	21.2	-	-	-	-	-	-
CMAQ	558.4	17.2%	318.1	284.1	168.3	106.0	139.0	67.6	-	44.2	33.3	-	-
RSTP	134.3	4.1%	103.2	-	-	134.3	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	713.9	22.0%	658.7	305.3	168.3	240.3	160.2	67.6	-	44.2	33.3	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	273.4	8.4%	928.9	25.8	174.7	72.9	1.7	-	23.1	-	-	1.0	-
Interregional Improvement Prog Funds (IIP)	24.2	0.7%	68.9	24.2	-	-	15.6	5.4	3.2	0.0	-	-	-
Caltrans ARRA Funds	0.0	0.0%	105.3	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	297.6	9.2%	1,103.1	50.0	174.7	72.9	17.3	5.4	26.2	0.0	-	1.0	-
<b>Total Revenues</b>	3,248.4	100.0%	3,021.1	1,719.4	813.8	715.2	876.1	394.6	243.3	126.0	67.9	6.5	5.1
<b>Total Surplus/&lt;Shortfall&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
Highway Strategy Project Cost	9,828.0			2,804.0	2,980.3	4,043.7	-	-	235.0	757.0	767.0	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	625.0			-	74.3	550.7	-	-	-	-	-	-	-
SHOPP (Additional)	-			-	-	-	-	-	-	-	-	-	-
<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	695.0			325.0	170.0	200.0	-	-	75.0	100.0	100.0	25.0	25.0
Metro Area	600.0			330.0	44.0	226.0	-	-	110.0	110.0	110.0	-	-
Freight Program	1,325.0			459.0	516.0	350.0	-	-	50.0	127.0	127.0	77.0	78.0
<b>Subtotal Federal Revenues</b>	<b>3,807.0</b>			<b>1,364.0</b>	<b>1,136.0</b>	<b>1,307.0</b>	-	-	235.0	397.0	407.0	162.0	163.0
<b>Total Highway Strategy Revenues</b>	<b>9,828.0</b>			<b>2,804.0</b>	<b>2,980.3</b>	<b>4,043.7</b>	-	-	235.0	757.0	767.0	522.0	523.0
<b>GRAND TOTAL COSTS</b>	<b>13,076.4</b>		<b>3,021.1</b>	<b>4,523.4</b>	<b>3,794.1</b>	<b>4,758.9</b>	<b>876.1</b>	<b>394.6</b>	<b>478.3</b>	<b>883.0</b>	<b>834.9</b>	<b>528.5</b>	<b>528.1</b>

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

*L RTP 10/18/12 rev 11-19-12*

	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>PROJECT COSTS</b>											
Not yet programmed	106.4	65.2	95.7	85.5	77.4	94.7	82.7	91.5	66.6	48.1	
Baseline projects programmed	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Construction Costs</b>	106.4	65.2	95.7	85.5	77.4	94.7	82.7	91.5	66.6	48.1	
<b>TOTAL COSTS INFLATED</b>	106.4	65.2	95.7	85.5	77.4	94.7	82.7	91.5	66.6	48.1	
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	-	-	-	-	15.0	40.0	35.0	30.0	11.8	-	
<b>Subtotal Prop. C</b>	-	-	-	-	15.0	40.0	35.0	30.0	11.8	-	
<b>Other Local</b>											
Measure R Sales Tax	61.0	65.2	95.7	59.0	-	-	8.0	20.0	20.0	10.0	
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	
<b>Total Local</b>	61.0	65.2	95.7	59.0	15.0	40.0	43.0	50.0	31.8	10.0	
<b>State (programming basis)</b>											
GARVEE Bond Proceeds	-	-	-	-	-	-	-	-	-	-	
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>											
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-	
CMAQ	-	-	-	-	62.4	44.4	20.0	20.8	12.3	8.5	
RSTP	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Federal</b>	-	-	-	-	62.4	44.4	20.0	20.8	12.3	8.5	
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	45.4	-	-	26.5	-	10.3	19.7	20.7	22.5	29.6	
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	
Caltrans ARRA Funds	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Mixed</b>	45.4	-	-	26.5	-	10.3	19.7	20.7	22.5	29.6	
<b>Total Revenues</b>	106.4	65.2	95.7	85.5	77.4	94.7	82.7	91.5	66.6	48.1	
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	

LACMTA Financial Forecasting Model

**Carpool Lanes Summary**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
Highway Strategy Project Cost	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>	629.4	588.2	305.7	295.5	287.4	304.7	292.7	301.5	390.1	398.9

LACMTA Financial Forecasting Model

Carpool Lanes Summary

L RTP 10/18/12 rev 11-19-12

	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>PROJECT COSTS</b>											
Not yet programmed	30.6	33.2	99.7	86.8	43.7	247.2	18.6	75.8	29.9	45.4	4.5
Baseline projects programmed	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	30.6	33.2	99.7	86.8	43.7	247.2	18.6	75.8	29.9	45.4	4.5
<b>TOTAL COSTS INFLATED</b>	30.6	33.2	99.7	86.8	43.7	247.2	18.6	75.8	29.9	45.4	4.5
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	-	-	-	-	-	76.0	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	76.0	-	-	-	-	-
<b>Other Local</b>											
Measure R Sales Tax	10.0	25.0	57.0	65.0	28.0	141.0	-	-	-	-	-
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	10.0	25.0	57.0	65.0	28.0	217.0	-	-	-	-	-
<b>State (programming basis)</b>											
GARVEE Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-
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>											
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-	-
CMAQ	15.9	4.7	27.4	-	-	14.3	-	13.3	13.6	12.5	4.5
RSTP	-	3.5	15.3	15.6	15.7	15.9	3.0	16.1	16.3	32.9	-
<b>Subtotal Federal</b>	15.9	8.2	42.7	15.6	15.7	30.2	3.0	29.4	29.9	45.4	4.5
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	4.7	-	-	6.2	-	-	15.6	46.4	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-
Caltrans ARRA Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	4.7	-	-	6.2	-	-	15.6	46.4	-	-	-
<b>Total Revenues</b>	30.6	33.2	99.7	86.8	43.7	247.2	18.6	75.8	29.9	45.4	4.5
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**Carpool Lanes Summary**  
*L RTP 10/18/12 rev 11-19-12*

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
Highway Strategy Project Cost	361.3	372.1	383.3	567.0	610.3	837.9	456.7	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	115.4	-	-	-	-
SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	50.3	50.1	50.3	75.0	100.0	109.6	115.4	-	-	-	-
<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	567.0	610.3	837.9	456.7	222.1	115.1	117.9	-
<b>GRAND TOTAL COSTS</b>	391.9	405.3	483.0	653.8	654.0	####	475.3	297.9	145.0	163.3	4.5

**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	3,472.8	-	9.9	995.2	615.3	1,621.4	1,236.2	62.0	138.3	108.4	65.2	72.2	58.1	111.1
Baseline projects programmed	119.5	-	435.7	82.5	119.5	-	-	37.0	4.4	4.5	20.2	34.0	19.5	-
<b>Subtotal Construction Costs</b>	<b>3,592.4</b>	<b>-</b>	<b>445.5</b>	<b>1,077.8</b>	<b>734.8</b>	<b>1,621.4</b>	<b>1,236.2</b>	<b>99.0</b>	<b>142.6</b>	<b>112.9</b>	<b>85.3</b>	<b>106.2</b>	<b>77.6</b>	<b>111.1</b>
<b>TOTAL COSTS INFLATED</b>	<b>3,592.4</b>	<b>100.0%</b>	<b>445.5</b>	<b>1,077.8</b>	<b>734.8</b>	<b>1,621.4</b>	<b>1,236.2</b>	<b>99.0</b>	<b>142.6</b>	<b>112.9</b>	<b>85.3</b>	<b>106.2</b>	<b>77.6</b>	<b>111.1</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis)	898.7	25.0%	51.4	14.1	35.0	322.6	541.2	26.4	4.4	4.2	-	-	-	-
<b>Subtotal Prop. C</b>	<b>898.7</b>	<b>25.0%</b>	<b>51.4</b>	<b>14.1</b>	<b>35.0</b>	<b>322.6</b>	<b>541.2</b>	<b>26.4</b>	<b>4.4</b>	<b>4.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R Sales Tax	2,076.7	57.8%	52.2	978.7	691.2	925.0	460.5	64.0	138.3	108.7	85.3	106.2	77.6	111.1
Local Agency Funds/Other (Private)	-	0.0%	0.5	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>2,975.4</b>	<b>82.8%</b>	<b>104.1</b>	<b>992.8</b>	<b>726.2</b>	<b>1,247.6</b>	<b>1,001.7</b>	<b>90.4</b>	<b>142.6</b>	<b>112.9</b>	<b>85.3</b>	<b>106.2</b>	<b>77.6</b>	<b>111.1</b>
<b>State (programming basis)</b>														
Prop 1B State Infrastructure Bonds (SLPP)	-	0.0%	14.9	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	0.0%	71.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>0.0%</b>	<b>85.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
Other Federal Funds	-	0.0%	16.1	-	-	-	-	-	-	-	-	-	-	-
CMAQ	64.8	1.8%	84.4	-	-	-	64.8	-	-	-	-	-	-	-
RSTP	26.0	0.7%	0.0	-	-	-	26.0	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>90.8</b>	<b>2.5%</b>	<b>100.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>90.8</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)	517.5	14.4%	125.1	85.0	-	373.8	143.7	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	8.6	0.2%	30.0	-	8.6	-	-	8.6	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>526.1</b>	<b>14.6%</b>	<b>155.1</b>	<b>85.0</b>	<b>8.6</b>	<b>373.8</b>	<b>143.7</b>	<b>8.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>3,592.4</b>	<b>100.0%</b>	<b>445.5</b>	<b>1,077.8</b>	<b>734.8</b>	<b>1,621.4</b>	<b>1,236.2</b>	<b>99.0</b>	<b>142.6</b>	<b>112.9</b>	<b>85.3</b>	<b>106.2</b>	<b>77.6</b>	<b>111.1</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>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	5,612.0			5,004.0	3,594.0	2,018.0	-	0.0	53.0	424.0	685.9	803.2	903.2	724.7
<b>Highway Strategy Revenues</b>														
<b>Local</b>														
Tolls/PPP	1,516.0	27.0%		1,516.0	1,175.0	341.0	-	-	53.0	119.0	179.0	246.0	317.0	261.0
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>	<b>27.0%</b>		<b>1,516.0</b>	<b>1,175.0</b>	<b>341.0</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>State</b>														
State Programs	316.0	5.6%		316.0	210.8	105.2	-	-	-	-	52.7	52.7	52.7	52.7
SHOPP (Additional)	26.0	0.5%		26.0	-	26.0	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>342.0</b>	<b>6.1%</b>		<b>342.0</b>	<b>210.8</b>	<b>131.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>52.7</b>	<b>52.7</b>	<b>52.7</b>	<b>52.7</b>
<b>Federal</b>														
Federal Formula Funds (Additional)	1,005.0	17.9%		873.0	553.1	451.9	-	-	-	33.0	129.0	129.0	133.1	129.0
Federal HPP/PNS Earmarks	1,098.0	19.6%		898.0	676.2	421.8	-	-	-	122.0	188.7	172.0	130.0	63.5
Metro Area	592.0	10.5%		464.0	300.0	292.0	-	-	-	100.0	50.0	50.0	50.0	50.0
Freight Program	1,059.0	18.9%		911.0	678.9	380.1	-	-	-	50.0	86.5	153.5	220.4	168.5
<b>Subtotal Federal Revenues</b>	<b>3,754.0</b>	<b>66.9%</b>		<b>3,146.0</b>	<b>2,208.2</b>	<b>1,545.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>305.0</b>	<b>454.2</b>	<b>504.5</b>	<b>533.5</b>	<b>411.0</b>
<b>Total Highway Strategy Revenues</b>	<b>5,612.0</b>	<b>100.0%</b>		<b>5,004.0</b>	<b>3,594.0</b>	<b>2,018.0</b>	<b>-</b>	<b>0.0</b>	<b>106.0</b>	<b>848.0</b>	<b>1,371.8</b>	<b>1,606.4</b>	<b>1,806.4</b>	<b>1,449.4</b>
<b>GRAND TOTAL COSTS</b>	<b>9,204.4</b>		<b>445.5</b>	<b>6,081.8</b>	<b>4,328.8</b>	<b>3,639.4</b>	<b>1,236.2</b>	<b>99.0</b>	<b>195.6</b>	<b>536.9</b>	<b>771.2</b>	<b>909.4</b>	<b>980.8</b>	<b>835.8</b>

**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	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	3,472.8	66.3	109.0	88.0	178.8	164.3	182.3	197.0	193.8	237.1	204.8
Baseline projects programmed	119.5	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>3,592.4</b>	<b>66.3</b>	<b>109.0</b>	<b>88.0</b>	<b>178.8</b>	<b>164.3</b>	<b>182.3</b>	<b>197.0</b>	<b>193.8</b>	<b>237.1</b>	<b>204.8</b>
<b>TOTAL COSTS INFLATED</b>	<b>3,592.4</b>	<b>66.3</b>	<b>109.0</b>	<b>88.0</b>	<b>178.8</b>	<b>164.3</b>	<b>182.3</b>	<b>197.0</b>	<b>193.8</b>	<b>237.1</b>	<b>204.8</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	898.7	-	-	-	5.5	17.0	27.3	29.9	62.5	85.6	94.9
<b>Subtotal Prop. C</b>	<b>898.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.5</b>	<b>17.0</b>	<b>27.3</b>	<b>29.9</b>	<b>62.5</b>	<b>85.6</b>	<b>94.9</b>
<b>Other Local</b>											
Measure R Sales Tax	2,076.7	66.3	109.0	88.0	88.3	96.7	118.0	114.3	67.5	88.5	88.5
Local Agency Funds/Other (Private)	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>2,975.4</b>	<b>66.3</b>	<b>109.0</b>	<b>88.0</b>	<b>93.8</b>	<b>113.7</b>	<b>145.3</b>	<b>144.2</b>	<b>130.0</b>	<b>174.1</b>	<b>183.4</b>
<b>State (programming basis)</b>											
Prop 1B State Infrastructure Bonds (SLPP)	-	-	-	-	-	-	-	-	-	-	-
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 (programming basis)</b>											
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-
CMAQ	64.8	-	-	-	-	-	-	-	-	-	-
RSTP	26.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>90.8</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)	517.5	-	-	-	85.0	50.6	37.1	52.9	63.8	63.0	21.4
Interregional Improvement Prog Funds (IIP)	8.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>526.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>85.0</b>	<b>50.6</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>3,592.4</b>	<b>66.3</b>	<b>109.0</b>	<b>88.0</b>	<b>178.8</b>	<b>164.3</b>	<b>182.3</b>	<b>197.0</b>	<b>193.8</b>	<b>237.1</b>	<b>204.8</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	5,612.0	611.0	486.0	161.0	152.0	152.0	152.0	152.0	152.0	0.0	0.0
<b>Highway Strategy Revenues</b>											
<b>Local</b>											
Tolls/PPP	1,516.0	202.0	139.0	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>	<b>202.0</b>	<b>139.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>											
State Programs	316.0	52.7	52.5	-	-	-	-	-	-	-	-
SHOPP (Additional)	26.0	8.0	9.0	9.0	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>342.0</b>	<b>60.7</b>	<b>61.5</b>	<b>9.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>											
Federal Formula Funds (Additional)	1,005.0	129.4	124.5	33.0	33.0	33.0	33.0	33.0	33.0	-	-
Federal HPP/PNS Earmarks	1,098.0	60.8	61.0	50.0	50.0	50.0	50.0	50.0	50.0	-	-
Metro Area	592.0	50.0	50.0	32.0	32.0	32.0	32.0	32.0	32.0	-	-
Freight Program	1,059.0	108.1	50.0	37.0	37.0	37.0	37.0	37.0	37.0	-	-
<b>Subtotal Federal Revenues</b>	<b>3,754.0</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>5,612.0</b>	<b>1,222.0</b>	<b>972.0</b>	<b>322.0</b>	<b>304.0</b>	<b>304.0</b>	<b>304.0</b>	<b>304.0</b>	<b>304.0</b>	<b>0.0</b>	<b>0.0</b>
<b>GRAND TOTAL COSTS</b>	<b>9,204.4</b>	<b>677.3</b>	<b>595.0</b>	<b>249.0</b>	<b>330.8</b>	<b>316.3</b>	<b>334.3</b>	<b>349.0</b>	<b>345.8</b>	<b>237.1</b>	<b>204.8</b>



**LACMTA Financial Forecasting Model**  
**Freeway Interchanges and**  
**Other Major Highway Projects Summary**  
*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'40	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	3,472.8	279.0	154.8	107.5	78.3	191.1	82.1	106.4	82.0	87.4	67.5	-
Baseline projects programmed	119.5	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>3,592.4</b>	<b>279.0</b>	<b>154.8</b>	<b>107.5</b>	<b>78.3</b>	<b>191.1</b>	<b>82.1</b>	<b>106.4</b>	<b>82.0</b>	<b>87.4</b>	<b>67.5</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>3,592.4</b>	<b>279.0</b>	<b>154.8</b>	<b>107.5</b>	<b>78.3</b>	<b>191.1</b>	<b>82.1</b>	<b>106.4</b>	<b>82.0</b>	<b>87.4</b>	<b>67.5</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	898.7	102.1	22.0	40.9	36.1	34.0	43.6	70.2	72.6	75.0	44.8	-
<b>Subtotal Prop. C</b>	<b>898.7</b>	<b>102.1</b>	<b>22.0</b>	<b>40.9</b>	<b>36.1</b>	<b>34.0</b>	<b>43.6</b>	<b>70.2</b>	<b>72.6</b>	<b>75.0</b>	<b>44.8</b>	<b>-</b>
<b>Other Local</b>												
Measure R Sales Tax	2,076.7	109.5	103.1	55.7	42.2	117.5	22.4	10.2	-	-	-	-
Local Agency Funds/Other (Private)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>2,975.4</b>	<b>211.6</b>	<b>125.1</b>	<b>96.6</b>	<b>78.3</b>	<b>151.5</b>	<b>65.9</b>	<b>80.4</b>	<b>72.6</b>	<b>75.0</b>	<b>44.8</b>	<b>-</b>
<b>State (programming basis)</b>												
Prop 1B State Infrastructure Bonds (SLPP)	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
Other Federal Funds	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	64.8	9.6	24.2	5.2	-	-	-	-	2.2	1.0	22.7	-
RSTP	26.0	-	-	-	-	-	-	26.0	-	-	-	-
<b>Subtotal Federal</b>	<b>90.8</b>	<b>9.6</b>	<b>24.2</b>	<b>5.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>26.0</b>	<b>2.2</b>	<b>1.0</b>	<b>22.7</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Program Funds (RIP)	517.5	57.8	5.6	5.8	-	39.6	16.2	-	7.3	11.4	-	-
Interregional Improvement Prog Funds (IIP)	8.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>526.1</b>	<b>57.8</b>	<b>5.6</b>	<b>5.8</b>	<b>-</b>	<b>39.6</b>	<b>16.2</b>	<b>-</b>	<b>7.3</b>	<b>11.4</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>3,592.4</b>	<b>279.0</b>	<b>154.8</b>	<b>107.5</b>	<b>78.3</b>	<b>191.1</b>	<b>82.1</b>	<b>106.4</b>	<b>82.0</b>	<b>87.4</b>	<b>67.5</b>	<b>-</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	5,612.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Highway Strategy Revenues</b>												
<b>Local</b>												
Tolls/PPP	1,516.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>1,516.0</b>	<b>-</b>	<b>-</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)	1,005.0	-	-	-	-	-	-	-	-	-	-	-
Federal HPP/PNS Earmarks	1,098.0	-	-	-	-	-	-	-	-	-	-	-
Metro Area	592.0	-	-	-	-	-	-	-	-	-	-	-
Freight Program	1,059.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>3,754.0</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>5,612.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>9,204.4</b>	<b>279.0</b>	<b>154.8</b>	<b>107.5</b>	<b>78.3</b>	<b>191.1</b>	<b>82.1</b>	<b>106.4</b>	<b>82.0</b>	<b>87.4</b>	<b>67.5</b>	<b>-</b>

LACMTA Financial Forecasting Model

Gap Closures Summary

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior to FY10	Years '13-'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	2023 2024	2024 2025
<b>PROJECT COSTS</b>																			
Not yet programmed	1,505.7			79.8	1,165.9	260.0	9.5	29.7	17.3	10.9	12.4	-	-	20.0	20.0	26.4	10.0	143.7	278.6
Baseline projects programmed	-		42.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	1,505.7		6.0	79.8	1,165.9	260.0	9.5	29.7	17.3	10.9	12.4	-	-	20.0	20.0	26.4	10.0	143.7	278.6
<b>TOTAL COSTS INFLATED</b>	1,505.7	100.0%	41.0	79.8	1,165.9	260.0	9.5	29.7	17.3	10.9	12.4	-	-	20.0	20.0	26.4	10.0	143.7	278.6
<b>PROJECT REVENUES</b>																			
<b>Local</b>																			
Proposition C 25% (cash flow basis)	159.5	10.6%		-	159.5	-	-	-	-	-	-	-	-	-	-	16.4	10.0	15.0	10.3
<b>Subtotal Prop. C</b>	159.5	10.6%		-	159.5	-	-	-	-	-	-	-	-	-	-	16.4	10.0	15.0	10.3
<b>Other Local</b>																			
Measure R Sales Tax	770.6	51.2%		70.6	700.0	-	9.5	20.5	17.3	10.9	12.4	-	-	20.0	20.0	10.0	-	100.0	200.0
<b>Total Local</b>	930.1	61.8%		70.6	859.5	-	9.5	20.5	17.3	10.9	12.4	-	-	20.0	20.0	26.4	10.0	115.0	210.3
<b>State (programming basis)</b>																			
Traffic Congestion Relief Program (TCRP)	9.2	0.6%	4.4	9.2	-	-	-	9.2	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	9.2	0.6%	4.4	9.2	-	-	-	9.2	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>																			
Other Federal Funds (earmarks)	-	0.0%	2.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	240.7	16.0%		-	98.6	142.1	-	-	-	-	-	-	-	-	-	-	-	-	4.7
<b>Subtotal Federal</b>	240.7	16.0%		-	98.6	142.1	-	-	-	-	-	-	-	-	-	-	-	-	4.7
<b>Mixed (programming basis)</b>																			
Regional Improvement Prog Funds (RIP)	325.7	21.6%	10.4	-	207.8	117.9	-	-	-	-	-	-	-	-	-	-	-	28.7	63.6
Interregional Improvement Prog Funds (IIP)	-	0.0%	15.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	325.7	21.6%	26.3	-	207.8	117.9	-	-	-	-	-	-	-	-	-	-	-	28.7	63.6
<b>TOTAL REVENUES</b>	1,505.7	100.0%	42.6	79.8	1,165.9	260.0	9.5	29.7	17.3	10.9	12.4	-	-	20.0	20.0	26.4	10.0	143.7	278.6
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Strategy Project Cost	4,526.9			43.0	4,483.9	-	-	-	25.0	18.0	-	-	-	-	-	667.0	667.0	667.0	667.0
<b>Highway Strategy Revenues</b>																			
<b>Local</b>																			
Tolls/PPP	2,818.0			-	2,818.0	-	-	-	-	-	-	-	-	-	-	446.0	446.0	446.0	446.0
<b>Subtotal Local Revenues</b>	2,818.0			-	2,818.0	-	-	-	-	-	-	-	-	-	-	446.0	446.0	446.0	446.0
<b>State</b>																			
State Programs	180.0			-	180.0	-	-	-	-	-	-	-	-	-	-	30.0	30.0	30.0	30.0
SHOPP (Additional)	-			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	180.0			-	180.0	-	-	-	-	-	-	-	-	-	-	30.0	30.0	30.0	30.0
<b>Federal</b>																			
Federal Formula Funds (Additional)	1,301.9			-	1,301.9	-	-	-	-	-	-	-	-	-	-	160.0	160.0	160.0	160.0
Federal HPP/PNS Earmarks	186.0			2.0	184.0	-	-	-	2.0	-	-	-	-	-	-	31.0	31.0	31.0	31.0
Metro Area	41.0			41.0	-	-	-	-	23.0	18.0	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	1,528.9			43.0	1,485.9	-	-	-	25.0	18.0	-	-	-	-	-	191.0	191.0	191.0	191.0
<b>Total Highway Strategy Revenues</b>	4,526.9			43.0	4,483.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>GRAND TOTAL COSTS</b>	6,032.6			122.8	5,649.8	260.0	9.5	29.7	42.3	28.9	12.4	-	-	20.0	20.0	693.4	677.0	810.7	945.6

LACMTA Financial Forecasting Model

Gap Closures Summary

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	Total	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	'13-'40	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>PROJECT COSTS</b>																
Not yet programmed	1,505.7	295.0	167.7	136.5	68.0	72.6	33.8	31.9	60.0	34.7	8.6	18.5	-	-	-	-
Baseline projects programmed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>1,505.7</b>	<b>295.0</b>	<b>167.7</b>	<b>136.5</b>	<b>68.0</b>	<b>72.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	<b>1,505.7</b>	<b>295.0</b>	<b>167.7</b>	<b>136.5</b>	<b>68.0</b>	<b>72.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	-	-	-	-
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25% (cash flow basis)	159.5	65.0	35.0	7.8	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>159.5</b>	<b>65.0</b>	<b>35.0</b>	<b>7.8</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>																
Measure R Sales Tax	770.6	200.0	100.0	50.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>930.1</b>	<b>265.0</b>	<b>135.0</b>	<b>57.8</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>																
Traffic Congestion Relief Program (TCRP)	9.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>9.2</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>																
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	240.7	30.0	32.7	31.2	-	-	8.8	11.6	60.0	34.7	8.6	18.5	-	-	-	-
<b>Subtotal Federal</b>	<b>240.7</b>	<b>30.0</b>	<b>32.7</b>	<b>31.2</b>	-	-	<b>8.8</b>	<b>11.6</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	-	-	-	-
<b>Mixed (programming basis)</b>																
Regional Improvement Prog Funds (RIP)	325.7	-	-	47.5	68.0	72.6	25.0	20.3	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>325.7</b>	-	-	<b>47.5</b>	<b>68.0</b>	<b>72.6</b>	<b>25.0</b>	<b>20.3</b>	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	<b>1,505.7</b>	<b>295.0</b>	<b>167.7</b>	<b>136.5</b>	<b>68.0</b>	<b>72.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	-	-	-	-
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>																
Highway Strategy Project Cost	4,526.9	666.0	666.0	242.0	241.9	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>																
<b>Local</b>																
Tolls/PPP	2,818.0	446.0	446.0	71.0	71.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>2,818.0</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	-	-	-	-	-	-	-	-	-	-	-	-	-
SHOPP (Additional)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>180.0</b>	<b>30.0</b>	<b>30.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal</b>																
Federal Formula Funds (Additional)	1,301.9	160.0	160.0	171.0	170.9	-	-	-	-	-	-	-	-	-	-	-
Federal HPP/PNS Earmarks	186.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Metro Area	41.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>1,528.9</b>	<b>190.0</b>	<b>190.0</b>	<b>171.0</b>	<b>170.9</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Total Highway Strategy Revenues</b>	<b>4,526.9</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>GRAND TOTAL COSTS</b>	<b>6,032.6</b>	<b>961.0</b>	<b>833.7</b>	<b>378.5</b>	<b>309.9</b>	<b>72.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	-	-	-	-

