

Los Angeles County Metropolitan Transportation Authority

**Transportation for the 21st Century
A Plan for Los Angeles County**

Supporting Cash Flows

Adopted on
March 22, 1995

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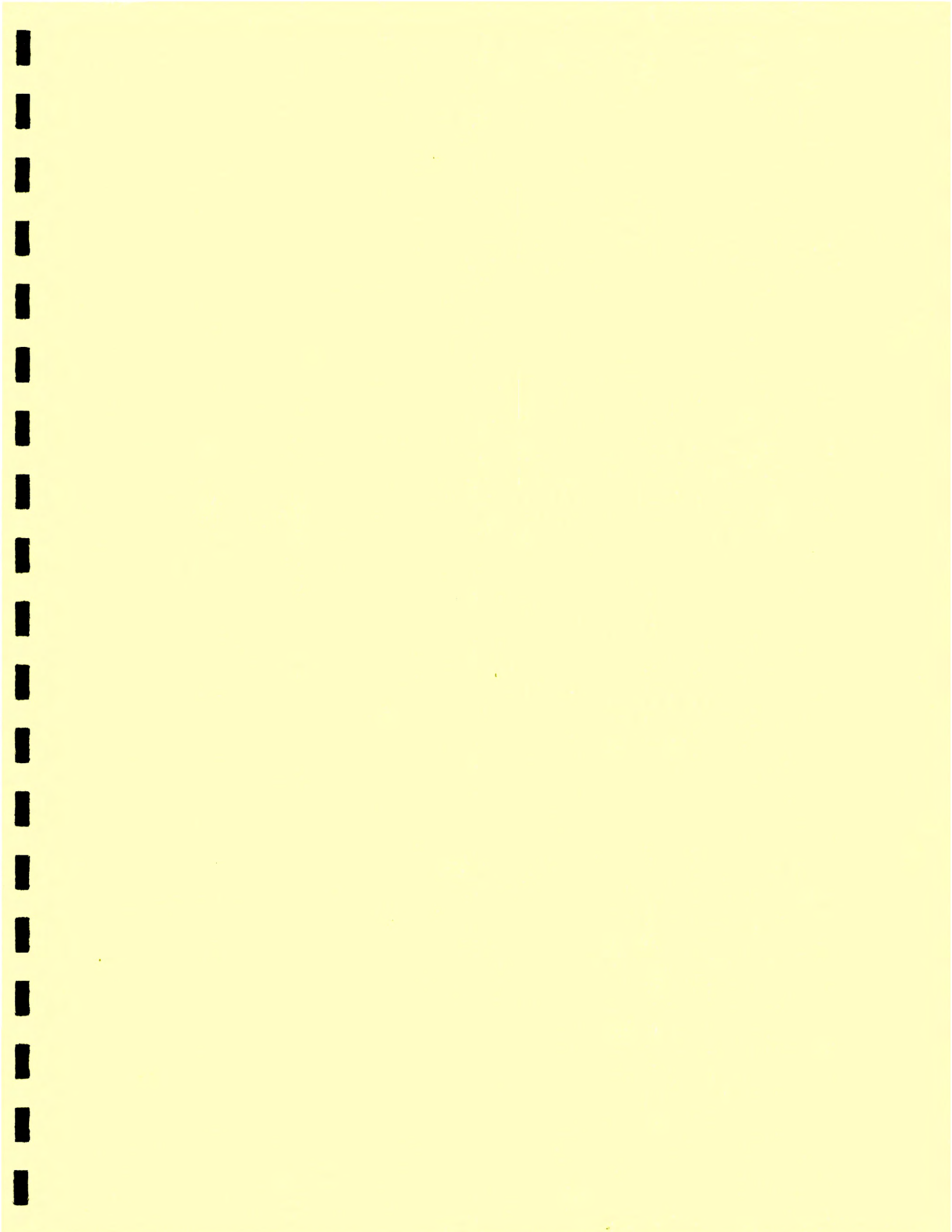
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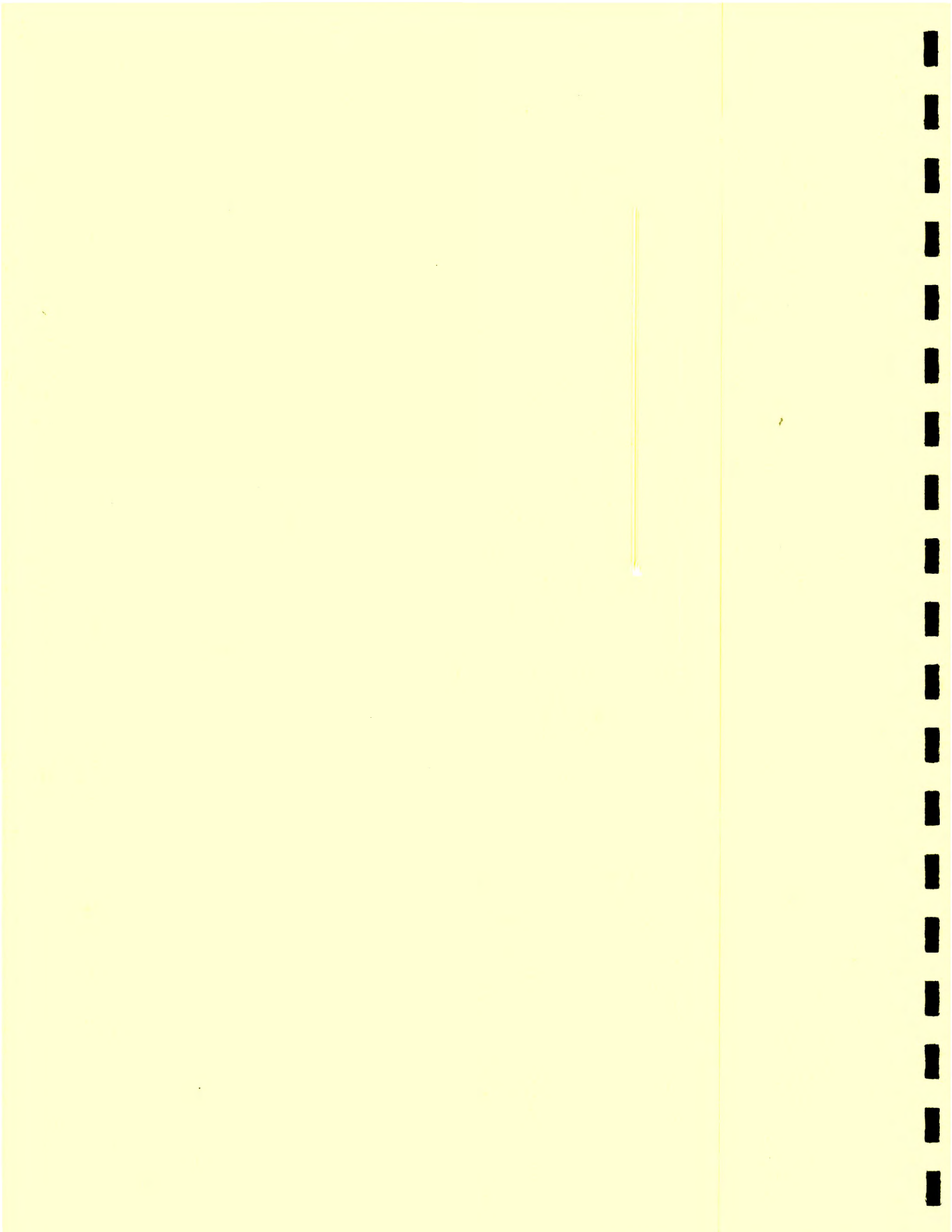
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Bus Capital

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MTA Long Range Transportation Plan
Bus Capital – All Operators

10-Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13)		1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
			Total	%										
SOURCES OF FUNDS														
Local														
Proposition A Local Return	12.0	0.0	12.0	0.3%	2.5	3.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A Discretionary	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C Discretionary 40% – For MTA Expansion	0.0	16.7	16.7	0.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	489.7	646.9	1,136.6	29.5%	36.9	29.4	30.4	36.6	40.6	41.2	53.0	63.7	73.3	84.5
Other Local (Prop C, LA & Local Funds for Gateway & ATTB)	63.5	0.0	63.5	1.7%	6.5	12.4	15.3	29.3	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	565.3	663.6	1,228.8	31.9%	46.0	45.5	51.6	65.9	40.6	41.2	53.0	63.7	73.3	84.5
State														
TSM – ISTE A Match (Union Station Gateway)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/STA	0.0	0.0	0.0	0.0%	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
TP&D/TCI (Union Station Gateway)	12.3	0.0	12.3	0.3%	0.0	4.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State ISTE A (Union Station Gateway)	10.0	0.0	10.0	0.3%	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	22.3	0.0	22.3	0.6%	0.0	14.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
TEA (For Union Station Gateway)	19.6	0.0	19.6	0.5%	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA (STP and CMAQ)	90.9	158.3	249.2	6.5%	49.7	0.0	0.0	0.0	0.0	4.0	19.5	17.7	0.0	0.0
Section 3 – Bus (For Union Station Gateway & ATTB)	65.6	0.0	65.6	1.7%	18.0	13.4	16.4	8.4	6.2	3.2	0.0	0.0	0.0	0.0
Section 9 Capital (includes US Gateway funds)	889.7	1,375.5	2,265.2	58.8%	36.7	94.4	81.0	79.5	91.2	97.1	97.1	97.1	97.1	118.6
Subtotal Federal	1,065.8	1,533.8	2,599.6	67.5%	124.0	107.8	97.4	87.9	97.4	104.3	116.6	114.8	97.1	118.6
Financing Revenues														
Senior Lien Bonds (Actuals/Treasury Fcst; Prop C Secured)	0.0	0.0	0.0	0.0%										
COPS (Actuals/Treasury Fcst; TDA & Section 9 Secured)	0.0	0.0	0.0	0.0%										
Additional Senior Lien Bonds (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Additional COPS (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing 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	0.0	0.0
Short Term Interest Earnings – Annual Beg Balance 5.5%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund Interest Earnings 5.5%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SOURCES	1,653.3	2,197.4	3,850.7	100.0%	169.9	167.6	157.0	153.8	138.0	145.5	169.6	178.5	170.4	203.1

MTA Long Range Transportation Plan
Bus Capital – All Operators

10–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	94–03	04–13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
USES OF FUNDS														
Capital Expenditures														
All Operators														
MTA Operations	1,008.0	1,478.2	2,486.2	65.3%	90.0	83.3	52.2	86.5	95.5	111.9	116.1	95.1	138.8	138.4
Municipal Operators	363.4	485.4	848.8	22.3%	22.2	27.5	52.2	16.6	24.8	14.2	42.9	80.3	16.2	66.5
ATTB Project	54.5	0.0	54.5	1.4%	12.5	13.1	11.1	8.4	6.2	3.2	0.0	0.0	0.0	0.0
Subtotal All Operators	1,425.9	1,963.6	3,389.5	89.0%	124.7	124.0	115.5	111.5	126.5	129.3	159.0	175.4	155.0	204.9
Union Station Gateway Transit Center Project	119.8	0.0	119.8	3.1%	31.6	30.3	28.6	29.3	0.0	0.0	0.0	0.0	0.0	0.0
Number of Expansion Buses – MTA			288											
Number of Expansion Buses – Municipal Operators			72											
Expansion Bus Expense (MTA and Municipal Operators)	0.0	178.8	178.8	4.7%										
Subtotal Capital Expenditures	1,545.7	2,142.4	3,688.1	96.9%	156.3	154.3	144.1	140.8	126.5	129.3	159.0	175.4	155.0	204.9
Financing Payments														
Senior Lien Bonds (Actuals/Treasury Fcst; Prop. C Secured)	0.0	0.0	0.0	0.0%										
COPS (Actuals/Treasury Fcst; TDA & Section 9 Secured)	97.5	21.0	118.5	3.1%	13.6	13.3	12.9	12.5	12.0	11.6	11.1	10.5	9.5	1.7
Additional Senior Lien Bonds (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Additional COPS (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond/COPS Issue Expense	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond/COPS Reserve Fund	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing Payment	97.5	21.0	118.5	3.1%	13.6	13.3	12.9	12.5	12.0	11.6	11.1	10.5	9.5	1.7
TOTAL USES	1,643.2	2,163.4	3,806.6	100.0%	169.9	167.6	157.0	153.3	138.5	140.9	170.1	185.9	164.5	206.6
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	0.0	0.0	0.6	(0.0)	4.6	4.0	(3.5)	2.5
Annual Net Change to Cash Balance	(3.5)	45.2	44.1	–	0.0	(0.0)	0.0	0.5	(0.6)	4.6	(0.6)	(7.5)	5.9	(3.5)
Ending Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	0.0	0.6	(0.0)	4.6	4.0	(3.5)	2.5	(1.0)
Net COPS Cov Ratio (Sec 9 + TDA) (Min Cov = 1.50)	n/a	n/a	n/a	n/a	2.71	7.42	9.12	9.10	10.33	11.64	12.99	14.80	17.43	109.85
Net Sr Lien Cov Ratio (Prop C) (Min Cov = 1.15)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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**MTA Long Range Transportation Plan
Bus Capital – All Operators**

20–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Proposition A Local Return	12.0	0.0	12.0	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A Discretionary	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C Discretionary 40% – For MTA Expansion	0.0	16.7	16.7	0.4%	1.4	1.5	1.5	1.6	1.7	1.7	1.7	1.8	1.9	1.9
TDA Article 4	489.7	646.9	1,136.6	29.5%	61.6	59.9	54.5	94.8	22.5	39.8	78.6	51.7	83.4	100.1
Other Local (Prop C, LA & Local Funds for Gateway & ATTB)	63.5	0.0	63.5	1.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	565.3	663.6	1,228.8	31.9%	63.1	61.3	56.0	96.4	24.2	41.5	80.4	53.5	85.2	102.0
State														
TSM – ISTE A Match (Union Station Gateway)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/STA	0.0	0.0	0.0	0.0%	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
TP&D/TCI (Union Station Gateway)	12.3	0.0	12.3	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State ISTE A (Union Station Gateway)	10.0	0.0	10.0	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	22.3	0.0	22.3	0.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
TEA (For Union Station Gateway)	19.6	0.0	19.6	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA (STP and CMAQ)	90.9	158.3	249.2	6.5%	13.7	14.1	14.6	15.0	15.5	16.0	16.5	17.1	17.6	18.2
Section 3 – Bus (For Union Station Gateway & ATTB)	65.6	0.0	65.6	1.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 9 Capital (includes US Gateway funds)	889.7	1,375.5	2,265.2	58.8%	118.6	118.6	118.6	118.6	144.8	144.8	144.8	144.8	144.8	176.9
Subtotal Federal	1,065.8	1,533.8	2,599.6	67.5%	132.3	132.7	133.2	133.6	160.4	160.9	161.4	161.9	162.4	195.1
Financing Revenues														
Senior Lien Bonds (Actuals/Treasury Fcst; Prop C Secured)	0.0	0.0	0.0	0.0%										
COPS (Actuals/Treasury Fcst; TDA & Section 9 Secured)	0.0	0.0	0.0	0.0%										
Additional Senior Lien Bonds (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Additional COPS (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing 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	0.0	0.0
Short Term Interest Earnings – Annual Beg Balance 5.5%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund Interest Earnings 5.5%	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SOURCES	1,653.3	2,197.4	3,850.7	100.0%	195.3	194.0	189.1	230.0	184.6	202.3	241.7	215.4	247.7	297.1

MTA Long Range Transportation Plan
 Bus Capital – All Operators

20–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
USES OF FUNDS														
Capital Expenditures														
All Operators														
MTA Operations	1,008.0	1,478.2	2,486.2	65.3%	131.7	131.0	135.2	139.5	144.0	148.6	157.9	158.3	163.4	168.6
Municipal Operators	363.4	485.4	848.8	22.3%	45.7	43.4	30.4	74.4	10.1	24.6	60.3	26.6	58.4	111.5
ATTB Project	54.5	0.0	54.5	1.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal All Operators	1,425.9	1,963.6	3,389.5	89.0%	177.4	174.4	165.6	213.9	154.1	173.2	218.2	184.9	221.8	280.1
Union Station Gateway Transit Center Project	119.8	0.0	119.8	3.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Number of Expansion Buses – MTA			288		29	29	29	29	29	29	29	29	29	29
Number of Expansion Buses – Municipal Operators			72		7	7	7	7	7	7	7	7	7	7
Expansion Bus Expense (MTA and Municipal Operators)	0.0	178.8	178.8	4.7%	15.4	15.9	16.5	17.0	17.5	18.1	18.7	19.3	19.9	20.5
Subtotal Capital Expenditures	1,545.7	2,142.4	3,688.1	96.9%	192.9	190.3	182.1	230.9	171.6	191.3	236.9	204.2	241.7	300.6
Financing Payments														
Senior Lien Bonds (Actuals/Treasury Fcst; Prop. C Secured)	0.0	0.0	0.0	0.0%										
COPS (Actuals/Treasury Fcst; TDA & Section 9 Secured)	97.5	21.0	118.5	3.1%	1.4	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0	0.0
Additional Senior Lien Bonds (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Additional COPS (Model Generated)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond/COPS Issue Expense	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond/COPS Reserve Fund	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing Payment	97.5	21.0	118.5	3.1%	1.4	1.4	1.4	1.4	1.4	1.4	1.4	0.0	0.0	0.0
TOTAL USES	1,643.2	2,163.4	3,806.6	100.0%	194.3	191.7	183.5	232.3	173.0	192.7	238.3	204.2	241.7	300.6
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	(1.0)	0.1	2.4	8.1	5.8	17.4	27.0	30.5	41.7	47.7
Annual Net Change to Cash Balance	(3.5)	45.2	44.1	–	1.1	2.3	5.7	(2.3)	11.5	9.6	3.5	11.3	6.0	(3.6)
Ending Fiscal Year Cash Balance	–	–	–	–	0.1	2.4	8.1	5.8	17.4	27.0	30.5	41.7	47.7	44.1
Net COPS Cov Ratio (Sec 9 + TDA) (Min Cov = 1.50)	n/a	n/a	n/a	n/a	136.90	128.10	125.53	138.02	136.00	125.71	145.75	n/a	n/a	n/a
Net Sr Lien Cov Ratio (Prop C) (Min Cov = 1.15)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

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**MTA Long Range Transportation Plan
 Bus Capital – MTA Operations
 Adopted Long Range Plan – March 22, 1995**

10–Years

(\$ millions)

	Years	Years	20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	94–03	04–13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
Local														
Proposition A Local Return	0.0	0.0	0.0	0.0%										
Proposition A Discretionary	0.0	0.0	0.0	0.0%										
Proposition C Discretionary 40%	0.0	0.0	0.0	0.0%										
TDA Article 4	415.9	500.9	916.7	36.9%	23.0	25.3	25.9	32.8	36.2	33.8	44.9	55.1	64.1	74.7
Subtotal Local	415.9	500.9	916.7	36.9%	23.0	25.3	25.9	32.8	36.2	33.8	44.9	55.1	64.1	74.7
State														
TP & D/STA	0.0	0.0	0.0	0.0%										
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
ISTEA (STP and CMAQ)	90.9	0.0	90.9	3.7%	49.7	0.0	0.0	0.0	0.0	4.0	19.5	17.7	0.0	0.0
Section 9 Capital	501.2	977.4	1,478.6	59.5%	17.3	58.0	26.3	53.7	59.4	74.1	51.7	22.4	74.6	63.7
Subtotal Federal	592.1	977.4	1,569.5	63.1%	67.0	58.0	26.3	53.7	59.4	78.1	71.2	40.1	74.6	63.7
TOTAL SOURCES	1,008.0	1,478.2	2,486.2	100.0%	90.0	83.3	52.2	86.5	95.5	111.9	116.1	95.1	138.8	138.4
USES OF FUNDS														
Capital Expenditures														
MTA Operations	1,008.0	1,478.2	2,486.2	100.0%	90.0	83.3	52.2	86.5	95.5	111.9	116.1	95.1	138.8	138.4
Subtotal MTA	1,008.0	1,478.2	2,486.2	100.0%	90.0	83.3	52.2	86.5	95.5	111.9	116.1	95.1	138.8	138.4
TOTAL USES	1,008.0	1,478.2	2,486.2	100.0%	90.0	83.3	52.2	86.5	95.5	111.9	116.1	95.1	138.8	138.4
CASH BALANCE ACCOUNT														
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	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

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MTA Long Range Transportation Plan
 Bus Capital – MTA Operations

20-Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20-Year ('94-'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94-03	04-13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Proposition A Local Return	0.0	0.0	0.0	0.0%										
Proposition A Discretionary	0.0	0.0	0.0	0.0%										
Proposition C Discretionary 40%	0.0	0.0	0.0	0.0%										
TDA Article 4	415.9	500.9	916.7	36.9%	51.1	48.6	42.3	81.8	8.6	24.8	62.7	34.7	65.3	80.9
Subtotal Local	415.9	500.9	916.7	36.9%	51.1	48.6	42.3	81.8	8.6	24.8	62.7	34.7	65.3	80.9
State														
TP&D/STA	0.0	0.0	0.0	0.0%										
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
ISTEA (STP and CMAQ)	90.9	0.0	90.9	3.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 9 Capital	501.2	977.4	1,478.6	59.5%	80.6	82.5	92.9	57.7	135.4	123.8	95.2	123.6	98.1	87.7
Subtotal Federal	592.1	977.4	1,569.5	63.1%	80.6	82.5	92.9	57.7	135.4	123.8	95.2	123.6	98.1	87.7
TOTAL SOURCES	1,008.0	1,478.2	2,486.2	100.0%	131.7	131.0	135.2	139.5	144.0	148.6	157.9	158.3	163.4	168.6
USES OF FUNDS														
Capital Expenditures														
MTA Operations	1,008.0	1,478.2	2,486.2	100.0%	131.7	131.0	135.2	139.5	144.0	148.6	157.9	158.3	163.4	168.6
Subtotal MTA	1,008.0	1,478.2	2,486.2	100.0%	131.7	131.0	135.2	139.5	144.0	148.6	157.9	158.3	163.4	168.6
TOTAL USES	1,008.0	1,478.2	2,486.2	100.0%	131.7	131.0	135.2	139.5	144.0	148.6	157.9	158.3	163.4	168.6
CASH BALANCE ACCOUNT														
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	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

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**MTA Long Range Transportation Plan
Bus Capital – Municipal Operators**

10–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	94–03	04–13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
SOURCES OF FUNDS															
Local															
Proposition A Local Return	12.0	0.0	12.0	1.3%	2.5	3.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A Discretionary	0.0	0.0	0.0	0.0%											
Proposition C Discretionary 40%	0.0	0.0	0.0	0.0%											
TDA Article 4	73.8	142.5	216.3	24.2%	13.9	4.1	4.5	3.9	4.4	7.4	8.0	8.6	9.2	9.8	
Subtotal Local	85.8	142.5	228.3	25.6%	16.4	7.7	10.4	3.9	4.4	7.4	8.0	8.6	9.2	9.8	
State															
TP&D/STA	0.0	0.0	0.0	0.0%											
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal															
ISTEA (STP and CMAQ)	0.0	0.0	0.0	0.0%											
Section 9 Capital	276.5	388.3	664.9	74.4%	5.8	19.8	41.8	13.3	19.8	11.4	34.3	64.2	13.0	53.2	
Subtotal Federal	276.5	388.3	664.9	74.4%	5.8	19.8	41.8	13.3	19.8	11.4	34.3	64.2	13.0	53.2	
TOTAL SOURCES	362.4	530.8	893.2	100.0%	22.2	27.5	52.2	17.1	24.2	18.8	42.3	72.8	22.1	63.0	
USES OF FUNDS															
Capital Expenditures															
Municipal Operators	363.4	485.4	848.8	100.0%	22.2	27.5	52.2	16.6	24.8	14.2	42.9	80.3	16.2	66.5	
Subtotal Municipal Operators	363.4	485.4	848.8	100.0%	22.2	27.5	52.2	16.6	24.8	14.2	42.9	80.3	16.2	66.5	
TOTAL USES	363.4	485.4	848.8	1.0	22.2	27.5	52.2	16.6	24.8	14.2	42.9	80.3	16.2	66.5	
CASH BALANCE ACCOUNT															
Beginning Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	0.0	0.0	0.5	(0.1)	4.5	4.0	(3.5)	2.4	
Annual Net Change to Cash Balance	(3.5)	45.4	44.4	–	0.0	0.0	0.0	0.5	(0.6)	4.6	(0.6)	(7.5)	5.9	(3.5)	
Ending Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	0.0	0.5	(0.1)	4.5	4.0	(3.5)	2.4	(1.0)	

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**MTA Long Range Transportation Plan
Bus Capital – Municipal Operators**

20–Years

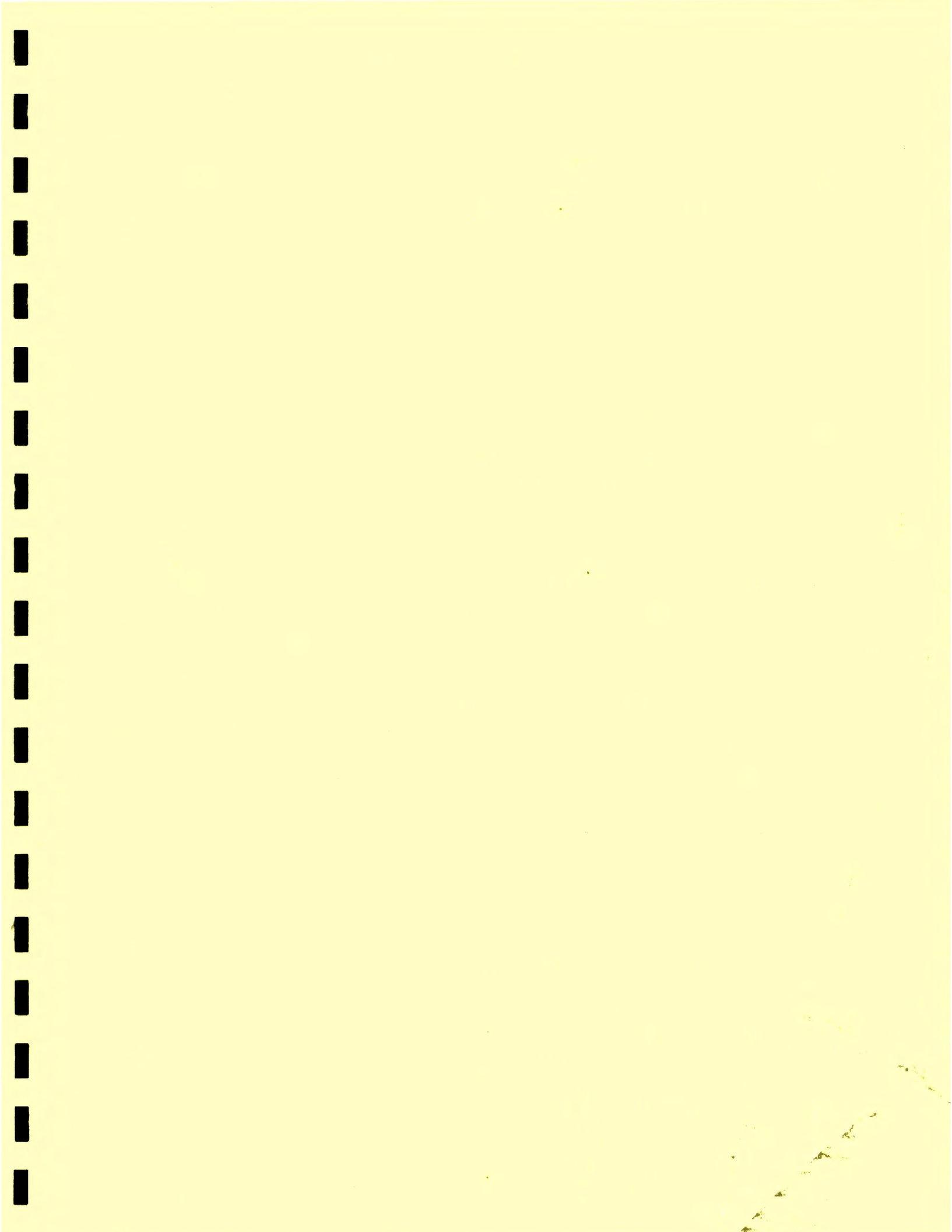
Adopted Long Range Plan – March 22, 1995

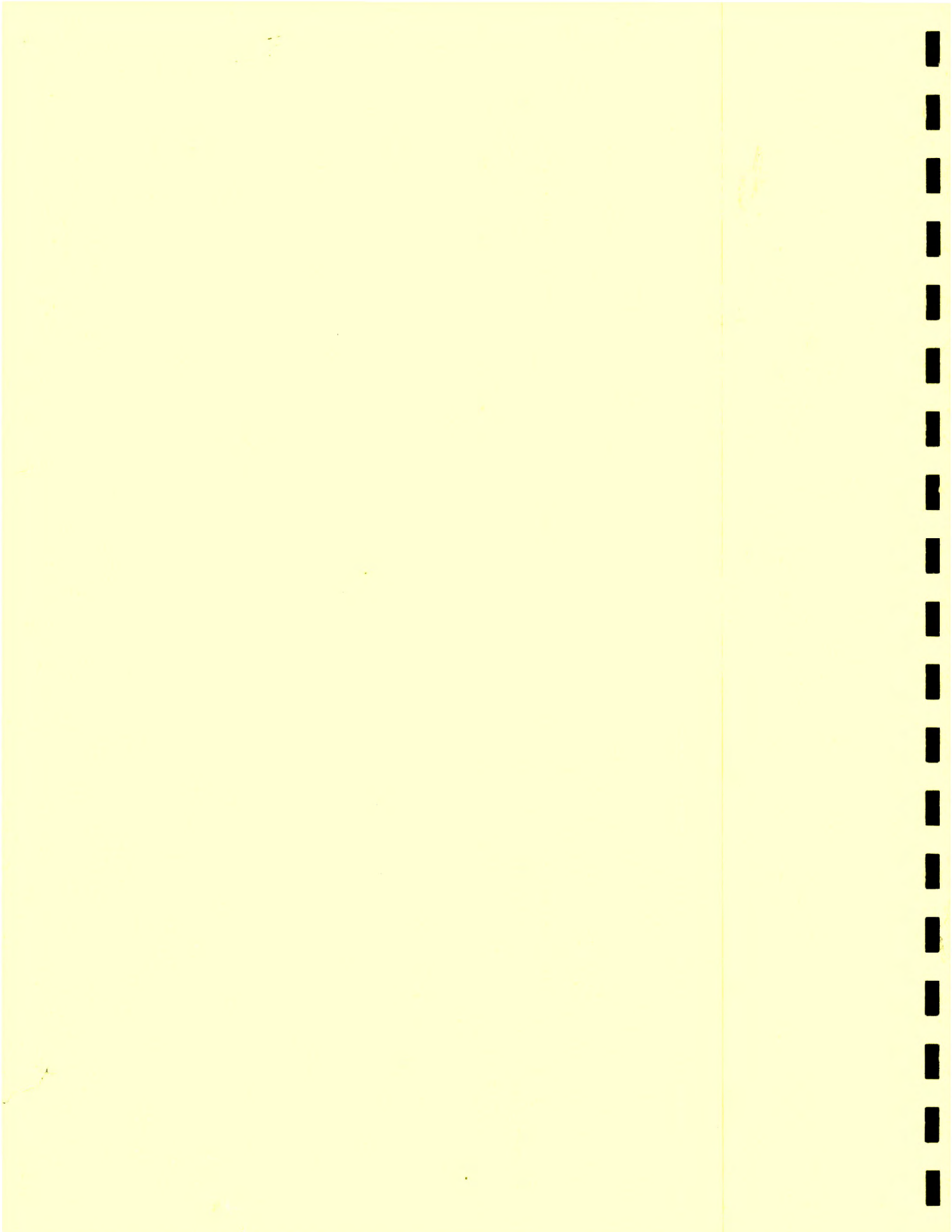
(\$ millions)

	Years	Years	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94–03	04–13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Proposition A Local Return	12.0	0.0	12.0	1.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A Discretionary	0.0	0.0	0.0	0.0%										
Proposition C Discretionary 40%	0.0	0.0	0.0	0.0%										
TDA Article 4	73.8	142.5	216.3	24.2%	10.5	11.0	11.8	12.6	13.5	14.6	15.5	16.6	17.7	18.7
Subtotal Local	85.8	142.5	228.3	25.6%	10.5	11.0	11.8	12.6	13.5	14.6	15.5	16.6	17.7	18.7
State														
TP&D/STA	0.0	0.0	0.0	0.0%										
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
ISTEA (STP and CMAQ)	0.0	0.0	0.0	0.0%										
Section 9 Capital	276.5	388.3	664.9	74.4%	36.6	34.7	24.3	59.5	8.1	19.7	48.2	21.3	46.7	89.2
Subtotal Federal	276.5	388.3	664.9	74.4%	36.6	34.7	24.3	59.5	8.1	19.7	48.2	21.3	46.7	89.2
TOTAL SOURCES	362.4	530.8	893.2	100.0%	47.1	45.7	36.1	72.1	21.6	34.2	63.8	37.9	84.4	107.9
USES OF FUNDS														
Capital Expenditures														
Municipal Operators	363.4	485.4	848.8	100.0%	45.7	43.4	30.4	74.4	10.1	24.6	60.3	26.6	58.4	111.5
Subtotal Municipal Operators	363.4	485.4	848.8	100.0%	45.7	43.4	30.4	74.4	10.1	24.6	60.3	26.6	58.4	111.5
TOTAL USES	363.4	485.4	848.8	1.0	45.7	43.4	30.4	74.4	10.1	24.6	60.3	26.6	58.4	111.5
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	(1.0)	0.4	2.7	8.3	6.1	17.6	27.2	30.7	42.0	47.9
Annual Net Change to Cash Balance	(3.5)	45.4	44.4	–	1.4	2.3	5.7	(2.3)	11.5	9.6	3.5	11.3	6.0	(3.6)
Ending Fiscal Year Cash Balance	–	–	–	–	0.4	2.7	8.3	6.1	17.6	27.2	30.7	42.0	47.9	44.4