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

*LRTP 10/18/12 rev 11-19-12*

( in millions)	Total '13-'40	%	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018
<b>Project Costs</b>												
BNSF Grade Separations	175.0		135.0	75.0	100.0	-	-	-	15.0	15.0	15.0	15.0
Soundwalls	1,197.0		420.0	132.0	948.0	117.0	-	-	-	33.0	33.0	33.0
High Desert Corridor	2,971.0		2,971.0	2,291.0	680.0	-	-	53.0	232.0	358.0	492.0	634.0
I-5 North Truck Lanes	4,718.0		-	-	674.3	4,043.7	-	-	-	-	-	-
I-605 Hot Spot Interchanges (Gateway Cities)	2,238.0		1,630.0	900.0	1,338.0	-	-	-	100.0	200.0	200.0	200.0
SR-710 North Extension (tunnel)	4,526.9		1,377.0	43.0	4,483.9	-	-	-	25.0	18.0	-	-
I-710 Early Action Projects	403.0		403.0	403.0	-	-	-	-	92.0	127.9	111.2	69.2
I-710 South	5,110.0		4,270.0	2,804.0	2,306.0	-	-	-	235.0	757.0	767.0	522.0
SR-138	82.0		82.0	54.0	28.0	-	-	-	-	-	-	27.0
<b>Total Highway Strategy Project Costs</b>	<b>21,681.0</b>		<b>11,548.1</b>	<b>6,962.1</b>	<b>10,558.2</b>	<b>4,160.7</b>	-	53.0	699.0	1,556.9	1,730.3	1,550.2
<b>Highway Strategy Revenues</b>												
<b>Local</b>												
Tolls/PPP	9,370.0	43.2%	4,408.0	2,375.0	4,809.0	2,186.0	-	53.0	119.0	479.0	546.0	617.0
Container Fees	360.0	1.7%	360.0	240.0	120.0	-	-	-	-	60.0	60.0	60.0
<b>Subtotal Local Revenues</b>	<b>9,730.0</b>	<b>44.9%</b>	<b>4,768.0</b>	<b>2,615.0</b>	<b>4,929.0</b>	<b>2,186.0</b>	-	<b>53.0</b>	<b>119.0</b>	<b>539.0</b>	<b>606.0</b>	<b>677.0</b>
<b>State</b>												
High Speed Rail Bonds	140.0	0.6%	115.0	75.0	65.0	-	-	-	15.0	15.0	15.0	15.0
State Programs	2,378.0	11.0%	851.0	376.8	1,333.5	667.7	-	-	-	85.7	85.7	102.7
SHOPP (Additional)	26.0	0.1%	26.0	-	26.0	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>2,544.0</b>	<b>11.7%</b>	<b>992.0</b>	<b>451.8</b>	<b>1,424.5</b>	<b>667.7</b>	-	-	<b>15.0</b>	<b>100.7</b>	<b>100.7</b>	<b>117.7</b>
<b>Federal</b>												
Cap and Trade Funds	190.0	0.9%	190.0	130.0	60.0	-	-	-	-	30.0	40.0	30.0
Federal Formula Funds (Additional)	3,340.9	15.4%	1,470.0	693.1	2,116.8	531.0	-	-	33.0	159.0	159.0	173.1
Federal HPP/PNS Earmarks	1,999.0	9.2%	1,387.0	1,003.2	795.8	200.0	-	-	199.0	288.7	272.0	155.0
Metropolitan Mobility and Access Program	1,233.0	5.7%	835.0	671.0	336.0	226.0	-	-	233.0	178.0	160.0	50.0
Freight Program	2,644.1	12.2%	1,906.1	1,398.0	896.1	350.0	-	-	100.0	261.5	392.6	347.4
<b>Subtotal Federal Revenues</b>	<b>9,407.0</b>	<b>43.4%</b>	<b>5,788.1</b>	<b>3,895.3</b>	<b>4,204.7</b>	<b>1,307.0</b>	-	-	<b>565.0</b>	<b>917.2</b>	<b>1,023.6</b>	<b>755.5</b>
<b>Total Highway Strategy Revenues</b>	<b>21,681.0</b>	<b>100.0%</b>	<b>11,548.1</b>	<b>6,962.1</b>	<b>10,558.2</b>	<b>4,160.7</b>	-	53.0	699.0	1,556.9	1,730.3	1,550.2

HPP = High Priority Projects  
PNS = Projects of National Significance

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

*L RTP 10/18/12 rev 11-19-12*

( in millions)	Total '13-'40	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>												
BNSF Grade Separations	175.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	10.0	-	-	-
Soundwalls	1,197.0	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	2,971.0	522.0	403.0	277.0	-	-	-	-	-	-	-	-
I-5 North Truck Lanes	4,718.0	-	-	-	-	-	-	-	-	-	323.5	350.8
I-605 Hot Spot Interchanges (Gateway Cities)	2,238.0	200.0	208.0	209.0	161.0	152.0	152.0	152.0	152.0	152.0	-	-
SR-710 North Extension (tunnel)	4,526.9	-	-	-	667.0	667.0	667.0	667.0	666.0	666.0	242.0	241.9
I-710 Early Action Projects	403.0	2.7	-	-	-	-	-	-	-	-	-	-
I-710 South	5,110.0	523.0	523.0	523.0	210.0	210.0	210.0	210.0	210.0	210.0	-	-
SR-138	82.0	27.0	28.0	-	-	-	-	-	-	-	-	-
<b>Total Highway Strategy Project Costs</b>	<b>21,681.0</b>	<b>1,372.7</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	561.0	502.0	439.0	546.0	546.0	546.0	546.0	546.0	546.0	296.0	296.0
Container Fees	360.0	60.0	60.0	60.0	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>9,730.0</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	140.0	15.0	15.0	15.0	5.0	5.0	5.0	10.0	10.0	-	-	-
State Programs	2,378.0	102.7	97.7	86.5	145.0	145.0	145.0	140.0	140.0	140.0	133.5	160.8
SHOPP (Additional)	26.0	-	8.0	9.0	9.0	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>2,544.0</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	-	-	-	-	-	-	-	-
Federal Formula Funds (Additional)	3,340.9	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	1,999.0	88.5	85.8	86.0	106.0	106.0	106.0	106.0	100.0	100.0	-	-
Metropolitan Mobility and Access Program	1,233.0	50.0	50.0	50.0	32.0	32.0	32.0	32.0	32.0	32.0	22.0	22.0
Freight Program	2,644.1	296.5	186.1	128.0	97.0	97.0	97.0	97.0	97.0	97.0	-	-
<b>Subtotal Federal Revenues</b>	<b>9,407.0</b>	<b>634.0</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>21,681.0</b>	<b>1,372.7</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**

*L RTP 10/18/12 rev 11-19-12*

( in millions)	Total '13-'40	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>												
BNSF Grade Separations	175.0	-	-	-	-	-	-	-	-	-	-	-
Soundwalls	1,197.0	110.0	7.0	-	-	-	-	-	-	-	-	-
High Desert Corridor	2,971.0	-	-	-	-	-	-	-	-	-	-	-
I-5 North Truck Lanes	4,718.0	361.3	372.1	383.3	567.0	610.3	837.9	456.7	222.1	115.1	117.9	-
I-605 Hot Spot Interchanges (Gateway Cities)	2,238.0	-	-	-	-	-	-	-	-	-	-	-
SR-710 North Extension (tunnel)	4,526.9	-	-	-	-	-	-	-	-	-	-	-
I-710 Early Action Projects	403.0	-	-	-	-	-	-	-	-	-	-	-
I-710 South	5,110.0	-	-	-	-	-	-	-	-	-	-	-
SR-138	82.0	-	-	-	-	-	-	-	-	-	-	-
<b>Total Highway Strategy Project Costs</b>	<b>21,681.0</b>	<b>471.3</b>	<b>379.1</b>	<b>383.3</b>	<b>567.0</b>	<b>610.3</b>	<b>837.9</b>	<b>456.7</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	-
Container Fees	360.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>9,730.0</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	140.0	-	-	-	-	-	-	-	-	-	-	-
State Programs	2,378.0	160.3	57.1	50.3	75.0	100.0	109.6	115.4	-	-	-	-
SHOPP (Additional)	26.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>2,544.0</b>	<b>160.3</b>	<b>57.1</b>	<b>50.3</b>	<b>75.0</b>	<b>100.0</b>	<b>109.6</b>	<b>115.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
Cap and Trade Funds	190.0	-	-	-	-	-	-	-	-	-	-	-
Federal Formula Funds (Additional)	3,340.9	53.0	53.0	53.0	55.0	52.8	142.6	52.8	52.8	7.2	8.8	-
Federal HPP/PNS Earmarks	1,999.0	-	-	-	100.0	16.7	16.7	16.7	16.7	16.6	16.6	-
Metropolitan Mobility and Access Program	1,233.0	22.0	22.0	22.0	25.0	22.5	81.7	22.5	8.3	-	-	-
Freight Program	2,644.1	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>9,407.0</b>	<b>86.0</b>	<b>97.0</b>	<b>108.0</b>	<b>264.0</b>	<b>125.3</b>	<b>274.3</b>	<b>125.3</b>	<b>111.1</b>	<b>57.1</b>	<b>58.9</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>21,681.0</b>	<b>471.3</b>	<b>379.1</b>	<b>383.3</b>	<b>567.0</b>	<b>610.3</b>	<b>837.9</b>	<b>456.7</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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Baseline Projects	5,984.9	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1
<b>Subtotal Construction Costs</b>	5,984.9	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1
<b>TOTAL COSTS INFLATED</b>	5,984.9	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1
<b>PROJECT REVENUES</b>											
<b>State</b>											
State Highway Acct (Caltrans Ops) (no rev sheet)	5,984.9	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1
<b>Subtotal State</b>	5,984.9	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1
<b>TOTAL REVENUES</b>	5,984.9	1,133.2	1,999.6	2,852.1	150.2	153.9	157.8	161.7	165.7	169.9	174.1
<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 13 budget, escalated by 2.5%

**LACMTA Financial Forecasting Model**  
**Caltrans L.A. County Highway Operations**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Projects	5,984.9	178.5	182.9	187.5	192.2	197.0	201.9	207.0	212.2	217.5	222.9
<b>Subtotal Construction Costs</b>	<b>5,984.9</b>	<b>178.5</b>	<b>182.9</b>	<b>187.5</b>	<b>192.2</b>	<b>197.0</b>	<b>201.9</b>	<b>207.0</b>	<b>212.2</b>	<b>217.5</b>	<b>222.9</b>
<b>TOTAL COSTS INFLATED</b>	<b>5,984.9</b>	<b>178.5</b>	<b>182.9</b>	<b>187.5</b>	<b>192.2</b>	<b>197.0</b>	<b>201.9</b>	<b>207.0</b>	<b>212.2</b>	<b>217.5</b>	<b>222.9</b>
<b>PROJECT REVENUES</b>											
<b>State</b>											
State Highway Acct (Caltrans Ops) (no rev sheet)	5,984.9	178.5	182.9	187.5	192.2	197.0	201.9	207.0	212.2	217.5	222.9
<b>Subtotal State</b>	<b>5,984.9</b>	<b>178.5</b>	<b>182.9</b>	<b>187.5</b>	<b>192.2</b>	<b>197.0</b>	<b>201.9</b>	<b>207.0</b>	<b>212.2</b>	<b>217.5</b>	<b>222.9</b>
<b>TOTAL REVENUES</b>	<b>5,984.9</b>	<b>178.5</b>	<b>182.9</b>	<b>187.5</b>	<b>192.2</b>	<b>197.0</b>	<b>201.9</b>	<b>207.0</b>	<b>212.2</b>	<b>217.5</b>	<b>222.9</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. Caltrans District 7 administration, planning, operations and maintenance costs for Los Angeles County.
2. Costs based on FY 13 budget, escalated by 2.5%



**LACMTA Financial Forecasting Model**  
**Caltrans L.A. County Highway Operations**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	5,984.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<b>Subtotal Construction Costs</b>	5,984.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<b>TOTAL COSTS INFLATED</b>	5,984.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<b>PROJECT REVENUES</b>												
<b>State</b>												
State Highway Acct (Caltrans Ops) (no rev sheet)	5,984.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<b>Subtotal State</b>	5,984.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<b>TOTAL REVENUES</b>	5,984.9	228.5	234.2	240.0	246.0	252.2	258.5	265.0	271.6	278.4	285.3	292.5
<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 13 budget, escalated by 2.5%

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Baseline Projects	28.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Construction Costs</b>	28.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL COSTS INFLATED</b>	28.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>PROJECT REVENUES</b>											
<b>State</b>											
EEM Funds	28.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal State</b>	28.0	7.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL REVENUES</b>	28.0	7.0	10.0	11.0	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  
 LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Projects	28.0	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>	28.0	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>	28.0	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	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal State</b>	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL REVENUES</b>	28.0	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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	28.0	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>	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL COSTS INFLATED</b>	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>PROJECT REVENUES</b>												
<b>State</b>												
EEM Funds	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal State</b>	28.0	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>	28.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'19	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Baseline Projects	849.5	185.1	287.6	376.8	34.4	24.0	24.4	24.9	25.4	25.8	26.3
<b>Subtotal Construction Costs</b>	849.5	185.1	287.6	376.8	34.4	24.0	24.4	24.9	25.4	25.8	26.3
<b>TOTAL COSTS</b>	849.5	185.1	287.6	376.8	34.4	24.0	24.4	24.9	25.4	25.8	26.3
Total Costs Percent Change					48.38%	-30.28%	1.94%	1.95%	1.88%	1.78%	1.73%
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	586.4	121.5	198.4	266.6	19.9	16.0	16.4	16.7	17.1	17.5	17.8
<b>Subtotal Prop. C</b>	586.4	121.5	198.4	266.6	19.9	16.0	16.4	16.7	17.1	17.5	17.8
<b>Other Local</b>											
SAFE	42.0	10.5	15.0	16.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
HOV Violation Fines (no rev sheet)	16.7	6.2	5.0	5.5	3.2	0.5	0.5	0.5	0.5	0.5	0.5
<b>Total Local</b>	645.1	138.1	218.4	288.6	24.6	18.0	18.4	18.7	19.1	19.5	19.8
<b>State</b>											
Fwy Serv Patrol-State Hwy Acct (no rev sheet)	203.7	46.2	69.3	88.2	9.0	6.0	6.1	6.2	6.2	6.3	6.4
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	203.7	46.2	69.3	88.2	9.0	6.0	6.1	6.2	6.2	6.3	6.4
<b>Federal</b>											
Other Federal Funds	0.7	0.7	-	-	0.7	-	-	-	-	-	-
<b>Subtotal Federal</b>	0.7	0.7	-	-	0.7	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	849.5	185.1	287.6	376.8	34.4	24.0	24.4	24.9	25.4	25.8	26.3
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Mode**  
**Freeway Service Patrol**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	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	849.5	26.7	27.1	27.6	28.0	28.5	29.0	29.4	29.9	30.4	30.9
<b>Subtotal Construction Costs</b>	<b>849.5</b>	<b>26.7</b>	<b>27.1</b>	<b>27.6</b>	<b>28.0</b>	<b>28.5</b>	<b>29.0</b>	<b>29.4</b>	<b>29.9</b>	<b>30.4</b>	<b>30.9</b>
<b>TOTAL COSTS</b>	<b>849.5</b>	<b>26.7</b>	<b>27.1</b>	<b>27.6</b>	<b>28.0</b>	<b>28.5</b>	<b>29.0</b>	<b>29.4</b>	<b>29.9</b>	<b>30.4</b>	<b>30.9</b>
Total Costs Percent Change		1.67%	1.67%	1.69%	1.62%	1.58%	1.62%	1.65%	1.61%	1.73%	1.69%
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	586.4	18.2	18.6	18.9	19.3	19.6	20.0	20.4	20.7	21.2	21.6
<b>Subtotal Prop. C</b>	<b>586.4</b>	<b>18.2</b>	<b>18.6</b>	<b>18.9</b>	<b>19.3</b>	<b>19.6</b>	<b>20.0</b>	<b>20.4</b>	<b>20.7</b>	<b>21.2</b>	<b>21.6</b>
<b>Other Local</b>											
SAFE	42.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
HOV Violation Fines (no rev sheet)	16.7	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>645.1</b>	<b>20.2</b>	<b>20.6</b>	<b>20.9</b>	<b>21.3</b>	<b>21.6</b>	<b>22.0</b>	<b>22.4</b>	<b>22.7</b>	<b>23.2</b>	<b>23.6</b>
<b>State</b>											
Fwy Serv Patrol-State Hwy Acct (no rev sheet)	203.7	6.5	6.6	6.7	6.8	6.9	7.0	7.1	7.2	7.3	7.4
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>203.7</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>7.4</b>
<b>Federal</b>											
Other Federal Funds	0.7	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>0.7</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>849.5</b>	<b>26.7</b>	<b>27.1</b>	<b>27.6</b>	<b>28.0</b>	<b>28.5</b>	<b>29.0</b>	<b>29.4</b>	<b>29.9</b>	<b>30.4</b>	<b>30.9</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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	849.5	31.5	32.0	32.5	33.0	33.6	34.2	34.8	35.4	36.0	36.6	37.2
<b>Subtotal Construction Costs</b>	<b>849.5</b>	<b>31.5</b>	<b>32.0</b>	<b>32.5</b>	<b>33.0</b>	<b>33.6</b>	<b>34.2</b>	<b>34.8</b>	<b>35.4</b>	<b>36.0</b>	<b>36.6</b>	<b>37.2</b>
<b>TOTAL COSTS</b>	<b>849.5</b>	<b>31.5</b>	<b>32.0</b>	<b>32.5</b>	<b>33.0</b>	<b>33.6</b>	<b>34.2</b>	<b>34.8</b>	<b>35.4</b>	<b>36.0</b>	<b>36.6</b>	<b>37.2</b>
Total Costs Percent Change		1.68%	1.64%	1.64%	1.68%	1.70%	1.72%	1.74%	1.77%	1.79%	1.70%	1.63%
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	586.4	22.0	22.4	22.8	23.3	23.7	24.2	24.7	25.2	25.7	26.2	26.6
<b>Subtotal Prop. C</b>	<b>586.4</b>	<b>22.0</b>	<b>22.4</b>	<b>22.8</b>	<b>23.3</b>	<b>23.7</b>	<b>24.2</b>	<b>24.7</b>	<b>25.2</b>	<b>25.7</b>	<b>26.2</b>	<b>26.6</b>
<b>Other Local</b>												
SAFE	42.0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
HOV Violation Fines (no rev sheet)	16.7	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>	<b>645.1</b>	<b>24.0</b>	<b>24.4</b>	<b>24.8</b>	<b>25.3</b>	<b>25.7</b>	<b>26.2</b>	<b>26.7</b>	<b>27.2</b>	<b>27.7</b>	<b>28.2</b>	<b>28.6</b>
<b>State</b>												
Fwy Serv Patrol-State Hwy Acct (no rev sheet)	203.7	7.5	7.6	7.7	7.8	7.9	8.0	8.1	8.2	8.4	8.5	8.6
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	<b>203.7</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>8.1</b>	<b>8.2</b>	<b>8.4</b>	<b>8.5</b>	<b>8.6</b>
<b>Federal</b>												
Other Federal Funds	0.7	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>0.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>849.5</b>	<b>31.5</b>	<b>32.0</b>	<b>32.5</b>	<b>33.0</b>	<b>33.6</b>	<b>34.2</b>	<b>34.8</b>	<b>35.4</b>	<b>36.0</b>	<b>36.6</b>	<b>37.2</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>

**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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	%	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Baseline Projects	12,981.0	-	2,973.9	4,545.0	5,462.1	414.0	417.6	421.2	424.9	428.6	432.1	435.5
<b>Subtotal Construction Costs</b>	12,981.0	-	2,973.9	4,545.0	5,462.1	414.0	417.6	421.2	424.9	428.6	432.1	435.5
<b>TOTAL COSTS INFLATED</b>	12,981.0	100.0%	2,973.9	4,545.0	5,462.1	414.0	417.6	421.2	424.9	428.6	432.1	435.5
<b>PROJECT REVENUES</b>												
<b>Other Local</b>												
Local Agency funds for streets & roads (no rev sheet)	33.6	0.3%	8.4	12.0	13.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total Local</b>	33.6	0.3%	8.4	12.0	13.2	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)	5,561.0	42.8%	1,118.9	1,895.0	2,547.1	149.0	152.6	156.2	159.9	163.6	167.1	170.5
State Gas Tax Subventions (no rev sheet)	7,386.4	56.9%	1,846.6	2,638.0	2,901.8	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>	12,947.4	99.7%	2,965.5	4,533.0	5,448.9	412.8	416.4	420.0	423.7	427.4	430.9	434.3
<b>TOTAL REVENUES</b>	12,981.0	100.0%	2,973.9	4,545.0	5,462.1	414.0	417.6	421.2	424.9	428.6	432.1	435.5
<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, 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  
LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	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	12,981.0	438.8	442.2	445.7	449.1	452.4	455.9	459.5	463.1	467.1	471.0
<b>Subtotal Construction Costs</b>	12,981.0	438.8	442.2	445.7	449.1	452.4	455.9	459.5	463.1	467.1	471.0
<b>TOTAL COSTS INFLATED</b>	12,981.0	438.8	442.2	445.7	449.1	452.4	455.9	459.5	463.1	467.1	471.0
<b>PROJECT REVENUES</b>											
<b>Other Local</b>											
Local Agency funds for streets & roads (no rev sheet)	33.6	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
<b>Total Local</b>	33.6	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)	5,561.0	173.8	177.2	180.7	184.1	187.4	190.9	194.5	198.1	202.1	206.0
State Gas Tax Subventions (no rev sheet)	7,386.4	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>	12,947.4	437.6	441.0	444.5	447.9	451.2	454.7	458.3	461.9	465.9	469.8
<b>TOTAL REVENUES</b>	12,981.0	438.8	442.2	445.7	449.1	452.4	455.9	459.5	463.1	467.1	471.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Gas tax subventions for the County and the Cities in L.A. County based on 4,084 B gallons @ 6.46 cents per gallon share of state motor fuel tax.
2. No escalation is assumed due to flat nature of gas tax revenues.
3. Used for local street and road repairs, maintenance, and rehab.
4. Railroad-Highway Grade Crossing funds from 10% STP safety set-aside.
5. AB x8 9, 3/22/10, eliminated Prop 42 gasoline sales taxes and swapped it for new excise tax on gas of which 44% will be allocated for local roads.

**LACMTA Financial Forecasting Model**  
**Local Streets and Roads Maintenance**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	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	12,981.0	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3	510.3	515.0	519.6
<b>Subtotal Construction Costs</b>	12,981.0	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3	510.3	515.0	519.6
<b>TOTAL COSTS INFLATED</b>	12,981.0	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3	510.3	515.0	519.6
<b>PROJECT REVENUES</b>												
<b>Other Local</b>												
Local Agency funds for streets & roads (no rev sheet)	33.6	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>	33.6	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)	5,561.0	210.0	213.9	217.9	222.1	226.4	230.9	235.5	240.3	245.3	250.0	254.6
State Gas Tax Subventions (no rev sheet)	7,386.4	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>	12,947.4	473.8	477.7	481.7	485.9	490.2	494.7	499.3	504.1	509.1	513.8	518.4
<b>TOTAL REVENUES</b>	12,981.0	475.0	478.9	482.9	487.1	491.4	495.9	500.5	505.3	510.3	515.0	519.6
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- 1 Gas tax subventions for the County and the Cities in L.A. County based on 4,084 B gallons @ 6.46 cents per gallon share of state motor fuel tax.
- 2 No escalation is assumed due to flat nature of gas tax revenues.
- 3 Used for local street and road repairs, maintenance, and rehab.
- 4 Railroad-Highway Grade Crossing funds: from 10% STP safety set-aside
- 5 AB x8 9, 3/22/10, eliminated Prop 42 gasoline sales taxes and swapped it for new excise tax on gas of which 44% will be allocated for local roads.

**LACMTA Financial Forecasting Model**

**Call Box Programs**

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Baseline Costs	25.6	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
<b>Subtotal Costs</b>	25.6	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
<b>TOTAL COSTS INFLATED</b>	25.6	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
<b>PROJECT REVENUES</b>											
Other Local											
SAFE	25.6	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
<b>Total Local</b>	25.6	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
<b>TOTAL REVENUES</b>	25.6	7.8	9.0	8.8	1.2	1.2	1.2	1.2	1.2	1.0	1.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. #399 mobile call box program.
2. Freeway call boxes.
3. \$1 per vehicle registration surcharge on each vehicle registered in the County.
4. Call Box Program FIS = 300209
5. Will be monitored, restructured, and reduced as necessary.

LACMTA Financial Forecasting Model

Call Box Programs

LRTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Costs	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
<b>Subtotal Costs</b>	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
<b>TOTAL COSTS INFLATED</b>	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
<b>PROJECT REVENUES</b>											
<b>Other Local</b>											
SAFE	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
<b>Total Local</b>	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
<b>TOTAL REVENUES</b>	25.6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. #399 mobile call box program.
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LACMTA Financial Forecasting Model

Call Box Programs

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	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	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
<b>Subtotal Costs</b>	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
<b>TOTAL COSTS INFLATED</b>	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
<b>PROJECT REVENUES</b>												
<b>Other Local</b>												
SAFE	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
<b>Total Local</b>	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
<b>TOTAL REVENUES</b>	25.6	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

- #399 mobile call box program.
- Freeway call boxes.
- \$1 per vehicle registration surcharge on each vehicle registered in the County.
- Call Box Program FIS = 300209
- Will be monitored, restructured, and reduced as necessary.