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Bus Operations

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MTA Long Range Transportation Plan
 Bus Capital – ATTB Project

10–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
			Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
Local														
Proposition A Local Return	0.0	0.0	0.0	0.0%										
Proposition A Discretionary	0.0	0.0	0.0	0.0%										
Proposition C Discretionary 40%	0.0	0.0	0.0	0.0%										
TDA Article 4	0.0	0.0	0.0	0.0%										
Other Local	10.9	0.0	10.9	20.0%	2.5	6.7	1.7							
Subtotal Local	10.9	0.0	10.9	20.0%	2.5	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State														
TP&D/STA	0.0	0.0	0.0	0.0%										
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
ISTEA (STP and CMAQ)	0.0	0.0	0.0	0.0%										
Section 3 – Bus	43.6	0.0	43.6	80.0%	10.0	6.4	9.4	8.4	6.2	3.2				
Section 9 Capital	0.0	0.0	0.0	0.0%										
Subtotal Federal	43.6	0.0	43.6	80.0%	10.0	6.4	9.4	8.4	6.2	3.2	0.0	0.0	0.0	0.0
TOTAL SOURCES	54.5	0.0	54.5	100.0%	12.5	13.1	11.1	8.4	6.2	3.2	0.0	0.0	0.0	0.0
USES OF FUNDS														
Capital Expenditures														
ATTB Project	54.5	0.0	54.5	100.0%	12.5	13.1	11.1	8.4	6.2	3.2				
Subtotal ATTB	54.5	0.0	54.5	100.0%	12.5	13.1	11.1	8.4	6.2	3.2	0.0	0.0	0.0	0.0
TOTAL USES	54.5	0.0	54.5	1.0	12.5	13.1	11.1	8.4	6.2	3.2	0.0	0.0	0.0	0.0
CASH BALANCE ACCOUNT														
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	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

MTA Long Range Transportation Plan
 Bus Capital – ATTB Project

20–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94–03	04–13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Proposition A Local Return	0.0	0.0	0.0	0.0%										
Proposition A Discretionary	0.0	0.0	0.0	0.0%										
Proposition C Discretionary 40%	0.0	0.0	0.0	0.0%										
TDA Article 4	0.0	0.0	0.0	0.0%										
Other Local	10.9	0.0	10.9	20.0%										
Subtotal Local	10.9	0.0	10.9	20.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State														
TP&D/STA	0.0	0.0	0.0	0.0%										
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
ISTEA (STP and CMAQ)	0.0	0.0	0.0	0.0%										
Section 3 – Bus	43.6	0.0	43.6	80.0%										
Section 9 Capital	0.0	0.0	0.0	0.0%										
Subtotal Federal	43.6	0.0	43.6	80.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SOURCES	54.5	0.0	54.5	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
USES OF FUNDS														
Capital Expenditures														
ATTB Project	54.5	0.0	54.5	100.0%										
Subtotal ATTB	54.5	0.0	54.5	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL USES	54.5	0.0	54.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CASH BALANCE ACCOUNT														
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	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

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MTA Long Range Transportation Plan
Union Station Gateway Transit Center
Adopted Long Range Plan - March 22, 1995

10 Years
(\$ millions)

Project Type Revenue Operations Date (ROD)	N/A N/A	Start Yr Dur (Yr)	Project Spending Curve														
			1993			N/A											
			1993 5	10 Yrs (94-'03)	20 Yrs (04-'13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003		
PROJECT COSTS																	
Non-ROW Project Costs	0.0	-		0.0	0.0												
Right of Way (ROW)				0.0	0.0												
MTA Project Budget (Inflation Included)	0.0	-	29.7	119.8	0.0	31.6	30.3	28.6	29.3								
Total Capital Costs Inflated	149.5	-	29.7	119.8	0.0	31.6	30.3	28.6	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	0.0			0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	-0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																	
L.A. City Funds (Prop C Local Return)	7.7		7.7	0.0	0.0												
Other Jurisdictions	0.0																
Benefit Assessments	0.0																
TDA Article 4	0.0																
Prop C 10%	4.7		0.0	4.7	0.0	4.0	0.7										
Prop C 25%	55.5		7.5	47.9	0.0	0.0	5.0	13.6	29.3								
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	67.9	45.4%	15.2	52.6	0.0	4.0	5.7	13.6	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																	
Prop. 108	0.0																
Prop. 116	0.0																
Guideway - Art XIX	0.0																
Guideway - TP&D/TCI	12.3		0.0	12.3	0.0	0.0	4.3	8.0									
State/Local Partnership	0.0																
STA	0.0																
TSM ISTE A Match	0.3		0.3	0.0	0.0												
State ISTE A	10.0			10.0	0.0		10.0										
Subtotal State	22.5	15.1%	0.3	22.3	0.0	0.0	14.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																	
Section 3 - Bus Discretionary	34.2		12.2	22.0	0.0	8.0	7.0	7.0									
Section 3 - Rail Mod.	0.0																
Section 9	3.3		0.0	3.3	0.0	0.0	3.3										
ISTEA	2.0		2.0	0.0	0.0	0.0	0.0										
TEA	19.6		0.0	19.6	0.0	19.6											
Subtotal Federal	59.1	39.5%	14.2	44.9	0.0	27.6	10.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																	
Flexible Congestion Relief	0.0																
Subtotal Mixed	0.0	0.0%	0.0	0.0	0.0	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 Revenues	149.5	100.0%	29.7	119.8	0.0	31.6	30.3	28.6	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	-	(0.0)	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	(0.0)	-	0.0	(0.0)	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1 Information based on Dennis Newjahr revised funding plan and memo of 10/6/94.

MTA Long Range Transportation Plan
 Union Station Gateway Transit Center
 Adopted Long Range Plan - March 22, 1995

20 Years
 (\$ millions)

Revenue Operations	Project Type Date (ROD)	N/A N/A	Start Yr Dur (Yr)	1993 5	Project Spending Curve												
					N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013		
PROJECT COSTS																	
Non-ROW Project Costs	0.0	-		0.0	0.0												
Right of Way (ROW)				0.0	0.0												
MTA Project Budget (Inflation Included)	0.0	-	29.7	119.8	0.0												
Total Capital Costs Inflated	149.5	-	29.7	119.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Rehabilitation and Replacement	0.0			0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	-0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Other Local																	
L.A. City Funds (Prop C Local Return)	7.7		7.7	0.0	0.0												
Other Jurisdictions	0.0																
Benefit Assessments	0.0																
TDA Article 4	0.0																
Prop C 10%	4.7		0.0	4.7	0.0												
Prop C 25%	55.5		7.5	47.9	0.0												
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	67.9	45.4%	15.2	52.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
State																	
Prop. 108	0.0																
Prop. 116	0.0																
Guideway - Art XIX	0.0																
Guideway - TP&D/TCI	12.3		0.0	12.3	0.0												
State/Local Partnership	0.0																
STA	0.0																
TSM ISTE A Match	0.3		0.3	0.0	0.0												
State ISTE A	10.0			10.0	0.0												
Subtotal State	22.5	15.1%	0.3	22.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Federal																	
Section 3 - Bus Discretionary	34.2		12.2	22.0	0.0												
Section 3 - Rail Mod.	0.0																
Section 9	3.3		0.0	3.3	0.0												
ISTEA	2.0		2.0	0.0	0.0												
TEA	19.6		0.0	19.6	0.0												
Subtotal Federal	59.1	39.5%	14.2	44.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Mixed																	
Flexible Congestion Relief	0.0																
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	149.5	100.0%	29.7	119.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Surplus/(Shortfall)	0.0	-	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
MTA Local Prop. A, C or Financing Funding Needed	(0.0)	-	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

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NOTES:

1. Information based on Dennis Newjahr revised funding plan and memo of 10/6/94.

MTA Long Range Transportation Plan

Bus Operations – All Operators

10– Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
			Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
Local														
Fare Revenues	3,373.6	5,156.0	8,529.6	39.0%	252.4	283.8	307.9	320.0	332.3	345.9	360.1	374.8	390.2	406.1
Proposition A – Discretionary (40%)	1,731.4	3,253.1	4,984.5	22.8%	131.8	136.8	147.8	155.6	164.4	175.4	186.5	198.7	210.5	223.9
Proposition A – Local Return (Hist Avg.)	164.5	248.5	412.9	1.9%	12.0	13.5	14.5	15.5	16.4	17.1	17.8	18.5	19.2	20.0
Proposition C – Discretionary (40%)	413.6	584.8	998.4	4.6%	59.8	49.4	31.1	36.1	38.5	39.6	39.9	39.7	40.3	39.2
Proposition C – Local Return	44.7	89.4	134.1	0.6%	6.5	2.3	2.6	3.4	3.5	4.5	4.9	5.3	5.6	6.0
TDA Article 4	1,735.6	2,637.7	4,373.3	20.0%	133.0	157.7	160.6	166.8	174.9	175.9	181.4	187.9	194.8	202.6
Proposition C 5% Security	113.9	223.5	337.4	1.5%	8.8	8.9	9.6	10.1	10.7	11.4	12.3	13.2	14.0	15.0
Other (Advertising, Auxiliary & Charter)	476.3	563.7	1,040.0	4.8%	121.4	30.1	33.9	37.2	38.6	40.0	41.4	43.0	44.5	46.2
Local Interest	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	8,053.5	12,756.6	20,810.1	95.1%	725.8	682.5	708.0	744.7	779.3	809.7	844.2	881.0	919.2	959.1
State														
STA – Revenue Share	105.7	156.9	262.6	1.2%	9.5	9.5	9.5	9.5	9.5	10.7	11.2	11.6	12.1	12.6
Subtotal State	105.7	156.9	262.6	1.2%	9.5	9.5	9.5	9.5	9.5	10.7	11.2	11.6	12.1	12.6
Federal														
Section 9 (operating)	410.9	406.0	816.9	3.7%	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Subtotal Federal	410.9	406.0	816.9	3.7%	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Interest 3.0% (MTA)	0.0	2.1	2.1	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SOURCES	8,570.1	13,321.6	21,891.7	100.0%	780.8	732.6	758.1	794.8	829.4	861.0	896.0	933.3	971.9	1,012.3
USES OF FUNDS														
Number of Expansion Buses (Cumulative)														
Bus Operations	8,311.1	12,906.7	21,217.8	97.1%	760.6	712.9	736.4	769.4	803.1	833.6	867.5	904.1	941.5	982.0
Bus Security	257.8	377.6	635.4	2.9%	19.1	19.7	21.7	25.3	26.3	27.4	28.5	29.2	30.4	30.3
TOTAL USES	8,569.0	13,284.3	21,853.2	100.0%	779.7	732.6	758.1	794.7	829.4	861.0	896.0	933.3	971.9	1,012.3
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	0.0	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.2
Annual Net Change to Cash Balance	1.2	37.3	38.5	–	1.1	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance	–	–	–	–	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.2	1.2

MTA Long Range Transportation Plan
 Bus Operations – All Operators

20–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94–03	04–13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Fare Revenues	3,373.6	5,156.0	8,529.6	39.0%	423.6	441.8	460.8	480.6	501.2	522.8	545.2	568.6	593.0	618.4
Proposition A – Discretionary (40%)	1,731.4	3,253.1	4,984.5	22.8%	238.7	254.9	272.4	291.3	310.0	332.6	353.8	376.6	399.6	423.2
Proposition A – Local Return (Hist Avg.)	164.5	248.5	412.9	1.9%	20.8	21.6	22.4	23.3	24.2	25.2	26.2	27.2	28.2	29.3
Proposition C – Discretionary (40%)	413.6	584.8	998.4	4.6%	45.3	48.1	50.4	53.4	57.9	58.2	60.8	64.8	69.9	76.2
Proposition C – Local Return	44.7	89.4	134.1	0.6%	6.5	6.9	7.4	8.0	8.5	9.1	9.8	10.4	11.1	11.7
TDA Article 4	1,735.6	2,637.7	4,373.3	20.0%	208.8	219.1	230.9	242.4	253.5	268.3	282.9	296.7	310.6	324.5
Proposition C 5% Security	113.9	223.5	337.4	1.5%	16.1	17.3	18.6	19.9	21.3	22.9	24.4	26.0	27.7	29.4
Other (Advertising, Auxiliary & Charter)	476.3	563.7	1,040.0	4.8%	47.8	49.6	51.3	53.2	55.1	57.1	59.1	61.3	63.5	65.8
Local Interest	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	8,053.5	12,756.6	20,810.1	95.1%	1,007.6	1,059.2	1,114.2	1,172.0	1,231.8	1,296.1	1,362.2	1,431.5	1,503.6	1,578.5
State														
STA – Revenue Share	105.7	156.9	262.6	1.2%	13.1	13.6	14.2	14.7	15.3	15.9	16.5	17.2	17.8	18.5
Subtotal State	105.7	156.9	262.6	1.2%	13.1	13.6	14.2	14.7	15.3	15.9	16.5	17.2	17.8	18.5
Federal														
Section 9 (operating)	410.9	406.0	816.9	3.7%	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Subtotal Federal	410.9	406.0	816.9	3.7%	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Interest 3.0% (MTA)	0.0	2.1	2.1	0.0%	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.4	0.6	0.8
TOTAL SOURCES	8,570.1	13,321.6	21,891.7	100.0%	1,061.3	1,113.4	1,169.0	1,227.3	1,287.7	1,352.7	1,419.5	1,489.6	1,562.6	1,638.5
USES OF FUNDS														
Number of Expansion Buses (Cumulative)						60	90	120	150	180	210	240	270	300
Bus Operations	8,311.1	12,906.7	21,217.8	97.1%	1,030.6	1,080.8	1,134.0	1,191.8	1,248.4	1,310.2	1,373.9	1,441.2	1,511.4	1,584.6
Bus Security	257.8	377.6	635.4	2.9%	31.6	32.8	34.1	35.5	36.8	38.3	39.8	41.3	42.9	44.6
TOTAL USES	8,569.0	13,284.3	21,853.2	100.0%	1,062.2	1,113.6	1,168.1	1,227.3	1,285.2	1,348.5	1,413.7	1,482.5	1,554.2	1,629.1
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	1.2	0.3	0.2	1.1	1.1	3.6	7.8	13.6	20.8	29.1
Annual Net Change to Cash Balance	1.2	37.3	38.5	–	(0.9)	(0.1)	0.9	0.0	2.5	4.2	5.8	7.2	8.4	9.4
Ending Fiscal Year Cash Balance	–	–	–	–	0.3	0.2	1.1	1.1	3.6	7.8	13.6	20.8	29.1	38.5

MTA Long Range Transportation Plan
 Bus Operations – MTA Operations

10–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years		20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	94–03	04–13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
SOURCES OF FUNDS															
	20 Yr. Avg. Fare Rec. Ratio:														
Local															
Fare Revenues	46%	2,924.7	4,374.6	7,299.3	44.3%	216.9	245.7	266.4	277.3	288.6	300.4	312.7	325.4	338.7	352.5
Proposition A – Discretionary (40%)		1,219.6	2,244.9	3,464.5	21.0%	94.9	96.6	103.2	108.3	113.8	121.3	130.9	140.5	149.7	160.4
Proposition A – Local Return (Hist Avg.)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)		185.2	154.1	339.3	2.1%	35.6	26.8	12.1	15.2	15.6	16.0	16.2	16.0	16.4	15.3
Proposition C – Local Return		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4		1,354.5	1,748.5	3,103.0	18.8%	112.2	123.5	126.1	129.0	135.2	138.9	141.5	145.1	149.2	153.7
Proposition C 5% Security		113.9	223.5	337.4	2.0%	8.8	8.9	9.6	10.1	10.7	11.4	12.3	13.2	14.0	15.0
Other (Advertising, Auxiliary & Charter)		412.6	492.2	904.8	5.5%	115.8	22.0	27.8	31.2	32.5	33.8	35.2	36.6	38.1	39.7
Subtotal Local		6,210.5	9,237.8	15,448.3	93.7%	584.2	523.5	545.2	571.1	596.5	621.7	648.7	676.8	706.1	736.6
State															
STA – Revenue Share		88.8	131.8	220.6	1.3%	8.0	8.0	8.0	8.0	8.0	9.0	9.4	9.8	10.2	10.6
Subtotal State		88.8	131.8	220.6	1.3%	8.0	8.0	8.0	8.0	8.0	9.0	9.4	9.8	10.2	10.6
Federal															
Section 9 (operating)		410.9	406.0	816.9	5.0%	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Subtotal Federal		410.9	406.0	1,182.3	7.2%	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Interest 3.0% (MTA)		0.0	0.0	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 SOURCES		6,710.2	9,775.6	16,485.8	100.0%	637.7	572.1	593.8	619.7	645.0	671.3	698.7	727.2	756.9	787.8
USES OF FUNDS															
Bus Operations		6,451.3	9,398.0	15,849.3	96.1%	617.5	552.4	572.1	594.4	618.8	644.0	670.2	698.0	726.4	757.4
Bus Security		257.8	377.6	635.4	3.9%	19.1	19.7	21.7	25.3	26.2	27.5	28.5	29.2	30.4	30.3
TOTAL USES		6,709.1	9,775.6	16,484.7	100.0%	636.6	572.1	593.8	619.7	645.0	671.3	698.7	727.2	756.9	787.8
CASH BALANCE ACCOUNT															
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		1.1	0.0	1.1		1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0
Ending Fiscal Year Cash Balance				1.1		1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)

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MTA Long Range Transportation Plan
 Bus Operations – MTA Operations

20 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94-03	Years 04-13	20 – Year ('94 – '13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
SOURCES OF FUNDS															
	<u>20 Yr.Avg. Fare Rec. Ratio:</u>														
Local															
Fare Revenues	46%	2,924.7	4,374.6	7,299.3	44.3%	366.2	380.5	395.3	410.7	426.6	443.2	460.5	478.4	497.0	516.3
Proposition A – Discretionary (40%)		1,219.6	2,244.9	3,464.5	21.0%	172.2	182.1	192.6	204.0	216.3	228.8	241.0	254.9	269.1	283.9
Proposition A – Local Return (Hist Avg.)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)		185.2	154.1	339.3	2.1%	15.5	15.5	15.5	15.6	15.5	15.4	15.4	15.3	15.2	15.2
Proposition C – Local Return		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4		1,354.5	1,748.5	3,103.0	18.8%	156.3	160.1	164.3	168.3	172.1	176.1	181.2	185.5	190.1	194.6
Proposition C 5% Security		113.9	223.5	337.4	2.0%	16.1	17.3	18.6	19.9	21.3	22.9	24.4	26.0	27.7	29.4
Other (Advertising, Auxiliary & Charter)		412.6	492.2	904.8	5.5%	41.2	42.8	44.5	46.2	48.0	49.9	51.8	53.8	55.9	58.1
Subtotal Local		6,210.5	9,237.8	15,448.3	93.7%	767.6	798.2	830.8	864.6	899.8	936.3	974.3	1,013.8	1,054.9	1,097.5
State															
STA – Revenue Share		88.8	131.8	220.6	1.3%	11.0	11.4	11.9	12.4	12.9	13.4	13.9	14.4	15.0	15.6
Subtotal State		88.8	131.8	220.6	1.3%	11.0	11.4	11.9	12.4	12.9	13.4	13.9	14.4	15.0	15.6
Federal															
Section 9 (operating)		410.9	406.0	816.9	5.0%	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Subtotal Federal		410.9	406.0	1,182.3	7.2%	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Interest 3.0% (MTA)		0.0	0.0	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 SOURCES		6,710.2	9,775.6	16,485.8	100.0%	819.2	850.3	883.3	917.5	953.2	990.3	1,028.8	1,068.9	1,110.5	1,153.6
USES OF FUNDS															
Bus Operations		6,451.3	9,398.0	15,849.3	96.1%	787.5	817.5	849.2	882.0	916.5	952.0	989.0	1,027.5	1,067.6	1,109.1
Bus Security		257.8	377.6	635.4	3.9%	31.6	32.8	34.1	35.5	36.8	38.3	39.8	41.3	42.9	44.6
TOTAL USES		6,709.1	9,775.6	16,484.7	100.0%	819.2	850.3	883.3	917.5	953.2	990.3	1,028.8	1,068.9	1,110.5	1,153.6
CASH BALANCE ACCOUNT															
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		1.1	0.0	1.1		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				1.1		(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

**MTA Long Range Transportation Plan
Bus Operations – MTA Expansion**

10 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94 – 03	Years 04 – 13	20 – Year ('94 – '13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
			Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
	<u>20 Yr. Avg. Fare Rec. Ratio:</u>													
Local														
Fare Revenues	20%	0.0	102.2	102.2	20.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A – Discretionary (40%)		0.0	138.8	138.8	27.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A – Local Return (Hist Avg.)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)		0.0	107.3	107.3	21.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Local Return		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4		0.0	162.6	162.6	31.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C 5% Security		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local		0.0	510.9	510.9	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State														
STA – Revenue Share		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
Section 9 (operating)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)		0.0	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 SOURCES		0.0	510.9	510.9	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
USES OF FUNDS														
Number of Expansion Buses (Cumulative)														
Bus Operations		0.0	511.1	511.1	100.0%	0	0	0	0	0	0	0	0	0
Bus Security					0.0%									
TOTAL USES		0.0	511.1	511.1	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CASH BALANCE ACCOUNT														
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	(0.1)	(0.1)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance				(0.1)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MTA Long Range Transportation Plan
 Bus Operations – MTA Expansion

20 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13)		2009	2004	2005	2006	2007	2008	2009	2010	2011	2012	
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
SOURCES OF FUNDS															
<i>20 Yr. Avg. Fare Rec. Ratio:</i>															
Local															
Fare Revenues	20%	0.0	102.2	102.2	20.0%	1.5	3.1	4.8	6.6	8.6	10.7	13.0	15.4	18.0	20.7
Proposition A – Discretionary (40%)		0.0	138.8	138.8	27.2%	0.0	2.4	5.3	8.2	10.5	15.1	19.1	22.7	26.1	29.4
Proposition A – Local Return (Hist Avg.)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)		0.0	107.3	107.3	21.0%	5.8	7.0	7.6	8.7	11.5	9.8	10.3	12.2	15.2	19.2
Proposition C – Local Return		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4		0.0	162.6	162.6	31.8%	0.0	2.8	6.2	9.5	12.3	17.8	22.4	26.6	30.6	34.4
Proposition C 5% Security		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local		0.0	510.9	510.9	100.0%	7.3	15.3	23.9	33.0	42.9	53.4	64.8	76.9	89.9	103.7
State															
STA – Revenue Share		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Section 9 (operating)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)		0.0	0.0	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 SOURCES		0.0	510.9	510.9	100.0%	7.3	15.3	23.9	33.0	42.9	53.4	64.8	76.9	89.9	103.7
USES OF FUNDS															
Number of Expansion Buses (Cumulative)						24	48	72	96	120	144	168	192	216	240
Bus Operations		0.0	511.1	511.1	100.0%	7.3	15.3	23.8	33.0	42.9	53.4	64.8	76.9	89.9	103.7
Bus Security					0.0%										
TOTAL USES		0.0	511.1	511.1	100.0%	7.3	15.3	23.8	33.0	42.9	53.4	64.8	76.9	89.9	103.7
CASH BALANCE ACCOUNT															
Beginning Fiscal Year Cash Balance				0.0		0.0	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.2)
Annual Net Change to Cash Balance		0.0	(0.1)	(0.1)		(0.1)	(0.0)	0.0	(0.0)	0.0	(0.0)	(0.0)	(0.0)	(0.0)	0.0
Ending Fiscal Year Cash Balance				(0.1)		(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.1)	(0.2)	(0.1)

**MTA Long Range Transportation Plan
Bus Operations – Municipal Operators**

10 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20 – Year ('94 – '13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	94 – 03	04 – 13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
SOURCES OF FUNDS															
	20 Yr. Avg. Fare Rec. Ratio:														
Local															
Fare Revenues	27%	435.7	642.0	1,077.7	26.9%	35.2	37.2	40.4	41.5	42.4	44.1	45.9	47.8	49.7	51.7
Proposition A – Discretionary (40%)		423.6	645.1	1,068.7	26.7%	30.0	33.3	37.1	39.5	42.3	45.3	46.1	48.0	49.9	52.0
Proposition A – Local Return (from TIP)		164.5	248.5	412.9	10.3%	12.0	13.5	14.5	15.5	16.4	17.1	17.8	18.5	19.2	20.0
Proposition C – Discretionary (40%)		42.9	24.0	66.9	1.7%	17.6	5.3	2.6	2.7	2.7	2.4	2.4	2.4	2.4	2.4
Proposition C – Local Return		44.7	89.4	134.1	3.3%	6.5	2.3	2.6	3.4	3.5	4.5	4.9	5.3	5.6	6.0
TDA Article 4		381.1	686.5	1,067.6	26.7%	20.8	34.2	34.5	37.7	39.7	37.0	39.9	42.8	45.6	48.9
Proposition C 5% Security		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)		63.6	71.6	135.2	3.4%	5.6	8.1	6.1	6.0	6.1	6.2	6.3	6.3	6.4	6.5
Subtotal Local		1,556.2	2,407.0	3,963.1	99.0%	127.8	133.9	137.8	146.3	153.1	156.6	163.2	171.1	179.0	187.6
State															
STA – Revenue Share		16.9	25.1	42.0	1.0%	1.5	1.5	1.5	1.5	1.5	1.7	1.8	1.9	1.9	2.0
Subtotal State		16.9	25.1	42.0	1.0%	1.5	1.5	1.5	1.5	1.5	1.7	1.8	1.9	1.9	2.0
Federal															
Section 9 (operating)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)		0.0	0.0	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 SOURCES		1,573.1	2,432.1	4,005.2	100.0%	129.3	135.4	139.3	147.8	154.6	158.3	165.0	172.9	180.9	189.6
USES OF FUNDS															
Bus Operations		1,573.1	2,432.1	4,005.2	100.0%	129.3	135.4	139.3	147.8	154.6	158.3	165.0	172.9	180.9	189.6
Bus Security		0.0	0.0	0.0	0.0%										
TOTAL USES		1,573.1	2,432.1	4,005.2	100.0%	129.3	135.4	139.3	147.8	154.6	158.3	165.0	172.9	180.9	189.6
CASH BALANCE ACCOUNT															
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	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

MTA Long Range Transportation Plan
 Bus Operations – Municipal Operators

20–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20–Year ('94 – '13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	94–03	04–13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
SOURCES OF FUNDS															
	<i>20 Yr. Avg. Fare Rec. Ratio:</i>														
Local															
Fare Revenues	27%	435.7	642.0	1,077.7	26.9%	53.7	55.8	58.0	60.3	62.6	65.0	67.6	70.2	72.9	75.8
Proposition A – Discretionary (40%)		423.6	645.1	1,068.7	26.7%	54.0	56.1	58.3	60.6	62.9	65.4	67.9	70.5	73.3	76.1
Proposition A – Local Return (from TIP)		164.5	248.5	412.9	10.3%	20.8	21.6	22.4	23.3	24.2	25.2	26.2	27.2	28.2	29.3
Proposition C – Discretionary (40%)		42.9	24.0	66.9	1.7%	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Proposition C – Local Return		44.7	89.4	134.1	3.3%	6.5	6.9	7.4	8.0	8.5	9.1	9.8	10.4	11.1	11.7
TDA Article 4		381.1	686.5	1,067.6	26.7%	52.5	55.5	58.7	64.2	65.8	69.9	73.5	77.7	82.1	86.6
Proposition C 5% Security		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)		63.6	71.6	135.2	3.4%	6.6	6.7	6.9	7.0	7.1	7.2	7.3	7.5	7.6	7.7
Subtotal Local		1,556.2	2,407.0	3,963.1	99.0%	196.6	205.2	214.2	225.6	233.6	244.2	254.6	265.9	277.6	289.7
State															
STA – Revenue Share		16.9	25.1	42.0	1.0%	2.1	2.2	2.3	2.4	2.4	2.5	2.6	2.7	2.9	3.0
Subtotal State		16.9	25.1	42.0	1.0%	2.1	2.2	2.3	2.4	2.4	2.5	2.6	2.7	2.9	3.0
Federal															
Section 9 (operating)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)		0.0	0.0	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 SOURCES		1,573.1	2,432.1	4,005.2	100.0%	198.6	207.3	216.4	228.0	236.0	246.7	257.2	268.6	280.4	292.7
USES OF FUNDS															
Bus Operations		1,573.1	2,432.1	4,005.2	100.0%	198.6	207.3	216.4	228.0	236.0	246.7	257.2	268.6	280.4	292.7
Bus Security		0.0	0.0	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 USES		1,573.1	2,432.1	4,005.2	100.0%	198.6	207.3	216.4	228.0	236.0	246.7	257.2	268.6	280.4	292.7
CASH BALANCE ACCOUNT															
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	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

MTA Long Range Transportation Plan
 Bus Operations – Municipal Operators Expansion

10 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20 – Year ('94 – '13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	94 – 03	04 – 13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
SOURCES OF FUNDS															
	20 Yr. Avg. Fare Rec. Ratio:														
Local															
Fare Revenues	20%	0.0	14.1	14.1	13.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A – Discretionary (40%)		0.0	51.8	51.8	47.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A – Local Return (from TIP)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Local Return		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4		0.0	40.1	40.1	37.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C 5% Security		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local		0.0	106.0	106.0	98.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
STA – Revenue Share		0.0	0.0	0.0	0.0%										
Subtotal State		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Section 9 (operating)		0.0	0.0	0.0	0.0%										
Subtotal Federal		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)		0.0	2.1	2.1	1.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SOURCES		0.0	108.1	108.1	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
USES OF FUNDS															
Number of Expansion Buses (Cumulative)															
Bus Operations		0.0	70.6	70.6	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Security					0.0%										
TOTAL USES		0.0	70.6	70.6	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CASH BALANCE ACCOUNT															
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	37.5	37.5		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				37.5		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Notes:

MTA Long Range Transportation Plan
 Bus Operations – Municipal Operators Expansion

20–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
SOURCES OF FUNDS															
	<u>20 Yr.Avg. Fare Rec. Ratio</u>														
Local															
Fare Revenues	20%	0.0	14.1	14.1	13.1%	0.2	0.4	0.7	0.9	1.2	1.5	1.8	2.1	2.5	2.9
Proposition A – Discretionary (40%)		0.0	51.8	51.8	47.9%	0.0	0.9	1.9	3.2	3.9	5.6	7.0	8.4	9.8	11.1
Proposition A – Local Return (from TIP)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Local Return		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4		0.0	40.1	40.1	37.1%	0.0	0.7	1.6	0.5	3.3	4.5	5.8	6.9	7.9	8.9
Proposition C 5% Security		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local		0.0	106.0	106.0	98.1%	0.2	2.0	4.2	4.6	8.4	11.6	14.6	17.4	20.2	22.9
State															
STA – Revenue Share		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Section 9 (operating)		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal		0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)		0.0	2.1	2.1	1.9%	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.4	0.6	0.8
TOTAL SOURCES		0.0	108.1	108.1	100.0%	0.2	2.0	4.2	4.6	8.4	11.7	14.8	17.8	20.8	23.7
USES OF FUNDS															
Number of Expansion Buses (Cumulative)						6	12	18	24	30	36	42	48	54	60
Bus Operations		0.0	70.6	70.6	100.0%	1.0	2.1	3.3	4.6	5.9	7.4	9.0	10.6	12.4	14.3
Bus Security					0.0%										
TOTAL USES		0.0	70.6	70.6	100.0%	1.0	2.1	3.3	4.6	5.9	7.4	9.0	10.6	12.4	14.3
CASH BALANCE ACCOUNT															
Beginning Fiscal Year Cash Balance				0.0		0.0	(0.8)	(0.9)	(0.0)	0.0	2.5	6.7	12.6	19.8	28.1
Annual Net Change to Cash Balance		0.0	37.5	37.5		(0.8)	(0.1)	0.9	0.1	2.5	4.3	5.8	7.2	8.4	9.4
Ending Fiscal Year Cash Balance				37.5		(0.8)	(0.9)	(0.0)	0.0	2.5	6.7	12.6	19.8	28.1	37.5

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Notes:

MTA Long Range Transportation Plan
 Bus Operations – ADA/Paratransit

10 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20 – Year ('94 – '13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	94 – 03	04 – 13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
Local														
Fare Revenues	13.1	23.0	36.2	6.9%	0.4	0.8	1.1	1.2	1.3	1.4	1.6	1.7	1.8	1.9
Proposition A – Discretionary (40%)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A – Local Return (Hist Avg.)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)	185.5	299.4	484.9	93.1%	6.6	17.3	16.4	18.2	20.2	21.2	21.3	21.3	21.5	21.5
Proposition C – Local Return	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C 5% Security	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	198.6	322.5	521.1	100.0%	7.0	18.1	17.5	19.4	21.5	22.6	22.9	23.0	23.3	23.4
State														
STA – Revenue Share	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
Section 9 (operating)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)	0.0	0.0	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 SOURCES	198.6	322.5	521.1	100.0%	7.0	18.1	17.5	19.4	21.5	22.6	22.9	23.0	23.3	23.4
USES OF FUNDS														
Bus Operations	198.6	322.5	521.1	100.0%	7.0	18.1	17.5	19.4	21.5	22.6	22.9	23.0	23.3	23.4
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	198.6	322.5	521.1	100.0%	7.0	18.1	17.5	19.4	21.5	22.6	22.9	23.0	23.3	23.4
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			0.0		0.0	(0.0)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1
Annual Net Change to Cash Balance	0.1	0.0	0.1		(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			0.1		(0.0)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1

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MTA Long Range Transportation Plan
 Bus Operations – ADA/Paratransit