**LACMTA Financial Forecasting Model  
 Freeway Rehabilitation (SHOPP)  
 LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Baseline Construction	5,482.0	1,282.0	2,000.0	2,200.0	302.0	60.0	217.0	103.0	200.0	200.0	200.0
<b>Subtotal Construction Costs</b>	<b>5,482.0</b>	<b>1,282.0</b>	<b>2,000.0</b>	<b>2,200.0</b>	<b>302.0</b>	<b>60.0</b>	<b>217.0</b>	<b>103.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>TOTAL COSTS INFLATED</b>	<b>5,482.0</b>	<b>1,282.0</b>	<b>2,000.0</b>	<b>2,200.0</b>	<b>302.0</b>	<b>60.0</b>	<b>217.0</b>	<b>103.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>PROJECT REVENUES</b>											
<b>Federal</b>											
ARRA- SHOPP	-	-	-	-	-	-	-	-	-	-	-
<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>											
SHOPP	5,482.0	1,282.0	2,000.0	2,200.0	302.0	60.0	217.0	103.0	200.0	200.0	200.0
<b>Subtotal Mixed</b>	<b>5,482.0</b>	<b>1,282.0</b>	<b>2,000.0</b>	<b>2,200.0</b>	<b>302.0</b>	<b>60.0</b>	<b>217.0</b>	<b>103.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>TOTAL REVENUES</b>	<b>5,482.0</b>	<b>1,282.0</b>	<b>2,000.0</b>	<b>2,200.0</b>	<b>302.0</b>	<b>60.0</b>	<b>217.0</b>	<b>103.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Freeway Rehabilitation (SHOPP)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'140	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029
<b>PROJECT COSTS</b>											
Baseline Construction	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Subtotal Construction Costs</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>TOTAL COSTS INFLATED</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>PROJECT REVENUES</b>											
<b>Federal</b>											
ARRA- SHOPP	-										
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>											
SHOPP	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Subtotal Mixed</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>TOTAL REVENUES</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model  
 Freeway Rehabilitation (SHOPP)  
 LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Subtotal Construction Costs</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>TOTAL COSTS INFLATED</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>PROJECT REVENUES</b>												
<b>Federal</b>												
ARRA- SHOPP	-											
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed</b>												
SHOPP	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>Subtotal Mixed</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>TOTAL REVENUES</b>	5,482.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0	200.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**  
**L RTP 10/18/12 rev 11-19-12**  
**Freeway Project Costs (\$ in millions)**

			Costs				Strategy Funds	Metro Funds	2012	2013	2014	2015	2016	2017	
			Total Cost	Prior	FY 13-40 All Funds	FY 14-23			2013	2014	2015	2016	2017	2018	
1	I-5	Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	699.7	89.4	65.6	55.7	21.9	21.9	5.5	
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	230.9	20.0	6.1	250.9	13.9	-	-	6.1	-	-	
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	74.2	59.8	19.0	134.0	40.8	19.0	-	-	-	-	
4	I-5	Carmentita Road Interchange	Int	379.7	346.1	33.6	8.6	379.7	25.0	4.4	4.2	-	-	-	
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	789.8	450.7	234.4	1,240.5	216.3	78.6	58.5	64.0	33.3	-	
6	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	26.5	330.0	-	-	-	-	-	-	
7	I-5	North Capacity Enhancements including Truck Lanes	HOV	5,292.8	2.9	5,289.9	400.0	4,718.0	574.8	7.0	68.0	56.0	-	-	
8	I-10	Carpool Lanes from Puente to Citrus	HOV	184.4	45.4	139.0	-	184.4	139.0	-	-	-	-	-	
9	I-10	Carpool Lanes from Citrus to SR-57	HOV	192.1	24.6	167.5	141.4	192.1	26.1	67.6	43.1	26.0	4.7	-	
10	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	120.0	-	-	-	-	-	-	
11	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	85.0	475.0	-	-	-	-	-	-	
12	SR-60	Carpool Lanes, I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	128.2	25.0	-	153.3	25.0	-	-	-	-	-	
13	SR-71	Gap from I-10 to Mission Blvd.	Gap	115.0	1.6	113.4	35.6	115.0	-	9.2	-	-	-	-	
14	SR-71	Gap from Mission Blvd. to Rio Rancho Rd.	Gap	330.0	4.4	325.6	-	330.0	-	-	-	-	-	-	
15	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	44.3	5.7	5.7	50.0	-	5.7	-	-	-	-	
16	I-405	Carpool Lanes from I-10 to US-101 over Sepuiveda Pass, NB	HOV	1,040.0	634.0	406.0	89.0	1,040.0	317.0	65.0	8.0	8.0	8.0	-	
17	I-605	Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	2,238.0	812.8	5.2	23.4	128.1	217.6	217.9	223.4
18	I-710	South	HOV	5,793.6	1.9	5,791.7	4,362.4	5,110.0	683.6	1.5	14.0	257.0	757.0	767.0	523.0
19	I-710	South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	403.0	160.0	13.3	6.5	97.3	136.9	117.2	75.2
20	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	4,526.9	1,103.2	9.5	20.5	42.3	28.9	12.4	-
21		High Desert Corridor (environmental)	Int	33.0	9.9	23.1	17.7	33.0	5.4	14.7	3.0	-	-	-	-
22		High Desert Corridor (construction)	Int	2,971.0	-	2,971.0	2,971.0	2,971.0	-	-	53.0	232.0	358.0	492.0	634.0
23		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	259.6	14.4	6.4	1.3	-	-	12.5	10.0
24		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	253.3	6.2	31.7	13.0	18.3	17.1	-	-
25		South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	1,512.4	17.5	55.6	57.7	20.3	18.7	18.7	-
26		<b>SUBTOTAL</b>		<b>31,054.3</b>	<b>2,837.9</b>	<b>28,216.4</b>	<b>12,986.7</b>	<b>19,966.9</b>	<b>11,087.4</b>	<b>972.6</b>	<b>608.9</b>	<b>1,057.2</b>	<b>1,662.9</b>	<b>1,722.7</b>	<b>1,489.8</b>
27	I-5	I-5 S. from I-605 to OCL Enhancements	Int	70.0	12.0	58.0	56.0	70.0	2.0	-	0.3	20.2	25.0	10.5	-
28	I-5	I-5, SR-134-SR-170 Enhancements	Int	18.0	-	18.0	18.0	18.0	-	-	-	-	-	9.0	9.0
29		<b>SUBTOTAL</b>		<b>31,142.2</b>	<b>2,849.9</b>	<b>28,292.3</b>	<b>13,060.6</b>	<b>19,966.9</b>	<b>11,175.3</b>	<b>974.6</b>	<b>608.9</b>	<b>1,057.5</b>	<b>1,683.1</b>	<b>1,756.7</b>	<b>1,509.3</b>
30	SR-134	Hollywood Way Interchange	Int	43.3	41.9	1.4	-	43.3	1.4	-	-	-	-	-	-
31	US-101	Van Nuys Blvd. Off Ramps	Int	13.9	5.2	8.6	-	13.9	8.6	-	-	-	-	-	-
32		Miscellaneous project balances	HOV	11.0	-	11.0	11.0	11.0	-	11.0	-	-	-	-	-
33	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	175.8	175.8	-	-	175.8	-	-	-	-	-	-	-
34	I-10	Carpool Lanes from I-605 to Puente	HOV	198.6	198.6	-	-	198.6	-	-	-	-	-	-	-
35	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	50.0	-	-	50.0	-	-	-	-	-	-	-
36	I-405	Carpool Lanes from SR-90 to I-10	HOV	180.8	180.8	-	-	180.8	-	-	-	-	-	-	-
37		<b>SUBTOTAL</b>		<b>31,815.6</b>	<b>3,502.3</b>	<b>28,313.3</b>	<b>13,071.6</b>	<b>19,966.9</b>	<b>11,848.7</b>	<b>984.6</b>	<b>619.9</b>	<b>1,057.5</b>	<b>1,683.1</b>	<b>1,756.7</b>	<b>1,509.3</b>
38	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	109.8	107.3	98.6	217.1	8.7	-	3.8	43.2	51.6	-	-
39	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	319.8	82.0	243.0	5.2	8.2	29.3	30.2	36.4	83.7
40	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	72.1	0.1	-	72.2	0.1	-	-	-	-	-	-
41		<b>TOTAL</b>		<b>32,429.9</b>	<b>3,684.2</b>	<b>28,745.7</b>	<b>13,490.1</b>	<b>20,048.9</b>	<b>12,381.0</b>	<b>998.5</b>	<b>628.1</b>	<b>1,090.6</b>	<b>1,756.5</b>	<b>1,844.7</b>	<b>1,593.0</b>

**LACMTA Financial Forecasting Model**  
**LRTP 10/18/12 rev 11-19-12**  
**Freeway Project Costs (\$ in millions)**

			Costs				2018	2019	2020	2021	2022	2023	2024	2025
			Total		FY 13-40	FY 14-23	2019	2020	2021	2022	2023	2024	2025	2026
			Cost	Prior	All Funds									
1	I-5	Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	-	-	-	-	-	-	-
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	230.9	20.0	6.1	-	-	-	-	-	-	-
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	74.2	59.8	19.0	-	-	-	-	-	-	-
4	I-5	Carmenita Road Interchange	Int	379.7	346.1	33.6	8.6	-	-	-	-	-	-	-
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	789.8	450.7	234.4	-	-	-	-	-	-	-
6	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	26.5	-	-	-	26.5	62.4	54.7	39.7
7	I-5	North Capacity Enhancements including Truck Lanes	HOV	5,292.8	2.9	5,289.9	400.0	5.1	56.0	60.2	95.7	59.0	-	-
8	I-10	Carpool Lanes from Puente to Citrus	HOV	184.4	45.4	139.0	-	-	-	-	-	-	-	-
9	I-10	Carpool Lanes from Citrus to SR-57	HOV	192.1	24.6	167.5	141.4	-	-	-	-	-	-	-
10	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	-	-	-	-	15.0	40.0	35.0
11	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	85.0	-	-	-	85.0	50.6	37.1	52.9
12	SR-60	Carpool Lanes, I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	128.2	25.0	-	-	-	-	-	-	-	-
13	SR-71	Gap from I-10 to Mission Blvd.	Gap	115.0	1.6	113.4	35.6	-	-	-	16.4	10.0	15.0	30.0
14	SR-71	Gap from Mission Blvd. to Rio Rancho Rd	Gap	330.0	4.4	325.6	-	-	-	-	-	28.7	63.6	65.0
15	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	44.3	5.7	5.7	-	-	-	-	-	-	-
16	I-405	Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB	HOV	1,040.0	634.0	406.0	89.0	-	-	-	-	-	-	-
17	I-605	Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	244.8	253.0	254.0	206.0	197.0	197.0	197.0
18	I-710	South	HOV	5,793.6	1.9	5,791.7	4,362.4	523.0	573.4	528.0	210.0	210.0	210.0	218.0
19	I-710	South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	12.7	10.5	22.0	-	-	20.0	20.0
20	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	-	20.0	20.0	677.0	667.0	767.0	867.0
21		High Desert Corridor (environmental)	Int	33.0	9.9	23.1	17.7	-	-	-	-	-	-	-
22		High Desert Corridor (construction)	Int	2,971.0	-	2,971.0	2,971.0	522.0	403.0	277.0	-	-	-	-
23		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	11.1	7.0	7.0	8.0	8.3	10.0	9.0
24		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	-	-	-	-	12.1	15.6	16.6
25		South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	45.2	3.8	35.0	35.0	40.5	46.6	55.7
26		<b>SUBTOTAL</b>		<b>31,054.3</b>	<b>2,837.9</b>	<b>28,216.4</b>	<b>12,986.7</b>	<b>1,363.9</b>	<b>1,326.7</b>	<b>1,203.2</b>	<b>1,248.1</b>	<b>1,303.3</b>	<b>1,414.3</b>	<b>1,584.6</b>
27	I-5	I-5 S. from I-605 to OCL Enhancements	Int	70.0	12.0	58.0	56.0	-	-	-	-	-	-	-
28	I-5	I-5, SR-134-SR-170 Enhancements	Int	18.0	-	18.0	18.0	-	-	-	-	-	-	-
29		<b>SUBTOTAL</b>		<b>31,142.2</b>	<b>2,849.9</b>	<b>28,292.3</b>	<b>13,060.6</b>	<b>1,363.9</b>	<b>1,326.7</b>	<b>1,203.2</b>	<b>1,248.1</b>	<b>1,303.3</b>	<b>1,414.3</b>	<b>1,584.6</b>
30	SR-134	Hollywood Way Interchange	Int	43.3	41.9	1.4	-	-	-	-	-	-	-	-
31	US-101	Van Nuys Blvd. Off Ramps	Int	13.9	5.2	8.6	-	-	-	-	-	-	-	-
32		Miscellaneous project balances	HOV	11.0	-	11.0	11.0	-	-	-	-	-	-	-
33	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	175.8	175.8	-	-	-	-	-	-	-	-	-
34	I-10	Carpool Lanes from I-605 to Puente	HOV	198.6	198.6	-	-	-	-	-	-	-	-	-
35	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	50.0	-	-	-	-	-	-	-	-	-
36	I-405	Carpool Lanes from SR-90 to I-10	HOV	180.8	180.8	-	-	-	-	-	-	-	-	-
37		<b>SUBTOTAL</b>		<b>31,815.6</b>	<b>3,502.3</b>	<b>28,313.3</b>	<b>13,071.6</b>	<b>1,363.9</b>	<b>1,326.7</b>	<b>1,203.2</b>	<b>1,248.1</b>	<b>1,303.3</b>	<b>1,414.3</b>	<b>1,584.6</b>
38	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	109.8	107.3	98.6	-	-	-	-	-	-	-
39	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	319.8	76.0	28.0	15.0	13.0	-	-	-
40	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	72.1	0.1	-	-	-	-	-	-	-	-
41		<b>TOTAL</b>		<b>32,429.9</b>	<b>3,684.2</b>	<b>28,745.7</b>	<b>13,490.1</b>	<b>1,439.9</b>	<b>1,354.7</b>	<b>1,218.2</b>	<b>1,261.1</b>	<b>1,303.3</b>	<b>1,414.3</b>	<b>1,584.6</b>

**LACMTA Financial Forecasting Model**  
**L RTP 10/18/12 rev 11-19-12**  
**Freeway Project Costs (\$ in millions)**

			Costs				2026	2027	2028	2029	2030	2031	2032	2033	2034	
			Total		FY 13-40	FY 14-23	2027	2028	2029	2030	2031	2032	2033	2034	2035	
			Cost	Prior	All Funds											
1	I-5	Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	-	-	-	-	-	-	-	-	
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	230.9	20.0	6.1	-	-	-	-	-	-	-	-	
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	74.2	59.8	19.0	-	-	-	-	-	-	-	-	
4	I-5	Carmentita Road Interchange	Int	379.7	346.1	33.6	8.6	-	-	-	-	-	-	-	-	
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	789.8	450.7	234.4	-	-	-	-	-	-	-	-	
6	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	26.5	41.5	46.6	38.1	20.6	-	-	-	-	
7	I-5	North Capacity Enhancements including Truck Lanes	HOV	5,292.8	2.9	5,289.9	400.0	-	323.5	350.8	361.3	372.1	383.3	567.0	610.3	924.2
8	I-10	Carpool Lanes from Puente to Citrus	HOV	184.4	45.4	139.0	-	-	-	-	-	-	-	-	-	
9	I-10	Carpool Lanes from Citrus to SR-57	HOV	192.1	24.6	167.5	141.4	-	-	-	-	-	-	-	-	
10	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	30.0	-	-	-	-	-	-	-	
11	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	85.0	110.9	63.0	21.4	54.1	-	-	-	-	
12	SR-60	Carpool Lanes, I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	128.2	25.0	-	-	-	-	-	-	-	-	-	
13	SR-71	Gap from I-10 to Mission Blvd.	Gap	115.0	1.6	113.4	35.6	12.0	5.8	-	-	-	-	-	-	
14	SR-71	Gap from Mission Blvd to Rio Rancho Rd.	Gap	330.0	4.4	325.6	-	55.7	49.5	38.1	25.0	-	-	-	-	
15	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	44.3	5.7	5.7	-	-	-	-	-	-	-	-	
16	I-405	Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB	HOV	1,040.0	634.0	406.0	89.0	-	-	-	-	-	-	-	-	
17	I-605	Corridor Hot Spot interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	166.0	68.0	75.0	98.0	65.1	17.7	-	-	
18	I-710	South	HOV	5,793.6	1.9	5,791.7	4,362.4	230.0	20.0	10.0	10.0	33.2	99.7	86.8	43.7	160.9
19	I-710	South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	-	-	-	23.0	-	-	-	-	
20	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	766.0	323.2	271.8	47.6	33.8	31.9	60.0	34.7	8.6
21		High Desert Corridor (environmental)	Int	33.0	9.9	23.1	17.7	-	-	-	-	-	-	-	-	
22		High Desert Corridor (construction)	Int	2,971.0	-	2,971.0	2,971.0	-	-	-	-	-	-	-	-	
23		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	9.0	9.0	9.0	12.7	14.6	14.8	-	39.6	16.2
24		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	17.0	17.5	18.0	18.4	19.5	20.2	6.6	-	-
25		South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	42.9	79.6	81.4	72.8	55.6	54.8	71.7	151.5	65.9
26		<b>SUBTOTAL</b>		<b>31,054.3</b>	<b>2,837.9</b>	<b>28,216.4</b>	<b>12,986.7</b>	<b>1,481.1</b>	<b>1,005.7</b>	<b>913.6</b>	<b>743.5</b>	<b>593.9</b>	<b>622.4</b>	<b>792.1</b>	<b>879.8</b>	<b>1,175.7</b>
27	I-5	I-5 S from I-605 to OCL Enhancements	Int	70.0	12.0	58.0	56.0	-	-	-	-	-	-	-	-	-
28	I-5	I-5, SR-134-SR-170 Enhancements	Int	18.0	-	18.0	18.0	-	-	-	-	-	-	-	-	-
29		<b>SUBTOTAL</b>		<b>31,142.2</b>	<b>2,849.9</b>	<b>28,292.3</b>	<b>13,060.6</b>	<b>1,481.1</b>	<b>1,005.7</b>	<b>913.6</b>	<b>743.5</b>	<b>593.9</b>	<b>622.4</b>	<b>792.1</b>	<b>879.8</b>	<b>1,175.7</b>
30	SR-134	Hollywood Way Interchange	Int	43.3	41.9	1.4	-	-	-	-	-	-	-	-	-	-
31	US-101	Van Nuys Blvd Off Ramps	Int	13.9	5.2	8.6	-	-	-	-	-	-	-	-	-	-
32		Miscellaneous project balances	HOV	11.0	-	11.0	11.0	-	-	-	-	-	-	-	-	-
33	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	175.8	175.8	-	-	-	-	-	-	-	-	-	-	-
34	I-10	Carpool Lanes from I-605 to Puente	HOV	198.6	198.6	-	-	-	-	-	-	-	-	-	-	-
35	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	50.0	-	-	-	-	-	-	-	-	-	-	-
36	I-405	Carpool Lanes from SR-90 to I-10	HOV	180.8	180.8	-	-	-	-	-	-	-	-	-	-	-
37		<b>SUBTOTAL</b>		<b>31,815.6</b>	<b>3,502.3</b>	<b>28,313.3</b>	<b>13,071.6</b>	<b>1,481.1</b>	<b>1,005.7</b>	<b>913.6</b>	<b>743.5</b>	<b>593.9</b>	<b>622.4</b>	<b>792.1</b>	<b>879.8</b>	<b>1,175.7</b>
38	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	109.8	107.3	98.6	-	-	-	-	-	-	-	-	-
39	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	319.8	-	-	-	-	-	-	-	-	-
40	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	72.1	0.1	-	-	-	-	-	-	-	-	-	-
41		<b>TOTAL</b>		<b>32,429.9</b>	<b>3,684.2</b>	<b>28,745.7</b>	<b>13,490.1</b>	<b>1,481.1</b>	<b>1,005.7</b>	<b>913.6</b>	<b>743.5</b>	<b>593.9</b>	<b>622.4</b>	<b>792.1</b>	<b>879.8</b>	<b>1,175.7</b>

**LACMTA Financial Forecasting Model**  
**LRTP 10/18/12 rev 11-19-12**  
**Freeway Project Costs (\$ in millions)**

				Costs				2035	2036	2037	2038	2039
				Total		FY 13-40	FY 14-23	2036	2037	2038	2039	2040
				Cost	Prior	All Funds						
1	I-5	Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	-	-	-	-	-
2	I-5	Carpool Lanes from SR-170 to SR-118	HOV	250.9	230.9	20.0	6.1	-	-	-	-	-
3	I-5	Carpool Lanes from SR-118 to SR-14 (incl \$39.0 soundwall)	HOV	134.0	74.2	59.8	19.0	-	-	-	-	-
4	I-5	Carmenita Road Interchange	Int	379.7	346.1	33.6	8.6	-	-	-	-	-
5	I-5	Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV	1,240.5	789.8	450.7	234.4	-	-	-	-	-
6	I-5 / I-405	Carpool Lane Partial Connector	HOV	330.0	-	330.0	26.5	-	-	-	-	-
7	I-5	North Capacity Enhancements including Truck Lanes	HOV	5,292.8	2.9	5,289.9	400.0	472.3	268.5	115.1	134.4	-
8	I-10	Carpool Lanes from Puente to Citrus	HOV	184.4	45.4	139.0	-	-	-	-	-	-
9	I-10	Carpool Lanes from Citrus to SR-57	HOV	192.1	24.6	167.5	141.4	-	-	-	-	-
10	SR-14	Carpool Lane from Ave P-8 to Ave L	HOV	120.0	-	120.0	-	-	-	-	-	-
11	SR-57 / SR-60	Mixed Flow Interchange	Int	475.0	-	475.0	85.0	-	-	-	-	-
12	SR-60	Carpool Lanes, I-605 to Brea Canyon Rd. (incl \$15.2 soundwall)	HOV	153.3	128.2	25.0	-	-	-	-	-	-
13	SR-71	Gap from I-10 to Mission Blvd	Gap	115.0	1.6	113.4	35.6	-	-	-	-	-
14	SR-71	Gap from Mission Blvd. to Rio Rancho Rd.	Gap	330.0	4.4	325.6	-	-	-	-	-	-
15	I-405	Carpool Lanes from Waterford to I-10, SB Auxiliary Lane	HOV	50.0	44.3	5.7	5.7	-	-	-	-	-
16	I-405	Carpool Lanes from I-10 to US-101 over Sepulveda Pass, NB	HOV	1,040.0	634.0	406.0	89.0	-	-	-	-	-
17	I-605	Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	-	-	-	-	-
18	I-710	South	HOV	5,793.6	1.9	5,791.7	4,362.4	3.0	29.4	29.9	28.9	4.5
19	I-710	South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	-	-	-	-	-
20	SR-710	North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	18.5	-	-	-	-
21		High Desert Corridor (environmental)	Int	33.0	9.9	23.1	17.7	-	-	-	-	-
22		High Desert Corridor (construction)	Int	2,971.0	-	2,971.0	2,971.0	-	-	-	-	-
23		Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	-	7.3	11.4	-	-
24		Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	-	-	-	-	-
25		South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	106.4	74.7	76.0	67.5	-
26		<b>SUBTOTAL</b>		<b>31,054.3</b>	<b>2,837.9</b>	<b>28,216.4</b>	<b>12,986.7</b>	<b>600.2</b>	<b>379.9</b>	<b>232.3</b>	<b>230.8</b>	<b>4.5</b>
27	I-5	I-5 S. from I-605 to OCL Enhancements	Int	70.0	12.0	58.0	56.0	-	-	-	-	-
28	I-5	I-5, SR-134-SR-170 Enhancements	Int	18.0	-	18.0	18.0	-	-	-	-	-
29		<b>SUBTOTAL</b>		<b>31,142.2</b>	<b>2,849.9</b>	<b>28,292.3</b>	<b>13,060.6</b>	<b>600.2</b>	<b>379.9</b>	<b>232.3</b>	<b>230.8</b>	<b>4.5</b>
30	SR-134	Hollywood Way Interchange	Int	43.3	41.9	1.4	-	-	-	-	-	-
31	US-101	Van Nuys Blvd. Off Ramps	Int	13.9	5.2	8.6	-	-	-	-	-	-
32		Miscellaneous project balances	HOV	11.0	-	11.0	11.0	-	-	-	-	-
33	I-5 / SR-14	Carpool Lane Direct Connectors (N to/from S) + below	HOV	175.8	175.8	-	-	-	-	-	-	-
34	I-10	Carpool Lanes from I-605 to Puente	HOV	198.6	198.6	-	-	-	-	-	-	-
35	I-405	Carpool Lanes from I-105 to SR-90	HOV	50.0	50.0	-	-	-	-	-	-	-
36	I-405	Carpool Lanes from SR-90 to I-10	HOV	180.8	180.8	-	-	-	-	-	-	-
37		<b>SUBTOTAL</b>		<b>31,815.6</b>	<b>3,502.3</b>	<b>28,313.3</b>	<b>13,071.6</b>	<b>600.2</b>	<b>379.9</b>	<b>232.3</b>	<b>230.8</b>	<b>4.5</b>
38	SR-138	Corridor Widening (only 7 of 13 segments assumed in model)	RSTI	217.1	109.8	107.3	98.6	-	-	-	-	-
39	SR-138	Corridor Widening (additional segments)	RSTI	325.0	-	325.0	319.8	-	-	-	-	-
40	I-5 / SR-126	Interchange (Magic Mountain Parkway) Phases I and II	RSTI	72.2	72.1	0.1	-	-	-	-	-	-
41		<b>TOTAL</b>		<b>32,429.9</b>	<b>3,684.2</b>	<b>28,745.7</b>	<b>13,490.1</b>	<b>600.2</b>	<b>379.9</b>	<b>232.3</b>	<b>230.8</b>	<b>4.5</b>

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Measure R Highway Project Costs (\$ in millions)

MR#			Costs				Strategy Funds	Metro Funds	2012	2013	2014	2015	2016	2017
			Total Cost	Prior	FY 13-40	FY 14-23			2013	2014	2015	2016	2017	
			All Funds	Years	All Funds	All Funds								
22	Alameda Corridor East Grade Separations Phase II	HOP	1,161.7	170.2	991.5	819.9		1,161.7	171.6	227.9	266.9	151.3	127.9	45.9
23	BNSF Grade Separations in Gateway Cities	HOP	35.0	-	35.0	35.0		35.0	-	8.0	8.0	7.0	12.0	-
24	Countywide Soundwalls Phase II	HOP	941.4	24.0	917.4	96.0		941.4	-	-	-	-	-	-
25	High Desert Corridor (environmental)	Int	23.1		23.1	17.7		23.1	5.4	14.7	3.0	-	-	-
26	I-5 / SR-14 Carpool Lane Direct Connectors (N to/from S)	HOV3	175.8	175.8	-	-		175.8	-	-	-	-	-	-
27	I-5 Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV2	1,240.5	789.8	450.7	234.4		1,240.5	216.3	78.6	58.5	64.0	33.3	-
28	I-5 Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6		699.7	89.4	65.6	55.7	21.9	21.9	5.5
29	I-5 Carmenita Road Interchange	Int	379.7	346.1	33.6	8.6		379.7	25.0	4.4	4.2	-	-	-
31	Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6		259.6	14.4	6.4	1.3	-	12.5	10.0
32	Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1		253.3	6.2	31.7	13.0	18.3	17.1	-
33	South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5		1,512.4	17.5	55.6	57.7	20.3	18.7	18.7
34	I-5 North Capacity Enhancements including Truck Lanes	HOV3	5,292.8	2.9	5,289.9	400.0	4,718.0	574.8	7.0	68.0	56.0	-	-	-
35	I-605 Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	2,238.0	812.8	5.2	23.4	128.1	217.6	217.9	223.4
36	SR-710 North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	4,526.9	1,103.2	9.5	20.5	42.3	28.9	12.4	-
37	I-710 South	HOV	5,793.6	1.9	5,791.7	4,362.4	5,110.0	683.6	1.5	14.0	257.0	757.0	767.0	523.0
37	I-710 South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	403.0	160.0	13.3	6.5	97.3	136.9	117.2	75.2
part of 27	I-5 I-5 S. from I-605 to OCL Enhancements	Int	58.0		58.0	56.0		58.0	2.0	-	0.3	20.2	25.0	10.5
part of 28	I-5 SR-134-SR-170 Enhancements	Int	18.0		18.0	18.0		18.0	-	-	-	-	9.0	9.0
38	SR-138 Corridor Widening (additional segments)	HOP	325.0	0.0	325.0	319.8	82.0	243.0	5.2	8.2	29.3	30.2	36.4	83.7
	<b>Subtotal Measure R Projects</b>		<b>27,413.6</b>	<b>2,010.5</b>	<b>25,403.1</b>	<b>10,952.1</b>	<b>17,077.9</b>	<b>10,335.7</b>	<b>589.5</b>	<b>633.4</b>	<b>1,078.7</b>	<b>1,473.5</b>	<b>1,428.3</b>	<b>1,004.9</b>

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Measure R Highway Project Costs (\$ in millions)