20 – Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years	Years	20 – Year ('94 – '13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94 – 03	04 – 13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Fare Revenues	13.1	23.0	36.2	6.9%	1.9	2.0	2.1	2.2	2.2	2.3	2.4	2.5	2.6	2.7
Proposition A – Discretionary (40%)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition A – Local Return (Hist Avg.)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)	185.5	299.4	484.9	93.1%	21.6	23.2	24.9	26.7	28.5	30.6	32.7	34.9	37.1	39.4
Proposition C – Local Return	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C 5% Security	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	198.6	322.5	521.1	100.0%	23.6	25.2	26.9	28.8	30.7	33.0	35.1	37.4	39.7	42.1
State														
STA – Revenue Share	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
Section 9 (operating)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)	0.0	0.0	0.0	0.0%										
TOTAL SOURCES	198.6	322.5	521.1	100.0%	23.6	25.2	26.9	28.8	30.7	33.0	35.1	37.4	39.7	42.1
USES OF FUNDS														
Bus Operations	198.6	322.5	521.1	100.0%	23.6	25.2	26.9	28.8	30.7	33.0	35.1	37.4	39.7	42.1
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	198.6	322.5	521.1	100.0%	23.6	25.2	26.9	28.8	30.7	33.0	35.1	37.4	39.7	42.1
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			0.0		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Annual Net Change to Cash Balance	0.1	0.0	0.1		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			0.1		0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

MTA Long Range Transportation Plan
 Bus Operations – Incentive Program/Service Expansion

10–Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
			Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
SOURCES OF FUNDS															
Local															
Fare 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	0.0	0.0	0.0
Proposition A – Discretionary (40%)	88.2	172.4	260.6	100.0%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6	
Proposition A – Local Return (Hist Avg.)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Proposition C – Discretionary (40%)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Proposition C – Local Return	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA Article 4	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Proposition C 5% Security	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other (Advertising, Auxiliary & Charter)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Local	88.2	172.4	260.6	100.0%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6	
State															
STA – Revenue Share	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal															
Section 9 (operating)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Federal	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Interest 3.0% (MTA)	0.0	0.0	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 SOURCES	88.2	172.4	260.6	100.0%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6	
USES OF FUNDS															
Bus Operations	88.2	172.4	260.6	100.0%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6	
Bus Security	0.0	0.0	0.0	0.0%											
TOTAL USES	88.2	172.4	260.6	100.0%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6	
CASH BALANCE ACCOUNT															
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	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	

MTA Long Range Transportation Plan
 Bus Operations – Incentive Program/Service Expansion

20 – Years

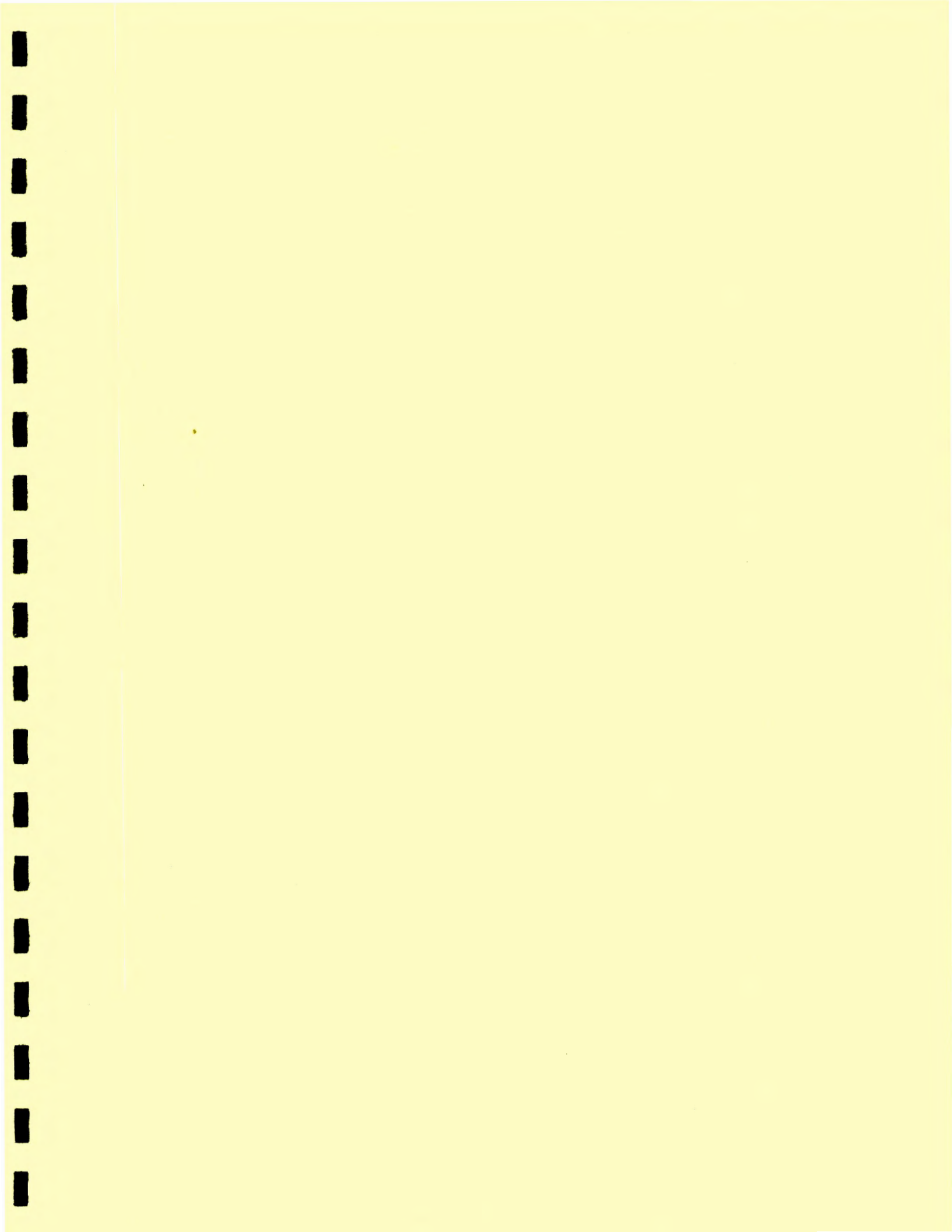
Adopted Long Range Plan – March 22, 1995

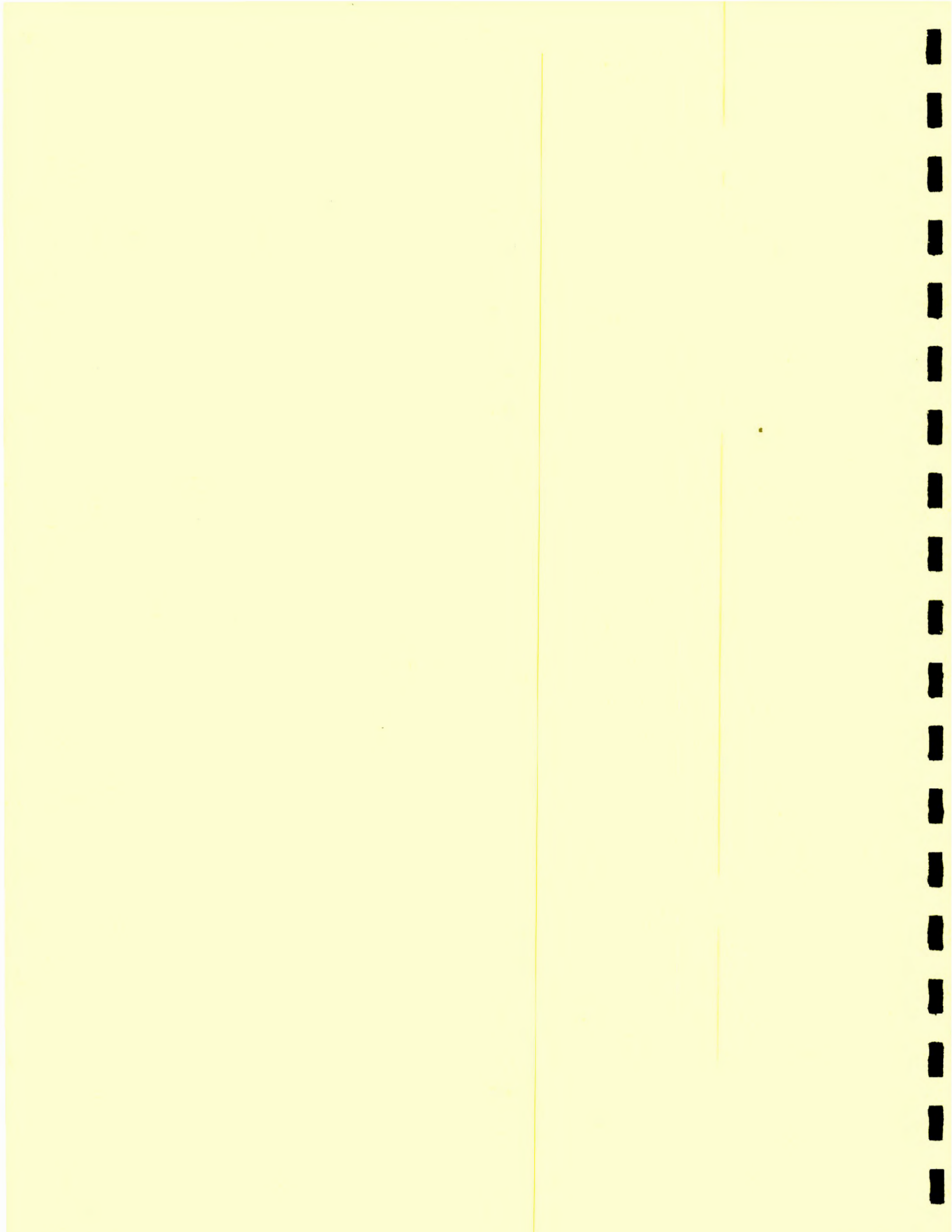
(\$ millions)

	Years 94 – 03	Years 04 – 13	20 – Year ('94 – '13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Fare 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	0.0	0.0
Proposition A – Discretionary (40%)	88.2	172.4	260.6	100.0%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
Proposition A – Local Return (Hist Avg.)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Discretionary (40%)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C – Local Return	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Proposition C 5% Security	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other (Advertising, Auxiliary & Charter)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	88.2	172.4	260.6	100.0%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
State														
STA – Revenue Share	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
Section 9 (operating)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)	0.0	0.0	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 SOURCES	88.2	172.4	260.6	100.0%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
USES OF FUNDS														
Bus Operations	88.2	172.4	260.6	100.0%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	88.2	172.4	260.6	100.0%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
CASH BALANCE ACCOUNT														
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	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

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Rail Capital Summary

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MTA Long Range Transportation Plan

Rail Capital

Adopted Long Range Plan - March 22, 1995

10-Years

(\$ millions)

	Years	Years	20-Year ('94-'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	94-03	04-13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
Local														
Proposition A 35% - Direct	1,543.8	3,017.4	4,561.2	26.2%	120.2	122.3	130.6	137.1	144.1	153.5	165.7	177.9	189.5	203.0
Proposition C 40% - Direct	589.6	1,151.1	1,740.8	10.0%	41.2	49.7	73.2	69.9	60.3	52.9	60.4	64.4	67.8	49.8
L.A. City Funds	259.1	270.6	529.7	3.0%	14.4	17.7	39.5	38.5	40.9	41.2	40.1	10.7	9.4	6.8
TDA Article 4 (for Rail Rehab.)	0.0	230.0	230.0	1.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Benefit Assessments	38.9	0.0	38.9	0.2%	0.0	0.0	0.0	0.0	25.4	0.0	13.5	0.0	0.0	0.0
Other/Prop. C 25%	435.9	0.0	435.9	2.5%	176.0	95.2	48.2	54.1	43.2	19.2	0.0	0.0	0.0	0.0
Local Agency Funds	0.0	0.0	0.0	0.0%	0.0	7.0	(7.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 10% (Metrolink Cap & CR Staff Support)	90.7	118.6	209.3	1.2%	0.0	5.5	8.7	9.5	10.1	11.3	11.3	11.4	11.4	11.5
SB 1995 Trust Fund (MOS-3 N Hollywood)	45.9	0.0	45.9	0.3%	14.9	9.9	7.0	3.0	7.3	3.8	0.0	0.0	0.0	0.0
Subtotal Local	3,003.8	4,787.8	7,791.6	44.8%	366.7	307.3	300.3	312.1	331.2	281.8	290.9	264.4	278.0	271.1
State														
TP&D/STA	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/Art XIX	7.0	0.0	7.0	0.0%	1.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/TCI	97.9	0.0	97.9	0.6%	2.7	11.2	3.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
FCR	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop 108	43.6	0.0	43.6	0.3%	32.4	10.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
State/Local Partnership	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop 116	197.1	0.0	197.1	1.1%	20.3	79.7	34.0	18.8	9.4	5.0	10.0	20.0	0.0	0.0
Other State Source/State TSM	21.5	32.4	53.9	0.3%	0.0	4.0	2.6	3.1	4.5	4.7	2.6	0.0	0.0	0.0
State ISTE A	346.8	0.0	346.8	2.0%	0.0	78.5	0.0	25.0	0.0	40.4	42.2	88.4	72.3	0.0
Other State/State Hwy Acct	346.1	253.1	599.2	3.4%	0.0	0.0	57.2	54.1	43.2	61.1	87.6	42.9	0.0	0.0
Subtotal State	1,059.9	285.5	1,345.5	7.7%	56.7	189.0	97.3	112.5	68.6	123.9	153.9	162.8	83.8	11.5
Federal														
Section 3 - New Starts	1,852.6	2,692.7	4,545.3	26.1%	269.7	326.1	285.7	253.5	210.5	202.3	153.8	91.6	44.0	15.4
Section 3 - Rail Mod (Total Amount Available)	96.4	320.7	417.1	2.4%	0.0	9.7	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
Section 9	11.9	0.0	11.9	0.1%	0.0	0.0	6.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
ISTEA	156.1	250.0	406.1	2.3%	1.7	11.4	25.5	21.8	34.9	37.2	19.9	3.7	0.0	0.0
Subtotal Federal	2,117.0	3,263.4	5,380.4	31.0%	271.4	347.2	320.0	277.9	254.1	242.1	180.5	101.5	66.6	55.7
Financing Revenues:														
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	0.0	0.0	0.0	0.0%										
Sr Lien Bonds (Actuals/Trsry Fcst; Prop C)	42.2	0.0	42.2	0.2%	42.2									
Additional Senior Lien Bonds (from Model)	1,409.1	2,137.2	3,546.3	20.4%	0.0	0.0	111.1	328.3	328.3	151.5	212.1	116.2	121.2	40.4
Cross Border Lease Bonds	0.0	0.0	0.0	0.0%										
Subordinated Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial Paper	0.0	0.0	0.0	0.0%										
Debt Service Reserve Fund	0.0	(172.1)	(172.1)	-1.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capitalization of Interest (15%)	(217.7)	(320.6)	(538.3)	-3.1%	(6.3)	0.0	(16.7)	(49.2)	(49.2)	(22.7)	(31.8)	(17.4)	(18.2)	(6.1)
Bond Issuance Expense/Insurance (1%)	(14.1)	0.0	(14.1)	-0.1%	0.0	0.0	(1.1)	(3.3)	(3.3)	(1.5)	(2.1)	(1.2)	(1.2)	(0.4)
Subtotal Financing Revenues	1,219.5	1,644.5	2,864.1	16.5%	35.9	0.0	93.3	275.8	275.8	127.3	178.2	97.6	101.8	33.9
Interest Earnings:														
Short Term Earnings/Prop C Escrow 3.0%	0.4	2.2	2.6	0.0%	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
Subtotal Interest Earnings	0.4	2.2	2.6	0.0%	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1	0.0
TOTAL SOURCES	7,400.6	9,983.4	17,384.0	100.0%	730.7	843.5	810.9	978.2	929.7	775.2	803.5	626.3	530.3	372.2

**MTA Long Range Transportation Plan
Rail Capital**

Adopted Long Range Plan - March 22, 1995

10-Years

(\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
			Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
USES OF FUNDS															
Capital Investments:															
Metro Rail															
RED Seg-1 LAUPT to Wilshire/Alvarado	21.6	0.0	21.6	0.1%	6.0	13.3	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-2 to Wish/Wstrn & Hlywd/Vine	974.4	0.0	974.4	5.5%	266.1	258.5	213.8	121.0	86.2	28.3	0.5	0.0	0.0	0.0	
RED Seg-2 Station Enhancements	78.5	0.0	78.5	0.4%	5.9	25.8	30.9	13.6	1.8	0.3	0.2	0.0	0.0	0.0	
RED Seg-3 to N. Hlywd, Mid City, & Eastside	2,725.3	20.7	2,746.0	15.6%	92.3	192.9	364.6	480.0	513.8	358.9	357.6	210.1	113.7	41.5	
RED Extensions from Mid City & Eastside	0.0	4,352.9	4,352.9	24.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Metro Rail Subtotal	3,799.8	4,373.8	8,173.5	46.4%	370.3	490.5	610.9	615.3	601.8	387.5	358.3	210.1	113.7	41.5	
10% Capital Reserve - Metro Rail only	(0.0)	0.0	(0.0)	-0.0%	25.9	(4.5)	(9.3)	(3.5)	(5.8)	(2.8)	0.0	0.0	0.0	0.0	
BLUE Long Beach - Los Angeles	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
GREEN Norwalk - El Segundo	352.4	0.0	352.4	2.0%	191.2	120.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
BLUE Pasadena	979.4	0.0	979.4	5.6%	59.7	67.0	57.2	108.2	86.4	127.5	175.2	144.6	137.4	16.2	
"New Revenues" Projects	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Systemwide	86.4	80.7	167.2	0.9%	21.3	10.3	8.8	10.8	5.3	5.5	5.7	6.0	6.2	6.5	
Other Projects/Seg 3 Enhancements	93.4	0.0	93.4	0.5%	30.5	10.7	9.2	11.2	14.3	7.5	7.5	2.5	0.0	0.0	
LA Rail Car	256.0	0.0	256.0	1.5%	23.1	41.5	25.1	64.2	41.8	40.4	19.9	0.0	0.0	0.0	
RED San Fernando Valley East/West	4.1	1,012.4	1,016.5	5.8%	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Metrolink (Capital Only)	79.2	100.0	179.2	1.0%	0.0	4.4	7.6	8.3	8.9	10.0	10.0	10.0	10.0	10.0	
Subtotal Capital Investment	5,650.8	5,566.8	11,217.5	63.6%	726.1	740.0	750.7	814.4	752.6	575.6	576.6	373.2	267.3	74.2	
Other Agency Costs:															
Environmental Clearance/Study/Staffing Costs	203.1	213.6	416.7	2.4%	0.4	56.6	24.7	20.2	18.3	17.0	15.8	16.3	16.6	17.2	
Rehabilitation & Replacement	87.8	1,306.6	1,394.4	7.9%	0.0	0.0	0.1	5.6	4.2	6.4	5.2	15.8	14.3	36.3	
Financing Payments:															
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	1,002.2	1,034.0	2,036.2	11.5%	84.2	96.8	101.4	101.5	102.9	102.9	102.9	102.9	103.3	103.4	
Sr Lien Bonds (Actuals/Trsry Fcst; Prop C)	335.1	408.9	744.0	4.2%	6.1	17.0	29.4	37.3	40.9	40.9	40.9	40.9	40.9	40.9	
Additional Senior Lien Bonds (from Model)	372.7	1,450.0	1,822.7	10.3%	0.0	0.0	0.0	0.0	9.0	35.5	62.0	74.2	91.3	100.7	
Cross Border Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subordinated Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Commercial Paper	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Financing Payments	1,710.1	2,892.9	4,603.0	26.1%	90.3	113.8	130.8	138.8	152.8	179.3	205.8	218.0	235.5	245.0	
TOTAL USES	7,651.7	9,979.8	17,631.5	100.0%	816.8	910.4	906.3	979.0	927.9	778.3	803.3	623.2	533.7	372.7	
CASH BALANCE ACCOUNT															
Beginning Fiscal Year Cash Balance			251.4		251.4	165.3	98.4	3.0	2.2	4.0	0.9	1.0	4.2	0.8	
Annual Net Change to Cash Balance	(251.1)	3.6	(247.5)		(86.1)	(66.9)	(95.4)	(0.8)	1.8	(3.1)	0.1	3.1	(3.4)	(0.4)	
Ending Fiscal Year Cash Balance			3.9		165.3	98.4	3.0	2.2	4.0	0.9	1.0	4.2	0.8	0.3	
Gross Coverage Ratio (Props A & C)					1.79	1.46	1.44	1.48	1.35	1.15	1.05	1.07	1.06	1.04	
Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)					1.79	1.46	1.44	1.48	1.35	1.15	1.05	1.07	1.06	1.04	

MTA Long Range Transportation Plan
 Rail Capital

Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13) Total	%	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
SOURCES OF FUNDS														
Local														
Proposition A 35% – Direct	1,543.8	3,017.4	4,561.2	26.2%	218.0	233.5	250.5	268.6	287.1	308.8	329.3	351.4	373.6	396.5
Proposition C 40% – Direct	589.6	1,151.1	1,740.8	10.0%	69.7	82.9	76.7	89.1	100.7	119.3	135.0	149.4	164.0	164.2
L.A. City Funds	259.1	270.6	529.7	3.0%	3.2	9.5	14.9	20.3	29.5	39.3	42.8	45.2	40.2	25.8
TDA Article 4 (for Rail Rehab.)	0.0	230.0	230.0	1.3%	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Benefit Assessments	38.9	0.0	38.9	0.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other/Prop. C 25%	435.9	0.0	435.9	2.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Agency Funds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 10% (Metrolink Cap & CR Staff Support)	90.7	118.6	209.3	1.2%	11.6	11.6	11.7	11.7	11.8	11.9	12.0	12.0	12.1	12.2
SB 1995 Trust Fund (MOS-3 N Hollywood)	45.9	0.0	45.9	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	3,003.8	4,787.8	7,791.6	44.8%	325.4	360.7	376.9	412.7	452.1	502.3	542.0	581.0	613.0	621.7
State														
TP&D/STA	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/Art XIX	7.0	0.0	7.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/TCI	97.9	0.0	97.9	0.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FCR	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop 108	43.6	0.0	43.6	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State/Local Partnership	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop 116	197.1	0.0	197.1	1.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other State Source/State TSM	21.5	32.4	53.9	0.3%	0.0	1.3	1.3	2.6	2.6	5.2	5.2	3.9	5.2	5.2
State ISTE A	346.8	0.0	346.8	2.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other State/State Hwy Acct	346.1	253.1	599.2	3.4%	10.8	16.6	23.1	29.6	37.2	41.7	42.2	34.6	17.3	0.0
Subtotal State	1,059.9	285.5	1,345.5	7.7%	10.8	17.9	24.4	32.2	39.8	46.9	47.4	38.5	22.5	5.2
Federal														
Section 3 – New Starts	1,852.6	2,692.7	4,545.3	26.1%	28.5	84.8	149.3	202.9	294.6	392.7	427.5	452.0	402.4	257.8
Section 3 – Rail Mod (Total Amount Available)	96.4	320.7	417.1	2.4%	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
Section 9	11.9	0.0	11.9	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA	156.1	250.0	406.1	2.3%	0.0	10.0	10.0	20.0	20.0	40.0	40.0	30.0	40.0	40.0
Subtotal Federal	2,117.0	3,263.4	5,380.4	31.0%	65.6	131.4	193.2	254.0	349.6	464.8	498.1	510.0	469.1	327.4
Financing Revenues:														
Sr Lien Bonds (Actuals/Tsry Fcst; Prop A)	0.0	0.0	0.0	0.0%										
Sr Lien Bonds (Actuals/Tsry Fcst; Prop C)	42.2	0.0	42.2	0.2%										
Additional Senior Lien Bonds (from Model)	1,409.1	2,137.2	3,546.3	20.4%	0.0	0.0	38.1	261.0	119.6	239.3	233.8	717.8	174.0	353.5
Cross Border Lease Bonds	0.0	0.0	0.0	0.0%										
Subordinated Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial Paper	0.0	0.0	0.0	0.0%										
Debt Service Reserve Fund	0.0	(172.1)	(172.1)	-1.0%	0.0	0.0	(3.1)	(21.0)	(9.6)	(19.3)	(18.8)	(57.8)	(14.0)	(28.5)
Capitalization of Interest (15%)	(217.7)	(320.6)	(538.3)	-3.1%	0.0	0.0	(5.7)	(39.2)	(17.9)	(35.9)	(35.1)	(107.7)	(26.1)	(53.0)
Bond Issuance Expense/Insurance (1%)	(14.1)	0.0	(14.1)	-0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing Revenues	1,219.5	1,644.5	2,864.1	16.5%	0.0	0.0	29.3	200.9	92.1	184.1	180.0	552.4	133.9	272.0
Interest Earnings:														
Short Term Earnings/Prop C Escrow	3.0%	0.4	2.2	2.6	0.0%	0.0	1.3	0.4	0.1	0.1	0.0	0.1	0.0	0.1
Subtotal Interest Earnings	0.4	2.2	2.6	0.0%	0.0	1.3	0.4	0.1	0.1	0.0	0.1	0.0	0.1	0.1
TOTAL SOURCES	7,400.6	9,983.4	17,384.0	100.0%	401.8	511.2	624.2	899.9	933.6	1,198.0	1,267.7	1,682.0	1,238.7	1,226.4

MTA Long Range Transportation Plan

Rail Capital

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
			Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
USES OF FUNDS														
Capital Investments:														
Metro Rail														
RED Seg-1 LAUPT to Wilshire/Alvarado	21.6	0.0	21.6	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-2 to Wilsh/Wstrn & Hlywd/Vine	974.4	0.0	974.4	5.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-2 Station Enhancements	78.5	0.0	78.5	0.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-3 to N. Hlywd, Mid City, & Eastside	2,725.3	20.7	2,746.0	15.6%	10.6	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Extensions from Mid City & Eastside	0.0	4,352.9	4,352.9	24.7%	0.0	97.2	206.2	287.5	440.5	618.7	686.2	765.5	735.6	515.6
Metro Rail Subtotal	3,799.8	4,373.6	8,173.5	46.4%	10.6	107.3	206.2	287.5	440.5	618.7	686.2	765.5	735.6	515.6
10% Capital Reserve – Metro Rail only	(0.0)	0.0	(0.0)	-0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE Long Beach – Los Angeles	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN Norwalk – El Segundo	352.4	0.0	352.4	2.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE Pasadena	979.4	0.0	979.4	5.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
"New Revenues" Projects	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Systemwide	86.4	80.7	167.2	0.9%	6.8	7.0	7.3	7.6	7.9	8.2	8.5	8.8	9.2	9.5
Other Projects/Seg 3 Enhancements	93.4	0.0	93.4	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LA Rail Car	256.0	0.0	256.0	1.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED San Fernando Valley East/West	4.1	1,012.4	1,016.5	5.8%	43.1	66.3	92.5	118.3	148.7	166.7	168.9	138.6	69.3	0.0
Metrolink (Capital Only)	79.2	100.0	179.2	1.0%	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Subtotal Capital Investment	5,650.8	5,566.8	11,217.5	63.6%	70.4	190.6	315.9	423.4	607.1	803.6	873.6	922.9	824.1	535.1
Other Agency Costs:														
Environmental Clearance/Study/Staffing Costs	203.1	213.6	416.7	2.4%	17.9	18.6	19.3	20.0	20.8	21.6	22.5	23.4	24.3	25.2
Rehabilitation & Replacement	87.8	1,306.6	1,394.4	7.9%	17.3	72.0	41.4	199.7	45.9	86.6	82.7	422.4	61.1	277.5
Financing Payments:														
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	1,002.2	1,034.0	2,036.2	11.5%	103.4	103.4	103.4	103.4	103.4	103.4	103.4	103.4	103.4	103.4
Sr Lien Bonds (Actuals/Trsry Fcst; Prop C)	335.1	408.9	744.0	4.2%	40.9	40.9	40.9	40.9	40.9	40.9	40.9	40.9	40.9	40.9
Additional Senior Lien Bonds (from Model)	372.7	1,450.0	1,822.7	10.3%	110.5	113.8	113.8	113.8	116.9	137.9	147.5	166.8	185.6	243.4
Cross Border Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subordinated Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial Paper	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing Payments	1,710.1	2,892.9	4,603.0	26.1%	254.8	258.1	258.1	258.1	261.2	282.2	291.8	311.1	329.9	387.7
TOTAL USES	7,651.7	9,979.8	17,631.5	100.0%	360.4	539.3	634.7	901.2	935.1	1,194.0	1,270.5	1,679.8	1,239.3	1,225.5
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			251.4		0.3	41.8	13.6	3.1	1.7	0.3	4.3	1.5	3.7	3.1
Annual Net Change to Cash Balance	(251.1)	3.6	(247.5)		41.5	(28.1)	(10.5)	(1.4)	(1.5)	4.0	(2.8)	2.2	(0.6)	0.9
Ending Fiscal Year Cash Balance			3.9		41.8	13.6	3.1	1.7	0.3	4.3	1.5	3.7	3.1	3.9
Gross Coverage Ratio (Props A & C)					1.06	1.17	1.25	1.33	1.43	1.45	1.53	1.55	1.57	1.42
Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)					1.06	1.17	1.25	1.33	1.43	1.45	1.53	1.55	1.57	1.42

MTA Long Range Transportation Plan
 Rail Capital

Adopted Long Range Plan – March 22, 1995

30 Years
 (\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
			Total	%	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
SOURCES OF FUNDS														
Local														
Proposition A 35% – Direct	1,543.8	3,017.4	4,561.2	26.2%	421.0	446.9	474.4	503.7	534.7	567.6	602.6	639.7	679.1	721.0
Proposition C 40% – Direct	589.6	1,151.1	1,740.8	10.0%	87.0	103.2	118.5	137.2	157.5	179.4	203.0	228.4	255.8	284.4
L.A. City Funds	259.1	270.6	529.7	3.0%	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4 (for Rail Rehab.)	0.0	230.0	230.0	1.3%	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Benefit Assessments	38.9	0.0	38.9	0.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other/Prop. C 25%	435.9	0.0	435.9	2.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Agency Funds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 10% (Metrolink Cap & CR Staff Support)	90.7	118.6	209.3	1.2%	12.3	12.4	12.5	12.6	12.7	12.8	12.9	13.0	13.1	13.2
SB 1995 Trust Fund (MOS-3 N Hollywood)	45.9	0.0	45.9	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	3,003.8	4,787.8	7,791.6	44.8%	551.4	585.4	628.4	676.5	727.9	782.8	841.4	904.1	971.0	1,041.6
State														
TP&D/STA	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/Art XIX	7.0	0.0	7.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/TCI	97.9	0.0	97.9	0.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FCR	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop 108	43.6	0.0	43.6	0.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State/Local Partnership	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop 116	197.1	0.0	197.1	1.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other State Source/State TSM	21.5	32.4	53.9	0.3%	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State ISTE A	346.8	0.0	346.8	2.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other State/State Hwy Acct	346.1	253.1	599.2	3.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	1,059.9	285.5	1,345.5	7.7%	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal														
Section 3 – New Starts	1,852.6	2,692.7	4,545.3	26.1%	80.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 3 – Rail Mod (Total Amount Available)	96.4	320.7	417.1	2.4%	29.6	29.6	29.6	29.6	29.6	29.6	29.6	29.6	29.6	29.6
Section 9	11.9	0.0	11.9	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA	156.1	250.0	406.1	2.3%	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	2,117.0	3,263.4	5,380.4	31.0%	130.1	29.6	29.6	29.6	29.6	29.6	29.6	29.6	29.6	29.6
Financing Revenues:														
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	0.0	0.0	0.0	0.0%										
Sr Lien Bonds (Actuals/Trsry Fcst; Prop C)	42.2	0.0	42.2	0.2%										
Additional Senior Lien Bonds (from Model)	1,409.1	2,137.2	3,546.3	20.4%	21.8	522.1	310.0	32.6	0.0	0.0	0.0	658.0	0.0	0.0
Cross Border Lease Bonds	0.0	0.0	0.0	0.0%										
Subordinated Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial Paper	0.0	0.0	0.0	0.0%										
Debt Service Reserve Fund	0.0	(172.1)	(172.1)	-1.0%	(1.8)	(42.1)	(25.0)	(2.6)	0.0	0.0	0.0	(53.0)	0.0	0.0
Capitalization of Interest (15%)	(217.7)	(320.6)	(538.3)	-3.1%	(3.3)	(78.3)	(46.5)	(4.9)	0.0	0.0	0.0	(98.7)	0.0	0.0
Bond Issuance Expense/Insurance (1%)	(14.1)	0.0	(14.1)	-0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing Revenues	1,219.5	1,644.5	2,864.1	16.5%	16.7	401.7	238.5	25.1	0.0	0.0	0.0	506.3	0.0	0.0
Interest Earnings:														
Short Term Earnings/Prop C Escrow 3.0%	0.4	2.2	2.6	0.0%	0.1	0.1	0.1	0.0	0.1	3.3	1.2	7.2	0.0	11.1
Subtotal Interest Earnings	0.4	2.2	2.6	0.0%	0.1	0.1	0.1	0.0	0.1	3.3	1.2	7.2	0.0	11.1
TOTAL SOURCES	7,400.6	9,983.4	17,384.0	100.0%	700.8	1,016.8	896.5	731.2	757.5	815.7	872.2	1,447.2	1,000.6	1,082.3



MTA Long Range Transportation Plan

Rail Capital

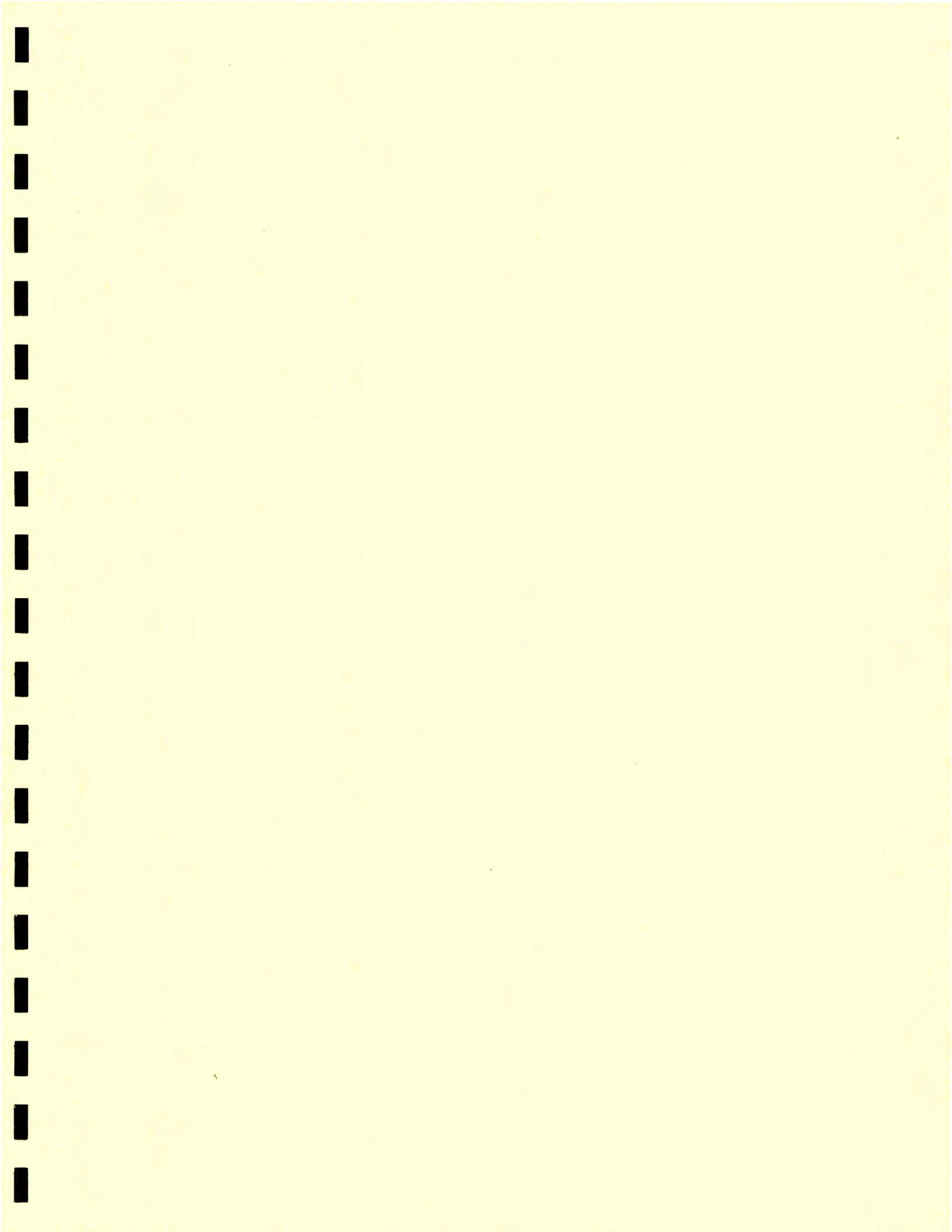
Adopted Long Range Plan -- March 22, 1995

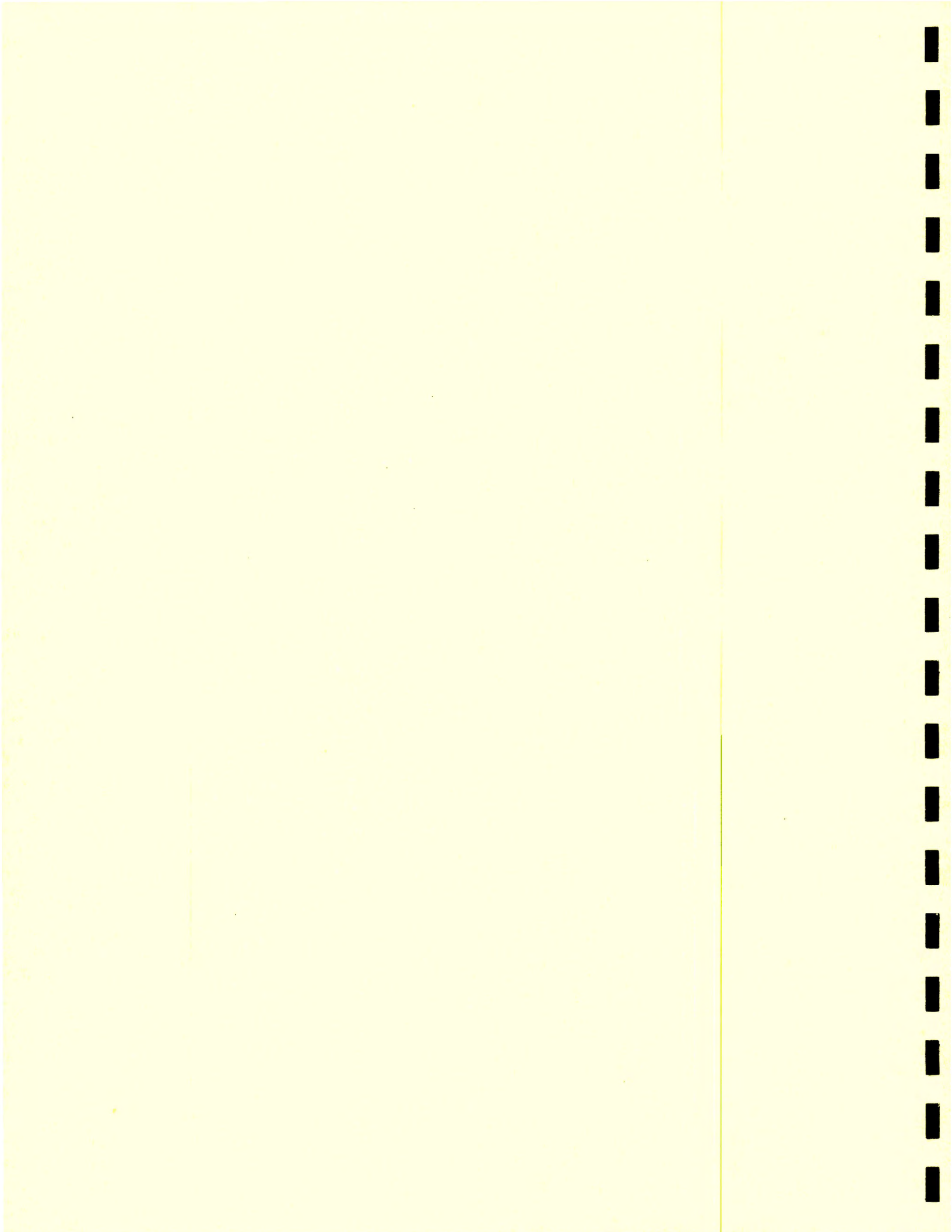
30 Years

(\$ millions)

	Years		20-Year ('94-'13)		2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
	94-03	04-13	Total	%	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
USES OF FUNDS														
Capital Investments:														
Metro Rail														
RED Seg-1 LAUPT to Wilshire/Alvarado	21.6	0.0	21.6	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-2 to Wilsh/Wstrn & Hlywd/Vine	974.4	0.0	974.4	5.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-2 Station Enhancements	78.5	0.0	78.5	0.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Seg-3 to N. Hlywd, Mid City, & Eastside	2,725.3	20.7	2,746.0	15.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED Extensions from Mid City & Eastside	0.0	4,352.9	4,352.9	24.7%	161.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Metro Rail Subtotal	3,799.8	4,373.6	8,173.5	46.4%	161.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10% Capital Reserve - Metro Rail only	(0.0)	0.0	(0.0)	-0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE Long Beach - Los Angeles	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN Norwalk - El Segundo	352.4	0.0	352.4	2.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE Pasadena	979.4	0.0	979.4	5.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
"New Revenues" Projects	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Systemwide	86.4	80.7	167.2	0.9%	9.9	10.3	10.7	11.1	11.5	12.0	12.5	12.9	13.4	14.0
Other Projects/Seg 3 Enhancements	93.4	0.0	93.4	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LA Rail Car	256.0	0.0	256.0	1.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED San Fernando Valley East/West	4.1	1,012.4	1,016.5	5.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Metrolink (Capital Only)	79.2	100.0	179.2	1.0%	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Subtotal Capital Investment	5,650.8	5,566.8	11,217.5	63.6%	180.9	20.3	20.7	21.1	21.5	22.0	22.5	22.9	23.4	24.0
Other Agency Costs:														
Environmental Clearance/Study/Staffing Costs	203.1	213.6	416.7	2.4%	26.2	27.2	28.3	29.4	30.5	31.7	33.0	34.2	35.6	37.0
Rehabilitation & Replacement	87.8	1,306.6	1,394.4	7.9%	93.7	539.1	417.1	205.6	98.0	331.3	114.9	1,126.0	71.1	658.0
Financing Payments:														
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	1,002.2	1,034.0	2,036.2	11.5%	103.4	103.4	103.4	103.4	103.4	103.4	103.4	103.4	103.4	103.4
Sr Lien Bonds (Actuals/Trsry Fcst; Prop C)	335.1	408.9	744.0	4.2%	40.9	40.9	40.9	40.9	40.9	40.9	40.9	40.9	40.9	40.9
Additional Senior Lien Bonds (from Model)	372.7	1,450.0	1,822.7	10.3%	257.4	285.9	287.7	329.8	354.8	357.4	357.4	357.4	357.4	410.4
Cross Border Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subordinated Bonds	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commercial Paper	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Financing Payments	1,710.1	2,892.9	4,603.0	26.1%	401.7	430.2	432.0	474.1	499.1	501.7	501.7	501.7	501.7	554.7
TOTAL USES	7,651.7	9,979.8	17,831.5	100.0%	702.4	1,016.8	898.1	730.2	649.2	886.7	672.0	1,684.9	631.8	1,273.7
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			251.4		3.9	2.3	2.3	0.7	1.8	110.1	39.0	239.2	1.5	370.4
Annual Net Change to Cash Balance	(251.1)	3.6	(247.5)		(1.6)	(0.1)	(1.6)	1.1	108.3	(71.1)	200.2	(237.7)	368.8	(191.4)
Ending Fiscal Year Cash Balance			3.9		2.3	2.3	0.7	1.8	110.1	39.0	239.2	1.5	370.4	179.0
Gross Coverage Ratio (Props A & C)					1.33	1.23	1.32	1.30	1.34	1.43	1.55	1.67	1.80	1.75
Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)					1.33	1.23	1.32	1.30	1.34	1.43	1.55	1.67	1.80	1.75









Red Line Projects

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MTA Long Range Transportation Plan
 RED - Segment-1 LAUPT to Wilshire / Alvarado
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

	Project Type 1		Start Yr 1987			Project Spending Curve											
	Revenue Operations Date (ROD)		Dur (Yr)			N/A		N/A		N/A		N/A		N/A		N/A	
	1993	1993	8	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
	Project Total	Alloc %	Prior Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
PROJECT COSTS																	
Subtotal Construction Costs	1,417.8	--	1,396.2	21.6	0.0	6.0	13.3	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (ROW)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RCC Project Budget (Inflation Included)	1,417.8	--	1,396.2	21.6	0.0	6.0	13.3	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	1,417.8	--	1,396.2	21.6	0.0	6.0	13.3	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	998.4	--		18.3	298.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	5.5	2.6	9.5		
PROJECT REVENUES (For Capital Costs Only)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	17.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																	
L.A. City Funds	133.6	9.4%	133.6	0.0	0.0												
Other Jurisdictions	0.0																
Benefit Assessments	130.3	9.2%	130.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Regional Impact Fees	0.0																
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	263.9	35.8%	263.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																	
Prop. 108	0.0																
Prop. 116	0.0																
Guideway - Art XIX	195.4	13.8%	195.4	0.0	0.0												
Guideway - TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	18.7	1.3%	18.7	0.0	0.0												
Other State Source	0.0																
State ISTE A	0.0																
Subtotal State	214.0	15.1%	214.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																	
Section 3 - New Starts	605.3	42.7%	605.3	0.0	0.0												
Section 3 - Rail Mod.	0.0																
Section 9	90.6	6.4%	90.6	0.0	0.0												
ISTEA	0.0																
Subtotal Federal	695.9	49.1%	695.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																	
Flexible Congestion Relief	0.0																
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	1,173.8	100.0%	1,173.8	0.0	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)	(244.0)	--	(222.4)	(21.6)	0.0	(6.0)	(13.3)	(1.6)	(0.8)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	244.0	--	222.4	21.6	0.0	6.0	13.3	1.6	0.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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Notes:

1. Project cost per the RCC (6/1/94).

MTA Long Range Transportation Plan
 RED - Segment-1 LAUPT to Wilshire / Alvarado
 Adopted Long Range Plan - March 22, 1995

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	1993		1987		Project Spending Curve											
	Start Yr	Dur (Yr)	1987	1988	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	1993	1994	1995	1996	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		
	Project Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
PROJECT COSTS																
Subtotal Construction Costs	1,417.8	--	1,396.2	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (ROW)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RCC Project Budget (Inflation Included)	1,417.8	--	1,396.2	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	1,417.8	--	1,396.2	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	998.4	--		18.3	298.1	2.8	57.5	3.0	154.2	3.2	3.3	50.4	12.2	3.6	8.0	
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	17.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	133.6	9.4%	133.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Jurisdictions	0.0															
Benefit Assessments	130.3	9.2%	130.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	263.9	35.8%	263.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	195.4	13.8%	195.4	0.0	0.0											
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	18.7	1.3%	18.7	0.0	0.0											
Other State Source	0.0															
State ISTEA																
Subtotal State	214.0	15.1%	214.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 - New Starts	605.3	42.7%	605.3	0.0	0.0											
Section 3 - Rail Mod.	0.0															
Section 9	90.6	6.4%	90.6	0.0	0.0											
ISTEA	0.0															
Subtotal Federal	695.9	49.1%	695.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	1,173.8	100.0%	1,173.8	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)	(244.0)	--	(222.4)	(21.6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	244.0	--	222.4	21.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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Notes:

1 Project cost per the RCC (6/1/94)

MTA Long Range Transportation Plan
 RED - Segment-2A to Wilshire / Western
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	2 1997	Start Yr Dur (Yr)	1989			Project Spending Curve										
			8	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
PROJECT COSTS																
Subtotal Construction Costs	448.4	-	146.3	302.1	0.0	82.5	80.1	66.3	37.5	26.7	8.8	0.2				
Right of Way (ROW)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
RCC Project Budget (Inflation Included)	448.4	-	146.3	302.1	0.0	82.5	80.1	66.3	37.5	26.7	8.8	0.2	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	448.4	-	146.3	302.1	0.0	82.5	80.1	66.3	37.5	26.7	8.8	0.2	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	324.0	-		1.6	93.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.4
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	34.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	29.7	6.6%	10.9	18.8	0.0	4.5	5.5	4.5	2.4	1.4	0.6	0.0				
Other Jurisdictions	0.0															
Benefit Assessments	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0								
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	29.7	41.1%	10.9	18.8	0.0	4.5	5.5	4.5	2.4	1.4	0.6	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	41.2		41.2	0.0	0.0											
Guideway - TP&D/TCI	0.0	9.2%														
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTE A - STP	16.2	3.7%	0.0	16.2	0.0	0.0	16.2									
Subtotal State	57.4	12.8%	41.2	16.2	0.0	0.0	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 - New Starts (incl. deferred local share)	206.7	46.1%	68.0	138.8	0.0	66.6	58.2	14.0								
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	206.7	46.1%	68.0	138.8	0.0	66.6	58.2	14.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	293.9	100.0%	120.1	173.8	0.0	71.1	79.8	18.4	2.4	1.4	0.6	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(154.5)	-	(26.2)	(128.3)	0.0	(11.4)	(0.3)	(47.8)	(35.1)	(25.4)	(8.2)	(0.1)	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	154.5	-	26.2	128.3	0.0	11.4	0.3	47.8	35.1	25.4	8.2	0.1	0.0	0.0	0.0	0.0

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NOTES

1. Project cost per the RCC (6-1-94).

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MTA Long Range Transportation Plan
 RED - Segment - 2A to Wilshire / Western
 Adopted Long Range Plan - March 22, 1995

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	2 1997	Start Yr Dur (Yr)	1989			Project Spending Curve											
			8	Prior Years	10 Yrs (94-'03)	20 Yrs (04-'13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																	
Subtotal Construction Costs	448.4	-	146.3	302.1	0.0												
Right of Way (ROW)	0.0	-	0.0	0.0	0.0												
RCC Project Budget (Inflation Included)	448.4	-	146.3	302.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	448.4	-	146.3	302.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	324.0	-		1.6	93.5	0.8	3.0	0.9	23.9	1.0	40.6	1.0	1.1	17.2	3.9		
PROJECT REVENUES (For Capital Costs Only)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	34.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																	
L.A. City Funds	29.7	6.6%	10.9	18.8	0.0												
Other Jurisdictions	0.0																
Benefit Assessments	0.0	0.0%	0.0	0.0	0.0												
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Regional Impact Fees	0.0																
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	29.7	41.1%	10.9	18.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																	
Prop. 108	0.0																
Prop. 116	0.0																
Guideway - Art XIX	41.2		41.2	0.0	0.0												
Guideway - TP&D/TCI	0.0	9.2%															
State/Local Partnership	0.0																
STA	0.0																
Other State Source	0.0																
State ISTE A - STP	16.2	3.7%	0.0	16.2	0.0												
Subtotal State	57.4	12.8%	41.2	16.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																	
Section 3 - New Starts (incl. deferred local share)	206.7	46.1%	68.0	138.8	0.0												
Section 3 - Rail Mod.	0.0																
Section 9	0.0																
ISTEA	0.0																
Subtotal Federal	206.7	46.1%	68.0	138.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																	
Flexible Congestion Relief	0.0																
Subtotal Mixed	0.0	0.0%	0.0	0.0	0.0	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 Revenues	293.9	100.0%	120.1	173.8	0.0	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)	(154.5)	-	(26.2)	(128.3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	154.5	-	26.2	128.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Project cost per the RCC (6-1-94)

MTA Long Range Transportation Plan
 RED - Segment - 2B to Hollywood / Vine
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	2 1999	Start Yr Dur (Yr)	1989			Project Spending Curve										
			12			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003	
PROJECT COSTS																
Subtotal Construction Costs	998.0	-	325.7	672.3	0.0	183.6	178.4	147.5	83.5	59.5	19.5	0.3				
Right of Way (ROW)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
RCC Project Budget (Inflation Included)	998.0	-	325.7	672.3	0.0	183.6	178.4	147.5	83.5	59.5	19.5	0.3	0.0	0.0	0.0	
Total Capital Costs Inflated	998.0	-	325.7	672.3	0.0	183.6	178.4	147.5	83.5	59.5	19.5	0.3	0.0	0.0	0.0	
Rehabilitation and Replacement	640.2	-		0.0	181.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	31.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	66.2	6.6%	24.3	42.0	0.0	9.9	12.2	10.0	5.4	3.0	1.3	0.1				
Other Jurisdictions	0.0															
Benefit Assessments	25.4	2.5%	0.0	25.4	0.0	0.0	0.0	0.0	0.0	25.4						
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	91.6	41.1%	24.3	67.4	0.0	9.9	12.2	10.0	5.4	28.4	1.3	0.1	0.0	0.0	0.0	
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	91.8	9.2%	91.8	0.0	0.0											
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTEA	35.9	3.6%	0.0	35.9	0.0	0.0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	127.7	12.8%	91.8	35.9	0.0	0.0	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 - New Starts	460.2	46.1%	151.3	308.8	0.0	148.3	129.5	31.1								
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	460.2	46.1%	151.3	308.8	0.0	148.3	129.5	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	679.5	100.0%	267.3	412.1	0.0	158.2	177.7	41.1	5.4	28.4	1.3	0.1	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(318.5)	-	(58.3)	(260.2)	0.0	(25.4)	(0.7)	(106.5)	(78.1)	(31.0)	(18.2)	(0.3)	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	318.5	-	58.3	260.2	0.0	25.4	0.7	106.5	78.1	31.0	18.2	0.3	0.0	0.0	0.0	

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NOTES:

1 Project cost per the RCC (6-1-94).

MTA Long Range Transportation Plan
 RED – Segment – 2B to Hollywood / Vine
 Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	2 1999	Start Yr Dur (Yr)	1989 12	Project Spending Curve											
				N/A 2003 2004	N/A 2004 2005	N/A 2005 2006	N/A 2006 2007	N/A 2007 2008	N/A 2008 2009	N/A 2009 2010	N/A 2010 2011	N/A 2011 2012	N/A 2012 2013		
	Project Total	Alloc %	Prior Years	10 Yrs (’94-’03)	20 Yrs (’04-’13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
PROJECT COSTS															
Subtotal Construction Costs	998.0	–	325.7	672.3	0.0										
Right of Way (ROW)	0.0	–	0.0	0.0	0.0										
RCC Project Budget (Inflation Included)	998.0	–	325.7	672.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	998.0	–	325.7	672.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	640.2	–		0.0	181.6	0.0	0.0	0.5	3.6	2.1	7.6	2.3	60.4	2.4	102.6
PROJECT REVENUES (For Capital Costs Only)															
Local															
Prop. A – Direct	0.0														
Prop. C – Direct	0.0														
Financings	0.0														
Subtotal Prop. A & C	0.0	31.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
L.A. City Funds	66.2	6.6%	24.3	42.0	0.0										
Other Jurisdictions	0.0														
Benefit Assessments	25.4	2.5%	0.0	25.4	0.0										
TDA Article 4	0.0														
Public/Private Joint Venture	0.0														
Regional Impact Fees	0.0														
Local Agency Funds	0.0														
Subtotal Local (including Prop. A & C %, not \$'s)	91.6	41.1%	24.3	67.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
Prop. 108	0.0														
Prop. 116	0.0														
Guideway – Art XIX	91.8	9.2%	91.8	0.0	0.0										
Guideway – TP&D/TCI	0.0														
State/Local Partnership	0.0														
STA	0.0														
Other State Source	0.0														
State ISTEAs	35.9	3.6%	0.0	35.9	0.0										
Subtotal State	127.7	12.8%	91.8	35.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Section 3 – New Starts	460.2	46.1%	151.3	308.8	0.0										
Section 3 – Rail Mod.	0.0														
Section 9	0.0														
ISTEA	0.0														
Subtotal Federal	460.2	46.1%	151.3	308.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0														
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	679.5	100.0%	267.3	412.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(318.5)	–	(58.3)	(260.2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	318.5	–	58.3	260.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 NOTES

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1. Project cost per the RCC (6-1-94)

MTA Long Range Transportation Plan
 RED – Segment-3 – North Hollywood
 Adopted Long Range Plan – March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	3 2001	Start Yr Dur (Yr)	1992 9	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs (‘94-‘03)	20 Yrs (‘04-‘13)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
									1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001
PROJECT COSTS																
Subtotal Construction Costs	1,310.8	--	34.5	1,276.3	0.0	81.3	141.1	277.1	350.3	250.9	89.1	86.5				
Right of Way (ROW)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
RCC Project Budget (Inflation Included)	1,310.8	--	34.5	1,276.3	0.0	81.3	141.1	277.1	350.3	250.9	89.1	86.5	0.0	0.0	0.0	0.0
Total Capital Costs Inflation	1,310.8	--	34.5	1,276.3	0.0	81.3	141.1	277.1	350.3	250.9	89.1	86.5	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	580.3	--		0.0	181.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	24.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	98.2	7.5%	0.0	98.2	0.0	0.0	0.0	19.0	19.0	20.0	20.0	20.2			0.0	0.0
Other Jurisdictions	0.0															
Benefit Assessments	13.5	1.0%		13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5			0.0	0.0
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
SB 1995	61.0	28.6%	15.1	45.9	0.0	14.9	9.9	7.0	3.0	7.3	3.8					
Subtotal Local (including Prop. A & C %, not \$'s)	172.7	37.1%	15.1	157.6	0.0	14.9	9.9	26.0	22.0	27.3	23.8	33.7	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0															
Prop. 116	25.0							25.0								
Guideway – Art XIX	7.0	0.5%	0.0	7.0	0.0	1.3	5.7									
Guideway – TP&D/TCI	13.9		0.0	13.9	0.0	2.7	11.2									
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM	3.2	0.2%		3.2	0.0	0.0	3.2									
State ISTEA	69.1	5.3%	0.0	69.1	0.0	0.0	0.0					25.0	25.0	19.1		
Subtotal State	118.2	9.0%	0.0	118.2	0.0	4.0	20.1	25.0	0.0	0.0	0.0	25.0	25.0	19.1	0.0	0.0
Federal																
Section 3 – New Starts (From Full Funding Grant Agree.)	680.9	51.9%	1.2	679.7	0.0	51.4	104.7	196.7	205.4	76.0	45.5					
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA (STP)	25.0	1.9%	18.2	6.8	0.0	1.7	5.1									
Subtotal Federal	705.9	53.9%	19.4	686.5	0.0	53.1	109.8	196.7	205.4	76.0	45.5	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	996.7	100.0%	34.5	962.2	0.0	72.0	139.7	247.7	227.4	103.3	69.3	58.7	25.0	19.1	0.0	0.0
Total Surplus/(Shortfall)	(314.1)	--	0.0	(314.1)	0.0	(9.3)	(1.4)	(29.4)	(122.9)	(147.6)	(19.8)	(27.8)	25.0	19.1	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	314.1	--	(0.0)	314.1	0.0	9.3	1.4	29.4	122.9	147.6	19.8	27.8	(25.0)	(19.1)	0.0	0.0

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NOTES

1. Project cost per the RCC Cash Flow (6-1-94)
2. Total Section 3 – New Starts cannot exceed 50% of the project's capital costs
3. A portion of the local money is actually covered by SB 1995 Trust Fund.

MTA Long Range Transportation Plan
 RED – Segment-3 – North Hollywood
 Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

Project Type	3 2001	Start Yr Dur (Yr)	1992 9	Project Spending Curve												
				Revenue Operations Date (ROD)			N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Subtotal Construction Costs	1,310.8	–	34.5	1,276.3	0.0											
Right of Way (ROW)	0.0	–	0.0	0.0	0.0											
RCC Project Budget (Inflation Included)	1,310.8	–	34.5	1,276.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	1,310.8	–	34.5	1,276.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	580.3	–		0.0	181.2	0.0	0.0	0.5	3.1	3.2	8.0	3.4	58.2	3.6	101.3	
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	24.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	98.2	7.9%	0.0	98.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Jurisdictions	0.0															
Benefit Assessments	13.5	1.0%		13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
SB 1995	61.0	28.8%	15.1	45.9	0.0											
Subtotal Local (including Prop. A & C %, not \$'s)	172.7	37.1%	15.1	157.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	0.0															
Prop. 116	25.0															
Guideway – Art XIX	7.0	0.5%	0.0	7.0	0.0											
Guideway – TP&D/TCI	13.9		0.0	13.9	0.0											
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM	3.2	0.2%		3.2	0.0											
State ISTEAs	69.1	5.3%	0.0	69.1	0.0											
Subtotal State	118.2	9.0%	0.0	118.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 – New Starts (From Full Funding Grant Agree.)	680.9	51.9%	1.2	679.7	0.0											
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA (STP)	25.0	1.9%	18.2	6.8	0.0											
Subtotal Federal	705.9	53.9%	19.4	686.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	996.7	100.0%	34.5	962.2	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)	(314.1)	–	0.0	(314.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	314.1	–	(0.0)	314.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES

1. Project cost per the RCC Cash Flow (5-1-94)
2. Total Section 3 – New Starts cannot exceed 50% of the project's capital costs
3. A portion of the local money is actually covered by SB 1995 Trust Fund.

MTA Long Range Transportation Plan
 RED - Segment 3 - WESTSIDE
 Adopted Long Range Plan - March 22, 1995

0 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2003	Start Yr Dur (Yr)	Project Spending Curve														
			1994			N/A		N/A		N/A		N/A		N/A		N/A	
			9	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS	Project Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
Non-ROW Project Costs	490.7	-	1.3	469.5	20.7	6.7	3.0	0.9	0.9	60.6	58.9	103.8	115.2	80.1	39.4		
Right of Way (ROW)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RCC Budget Total (Inflated \$'s)	490.7	-	1.3	469.5	20.7	6.7	3.0	0.9	0.9	60.6	58.9	103.8	115.2	80.1	39.4		
Total Capital Costs Inflated	491.5	-	1.3	469.5	20.7	6.7	3.0	0.9	0.9	60.6	58.9	103.8	115.2	80.1	39.4		
Rehabilitation and Replacement	300.6		0.0	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	10.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																	
L.A. City Funds	35.4	7.2%	0.0	33.0	2.4	0.0	0.0	0.0	0.0	1.6	4.5	6.8	7.6	6.3	6.2		
Other Jurisdictions	0.0																
Benefit Assessments	0.0																
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Regional Impact Fees	0.0																
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	35.4	17.9%	0.0	33.0	2.4	0.0	0.0	0.0	0.0	1.6	4.5	6.8	7.6	6.3	6.2		
State																	
Prop. 108	0.0																
Prop. 116	40.0	8.1%		40.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	20.0				
Guideway - Art XIX	0.0																
Guideway - TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	0.0																
Other State Source/State TSM	7.2	1.5%	0.0	7.2	0.0	0.0	0.2	0.0	0.5	1.9	2.0	2.6					
State ISTEA	58.3	11.9%	0	58.3	0.0								32.7	25.6			
Subtotal State	105.5	21.5%	0.0	105.5	0.0	0.0	0.2	0.0	0.5	6.9	7.0	12.6	52.7	25.6	0.0		
Federal																	
Section 3 - New Starts	242.5	49.3%	0.0	232.5	10.0	0.0	0.0	0.0	0.0	37.5	31.5	64.2	39.9	44.0	15.4		
Section 3 - Rail Mod.	0.0																
Section 9	0.0																
ISTEA	55.4	11.3%	1.3	54.1	0.0	0.0	0.0	0.0	0.0	14.6	15.9	19.9	3.7				
Subtotal Federal	297.9	60.6%	1.3	286.6	10.0	0.0	0.0	0.0	0.0	52.1	47.4	84.1	43.6	44.0	15.4		
Mixed																	
Flexible Congestion Relief	0.0																
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	438.8	100.0%	1.3	425.1	12.4	0.0	0.2	0.0	0.5	60.6	58.9	103.5	103.9	75.8	21.7		
Total Surplus/(Shortfall)	(52.7)	-	0.0	(44.4)	(8.3)	(6.7)	(2.8)	(0.9)	(0.4)	0.0	0.0	(0.2)	(11.3)	(4.3)	(17.8)		
MTA Local Prop. A, C or Financing Funding Needed	52.7	-	0.0	44.4	8.3	6.7	2.8	0.9	0.4	(0.0)	(0.0)	0.2	11.3	4.3	17.8		

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NOTES:

1. Project costs per the RCC (5/1/94).
2. Funding splits (%) from Grants Management Matrix. "Major Rail Projects - Proposed Cash Flows" dated 12/27/93

MTA Long Range Transportation Plan
 RED – Segment 3 – WESTSIDE
 Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2003	Start Yr Dur (Yr)	1994 9	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs ('94 - '03)	20 Yrs ('04 - '13)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
									2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011
PROJECT COSTS																
Non-ROW Project Costs	490.7	-	1.3	469.5	20.7	10.6	10.1									
Right of Way (ROW)	0.0		0.0	0.0	0.0											
RCC Budget Total (Inflated \$'s)	490.7	-	1.3	469.5	20.7	10.6	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	491.5	-	1.3	469.5	20.7	10.6	10.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	300.6		0.0	0.0	35.8	0.0	0.0	0.0	0.0	0.3	1.9	1.2	3.9	1.3	27.3	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	10.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	35.4	7.2%	0.0	33.0	2.4	1.0	1.4									
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	35.4	17.9%	0.0	33.0	2.4	1.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	0.0															
Prop. 116	40.0	8.1%		40.0	0.0											
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM	7.2	1.5%	0.0	7.2	0.0											
State ISTE A	58.3	11.9%	0	58.3	0.0											
Subtotal State	105.5	21.5%	0.0	105.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 – New Starts	242.5	49.3%	0.0	232.5	10.0	7.0	3.0									
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	55.4	11.3%	1.3	54.1	0.0											
Subtotal Federal	297.9	60.6%	1.3	286.6	10.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	438.8	100.0%	1.3	425.1	12.4	8.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(52.7)	-	0.0	(44.4)	(8.3)	(2.6)	(5.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	52.7	-	0.0	44.4	8.3	2.6	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Project costs per the RCC (6/1/94).
2. Funding splits (" m Grants Management Matrix, "Major Rail Projects, Proposed Cash Flows" dated 12/27/93).