MR#			Costs				2018	2019	2020	2021	2022	2023	2024	2025	2026
			Total Cost	Prior	FY 13-40	FY 14-23	2019	2020	2021	2022	2023	2024	2025	2026	
			All Funds	Years	All Funds	All Funds	2019	2020	2021	2022	2023	2024	2025	2026	
22	Alameda Corridor East Grade Separations Phase II	HOP	1,161.7	170.2	991.5	819.9	-	-	-	-	-	-	-	-	
23	BNSF Grade Separations in Gateway Cities	HOP	35.0	-	35.0	35.0	-	-	-	-	-	-	-	-	
24	Countywide Soundwalls Phase II	HOP	941.4	24.0	917.4	96.0	13.3	28.6	20.0	20.0	14.1	-	-	-	
25	High Desert Corridor (environmental)	Int	23.1	-	23.1	17.7	-	-	-	-	-	-	-	-	
26	I-5 / SR-14 Carpool Lane Direct Connectors (N to/from S)	HOV3	175.8	175.8	-	-	-	-	-	-	-	-	-	-	
27	I-5 Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV2	1,240.5	789.8	450.7	234.4	-	-	-	-	-	-	-	-	
28	I-5 Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	-	-	-	-	-	-	-	-	
29	I-5 Carmenita Road Interchange	Int	379.7	346.1	33.6	8.6	-	-	-	-	-	-	-	-	
31	Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	11.1	7.0	7.0	8.0	8.3	10.0	9.0	9.8	
32	Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	-	-	-	-	-	12.1	15.6	16.6	
33	South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	45.2	3.8	35.0	35.0	40.5	46.6	55.7	57.8	
34	I-5 North Capacity Enhancements including Truck Lanes	HOV3	5,292.8	2.9	5,289.9	400.0	5.1	56.0	60.2	95.7	59.0	-	-	-	
35	I-605 Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	244.8	253.0	254.0	206.0	197.0	197.0	197.0	166.0	
36	SR-710 North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	-	20.0	20.0	677.0	667.0	767.0	867.0	866.0	
37	I-710 South	HOV	5,793.6	1.9	5,791.7	4,362.4	523.0	573.4	528.0	210.0	210.0	210.0	210.0	230.0	
37	I-710 South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	12.7	10.5	22.0	-	-	-	20.0	20.0	
part of 27	I-5 I-5 S. from I-605 to OCL Enhancements	Int	58.0	-	58.0	56.0	-	-	-	-	-	-	-	-	
part of 28	I-5 I-5, SR-134-SR-170 Enhancements	Int	18.0	-	18.0	18.0	-	-	-	-	-	-	-	-	
38	SR-138 Corridor Widening (additional segments)	HOP	325.0	0.0	325.0	319.8	76.0	28.0	15.0	13.0	-	-	-	-	
	<b>Subtotal Measure R Projects</b>		<b>27,413.6</b>	<b>2,010.5</b>	<b>25,403.1</b>	<b>10,952.1</b>	<b>931.2</b>	<b>980.3</b>	<b>961.2</b>	<b>1,264.7</b>	<b>1,195.9</b>	<b>1,242.7</b>	<b>1,374.3</b>	<b>1,380.2</b>	

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Measure R Highway Project Costs (\$ in millions)

MR#			Costs				2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
			Total Cost	Prior	FY 13-40	FY 14-23											
			All Funds	Years	All Funds	All Funds											
22	Alameda Corridor East Grade Separations Phase II	HOP	1,161.7	170.2	991.5	819.9	-	-	-	-	-	-	-	-	-	-	-
23	BNSF Grade Separations in Gateway Cities	HOP	35.0	-	35.0	35.0	-	-	-	-	-	-	-	-	-	-	-
24	Countywide Soundwalls Phase II	HOP	941.4	24.0	917.4	96.0	-	-	35.0	139.5	139.0	164.5	97.6	118.9	126.9	-	-
25	High Desert Corridor (environmental)	Int	23.1	-	23.1	17.7	-	-	-	-	-	-	-	-	-	-	-
26	I-5 / SR-14 Carpool Lane Direct Connectors (N to/from S)	HOV3	175.8	175.8	-	-	-	-	-	-	-	-	-	-	-	-	-
27	I-5 Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV2	1,240.5	789.8	450.7	234.4	-	-	-	-	-	-	-	-	-	-	-
28	I-5 Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	-	-	-	-	-	-	-	-	-	-	-
29	I-5 Carmenita Road Interchange	Int	379.7	346.1	33.6	8.6	-	-	-	-	-	-	-	-	-	-	-
31	Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	9.0	9.0	12.7	14.6	14.8	-	39.6	16.2	-	7.3	-
32	Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	17.5	18.0	18.4	19.5	20.2	6.6	-	-	-	-	-
33	South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	79.6	81.4	72.8	55.6	54.8	71.7	151.5	65.9	106.4	74.7	-
34	I-5 North Capacity Enhancements including Truck Lanes	HOV3	5,292.8	2.9	5,289.9	400.0	323.5	350.8	361.3	372.1	383.3	567.0	610.3	924.2	472.3	268.5	-
35	I-605 Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	68.0	75.0	98.0	65.1	17.7	-	-	-	-	-	-
36	SR-710 North Extension (tunnel) I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	323.2	271.8	47.6	33.8	31.9	60.0	34.7	8.6	18.5	-	-
37	I-710 South	HOV	5,793.6	1.9	5,791.7	4,362.4	20.0	10.0	10.0	33.2	99.7	86.8	43.7	160.9	3.0	29.4	-
37	I-710 South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	-	-	23.0	-	-	-	-	-	-	-	-
part of 27	I-5 I-5 S. from I-605 to OCL Enhancements	Int	58.0	-	58.0	56.0	-	-	-	-	-	-	-	-	-	-	-
part of 28	I-5 I-5, SR-134-SR-170 Enhancements	Int	18.0	-	18.0	18.0	-	-	-	-	-	-	-	-	-	-	-
38	SR-138 Corridor Widening (additional segments)	HOP	325.0	0.0	325.0	319.8	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Measure R Projects</b>			<b>27,413.6</b>	<b>2,010.5</b>	<b>25,403.1</b>	<b>10,952.1</b>	840.8	816.0	678.8	733.4	761.4	956.6	977.4	1,294.6	727.1	379.9	-

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MR#	Measure R Highway Project Costs (\$ in millions)		Costs				2037 2038	2038 2039	2039 2040
			Total Cost	Prior	FY 13-40	FY 14-23			
			All Funds	Years	All Funds	All Funds			
22	Alameda Corridor East Grade Separations Phase II	HOP	1,161.7	170.2	991.5	819.9	-	-	-
23	BNSF Grade Separations in Gateway Cities	HOP	35.0	-	35.0	35.0	-	-	-
24	Countywide Soundwalls Phase II	HOP	941.4	24.0	917.4	96.0	-	-	-
25	High Desert Corridor (environmental)	Int	23.1		23.1	17.7	-	-	-
26	I-5 / SR-14 Carpool Lane Direct Connectors (N to/from S)	HOV3	175.8	175.8	-	-	-	-	-
27	I-5 Carpool and Mixed Flow Lanes I-605 to OCL + below	HOV2	1,240.5	789.8	450.7	234.4	-	-	-
28	I-5 Carpool Lanes, SR-134 to SR-170, NB & SB, & Empire Ave + below	HOV	699.7	439.7	260.0	170.6	-	-	-
29	I-5 Carmenita Road Interchange	Int	379.7	346.1	33.6	8.6	-	-	-
31	Hwy Operational Improvements in Arroyo Verdugo Subregion	Int	259.6	1.3	258.4	71.6	11.4	-	-
32	Hwy Operational Improvements in Las Virgenes/Malibu Subregion	Int	253.3	5.6	247.7	80.1	-	-	-
33	South Bay Ramp and Interchange Improvements	Int	1,512.4	3.5	1,508.9	330.5	76.0	67.5	-
34	I-5 North Capacity Enhancements including Truck Lanes	HOV3	5,292.8	2.9	5,289.9	400.0	115.1	134.4	-
35	I-605 Corridor Hot Spot Interchanges	Int	3,050.8	4.6	3,046.2	1,965.2	-	-	-
36	SR-710 North Extension (tunnel)- I-10 to I-210	Gap	5,630.1	36.6	5,593.5	1,488.1	-	-	-
37	I-710 South	HOV	5,793.6	1.9	5,791.7	4,362.4	29.9	28.9	4.5
37	I-710 South Early Action Projects in Long Beach	Int	563.0	8.4	554.6	478.3	-	-	-
part of 27	I-5 I-5 S. from I-605 to OCL Enhancements	Int	58.0		58.0	56.0	-	-	-
part of 28	I-5 I-5, SR-134-SR-170 Enhancements	Int	18.0		18.0	18.0	-	-	-
38	SR-138 Corridor Widening (additional segments)	HOP	325.0	0.0	325.0	319.8	-	-	-
<b>Subtotal Measure R Projects</b>			<b>27,413.6</b>	<b>2,010.5</b>	<b>25,403.1</b>	<b>10,952.1</b>	<b>232.3</b>	<b>230.8</b>	<b>4.5</b>



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

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

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(\$ in millions)	Total '13-'40	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Baseline Project Programmed	260.0	439.7	260.0	-	-	89.4	65.6	55.7	21.9	21.9	5.5	-
<b>Subtotal Construction Costs</b>	260.0	439.7	260.0	-	-	89.4	65.6	55.7	21.9	21.9	5.5	-
<b>TOTAL COSTS INFLATED</b>	260.0	439.7	260.0	-	-	89.4	65.6	55.7	21.9	21.9	5.5	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	187.0	80.7	187.0	-	-	89.4	65.6	32.0				
<b>Subtotal Prop. C</b>	187.0	80.7	187.0	-	-	89.4	65.6	32.0	-	-	-	-
<b>Other Local</b>												
Measure R	-	-	-	-	-							
<b>Total Local</b>	187.0	80.7	187.0	-	-	89.4	65.6	32.0	-	-	-	-
<b>State (programming basis)</b>												
State Infrastructure Bonds (CMIA)	73.0		73.0	-	-	-	-	23.7	21.9	21.9	5.5	-
Prop 1B State Infrastructure Bonds-SLPP	-	20.0	-	-	-	-	-					
<b>Subtotal State</b>	73.0	20.0	73.0	-	-	-	-	23.7	21.9	21.9	5.5	-
<b>Federal (programming basis)</b>												
ARRA	-	25.0	-	-	-							
Other Federal Funds	-	0.4	-	-	-							
CMAQ	-	82.3	-	-	-							
RSTP	-	40.0	-	-	-							
<b>Subtotal Federal</b>	-	147.7	-	-	-							
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-	175.0	-	-	-							
Interregional Improvement Prog Funds (IIP)	-	16.3	-	-	-							
Caltrans ARRA Funds	-	-	-	-	-							
<b>Subtotal Mixed</b>	-	191.3	-	-	-							
<b>Total Revenues</b>	260.0	439.7	260.0	0.0	0.0	89.4	65.6	55.7	21.9	21.9	5.5	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- Escalated project cost: \$699.7
- Seg 1: Buena Vista to SR-170, construction begins Mar 2011.
- Seg 2: Empire to Buena Vista, construction begins Jan 2012.
- Seg 3: Burbank to Empire, construction begins Jan 2012.
- Seg 4: SR-134 to Burbank Bv, construction begins Feb 2011.
- SAFETEA-LU High Priority Project #570: \$400,000.
- \$116 M cost increase approved by Board Dec 06 (#7)
- CFP 6375 & 8501, PPNO 0151E, EA 133501
- CFP 2199 & 8355, PPNO 0142F, EA 121801
- See Enhancements page for \$18.0 M funded with Measure R.

LACMTA Financial Forecasting Model

Post Mile

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

36.4 / 39.4

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(\$ in millions)	Total	%	Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS</b>													
Baseline Project programmed	20.0		230.9	20.0	-	-	13.9	-	-	6.1	-	-	-
<b>Subtotal Construction Costs</b>	20.0		230.9	20.0	-	-	13.9	-	-	6.1	-	-	-
<b>TOTAL COSTS INFLATED</b>	20.0		230.9	20.0	-	-	13.9	-	-	6.1	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (Cash Flow)	13.9		43.9	13.9	-	-	13.9	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	13.9		43.9	13.9	-	-	13.9	-	-	-	-	-	-
<b>Other Local</b>													
Measure R	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	13.9		43.9	13.9	-	-	13.9	-	-	-	-	-	-
<b>State (programming basis)</b>													
Prop 1B State Infrastructure Bonds (SLPP)	-		20.0	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief (TCRP)	6.1		34.1	6.1	-	-	-	-	-	6.1	-	-	-
<b>Subtotal State</b>	6.1		54.1	6.1	-	-	-	-	-	6.1	-	-	-
<b>Federal (programming basis)</b>													
ARRA	-		15.4	-	-	-	-	-	-	-	-	-	-
CMAQ	-		27.4	-	-	-	-	-	-	-	-	-	-
RSTP	-		12.8	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-		55.6	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	-		61.9	-	-	-	-	-	-	-	-	-	-
Caltrans ARRA Funds	-		15.4	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-		77.3	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	20.0		230.9	20.0	-	-	13.9	-	-	6.1	-	-	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Construction began Aug 2010.
2. Escalated project cost w/o SHOPP ARRA is: \$250.9
3. Projects 2197 design and 8339 construction..
4. STIP PPNO 0158K, EA 1219U1, construct 1 lane each direction and direct connector at the 5/170 Interchange.
5. TCRP project 41.2.
6. Estimated open 2015.

LACMTA Financial Forecasting Model

Post Mile

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

39.4 / 47.0

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Not yet programmed	-		-	-	-							
Baseline Project programmed (soundwall)	59.8	74.2	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>Subtotal Construction Costs</b>	59.8	74.2	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	59.8	74.2	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	59.8	31.7	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>Subtotal Prop. C</b>	59.8	31.7	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>Other Local</b>												
Local Agency Funds	-		-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	59.8	31.7	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>State (programming basis)</b>												
GARVEE Bond Proceeds	-	23.9	-	-	-							
Traffic Congestion Relief (TCRP)	-	9.7	-	-	-							
<b>Subtotal State</b>	-	33.6	-	-	-							
<b>Federal (programming basis)</b>												
CMAQ	-	4.7	-	-	-							
RSTP	-	1.3	-	-	-							
<b>Subtotal Federal</b>	-	6.0	-	-	-							
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-	2.9	-	-	-							
<b>Subtotal Mixed</b>	-	2.9	-	-	-							
<b>TOTAL REVENUES</b>	59.8	74.2	59.8	-	-	40.8	19.0	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

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

**LACMTA Financial Forecasting Model**  
**I-5 South Carmenita Rd. Interchange**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>													
Baseline Project	33.6	346.1	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>Subtotal Construction Costs</b>	33.6	346.1	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	33.6	346.1	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis)	33.6	48.3	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>Subtotal Prop. C</b>	33.6	48.3	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>Other Local</b>													
Measure R 20% Highway	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Agency Funds	-	0.5	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	33.6	48.7	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>State (programming basis)</b>													
Prop 1B State Infrastructure Bonds (SLPP)	-	14.9	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief Program (TCRP)	-	71.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	85.9	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>													
Other Federal Funds	-	15.1	-	-	-	-	-	-	-	-	-	-	-
CMAQ	-	84.4	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	99.5	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	-	107.4	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP) & IIP TE	-	4.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	112.0	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	33.6	346.1	8.6	33.6	-	-	25.0	4.4	4.2	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. TCRP #43.
2. Post mile: 1.8 - 3.0. Escalated cost: \$379.7
3. Call for Projects 6376 & 7217, STIP PPNO 2808A EA 2159C.
4. Construction begins June 2011.
5. Estimated opening 2015.
6. See Enhancements page for \$5.0 M funded with Measure R.

LACMTA Financial Forecasting Model

Post Mile

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

0.0 / 6.3

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	Prior	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40	Years	'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS</b>												
Not yet programmed	0.0		-	-	-							
Baseline Project programmed	450.7	789.8	450.7	-	-	216.3	78.6	58.5	64.0	33.3	-	-
<b>Subtotal Construction Costs</b>	450.7	789.8	450.7	-	-	216.3	78.6	58.5	64.0	33.3	-	-
<b>TOTAL COSTS INFLATED</b>	450.7	789.8	450.7	-	-	216.3	78.6	58.5	64.0	33.3	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	205.4	59.5	205.4	-	-	116.5	53.4	35.5				
<b>Subtotal Prop. C</b>	205.4	59.5	205.4	-	-	116.5	53.4	35.5	-	-	-	-
<b>Other Local</b>												
Measure R 20%	-		-	-	-							
<b>Total Local</b>	205.4	59.5	205.4	-	-	116.5	53.4	35.5	-	-	-	-
<b>State (programming basis)</b>												
Prop 1B State Infrastructure Bonds (CMIA)	-	387.0	-	-	-							
Prop 1B State Infrastructure Bonds (SLPP)	62.7	-	62.7	-	-	62.7	-	-	-			
Traffic Congestion Relief Program (TCRP)	79.3	45.7	79.3	-	-	19.8	19.8	19.8	19.8			
<b>Subtotal State</b>	142.0	432.7	142.0	-	-	82.5	19.8	19.8	19.8	-	-	-
<b>Federal (programming basis)</b>												
Other Federal Funds	-	0.8	-	-	-							
CMAQ	77.4		77.4	-	-				44.2	33.3		
RSTP	-		-	-	-							
<b>Subtotal Federal</b>	77.4	0.8	77.4	-	-	-	-	-	44.2	33.3	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP) cash flow	1.7	285.6	1.7	-	-	1.7	-	-	-			
Interregional Improvement Prog Funds (IIP) & TE	24.2	11.1	24.2	-	-	15.6	5.4	3.2	0.0			
<b>Subtotal Mixed</b>	25.9	296.8	25.9	-	-	17.3	5.4	3.2	0.0	-	-	-
<b>Total Revenues</b>	450.7	789.8	450.7	-	-	216.3	78.6	58.5	64.0	33.3	-	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- Unescal cost \$1,155.3 (2006\$); escalated: \$1,240.5
- Call for Projects 2195, 4292, 6138, 7215, 8337.
- STIP PPNO 2808, EA 2159A.
- Part of TCRP #42 (\$0.9 spent out of \$6.0 allocated).
- See also Carmenita Interchange page.
- SAFETEA-LU High Priority Proj #2577: \$4.16 M; #2750 \$120,000.
- Estimated opening FY 2017.
- See Enhancements page for \$70.0 M funded with Measure R.

LACMTA Financial Forecasting Model

Post Mile

I-5 - SR-14 Carpool Lane Connectors

44.6/45.6

Partial Connector, North To/From South

LRTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013
<b>PROJECT COSTS</b>							
Baseline Project programmed	-	-	175.8	-	-	-	-
<b>Subtotal Construction Costs</b>	-	-	175.8	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	-	N/A		-	-	-	-
<b>PROJECT REVENUES</b>							
<b>Local</b>							
Proposition C 25% (Cash Flow)	-	N/A	15.6	-	-	-	-
<b>Subtotal Prop. C</b>	-	N/A	15.6	-	-	-	-
<b>Other Local</b>							
Measure R	-	N/A		-	-	-	-
<b>Total Local</b>	-	0.0%	15.6	-	-	-	-
<b>State (programming basis)</b>							
<b>Subtotal State</b>	-	0.0%		-	-	-	-
<b>Federal (programming basis)</b>							
CMAQ	-	N/A	119.1	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	119.1	-	-	-	-
<b>Mixed (programming basis)</b>							
Regional Improvement Prog Funds (RIP)	-	N/A	41.1	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	41.1	-	-	-	-
<b>TOTAL REVENUES</b>	-	0.0%	175.8	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-			-	-	-	-

**NOTES:**

1. Est. open late 2012.
2. Total unescalated cost \$110.13 (2005\$); escalated: \$175.8
3. Call for Projects 6134 and 8343; STIP PPNO 0168 M,
4. EA 168000, 2-lanes elevated at 5/14 interchange near Santa Clarita.
5. \$30M cost increase approved by Board Dec06 (#7).
6. \$14.7M cost increase approved by Board Feb10 (#29).
7. See Enhancements page for \$2.0 M funded with Measure R.

LACMTA Financial Forecasting Model

I-5 and I-405 Carpool Lane Connector

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	Years	Years	Years	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	'13-'40	'13-'19	'20-'29	'30-'40	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
<b>PROJECT COSTS</b>																
Not yet programmed Baseline Project	330.0 -	-	309.4	20.6	-	-	26.5	62.4	54.7	39.7	41.5	46.6	38.1	20.6	-	-
<b>Subtotal Construction Costs</b>	330.0	-	309.4	20.6	-	-	26.5	62.4	54.7	39.7	41.5	46.6	38.1	20.6	-	-
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25%	11.8	-	11.8	-								11.8				
<b>Subtotal Prop. C</b>	11.8	-	11.8	-	-	-	-	-	-	-	-	11.8	-	-	-	-
<b>Other Local</b>																
<b>Total Local</b>	11.8	-	11.8	-	-	-	-	-	-	-	-	11.8	-	-	-	-
<b>Federal (programming basis)</b>																
CMAQ	184.2	-	168.3	15.9	-	-		62.4	44.4	20.0	20.8	12.3	8.5	15.9		
<b>Subtotal Federal</b>	184.2	-	168.3	15.9	-	-	-	62.4	44.4	20.0	20.8	12.3	8.5	15.9	-	-
<b>Mixed (programming basis)</b>																
Regional Improvement Funds (RIP)	134.0	-	129.3	4.7	-	-	26.5	-	10.3	19.7	20.7	22.5	29.6	4.7		
<b>Subtotal Mixed</b>	134.0	-	129.3	4.7	-	-	26.5	-	10.3	19.7	20.7	22.5	29.6	4.7	-	-
<b>TOTAL REVENUES</b>	330.0	-	309.4	20.6	-	-	26.5	62.4	54.7	39.7	41.5	46.6	38.1	20.6	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

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

LACMTA Financial Forecasting Model

I-5 North Capacity Enhancements

Including Truck and HOV Lanes

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020
<b>PROJECT COSTS</b>														
Not yet programmed	571.9			136.1	270.9	164.8	7.0	68.0	56.0	-	-	-	5.1	56.0
Baseline Project	-	-	2.9	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>571.9</b>		<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>164.8</b>	<b>7.0</b>	<b>68.0</b>	<b>56.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>56.0</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	76.0	13.3%		-	-	76.0	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>76.0</b>	<b>13.3%</b>		<b>-</b>	<b>-</b>	<b>76.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R (460313) (\$410)	407.1	71.2%	2.9	136.1	270.9	-	7.0	68.0	56.0	-	-	-	5.1	56.0
<b>Total Local</b>	<b>483.1</b>	<b>84.5%</b>	<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>76.0</b>	<b>7.0</b>	<b>68.0</b>	<b>56.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>56.0</b>
<b>Federal (programming basis)</b>														
CMAQ	10.3	1.8%		-	-	10.3	-	-	-	-	-	-	-	-
RSTP	16.5	2.9%		-	-	16.5	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>26.8</b>	<b>4.7%</b>		<b>-</b>	<b>-</b>	<b>26.8</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)	62.0	10.8%		-	-	62.0	-	-	-	-	-	-	-	-
SHOPP	-	0.0%	0.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>62.0</b>	<b>10.8%</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>62.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>571.9</b>	<b>100.0%</b>	<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>164.8</b>	<b>7.0</b>	<b>68.0</b>	<b>56.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>56.0</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>
Highway Strategy Project Cost	4,718.0			-	674.3	4,043.7	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>														
<b>Local</b>														
Tolls/PPP	2,636.0	55.9%		-	450.0	2,186.0	-	-	-	-	-	-	-	-
<b>Subtotal Local Revenues</b>	<b>2,636.0</b>			<b>-</b>	<b>450.0</b>	<b>2,186.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>														
State Programs	625.0	13.2%		-	74.3	550.7	-	-	-	-	-	-	-	-
<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>Federal</b>														
Federal Formula Funds (Additional)	637.0	13.5%		-	106.0	531.0	-	-	-	-	-	-	-	-
Federal HPP/PNS Earmarks	200.0	4.2%		-	-	200.0	-	-	-	-	-	-	-	-
Metropolitan Mobility	270.0	5.7%		-	44.0	226.0	-	-	-	-	-	-	-	-
Freight Program	350.0	7.4%		-	-	350.0	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>1,457.0</b>			<b>-</b>	<b>150.0</b>	<b>1,307.0</b>	<b>-</b>	<b>-</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>100.0%</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>GRAND TOTAL</b>	<b>5,289.9</b>			<b>136.1</b>	<b>945.2</b>	<b>4,208.5</b>	<b>7.0</b>	<b>68.0</b>	<b>56.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.1</b>	<b>56.0</b>

1. SR-14 to Pico Cyn-1 truck lane ea direction, \$131 M des/constr, construction start Jan 2012, end 2014
2. SR-14 to Parker Rd-1 HOV lane ea direction, SB truck lane, design to be completed Mar 2014.
3. Parker Rd to Kern County Line.
4. Receive & File P&P #9, Jan 2010, on potential for allocating \$1B unalloc funds beginning 2031.



LACMTA Financial Forecasting Model

I-5 North Capacity Enhancements

Including Truck and HOV Lanes

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	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	571.9			136.1	270.9	164.8	60.2	95.7	59.0	-	-	-	-	-	-	-
Baseline Project	-	-	2.9	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>571.9</b>		<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>164.8</b>	<b>60.2</b>	<b>95.7</b>	<b>59.0</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%	76.0	13.3%		-	-	76.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>76.0</b>	<b>13.3%</b>		<b>-</b>	<b>-</b>	<b>76.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Measure R (460313) (\$410)	407.1	71.2%	2.9	136.1	270.9	-	60.2	95.7	59.0	-	-	-	-	-	-	-
<b>Total Local</b>	<b>483.1</b>	<b>84.5%</b>	<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>76.0</b>	<b>60.2</b>	<b>95.7</b>	<b>59.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																
CMAQ	10.3	1.8%		-	-	10.3	-	-	-	-	-	-	-	-	-	-
RSTP	16.5	2.9%		-	-	16.5	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>26.8</b>	<b>4.7%</b>		<b>-</b>	<b>-</b>	<b>26.8</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)	62.0	10.8%		-	-	62.0	-	-	-	-	-	-	-	-	-	-
SHOPP	-	0.0%	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>62.0</b>	<b>10.8%</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>62.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>571.9</b>	<b>100.0%</b>	<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>164.8</b>	<b>60.2</b>	<b>95.7</b>	<b>59.0</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>
Highway Strategy Project Cost	4,718.0			-	674.3	4,043.7	-	-	-	-	-	-	-	323.5	350.8	361.3
<b>Highway Strategy Revenues</b>																
<b>Local</b>																
Tolls/PPP	2,636.0	55.9%		-	450.0	2,186.0	-	-	-	-	-	-	-	225.0	225.0	225.0
<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>225.0</b>	<b>225.0</b>	<b>225.0</b>
<b>State</b>																
State Programs	625.0	13.2%		-	74.3	550.7	-	-	-	-	-	-	-	23.5	50.8	50.3
<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>23.5</b>	<b>50.8</b>	<b>50.3</b>
<b>Federal</b>																
Federal Formula Funds (Additional)	637.0	13.5%		-	106.0	531.0	-	-	-	-	-	-	-	53.0	53.0	53.0
Federal HPP/PNS Earmarks	200.0	4.2%		-	-	200.0	-	-	-	-	-	-	-	-	-	-
Metropolitan Mobility	270.0	5.7%		-	44.0	226.0	-	-	-	-	-	-	-	22.0	22.0	22.0
Freight Program	350.0	7.4%		-	-	350.0	-	-	-	-	-	-	-	-	-	11.0
<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>75.0</b>	<b>75.0</b>	<b>86.0</b>
<b>Total Highway Strategy Revenues</b>	<b>4,718.0</b>	<b>100.0%</b>		<b>-</b>	<b>674.3</b>	<b>4,043.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>323.5</b>	<b>350.8</b>	<b>361.3</b>
<b>GRAND TOTAL</b>	<b>5,289.9</b>			<b>136.1</b>	<b>945.2</b>	<b>4,208.5</b>	<b>60.2</b>	<b>95.7</b>	<b>59.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>323.5</b>	<b>350.8</b>	<b>361.3</b>

1. SR-14 to Pico Cyn-1 truck lane ea direction, \$131 M des/constr, construction start Jan 2012, end 2014
2. SR-14 to Parker Rd-1 HOV lane ea direction, SB truck lane, design to be completed Mar 2014.
3. Parker Rd to Kern County Line.
4. Receive & File P&P #9, Jan 2010, on potential for allocating \$1B unalloc funds beginning 2031.