MTA Long Range Transportation Plan
 RED - Segment 3 - EASTSIDE
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Data (ROD)	4 2003	Start Yr Dur (Yr)	1994		Project Spending Curve													
			10	10 Yrs '94-'03	1.0%	3.0%	7.0%	8.0%	10.0%	13.0%	15.0%	16.0%	19.0%	8.0%				
					1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003			
PROJECT COSTS	Project Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)													
Non-ROW Project Costs	979.8	-		979.6	0.0	4.3	48.8	86.6	128.8	202.3	211.0	167.3	94.9	33.6	2.1			
Right of Way (ROW)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
RCC Budget Total (FY 1994 \$'s)	979.8	-		979.6	0.0	4.3	48.8	86.6	128.8	202.3	211.0	167.3	94.9	33.6	2.1			
Total Capital Costs Inflated	979.6	-		979.6	0.0	4.3	48.8	86.6	128.8	202.3	211.0	167.3	94.9	33.6	2.1			
Rehabilitation and Replacement	262.4			0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																		
Local																		
Prop. A - Direct	0.0																	
Prop. C - Direct	0.0																	
Financings	0.0																	
Subtotal Prop. A & C	0.0	22.9%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																		
L.A. City Funds	67.0	6.8%		67.0	0.0	0.0	0.0	6.0	11.7	14.9	14.8	12.9	3.1	3.1	0.5			
Other Jurisdictions	0.0																	
Benefit Assessments	0.0																	
TDA Article 4	0.0																	
Public/Private Joint Venture	0.0																	
Regional Impact Fees	0.0																	
Local Agency Funds	0.0																	
Subtotal Local (including Prop. A & C %, not \$'s)	67.0	29.7%		67.0	0.0	0.0	0.0	6.0	11.7	14.9	14.8	12.9	3.1	3.1	0.5			
State																		
Prop. 108	0.0																	
Prop. 116	15.0	1.5%		15.0	0.0	0.0	0.0	5.0	10.0									
Guideway - Art XIX	0.0																	
Guideway - TP&D/TCI	0.0																	
State/Local Partnership	0.0																	
STA	0.0																	
Other State Source/State TSM	11.1	1.1%		11.1	0.0	0.0	0.6	2.6	2.6	2.6	2.7							
State ISTEA	83.3	8.5%		83.3	0.0				25.0					30.7	27.6			
Subtotal State	109.4	11.2%		109.4	0.0	0.0	0.6	7.6	37.6	2.6	2.7	0.0	30.7	27.6	0.0			
Federal																		
Section 3 - New Starts	492.9	50.3%		492.9	0.0	3.4	33.8	44.0	48.1	97.0	125.3	89.6	51.7					
Section 3 - Rail Mod.	0.0																	
Section 9	0.0			0.0	0.0													
ISTEA	85.9	8.8%		85.9	0.0	0.0	4.6	20.0	20.0	20.0	21.3							
Subtotal Federal	578.7	59.1%		578.7	0.0	3.4	38.3	64.0	68.1	117.0	146.6	89.6	51.7	0.0	0.0			
Mixed																		
Flexible Congestion Relief	0.0																	
Subtotal Mixed	0.0	0.0%		0.0	0.0	0.0	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 Revenues	755.2	100.0%		755.2	0.0	3.4	38.9	77.7	117.4	134.5	164.1	102.5	85.5	27.7	0.5			
Total Surplus/(Shortfall)	(224.4)	-		(224.4)	0.0	(0.9)	(9.9)	(8.9)	(11.4)	(67.8)	(46.9)	(64.8)	(9.4)	(2.9)	(1.6)			
MTA Local Prop. A, C or Financing Funding Needed	224.4	-		224.4	0.0	0.9	9.9	8.9	11.4	67.8	46.9	64.8	9.4	2.9	1.6			

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 NOTES:

1. Project costs per FFGA dated May 26, 1994. Based on Board selection of Alternative 9B on 6/30/93
2. Funding splits per Grants Management Matrix, "Major Rail Projects - Proposed Cash Flows" (dated, 12/27/93)

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MTA Long Range Transportation Plan
RED - Segment 3 - EASTSIDE

20 Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2003	Start Yr Dur (Yr)	1994		Project Spending Curve											
			Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
PROJECT COSTS																
Non-ROW Project Costs	979.8	-		979.6	0.0											
Right of Way (ROW)	0.0			0.0	0.0											
RCC Budget Total (FY 1994 \$'s)	979.8	-		979.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	979.8	-		979.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	282.4			0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.5	3.9	2.4	8.0	2.6	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	22.9%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	67.0	6.8%		67.0	0.0											
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	67.0	29.7%		67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0															
Prop. 116	15.0	1.5%		15.0	0.0											
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM	11.1	1.1%		11.1	0.0											
State ISTE A	83.3	8.5%		83.3	0.0											
Subtotal State	109.4	11.2%		109.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 - New Starts	492.9	50.3%		492.9	0.0											
Section 3 - Rail Mod.	0.0															
Section 9	0.0			0.0	0.0											
ISTEA	85.9	8.8%		85.9	0.0											
Subtotal Federal	578.7	59.1%		578.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%		0.0	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 Revenues	755.2	100.0%		755.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(224.4)	-		(224.4)	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 Local Prop. A, C or Financing Funding Needed	224.4	-		224.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES

- 1 Project costs per FFGA dated May 26, 1994. Based on Board selection of Alternative 9B on 6/30/93.
- 2 Funding splits per Grants Management Matrix, "Major Rail Projects: Proposed Cash Flows" (dated, 12/27/93)

MTA Long Range Transportation Plan

RED - SFV East/West SP Burbank Alignment (to 405 Fwy)

Adopted Long Range Plan - March 22, 1995

10 Years
(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2013	Start Yr Dur (Yr)	2004 9	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
									1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001
PROJECT COSTS																
Non-ROW Project Costs	624.0	-		0.0	624.0											
Right of Way (ROW)	78.0		65.4	4.1	8.5	4.1										
Uninflated Total (FY '94 \$'s)	702.0	-	65.4	4.1	632.5	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	1,081.9	-	65.4	4.1	1,012.4	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	62.3			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	25.1%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	50.6	5.0%		0.0	50.6			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	50.6	29.8%		0.0	50.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0			0.0	0.0											
Prop. 116	0.0															
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State Hwy Account	253.1	25.0%		0.0	253.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State ISTEA																
Subtotal State	253.1	23.4%		0.0	253.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 - New Starts	506.2	50.0%		0.0	506.2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0	0.0%		0.0	0.0											
Subtotal Federal	506.2	46.8%		0.0	506.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0											0.0	0.0	0.0	0.0	
Subtotal Mixed	0.0	0.0%		0.0	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 Revenues	809.9	100.0%		0.0	809.9	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)	(272.0)	-		(4.1)	(202.5)	(4.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	272.0	-		4.1	202.5	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES

MTA Long Range Transportation Plan
 RED – SFV East/West SP Burbank Alignment (to 405 Fwy)
 Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2013	Start Yr Dur (Yr)	2004 9	Project Spending Curve												
				3.6%	7.4%	10.0%	12.4%	15.1%	16.4%	16.1%	12.8%	6.2%	0.0%			
	Project Total	Alloc %	Prior Years	10 Yrs (‘94–‘03)	20 Yrs (‘04–‘13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Non-ROW Project Costs	624.0	–		0.0	624.0	22.5	46.2	62.4	77.4	94.2	102.3	100.5	79.9	38.7	0.0	
Right of Way (ROW)	78.0		65.4	4.1	8.5	8.5										
Uninflated Total (FY ‘94 \$’s)	702.0	–	65.4	4.1	632.5	31.0	46.2	62.4	77.4	94.2	102.3	100.5	79.9	38.7	0.0	
Total Capital Costs Inflated	1,081.9	–	65.4	4.1	1,012.4	43.1	66.3	92.5	118.3	148.7	166.7	168.9	138.6	69.3	0.0	
Rehabilitation and Replacement	62.3			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	25.1%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	50.6	5.0%		0.0	50.6	2.2	3.3	4.6	5.9	7.4	8.3	8.4	6.9	3.5	0.0	
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$’s)	50.6	29.6%		0.0	50.6	2.2	3.3	4.6	5.9	7.4	8.3	8.4	6.9	3.5	0.0	
State																
Prop. 108	0.0			0.0	0.0											
Prop. 116	0.0															
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State Hwy Account	253.1	25.0%		0.0	253.1	10.8	16.6	23.1	29.6	37.2	41.7	42.2	34.6	17.3	0.0	
State ISTEA																
Subtotal State	253.1	23.4%		0.0	253.1	10.8	16.6	23.1	29.6	37.2	41.7	42.2	34.6	17.3	0.0	
Federal																
Section 3 – New Starts	506.2	50.0%		0.0	506.2	21.5	33.2	46.2	59.2	74.4	83.4	84.5	69.3	34.6	0.0	
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0	0.0%		0.0	0.0											
Subtotal Federal	506.2	46.8%		0.0	506.2	21.5	33.2	46.2	59.2	74.4	83.4	84.5	69.3	34.6	0.0	
Mixed																
Flexible Congestion Relief	0.0					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Mixed	0.0	0.0%		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 Revenues	809.9	100.0%		0.0	809.9	34.5	53.0	74.0	94.7	119.0	133.4	135.1	110.9	55.4	0.0	
Total Surplus/(Shortfall)	(272.0)	–		(4.1)	(202.5)	(8.6)	(13.3)	(18.5)	(23.7)	(29.7)	(33.3)	(33.8)	(27.7)	(13.9)	0.0	
MTA Local Prop. A, C or Financing Funding Needed	272.0	–		4.1	202.5	8.6	13.3	18.5	23.7	29.7	33.3	33.8	27.7	13.9	0.0	

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NOTES:

MTA Long Range Transportation Plan
 RED - Seg 3 - WESTSIDE #2 to 405 Fwy (6 Stations)
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2005 9	Project Spending Curve												
				0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
				1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS																
Non-ROW Project Costs	1,821.4	-		0.0	1,821.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (ROW)	0.0			0.0	0.0											
Uninflated Total (FY '93 \$'s)	1,821.4	-		0.0	1,821.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	3,110.7	-		0.0	3,110.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	44.5			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	38.5%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	155.5	5.0%		0.0	155.5		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Jurisdictions	0.0	0.0%														
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	155.5	43.5%		0.0	155.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM (Match)	23.3	0.7%		0.0	23.3											
State ISTE A																
Subtotal State	23.3	0.7%		0.0	23.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 - New Starts	1,555.4	50.0%		0.0	1,555.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	180.0	5.8%		0.0	180.0											
Subtotal Federal	1,735.4	55.8%		0.0	1,735.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0			0.0	0.0											
Subtotal Mixed	0.0	0.0%		0.0	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 Revenues	1,914.2	100.0%		0.0	1,914.2	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)	(1,196.5)	-		0.0	(1,196.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	1,196.5	-		0.0	1,196.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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 NOTES:

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MTA Long Range Transportation Plan

RED - Seg 3 - WESTSIDE #2 to 405 Fwy (6 Stations)

20 Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2005 9	Project Spending Curve												
				0.0%	3.6%	7.4%	10.0%	12.4%	15.1%	16.4%	16.1%	12.8%	6.2%			
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Non-ROW Project Costs	1,821.4	-		0.0	1,821.4	0.0	65.6	134.8	182.1	225.9	275.0	298.7	293.2	233.1	112.9	
Right of Way (ROW)	0.0			0.0	0.0											
Uninflated Total (FY '93 \$'s)	1,821.4	-		0.0	1,821.4	0.0	65.6	134.8	182.1	225.9	275.0	298.7	293.2	233.1	112.9	
Total Capital Costs Inflated	3,110.7	-		0.0	3,110.7	0.0	97.2	206.2	287.5	367.9	462.4	518.3	525.1	430.8	215.4	
Rehabilitation and Replacement	44.5			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	38.5%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	155.5	5.0%		0.0	155.5	0.0	4.9	10.3	14.4	18.4	23.1	25.9	26.3	21.5	10.8	
Other Jurisdictions	0.0															
Benefit Assessments	0.0	0.0%														
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	155.5	43.5%		0.0	155.5	0.0	4.9	10.3	14.4	18.4	23.1	25.9	26.3	21.5	10.8	
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM (Match)	23.3	0.7%		0.0	23.3	0.0	1.3	1.3	2.6	2.6	3.9	3.9	2.6	2.6	2.6	
State ISTEAs	0.0															
Subtotal State	23.3	0.7%		0.0	23.3	0.0	1.3	1.3	2.6	2.6	3.9	3.9	2.6	2.6	2.6	
Federal																
Section 3 - New Starts	1,555.4	50.0%		0.0	1,555.4	0.0	48.6	103.1	143.8	184.0	231.2	259.1	262.5	215.4	107.7	
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	180.0	5.8%		0.0	180.0		10.0	10.0	20.0	20.0	30.0	30.0	20.0	20.0	20.0	
Subtotal Federal	1,735.4	55.8%		0.0	1,735.4	0.0	58.6	113.1	163.8	204.0	261.2	289.1	282.5	235.4	127.7	
Mixed																
Flexible Congestion Relief	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Mixed	0.0	0.0%		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 Revenues	1,914.2	100.0%		0.0	1,914.2	0.0	64.7	124.7	180.7	225.0	288.2	318.9	311.4	259.6	141.0	
Total Surplus/(Shortfall)	(1,196.5)	-		0.0	(1,196.5)	0.0	(32.4)	(81.5)	(106.8)	(143.0)	(174.2)	(199.3)	(213.7)	(171.3)	(74.3)	
MTA Local Prop. A, C or Financing Funding Needed	1,196.5	-		0.0	1,196.5	0.0	32.4	81.5	106.8	143.0	174.2	199.3	213.7	171.3	74.3	

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NOTES

MTA Long Range Transportation Plan
RED - Segment 3 - EASTSIDE #2 (3 Stations)
Adopted Long Range Plan - March 22, 1995

10 Years
(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2009		Project Spending Curve												
			6	8	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
					1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003			
PROJECT COSTS	Project Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)												
Non-ROW Project Costs	681.5	-		0.0	599.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (ROW)	48.4	-		0.0	48.4												
Uninflated Total (FY '93 \$'s)	729.9	-		0.0	648.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	1,403.1	-		0.0	1,242.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	14.6	-		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	37.8%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																	
L.A. City Funds	70.2	5.0%		0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Jurisdictions	0.0																
Benefit Assessments	0.0	0.0%							0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Regional Impact Fees	0.0																
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	70.2	42.8%		0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																	
Prop. 108	0.0																
Prop. 116	0.0																
Guideway - Art XIX	0.0																
Guideway - TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	0.0																
Other State Source/State TSM (Match)	11.7	0.8%		0.0	9.1												
State ISTEAs																	
Subtotal State	11.7	0.8%		0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																	
Section 3 - New Starts	701.6	50.0%		0.0	621.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 3 - Rail Mod.	0.0																
Section 9	0.0																
ISTEA	90.0	6.4%		0.0	70.0												
Subtotal Federal	791.6	56.4%		0.0	691.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																	
Flexible Congestion Relief	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Mixed	0.0	0.0%		0.0	0.0	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 Revenues	873.4	100.0%		0.0	762.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(529.8)	-		0.0	(479.9)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	529.8	-		0.0	479.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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MTA Long Range Transportation Plan
RED - Segment 3 - EASTSIDE #2 (3 Stations)
Adopted Long Range Plan - March 22, 1995

20 Years
(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2009 6	Project Spending Curve												
				0.0%	0.0%	0.0%	0.0%	0.0%	6.8%	14.2%	19.7%	24.2%	23.1%			
	Project Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Non-ROW Project Costs	681.5	-		0.0	599.7	0.0	0.0	0.0	0.0	0.0	46.3	96.8	134.3	164.9	157.4	
Right of Way (ROW)	48.4			0.0	48.4					24.2	24.2					
Uninflated Total (FY '93 \$'s)	729.9	-		0.0	648.1	0.0	0.0	0.0	0.0	24.2	70.5	96.8	134.3	164.9	157.4	
Total Capital Costs Inflated	1,403.1	-		0.0	1,242.2	0.0	0.0	0.0	0.0	72.6	156.3	167.9	240.4	304.8	300.2	
Rehabilitation and Replacement	14.6			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	37.8%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	70.2	5.0%		0.0	62.1	0.0	0.0	0.0	0.0	3.6	7.8	8.4	12.0	15.2	15.0	
Other Jurisdictions	0.0															
Benefit Assessments	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	70.2	42.8%		0.0	62.1	0.0	0.0	0.0	0.0	3.6	7.8	8.4	12.0	15.2	15.0	
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM (Match)	11.7	0.8%		0.0	9.1			0.0	0.0	0.0	1.3	1.3	1.3	2.6	2.6	
State ISTE A																
Subtotal State	11.7	0.8%		0.0	9.1	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.3	2.6	2.6	
Federal																
Section 3 - New Starts	701.6	50.0%		0.0	621.1	0.0	0.0	0.0	0.0	36.3	78.1	84.0	120.2	152.4	150.1	
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	90.0	6.4%		0.0	70.0						10.0	10.0	10.0	20.0	20.0	
Subtotal Federal	791.6	56.4%		0.0	691.1	0.0	0.0	0.0	0.0	36.3	88.1	94.0	130.2	172.4	170.1	
Mixed																
Flexible Congestion Relief	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Mixed	0.0	0.0%		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 Revenues	873.4	100.0%		0.0	762.3	0.0	0.0	0.0	0.0	39.9	97.3	103.6	143.5	190.2	187.7	
Total Surplus/(Shortfall)	(529.8)	-		0.0	(479.9)	0.0	0.0	0.0	0.0	(32.7)	(59.0)	(64.3)	(96.9)	(114.6)	(112.5)	
MTA Local Prop. A, C or Financing Funding Needed	529.8	-		0.0	479.9	0.0	0.0	0.0	0.0	32.7	59.0	64.3	96.9	114.6	112.5	

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MTA Long Range Transportation Plan
 RED - Segment 3 - EASTSIDE #2 (3 Stations)
 Adopted Long Range Plan - March 22, 1995

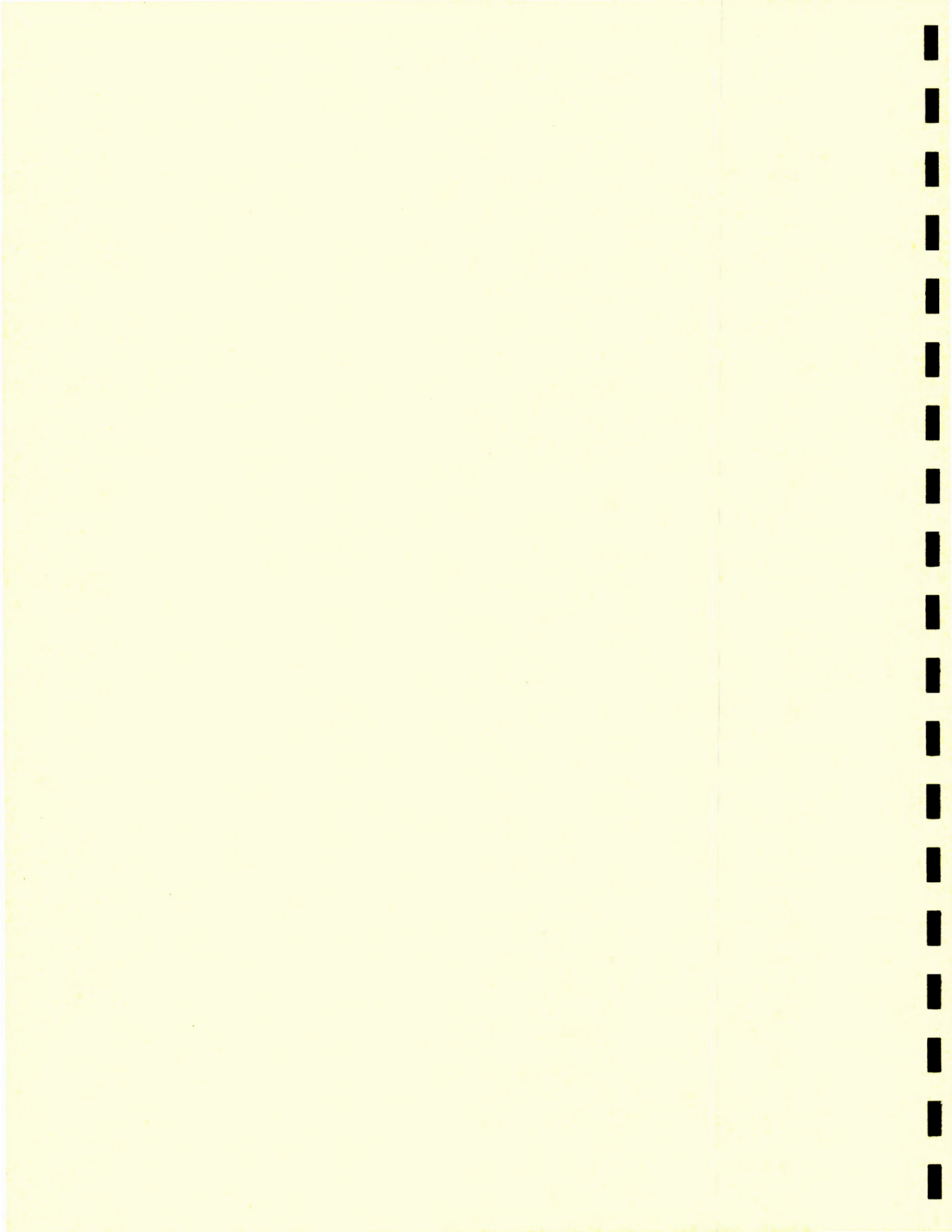
30 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2009 6	Project Spending Curve													
				12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03)	20 Yrs '04-'13)	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023		
PROJECT COSTS																	
Non-ROW Project Costs	681.5	-		0.0	599.7	81.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (ROW)	48.4	-		0.0	48.4												
Uninflated Total (FY '93 \$'s)	729.9	-		0.0	648.1	81.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	1,403.1	-		0.0	1,242.2	161.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	14.6	-		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	3.9	2.4	7.8	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																	
Local																	
Prop. A - Direct	0.0																
Prop. C - Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	37.8%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																	
L.A. City Funds	70.2	5.0%		0.0	62.1	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Jurisdictions	0.0																
Benefit Assessments	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Regional Impact Fees	0.0																
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	70.2	42.8%		0.0	62.1	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																	
Prop. 108	0.0																
Prop. 116	0.0																
Guideway - Art XIX	0.0																
Guideway - TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	0.0																
Other State Source/State TSM (Match)	11.7	0.8%		0.0	9.1	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State ISTE A																	
Subtotal State	11.7	0.8%		0.0	9.1	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																	
Section 3 - New Starts	701.6	50.0%		0.0	621.1	80.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Section 3 - Rail Mod.	0.0																
Section 9	0.0																
ISTEA	90.0	6.4%		0.0	70.0	20.0											
Subtotal Federal	791.6	56.4%		0.0	691.1	100.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																	
Flexible Congestion Relief	0.0	0.0%		0.0	0.0												
Subtotal Mixed	0.0	0.0%		0.0	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 Revenues	873.4	100.0%		0.0	762.3	111.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(529.8)	-		0.0	(479.9)	(49.8)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	529.8	-		0.0	479.9	49.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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 NOTES

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Blue Line Projects

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MTA Long Range Transportation Plan

BLUE – Pasadena / LA – Union Station to Sierra Madre

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	7 2003	Start Yr Dur (Yr)	1993 10	Project Spending Curve														
				Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	3.0%	7.0%	8.0%	10.0%	13.0%	15.0%	16.0%	19.0%	8.0%	0.0%
									1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
PROJECT COSTS																		
Non-ROW Project Costs	997.6	-	18.2	979.4	0.0	59.7	67.0	57.2	108.2	86.4	127.5	175.2	144.6	137.4	16.2			
Right of Way (ROW)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
RCC Budget (FY 1994 \$s)	997.6		18.2	979.4	0.0	59.7	67.0	57.2	108.2	86.4	127.5	175.2	144.6	137.4	16.2			
Total Capital Costs Inflated	997.6		18.2	979.4	0.0	59.7	67.0	57.2	108.2	86.4	127.5	175.2	144.6	137.4	16.2			
Rehabilitation and Replacement	592.0		0.0	0.0	51.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																		
Local																		
Prop. A – Direct	0.0																	
Prop. C – Direct	0.0																	
Financings	0.0																	
Subtotal Prop. A & C	0.0	44.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																		
L.A. City Funds	0.0																	
Other Jurisdictions	0.0																	
Benefit Assessments	0.0																	
TDA Article 4	0.0																	
Public/Private Joint Venture	0.0																	
Other/Prop C. 25%	189.5	19.0%	0.0	189.5	0.0	16.0	50.0	7.0	54.1	43.2	19.2							
Local Agency Funds/Pasadena	0.0		0.0	0.0	0.0	0.0	7.0	(7.0)										
Subtotal Local (including Prop. A & C %, not \$'s)	189.5	63.2%	0.0	189.5	0.0	16.0	57.0	0.0	54.1	43.2	19.2	0.0	0.0	0.0	0.0	0.0	0.0	
State																		
Prop. 108	21.2	2.1%	0.0	21.2	0.0	10.0	10.0				1.2							
Prop. 116	0.0	0.0%																
Guideway – Art XIX	0.0																	
Guideway – TP&D/TCI	0.0	0.0%		0.0	0.0		0.0											
State/Local Partnership	0.0																	
STA	0.0																	
Other State Source/State Hwy Account	346.1	34.7%	0.0	346.1	0.0			57.2	54.1	43.2	61.1	87.6	42.9					
State ISTEA	0.0																	
Subtotal State	367.3	36.8%	0.0	367.3	0.0	10.0	10.0	57.2	54.1	43.2	62.3	87.6	42.9	0.0	0.0	0.0	0.0	
Federal																		
Section 3 – New Starts	0.0																	
Section 3 – Rail Mod.	0.0																	
Section 9	0.0																	
ISTEA	0.0																	
Subtotal Federal	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																		
Flexible Congestion Relief	0.0																	
Subtotal Mixed	0.0	0.0%		0.0	0.0	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 Revenues	556.8	100.0%	0.0	556.8	0.0	26.0	67.0	57.2	108.2	86.4	81.5	87.6	42.9	0.0	0.0			
Total Surplus/(Shortfall)	(440.8)		(18.2)	(422.6)	0.0	(33.7)	0.0	0.0	0.0	0.0	(46.0)	(87.6)	(101.7)	(137.4)	(16.2)			
MTA Local Prop. A, C or Financing Funding Needed	440.8		18.2	422.6	0.0	33.7	0.0	0.0	0.0	0.0	46.0	87.6	101.7	137.4	16.2			

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NOTES

MTA Long Range Transportation Plan
 BLUE – Pasadena / LA – Union Station to Sierra Madre
 Adopted Long Range Plan – March 22, 1995

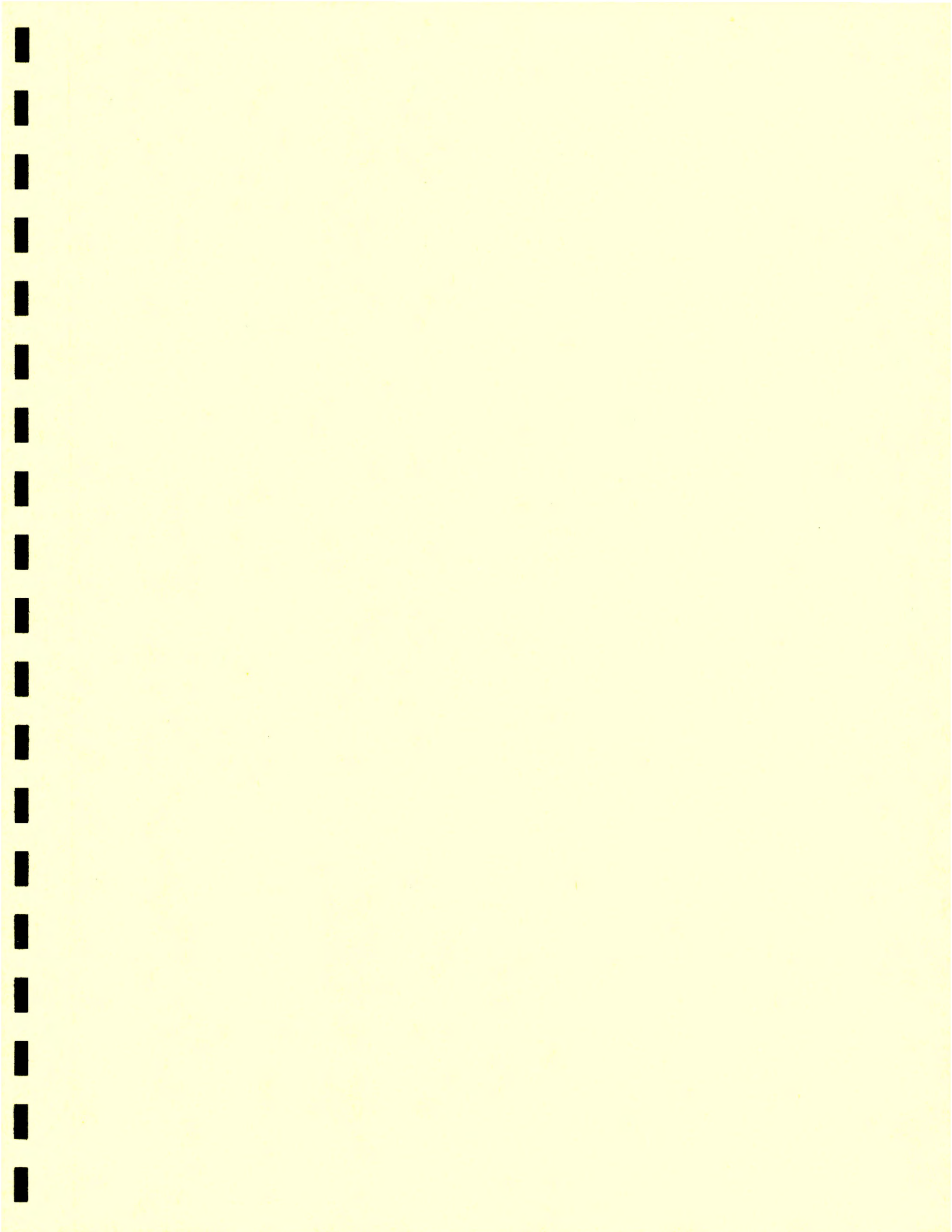
20 Years
 (\$ millions)

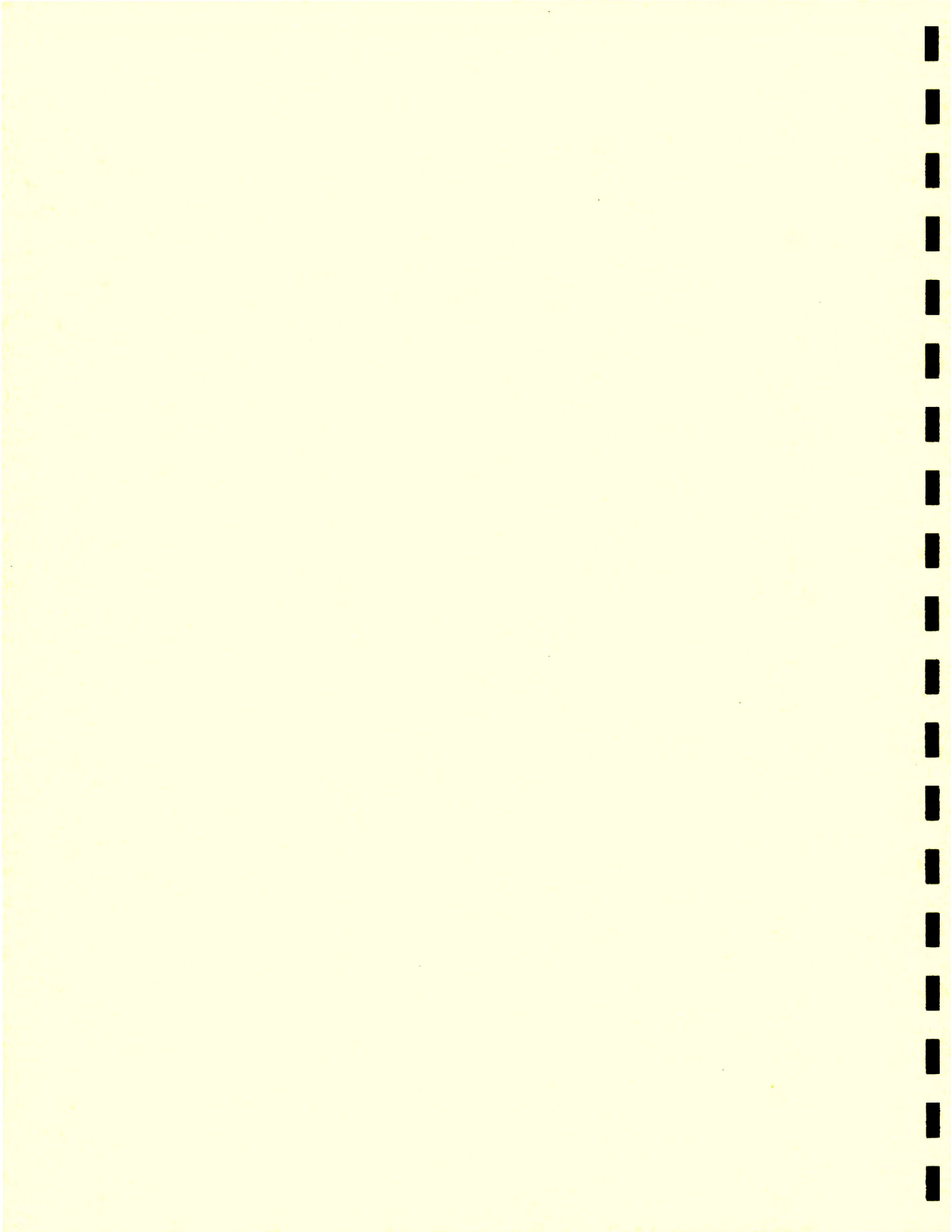
Project Type Revenue Operations Date (ROD)	7 2003	Start Yr Dur (Yr)	1993			Project Spending Curve										
			10	10 Yrs	20 Yrs	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Project Total	Alloc %	Prior Years	('94-'03)	('04-'13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Non-ROW Project Costs	997.6	-	18.2	979.4	0.0											
Right of Way (ROW)	0.0		0.0	0.0	0.0											
RCC Budget (FY 1994 \$s)	997.6		18.2	979.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	997.6	-	18.2	979.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	592.0		0.0	0.0	51.3	0.0	0.0	0.0	0.0	0.1	9.3	7.0	10.6	7.4	16.9	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	44.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Other/Prop C, 25%	189.5	19.0%	0.0	189.5	0.0											
Local Agency Funds/Pasadena	0.0		0.0	0.0	0.0											
Subtotal Local (including Prop. A & C %, not \$'s)	189.5	63.2%	0.0	189.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	21.2	2.1%	0.0	21.2	0.0											
Prop. 116	0.0	0.0%														
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0	0.0%		0.0	0.0											
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State Hwy Account	346.1	34.7%	0.0	346.1	0.0											
State ISTE A	0.0															
Subtotal State	367.3	36.8%	0.0	367.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 – New Starts	0.0															
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%		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 Revenues	556.8	100.0%	0.0	556.8	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)	(440.8)	-	(18.2)	(422.6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	440.8	-	18.2	422.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:







Green Line Projects

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MTA Long Range Transportation Plan
 GREEN - Norwalk - El Segundo
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	8 1996	Start Yr Dur (Yr)	1988 8	Project Spending Curve														
				28.0%		12.0%		0.0%		0.0%		0.0%		0.0%		0.0%		
				1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003				
PROJECT COSTS																		
Subtotal Construction Costs	722.4	-	370.0	352.4	0.0	191.2	120.0	41.2										
Right of Way (ROW)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0										
RCC Project Budget (Inflation Included)	722.4	-	370.0	352.4	0.0	191.2	120.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	722.4	-	370.0	352.4	0.0	191.2	120.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	473.6	-		12.8	133.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	6.7	5.9		
PROJECT REVENUES (For Capital Costs Only)																		
Local																		
Prop. A - Direct	0.0																	
Prop. C - Direct	0.0																	
Financings	0.0																	
Subtotal Prop. A & C	0.0	51.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																		
L.A. City Funds	0.0																	
Other Jurisdictions	0.0																	
Benefit Assessments	0.0																	
TDA Article 4	0.0																	
Public/Private Joint Venture	0.0																	
Other Prop C 25%	246.4			246.4	0.0	160.0	45.2	41.2										
Local Agency Funds	0.0																	
Subtotal Local (including Prop. A & C %, not \$'s)	246.4	85.3%	0.0	246.4	0.0	160.0	45.2	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																		
Prop. 108	22.4			22.4	0.0	22.4												
Prop. 116	83.6			83.6	0.0	8.8	74.8											
Guideway - Art XIX	0.0																	
Guideway - TP&D/TCI	0.0																	
State/Local Partnership	0.0																	
STA	0.0																	
Other State Source	0.0																	
State ISTE A	0.0																	
Subtotal State	106.0	14.7%	0.0	106.0	0.0	31.2	74.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																		
Section 3 - New Starts	0.0																	
Section 3 - Rail Mod.	0.0																	
Section 9	0.0																	
ISTEA	0.0																	
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																		
Flexible Congestion Relief	0.0																	
Subtotal Mixed	0.0	0.0%	0.0	0.0	0.0	0.0	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 Revenues	352.4	100.0%	0.0	352.4	0.0	191.2	120.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(370.0)	-	(370.0)	(0.0)	0.0	0.0	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 Local Prop. A, C or Financing Funding Needed	370.0	-	370.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Project costs per the RCC (6/1/94)

MTA Long Range Transportation Plan
 GREEN – Norwalk – El Segundo
 Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

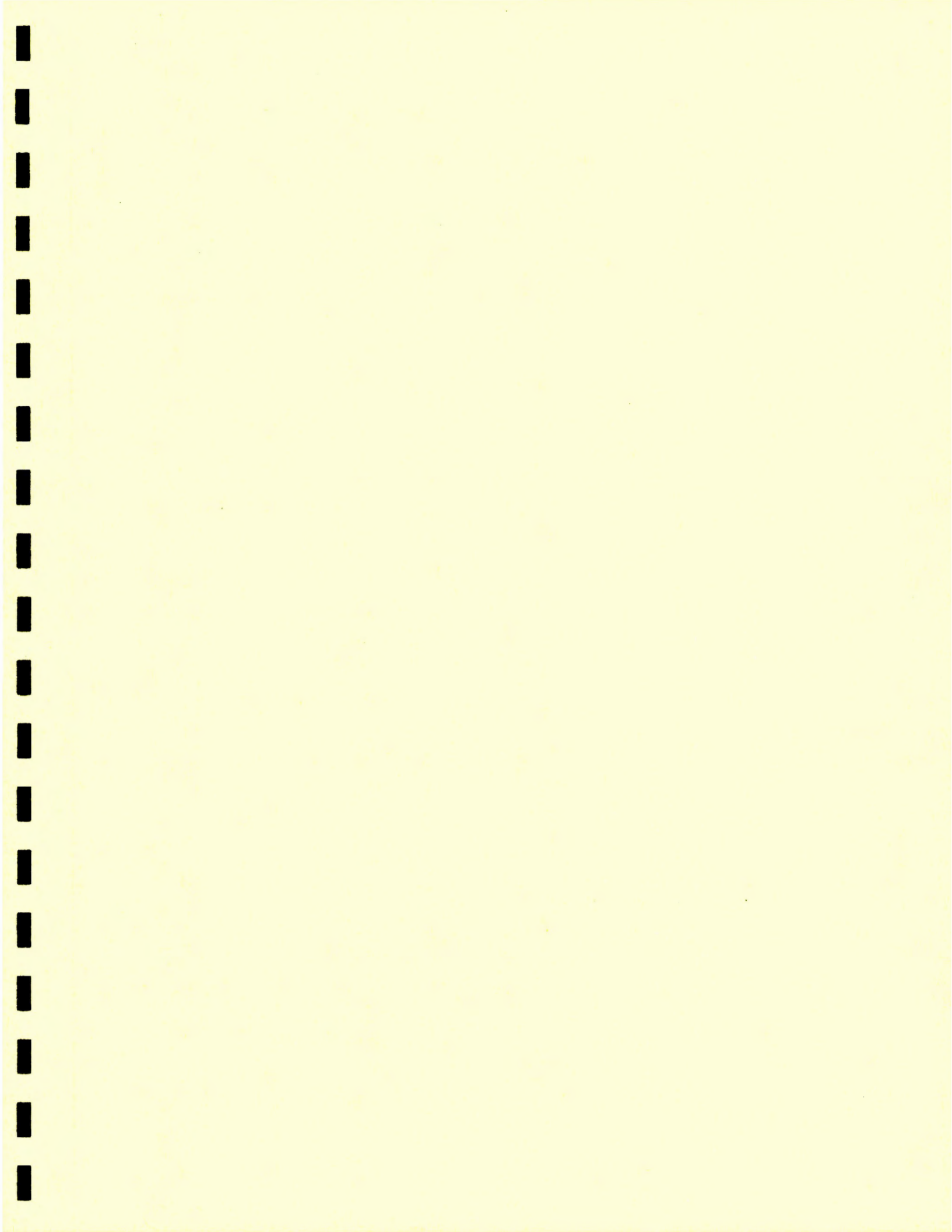
Project Type Revenue Operations Date (ROD)	8 1996	Start Yr Dur (Yr)	1988 8	Project Spending Curve													
				10 Yrs		20 Yrs		0.0%		0.0%		0.0%		0.0%		0.0%	
				Prior Years	'94-'03	'04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																	
Subtotal Construction Costs	722.4	-	370.0	352.4	0.0												
Right of Way (ROW)	0.0	-	0.0	0.0	0.0												
RCC Project Budget (Inflation Included)	722.4	-	370.0	352.4	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 Capital Costs Inflated	722.4	-	370.0	352.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	473.6	-		12.8	133.0	8.6	8.3	10.4	6.7	30.4	7.2	7.4	37.1	11.0	8.1		
PROJECT REVENUES (For Capital Costs Only)																	
Local																	
Prop. A – Direct	0.0																
Prop. C – Direct	0.0																
Financings	0.0																
Subtotal Prop. A & C	0.0	51.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																	
L.A. City Funds	0.0																
Other Jurisdictions	0.0																
Benefit Assessments	0.0																
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Other/Prop C 25%	246.4			246.4	0.0												
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	246.4	85.3%	0.0	246.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																	
Prop. 108	22.4			22.4	0.0												
Prop. 116	83.6			83.6	0.0												
Guideway – Art XIX	0.0																
Guideway – TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	0.0																
Other State Source	0.0																
State ISTEAs	0.0																
Subtotal State	106.0	14.7%	0.0	106.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																	
Section 3 – New Starts	0.0																
Section 3 – Rail Mod.	0.0																
Section 9	0.0																
ISTEA	0.0																
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																	
Flexible Congestion Relief	0.0																
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	352.4	100.0%	0.0	352.4	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)	(370.0)	-	(370.0)	(0.0)	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 Local Prop. A, C or Financing Funding Needed	370.0	-	370.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Project costs per the RCC (6/1/94)

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Other Rail Capital

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MTA Long Range Transportation Plan
 OTHER - Segment 2 Transit Station Enhancements
 Adopted Long Range Plan - March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	7 1999	Start Yr Dur (Yr)	1993 4	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	NA	NA	NA	NA	NA	NA	NA	NA
									1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001
PROJECT COSTS																
Subtotal Construction Costs	80.7	-	2.4	78.5	0.0	5.9	25.8	30.9	13.6	1.8	0.3	0.2				
Right of Way (ROW)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Project Budget (Inflation Included)	80.7	-	2.4	78.5	0.0	5.9	25.8	30.9	13.6	1.8	0.3	0.2	0.0	0.0	0.0	
Total Capital Costs Inflated	80.9	-	2.4	78.5	0.0	5.9	25.8	30.9	13.6	1.8	0.3	0.2	0.0	0.0	0.0	
Rehabilitation and Replacement	0.0	-		0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	0.0	0.0%														
Prop. 116	0.0															
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTEAs	0.0															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 - New Starts	0.0															
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	0.0	100.0%	0.0	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)	(80.9)	-	(2.4)	(78.5)	0.0	(5.9)	(25.8)	(30.9)	(13.6)	(1.8)	(0.3)	(0.2)	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	80.9	-	2.4	78.5	0.0	5.9	25.8	30.9	13.6	1.8	0.3	0.2	0.0	0.0	0.0	

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Notes:

- These funds are set aside for station access improvements, safety treatments, and/or passenger flow and convenience improvements for yet to be determined projects.
- Project costs from RCC cashflow plan dated 6/1/94.

MTA Long Range Transportation Plan
 OTHER – Segment 2 Transit Station Enhancements
 Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	7 9999	Start Yr Dur (Yr)	1993 4	Project Spending Curve												
						NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
				Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011
PROJECT COSTS																
Subtotal Construction Costs	80.7	--	2.4	78.5	0.0											
Right of Way (ROW)	0.0	--	0.0	0.0	0.0											
Project Budget (Inflation Included)	80.7	--	2.4	78.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	80.9	--	2.4	78.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	0.0	--		0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	100.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0	0.0%														
Prop. 116	0.0															
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTEAs	0.0															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 – New Starts	0.0															
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	0.0	100.0%	0.0	0.0	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)	(80.9)	--	(2.4)	(78.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	80.9	--	2.4	78.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Notes:

- These funds are set aside for station access improvements, safety treatments, and/or passenger flow and convenience improvements for yet to be determined projects.
- Project costs from RCC cashflow plan dated 6/1/94

MTA Long Range Transportation Plan
Other Rail Costs

10 Years
(\$ millions)

Adopted Long Range Plan - March 22, 1995

Project Type Revenue Operations Date (ROD)	NA NA	Start Yr Dur (Yr)	NA NA	Project Spending Curve														
				20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
									1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS																		
Systemwide (Based on FY 95 Budget)	167.2		0.0	86.4	80.7	21.3	10.3	8.8	10.8	5.3	5.5	5.7	6.0	6.2	6.5			
Other Projects	73.6	-		73.6	0.0	30.5	10.4	6.5	6.8	4.5	6.0	6.5	2.5					
Red Line Seg 3 Enhancements	19.7	-	0.0	19.7	0.0	0.0	0.3	2.7	4.4	9.8	1.5	1.0	0.0					
Inflated Total	260.5	-	0.0	179.8	80.7	51.8	21.1	18.0	22.0	19.6	13.0	13.2	8.5	6.2	6.5			
Total Capital Costs Inflated																		
	260.5	-	0.0	179.8	80.7	51.8	21.1	18.0	22.0	19.6	13.0	13.2	8.5	6.2	6.5			
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																		
Local																		
Prop. A - Direct	0.0																	
Prop. C - Direct	0.0																	
Financings	0.0																	
Subtotal Prop. A & C	0.0	98.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Other Local																		
L.A. City Funds	0.0																	
Other Jurisdictions	0.0																	
Benefit Assessments	0.0																	
TDA Article 4	0.0																	
Public/Private Joint Venture	0.0																	
Prop C 25%	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Local Agency Funds	0.0	0.0%																
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	98.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
State																		
Prop. 108	0.0																	
Prop. 116	0.0																	
Guideway - Art XIX	0.0																	
Guideway - TP&D/TCI	0.0																	
State/Local Partnership	0.0																	
STA	0.0																	
Other State Source	0.0																	
State ISTEIA	0.0																	
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Federal																		
Section 3 - New Starts	0.0																	
Section 3 - Rail Mod	6.6			6.6	0.0		6.6											
Section 9	0.0			0.0	0.0													
ISTEA - STP (for Seg 3 Enhancements)	3.3		0.0	3.3	0.0	0.0	0.0	1.2	1.8	0.3								
Subtotal Federal	9.9	3.8%	0.0	9.9	0.0	0.0	6.6	1.2	1.8	0.3	0.0	0.0	0.0	0.0	0.0			
Mixed																		
Flexible Congestion Relief	0.0																	
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	9.9	100.0%	0.0	9.9	0.0	0.0	6.6	1.2	1.8	0.3	0.0	0.0	0.0	0.0	0.0			
Total Surplus/(Shortfall)	(250.7)	-	0.0	(170.0)	(80.7)	(51.8)	(14.5)	(16.8)	(20.2)	(19.3)	(13.0)	(13.2)	(8.5)	(6.2)	(6.5)			
MTA Local Prop. A, C or Financing Funding Needs	250.7	-	0.0	170.0	80.7	51.8	14.5	16.8	20.2	19.3	13.0	13.2	8.5	6.2	6.5			

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NOTES

1. Amounts for Other Projects, Segment 3 station enhancements from RCC cash flow dated 6/1/94

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**MTA Long Range Transportation Plan
Other Rail Costs**

20 Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

Project Type Revenue Operations Date (ROD)	NA	Start Yr	NA	Project Spending Curve												
	NA	Dur. (Yr)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Systemwide (Based on FY 95 Budget)	167.2		0.0	86.4	80.7	6.8	7.0	7.3	7.6	7.9	8.2	8.5	8.8	9.2	9.5	
Other Projects	73.6	-		73.6	0.0											
Red Line Seg 3 Enhancements	19.7	-	0.0	19.7	0.0											
Inflated Total	260.5	-	0.0	179.8	80.7	6.8	7.0	7.3	7.6	7.9	8.2	8.5	8.8	9.2	9.5	
Total Capital Costs Inflated	260.5	-	0.0	179.8	80.7	6.8	7.0	7.3	7.6	7.9	8.2	8.5	8.8	9.2	9.5	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	96.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Prop C 25%	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Local Agency Funds	0.0	0.0%														
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	96.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTEAs	0.0															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 - New Starts	0.0															
Section 3 - Rail Mod.	6.6			6.6	0.0											
Section 9	0.0			0.0	0.0											
ISTEA - STP (for Seg. 3 Enhancements)	3.3		0.0	3.3	0.0											
Subtotal Federal	9.9	3.8%	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	9.9	100.0%	0.0	9.9	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)	(250.7)	-	0.0	(170.0)	(80.7)	(6.8)	(7.0)	(7.3)	(7.6)	(7.9)	(8.2)	(8.5)	(8.8)	(9.2)	(9.5)	
MTA Local Prop. A, C or Financing Funding Needs	250.7	-	0.0	170.0	80.7	6.8	7.0	7.3	7.6	7.9	8.2	8.5	8.8	9.2	9.5	

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NOTES:

1. Amounts for Other Projects, Segment 3 station enhancements from RCC cash flow dated 6/1/94.

MTA Long Range Transportation Plan
LA Rail Car

10 Years
(\$ millions)

Adopted Long Range Plan - March 22, 1995

Project Type Revenue Operations Date (ROD)	7 N/A	Start Yr Dur (Yr)	1994 7	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
									1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001
PROJECT COSTS																
Rail Cars	257.5	--	1.5	256.0	0.0	23.1	41.5	25.1	64.2	41.8	40.4	19.9				
Inflated Total	257.5	--	1.5	256.0	0.0	23.1	41.5	25.1	64.2	41.8	40.4	19.9	0.0	0.0	0.0	
Total Capital Costs Inflated	257.5	--	1.5	256.0	0.0	23.1	41.5	25.1	64.2	41.8	40.4	19.9	0.0	0.0	0.0	
Rehabilitation and Replacement	16.9	--		0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	47.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0	0.0%														
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	47.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0	0.0%														
Prop. 116	33.5	13.0%	0.0	33.5	0.0	11.5	4.9	4.0	8.8	4.4						
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTE A (STP)	84.0		0.0	84.0	0.0	0.0	26.4	0.0	0.0	0.0	40.4	17.2				
Subtotal State	117.5	45.6%	0.0	117.5	0.0	11.5	31.3	4.0	8.8	4.4	40.4	17.2	0.0	0.0	0.0	
Federal																
Section 3 - New Starts	0.0															
Section 3 - Rail Mod.	0.0															
Section 9	11.9		0.0	11.9	0.0	0.0	0.0	6.0	0.0	5.9						
ISTEA (STP)	6.1			6.1	0.0	0.0	1.8	4.3								
Subtotal Federal	18.0	7.0%	0.0	18.0	0.0	0.0	1.8	10.3	0.0	5.9	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	135.4	100.0%	0.0	135.4	0.0	11.5	33.0	14.3	8.8	10.3	40.4	17.2	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(122.1)	--	(1.5)	(120.6)	0.0	(11.6)	(8.5)	(10.9)	(55.4)	(31.6)	0.0	(2.7)	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	122.1	--	1.5	120.6	0.0	11.6	8.5	10.9	55.4	31.6	0.0	2.7	0.0	0.0	0.0	0.0

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NOTES

1. Project costs per RCC 8/1/94

MTA Long Range Transportation Plan
LA Rail Car

Adopted Long Range Plan - March 22, 1995

20 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	7 N/A	Start Yr Dur (Yr)	1994 7	Project Spending Curve												
				N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	Project Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Rail Cars	257.5	-	1.5	256.0	0.0											
Inflated Total	257.5	-	1.5	256.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	257.5	-	1.5	256.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	16.9	-		0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	
PROJECT REVENUES (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A - Direct	0.0															
Prop. C - Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	47.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Regional Impact Fees	0.0															
Local Agency Funds	0.0	0.0%														
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	47.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	0.0	0.0%														
Prop. 116	33.5	13.0%	0.0	33.5	0.0											
Guideway - Art XIX	0.0															
Guideway - TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State ISTE A (STP)	84.0		0.0	84.0	0.0											
Subtotal State	117.5	45.6%	0.0	117.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 - New Starts	0.0															
Section 3 - Rail Mod.	0.0															
Section 9	11.9		0.0	11.9	0.0											
ISTEA (STP)	6.1			6.1	0.0											
Subtotal Federal	18.0	7.0%	0.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	135.4	100.0%	0.0	135.4	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)	(122.1)	-	(1.5)	(120.6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	122.1	-	1.5	120.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:
1. Project costs per RCC 8/1/94

MTA Long Range Transportation Plan
 Environmental Clearance/Study/Staffing Costs
 Adopted Long Range Plan – March 22, 1995

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	N/A N/A	Start Yr Dur (Yr)	N/A N/A	Project Spending Curve														
				20 Yr Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	N/A		N/A		N/A		N/A		N/A	
									1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
• Rail Planning and Program Support	154.8	-		82.8	72.0	0.0	17.7	14.2	11.3	9.1	7.3	5.8	5.8	5.8	5.8			
• Transit Planning	182.8	-		69.8	113.0	0.0	6.6	6.8	7.1	7.4	7.7	8.0	8.4	8.7	9.1			
• Benefit Assessment	15.9	-		6.0	9.9	0.0	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.8			
• Commuter Rail Staff Support	30.1	-		11.5	18.6	0.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5			
• Other (FY 95 Unalloc Overhead, US Gateway, FMIS)	33.0	-		33.0	0.0	0.4	30.6	2.0										
Total Costs	416.7	-	0.0	203.1	213.6	0.4	56.6	24.7	20.2	18.3	17.0	15.8	16.3	16.6	17.2			
Total Capital Costs Inflated	416.7	-	0.0	203.1	213.6	0.4	56.6	24.7	20.2	18.3	17.0	15.8	16.3	16.6	17.2			
Rehabilitation and Replacement	0.0	-		0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
PROJECT REVENUES (For Capital Costs Only)																		
Local																		
Prop. A – Direct	0.0																	
Prop. C – Direct	0.0																	
Financings	0.0																	
Subtotal Prop. A & C	0.0	92.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Other Local																		
L.A. City Funds	0.0																	
Other Jurisdictions	0.0																	
Benefit Assessments	0.0																	
TDA Article 4	0.0																	
Public/Private Joint Venture	0.0																	
Prop C 10% Funds (for Commuter Staff Support)	30.1			11.5	18.6	0.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5			
Local Agency Funds	0.0																	
Subtotal Local (including Prop. A & C %, not \$'s)	30.1	100.0%	0.0	11.5	18.6	0.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5			
State																		
Prop. 108	0.0																	
Prop. 116	0.0																	
Guideway – Art XIX	0.0																	
Guideway – TP&D/TCI	0.0																	
State/Local Partnership	0.0																	
STA	0.0																	
Other State Source	0.0																	
State ISTEA	0.0																	
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Federal																		
Section 3 – New Starts	0.0																	
Section 3 – Rail Mod.	0.0																	
Section 9	0.0																	
ISTEA	0.0																	
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Mixed																		
Flexible Congestion Relief	0.0																	
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	30.1	100.0%	0.0	11.5	18.6	0.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	1.4	1.5			
Total Surplus/(Shortfall)	(386.5)	-	0.0	(191.6)	(194.9)	(0.4)	(55.5)	(23.6)	(19.0)	(17.1)	(15.7)	(14.5)	(14.9)	(15.2)	(15.7)			
MTA Local Prop. A, C or Financing Funding Needs	386.5	-	0.0	191.6	194.9	0.4	55.5	23.6	19.0	17.1	15.7	14.5	14.9	15.2	15.7			

MTA Long Range Transportation Plan
Environmental Clearance/Study/Staffing Costs
Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Revenue Operations	Project Type	N/A	Start Yr	N/A	Project Spending Curve											
	Date (ROD)	N/A	Dur (Yr)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Yr Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
• Rail Planning and Program Support	154.8	–		82.8	72.0	6.0	6.3	6.5	6.8	7.0	7.3	7.6	7.9	8.2	8.5	
• Transit Planning	182.8	–		89.8	113.0	9.5	9.8	10.2	10.6	11.0	11.4	11.9	12.4	12.8	13.3	
• Benefit Assessment	15.9	–		6.0	9.9	0.8	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	1.2	
• Commuter Rail Staff Support	30.1	–		11.5	18.6	1.6	1.6	1.7	1.7	1.8	1.9	2.0	2.0	2.1	2.2	
• Other (FY 95 Unalloc Overhead, US Gateway, FMIS)	33.0	–		33.0	0.0											
Total Costs	416.7	–	0.0	203.1	213.6	17.9	18.6	19.3	20.0	20.8	21.6	22.5	23.4	24.3	25.2	
Total Capital Costs Inflated	416.7	–	0.0	203.1	213.6	17.9	18.6	19.3	20.0	20.8	21.6	22.5	23.4	24.3	25.2	
Rehabilitation and Replacement	0.0	–		0.0	0.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
PROJECT REVENUES (For Capital Costs Only)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	92.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
L.A. City Funds	0.0															
Other Jurisdictions	0.0															
Benefit Assessments	0.0															
TDA Article 4	0.0															
Public/Private Joint Venture	0.0															
Prop C 10% Funds (for Commuter Staff Support)	30.1			11.5	18.6	1.6	1.6	1.7	1.7	1.8	1.9	2.0	2.0	2.1	2.2	
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	30.1	100.0%	0.0	11.5	18.6	1.6	1.6	1.7	1.7	1.8	1.9	2.0	2.0	2.1	2.2	
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source	0.0															
State (STEAs)	0.0															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Section 3 – New Starts	0.0															
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0															
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	30.1	100.0%	0.0	11.5	18.6	1.6	1.6	1.7	1.7	1.8	1.9	2.0	2.0	2.1	2.2	
Total Surplus/(Shortfall)	(386.5)	–	0.0	(191.6)	(194.9)	(16.3)	(16.9)	(17.6)	(18.3)	(19.0)	(19.8)	(20.5)	(21.3)	(22.2)	(23.0)	
MTA Local Prop. A, C or Financing Funding Needs	386.5	–	0.0	191.6	194.9	16.3	16.9	17.6	18.3	19.0	19.8	20.5	21.3	22.2	23.0	

MTA Long Range Transportation Plan
Rehabilitation and Replacement Summary

10 Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Estimated Funding															
Estimated Funding															
TP&D TCI	84.0	11.6%		84.0	0.0	0.0	0.0	3.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Section 3 Rail Mod.	410.5	56.7%		89.8	320.7	0.0	3.1	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
TDA Article 4	230.0	31.7%		0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	724.5	100.0%		173.8	550.7	0.0	3.1	6.3	14.1	14.3	14.1	18.3	17.7	34.1	51.8
RAIL CAPITAL - REHAB AND REPLACEMENT COSTS															
RED - Segment-1 LAUPT to Wilshire/Alvarado	316.4	22.7%		18.3	298.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7	5.5	2.6	9.5
RED - Segment-2 to Wilshire/Western & Hollywood/Vine	276.7	19.8%		1.6	275.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.4
RED - Segment-3 to North Hollywood	181.2	13.0%		0.0	181.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE	35.8	2.6%		0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - EASTSIDE	17.5	1.3%		0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - EASTSIDE #2	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE #2	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE - 7th/Flower to Long Beach	369.8	26.5%		55.1	314.7	0.0	0.0	0.1	5.6	4.2	6.4	4.5	10.2	4.8	19.4
BLUE - Pasadena/LA - Downtown Connection	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE - Pasadena/LA - Union Station to Sierra Madre	51.3	3.7%		0.0	51.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN - Norwalk - El Segundo	145.8	10.9%		12.8	133.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	6.7	5.9
Rehab. and Replacement Totals	1,394.4	100.0%		87.8	1,306.6	0.0	0.0	0.1	5.6	4.2	6.4	5.2	15.8	14.3	36.3
Beginning Balance	0.0	-				0.0	0.0	3.1	9.3	17.9	28.0	35.7	48.8	50.7	70.5
Surplus/(Shortfall)	(669.9)	-	0.0	86.0	(755.9)	0.0	3.1	6.2	8.5	10.1	7.7	13.1	1.9	19.8	15.5
Cumulative Ending Balance/Add'l Prop A/C Funds Req'	(669.9)	-	0.0	86.0	(755.9)	0.0	3.1	9.3	17.9	28.0	35.7	48.8	50.7	70.5	86.0

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MTA Long Range Transportation Plan
Rehabilitation and Replacement Summary

20 Years

Adopted Long Range Plan – March 22, 1995

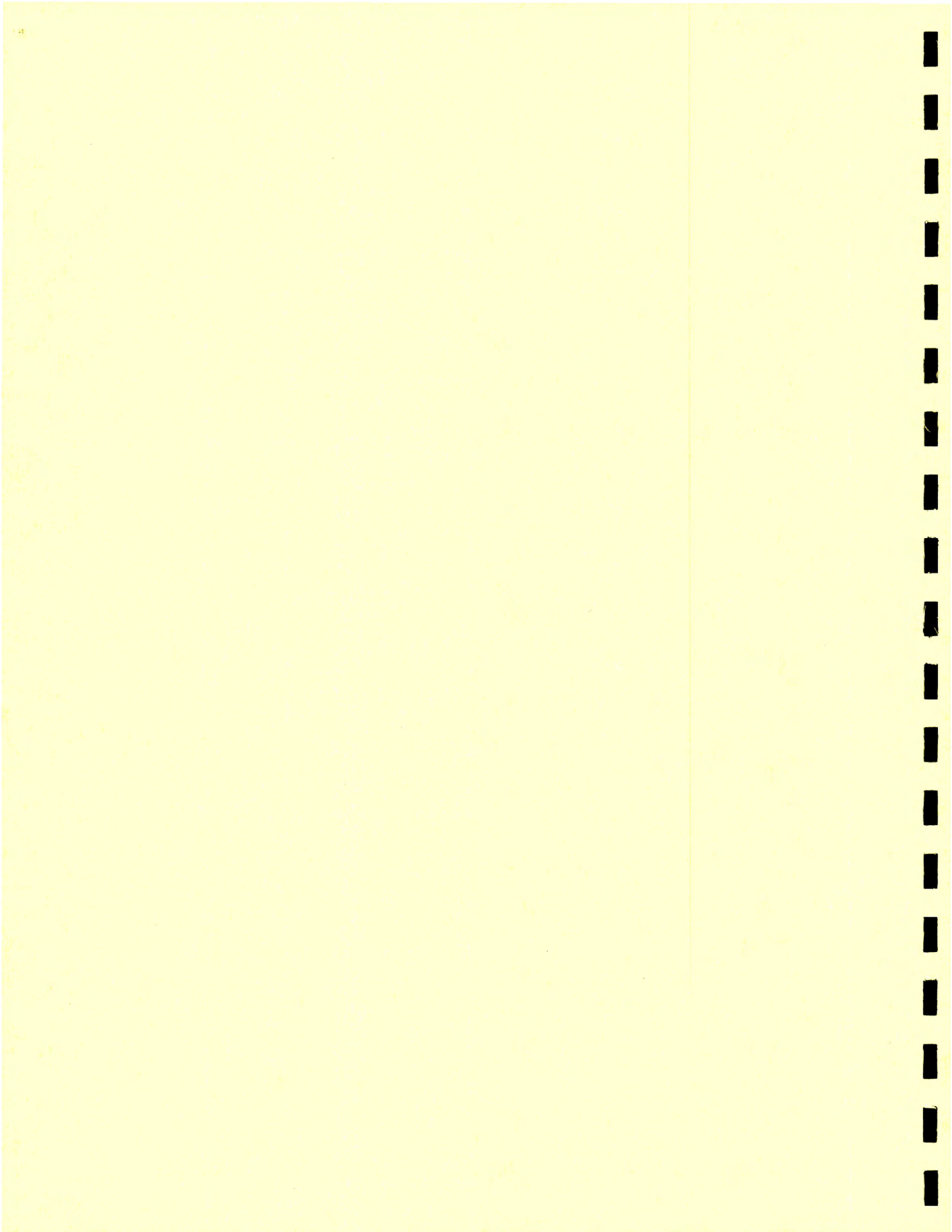
(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Estimated Funding															
Estimated Funding															
TP&D TCI	84.0	11.6%		84.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 3 Rail Mod.	410.5	56.7%		89.8	320.7	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
TDA Article 4	230.0	31.7%		0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total	724.5	100.0%		173.8	550.7	60.1	59.6	56.9	54.1	58.0	55.1	53.6	51.0	49.7	52.6
RAIL CAPITAL – REHAB AND REPLACEMENT COSTS															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	316.4	22.7%		18.3	298.1	2.8	57.5	3.0	154.2	3.2	3.3	50.4	12.2	3.6	8.0
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	276.7	19.8%		1.6	275.0	0.8	3.0	1.4	27.5	3.1	48.3	3.3	61.4	19.6	106.5
RED – Segment – 3 to North Hollywood	181.2	13.0%		0.0	181.2	0.0	0.0	0.5	3.1	3.2	8.0	3.4	58.2	3.6	101.3
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – WESTSIDE	35.8	2.6%		0.0	35.8	0.0	0.0	0.0	0.0	0.3	1.9	1.2	3.9	1.3	27.3
RED – Segment 3 – EASTSIDE	17.5	1.3%		0.0	17.5	0.0	0.0	0.0	0.0	0.0	0.5	3.9	2.4	8.0	2.6
RED – Segment 3 – EASTSIDE #2	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – WESTSIDE #2	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – 7th/Flower to Long Beach	369.8	26.5%		55.1	314.7	5.1	5.2	26.2	8.2	5.8	8.2	6.1	236.6	6.5	6.7
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – Pasadena/LA – Union Station to Sierra Madre	51.3	3.7%		0.0	51.3	0.0	0.0	0.0	0.0	0.1	9.3	7.0	10.6	7.4	16.9
GREEN – Norwalk – El Segundo	145.8	10.5%		12.8	133.0	8.6	6.3	10.4	6.7	30.4	7.2	7.4	37.1	11.0	8.1
Rehab. and Replacement Totals	1,394.4	100.0%		87.8	1,306.6	17.3	72.0	41.4	199.7	45.9	86.6	82.7	422.4	61.1	277.5
Beginning Balance	0.0	-				86.0	128.8	116.4	131.9	(13.7)	(1.6)	(33.1)	(62.2)	(433.6)	(445.0)
Surplus/(Shortfall)	(669.9)	-	0.0	86.0	(755.9)	42.8	(12.4)	15.5	(145.6)	12.1	(31.5)	(29.1)	(371.4)	(11.4)	(224.9)
Cumulative Ending Balance/Add'l Prop A/C Funds Req'	(669.9)	-	0.0	86.0	(755.9)	128.8	116.4	131.9	(13.7)	(1.6)	(33.1)	(62.2)	(433.6)	(445.0)	(669.9)

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Rail Operations

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MTA Long Range Transportation Plan Rail Operations