LACMTA Financial Forecasting Model

I-5 North Capacity Enhancements

Including Truck and HOV Lanes

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	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	571.9			136.1	270.9	164.8	-	-	-	-	86.3	15.6	46.4	-	16.5	-
Baseline Project	-	-	2.9	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>571.9</b>		<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>164.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>86.3</b>	<b>15.6</b>	<b>46.4</b>	<b>-</b>	<b>16.5</b>	<b>-</b>
<b>PROJECT REVENUES</b>																
<b>Local</b>																
Proposition C 25%	76.0	13.3%		-	-	76.0					76.0					
<b>Subtotal Prop. C</b>	<b>76.0</b>	<b>13.3%</b>		<b>-</b>	<b>-</b>	<b>76.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>76.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>																
Measure R (460313) (\$410)	407.1	71.2%	2.9	136.1	270.9	-										
<b>Total Local</b>	<b>483.1</b>	<b>84.5%</b>	<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>76.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>76.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>																
CMAQ	10.3	1.8%		-	-	10.3					10.3					
RSTP	16.5	2.9%		-	-	16.5									16.5	
<b>Subtotal Federal</b>	<b>26.8</b>	<b>4.7%</b>		<b>-</b>	<b>-</b>	<b>26.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16.5</b>	<b>-</b>
<b>Mixed (programming basis)</b>																
Regional Improvement Funds (RIP)	62.0	10.8%		-	-	62.0						15.6	46.4			
SHOPP	-	0.0%	0.0	-	-	-										
<b>Subtotal Mixed</b>	<b>62.0</b>	<b>10.8%</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>62.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>15.6</b>	<b>46.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>571.9</b>	<b>100.0%</b>	<b>2.9</b>	<b>136.1</b>	<b>270.9</b>	<b>164.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>86.3</b>	<b>15.6</b>	<b>46.4</b>	<b>-</b>	<b>16.5</b>	<b>-</b>
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	4,718.0			-	674.3	4,043.7	372.1	383.3	567.0	610.3	837.9	456.7	222.1	115.1	117.9	-
<b>Highway Strategy Revenues</b>																
<b>Local</b>																
Tolls/PPP	2,636.0	55.9%		-	450.0	2,186.0	225.0	225.0	228.0	385.0	454.0	216.0	111.0	58.0	59.0	
<b>Subtotal Local Revenues</b>	<b>2,636.0</b>			<b>-</b>	<b>450.0</b>	<b>2,186.0</b>	<b>225.0</b>	<b>225.0</b>	<b>228.0</b>	<b>385.0</b>	<b>454.0</b>	<b>216.0</b>	<b>111.0</b>	<b>58.0</b>	<b>59.0</b>	<b>-</b>
<b>State</b>																
State Programs	625.0	13.2%		-	74.3	550.7	50.1	50.3	75.0	100.0	109.6	115.4				
<b>Subtotal State Revenues</b>	<b>625.0</b>			<b>-</b>	<b>74.3</b>	<b>550.7</b>	<b>50.1</b>	<b>50.3</b>	<b>75.0</b>	<b>100.0</b>	<b>109.6</b>	<b>115.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>																
Federal Formula Funds (Additional)	637.0	13.5%		-	106.0	531.0	53.0	53.0	55.0	52.8	142.6	52.8	52.8	7.2	8.8	
Federal HPP/PNS Earmarks	200.0	4.2%		-	-	200.0			100.0	16.7	16.7	16.7	16.7	16.6	16.6	
Metropolitan Mobility	270.0	5.7%		-	44.0	226.0	22.0	22.0	25.0	22.5	81.7	22.5	8.3			
Freight Program	350.0	7.4%		-	-	350.0	22.0	33.0	84.0	33.3	33.3	33.3	33.3	33.3	33.5	
<b>Subtotal Federal Revenues</b>	<b>1,457.0</b>			<b>-</b>	<b>150.0</b>	<b>1,307.0</b>	<b>97.0</b>	<b>108.0</b>	<b>264.0</b>	<b>125.3</b>	<b>274.3</b>	<b>125.3</b>	<b>111.1</b>	<b>57.1</b>	<b>58.9</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>4,718.0</b>	<b>100.0%</b>		<b>-</b>	<b>674.3</b>	<b>4,043.7</b>	<b>372.1</b>	<b>383.3</b>	<b>567.0</b>	<b>610.3</b>	<b>837.9</b>	<b>456.7</b>	<b>222.1</b>	<b>115.1</b>	<b>117.9</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>5,289.9</b>			<b>136.1</b>	<b>945.2</b>	<b>4,208.5</b>	<b>372.1</b>	<b>383.3</b>	<b>567.0</b>	<b>610.3</b>	<b>924.2</b>	<b>472.3</b>	<b>268.5</b>	<b>115.1</b>	<b>134.4</b>	<b>-</b>

1. SR-14 to Pico Cyn-1 truck lane ea direction, \$131 M des/constr, construction start Jan 2012, end 2014
2. SR-14 to Parker Rd-1 HOV lane ea direction, SB truck lane, design to be completed Mar 2014.
3. Parker Rd to Kern County Line.
4. Receive & File P&P #9, Jan 2010, on potential for allocating \$1B unalloc funds beginning 2031.

**LACMTA Financial Forecasting Model**  
**I-10 Carpool Lanes - I-605 to Puente**  
**L RTP 10/18/12 rev 11-19-12**

**Post Mile**  
**31.2/33.4**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	-				-	-	-							
Baseline Project Programmed	0.0	-	198.6		-	-	-							
<b>Subtotal Construction Costs</b>	<b>0.0</b>	<b>-</b>	<b>198.6</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL COSTS INFLATED</b>	<b>0.0</b>	<b>N/A</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis)	0.0	N/A	2.1		-	-	-							
<b>Subtotal Prop. C</b>	<b>0.0</b>	<b>N/A</b>	<b>2.1</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Local</b>	<b>0.0</b>	<b>0.0%</b>	<b>2.1</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>														
Traffic Congestion Relief (TCRP)	0.0	N/A	27.3		-	-	-							
<b>Subtotal State</b>	<b>0.0</b>	<b>0.0%</b>	<b>27.3</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
CMAQ	0.0	N/A	59.8		-	-	-							
RSTP	0.0	N/A			-	-	-							
<b>Subtotal Federal</b>	<b>0.0</b>	<b>0.0%</b>	<b>59.8</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>														
Regional Improvement Prog Funds (RIP)	0.0	N/A	109.4		-	-	-							
Interregional Improvement Prog Funds (IIP)	0.0	N/A			-	-	-							
<b>Subtotal Mixed</b>	<b>0.0</b>	<b>0.0%</b>	<b>109.4</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>0.0</b>	<b>0.0%</b>	<b>198.6</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</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>

**NOTES:**

1. Project cost \$144.9 unescal (2005\$); escal incl incr: \$198.6
2. Call for Projects 342. STIP PPNO 306H, EA 11707.
3. Part of TCRP project 40
4. Construction start summer 2009.
5. Estimated opening FY 2013.

**LACMTA Financial Forecasting Model**  
**I-10 Carpool Lane - Puente to Citrus**

**Post Mile**  
**33.4 - 37.5**

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>													
Baseline Project Programmed	139.0	45.4	-	139.0	-	-	139.0	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	139.0	45.4	-	139.0	-	-	139.0	-	-	-	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis)	0.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	0.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	0.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>													
State Infrastructure Bonds (CMIA)	0.0	-	-	-	-	-	-	-	-	-	-	-	-
Traffic Congestion Relief (TCRP)	0.0	0.2	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	0.0	0.2	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>													
CMAQ	139.0	-	-	139.0	-	-	139.0	-	-	-	-	-	-
<b>Subtotal Federal</b>	139.0	-	-	139.0	-	-	139.0	-	-	-	-	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Funds (RIP)	0.0	38.1	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Funds	0.0	7.1	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	0.0	45.2	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	139.0	45.4	0.0	139.0	-	-	139.0	-	-	-	-	-	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

- Escalated cost \$184.4 incl SW: \$184.4
- Call for Projects 340 and 340B, PPNO 309N, EA 11708.
- \$8.6 Soundwall est. = STIP PPNO 0309S, EA 111720.
- Part of TCRP project 40.
- Construction begins Feb 2013, Estimated opening May 2015.

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

Post Mile  
 42.4 / 48.3

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior to Plan	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	-				-	-	-							
Baseline Project Programmed	167.5	-	24.6	141.4	167.5	-	-	26.1	67.6	43.1	26.0	4.7	-	-
<b>Subtotal Construction Costs</b>	167.5	-	24.6	141.4	167.5	-	-	26.1	67.6	43.1	26.0	4.7	-	-
<b>TOTAL COSTS INFLATED</b>	167.5	100.0%	24.6	141.4	167.5	-	-	26.1	67.6	43.1	26.0	4.7	-	-
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis)	76.8	45.9%	-	50.7	76.8	-	-	26.1	-	20.0	26.0	4.7		
<b>Subtotal Prop. C</b>	76.8	45.9%	-	50.7	76.8	-	-	26.1	-	20.0	26.0	4.7	-	-
<b>Total Local</b>	76.8	45.9%	-	50.7	76.8	-	-	26.1	-	20.0	26.0	4.7	-	-
<b>State (programming basis)</b>														
State Infrastructure Bonds (CMIA)	-	0.0%		-	-	-	-		-					
Traffic Congestion Relief (TCRP)	-	0.0%	0.1	-	-	-	-	-						
<b>Subtotal State</b>	-	0.0%	0.1	-	-	-	-	-						
<b>Federal (programming basis)</b>														
CMAQ	67.6	40.4%	0.5	67.6	67.6	-	-		67.6	-	-			
RSTP	-	0.0%		-	-	-	-	-	-	-	-			
<b>Subtotal Federal</b>	67.6	40.4%	0.5	67.6	67.6	-	-	-	67.6	-	-			
<b>Mixed (programming basis)</b>														
Regional Improvement Funds (RIP)	23.1	13.8%	24.0	23.1	23.1	-	-	-	-	23.1	-	-	-	-
Interregional Improvement Funds	-	0.0%		-	-	-	-							
<b>Subtotal Mixed</b>	23.1	13.8%	24.0	23.1	23.1	-	-	-	-	23.1	-	-	-	-
<b>Total Revenues</b>	167.5	100.0%	24.6	141.4	167.5	0.0	0.0	26.1	67.6	43.1	26.0	4.7	-	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**

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

(\$ in millions)	Total '13-'40	Years '13-'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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	2029 2030
<b>PROJECT COSTS</b>															
Not yet programmed	475.0			85.0	-	420.9	54.1	85.0	50.6	37.1	52.9	110.9	63.0	21.4	54.1
Baseline project programmed	-			-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>475.0</b>		<b>-</b>	<b>85.0</b>	<b>-</b>	<b>420.9</b>	<b>54.1</b>	<b>85.0</b>	<b>50.6</b>	<b>37.1</b>	<b>52.9</b>	<b>110.9</b>	<b>63.0</b>	<b>21.4</b>	<b>54.1</b>
<b>TOTAL COSTS INFLATED</b>	<b>475.0</b>		<b>-</b>	<b>85.0</b>	<b>-</b>	<b>420.9</b>	<b>54.1</b>	<b>85.0</b>	<b>50.6</b>	<b>37.1</b>	<b>52.9</b>	<b>110.9</b>	<b>63.0</b>	<b>21.4</b>	<b>54.1</b>
<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>		<b>-</b>	<b>-</b>	<b>-</b>	<b>47.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>47.1</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State (programming basis)</b>															
GARVEE Bond Proceeds	-			-	-	-	-								
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 (programming basis)</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>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	427.9	90.1%		85.0	-	373.8	54.1	85.0	50.6	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>		<b>-</b>	<b>85.0</b>	<b>-</b>	<b>373.8</b>	<b>54.1</b>	<b>85.0</b>	<b>50.6</b>	<b>37.1</b>	<b>52.9</b>	<b>63.8</b>	<b>63.0</b>	<b>21.4</b>	<b>54.1</b>
<b>TOTAL REVENUES</b>	<b>475.0</b>	<b>100.0%</b>	<b>-</b>	<b>85.0</b>	<b>-</b>	<b>420.9</b>	<b>54.1</b>	<b>85.0</b>	<b>50.6</b>	<b>37.1</b>	<b>52.9</b>	<b>110.9</b>	<b>63.0</b>	<b>21.4</b>	<b>54.1</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>	<b>-</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

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014
<b>PROJECT COSTS</b>								
Baseline Project Programmed	25.0		128.2	25.0	-	-	25.0	-
<b>Subtotal Construction Costs</b>	25.0		128.2	25.0	-	-	25.0	-
<b>TOTAL COSTS INFLATED</b>	25.0		128.2	25.0	-	-	25.0	-
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (Cash Flow)	25.0		47.7	25.0	-	-	25.0	-
<b>Subtotal Prop. C</b>	25.0		47.7	25.0	-	-	25.0	-
<b>Federal (programming basis)</b>								
CMAQ	-		5.4	-	-	-	-	-
RSTP	-		17.9	-	-	-	-	-
<b>Subtotal Federal</b>	-		23.3	-	-	-	-	-
<b>Mixed (programming basis)</b>								
Regional Improvement Prog Funds (RIP)	-		35.9	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-		21.3	-	-	-	-	-
<b>Subtotal Mixed</b>	-		57.2	-	-	-	-	-
<b>TOTAL REVENUES</b>	25.0		128.2	25.0	-	-	25.0	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-

**NOTES:**

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



**LACMTA Financial Forecasting Model**

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

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	%	Prior Years	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40			'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS</b>													
Not yet programmed	113.4			9.2	104.2	-	-	9.2	-	-	-	-	-
Baseline Project	-		1.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	113.4		1.6	9.2	104.2	-	-	9.2	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	113.4	100.0%		9.2	104.2	-	-	9.2	-	-	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Prop C 25% (cash flow basis) 50% limit	57.5	50.7%		-	57.5	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	57.5	50.7%		-	57.5	-	-	-	-	-	-	-	-
<b>Total Local</b>	57.5	50.7%		-	57.5	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>													
Traffic Congestion Relief (TCRP)	9.2	8.1%		9.2	-	-	-	9.2	-	-	-	-	-
<b>Subtotal State</b>	9.2	8.1%		9.2	-	-	-	9.2	-	-	-	-	-
<b>Federal (programming basis)</b>													
CMAQ	46.7	41.2%		-	46.7	-	-	-	-	-	-	-	-
RSTP	-	0.0%		-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	46.7	41.2%		-	46.7	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	-	0.0%	1.6	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%		-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	1.6	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	113.4	100.0%	1.6	9.2	104.2	-	-	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.**

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'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	113.4	-	-	16.4	10.0	15.0	15.0	30.0	12.0	5.8	-
Baseline Project	-										
<b>Subtotal Construction Costs</b>	113.4	-	-	16.4	10.0	15.0	15.0	30.0	12.0	5.8	-
<b>TOTAL COSTS INFLATED</b>	113.4	-	-	16.4	10.0	15.0	15.0	30.0	12.0	5.8	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Prop C 25% (cash flow basis) 50% limit	57.5			16.4	10.0	15.0	10.3	-	-	5.8	
<b>Subtotal Prop. C</b>	57.5	-	-	16.4	10.0	15.0	10.3	-	-	5.8	-
<b>Total Local</b>	57.5	-	-	16.4	10.0	15.0	10.3	-	-	5.8	-
<b>State (programming basis)</b>											
Traffic Congestion Relief (TCRP)	9.2										
<b>Subtotal State</b>	9.2	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
CMAQ	46.7	-	-	-	-	-	4.7	30.0	12.0	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	46.7	-	-	-	-	-	4.7	30.0	12.0	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-										
Interregional Improvement Prog Funds (IIP)	-										
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	113.4	-	-	16.4	10.0	15.0	15.0	30.0	12.0	5.8	-
<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-Mission Blvd. to Rio Rancho Rd.**

Post Mile  
 0.5/4.5

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total	%	Prior Years	Years	Years	Years	2022	2023	2024	2025	2026	2027	2028	2029
	'13-'40			'13-'19	'20-'29	'30-'40	2023	2024	2025	2026	2027	2028	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>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>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>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>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>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>20.7</b>	<b>-</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>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>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>

**NOTES:**

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

**LACMTA Financial Forecasting Model**

**US-101 Van Nuys Blvd. Off Ramps**

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014
<b>PROJECT COSTS</b>									
Not yet programmed	-				-	-	-	-	-
Programmed	8.6	-	5.2		8.6	-	-	8.6	-
<b>Subtotal Construction Costs</b>	8.6	-	5.2		8.6	-	-	8.6	-
<b>TOTAL COSTS INFLATED</b>	8.6	100.0%	5.2		8.6	-	-	8.6	-
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (cash flow basis)	-	0.0%	0.8		-	-	-	-	-
<b>Total Local</b>	-	0.0%	0.8		-	-	-	-	-
<b>State (programming basis)</b>									
State Infrastructure Bonds	-	0.0%			-	-	-	-	-
Traffic Congestion Relief Program	-	0.0%			-	-	-	-	-
<b>Subtotal State</b>	-	0.0%			-	-	-	-	-
<b>Federal (programming basis)</b>									
Other Federal Funds	-	0.0%	1.0		-	-	-	-	-
CMAQ	-	0.0%			-	-	-	-	-
RSTP									
<b>Subtotal Federal</b>	-	0.0%	1.0		-	-	-	-	-
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	0.0%	1.0		-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	8.6	100.0%	2.5		8.6	-	-	8.6	-
<b>Subtotal Mixed</b>	8.6	100.0%	3.5		8.6	-	-	8.6	-
<b>Total Revenues</b>	8.6	100.0%	5.2		8.6	-	-	8.6	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-	-			-	-	-	-	-

**NOTES:**

1. Call for Projects 8503.
2. STIP PPNO 2789, EA 199630.
3. One additional lane for both NB and SB off-ramps at Van Nuys Blvd.

**LACMTA Financial Forecasting Model**  
**SR-134 - Hollywood Way Interchange**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013
<b>PROJECT COSTS</b>								
Programmed	1.4	-	41.9		1.4	-	-	1.4
<b>Subtotal Construction Costs</b>	1.4	-	41.9		1.4	-	-	1.4
<b>TOTAL COSTS INFLATED</b>	1.4	100.0%	41.9		1.4	-	-	1.4
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (cash flow basis)	1.4	100.0%	2.4		1.4	-	-	1.4
<b>Total Local</b>	1.4	100.0%	2.4		1.4	-	-	1.4
<b>Federal (programming basis)</b>								
CMAQ	-	0.0%			-	-	-	-
RSTP								
<b>Subtotal Federal</b>	-	0.0%			-	-	-	-
<b>Mixed (programming basis)</b>								
Regional Improvement Prog Funds (RIP)	-	0.0%	16.7		-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	22.8		-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	39.6		-	-	-	-
<b>Total Revenues</b>	1.4	100.0%	41.9		1.4	-	-	1.4
<b>Total Surplus/&lt;Shortfall&gt;</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.
5. Construction April 2007 to Summer 2010.

**LACMTA Financial Forecasting Model**

Post Mile

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

29.2/32.1

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015
<b>PROJECT COSTS</b>								
Baseline Project	5.7	44.3	5.7	-	-	-	5.7	-
<b>Subtotal Construction Costs</b>	5.7	44.3	5.7	-	-	-	5.7	-
<b>TOTAL COSTS INFLATED</b>	5.7	44.3	5.7	-	-	-	5.7	-
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (Cash Flow)	-	9.6	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	9.6	-	-	-	-	-	-
<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>	5.7	44.3	5.7	-	-	-	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  
LRTP 10/18/12 rev 11-19-12

Post Mile  
32.5/39.4

(\$ in millions)	Total '13-'14	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>													
Baseline project programmed	406.0	-	634.0	406.0	-	-	317.0	65.0	8.0	8.0	8.0	-	-
<b>Subtotal Construction Costs</b>	406.0	-	634.0	406.0	-	-	317.0	65.0	8.0	8.0	8.0	-	-
<b>TOTAL COSTS INFLATED</b>	406.0	100.0%	634.0	406.0	-	-	317.0	65.0	8.0	8.0	8.0	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (Cash Flow) (FIS 405523)	6.0	1.5%	7.0	6.0	-	-	6.0	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	6.0	1.5%	7.0	6.0	-	-	6.0	-	-	-	-	-	-
<b>Other Local</b>													
Local Agency Funds (City of LA)	6.0	1.5%	-	6.0	-	-	-	6.0	-	-	-	-	-
<b>Total Local</b>	12.0	3.0%	7.0	12.0	-	-	6.0	6.0	-	-	-	-	-
<b>State (programming basis)</b>													
State Infrastructure Bonds (CMIA)	332.8	82.0%	281.2	332.8	-	-	281.8	51.0	-	-	-	-	-
Traffic Congestion Relief Prog Alloc (TCRP)	40.0	9.9%	50.0	40.0	-	-	8.0	8.0	8.0	8.0	8.0	-	-
<b>Subtotal State</b>	372.8	91.8%	331.2	372.8	-	-	289.8	59.0	8.0	8.0	8.0	-	-
<b>Federal (programming basis)</b>													
ARRA	-	0.0%	100.0	-	-	-	-	-	-	-	-	-	-
Other Federal Funds-Earmarks (cash flow)	21.2	5.2%	95.8	21.2	-	-	21.2	-	-	-	-	-	-
RSTP	-	0.0%	10.1	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	21.2	5.2%	205.9	21.2	-	-	21.2	-	-	-	-	-	-
<b>Mixed (programming basis)</b>													
Caltrans ARRA Funds	-	0.0%	89.9	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	89.9	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues</b>	406.0	100.0%	634.0	406.0	-	-	317.0	65.0	8.0	8.0	8.0	-	-
<b>Total Surplus/&lt;Shortfall&gt;</b>	-			-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Total cost unescalated \$770 (2006\$), escalated: \$1,040
2. TCRP Project 39 (\$5.9 spent as of 1/06).
3. SAFETEA-LU Nat'l Corridor Infrastructure Improvement  
Progr proj #18: \$100 M.
4. SAFETEA-LU Transp Improvement Prog #20: \$30 M.
5. SAFETEA-LU amount programmed at 90% of total = \$117 M.
6. Board approved \$6 LOP budget increase in Feb. 2011.
7. PPNO 851G, EA 12030.
8. FIS 405523.
9. Estimated opening 2013; 10 miles.

**LACMTA Financial Forecasting Model**  
**I-605 Corridor "Hot Spot" Interchanges**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	808.2	-		335.2	160.4	467.0	180.8	5.2	23.4	28.1	17.6	17.9	23.4	44.8
Programmed	-	-	4.6	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>808.2</b>	<b>-</b>		<b>335.2</b>	<b>160.4</b>	<b>467.0</b>	<b>180.8</b>	<b>5.2</b>	<b>23.4</b>	<b>28.1</b>	<b>17.6</b>	<b>17.9</b>	<b>23.4</b>	<b>44.8</b>
<b>Subtotal Costs</b>	<b>808.2</b>		<b>4.6</b>	<b>335.2</b>	<b>160.4</b>	<b>467.0</b>	<b>180.8</b>	<b>5.2</b>	<b>23.4</b>	<b>28.1</b>	<b>17.6</b>	<b>17.9</b>	<b>23.4</b>	<b>44.8</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	222.8	27.6%		-	-	143.0	79.8	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>222.8</b>	<b>27.6%</b>		<b>-</b>	<b>-</b>	<b>143.0</b>	<b>79.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Measure R (FIS 460314) (\$590)	585.4	72.4%	4.6	335.2	160.4	324.0	101.0	5.2	23.4	28.1	17.6	17.9	23.4	44.8
<b>Total Local</b>	<b>808.2</b>	<b>100.0%</b>	<b>4.6</b>	<b>335.2</b>	<b>160.4</b>	<b>467.0</b>	<b>180.8</b>	<b>5.2</b>	<b>23.4</b>	<b>28.1</b>	<b>17.6</b>	<b>17.9</b>	<b>23.4</b>	<b>44.8</b>
<b>Federal (programming basis)</b>														
CMAQ	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>-</b>	<b>0.0%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>808.2</b>	<b>100.0%</b>	<b>4.6</b>	<b>335.2</b>	<b>160.4</b>	<b>467.0</b>	<b>180.8</b>	<b>5.2</b>	<b>23.4</b>	<b>28.1</b>	<b>17.6</b>	<b>17.9</b>	<b>23.4</b>	<b>44.8</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>
Highway Strategy Project Cost	2,238.0			1,630.0	900.0	1,338.0	-	-	-	100.0	200.0	200.0	200.0	200.0
<b>Highway Strategy Revenues</b>	<b>-</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>State</b>														
SHOPP (Additional)	26.0			26.0	-	26.0	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>26.0</b>			<b>26.0</b>	<b>-</b>	<b>26.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>														
Federal Formula Funds (Additional)	498.0			366.0	200.0	298.0	-	-	-	-	50.0	50.0	50.0	50.0
Federal HPP/PNS Earmarks	600.0			400.0	200.0	400.0	-	-	-	-	50.0	50.0	50.0	50.0
Metropolitan Mobility and Access Program	592.0			464.0	300.0	292.0	-	-	-	100.0	50.0	50.0	50.0	50.0
Freight Program	522.0			374.0	200.0	322.0	-	-	-	-	50.0	50.0	50.0	50.0
<b>Subtotal Federal Revenues</b>	<b>2,212.0</b>			<b>1,604.0</b>	<b>900.0</b>	<b>1,312.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>Total Highway Strategy Revenues</b>	<b>2,238.0</b>			<b>1,630.0</b>	<b>900.0</b>	<b>1,338.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>100.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>	<b>200.0</b>
<b>GRAND TOTAL</b>	<b>3,046.2</b>		<b>4.6</b>	<b>1,965.2</b>	<b>1,060.4</b>	<b>1,805.0</b>	<b>180.8</b>	<b>5.2</b>	<b>23.4</b>	<b>128.1</b>	<b>217.6</b>	<b>217.9</b>	<b>223.4</b>	<b>244.8</b>

**Notes:**

1. \$590 M from Measure R.
2. FIS 460314.



**LACMTA Financial Forecasting Model**  
**I-605 Corridor "Hot Spot" Interchanges**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	808.2	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	68.0	75.0	98.0	65.1	17.7
Programmed	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	808.2	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	68.0	75.0	98.0	65.1	17.7
<b>Subtotal Costs</b>	808.2	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	68.0	75.0	98.0	65.1	17.7
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	222.8	-	-	-	-	-	-	-	-	68.0	75.0	79.8	-	-
<b>Subtotal Prop. C</b>	222.8	-	-	-	-	-	-	-	-	68.0	75.0	79.8	-	-
<b>Other Local</b>														
Measure R (FIS 460314) (\$590)	585.4	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	-	-	18.2	65.1	17.7
<b>Total Local</b>	808.2	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	68.0	75.0	98.0	65.1	17.7
<b>Federal (programming basis)</b>														
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	808.2	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	68.0	75.0	98.0	65.1	17.7
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Strategy Project Cost	2,238.0	208.0	209.0	161.0	152.0	152.0	152.0	152.0	152.0	-	-	-	-	-
<b>Highway Strategy Revenues</b>														
<b>State</b>														
SHOPP (Additional)	26.0	8.0	9.0	9.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	26.0	8.0	9.0	9.0	-	-	-	-	-	-	-	-	-	-
<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	592.0	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>	2,212.0	200.0	200.0	152.0	152.0	152.0	152.0	152.0	152.0	-	-	-	-	-
<b>Total Highway Strategy Revenues</b>	2,238.0	208.0	209.0	161.0	152.0	152.0	152.0	152.0	152.0	-	-	-	-	-
<b>GRAND TOTAL</b>	3,046.2	253.0	254.0	206.0	197.0	197.0	197.0	192.0	166.0	68.0	75.0	98.0	65.1	17.7

**Notes:**

1. \$590 M from Measure R.
2. FIS 460314.

**LACMTA Financial Forecasting Model**

**I-710 South**

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'14	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	681.7			92.4	38.5	113.4	529.8	1.5	14.0	22.0	-	-	1.0	-
Baseline Project Programmed	-	-	1.9	-	-	-	-							
<b>Subtotal Costs</b>	<b>681.7</b>	<b>100.0%</b>	<b>1.9</b>	<b>92.4</b>	<b>38.5</b>	<b>113.4</b>	<b>529.8</b>	<b>1.5</b>	<b>14.0</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>-</b>
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25% (cash flow basis)	0.6	0.1%	1.9	-	0.6	-	-	0.6	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>0.6</b>	<b>0.1%</b>	<b>1.9</b>	<b>-</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>0.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>														
Meas R 20% (\$430) [\$590 incl Early Action]	430.0	63.1%	-	46.0	36.0	68.0	326.0	-	14.0	22.0	-	-	-	-
Local Agency Funds	0.9	0.1%	-	-	0.9	-	-	0.9	-	-	-	-	-	-
<b>Total Local</b>	<b>431.5</b>	<b>63.3%</b>	<b>1.9</b>	<b>46.0</b>	<b>37.5</b>	<b>68.0</b>	<b>326.0</b>	<b>1.5</b>	<b>14.0</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>														
CMAQ	79.8	11.7%	-	-	-	-	79.8	-	-	-	-	-	-	-
RSTP	117.8	17.3%	-	-	-	-	117.8	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>197.6</b>	<b>29.0%</b>					<b>197.6</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)	52.6	7.7%	-	46.4	1.0	45.4	6.2	-	-	-	-	-	1.0	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>52.6</b>	<b>7.7%</b>			<b>1.0</b>	<b>45.4</b>	<b>6.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.0</b>	<b>-</b>
<b>Total Revenues</b>	<b>681.7</b>	<b>100.0%</b>	<b>1.9</b>	<b>46.0</b>	<b>38.5</b>	<b>113.4</b>	<b>529.8</b>	<b>1.5</b>	<b>14.0</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>1.0</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>
<b>Highway Strategy Project Cost</b>	<b>5,110.0</b>			<b>4,270.0</b>	<b>2,804.0</b>	<b>2,306.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>235.0</b>	<b>757.0</b>	<b>767.0</b>	<b>522.0</b>	<b>523.0</b>
<b>Highway Strategy Revenues</b>														
<b>Local</b>														
Tolls/PPP	2,400.0			2,000.0	1,200.0	1,200.0	-				300.0	300.0	300.0	300.0
Container Fees	360.0			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>2,360.0</b>	<b>1,440.0</b>	<b>1,320.0</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			190.0	130.0	60.0	-				30.0	40.0	30.0	30.0
Federal Formula Funds (Additional)	360.0			240.0	120.0	240.0	-				30.0	30.0	30.0	30.0
Federal HPP/PNS Earmarks	495.0			415.0	325.0	170.0	-	-	-	75.0	100.0	100.0	25.0	25.0
Metro Area	330.0			330.0	330.0	-	-	-	-	110.0	110.0	110.0	-	-
Freight Program	975.0			735.0	459.0	516.0	-	-	-	50.0	127.0	127.0	77.0	78.0
<b>Subtotal Federal Revenues</b>	<b>2,350.0</b>			<b>1,910.0</b>	<b>1,364.0</b>	<b>986.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>235.0</b>	<b>397.0</b>	<b>407.0</b>	<b>162.0</b>	<b>163.0</b>
<b>Total Highway Strategy Revenues</b>	<b>5,110.0</b>			<b>4,270.0</b>	<b>2,804.0</b>	<b>2,306.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>235.0</b>	<b>757.0</b>	<b>767.0</b>	<b>522.0</b>	<b>523.0</b>
<b>GRAND TOTAL</b>	<b>5,791.7</b>			<b>4,362.4</b>	<b>2,842.5</b>	<b>2,419.4</b>	<b>529.8</b>	<b>1.5</b>	<b>14.0</b>	<b>257.0</b>	<b>757.0</b>	<b>767.0</b>	<b>523.0</b>	<b>523.0</b>

**Notes:**

1. EIR/EIS initiated in Feb 2008; parallel utility studies.
2. FIS 405520.

**LACMTA Financial Forecasting Model**

**I-710 South**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'14	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	681.7	50.4	5.0	-	-	-	-	8.0	20.0	20.0	10.0
Baseline Project Programmed	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	<b>681.7</b>	<b>50.4</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	0.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>0.6</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>											
Meas R 20% (\$430) [\$590 incl Early Action]	430.0	5.0	5.0	-	-	-	-	8.0	20.0	20.0	10.0
Local Agency Funds	0.9	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>431.5</b>	<b>5.0</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>
<b>Federal (programming basis)</b>											
CMAQ	79.8	-	-	-	-	-	-	-	-	-	-
RSTP	117.8	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>197.6</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)	52.6	45.4	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>52.6</b>	<b>45.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>681.7</b>	<b>50.4</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,110.0</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	495.0	25.0	25.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	-
Metro Area	330.0	-	-	-	-	-	-	-	-	-	-
Freight Program	975.0	78.0	78.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	-
<b>Subtotal Federal Revenues</b>	<b>2,350.0</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>5,110.0</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>5,791.7</b>	<b>573.4</b>	<b>528.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>210.0</b>	<b>218.0</b>	<b>230.0</b>	<b>20.0</b>	<b>10.0</b>

**Notes:**

1. EIR/EIS initiated in Feb 2008; parallel utility studies.
2. FIS 405520.

**LACMTA Financial Forecasting Model**

**I-710 South**

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	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	681.7	10.0	33.2	99.7	86.8	43.7	160.9	3.0	29.4	29.9	28.9	4.5
Baseline Project Programmed	-											
<b>Subtotal Costs</b>	<b>681.7</b>	<b>10.0</b>	<b>33.2</b>	<b>99.7</b>	<b>86.8</b>	<b>43.7</b>	<b>160.9</b>	<b>3.0</b>	<b>29.4</b>	<b>29.9</b>	<b>28.9</b>	<b>4.5</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow basis)	0.6											
<b>Subtotal Prop. C</b>	<b>0.6</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>												
Meas R 20% (\$430) [\$590 incl Early Action]	430.0	10.0	25.0	57.0	65.0	28.0	141.0					
Local Agency Funds	0.9											
<b>Total Local</b>	<b>431.5</b>	<b>10.0</b>	<b>25.0</b>	<b>57.0</b>	<b>65.0</b>	<b>28.0</b>	<b>141.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
CMAQ	79.8	-	4.7	27.4			4.0		13.3	13.6	12.5	4.5
RSTP	117.8		3.5	15.3	15.6	15.7	15.9	3.0	16.1	16.3	16.4	
<b>Subtotal Federal</b>	<b>197.6</b>	<b>-</b>	<b>8.2</b>	<b>42.7</b>	<b>15.6</b>	<b>15.7</b>	<b>19.9</b>	<b>3.0</b>	<b>29.4</b>	<b>29.9</b>	<b>28.9</b>	<b>4.5</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	52.6	-	-	-	6.2	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-											
<b>Subtotal Mixed</b>	<b>52.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>681.7</b>	<b>10.0</b>	<b>33.2</b>	<b>99.7</b>	<b>86.8</b>	<b>43.7</b>	<b>160.9</b>	<b>3.0</b>	<b>29.4</b>	<b>29.9</b>	<b>28.9</b>	<b>4.5</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Highway Strategy Project Cost</b>	<b>5,110.0</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	495.0											
Metro Area	330.0											
Freight Program	975.0											
<b>Subtotal Federal Revenues</b>	<b>2,350.0</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>5,110.0</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>5,791.7</b>	<b>10.0</b>	<b>33.2</b>	<b>99.7</b>	<b>86.8</b>	<b>43.7</b>	<b>160.9</b>	<b>3.0</b>	<b>29.4</b>	<b>29.9</b>	<b>28.9</b>	<b>4.5</b>

**Notes:**

1. EIR/EIS initiated in Feb 2008; parallel utility studies.
2. FIS 405520.

**LACMTA Financial Forecasting Model**  
**I-710 Early Action Projects in Long Beach**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	%	Prior Years	Years '14-'15	Years '15-'16	Years '16-'17	Years '18-'19	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	151.6	-		75.3	56.1	72.5	23.0	13.3	6.5	5.3	9.0	6.0	6.0	10.0
Programmed	-	-	8.4	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	151.6	-		75.3	56.1	72.5	23.0	13.3	6.5	5.3	9.0	6.0	6.0	10.0
<b>Subtotal Costs</b>	151.6		8.4	75.3	56.1	72.5	23.0	13.3	6.5	5.3	9.0	6.0	6.0	10.0
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>														
Meas R 20% (\$160) [\$590 incl I-710 S]	151.6	100.0%	8.4	75.3	56.1	72.5	23.0	13.3	6.5	5.3	9.0	6.0	6.0	10.0
<b>Total Local</b>	151.6	100.0%	8.4	75.3	56.1	72.5	23.0	13.3	6.5	5.3	9.0	6.0	6.0	10.0
<b>TOTAL REVENUES</b>	151.6	100.0%	8.4	75.3	56.1	72.5	23.0	13.3	6.5	5.3	9.0	6.0	6.0	10.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-			-	-	-	-	-	-	-	-	-	-	-
Highway Strategy Project Cost	403.0			403.0	403.0	-	-	-	-	92.0	127.9	111.2	69.2	2.7
<b>Highway Strategy Revenues</b>														
<b>Federal</b>														
Federal HPP/PNS Earmarks	403.0			403.0	403.0	-	-	-	-	92.0	127.9	111.2	69.2	2.7
<b>Subtotal Federal Revenues</b>	403.0			403.0	403.0	-	-	-	-	92.0	127.9	111.2	69.2	2.7
<b>Total Highway Strategy Revenues</b>	403.0			403.0	403.0	-	-	-	-	92.0	127.9	111.2	69.2	2.7
<b>GRAND TOTAL</b>	554.6		8.4	478.3	459.1	72.5	23.0	13.3	6.5	97.3	136.9	117.2	75.2	12.7

**NOTES:**

1. FIS 460316.

**LACMTA Financial Forecasting Model**  
**I-710 Early Action Projects in Long Beach**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	151.6	10.5	22.0	-	-	-	20.0	20.0	-	-	-	23.0
Programmed	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>151.6</b>	<b>10.5</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.0</b>
<b>Subtotal Costs</b>	<b>151.6</b>	<b>10.5</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.0</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>												
Meas R 20% (\$160) [\$590 incl I-710 S]	151.6	10.5	22.0	-	-	-	20.0	20.0	-	-	-	23.0
<b>Total Local</b>	<b>151.6</b>	<b>10.5</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.0</b>
<b>TOTAL REVENUES</b>	<b>151.6</b>	<b>10.5</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.0</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>
Highway Strategy Project Cost	403.0	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal</b>												
Federal HPP/PNS Earmarks	403.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal Revenues</b>	<b>403.0</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>403.0</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>554.6</b>	<b>10.5</b>	<b>22.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>23.0</b>

**NOTES:**

1. FIS 460316

LACMTA Financial Forecasting Model

SR-710 North Extension (tunnel)

L RTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>													
Not yet programmed	1,066.6			70.6	761.1	235.0	9.5	20.5	17.3	10.9	12.4	-	-
Baseline project programmed	-		36.6	-	-	-							
<b>Subtotal Costs</b>	<b>1,066.6</b>	<b>100.0%</b>	<b>36.6</b>	<b>70.6</b>	<b>761.1</b>	<b>235.0</b>	<b>9.5</b>	<b>20.5</b>	<b>17.3</b>	<b>10.9</b>	<b>12.4</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>													
<b>Other Local</b>													
Measure R (FIS 460315) \$780	770.6	72.2%	9.5	70.6	700.0	-	9.5	20.5	17.3	10.9	12.4	-	-
<b>Total Local</b>	<b>770.6</b>	<b>72.2%</b>	<b>9.5</b>	<b>70.6</b>	<b>700.0</b>	<b>-</b>	<b>9.5</b>	<b>20.5</b>	<b>17.3</b>	<b>10.9</b>	<b>12.4</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>													
Other Federal Funds (earmarks)	-	0.0%	2.4	-	-	-							
CMAQ	173.3	16.2%		-	31.2	142.1							
<b>Subtotal Federal</b>	<b>173.3</b>	<b>16.2%</b>	<b>2.4</b>	<b>-</b>	<b>31.2</b>	<b>142.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>													
Regional Improvement Funds (RIP)	122.8	11.5%	8.8	-	29.9	92.9							
Interregional Improvement Funds	-	0.0%	15.9	-	-	-							
<b>Subtotal Mixed</b>	<b>122.8</b>	<b>11.5%</b>	<b>24.7</b>	<b>-</b>	<b>29.9</b>	<b>92.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,066.6</b>	<b>100.0%</b>	<b>36.6</b>	<b>70.6</b>	<b>761.1</b>	<b>235.0</b>	<b>9.5</b>	<b>20.5</b>	<b>17.3</b>	<b>10.9</b>	<b>12.4</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	4,526.9			43.0	4,483.9	-	-	-	25.0	18.0	-	-	-
<b>Highway Strategy Revenues</b>													
<b>Local</b>													
Tolls/PPP	2,818.0	62.3%		-	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>State</b>													
State Programs	180.0	4.0%		-	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>Federal</b>													
Federal Formula Funds (Additional)	1,301.9	28.8%		-	1,301.9	-							
Federal HPP/PNS Earmarks	186.0	4.1%		2.0	184.0	-			2.0				
Metropolitan Mobility and Access	41.0	0.9%		41.0	-	-	-	-	23.0	18.0			
<b>Subtotal Federal Revenues</b>	<b>1,528.9</b>			<b>43.0</b>	<b>1,485.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.0</b>	<b>18.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>4,526.9</b>	<b>100.0%</b>		<b>43.0</b>	<b>4,483.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.0</b>	<b>18.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>5,593.5</b>		<b>36.6</b>	<b>113.6</b>	<b>5,245.0</b>	<b>235.0</b>	<b>9.5</b>	<b>20.5</b>	<b>42.3</b>	<b>28.9</b>	<b>12.4</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)**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'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	1,066.6	20.0	20.0	10.0	-	100.0	200.0	200.0	100.0	81.2	29.9
Baseline project programmed	-										
<b>Subtotal Costs</b>	<b>1,066.6</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>-</b>	<b>100.0</b>	<b>200.0</b>	<b>200.0</b>	<b>100.0</b>	<b>81.2</b>	<b>29.9</b>
<b>PROJECT REVENUES</b>											
<b>Other Local</b>											
Measure R (FIS 460315) \$780	770.6	20.0	20.0	10.0	-	100.0	200.0	200.0	100.0	50.0	
<b>Total Local</b>	<b>770.6</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>-</b>	<b>100.0</b>	<b>200.0</b>	<b>200.0</b>	<b>100.0</b>	<b>50.0</b>	<b>-</b>
<b>Federal (programming basis)</b>											
Other Federal Funds (earmarks)	-				-	-	-	-	-	-	-
CMAQ	173.3									31.2	-
<b>Subtotal Federal</b>	<b>173.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>31.2</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Funds (RIP)	122.8				-	-	-	-	-	-	29.9
Interregional Improvement Funds	-				-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>122.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>29.9</b>
<b>Total Revenues</b>	<b>1,066.6</b>	<b>20.0</b>	<b>20.0</b>	<b>10.0</b>	<b>-</b>	<b>100.0</b>	<b>200.0</b>	<b>200.0</b>	<b>100.0</b>	<b>81.2</b>	<b>29.9</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	4,526.9	-	-	667.0	667.0	667.0	667.0	666.0	666.0	242.0	241.9
<b>Highway Strategy Revenues</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	41.0										
<b>Subtotal Federal Revenues</b>	<b>1,528.9</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>4,526.9</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>5,593.5</b>	<b>20.0</b>	<b>20.0</b>	<b>677.0</b>	<b>667.0</b>	<b>767.0</b>	<b>867.0</b>	<b>866.0</b>	<b>766.0</b>	<b>323.2</b>	<b>271.8</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)

L RTP 10/18/12 rev 11-19-12

	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	'13-'14	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>PROJECT COSTS</b>												
Not yet programmed	1,066.6	47.6	33.8	31.9	60.0	34.7	8.6	18.5	-	-	-	-
Baseline project programmed	-											
<b>Subtotal Costs</b>	<b>1,066.6</b>	<b>47.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>												
<b>Other Local</b>												
Measure R (FIS 460315) \$780	770.6											
<b>Total Local</b>	<b>770.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Federal (programming basis)</b>												
Other Federal Funds (earmarks)	-	-	-	-	-	-	-	-	-	-	-	-
CMAQ	173.3	-	8.8	11.6	60.0	34.7	8.6	18.5				
<b>Subtotal Federal</b>	<b>173.3</b>	<b>-</b>	<b>8.8</b>	<b>11.6</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Funds (RIP)	122.8	47.6	25.0	20.3								
Interregional Improvement Funds	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>122.8</b>	<b>47.6</b>	<b>25.0</b>	<b>20.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Revenues</b>	<b>1,066.6</b>	<b>47.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Surplus/&lt;Shortfall&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	4,526.9	-	-	-	-	-	-	-	-	-	-	-
<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	41.0											
<b>Subtotal Federal Revenues</b>	<b>1,528.9</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>4,526.9</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>5,593.5</b>	<b>47.6</b>	<b>33.8</b>	<b>31.9</b>	<b>60.0</b>	<b>34.7</b>	<b>8.6</b>	<b>18.5</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**  
**Enhancements (Highway Projects)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>													
I-5/SR-14 Enhancements	-	2.0	-	-	-	-							
I-5 S. from I-605 to OCL Enhancements	58.0	12.0	56.0	58.0	-	-	2.0		0.3	20.2	25.0	10.5	
I-5, SR-134-SR-170 Enhancements	18.0	-	18.0	18.0	-	-					9.0	9.0	
I-5 S. Carmenita Interchange Enhancements	-	5.0	-	-	-	-							
<b>Subtotal Construction Costs</b>	76.0	19.0	74.0	76.0	-	-	2.0	-	0.3	20.2	34.0	19.5	-
<b>Total Programmed Projects</b>	76.0	19.0	74.0	76.0	-	-	2.0	-	0.3	20.2	34.0	19.5	-
<b>TOTAL COSTS INFLATED</b>	76.0	19.0	74.0	76.0	-	-	2.0	-	0.3	20.2	34.0	19.5	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>													
Measure R 20%	76.0	19.0	74.0	76.0	-	-	2.0	-	0.3	20.2	34.0	19.5	-
<b>Total Local</b>	76.0	19.0	74.0	76.0	-	-	2.0	-	0.3	20.2	34.0	19.5	-
<b>Federal (programming basis)</b>													
CMAQ	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	76.0	19.0	74.0	76.0	-	-	2.0	-	0.3	20.2	34.0	19.5	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Measure R Highway funds used for enhancements for fully funded Measure R highway projects.

LACMTA Financial Forecasting Model  
 High Desert Corridor  
 LRTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'14	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021
<b>PROJECT COSTS</b>															
Environmental	23.1	-	9.9	17.7	23.1	-	5.4	14.7	3.0	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	23.1	-	9.9	17.7	23.1	-	5.4	14.7	3.0	-	-	-	-	-	-
<b>Subtotal Costs</b>	23.1	100.0%	9.9	17.7	23.1	-	5.4	14.7	3.0	-	-	-	-	-	-
<b>PROJECT REVENUES</b>															
<b>Other Local</b>															
Measure R-\$33 M environmenta	23.1	100.0%	9.9	17.7	23.1	-	5.4	14.7	3.0	-	-	-	-	-	-
Local Agency	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
State Repayment of Capital Proj Loans	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	23.1	100.0%	9.9	17.7	23.1	-	5.4	14.7	3.0	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	23.1	100.0%	9.9	17.7	23.1	-	5.4	14.7	3.0	-	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-														
Highway Strategy Construction Cost	2,971.0			2,971.0	2,291.0	680.0		53.0	232.0	358.0	492.0	634.0	522.0	403.0	277.0
<b>Highway Strategy Revenues</b>															
<b>Local</b>															
Tolls/PPP	1,516.0	51.0%		1,516.0	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>	1,516.0			1,516.0	1,175.0	341.0	-	53.0	119.0	179.0	246.0	317.0	261.0	202.0	139.0
<b>State</b>															
State Programs	316.0	10.6%		316.0	210.8	105.2				52.7	52.7	52.7	52.7	52.7	52.5
<b>Subtotal State Revenues</b>	316.0			316.0	210.8	105.2	-	-	-	52.7	52.7	52.7	52.7	52.7	52.5
<b>Federal</b>															
Federal Formula Funds (Additional	507.0	17.1%		507.0	353.1	153.9		-	33.0	79.0	79.0	83.1	79.0	79.4	74.5
Federal HPP/PNS Earmarks	95.0	3.2%		95.0	73.2	21.8		-	30.0	10.8	10.8	10.8	10.8	10.8	11.0
Freight Program	537.0	18.1%		537.0	478.9	58.1			50.0	36.5	103.5	170.4	118.5	58.1	
<b>Subtotal Federal Revenues</b>	1,139.0			1,139.0	905.2	233.8	-	-	113.0	126.3	193.3	264.3	208.3	148.3	85.5
<b>Total Highway Strategy Revenues</b>	2,971.0	100.0%		2,971.0	2,291.0	680.0	-	53.0	232.0	358.0	492.0	634.0	522.0	403.0	277.0

NOTES:

1. FIS 465550.
2. \$33 M total for Environmental from Measure R; upon Board approval of schedule

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Arroyo Verdugo Subregion  
L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	258.4	-		71.6	55.7	86.1	116.6	14.4	6.4	1.3	-	12.5	10.0	11.1
Programmed	-	-	1.3	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>258.4</b>	<b>-</b>	<b>1.3</b>	<b>71.6</b>	<b>55.7</b>	<b>86.1</b>	<b>116.6</b>	<b>14.4</b>	<b>6.4</b>	<b>1.3</b>	<b>-</b>	<b>12.5</b>	<b>10.0</b>	<b>11.1</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>Other Local</b>														
Measure R Sales Tax (\$170)	168.8	65.3%	1.3	71.6	55.7	86.1	27.0	14.4	6.4	1.3	-	12.5	10.0	11.1
Local Agency Funds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>168.8</b>	<b>65.3%</b>	<b>1.3</b>	<b>71.6</b>	<b>55.7</b>	<b>86.1</b>	<b>27.0</b>	<b>14.4</b>	<b>6.4</b>	<b>1.3</b>	<b>-</b>	<b>12.5</b>	<b>10.0</b>	<b>11.1</b>
<b>CMAQ</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>RSTP</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 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>Mixed (programming basis)</b>														
Regional Improvement Funds (RIP)	89.6	34.7%		-	-	-	89.6	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>89.6</b>	<b>34.7%</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>89.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>258.4</b>	<b>100.0%</b>	<b>1.3</b>	<b>71.6</b>	<b>55.7</b>	<b>86.1</b>	<b>116.6</b>	<b>14.4</b>	<b>6.4</b>	<b>1.3</b>	<b>-</b>	<b>12.5</b>	<b>10.0</b>	<b>11.1</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. \$170 M from Measure R.
2. FIS 460310.

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Arroyo Verdugo Subregion  
L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'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	258.4	7.0	7.0	8.0	8.3	10.0	9.0	9.8	9.0	9.0	9.0
Programmed	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	258.4	7.0	7.0	8.0	8.3	10.0	9.0	9.8	9.0	9.0	9.0
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Measure R Sales Tax (\$170)	168.8	7.0	7.0	8.0	8.3	10.0	9.0	9.8	9.0	9.0	9.0
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	168.8	7.0	7.0	8.0	8.3	10.0	9.0	9.8	9.0	9.0	9.0
CMAQ	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Funds (RIP)	89.6	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	89.6	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	258.4	7.0	7.0	8.0	8.3	10.0	9.0	9.8	9.0	9.0	9.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

**LACMTA Financial Forecasting Model**  
**Highway Operational Improvements**  
**in Arroyo Verdugo Subregion**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	258.4	12.7	14.6	14.8	-	39.6	16.2	-	7.3	11.4	-	-
Programmed	-											
<b>Subtotal Construction Costs</b>	258.4	12.7	14.6	14.8	-	39.6	16.2	-	7.3	11.4	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	-											
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>												
Measure R Sales Tax (\$170)	168.8	9.0	9.0	9.0	-							
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	168.8	9.0	9.0	9.0	-	-	-	-	-	-	-	-
<b>Federal</b>												
CMAQ	-											
RSTP	-											
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Funds (RIP)	89.6	3.7	5.6	5.8	-	39.6	16.2		7.3	11.4		
<b>Subtotal Mixed</b>	89.6	3.7	5.6	5.8	-	39.6	16.2		7.3	11.4		
<b>TOTAL REVENUES</b>	258.4	12.7	14.6	14.8	-	39.6	16.2	-	7.3	11.4	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

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

**LACMTA Financial Forecasting Model**  
**Highway Operational Improvements**  
**in Las Virgenes/Malibu Subregion**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020
<b>PROJECT COSTS</b>															
Not yet programmed	247.7	-		80.1	86.3	96.8	64.7	6.2	31.7	13.0	18.3	17.1	-	-	-
Programmed	-	-	5.6	-	-	-	-								
<b>Subtotal Construction Costs</b>	<b>247.7</b>	<b>-</b>	<b>5.6</b>	<b>80.1</b>	<b>86.3</b>	<b>96.8</b>	<b>64.7</b>	<b>6.2</b>	<b>31.7</b>	<b>13.0</b>	<b>18.3</b>	<b>17.1</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25%	78.3	31.6%		-	-	43.1	35.2	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	<b>78.3</b>	<b>31.6%</b>		<b>-</b>	<b>-</b>	<b>43.1</b>	<b>35.2</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) (\$175)	169.4	68.4%	5.6	80.1	86.3	53.7	29.5	6.2	31.7	13.0	18.3	17.1	-	-	-
<b>Total Local</b>	<b>247.7</b>	<b>100.0%</b>	<b>5.6</b>	<b>80.1</b>	<b>86.3</b>	<b>96.8</b>	<b>64.7</b>	<b>6.2</b>	<b>31.7</b>	<b>13.0</b>	<b>18.3</b>	<b>17.1</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>247.7</b>	<b>100.0%</b>	<b>5.6</b>	<b>80.1</b>	<b>86.3</b>	<b>96.8</b>	<b>64.7</b>	<b>6.2</b>	<b>31.7</b>	<b>13.0</b>	<b>18.3</b>	<b>17.1</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>

**Notes:**

1. \$175 M from Measure R.
2. FIS 460311.

**LACMTA Financial Forecasting Model  
Highway Operational Improvements  
in Las Virgenes/Malibu Subregion  
LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	247.7	-	-	-	12.1	15.6	16.6	17.0	17.5	18.0	18.4	19.5	20.2	6.6	-
Programmed	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>247.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.1</b>	<b>15.6</b>	<b>16.6</b>	<b>17.0</b>	<b>17.5</b>	<b>18.0</b>	<b>18.4</b>	<b>19.5</b>	<b>20.2</b>	<b>6.6</b>	<b>-</b>
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25%	78.3	-	-	-	5.4	6.6	7.1	7.5	8.0	8.5	9.1	10.5	11.2	4.4	-
<b>Subtotal Prop. C</b>	<b>78.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.4</b>	<b>6.6</b>	<b>7.1</b>	<b>7.5</b>	<b>8.0</b>	<b>8.5</b>	<b>9.1</b>	<b>10.5</b>	<b>11.2</b>	<b>4.4</b>	<b>-</b>
<b>Other Local</b>															
Measure R (FIS 460311) (\$175)	169.4	-	-	-	6.7	9.0	9.5	9.5	9.5	9.5	9.3	9.0	9.0	2.2	-
<b>Total Local</b>	<b>247.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.1</b>	<b>15.6</b>	<b>16.6</b>	<b>17.0</b>	<b>17.5</b>	<b>18.0</b>	<b>18.4</b>	<b>19.5</b>	<b>20.2</b>	<b>6.6</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>247.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>12.1</b>	<b>15.6</b>	<b>16.6</b>	<b>17.0</b>	<b>17.5</b>	<b>18.0</b>	<b>18.4</b>	<b>19.5</b>	<b>20.2</b>	<b>6.6</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.  
2. FIS 460311.