10 - Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

	Years	Years	20-Year ('94-'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	94-03	04-13	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
SOURCES OF FUNDS														
Local														
Farebox - Red	191.2	591.9	783.0	14.6%	0.3	0.4	0.7	10.5	10.9	22.4	24.8	34.6	40.2	46.4
Farebox - Blue	113.3	324.8	438.1	8.1%	5.4	8.7	8.8	9.6	10.0	10.3	10.7	11.1	11.5	26.2
Farebox - Green	60.2	159.5	219.7	4.1%	0.0	0.0	5.5	5.7	5.9	5.7	6.2	9.0	9.4	12.9
Proposition C - 5 % (Security)	113.9	223.5	337.4	6.3%	8.8	8.9	9.6	10.1	10.7	11.4	12.3	13.2	14.0	15.0
Proposition C - 40 %	819.4	1,102.5	1,921.8	35.7%	39.3	43.6	48.9	55.6	71.9	89.4	96.0	106.6	116.5	151.5
TDA Article 4	0.0	754.5	754.5	14.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 10%	272.5	393.8	666.3	12.4%	27.7	22.8	25.2	25.2	26.2	26.9	27.9	29.0	30.2	31.4
Subtotal Local	1,570.5	3,550.4	5,120.9	95.3%	82.5	84.4	98.7	116.6	135.6	166.0	177.9	203.5	221.8	283.4
State														
STA - Population Share	92.2	136.8	229.0	4.3%	8.3	8.3	8.3	8.3	8.3	9.3	9.7	10.1	10.5	11.0
Subtotal State	92.2	136.8	229.0	4.3%	8.3	8.3	8.3	8.3	8.3	9.3	9.7	10.1	10.5	11.0
Federal														
Section 9 (operating)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA - CMAQ (2 Yrs Green Line Ops)	26.2	0.0	26.2	0.5%	0.0	0.0	12.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	26.2	0.0	26.2	0.5%	0.0	0.0	12.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Interest (MTA)	0.0	0.0	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 SOURCES	1,688.9	3,687.2	5,376.1	100.0%	90.8	92.7	119.8	138.3	143.9	175.3	187.6	213.7	232.3	294.4
USES OF FUNDS														
Red Line	543.2	1,437.0	1,980.3	36.8%	12.9	18.4	18.4	36.4	37.9	58.1	64.4	84.8	98.3	113.7
Blue Line	467.6	1,071.9	1,539.5	28.6%	32.3	38.1	40.0	41.0	42.7	44.2	45.9	47.6	49.4	86.4
Green Line	212.6	420.5	633.1	11.8%	0.0	0.0	18.3	19.1	19.9	27.5	30.1	31.3	32.6	33.9
Rail Security - Red Line	50.6	112.8	163.4	3.0%	3.4	3.4	3.8	3.9	4.1	5.0	5.2	6.3	6.6	8.9
Rail Security - Blue Line	102.9	181.7	284.6	5.3%	14.5	10.0	11.0	8.0	8.3	8.6	9.0	9.3	9.7	14.6
Rail Security - Green Line	39.4	69.6	109.0	2.0%	0.0	0.0	3.2	4.6	4.8	5.0	5.2	5.4	5.6	5.6
Metrolink	272.5	393.8	666.3	12.4%	27.7	22.8	25.2	25.2	26.2	26.9	27.9	29.0	30.2	31.4
TOTAL USES	1,688.9	3,687.3	5,376.2	100.0%	90.8	92.7	119.8	138.3	143.9	175.3	187.6	213.7	232.3	294.4
CASH BALANCE ACCOUNT														
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)	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

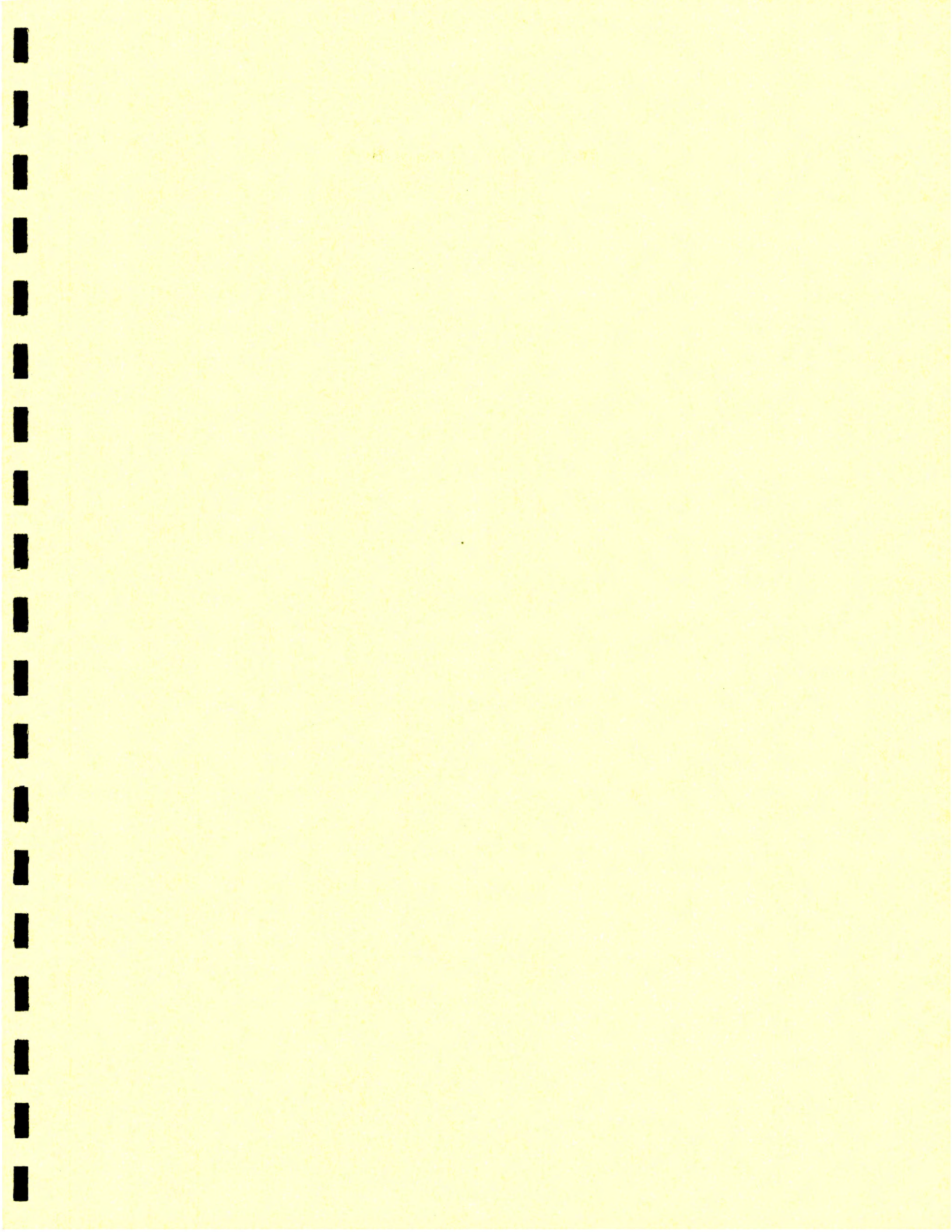
MTA Long Range Transportation Plan
Rail Operations

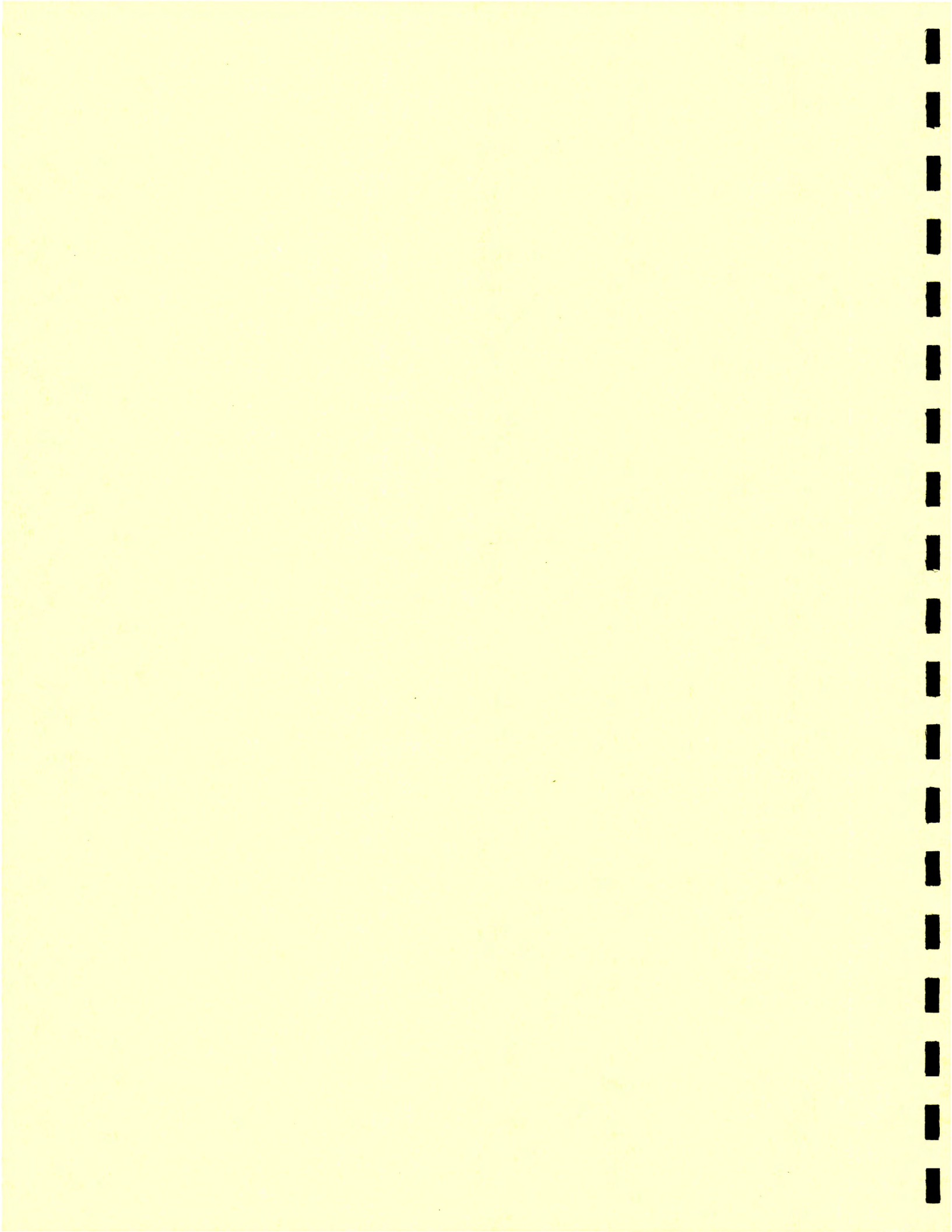
20-Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

	Years	Years	20-Year ('94-'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94-03	04-13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
SOURCES OF FUNDS														
Local														
Farebox - Red	191.2	591.9	783.0	14.6%	48.3	50.1	52.1	54.1	56.2	58.4	60.7	63.0	65.5	83.5
Farebox - Blue	113.3	324.8	438.1	8.1%	27.2	28.3	29.3	30.5	31.7	32.9	34.2	35.5	36.9	38.3
Farebox - Green	60.2	159.5	219.7	4.1%	13.4	13.9	14.4	15.0	15.6	16.2	16.8	17.4	18.1	18.8
Proposition C - 5 % (Security)	113.9	223.5	337.4	6.3%	16.1	17.3	18.6	19.9	21.3	22.9	24.4	26.0	27.7	29.4
Proposition C - 40 %	819.4	1,102.5	1,921.8	35.7%	141.9	134.1	122.0	154.5	73.2	80.8	111.9	74.4	95.5	114.4
TDA Article 4	0.0	754.5	754.5	14.0%	15.1	28.5	46.2	19.7	107.2	105.8	81.3	125.7	111.6	113.4
Prop C 10%	272.5	393.8	666.3	12.4%	32.7	34.0	35.4	36.9	38.4	39.9	41.6	43.3	44.9	46.7
Subtotal Local	1,570.5	3,550.4	5,120.9	95.3%	294.6	306.1	318.0	330.5	343.4	356.9	370.8	385.3	400.3	444.5
State														
STA - Population Share	92.2	136.8	229.0	4.3%	11.4	11.9	12.4	12.8	13.3	13.9	14.4	15.0	15.6	16.2
Subtotal State	92.2	136.8	229.0	4.3%	11.4	11.9	12.4	12.8	13.3	13.9	14.4	15.0	15.6	16.2
Federal														
Section 9 (operating)	0.0	0.0	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA - CMAQ (2 Yrs Green Line Ops)	26.2	0.0	26.2	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	26.2	0.0	26.2	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest (MTA)	0.0	0.0	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 SOURCES	1,688.9	3,687.2	5,376.1	100.0%	306.0	318.0	330.4	343.4	356.8	370.7	385.2	400.3	415.8	460.7
USES OF FUNDS														
Red Line	543.2	1,437.0	1,980.3	36.8%	118.1	122.7	127.4	132.4	137.6	142.9	148.5	154.2	160.2	193.0
Blue Line	467.6	1,071.9	1,539.5	28.6%	89.7	93.2	96.9	100.6	104.5	108.6	112.8	117.2	121.8	126.5
Green Line	212.6	420.5	633.1	11.8%	35.2	36.6	38.0	39.5	41.0	42.6	44.3	46.0	47.8	49.6
Rail Security - Red Line	50.6	112.8	163.4	3.0%	9.3	9.6	10.0	10.4	10.8	11.2	11.7	12.1	12.6	15.2
Rail Security - Blue Line	102.9	181.7	284.6	5.3%	15.2	15.8	16.4	17.1	17.7	18.4	19.1	19.9	20.7	21.5
Rail Security - Green Line	39.4	69.6	109.0	2.0%	5.8	6.1	6.3	6.5	6.8	7.1	7.3	7.6	7.9	8.2
Metrolink	272.5	393.8	666.3	12.4%	32.7	34.0	35.4	36.9	38.4	39.9	41.6	43.3	44.9	46.7
TOTAL USES	1,688.9	3,687.3	5,376.2	100.0%	306.0	318.0	330.4	343.3	356.8	370.7	385.2	400.3	415.9	460.7
CASH BALANCE ACCOUNT														
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)	(0.1)	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)





**Rail and Bus Transit
Local Revenues**

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MTA Long Range Transportation Plan
Proposition A

Adopted Long Range Plan – March 22, 1995

				20 Year ('94 - '13)		10 - Years									
	Years 94-03	Years 04-13	Years 14-23	Total	%	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenue Pool	4,643.0	9,074.8	16,814.1	13,717.8	-	361.4	367.7	392.9	412.2	433.4	461.6	498.3	535.0	570.0	610.5
Less: MTA Admin Charge (5%)	232.2	453.7	840.7	685.9	-	18.1	18.4	19.6	20.6	21.7	23.1	24.9	26.8	28.5	30.5
Amount Available	4,410.9	8,621.1	15,973.4	13,031.9	-	343.3	349.3	373.3	391.6	411.7	438.5	473.4	508.3	541.5	580.0
Ordinance Allocation	MANUAL INPUTS														
Rail Development Account (35%)															
Rail Capital	35.0%	35.0%	35.0%	4,561.2	35.0%	120.2	122.3	130.6	137.1	144.1	153.5	165.7	177.9	189.5	203.0
Rail Operations	0.0%	0.0%	0.0%	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 Rail Development Account	35.0%	35.0%	35.0%	4,561.2	35.0%	120.2	122.3	130.6	137.1	144.1	153.5	165.7	177.9	189.5	203.0
Discretionary Account (40%)															
Bus Capital	NA	NA	NA	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations (95% of 40%)															
MTA Operations	27.7%	26.0%	27.7%	3,464.5	26.6%	94.9	96.6	103.2	108.3	113.8	121.3	130.9	140.5	149.7	160.4
Municipal Operators	9.6%	7.5%	5.9%	1,058.7	8.2%	30.0	33.3	37.1	39.5	42.3	45.3	46.1	48.0	49.9	52.0
MTA Expansion	0.0%	1.6%		138.8	1.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators Expansion	0.0%	0.6%		51.8	0.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Avail. for Other Municipal Transit Needs	0.7%	2.3%	4.4%	228.3	1.8%	5.5	2.9	1.5	1.0	0.3	0.0	2.9	4.6	6.1	8.0
Subtotal Bus Operations	38.0%	38.0%	38.0%	4,952.1	38.0%	130.5	132.7	141.8	148.8	156.5	166.6	179.9	193.1	205.8	220.4
Bus Incentive Program/Reserve (5% of 40%)	2.0%	2.0%	2.0%	260.6	2.0%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6
Total Discretionary Account	40.0%	40.0%	40.0%	5,212.8	40.0%	137.3	139.7	149.3	156.6	164.7	175.4	189.4	203.3	216.6	232.0
Local Return Account (25%)															
Local Return - OTHER	21.0%	22.1%	22.7%	2,833.0	21.7%	71.3	70.2	72.9	82.4	85.5	92.6	100.6	108.6	116.1	125.0
Local Return - BUS	4.0%	2.9%	2.3%	424.9	3.3%	14.5	17.2	20.4	15.5	16.4	17.1	17.8	18.5	19.2	20.0
Bus Capital															
MTA	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators	0.3%	0.0%	0.0%	12.0	0.1%	2.5	3.6	5.9							
Subtotal Bus Capital	0.3%	0.0%	0.0%	12.0	0.1%	2.5	3.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations (Based on 95-98 SRTP data)															
MTA	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators	3.7%	2.9%	2.3%	412.9	3.2%	12.0	13.5	14.5	15.5	16.4	17.1	17.8	18.5	19.2	20.0
Subtotal Bus Operations	3.7%	2.9%	2.3%	412.9	3.2%	12.0	13.5	14.5	15.5	16.4	17.1	17.8	18.5	19.2	20.0
Total Local Return Account	25.0%	25.0%	25.0%	3,258.0	25.0%	85.8	87.3	93.3	97.9	102.9	109.6	118.3	127.1	135.4	145.0
Total Proposition A (Without Other Local Return)	-	-	-	10,198.9	-	272.0	279.2	300.3	309.2	325.2	346.0	372.8	399.7	425.4	455.0
Modal Allocation															
Rail Capital				4,561.2	44.7%	120.2	122.3	130.6	137.1	144.1	153.5	165.7	177.9	189.5	203.0
Rail Operations				0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital				12.0	0.1%	2.5	3.6	5.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations				5,365.0	52.6%	142.5	146.3	156.3	164.3	172.9	183.7	197.6	211.6	225.0	240.4
Bus Incentive Program/Reserve				260.6	2.6%	6.9	7.0	7.5	7.8	8.2	8.8	9.5	10.2	10.8	11.6
Highways & TDM				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 Proposition A (Without Other Local Return)				10,198.9	100.0%	272.0	279.2	300.3	309.2	325.2	346.0	372.8	399.7	425.4	455.0

MTA Long Range Transportation Plan
Proposition A

Adopted Long Range Plan – March 22, 1995

20–Years

(\$ millions)

	Years	Years	Years	20 Year ('94–13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94–03	04–13	14–23	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenue Pool	4,643.0	9,074.8	16,814.1	13,717.8	–	655.7	702.4	753.5	807.7	863.5	928.7	990.3	1,056.7	1,123.7	1,192.6
Less: MTA Admin Charge (5%)	232.2	453.7	840.7	685.9	–	32.8	35.1	37.7	40.4	43.2	46.4	49.5	52.8	56.2	59.6
Amount Available	4,410.9	8,621.1	15,973.4	13,031.9	–	622.9	667.3	715.8	767.3	820.3	882.3	940.8	1,003.9	1,067.5	1,133.0
Ordinance Allocation	MANUAL INPUTS														
Rail Development Account (35%)															
Rail Capital	35.0%	35.0%	35.0%	4,561.2	35.0%	218.0	233.5	250.5	268.6	287.1	308.8	329.3	351.4	373.6	396.5
Rail Operations	0.0%	0.0%	0.0%	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 Rail Development Account	35.0%	35.0%	35.0%	4,561.2	35.0%	218.0	233.5	250.5	268.6	287.1	308.8	329.3	351.4	373.6	396.5
Discretionary Account (40%)															
Bus Capital	NA	NA	NA	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations (95% of 40%)															
MTA Operations	27.7%	26.0%	27.7%	3,464.5	26.5%	172.2	182.1	192.6	204.0	216.3	228.8	241.0	254.9	269.1	283.9
Municipal Operators	9.6%	7.5%	5.9%	1,068.7	8.2%	54.0	56.1	58.3	60.6	62.9	65.4	67.9	70.5	73.3	76.1
MTA Expansion	0.0%	1.6%		138.8	1.1%	0.0	2.4	5.3	8.2	10.5	15.1	19.1	22.7	26.1	29.4
Municipal Operators Expansion	0.0%	0.6%		51.8	0.4%	0.0	0.9	1.9	3.2	3.9	5.6	7.0	8.4	9.8	11.1
Avail. for Other Municipal Transit Needs	0.7%	2.3%	4.4%	228.3	1.8%	10.5	12.1	13.9	15.7	18.1	20.4	22.5	25.0	27.4	30.0
Subtotal Bus Operations	38.0%	38.0%	38.0%	4,952.1	38.0%	236.7	253.6	272.0	291.6	311.7	335.3	357.5	381.5	405.7	430.5
Bus Incentive Program/Reserve (5% of 40%)	2.0%	2.0%	2.0%	260.6	2.0%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
Total Discretionary Account	40.0%	40.0%	40.0%	5,212.8	40.0%	249.2	266.9	286.3	306.9	328.1	352.9	376.3	401.5	427.0	453.2
Local Return Account (25%)															
Local Return – OTHER	21.0%	22.1%	22.7%	2,833.0	21.7%	134.9	145.2	156.5	168.5	180.9	195.4	209.0	223.8	238.7	253.9
Local Return – BUS	4.0%	2.9%	2.3%	424.9	3.3%	20.8	21.6	22.4	23.3	24.2	25.2	26.2	27.2	28.2	29.3
Bus Capital															
MTA	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators	0.3%	0.0%	0.0%	12.0	0.1%										
Subtotal Bus Capital	0.3%	0.0%	0.0%	12.0	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations (Based on 95–98 SRTP data)															
MTA	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators	3.7%	2.9%	2.3%	412.9	3.2%	20.8	21.6	22.4	23.3	24.2	25.2	26.2	27.2	28.2	29.3
Subtotal Bus Operations	3.7%	2.9%	2.3%	412.9	3.2%	20.8	21.6	22.4	23.3	24.2	25.2	26.2	27.2	28.2	29.3
Total Local Return Account	25.0%	25.0%	25.0%	3,258.0	25.0%	155.7	166.8	179.0	191.8	205.1	220.6	235.2	251.0	266.9	283.2
Total Proposition A (Without Other Local Return)	–	–	–	10,198.9	–	488.0	522.1	559.3	598.8	639.5	686.9	731.7	780.1	828.9	879.1
Modal Allocation															
Rail Capital				4,561.2	44.7%	218.0	233.5	250.5	268.6	287.1	308.8	329.3	351.4	373.6	396.5
Rail Operations				0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital				12.0	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations				5,365.0	52.6%	257.5	275.2	294.5	314.9	336.0	360.4	383.7	408.6	433.9	459.9
Bus Incentive Program/Reserve				260.6	2.6%	12.5	13.3	14.3	15.3	16.4	17.6	18.8	20.1	21.4	22.7
Highways & TDM				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 Proposition A (Without Other Local Return)				10,198.9	100.0%	488.0	522.1	559.3	598.8	639.5	686.9	731.7	780.1	828.9	879.1

**MTA Long Range Transportation Plan
Proposition C**

Adopted Long Range Plan – March 22, 1995

10- Years
(\$ millions)

	Years	Years	Years	20-Year ('94-'13)		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	94-03	04-13	14-23	Total	%	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenue Pool	4,626.4	9,074.8	16,814.1	13,701.2	-	356.2	362.2	369.0	410.2	433.4	461.6	498.3	535.0	570.0	610.5
Less: MTA Admin Charge (1.5%)	69.4	136.1	252.2	205.5	-	5.3	5.4	5.8	6.2	6.5	6.9	7.5	8.0	8.6	9.2
Amount Available	4,557.0	8,938.7	16,561.9	13,495.7	-	350.9	356.8	363.2	404.0	426.9	454.7	490.8	527.0	561.5	601.3
Ordinance Allocation															
MANUAL INPUTS															
Local Return (20%)															
Local Return – BUS (from 95-98 SRTPs)	1.0%	1.0%	1.0%	134.1	1.0%	6.5	2.3	2.6	3.4	3.5	4.5	4.9	5.3	5.6	6.0
Local Return – OTHER	19.0%	19.0%	19.0%	2,565.1	19.0%	63.6	69.1	74.0	77.4	81.9	86.4	93.3	100.1	106.7	114.3
Subtotal Local Return	20.0%	20.0%	20.0%	2,699.1	20.0%	70.2	71.4	76.6	80.8	85.4	90.9	98.2	105.4	112.3	120.3
Commuter (10%)															
Commuter Rail Staff Support	0.3%	0.2%	0.2%	30.1	0.2%	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Other/Off the top (US Gateway & Debt Service)	1.3%	0.7%	0.4%	121.7	0.9%	5.2	3.9	4.4	5.8	6.4	6.4	6.4	6.4	6.4	6.4
Metrolink Ops	6.0%	4.4%	3.5%	666.3	4.9%	27.7	22.8	25.2	25.2	26.2	26.9	27.9	29.0	30.2	31.4
Unallocated/Avail for other uses	0.6%	3.6%	5.3%	346.8	2.6%	0.0	0.0	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8
Park & Ride/TDM Capital/Metrolink Capital (\$10m/yr)	1.9%	1.1%	0.6%	184.7	1.4%	2.1	7.9	7.6	8.3	8.9	10.0	10.0	10.0	10.0	10.0
Subtotal Commuter	10.0%	10.0%	10.0%	1,349.6	10.0%	35.1	35.7	38.3	40.4	42.7	45.5	49.1	52.7	56.1	60.1
Security (5%)															
Bus Security	2.5%	2.5%	2.5%	337.4	2.5%	8.8	8.9	9.6	10.1	10.7	11.4	12.3	13.2	14.0	15.0
Rail Security	2.5%	2.5%	2.5%	337.4	2.5%	8.8	8.9	9.6	10.1	10.7	11.4	12.3	13.2	14.0	15.0
Subtotal Security	5.0%	5.0%	5.0%	674.8	5.0%	17.5	17.8	19.2	20.2	21.3	22.7	24.5	26.3	28.1	30.1
Discretionary (40%)															
Rail Capital	12.9%	12.9%	0.0%	1,740.8	12.9%	41.2	49.7	73.2	69.9	60.3	52.9	60.4	64.4	67.8	49.8
Rail Operations	18.0%	12.3%	20.8%	1,921.8	14.2%	39.3	43.6	48.9	55.6	71.9	89.4	96.0	106.6	116.5	151.5
Bus Capital – Baseline	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital – MTA Expansion (11.47%)	0.0%	0.2%	0.1%	16.7	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Ops Incentive/Service Exp	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus ADA/Paratransit (Metro Access)	4.1%	3.4%	3.4%	484.9	3.6%	6.6	17.3	16.4	18.2	20.2	21.2	21.3	21.3	21.5	21.5
Bus Operations	5.0%	3.2%	2.7%	513.5	3.8%	53.2	32.1	14.7	17.9	18.3	18.4	18.6	18.4	18.8	17.7
MTA Operations	4.1%	1.7%	1.1%	339.3	2.5%	35.6	26.8	12.1	15.2	15.6	16.0	16.2	16.0	16.4	15.3
Municipal Operators	0.9%	0.3%	0.1%	66.9	0.5%	17.6	5.3	2.6	2.7	2.7	2.4	2.4	2.4	2.4	2.4
MTA Operations – Expansion	0.0%	1.2%	1.4%	107.3	0.8%										
Municipal Operators – Expansion	0.0%	0.0%	0.0%	0.0	0.0%										
Contingency Fund/Unallocated	0.0%	8.1%	13.0%	720.5	5.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 40% Balance	-0.0%	-0.0%	0.0%	(0.0)	-0.0%	(0.0)	0.0	(0.0)	0.0	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)
Subtotal Discretionary	40.0%	40.0%	40.0%	5,398.3	40.0%	140.3	142.7	153.3	161.6	170.8	181.9	196.3	210.8	224.6	240.5
Transit-Related Highway Improvements (25%)															
Highway Uses	25.0%	25.0%	25.0%	3,373.9	25.0%	87.7	89.2	95.8	101.0	106.7	113.7	122.7	131.7	140.4	150.3
Rail on Freeways	0.0%	0.0%	0.0%	0.0											
Subtotal Transit-Related Highways	25.0%	25.0%	25.0%	3,373.9	25.0%	87.7	89.2	95.8	101.0	106.7	113.7	122.7	131.7	140.4	150.3
Ordinance Allocation	81.0%	81.0%	81.0%	10,930.6	81.0%	287.2	287.7	309.1	326.6	345.0	368.3	397.6	426.8	454.8	487.1
ALLOCATION RANGE CHECK	OK	OK	OK												

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NOTES:

1. Revenue forecasts based on updated UCLA Forecasting Project's Long Range LA County Forecast, 8/94.

**MTA Long Range Transportation Plan
Proposition C**

Adopted Long Range Plan – March 22, 1995

	20–Years (\$ millions)														
	Years	Years	Years	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	94–03	04–13	14–23	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenue Pool	4,626.4	9,074.8	16,814.1	13,701.2	–	655.7	702.4	753.5	807.7	863.5	928.7	990.3	1,056.7	1,123.7	1,192.6
Less: MTA Admin Charge (1.5%)	69.4	136.1	252.2	205.5	–	9.8	10.5	11.3	12.1	13.0	13.9	14.9	15.9	16.9	17.9
Amount Available	4,557.0	8,938.7	16,561.9	13,495.7	–	645.9	691.9	742.2	795.6	850.5	914.8	975.4	1,040.8	1,106.8	1,174.7
Ordinance Allocation															
MANUAL INPUTS															
Local Return (20%)															
Local Return – BUS (from 95–98 SRTPs)	1.0%	1.0%	1.0%	134.1	1.0%	6.5	6.9	7.4	8.0	8.5	9.1	9.8	10.4	11.1	11.7
Local Return – OTHER	19.0%	19.0%	19.0%	2,565.1	19.0%	122.7	131.5	141.0	151.2	161.6	173.8	185.3	197.8	210.3	223.2
Subtotal Local Return	20.0%	20.0%	20.0%	2,699.1	20.0%	129.2	138.4	148.4	159.1	170.1	183.0	195.1	208.2	221.4	234.9
Commuter (10%)						OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Commuter Rail Staff Support	0.3%	0.2%	0.2%	30.1	0.2%	1.6	1.6	1.7	1.7	1.8	1.9	2.0	2.0	2.1	2.2
Other/Off the top (US Gateway & Debt Service)	1.3%	0.7%	0.4%	121.7	0.9%	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Metrolink Ops	6.0%	4.4%	3.5%	666.3	4.9%	32.7	34.0	35.4	36.9	38.4	39.9	41.6	43.3	44.9	46.7
Unallocated/Avail for other uses	0.6%	3.6%	5.3%	346.8	2.6%	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2
Park & Ride/TDM Capital/Metrolink Capital (\$10m/yr)	1.9%	1.1%	0.6%	184.7	1.4%	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Subtotal Commuter	10.0%	10.0%	10.0%	1,349.6	10.0%	64.6	69.2	74.2	79.6	85.1	91.5	97.5	104.1	110.7	117.5
Security (5%)						OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Bus Security	2.5%	2.5%	2.5%	337.4	2.5%	16.1	17.3	18.6	19.9	21.3	22.9	24.4	26.0	27.7	29.4
Rail Security	2.5%	2.5%	2.5%	337.4	2.5%	16.1	17.3	18.6	19.9	21.3	22.9	24.4	26.0	27.7	29.4
Subtotal Security	5.0%	5.0%	5.0%	674.8	5.0%	32.3	34.6	37.1	39.8	42.5	45.7	48.8	52.0	55.3	58.7
Discretionary (40%)						OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Rail Capital	12.9%	12.9%	0.0%	1,740.8	12.9%	69.7	82.9	76.7	69.1	100.7	119.3	135.0	149.4	164.0	164.2
Rail Operations	18.0%	12.3%	20.8%	1,921.8	14.2%	141.9	134.1	122.0	154.5	73.2	80.8	111.9	74.4	95.5	114.4
Bus Capital – Baseline	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital – MTA Expansion (11.47%)	0.0%	0.2%	0.1%	16.7	0.1%	1.4	1.5	1.5	1.6	1.7	1.7	1.7	1.8	1.9	1.9
Bus Ops Incentive/Service Exp	0.0%	0.0%	0.0%	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus ADA/Paratransit (Metro Access)	4.1%	3.4%	3.4%	484.9	3.6%	21.6	23.2	24.9	26.7	28.5	30.6	32.7	34.9	37.1	39.4
Bus Operations	5.0%	3.2%	2.7%	513.5	3.8%	23.7	24.9	25.5	26.7	29.4	27.6	28.1	29.9	32.8	36.8
MTA Operations	4.1%	1.7%	1.1%	339.3	2.5%	15.5	15.5	15.5	15.6	15.5	15.4	15.4	15.3	15.2	15.2
Municipal Operators	0.9%	0.3%	0.1%	66.9	0.5%	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
MTA Operations – Expansion	0.0%	1.2%	1.4%	107.3	0.8%	5.8	7.0	7.6	8.7	11.5	9.6	10.3	12.2	15.2	19.2
Municipal Operators – Expansion	0.0%	0.0%	0.0%	0.0	0.0%										
Contingency Fund/Unallocated	0.0%	8.1%	13.0%	720.5	5.3%	0.0	10.2	46.2	19.7	106.8	105.9	80.7	126.0	111.5	113.2
Prop C 40% Balance	-0.0%	-0.0%	0.0%	(0.0)	-0.0%	(0.0)	(0.0)	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	0.0	(0.0)
Subtotal Discretionary	40.0%	40.0%	40.0%	5,398.3	40.0%	258.3	276.7	296.9	318.2	340.2	365.9	390.2	416.3	442.7	469.9
Transit–Related Highway Improvements (25%)						OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Highway Uses	25.0%	25.0%	25.0%	3,373.9	25.0%	161.5	173.0	185.5	198.9	212.6	228.7	243.9	260.2	276.7	293.7
Rail on Freeways	0.0%	0.0%	0.0%	0.0											
Subtotal Transit–Related Highways	25.0%	25.0%	25.0%	3,373.9	25.0%	161.5	173.0	185.5	198.9	212.6	228.7	243.9	260.2	276.7	293.7
Ordinance Allocation	81.0%	81.0%	81.0%	10,930.6	81.0%	523.2	560.4	601.2	644.4	688.9	741.0	790.1	843.1	896.5	951.5
ALLOCATION RANGE CHECK	OK	OK	OK												

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NOTES:

1. Revenue forecasts based on updated UCLA Forecasting Project's Long Range LA County Forecast, 8/94.

MTA Long Range Transportation Plan Proposition C

Adopted Long Range Plan – March 22, 1995

30–Years

(\$ millions)