**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>														
Not yet programmed	1,508.9	-		330.5	233.7	478.2	797.1	17.5	55.6	57.7	20.3	18.7	18.7	45.2
Programmed	-	-	3.5	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	1,508.9		3.5	330.5	233.7	478.2	797.1	17.5	55.6	57.7	20.3	18.7	18.7	45.2
<b>PROJECT REVENUES</b>														
<b>Local</b>														
Proposition C 25%	515.6	34.2%		5.5	-	89.4	426.2	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	515.6	34.2%		5.5	-	89.4	426.2	-	-	-	-	-	-	-
<b>Other Local</b>														
Measure R Sales Tax (\$906) (460312)	902.5	59.8%	3.5	325.0	233.7	388.8	280.0	17.5	55.6	57.7	20.3	18.7	18.7	45.2
Local Agency Funds	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	1,418.1	94.0%	3.5	330.5	233.7	478.2	706.2	17.5	55.6	57.7	20.3	18.7	18.7	45.2
<b>Federal (programming basis)</b>														
CMAQ	64.8	4.3%		-	-	-	64.8	-	-	-	-	-	-	-
RSTP	26.0	1.7%		-	-	-	26.0	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	90.8	6.0%		-	-	-	90.8	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>														
Regional Improvement Funds (RIP)	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%		-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1,508.9	100.0%	3.5	330.5	233.7	478.2	797.1	17.5	55.6	57.7	20.3	18.7	18.7	45.2
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-			-	-	-	-	-	-	-	-	-	-	-

- Notes:**
1. \$906 M from Measure R.
  2. FIS 460312.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'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	1,508.9	3.8	35.0	35.0	40.5	46.6	55.7	57.8	42.9	79.6	81.4
Programmed	-										
<b>TOTAL COSTS INFLATED</b>	<b>1,508.9</b>	<b>3.8</b>	<b>35.0</b>	<b>35.0</b>	<b>40.5</b>	<b>46.6</b>	<b>55.7</b>	<b>57.8</b>	<b>42.9</b>	<b>79.6</b>	<b>81.4</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	515.6	-			5.5	11.6	20.7	22.8	7.9	9.6	11.4
<b>Subtotal Prop. C</b>	<b>515.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>5.5</b>	<b>11.6</b>	<b>20.7</b>	<b>22.8</b>	<b>7.9</b>	<b>9.6</b>	<b>11.4</b>
<b>Other Local</b>											
Measure R Sales Tax (\$906) (460312)	902.5	3.8	35.0	35.0	35.0	35.0	35.0	35.0	35.0	70.0	70.0
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>1,418.1</b>	<b>3.8</b>	<b>35.0</b>	<b>35.0</b>	<b>40.5</b>	<b>46.6</b>	<b>55.7</b>	<b>57.8</b>	<b>42.9</b>	<b>79.6</b>	<b>81.4</b>
<b>Federal (programming basis)</b>											
CMAQ	64.8	-	-	-	-	-	-	-	-	-	-
RSTP	26.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	<b>90.8</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)	-	-	-	-	-	-	-	-	-	-	-
<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>1,508.9</b>	<b>3.8</b>	<b>35.0</b>	<b>35.0</b>	<b>40.5</b>	<b>46.6</b>	<b>55.7</b>	<b>57.8</b>	<b>42.9</b>	<b>79.6</b>	<b>81.4</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**Notes:**

1. \$906 M from Measure R.
2. FIS 460312.

**LACMTA Financial Forecasting Model**  
**South Bay Ramp and Interchange**  
**Improvements: I-405, I-110, I-105, SR-91**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	1,508.9	72.8	55.6	54.8	71.7	151.5	65.9	106.4	74.7	76.0	67.5
Programmed	-										
<b>TOTAL COSTS INFLATED</b>	1,508.9	72.8	55.6	54.8	71.7	151.5	65.9	106.4	74.7	76.0	67.5
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	515.6	13.2	11.5	29.7	31.7	34.0	43.6	70.2	72.6	75.0	44.8
<b>Subtotal Prop. C</b>	515.6	13.2	11.5	29.7	31.7	34.0	43.6	70.2	72.6	75.0	44.8
<b>Other Local</b>											
Measure R Sales Tax (\$906) (460312)	902.5	50.0	20.0	20.0	40.0	117.5	22.4	10.2			
Local Agency Funds	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	1,418.1	63.2	31.5	49.7	71.7	151.5	65.9	80.4	72.6	75.0	44.8
<b>Federal (programming basis)</b>											
CMAQ	64.8	9.6	24.2	5.2					2.2	1.0	22.7
RSTP	26.0							26.0			
<b>Subtotal Federal</b>	90.8	9.6	24.2	5.2	-	-	-	26.0	2.2	1.0	22.7
<b>Mixed (programming basis)</b>											
Regional Improvement Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	1,508.9	72.8	55.6	54.8	71.7	151.5	65.9	106.4	74.7	76.0	67.5
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

1. \$906 M from Measure R.
2. FIS 460312.

**LACMTA Financial Forecasting Model**

**Misc. Freeway Project Balances**

**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total	%	Years	Years	Years	2012	2013	2014	2015	2016	2017	2018
	'13-'40		'13-'19	'20-'29	'30-'40	2013	2014	2015	2016	2017	2018	2019
<b>PROJECT COSTS</b>												
Baseline projects programmed	11.0	-	11.0	-	-	-	11.0					
<b>Subtotal Construction Costs</b>	11.0	-	11.0	-	-	-	11.0	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	11.0	100.0%	11.0	-	-	-	11.0	-	-	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	-	N/A	-	-	-						-	-
<b>Subtotal Prop. C</b>	-	N/A	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>												
<b>Total Local</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<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	-	-	-	-	-	-	-	-	-	-
<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>	11.0	0.0%	11.0	-	-	-	11.0	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. This sheet represents outstanding balances for open projects.

MTA Financial Forecasting Model  
Alameda Corridor East  
LRTP 10/18/12 rev 11-19-12

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS (as of Nov 2007)</b>													
Phase I Grade Crossing Improvements	-		35.2	-	-	-							
Phase I Nogales St.	-		53.6	-	-	-							
Phase I East End/Reservoir	-		70.8	-	-	-							
Phase I Ramona Blvd.	-		48.2	-	-	-							
Phase I Temple Ave.	-		63.2	-	-	-							
Phase I Temple Ave. 4th Track	-		17.3	-	-	-							
Phase I Brea Canyon	-		64.6	-	-	-							
Phase I Sunset Ave.	-		71.1	-	-	-							
Phase I Baldwin Ave.	67.0			67.0	-	-	29.4	37.6					
Subtotal Phase I (\$491.0)	67.0		424.0	67.0	-	-	29.4	37.6	-	-	-	-	-
Phase II San Gabriel Trench (as of July '09)	328.3		170.2	328.3	-	-	171.6	137.1	19.6				
Phase II Montebello Blvd.	130.769			130.8	-	-		90.8	40.0				
Phase II Puente Ave.	161.169			161.2	-	-			161.2				
Phase II Fairway Ave. (SP)	166.370			166.4	-	-			46.2	120.2			
Phase II Fairway Ave. (UP)	86.767			86.8	-	-				31.1	55.7		
Phase II Rose Hills Rd.	48.700			48.7	-	-					48.7		
Phase II Turnbull Canyon Rd.	69.456			69.5	-	-					23.6	45.9	
Subtotal Phase II (\$1,161.7)	991.5		170.2	991.5	-	-	171.6	227.9	266.9	151.3	127.9	45.9	-
<b>Subtotal Costs (\$1,652.7)</b>	<b>1,058.5</b>	<b>100.0%</b>	<b>594.2</b>	<b>1,058.5</b>	<b>-</b>	<b>-</b>	<b>201.0</b>	<b>265.5</b>	<b>266.9</b>	<b>151.3</b>	<b>127.9</b>	<b>45.9</b>	<b>-</b>
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow estimate)	140.2	13.2%	134.1	140.2	-	-	32.0	28.5	24.5	23.2	21.0	11.0	-
Subtotal Prop. C	140.2	13.2%	134.1	140.2	-	-	32.0	28.5	24.5	23.2	21.0	11.0	-
<b>Other Local (cash flow)</b>													
Measure R Sales Tax (\$400) (FIS 460307)	368.6	34.8%	31.4	368.6	-	-	38.0	65.0	79.7	80.0	80.0	25.9	-
Local Agency Funds/Other (estimate)	36.2	3.4%	34.3	36.2	-	-	4.0	8.0	8.1	5.1	6.0	5.0	-
<b>Total Local</b>	<b>545.0</b>	<b>51.5%</b>	<b>199.8</b>	<b>545.0</b>	<b>-</b>	<b>-</b>	<b>74.0</b>	<b>101.5</b>	<b>112.3</b>	<b>108.3</b>	<b>107.0</b>	<b>41.9</b>	<b>-</b>
<b>State (estimate)</b>													
Prop 1B Hwy-Railroad Crossing Safety	25.6	2.4%		25.6	-	-				13.4	12.2	-	-
Traffic Congestion Relief Prog Project #54	-	0.0%	146.5	-	-	-							
Prop 1B - Trade Corridors (TCIF)	374.2	35.4%		374.2	-	-	94.0	134.0	129.6	16.6			
Other State (PUC) (No revenue sheet)	20.0	1.9%		20.0	-	-				8.0	8.0	4.0	
<b>Subtotal State</b>	<b>419.8</b>	<b>39.7%</b>	<b>146.5</b>	<b>419.8</b>	<b>-</b>	<b>-</b>	<b>94.0</b>	<b>134.0</b>	<b>129.6</b>	<b>38.0</b>	<b>20.2</b>	<b>4.0</b>	<b>-</b>
<b>Federal (programming basis) (est)</b>													
Other Federal Funds (earmarks & FRA)	93.7	8.9%	247.9	93.7	-	-	33.0	30.0	25.0	5.0	0.7		
<b>Subtotal Federal</b>	<b>93.7</b>	<b>8.9%</b>	<b>247.9</b>	<b>93.7</b>	<b>-</b>	<b>-</b>	<b>33.0</b>	<b>30.0</b>	<b>25.0</b>	<b>5.0</b>	<b>0.7</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>1,058.5</b>	<b>100.0%</b>	<b>594.2</b>	<b>1,058.5</b>	<b>-</b>	<b>-</b>	<b>201.0</b>	<b>265.5</b>	<b>266.9</b>	<b>151.3</b>	<b>127.9</b>	<b>45.9</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>0.0</b>		<b>(0.0)</b>	<b>0.0</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>
Highway Strategy Project Cost	-			-	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>													
<b>Federal</b>													
Federal Railroad Administration	-			-	-	-	-	-	-	-	-	-	-
Federal HPP/PNS Earmarks	-			-	-	-	-	-	-	-	-	-	-
Freight Program	-			-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal 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>Total 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>GRAND TOTAL COSTS</b>	<b>1,058.5</b>		<b>594.2</b>	<b>1,058.5</b>	<b>-</b>	<b>-</b>	<b>201.0</b>	<b>265.5</b>	<b>266.9</b>	<b>151.3</b>	<b>127.9</b>	<b>45.9</b>	<b>-</b>

NOTES:

1. MTA 17% non-Measure R commitment = \$274.3 per Bd Rept #P&P6 of April 2011.
2. Total Measure R is \$400 upon Board schedule approval.
3. Phase II cost including \$459,435 for San Gabriel Trench was \$1,122.7 per Board Report #6 of Nov 2007
4. San Gabriel Trench cost is \$498,485 per Board Report #12, July 2009. Trench project is fully funded as of April 2012 per ACE staff
5. Phase II cost including \$498,485 for San Gabriel Trench is \$1,161.7 as of July 2009
6. Call for Projects #F1159 (Phase II Nogales St) originally for LA County, later transferred to ACE, (\$28.8 Prop C 25%, \$6.347 CMAQ) is not part of these Phase II costs and not part of MTA 17% commitment
7. Call for Projects #8092, Santa Fe Springs, is not part of MTA commitment.

**LACMTA Financial Forecasting Model**  
**BNSF Grade Separations in**  
**Gateway Cities**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	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	-	-	-	8.0	8.0	7.0	12.0	-	-
<b>Subtotal Construction Costs</b>	<b>35.0</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>8.0</b>	<b>7.0</b>	<b>12.0</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>Other Local</b>											
Measure R Sales Tax (FIS 460308) (\$35)	35.0	35.0	-	-	-	8.0	8.0	7.0	12.0	-	-
<b>Total Local</b>	<b>35.0</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>8.0</b>	<b>7.0</b>	<b>12.0</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>35.0</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>8.0</b>	<b>7.0</b>	<b>12.0</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>
Highway Strategy Project Cost	175.0	75.0	100.0	-	-	-	15.0	15.0	15.0	15.0	15.0
<b>Highway Strategy Revenues</b>											
<b>State</b>											
High Speed Rail Bonds	140.0	75.0	65.0	-	-	-	15.0	15.0	15.0	15.0	15.0
State Programs	15.0	-	15.0	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>155.0</b>	<b>75.0</b>	<b>80.0</b>	<b>-</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>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>Total Highway Strategy Revenues</b>	<b>175.0</b>	<b>75.0</b>	<b>100.0</b>	<b>-</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>GRAND TOTAL COSTS</b>	<b>210.0</b>	<b>110.0</b>	<b>100.0</b>	<b>-</b>	<b>-</b>	<b>8.0</b>	<b>23.0</b>	<b>22.0</b>	<b>27.0</b>	<b>15.0</b>	<b>15.0</b>

**LACMTA Financial Forecasting Model**  
**BNSF Grade Separations in**  
**Gateway Cities**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	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	35.0	-	-	-	-	-	-	-	-	-	-
Baseline Project	-										
<b>Subtotal Construction Costs</b>	<b>35.0</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>											
Proposition C 25%	-	-									
<b>Subtotal Prop. C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Other Local</b>											
Measure R Sales Tax (FIS 460308) (\$35)	35.0										
<b>Total Local</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>35.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
Highway Strategy Project Cost	175.0	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	140.0	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>155.0</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>-</b>	<b>-</b>	<b>-</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>-</b>	<b>-</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>5.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Highway Strategy Revenues</b>	<b>175.0</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>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL COSTS</b>	<b>210.0</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>-</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**Exposition Phase II Bikeway**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015
<b>PROJECT COSTS</b>									
Call for Projs 6239, 8164, F3514 (LA & Sta Monica)	13.4	-	1.3	13.4	-	-	0.4	9.5	3.5
Call for Projects F3513 (City of LA)	0.0	-	2.7	-	-	-	-	-	-
<b>TOTAL COSTS</b>	13.4	100.0%	4.0	13.4	-	-	0.4	9.5	3.5
<b>PROJECT REVENUES</b>									
<b>Local</b>									
Proposition C 25% (Cash Flow)	-	0.0%	-	-	-	-	-	-	-
Proposition C 10%	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	0.0%	-	-	-	-	-	-	-
<b>Other Local</b>									
TDA - Article 3 (see separate sheet)	-	0.0%	-	-	-	-	-	-	-
Local Agency Funds	2.8	21.1%	0.2	2.8	-	-	0.1	1.8	0.9
<b>Total Local</b>	2.8	21.1%	0.2	2.8	-	-	0.1	1.8	0.9
<b>State (programming basis)</b>									
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-
Other State (no revenue sheet)	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>									
Other Federal Funds (earmarks)	-	0.0%	-	-	-	-	-	-	-
Transportation Alternatives (TAP)	10.6	78.9%	1.1	10.6	-	-	0.3	7.7	2.6
CMAQ	-	0.0%	2.7	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	10.6	78.9%	3.8	10.6	-	-	0.3	7.7	2.6
<b>Mixed (programming basis)</b>									
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	13.4	100.0%	4.0	13.4	-	-	0.4	9.5	3.5
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-

**NOTES:**



**LACMTA Financial Forecasting Model**  
**Gerald Desmond Bridge**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '14-'23	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015
<b>PROJECT COSTS</b>										
Programmed	119.9	-	408.7	36.1	119.9	-	-	83.8	36.1	-
<b>Subtotal Construction Costs</b>	119.9	-	408.7	36.1	119.9	-	-	83.8	36.1	-
<b>TOTAL COSTS INFLATED</b>	119.9	100.0%	408.7	36.1	119.9	-	-	83.8	36.1	-
<b>PROJECT REVENUES</b>										
<b>Local</b>										
Proposition C 25%	8.8	7.3%	8.5	-	8.8	-	-	8.8	-	-
<b>Subtotal Prop. C</b>	8.8	7.3%	8.5	-	8.8	-	-	8.8	-	-
<b>Total Local</b>	8.8	7.3%	8.5	-	8.8	-	-	8.8	-	-
<b>State</b>										
State Infrastructure Bonds - TCIF	99.8	83.2%	200.0	24.8	99.8	-	-	75.0	24.8	-
SHOPP	-	0.0%	200.2	-	-	-	-	-	-	-
<b>Subtotal State</b>	99.8	83.2%	400.2	24.8	99.8	-	-	75.0	24.8	-
<b>Federal</b>										
Other Federal Funds	-	0.0%	-	-	-	-	-	-	-	-
CMAQ	-	0.0%	-	-	-	-	-	-	-	-
RSTP	11.3	9.4%	-	11.3	11.3	-	-	-	11.3	-
<b>Subtotal Federal</b>	11.3	9.4%	-	11.3	11.3	-	-	-	11.3	-
<b>Mixed</b>										
Regional Improvement Funds	-	0.0%	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	119.9	100.0%	408.7	36.1	119.9	-	-	83.8	36.1	-
<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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Programmed	359.4	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<b>Subtotal Construction Costs</b>	359.4	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<b>TOTAL COSTS INFLATED</b>	359.4	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
TDA - Article 3	359.4	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<b>Total Local</b>	359.4	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<b>State (programming basis)</b>											
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
CMAQ	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	359.4	55.8	118.9	184.7	6.6	7.0	7.5	8.0	8.5	8.9	9.4
<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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'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>											
Programmed	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<b>Subtotal Construction Costs</b>	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<b>TOTAL COSTS INFLATED</b>	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
TDA - Article 3	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<b>Total Local</b>	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<b>State (programming basis)</b>											
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
CMAQ	-	-	-	-	-	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	359.4	9.8	10.3	10.7	11.2	11.6	12.1	12.5	13.0	13.5	14.0
<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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<b>Subtotal Construction Costs</b>	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<b>TOTAL COSTS INFLATED</b>	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	-											
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>												
TDA - Article 3	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<b>Total Local</b>	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<b>State (programming basis)</b>												
Other State (no revenue sheet)	-											
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>												
CMAQ	-											
RSTP	-											
<b>Subtotal Federal</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-											
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	359.4	14.5	14.9	15.4	15.8	16.3	16.8	17.3	17.8	18.4	18.9	18.5
<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**  
**Rapid Bus Phase II Subsidy Projects**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	%	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Programmed Rapid Bus Phase II	39.4		39.4	-	-	15.2	15.3	8.9	-	-	-	-
<b>Subtotal Construction Costs</b>	39.4		39.4	-	-	15.2	15.3	8.9	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	39.4		39.4	-	-	15.2	15.3	8.9	-	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local (cash flow basis)</b>												
Proposition C 25%	3.0	7.6%	3.0	-	-	1.0	1.0	1.0	-	-	-	-
Proposition C 40%	10.2	25.9%	10.2	-	-	3.2	3.5	3.5	-	-	-	-
<b>Subtotal Prop. C</b>	13.2	33.5%	13.2	-	-	4.2	4.5	4.5	-	-	-	-
<b>Total Local</b>	13.2	33.5%	13.2	-	-	4.2	4.5	4.5	-	-	-	-
<b>State (programming basis)</b>												
Other State (No revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>												
Small Starts	11.2	28.4%	11.2	-	-	6.0	5.2	-	-	-	-	-
CMAQ	15.0	38.1%	15.0	-	-	5.0	5.6	4.4	-	-	-	-
<b>Subtotal Federal</b>	26.2	66.5%	26.2	-	-	11.0	10.8	4.4	-	-	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Funds	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	39.4	100.0%	39.4	-	-	15.2	15.3	8.9	-	-	-	-
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</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 Phase 1**

**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '13-'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
<b>PROJECT COSTS</b>															
Phase 1	187.3	-	98.4	88.9	-	51.5	46.9						47.7	38.0	3.2
<b>Subtotal Construction Costs</b>	187.3	-	98.4	88.9	-	51.5	46.9	-	-	-	-	-	47.7	38.0	3.2
<b>Subtotal</b>	187.3	100.0%	98.4	88.9	-	51.5	46.9	-	-	-	-	-	47.7	38.0	3.2
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Prop C 25% (FIS 410040) (cash flow)	187.3	100.0%	98.4	88.9	-	51.5	46.9						47.7	38.0	3.2
<b>Subtotal Prop. C</b>	187.3	100.0%	98.4	88.9	-	51.5	46.9	-	-	-	-	-	47.7	38.0	3.2
<b>Total Local</b>	187.3	100.0%	98.4	88.9	-	51.5	46.9	-	-	-	-	-	47.7	38.0	3.2
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	187.3	100.0%	98.4	88.9	-	51.5	46.9	-	-	-	-	-	47.7	38.0	3.2
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-

1. Post 1989 Soundwall List, Metro-managed (FIS 410040).
2. Programmed includes I-10 in Santa Monica, I-210 in Azusa, SR-134 in Glendale, SR-134 design-build, I-210 in Duarte.
3. SR-134 Soundwalls is FIS 405516.

Construction package 4	-	0.0													
Package 10 Construction deferred \$29.7	8.1	29.7				8.1		-	-	-			15.7	13.6	0.4
Package 11 Construction deferred \$31.8	-	31.8						-	-	-			21.0	10.8	
Packages 12, 13, 14 Construction deferred \$27.4	6.1	27.4				2.0	4.1		-	-			11.0	13.6	2.8
Final design package 11	-	0.0													
Construction Duarte companion soundwall	-	0.0													
Construction packages 6 and 8	19.0	0.0				18.2	0.8								
Construction packages 5 and 7	26.9	0.0				23.3	3.6								
	60.1	88.9				51.5	8.5		-	-	-	-	47.7	38.0	3.2

**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls Phase 2**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	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	226.0	13.3	82.7	130.0	-	-	-	-	-	-	13.3
Not yet programmed	691.4	-	-	691.4	-	-	-	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>917.4</b>	<b>13.3</b>	<b>82.7</b>	<b>821.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.3</b>
<b>Subtotal</b>	<b>917.4</b>	<b>13.3</b>	<b>82.7</b>	<b>821.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.3</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Prop C 25% (FIS 410040) (cash flow) (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 (\$250) (FIS 460309)	226.0	13.3	82.7	130.0	-	-	-	-	-	-	13.3
<b>Total Local</b>	<b>226.0</b>	<b>13.3</b>	<b>82.7</b>	<b>130.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.3</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	691.4	-	-	691.4	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>691.4</b>	<b>-</b>	<b>-</b>	<b>691.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>917.4</b>	<b>13.3</b>	<b>82.7</b>	<b>821.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>13.3</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>
Highway Strategy Project Cost	1,197.0	132.0	948.0	117.0	-	-	-	33.0	33.0	33.0	33.0
<b>Highway Strategy Revenues</b>											
<b>State</b>											
State Programs	1,197.0	132.0	948.0	117.0	-	-	-	33.0	33.0	33.0	33.0
<b>Subtotal State Revenues</b>	<b>1,197.0</b>	<b>132.0</b>	<b>948.0</b>	<b>117.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>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>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>
<b>GRAND TOTAL COSTS</b>	<b>2,114.4</b>	<b>145.3</b>	<b>1,030.7</b>	<b>938.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>33.0</b>	<b>33.0</b>	<b>33.0</b>	<b>46.3</b>

0.0

**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls Phase 2**  
**LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'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>											
Metro regional list & Monterey Park/SR-60-Measure R	226.0	28.6	20.0	20.0	14.1	-	-	-	-	-	-
Not yet programmed	691.4										
<b>Subtotal Construction Costs</b>	<b>917.4</b>	<b>28.6</b>	<b>20.0</b>	<b>20.0</b>	<b>14.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Subtotal</b>	<b>917.4</b>	<b>28.6</b>	<b>20.0</b>	<b>20.0</b>	<b>14.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Prop C 25% (FIS 410040) (cash flow) (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 (\$250) (FIS 460309)	226.0	28.6	20.0	20.0	14.1						
<b>Total Local</b>	<b>226.0</b>	<b>28.6</b>	<b>20.0</b>	<b>20.0</b>	<b>14.1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	691.4	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>691.4</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>917.4</b>	<b>28.6</b>	<b>20.0</b>	<b>20.0</b>	<b>14.1</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>
Highway Strategy Project Cost	1,197.0	34.0	34.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0
<b>Highway Strategy Revenues</b>											
<b>State</b>											
State Programs	1,197.0	34.0	34.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0
<b>Subtotal State Revenues</b>	<b>1,197.0</b>	<b>34.0</b>	<b>34.0</b>	<b>110.0</b>	<b>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>2,114.4</b>	<b>62.6</b>	<b>54.0</b>	<b>130.0</b>	<b>124.1</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>

0.0



**LACMTA Financial Forecasting Model**  
**Retrofit Soundwalls Phase 2**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	226.0	35.0	35.0	30.0	30.0	-	-	-	-	-	-	-
Not yet programmed	691.4	-	104.5	109.0	134.5	97.6	118.9	126.9	-	-	-	-
<b>Subtotal Construction Costs</b>	<b>917.4</b>	<b>35.0</b>	<b>139.5</b>	<b>139.0</b>	<b>164.5</b>	<b>97.6</b>	<b>118.9</b>	<b>126.9</b>	-	-	-	-
<b>Subtotal</b>	<b>917.4</b>	<b>35.0</b>	<b>139.5</b>	<b>139.0</b>	<b>164.5</b>	<b>97.6</b>	<b>118.9</b>	<b>126.9</b>	-	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Prop C 25% (FIS 410040) (cash flow) (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>Other Local</b>												
Measure R (\$250) (FIS 460309)	226.0	35.0	35.0	30.0	30.0	-	-	-	-	-	-	-
<b>Total Local</b>	<b>226.0</b>	<b>35.0</b>	<b>35.0</b>	<b>30.0</b>	<b>30.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	691.4	-	104.5	109.0	134.5	97.6	118.9	126.9	-	-	-	-
<b>Subtotal Mixed</b>	<b>691.4</b>	<b>-</b>	<b>104.5</b>	<b>109.0</b>	<b>134.5</b>	<b>97.6</b>	<b>118.9</b>	<b>126.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>917.4</b>	<b>35.0</b>	<b>139.5</b>	<b>139.0</b>	<b>164.5</b>	<b>97.6</b>	<b>118.9</b>	<b>126.9</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>
Highway Strategy Project Cost	1,197.0	110.0	7.0	-	-	-	-	-	-	-	-	-
<b>Highway Strategy Revenues</b>												
<b>State</b>												
State Programs	1,197.0	110.0	7.0	-	-	-	-	-	-	-	-	-
<b>Subtotal State Revenues</b>	<b>1,197.0</b>	<b>110.0</b>	<b>7.0</b>	<b>-</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>2,114.4</b>	<b>145.0</b>	<b>146.5</b>	<b>139.0</b>	<b>164.5</b>	<b>97.6</b>	<b>118.9</b>	<b>126.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

0.0

**LACMTA Financial Forecasting Model**

**Rideshare/Vanpools**

***L RTP 10/18/12 rev 11-19-12***

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Not yet programmed	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
Programmed	0.0	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Costs</b>	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>TOTAL COSTS INFLATED</b>	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>Subtotal Prop. C</b>	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>Total Local</b>	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>Mixed (programming basis)</b>											
Regional Improvement Prog (RIP) (not eligible)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	506.5	81.6	182.1	242.8	9.1	8.9	8.9	12.4	13.0	15.1	14.2
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</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**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'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	506.5	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>506.5</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>TOTAL COSTS INFLATED</b>	<b>506.5</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	506.5	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3	21.3
<b>Subtotal Prop. C</b>	<b>506.5</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>Total Local</b>	<b>506.5</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>Mixed (programming basis)</b>											
Regional Improvement Prog (RIP) (not eligible)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>506.5</b>	<b>14.8</b>	<b>15.4</b>	<b>16.0</b>	<b>18.5</b>	<b>17.4</b>	<b>18.1</b>	<b>18.8</b>	<b>19.6</b>	<b>22.3</b>	<b>21.3</b>
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>(0.0)</b>	<b>-</b>	<b>0.0</b>	<b>-</b>	<b>-</b>	<b>-</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Rideshare/Vanpools**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	506.5	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>	506.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>TOTAL COSTS INFLATED</b>	506.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	506.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>Subtotal Prop. C</b>	506.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>Total Local</b>	506.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>Mixed (programming basis)</b>												
Regional Improvement Prog (RIP) (not eligible)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	506.5	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Regional Bikeways and Pedestrian Improvements**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Programmed	42.1	-	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
<b>Subtotal Construction Costs</b>	42.1	-	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
<b>TOTAL COSTS INFLATED</b>	42.1	100.0%	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	-	0.0%	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>												
TDA - Article 3 (see separate sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-
Local Agency Funds (match) (see sep sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>												
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-	-	-	-
Other State (no revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>												
Other Federal Funds (earmarks)	-	0.0%	-	-	-	-	-	-	-	-	-	-
CMAQ	42.1	100.0%	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	42.1	100.0%	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	42.1	100.0%	42.1	-	-	12.1	7.3	13.1	9.7	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. FIS 410008, includes Pedestrian projects.
2. Includes the Orange Line Bikeway (800114) for \$10.6 M
3. See separate page for Expo II Bikeway.

**LACMTA Financial Forecasting Model**  
**RSTI - I-5/SR-126 (Magic Mountain Parkway)**  
**Interchange Reconstruction Phases I and II**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013
<b>PROJECT COSTS</b>						
Programmed	0.1	72.1	0.1	-	-	0.1
<b>Subtotal Construction Costs</b>	0.1	72.1	0.1	-	-	0.1
<b>TOTAL COSTS INFLATED</b>	0.1	72.1	0.1	-	-	0.1
<b>PROJECT REVENUES</b>						
<b>Local</b>						
Proposition C 25% (cash flow basis)	0.1	14.5	0.1	-	-	0.1
<b>Subtotal Prop. C</b>	0.1	14.5	0.1	-	-	0.1
<b>Other Local</b>						
Local Agency Funds/Other (match)	-	43.8	-	-	-	-
<b>Total Local</b>	0.1	58.3	0.1	-	-	0.1
<b>State (programming basis)</b>						
Traffic Congestion Relief Program	-	-	-	-	-	-
Other State (No revenue sheet)	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0	-	-	-	-
<b>Federal (programming basis)</b>						
CMAQ	-	-	-	-	-	-
RSTP	-	-	-	-	-	-
<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>	0.1	72.1	0.1	-	-	0.1
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	0.0	-	-	-	-

**NOTES:**

- Total cost including prior years: \$72.2
- Fwy proj 6377, Caltrans, PPNO 2209, EA 187200, \$24.5, PPNO 2364, \$7.5 RIP in FY 2000, 01, and 02.
- RSTI proj 6363, Santa Clarita, \$47.7 including cost increase.
- Estimated opening 2010.

**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening (remaining 7 segments)**

*L RTP 10/18/12 rev 11-19-12*

(\$ in millions)	Total '13-'14	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020
<b>PROJECT COSTS</b>													
Not Yet Programmed	0.0		-	-	-								
Programmed	107.3	109.8	107.3	-	-	8.7	-	3.8	43.2	51.6	-	-	-
<b>Subtotal Construction Costs</b>	107.3	109.8	107.3	-	-	8.7	-	3.8	43.2	51.6	-	-	-
<b>TOTAL COSTS INFLATED</b>	107.3	109.8	107.3	-	-	8.7	-	3.8	43.2	51.6	-	-	-
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis) (future not eligible)	-	6.0	-	-	-								
<b>Subtotal Prop. C</b>	-	6.0	-	-	-								
<b>Other Local</b>													
Measure R Sales Tax	-		-	-	-								
<b>Total Local</b>	-	6.0	-	-	-								
<b>State (programming basis)</b>													
State Infrastructure Bonds (CMIA)	-		-	-	-								
Other State (No revenue sheet)	-	5.6	-	-	-								
<b>Subtotal State</b>	-	5.6	-	-	-								
<b>Federal (programming basis)</b>													
CMAQ (not eligible)	-		-	-	-								
RSTP	25.1	11.7	25.1	-	-	8.7	-	3.8	12.6	-			
<b>Subtotal Federal</b>	25.1	11.7	25.1	-	-	8.7	-	3.8	12.6	-			
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	82.2	44.7	82.2	-	-				30.6	51.6	-	-	-
Interregional Improvement Prog Funds (IIP)	-	41.8	-	-	-								
<b>Subtotal Mixed</b>	82.2	86.5	82.2	-	-				30.6	51.6	-	-	-
<b>TOTAL REVENUES</b>	107.3	109.8	107.3	-	-	8.7	-	3.8	43.2	51.6	-	-	-
<b>TOTAL SURPLUS&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

**Notes:**

- Total project cost is \$177.5 (2005\$), escalated: \$217.1
- CFP 4287, 6380, 8417.
- PPNO 694Q, EA 127271, PM 64.0-67.3, 175th St E to Largo Vista Rd. (design)
- PPNO 3325, EA 127211, PM 51.9-52.5, 60th St to 0.5 km E of Ave T-8. (const 4/08)
- PPNO 3326, EA 127221, PM 54.3-55.5, 77th St E to 89th St E. (design)
- PPNO 3327, EA 127231, PM 56.2-57.2, 96th St E to 106th St E. (construc 2/08)
- PPNO 3328, EA 127241, PM 59.7-60.2, 126th St to Longview Rd.
- PPNO 3329, EA 127251, 0.2 km west of Longview to 146th St E. (complete)
- PPNO 3330, EA 127261, Twin Bridges. (complete)
- PPNO 3331, EA 127281, PM 51.4-69.4, Ave T to Rte 18.

**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening Additional Segments**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Not Yet Programmed	243.0		215.0	28.0	-	5.2	8.2	29.3	30.2	36.4	56.7	49.0
Programmed	0.0	0.016	-	-	-							
<b>Subtotal Costs</b>	<b>243.0</b>	<b>0.016</b>	<b>215.0</b>	<b>28.0</b>	<b>-</b>	<b>5.2</b>	<b>8.2</b>	<b>29.3</b>	<b>30.2</b>	<b>36.4</b>	<b>56.7</b>	<b>49.0</b>
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (cash flow) (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) (FIS 460317)	199.984	0.016	200.0	-	-	5.2	8.2	29.3	30.2	36.4	46.6	44.1
<b>Total Local</b>	<b>199.984</b>	<b>0.016</b>	<b>200.0</b>	<b>-</b>	<b>-</b>	<b>5.2</b>	<b>8.2</b>	<b>29.3</b>	<b>30.2</b>	<b>36.4</b>	<b>46.6</b>	<b>44.1</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)	43.0		15.0	28.0	-						10.1	4.9
Interregional Improvement Prog Funds (IIP)	-		-	-	-							
<b>Subtotal Mixed</b>	<b>43.0</b>		<b>15.0</b>	<b>28.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>10.1</b>	<b>4.9</b>
<b>TOTAL REVENUES</b>	<b>243.0</b>	<b>0.016</b>	<b>215.0</b>	<b>28.0</b>	<b>-</b>	<b>5.2</b>	<b>8.2</b>	<b>29.3</b>	<b>30.2</b>	<b>36.4</b>	<b>56.7</b>	<b>49.0</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>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>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>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>27.0</b>	<b>27.0</b>
<b>GRAND TOTAL COSTS</b>	<b>325.0</b>		<b>269.0</b>	<b>56.0</b>	<b>-</b>	<b>5.2</b>	<b>8.2</b>	<b>29.3</b>	<b>30.2</b>	<b>36.4</b>	<b>83.7</b>	<b>76.0</b>



**LACMTA Financial Forecasting Model**  
**RSTI - SR-138 Widening Additional Segments**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'14	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	243.0	-	15.0	13.0	-	-	-	-	-	-	-
Programmed	0.0										
<b>Subtotal Costs</b>	<b>243.0</b>	<b>-</b>	<b>15.0</b>	<b>13.0</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) (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) (FIS 460317)	199.984	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	<b>199.984</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	-	-	-	-	-	-	-	-	-	-	-
<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)	43.0	-	15.0	13.0	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	<b>43.0</b>	<b>-</b>	<b>15.0</b>	<b>13.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL REVENUES</b>	<b>243.0</b>	<b>-</b>	<b>15.0</b>	<b>13.0</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>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>28.0</b>	<b>15.0</b>	<b>13.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**RSTI - Mission Blvd/SR-71 Interchange**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Prior Years	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014
<b>PROJECT COSTS</b>								
Programmed	3.1	-	35.3	3.1	-	-	3.1	-
<b>Subtotal Construction Costs</b>	3.1	-	35.3	3.1	-	-	3.1	-
<b>TOTAL COSTS INFLATED</b>	3.1	100.0%	35.3	3.1	-	-	3.1	-
<b>PROJECT REVENUES</b>								
<b>Local</b>								
Proposition C 25% (cash flow basis)	3.1	100.0%	13.3	3.1	-	-	3.1	-
<b>Subtotal Prop. C</b>	3.1	100.0%	13.3	3.1	-	-	3.1	-
<b>Other Local</b>								
Local Agency Funds/Other (match)	-	0.0%	0.1	-	-	-	-	-
<b>Total Local</b>	3.1	100.0%	13.4	3.1	-	-	3.1	-
<b>State (programming basis)</b>								
Traffic Congestion Relief Program	-	0.0%	16.4	-	-	-	-	-
Other State (No revenue sheet)	-	0.0%	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	16.4	-	-	-	-	-
<b>Federal (programming basis)</b>								
Other Federal Funds (earmarks)	-	0.0%	3.0	-	-	-	-	-
TE	-	0.0%	-	-	-	-	-	-
CMAQ	-	0.0%	-	-	-	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	3.0	-	-	-	-	-
<b>Mixed (programming basis)</b>								
Regional Improvement Prog Funds (RIP)	-	0.0%	2.5	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	-	0.0%	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	2.5	-	-	-	-	-
<b>TOTAL REVENUES</b>	3.1	100.0%	35.3	3.1	-	-	3.1	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-

**NOTES:**

1. CFP 6340, 8400, F1185-City of Pomona.
2. STIP PPNO 2232A, EA 189400.
3. SAFETEA-LU High Priority Project #3771: \$3 M.

**LACMTA Financial Forecasting Model**  
**Other RSTI Projects**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020
<b>PROJECT COSTS</b>													
Programmed	429.1	-	424.8	4.3	-	118.5	44.2	69.0	55.4	68.8	13.4	55.6	4.3
<b>Subtotal Construction Costs</b>	429.1	-	424.8	4.3	-	118.5	44.2	69.0	55.4	68.8	13.4	55.6	4.3
<b>TOTAL COSTS INFLATED</b>	429.1	100.0%	424.8	4.3	-	118.5	44.2	69.0	55.4	68.8	13.4	55.6	4.3
<b>PROJECT REVENUES</b>													
<b>Local</b>													
Proposition C 25% (cash flow basis)	203.1	47.3%	203.1	-	-	53.1	30.0	30.0	30.0	30.0	-	30.0	-
Proposition C 10% (cash flow basis)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	203.1	47.3%	203.1	-	-	53.1	30.0	30.0	30.0	30.0	-	30.0	-
<b>Other Local</b>													
Local Agency Funds (match)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	203.1	47.3%	203.1	-	-	53.1	30.0	30.0	30.0	30.0	-	30.0	-
<b>State (programming basis)</b>													
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Other State (no revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>													
Other Federal Funds	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
CMAQ	115.5	26.9%	111.2	4.3	-	2.5	10.0	17.6	25.4	18.2	12.0	25.6	4.3
RSTP	55.0	12.8%	55.0	-	-	7.4	4.2	21.4	-	20.6	1.4	-	-
<b>Subtotal Federal</b>	170.5	39.7%	166.2	4.3	-	9.9	14.2	39.0	25.4	38.8	13.4	25.6	4.3
<b>Mixed (programming basis)</b>													
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Prog Funds (IIP)	55.5	12.9%	55.5	-	-	55.5	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	55.5	12.9%	55.5	-	-	55.5	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	429.1	100.0%	424.8	4.3	-	118.5	44.2	69.0	55.4	68.8	13.4	55.6	4.3
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. RSTI = Regional Surface Transportation Improvements.
2. This sheet summarizes RSTI projects without individual sheets.
3. TCRP projects 44 (Rte 47) and 46 (Rte 1).
4. SAFETEA-LU High Priority Project (HPP) #266, \$2.4, reconstruct I-710 southern terminus off-ramps.

**LACMTA Financial Forecasting Model**  
**Regionally Significant Projects**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>												
Programmed	4.7	-	4.7	-	-	4.7	-	-	-	-	-	-
<b>Subtotal Costs</b>	4.7	-	4.7	-	-	4.7	-	-	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	4.7	100.0%	4.7	-	-	4.7	-	-	-	-	-	-
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25% (Cash Flow)	4.7	100.0%	4.7	-	-	4.7	-	-	-	-	-	-
Proposition C 10%	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	4.7	100.0%	4.7	-	-	4.7	-	-	-	-	-	-
<b>Total Local</b>	4.7	100.0%	4.7	-	-	4.7	-	-	-	-	-	-
<b>State (programming basis)</b>												
Traffic Congestion Relief Program												
Other State (No revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>												
Other Federal Funds	-	0.0%	-	-	-	-	-	-	-	-	-	-
CMAQ	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	4.7	100.0%	4.7	-	-	4.7	-	-	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. LACMTA Projects awarded funding in the Call for Projects.
2. FIS 420002 and 420004.

**LACMTA Financial Forecasting Model**  
**Signal Synchronization/Bus Speed Improvements**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '13-'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
<b>PROJECT COSTS</b>															
Programmed	173.5	-	116.4	57.1	-	24.2	32.1	2.0	-	-	11.3	46.8	20.0	15.0	22.1
<b>Subtotal Construction Costs</b>	173.5	-	116.4	57.1	-	24.2	32.1	2.0	-	-	11.3	46.8	20.0	15.0	22.1
<b>TOTAL COSTS INFLATED</b>	173.5	100.0%	116.4	57.1	-	24.2	32.1	2.0	-	-	11.3	46.8	20.0	15.0	22.1
<b>PROJECT REVENUES</b>															
<b>Local</b>															
Proposition C 25% (Cash Flow)	107.3	61.8%	50.2	57.1	-	20.2	30.0	-	-	-	-	-	20.0	15.0	22.1
<b>Subtotal Prop. C</b>	107.3	61.8%	50.2	57.1	-	20.2	30.0	-	-	-	-	-	20.0	15.0	22.1
<b>Other Local</b>															
Local Agency Funds (match) (see sep sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	107.3	61.8%	50.2	57.1	-	20.2	30.0	-	-	-	-	-	20.0	15.0	22.1
<b>State (programming basis)</b>															
Traffic Congestion Relief Program	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State (No revenue sheet)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>															
CMAQ	66.2	38.2%	66.2	-	-	4.0	2.1	2.0	-	-	11.3	46.8	-	-	-
RSTP	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	66.2	38.2%	66.2	-	-	4.0	2.1	2.0	-	-	11.3	46.8	-	-	-
<b>Mixed (programming basis)</b>															
Regional Improvement Prog Funds (RIP)	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	173.5	100.0%	116.4	57.1	-	24.2	32.1	2.0	-	-	11.3	46.8	20.0	15.0	22.1
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Signal Synchronization & Bus Speed Improvement Mode (Local TSM).
2. FIS project 410007.
3. FY 18-22 represents deferral of prior projects, per Board item #11, April 2011

**LACMTA Financial Forecasting Model**  
**Transit Capital (Park&Ride, Transit Centers, Other)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Programmed	66.3	66.3	-	-	16.8	18.8	24.0	6.7	-	-	-
<b>Subtotal Construction Costs</b>	66.3	66.3	-	-	16.8	18.8	24.0	6.7	-	-	-
<b>TOTAL COSTS INFLATED</b>	66.3	66.3	-	-	16.8	18.8	24.0	6.7	-	-	-
	0.0										
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (cash flow basis)	-	-	-	-							
Proposition C 10% (cash flow basis)	19.7	19.7	-	-	2.2	7.7	7.8	2.0	-	-	-
<b>Subtotal Prop. C</b>	19.7	19.7	-	-	2.2	7.7	7.8	2.0	-	-	-
<b>Other Local</b>											
Local Agency Funds (match) (see separate sheet)	-	-	-	-							
<b>Total Local</b>	19.7	19.7	-	-	2.2	7.7	7.8	2.0	-	-	-
<b>State (programming basis)</b>											
Traffic Congestion Relief Program	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
Other Federal Funds	-	-	-	-							
Section 5309 Bus & Bus-Related Facilities (earmarks)	-	-	-	-							
CMAQ	46.6	46.6	-	-	14.6	11.1	16.2	4.7			
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	46.6	46.6	-	-	14.6	11.1	16.2	4.7	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Program Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	66.3	66.3	-	-	16.8	18.8	24.0	6.7	-	-	-
<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. FIS projects 410010 and 410033.

**LACMTA Financial Forecasting Model**  
**Transportation Demand Management (TDM)**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Not yet programmed	0.0	-	-	-							
Programmed	7.0	7.0	-	-	2.6	0.6	-	3.8	-	-	-
<b>Subtotal Costs</b>	7.0	7.0	-	-	2.6	0.6	-	3.8	-	-	-
<b>TOTAL COSTS INFLATED</b>	7.0	7.0	-	-	2.6	0.6	-	3.8	-	-	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	2.0	2.0	-	-	2.0	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	2.0	2.0	-	-	2.0	-	-	-	-	-	-
<b>Other Local</b>											
Local Agency Funds (match) (see sep sheet)	-	-	-	-							
LTF General Revenues (no rev sheet)	-	-	-	-							
<b>Total Local</b>	2.0	2.0	-	-	2.0	-	-	-	-	-	-
<b>State (programming basis)</b>											
Other State (No revenue sheet)	-	-	-	-							
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
CMAQ	5.0	5.0	-	-	0.6	0.6	-	3.8	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	5.0	5.0	-	-	0.6	0.6	-	3.8	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	7.0	7.0	-	-	2.6	0.6	-	3.8	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Transportation Enhancement Projects**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	Years '13-'19	Years '20-'29	Years '30-'40	2012 2013	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Programmed	45.3	45.3	-	-	11.3	7.8	26.2	-	-	-	-
<b>Subtotal Construction Costs</b>	45.3	45.3	-	-	11.3	7.8	26.2	-	-	-	-
<b>TOTAL COSTS INFLATED</b>	45.3	45.3	-	-	11.3	7.8	26.2	-	-	-	-
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25% (Cash Flow)	-	-	-	-	-	-	-	-	-	-	-
Proposition C 10%	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Prop. C</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Other Local</b>											
Local Agency Funds (match) (see sep sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Total Local</b>	-	-	-	-	-	-	-	-	-	-	-
<b>State (programming basis)</b>											
Other State (no revenue sheet)	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
Transportation Alternatives Program (TAP)	44.7	44.7	-	-	10.7	7.8	26.2	-	-	-	-
CMAQ	0.6	0.6	-	-	0.6	-	-	-	-	-	-
RSTP	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Federal</b>	45.3	45.3	-	-	11.3	7.8	26.2	-	-	-	-
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	-	-	-	-	-	-	-	-	-	-	-
Interregional Improvement Program (IIP) TE	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Mixed</b>	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	45.3	45.3	-	-	11.3	7.8	26.2	-	-	-	-
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Call for Projects Transportation Enhancements mode.
2. FIS #410005.
3. See separate page for Expo bikeway TE funding.



**LACMTA Financial Forecasting Model**  
**2011 & Future Calls for Projects**  
**L RTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	%	Years '13-'19	Years '20-'29	Years '30-'40	2013		2011 Call		2013 Call	
						2014	2015	2015 2016	2016 2017	2017 2018	2018 2019
<b>PROJECT COSTS</b>											
Not yet Programmed	3,260.0	-	250.0	2,799.0	211.1	-	-	45.1	56.9	75.0	73.0
<b>Subtotal Costs</b>	3,260.0	-	250.0	2,799.0	211.1	-	-	45.1	56.9	75.0	73.0
<b>TOTAL COSTS</b>	3,260.0	100.0%	250.0	2,799.0	211.1	-	-	45.1	56.9	75.0	73.0
<b>PROJECT REVENUES</b>											
<b>Local</b>											
Proposition C 25%	1,663.4	51.0%	84.5	1,425.0	153.9			9.3	18.9	36.3	20.0
Proposition C 10%	96.5	3.0%	29.1	62.5	4.9	-	-	7.0	7.5	10.0	4.6
<b>Subtotal Prop. C</b>	1,759.9	54.0%	113.6	1,487.5	158.8	-	-	16.3	26.4	46.3	24.6
<b>Other Local</b>											
State Repayment of Cap Proj Loans (fund 3562)	120.2	3.7%	44.0	76.2	-	-	-	10.0	10.0	10.0	14.0
<b>Total Local</b>	1,880.0	57.7%	157.6	1,563.6	158.8	-	-	26.3	36.4	56.3	38.6
<b>State (programming basis)</b>											
State Infrastructure Bonds - SLPP	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Subtotal State</b>	-	0.0%	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>											
Transportation Alternatives (TAP)	228.0	7.0%	56.4	155.0	16.6			13.8	14.0	14.2	14.4
CMAQ	277.4	8.5%	1.5	271.7	4.2			-	1.5	-	-
RSTP	354.5	10.9%	34.5	288.5	31.5			5.0	5.0	4.5	20.0
<b>Subtotal Federal</b>	859.9	26.4%	92.4	715.2	52.3	-	-	18.8	20.5	18.7	34.4
<b>Mixed (programming basis)</b>											
Regional Improvement Prog Funds (RIP)	520.1	16.0%	-	520.1	-			-	-	-	-
<b>Subtotal Mixed</b>	520.1	16.0%	-	520.1	-	-	-	-	-	-	-
<b>TOTAL REVENUES</b>	3,260.0	100.0%	250.0	2,799.0	211.1	-	-	45.1	56.9	75.0	73.0
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-		-	-	-	-	-	-	-	-	-

**NOTES:**

1. Estimate by mode:

RSTI (\$29.2 M annual unescalated)	684.6	21%	52.5	587.8	44.3	-	-	9.5	11.9	15.7	15.3
Goods Movement (\$26.2 M annual unescal)	619.4	19%	47.5	531.8	40.1	-	-	8.6	10.8	14.2	13.9
Signal Synch (\$33.9 M annual unescalated)	782.4	24%	60.0	671.7	50.7	-	-	10.8	13.7	18.0	17.5
Transit Capital (\$15.7 M annual unescalated)	358.6	11%	27.5	307.9	23.2	-	-	5.0	6.3	8.2	8.0
TDM (\$6.0 M annual unescalated)	143.4	4.4%	11.0	123.2	9.3	-	-	2.0	2.5	3.3	3.2
Bikeways (\$11.7 M annual unescalated)	260.8	8%	20.0	223.9	16.9	-	-	3.6	4.6	6.0	5.8
Pedestrian (\$11.7 M annual unescalated)	260.8	8%	20.0	223.9	16.9	-	-	3.6	4.6	6.0	5.8
Transportation Enhancements (\$2.3 M an'l unes)	65.2	2%	5.0	56.0	4.2	-	-	0.9	1.1	1.5	1.5
Reserve for appeals	84.8	2.6%	6.5	72.8	5.5	-	-	1.2	1.5	1.9	1.9

2. Match assumed covered by cities' Local Return funds. 3,260.0 250.0 2,799.0 211.1

**LACMTA Financial Forecasting Model  
2011 & Future Calls for Projects  
LRTP 10/18/12 rev 11-19-12**

(\$ in millions)	Total '13-'40	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	266.3	287.2	280.5	288.0	288.4	287.1	293.7	290.9	293.0	223.8	211.1
<b>Subtotal Costs</b>	3,260.0	266.3	287.2	280.5	288.0	288.4	287.1	293.7	290.9	293.0	223.8	211.1
<b>TOTAL COSTS</b>	3,260.0	266.3	287.2	280.5	288.0	288.4	287.1	293.7	290.9	293.0	223.8	211.1
<b>PROJECT REVENUES</b>												
<b>Local</b>												
Proposition C 25%	1,663.4	128.8	35.0	45.0	135.0	180.0	199.7	170.0	182.0	238.5	111.0	153.9
Proposition C 10%	96.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.2	5.4	17.0	4.9
<b>Subtotal Prop. C</b>	1,759.9	133.8	40.0	50.0	140.0	185.0	204.7	175.0	187.2	243.9	128.0	158.8
<b>Other Local</b>												
State Repayment of Cap Proj Loans (fund 3562)	120.2	17.7	58.5									
<b>Total Local</b>	1,880.0	151.5	98.5	50.0	140.0	185.0	204.7	175.0	187.2	243.9	128.0	158.8
<b>State (programming basis)</b>												
State Infrastructure Bonds - SLPP	-											
<b>Subtotal State</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal (programming basis)</b>												
Transportation Alternatives (TAP)	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	277.4	0.1	59.8	67.9	80.0	2.6	12.8	10.0	6.5		32.2	4.2
RSTP	354.5	26.7	27.2	27.6	28.1	28.6	29.1	29.6	30.1	30.5	31.0	31.5
<b>Subtotal Federal</b>	859.9	41.4	101.8	110.5	123.3	46.6	57.5	55.4	52.6	46.7	79.6	52.3
<b>Mixed (programming basis)</b>												
Regional Improvement Prog Funds (RIP)	520.1	73.4	86.9	120.0	24.7	56.8	25.0	63.3	51.2	2.5	16.3	-
<b>Subtotal Mixed</b>	520.1	73.4	86.9	120.0	24.7	56.8	25.0	63.3	51.2	2.5	16.3	-
<b>TOTAL REVENUES</b>	3,260.0	266.3	287.2	280.5	288.0	288.4	287.1	293.7	290.9	293.0	223.8	211.1
<b>TOTAL SURPLUS/&lt;SHORTFALL&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>NOTES:</b>												
1. Estimate by mode:												
RSTI (\$29.2 M annual unescalated)	684.6	55.9	60.3	58.9	60.5	60.6	60.3	61.7	61.1	61.5	47.0	44.3
Goods Movement (\$26.2 M annual unescal)	619.4	50.6	54.6	53.3	54.7	54.8	54.5	55.8	55.3	55.7	42.5	40.1
Signal Synch (\$33.9 M annual unescalated)	782.4	63.9	68.9	67.3	69.1	69.2	68.9	70.5	69.8	70.3	53.7	50.7
Transit Capital (\$15.7 M annual unescalated)	358.6	29.3	31.6	30.9	31.7	31.7	31.6	32.3	32.0	32.2	24.6	23.2
TDM (\$6.0 M annual unescalated)	143.4	11.7	12.6	12.3	12.7	12.7	12.6	12.9	12.8	12.9	9.8	9.3
Bikeways (\$11.7 M annual unescalated)	260.8	21.3	23.0	22.4	23.0	23.1	23.0	23.5	23.3	23.4	17.9	16.9
Pedestrian (\$11.7 M annual unescalated)	260.8	21.3	23.0	22.4	23.0	23.1	23.0	23.5	23.3	23.4	17.9	16.9
Transportation Enhancements (\$2.3 M an'l unes)	65.2	5.3	5.7	5.6	5.8	5.8	5.7	5.9	5.8	5.9	4.5	4.2
Reserve for appeals	84.8	6.9	7.5	7.3	7.5	7.5	7.5	7.6	7.6	7.6	5.8	5.5
2. Match assumed covered by cities' Local Return funds.	3,260.0											