	Years 94–03	Years 04–13	Years 14–23	20–Year Total	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019	2019 2020	2020 2021	2021 2022	2022 2023
Total Revenue Pool	4,626.4	9,074.8	16,814.1	13,701.2	1,266.1	1,344.1	1,426.9	1,514.8	1,608.1	1,707.2	1,812.3	1,924.0	2,042.5	2,168.3
Less: MTA Admin Charge (1.5%)	69.4	136.1	252.2	205.5	19.0	20.2	21.4	22.7	24.1	25.6	27.2	28.9	30.6	32.5
Amount Available	4,557.0	8,938.7	16,561.9	13,495.7	1,247.1	1,323.9	1,405.5	1,492.1	1,584.0	1,681.5	1,785.1	1,895.1	2,011.8	2,135.8
Ordinance Allocation														
ANNUAL INPUTS														
Local Return (20%)														
Local Return – BUS (from 95–98 SRTPs)	1.0%	1.0%	1.0%	134.1	12.5	13.2	14.1	14.9	15.8	16.8	17.9	19.0	20.1	21.4
Local Return – OTHER	19.0%	19.0%	19.0%	2,565.1	237.0	251.5	267.0	283.5	301.0	319.5	339.2	360.1	382.2	405.8
Subtotal Local Return	20.0%	20.0%	20.0%	2,699.1	249.4	264.8	281.1	298.4	316.8	336.3	357.0	379.0	402.4	427.2
Commuter (10%)														
Commuter Rail Staff Support	0.3%	0.2%	0.2%	30.1	2.3	2.4	2.5	2.6	2.7	2.8	2.9	3.0	3.1	3.2
Other/Off the top (US Gateway & Debt Service)	1.3%	0.7%	0.4%	121.7	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Metrolink Ops	6.0%	4.4%	3.5%	666.3	48.5	50.4	52.4	54.4	56.5	58.7	61.0	63.4	65.8	68.4
Unallocated/Avail for other uses	0.6%	3.6%	5.3%	346.8	57.5	63.2	69.3	75.9	82.8	90.3	98.3	106.8	115.9	125.6
Park & Ride/TDM Capital/Metrolink Capital (\$10m/yr)	1.9%	1.1%	0.6%	184.7	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Subtotal Commuter	10.0%	10.0%	10.0%	1,349.6	124.7	132.4	140.5	149.2	158.4	168.2	178.5	189.5	201.2	213.6
					OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Security (5%)														
Bus Security	2.5%	2.5%	2.5%	337.4	31.2	33.1	35.1	37.3	39.6	42.0	44.6	47.4	50.3	53.4
Rail Security	2.5%	2.5%	2.5%	337.4	31.2	33.1	35.1	37.3	39.6	42.0	44.6	47.4	50.3	53.4
Subtotal Security	5.0%	5.0%	5.0%	674.8	62.4	66.2	70.3	74.6	79.2	84.1	89.3	94.8	100.6	106.8
					OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Discretionary (40%)														
Rail Capital	12.9%	12.9%	10.6%	1,740.8	87.0	103.2	118.5	137.2	157.5	179.4	203.0	228.4	255.8	284.4
Rail Operations	18.0%	12.3%	20.8%	1,921.8	291.9	302.5	313.6	325.0	336.7	348.9	361.6	374.6	388.1	403.0
Bus Capital – Baseline	0.0%	0.0%	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital – MTA Expansion (11.47%)	0.0%	0.2%	0.1%	16.7	0.0	0.0	2.1	2.2	2.3	2.3	2.4	2.5	2.6	2.6
Bus Ops Incentive/Service Exp	0.0%	0.0%	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus ADA/Paratransit (Metro Access)	4.1%	3.4%	3.4%	484.9	41.8	44.4	47.1	50.0	53.1	56.3	59.8	63.5	67.4	71.5
Bus Operations	5.0%	3.2%	2.7%	513.5	38.1	39.5	41.0	42.5	44.0	45.7	47.3	49.1	50.9	52.8
MTA Operations	4.1%	1.7%	1.1%	339.3	15.8	16.4	17.0	17.7	18.4	19.1	19.9	20.6	21.4	22.3
Municipal Operators	0.9%	0.3%	0.1%	66.9	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
MTA Operations – Expansion	0.0%	1.2%	1.4%	107.3	19.9	20.7	21.5	22.4	23.2	24.1	25.1	26.1	27.1	28.1
Municipal Operators – Expansion	0.0%	0.0%	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Contingency Fund/Unallocated	0.0%	8.1%	2.4%	720.5	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0	40.0
Prop C 40% Balance	-0.0%	-0.0%	-0.0%	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)
Subtotal Discretionary	40.0%	40.0%	40.0%	5,398.3	498.8	529.6	562.2	596.8	633.6	672.6	714.1	758.0	804.7	854.3
					OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Transit–Related Highway Improvements (25%)														
Highway Uses	25.0%	25.0%	25.0%	3,373.9	311.8	331.0	351.4	373.0	396.0	420.4	446.3	473.8	503.0	533.9
Rail on Freeways	0.0%	0.0%	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Transit–Related Highways	25.0%	25.0%	25.0%	3,373.9	311.8	331.0	351.4	373.0	396.0	420.4	446.3	473.8	503.0	533.9
					OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Ordinance Allocation	81.0%	81.0%	81.0%	10,930.6	1010.2	1072.4	1138.4	1208.6	1283.0	1362.1	1446.0	1535.0	1629.6	1730.0
ALLOCATION RANGE CHECK	OK	OK	OK											



**MTA Long Range Transportation Plan
Benefit Assessments**

Adopted Long Range Plan -- March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	38.9		130.3	38.9	0.0	0.0	0.0	0.0	0.0	25.4	0.0	13.5	0.0	0.0	0.0
ALLOCATION															
Rail Capital															
RED - Segment - 1 LAUPT to Wilshire/Alvarado	0.0	0.0%	130.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment - 2 to Wilshire/Western & Hlywd/Vine	25.4	65.3%	0.0	25.4	0.0	0.0	0.0	0.0	0.0	25.4	0.0	0.0	0.0	0.0	0.0
RED - Segment - 3 to North Hollywood	13.5	34.7%	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0	0.0
RED - Sepulveda - Canoga Park	0.0	0.0%													
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED - Segment 3 - WESTSIDE	0.0	0.0%													
RED - Segment 3 - EASTSIDE	0.0	0.0%													
RED - Segment 3 - EASTSIDE #2	0.0	0.0%													
RED - Segment 3 - WESTSIDE #2	0.0	0.0%													
RED - Segment 3 - WESTSIDE #3	0.0	0.0%													
BLUE - 7th/Flower to Long Beach	0.0	0.0%													
BLUE - Pasadena/LA - Downtown Connection	0.0	0.0%													
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0	0.0%													
GREEN - Norwalk - El Segundo	0.0	0.0%													
OTHER - LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER - Safety Improvements	0.0	0.0%													
Rail Capital Totals	38.9	100.0%	130.3	38.9	0.0	0.0	0.0	0.0	0.0	25.4	0.0	13.5	0.0	0.0	0.0
Sub - Total Allocated	38.9	100.0%	130.3	38.9	0.0	0.0	0.0	0.0	0.0	25.4	0.0	13.5	0.0	0.0	0.0
Beginning Balance						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Notes:

- Benefit Assessments are commercial property tax assessments on businesses that benefit from rail in their corridor.

**MTA Long Range Transportation Plan
Benefit Assessments**

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	38.9		130.3	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION															
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%	130.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	25.4	65.3%	0.0	25.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 3 to North Hollywood	13.5	34.7%	0.0	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals	38.9	100.0%	130.3	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub – Total Allocated	38.9	100.0%	130.3	38.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Notes:

- Benefit Assessments are commercial property tax assessments on businesses that benefit from rail in their corridor.

MTA Long Range Transportation Plan
Local Agency Funds

10 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years ('94-'03)	10 Yrs ('94-'03)	20 Yrs ('04-'13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	0.0		0.0	0.0	0.0	0.0	7.0	(7.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS															
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	N/A													
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	0.0	N/A													
RED – Segment – 3 North Hollywood	0.0	N/A													
RED – Sepulveda – Canoga Park	0.0	N/A													
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	N/A													
RED – Segment 3 – WESTSIDE	0.0	N/A													
RED – Segment 3 – EASTSIDE	0.0	N/A													
RED – Segment 3 – EASTSIDE #2	0.0	N/A													
RED – Segment 3 – WESTSIDE #2	0.0	N/A													
RED – Segment 3 – WESTSIDE #3	0.0	N/A													
BLUE – 7th/Flower to Long Beach	0.0	N/A													
BLUE – Pasadena/LA – Downtown Connection	0.0	N/A													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	N/A	0.0	0.0	0.0	0.0	7.0	(7.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	0.0	N/A													
OTHER – LA RAIL CAR PROJECT (Candidate Corridor Only)	0.0	N/A													
OTHER – LAX/Santa Clarita High Tech Rail	0.0	N/A													
OTHER – Safety Improvements	0.0	N/A													
Rail Capital Totals	0.0	N/A	0.0	0.0	0.0	0.0	7.0	(7.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	0.0	N/A	0.0	0.0	0.0										
Sub – Total Allocated	0.0	N/A	0.0	0.0	0.0	0.0	7.0	(7.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

**MTA Long Range Transportation Plan
Local Agency Funds**

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years ('94-'03)	10 Yrs ('04--'13)	20 Yrs ('04--'13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS															
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	N/A													
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	0.0	N/A													
RED – Segment – 3 North Hollywood	0.0	N/A													
RED – Sepulveda – Canoga Park	0.0	N/A													
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	N/A													
RED – Segment 3 – WESTSIDE	0.0	N/A													
RED – Segment 3 – EASTSIDE	0.0	N/A													
RED – Segment 3 – EASTSIDE #2	0.0	N/A													
RED – Segment 3 – WESTSIDE #2	0.0	N/A													
RED – Segment 3 – WESTSIDE #3	0.0	N/A													
BLUE – 7th/Flower to Long Beach	0.0	N/A													
BLUE – Pasadena/LA – Downtown Connection	0.0	N/A													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	0.0	N/A													
OTHER – LA RAIL CAR PROJECT (Candidate Corridor Only)	0.0	N/A													
OTHER – LAX/Santa Clarita High Tech Rail	0.0	N/A													
OTHER – Safety Improvements	0.0	N/A													
Rail Capital Totals	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	0.0	N/A	0.0	0.0	0.0										
Sub – Total Allocated	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
LA City Funds

10 Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years ('94-'03)	10 Yrs ('94-'03)	20 Yrs ('04-'13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	529.7	7	194.8	259.1	270.6	14.4	17.7	39.5	38.5	40.9	41.2	40.1	10.7	9.4	6.8
ALLOCATION OF FUNDS															
Rail Capital															
RED - Segment-1 LAUPT to Wilshire/Alvarado	0.0	0.0%	133.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment-2 to Wilshire/Western & Hollywood/Vine	60.8	11.5%	35.2	60.8	0.0	14.4	17.7	14.5	7.8	4.4	1.9	0.1	0.0	0.0	0.0
RED - Segment-3 North Hollywood	98.2	18.5%	0.0	98.2	0.0	0.0	0.0	19.0	19.0	20.0	20.0	20.2	0.0	0.0	0.0
RED - Sepulveda-Canoga Park	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	50.6	9.6%	0.0	0.0	50.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE	35.4	6.7%	0.0	33.0	2.4	0.0	0.0	0.0	0.0	1.6	4.5	6.8	7.6	6.3	6.2
RED - Segment 3 - EASTSIDE	67.0	12.7%	0.0	67.0	0.0	0.0	0.0	6.0	11.7	14.9	14.8	12.9	3.1	3.1	0.5
RED - Segment 3 - EASTSIDE #2	62.1	11.7%	0.0	0.0	62.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE #2	155.5	29.4%	0.0	0.0	155.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE #3	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE - 7th/Flower to Long Beach	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE - Pasadena/LA - Downtown Connection	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN - Norwalk - El Segundo	0.0	0.0%													
OTHER - LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER - Safety Improvements	0.0	0.0%													
Rail Capital Totals	529.7	100.0%	168.8	259.1	270.6	14.4	17.7	39.5	38.5	40.9	41.2	40.1	10.7	9.4	6.8
Bus Capital Total (Union Station Gateway)	0.0	0.0%	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub-Total Allocated	529.7	100.0%	176.5	259.1	270.6	14.4	17.7	39.5	38.5	40.9	41.2	40.1	10.7	9.4	6.8
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)	-	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Notes:

1. The City of LA has committed to funding portions of Metro Rail and Union Station Gateway

MTA Long Range Transportation Plan
LA City Funds

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs ('94 - '03)	20 Yrs ('04 - '13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	529.7	-	194.8	259.1	270.6	3.2	9.5	14.9	20.3	29.5	39.3	42.8	45.2	40.2	25.8
ALLOCATION OF FUNDS															
Rail Capital															
RED – Segment–1 LAUPT to Wilshire/Alvarado	0.0	0.0%	133.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment–2 to Wilshire/Western & Hollywood/Vine	60.8	11.5%	35.2	60.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment–3 North Hollywood	98.2	18.5%	0.0	98.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Sepulveda–Canoga Park	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	50.6	9.6%	0.0	0.0	50.6	2.2	3.3	4.6	5.9	7.4	8.3	8.4	6.9	3.5	0.0
RED – Segment 3 – WESTSIDE	35.4	6.7%	0.0	33.0	2.4	1.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE	67.0	12.7%	0.0	67.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE #2	62.1	11.7%	0.0	0.0	62.1	0.0	0.0	0.0	0.0	3.6	7.8	8.4	12.0	15.2	15.0
RED – Segment 3 – WESTSIDE #2	155.5	29.4%	0.0	0.0	155.5	0.0	4.9	10.3	14.4	18.4	23.1	25.9	26.3	21.5	10.8
RED – Segment 3 – WESTSIDE #3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – 7th/Flower to Long Beach	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – Safety Improvements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital Totals	529.7	100.0%	168.8	259.1	270.6	3.2	9.5	14.9	20.3	29.5	39.3	42.8	45.2	40.2	25.8
Bus Capital Total (Union Station Gateway)	0.0	0.0%	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub–Total Allocated	529.7	100.0%	176.5	259.1	270.6	3.2	9.5	14.9	20.3	29.5	39.3	42.8	45.2	40.2	25.8
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)	--	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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Notes:

1. The City of LA has committed to funding portions of Metro Rail and Union Station Gateway

MTA Long Range Transportation Plan
Other (Advertising & Auxiliary)

Adopted Long Range Plan - March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	1,040.0			476.3	563.7	121.4	30.1	33.9	37.2	38.6	40.0	41.4	43.0	44.5	46.2
ALLOCATION OF FUNDS:															
Bus Operations	1,040.0	100.0%		476.3	563.7	121.4	30.1	33.9	37.2	38.6	40.0	41.4	43.0	44.5	46.2
MTA Operations	904.8	87.0%		412.6	492.2	115.8	22.0	27.8	31.2	32.5	33.8	35.2	36.6	38.1	39.7
Municipal Operators	135.2	13.0%		63.6	71.6	5.6	8.1	6.1	6.0	6.1	6.2	6.3	6.3	6.4	6.5
ADA/Paratransit	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital															
RED - Segment-1 LAUPT to Wilshire/Alvarado	0.0														
RED - Segment-2 to Wilshire/Western & Hlywd/Vine	0.0														
RED - Segment-3 North Hollywood	0.0														
RED - Sepulveda-Canoga Park	0.0														
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0														
RED - Segment 3 - WESTSIDE	0.0														
RED - Segment 3 - EASTSIDE	0.0														
RED - Segment 3 - EASTSIDE #2	0.0														
RED - Segment 3 - WESTSIDE #2	0.0														
RED - Segment 3 - WESTSIDE #3	0.0														
BLUE - 7th/Flower to Long Beach	0.0														
BLUE - Pasadena/LA - Downtown Connection	0.0														
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0														
GREEN - Norwalk - El Segundo	0.0														
OTHER - LAX/Palmdale High Tech Rail	0.0														
OTHER - Safety Improvements	0.0														
Rail Capital Totals	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations Totals	1,040.0	100.0%	0.0	476.3	563.7	121.4	30.1	33.9	37.2	38.6	40.0	41.4	43.0	44.5	46.2
Sub-Total Allocated	1,040.0	100.0%	0.0	476.3	563.7	121.4	30.1	33.9	37.2	38.6	40.0	41.4	43.0	44.5	46.2
Beginning Balance				-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

- Other revenues consist of advertising and auxiliary revenues received by bus operators based on a four year average of advertising and auxiliary revenues presented in the SRTPs.

**MTA Long Range Transportation Plan
Other (Advertising & Auxiliary)**

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	1,040.0			476.3	563.7	47.8	49.6	51.3	53.2	55.1	57.1	59.1	61.3	63.5	65.8
ALLOCATION OF FUNDS:															
Bus Operations	1,040.0	100.0%		476.3	563.7	47.8	49.6	51.3	53.2	55.1	57.1	59.1	61.3	63.5	65.8
MTA Operations	904.8	87.0%		412.6	492.2	41.2	42.8	44.5	46.2	48.0	49.9	51.8	53.8	55.9	58.1
Municipal Operators	135.2	13.0%		63.6	71.6	6.6	6.7	6.9	7.0	7.1	7.2	7.3	7.5	7.6	7.7
ADA/Paratransit	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0														
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	0.0														
RED – Segment – 3 North Hollywood	0.0														
RED – Sepulveda – Canoga Park	0.0														
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0														
RED – Segment 3 – WESTSIDE	0.0														
RED – Segment 3 – EASTSIDE	0.0														
RED – Segment 3 – EASTSIDE #2	0.0														
RED – Segment 3 – WESTSIDE #2	0.0														
RED – Segment 3 – WESTSIDE #3	0.0														
BLUE – 7th/Flower to Long Beach	0.0														
BLUE – Pasadena/LA – Downtown Connection	0.0														
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0														
GREEN – Norwalk – El Segundo	0.0														
OTHER – LAX/Palmdale High Tech Rail	0.0														
OTHER – Safety Improvements	0.0														
Rail Capital Totals	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations Totals	1,040.0	100.0%	0.0	476.3	563.7	47.8	49.6	51.3	53.2	55.1	57.1	59.1	61.3	63.5	65.8
Sub – Total Allocated	1,040.0	100.0%	0.0	476.3	563.7	47.8	49.6	51.3	53.2	55.1	57.1	59.1	61.3	63.5	65.8
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

- Other revenues consist of advertising and auxiliary revenues received by bus operators based on a four year average of advertising and auxiliary revenues presented in the SRTPs.

MTA Long Range Transportation Plan

TDA Article 4

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenue Pool	6,587.1			2,257.4	4,329.7	172.4	189.8	193.8	206.3	218.6	220.2	237.7	255.3	272.0	291.3	
Less: MTA Administration Charge for TDA (1.4%)	92.2			31.6	60.6	2.4	2.7	2.7	2.9	3.1	3.1	3.3	3.6	3.8	4.1	
Net Revenue	6,494.9			2,225.8	4,269.1	170.0	187.1	191.1	203.4	215.5	217.2	234.4	251.7	268.1	287.2	
Bus Capital																
MTA Operations	916.7	14.1%		415.9	500.9	23.0	25.3	25.9	32.8	36.2	33.8	44.8	55.1	64.1	74.7	
Municipal Operators	216.3	3.3%		73.8	142.5	13.9	4.1	4.5	3.9	4.4	7.4	8.0	8.6	9.2	9.8	
Total	1,133.0	17.4%														
Rail Operations	754.5	11.6%		0.0	754.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Bus Operations																
MTA Operations	3,103.0	47.8%		1,354.5	1,748.5	112.2	123.5	126.1	129.0	135.2	138.9	141.5	145.1	149.2	153.7	
Municipal Operators	1,067.6	16.4%		381.1	686.5	20.8	34.2	34.5	37.7	39.7	37.0	39.9	42.8	45.6	48.9	
MTA Operations – Expansion	162.6	2.5%		0.0	162.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Municipal Operators – Expansion	40.1	0.6%		0.0	40.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total	4,373.3	67.3%														
Bus Capital (Subtracted from Baseline Bus Capital)																
MTA Operations – Expansion (% Local Match)	0.0	0.0%		0.0	0.0											
Municipal Operators – Expansion (11.47% Local Match)	3.5	0.1%		0.0	3.5											
Rail Capital – Amt Transferred to Rail Rehab & Replacement	230.0	3.5%		0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%														
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	0.0	0.0%														
RED – Segment – 3 North Hollywood	0.0	0.0%														
RED – Sepulveda – Canoga Park	0.0	0.0%														
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%														
RED – Segment 3 – WESTSIDE	0.0	0.0%														
RED – Segment 3 – EASTSIDE	0.0	0.0%														
RED – Segment 3 – EASTSIDE #2	0.0	0.0%														
RED – Segment 3 – WESTSIDE #2	0.0	0.0%														
RED – Segment 3 – WESTSIDE #3	0.0	0.0%														
BLUE – 7th/Flower to Long Beach	0.0	0.0%														
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%														
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%														
GREEN – Norwalk – El Segundo	0.0	0.0%														
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%														
OTHER – Safety Improvements	0.0	0.0%														
Rail Capital Totals	230.0	3.5%		0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Bus Capital Totals	1,136.6	17.5%		489.7	646.9	36.9	29.4	30.4	36.6	40.6	41.2	53.0	63.7	73.3	84.5	
Additional Funds Available	754.5	11.6%		0.0	754.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Bus Operations Totals	4,373.3	67.3%		1,735.6	2,637.7	133.0	157.7	160.6	166.8	174.9	175.9	181.4	187.9	194.8	202.6	
Sub-Total Allocated	6,494.3	100.0%		2,225.3	4,269.1	170.0	187.1	191.0	203.4	215.5	217.1	234.4	251.6	268.1	287.1	
Beginning Balance	–	–		–	–	0.0	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	
Total Surplus/(Shortfall)	0.5	–		0.5	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	
Cumulative Ending Balance	–	–		0.5	0.0	0.0	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.5	

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NOTES:

- The total TDA revenue pool is calculated as 51.86% of Proposition A of which 92.2% represents TDA Article 4.
- The percentage split between bus capital (20%) and bus operations (80%) is based on the split for 1994 through 1997 as shown in the 1993–1999 amended federal TIP and the FY94–97 funding marks (2/4/93)
- The percent allocation by operator is based on the projected capital and operating cost shares between the operators, as shown in the above data sources

**MTA Long Range Transportation Plan
TDA Article 4**

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

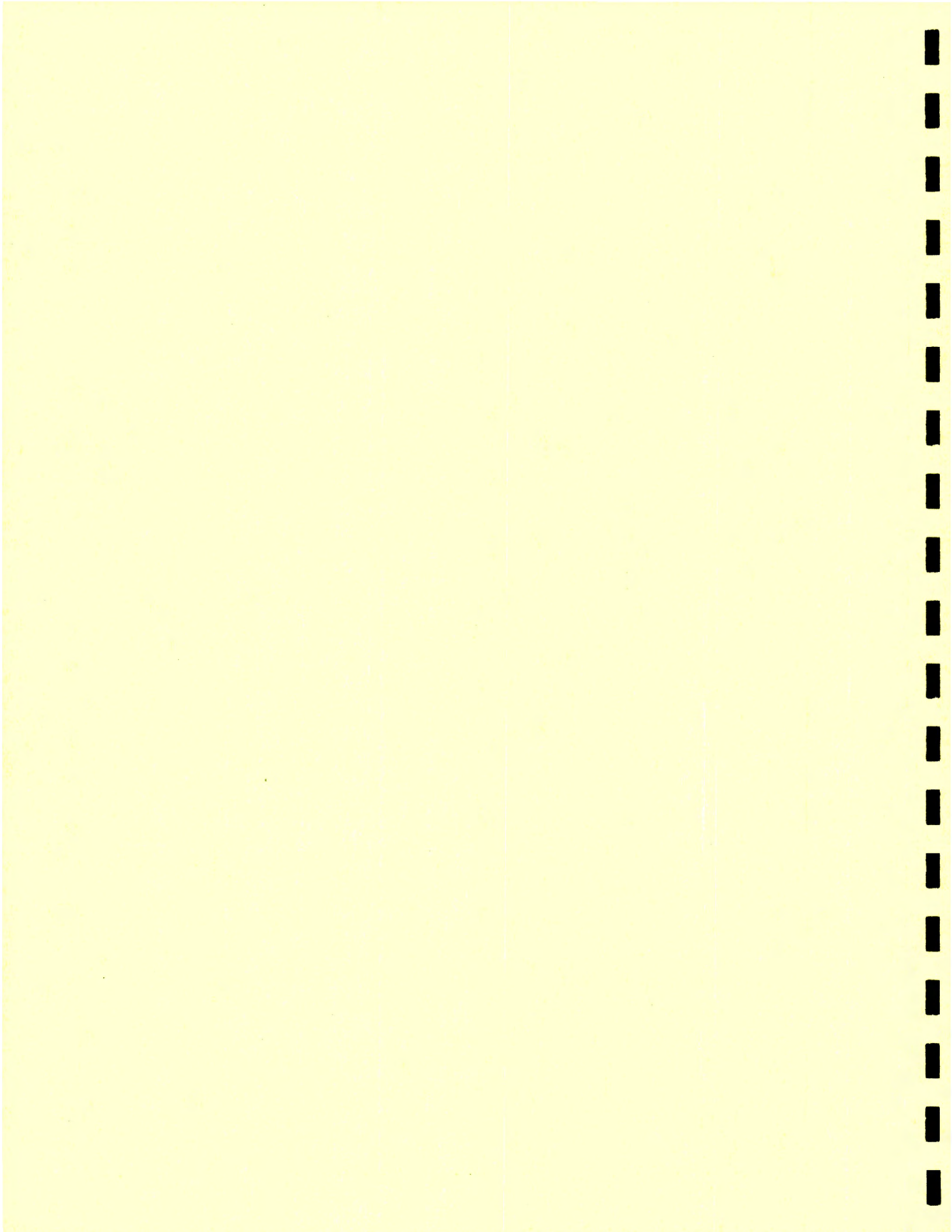
	20 Yr Total	Alloc %	Prior Years	10 Yrs (‘94-‘03)	20 Yrs (‘04-‘13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenue Pool	6,587.1			2,257.4	4,329.7	312.8	335.1	359.5	385.4	412.0	443.1	472.5	504.2	536.1	569.0
Less: MTA Administration Charge for TDA (1.4%)	92.2			31.6	60.6	4.4	4.7	5.0	5.4	5.8	6.2	6.6	7.1	7.5	8.0
Net Revenue	6,494.9			2,225.8	4,269.1	308.5	330.4	354.5	380.0	406.2	436.9	465.9	497.1	528.6	561.0
Bus Capital															
MTA Operations	916.7	14.1%		415.9	500.9	51.1	48.6	42.3	81.8	8.6	24.8	62.7	34.7	65.3	80.9
Municipal Operators	216.3	3.3%		73.8	142.5	10.5	11.0	11.8	12.6	13.5	14.6	15.5	16.6	17.7	18.7
Total	1,133.0	17.4%													
Rail Operations															
	754.5	11.6%		0.0	754.5	15.1	28.5	46.2	19.7	107.2	105.8	81.3	125.7	111.6	113.4
Bus Operations															
MTA Operations	3,103.0	47.8%		1,354.5	1,748.5	156.3	160.1	164.3	168.3	172.1	176.1	181.2	185.5	190.1	194.6
Municipal Operators	1,067.6	16.4%		381.1	686.5	52.5	55.5	58.7	64.2	65.8	69.9	73.5	77.7	82.1	86.6
MTA Operations – Expansion	162.6	2.5%		0.0	162.6	0.0	2.8	6.2	9.5	12.3	17.8	22.4	26.6	30.6	34.4
Municipal Operators – Expansion	40.1	0.6%		0.0	40.1	0.0	0.7	1.6	0.5	3.3	4.5	5.8	6.9	7.9	8.9
Total	4,373.3	67.3%													
Bus Capital (Subtracted from Baseline Bus Capital)															
MTA Operations – Expansion (% Local Match)	0.0	0.0%		0.0	0.0										
Municipal Operators – Expansion (11.47% Local Match)	3.5	0.1%		0.0	3.5		0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Rail Capital – Amt Transferred to Rail Rehab & Replacement	230.0	3.5%		0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
RED – Segment–1 LAUPT to Wilshire/Alvarado	0.0	0.0%													
RED – Segment–2 to Wilshire/Western & Hlywd/Vine	0.0	0.0%													
RED – Segment–3 North Hollywood	0.0	0.0%													
RED – Sepulveda–Canoga Park	0.0	0.0%													
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals	230.0	3.5%		0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Bus Capital Totals	1,136.6	17.5%		489.7	646.9	61.6	59.9	54.5	94.8	22.5	39.8	78.6	51.7	83.4	100.1
Additional Funds Available	754.5	11.6%		0.0	754.5	15.1	28.5	46.2	19.7	107.2	105.8	81.3	125.7	111.6	113.4
Bus Operations Totals	4,373.3	67.3%		1,735.6	2,637.7	208.8	219.1	230.9	242.4	253.5	268.3	282.9	296.7	310.6	324.5
Sub–Total Allocated	6,494.3	100.0%		2,225.3	4,269.1	308.5	330.4	354.5	380.0	406.2	436.9	465.9	497.1	528.6	561.0
Beginning Balance	–	–		–	–	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Total Surplus/(Shortfall)	0.5	–		0.5	0.0	0.0	0.0	0.0	(0.0)	0.0	(0.0)	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–		0.5	0.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5

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NOTES:

- The total TDA revenue pool is calculated as 51.86% of Proposition A of which 92.2% represents TDA Article 4
- The percentage split between bus capital (20%) and bus operations (80%) is based on the split for 1994 through 1997 as shown in the 1993–1999 amended federal TIP and the FY94–97 funding marks (2/4/93)
- The percent allocation by operator is based on the projected capital and operating cost shares between the operators as shown in the above sources.





**Rail and Bus Transit
State Revenues**

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MTA Long Range Transportation Plan
Proposition 108

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc. %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated) – S. Cal Portion (Incl. 94 Bond Amount Anticipated for Pasadena Line)	43.6		0.0	43.6	0.0	32.4	10.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Allocation															
RAIL CAPITAL															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%													
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%													
RED – Segment – 3 to North Hollywood	0.0	0.0%													
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	21.2	48.6%	0.0	21.2	0.0	10.0	10.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	22.4	51.4%	0.0	22.4	0.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – LAX/Santa Clarita High Tech Rail	0.0	0.0%													
OTHER – Systemwide Station Transit Enhancements	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals	43.6	100.0%	0.0	43.6	0.0	32.4	10.0	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0
Beginning Balance															
Total Surplus/(Shortfall)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Prop. 108 funds can only be allocated toward 50% of a project's costs (net of any federal funding).

MTA Long Range Transportation Plan
Proposition 108

Adopted Long Range Plan – March 22, 1995

20 Years

	(\$ millions)															
	20 Yr	Alloc %	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total		Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Total Revenues Available (Inflated) – S. Cal Portion (Incl. 94 Bond Amount Anticipated for Pasadena Line)	43.6		0.0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Allocation																
RAIL CAPITAL																
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%														
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%														
RED – Segment – 3 to North Hollywood	0.0	0.0%														
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%														
RED – Sepulveda – Canoga Park	0.0	0.0%														
RED – Segment 3 – WESTSIDE	0.0	0.0%														
RED – Segment 3 – EASTSIDE	0.0	0.0%														
RED – Segment 3 – EASTSIDE #2	0.0	0.0%														
RED – Segment 3 – WESTSIDE #2	0.0	0.0%														
RED – Segment 3 – WESTSIDE #3	0.0	0.0%														
BLUE – 7th/Flower to Long Beach	0.0	0.0%														
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%														
BLUE – Pasadena/LA – Union Station to Sierra Madre	21.2	48.6%	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	22.4	51.4%	0.0	22.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – LAX/Santa Clarita High Tech Rail	0.0	0.0%														
OTHER – Systemwide Station Transit Enhancements	0.0	0.0%														
OTHER – Safety Improvements	0.0	0.0%														
Rail Capital Totals	43.6	100.0%	0.0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–											
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Prop. 108 funds can only be allocated toward 50% of a project's costs (net of any federal funding).

MTA Long Range Transportation Plan
Proposition 116

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated) – S. Cal Portion	197.1		0.0	197.1	0.0	20.3	79.7	34.0	18.8	9.4	5.0	10.0	20.0	0.0	0.0
Allocation															
RAIL CAPITAL															
RED – Segment – 1 LAUPT to Wishire/Alvarado	0.0	0.0%													
RED – Segment – 2 to Wishire/Western & Hollywood/Vine	0.0	0.0%													
RED – Segment – 3 to North Hollywood	25.0	12.7%		25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	40.0	20.3%	0.0	40.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	10.0	20.0	0.0	0.0
RED – Segment 3 – EASTSIDE	15.0	7.6%	0.0	15.0	0.0	0.0	0.0	5.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	83.6	42.4%	0.0	83.6	0.0	8.8	74.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LA RAIL CAR	33.5	17.0%	0.0	33.5	0.0	11.5	4.9	4.0	8.8	4.4	0.0	0.0	0.0	0.0	0.0
OTHER – LAX/Santa Clarita High Tech Rail	0.0	0.0%													
OTHER – Systemwide Station Transit Enhancements	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals	197.1	100.0%	0.0	197.1	0.0	20.3	79.7	34.0	18.8	9.4	5.0	10.0	20.0	0.0	0.0
Beginning Balance															
Total Surplus/(Shortfall)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
Proposition 116

20 Years

Adopted Long Range Plan -- March 22, 1995

	(\$ millions)															
	20 Yr		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	Alloc %	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Total Revenues Available (Inflated) - S. Cal Portion	197.1		0.0	197.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Allocation																
RAIL CAPITAL																
RED - Segment - 1 LAUPT to Wilshire/Alvarado	0.0	0.0%														
RED - Segment - 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%														
RED - Segment - 3 to North Hollywood	25.0	12.7%		25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%														
RED - Sepulveda - Canoga Park	0.0	0.0%														
RED - Segment 3 - WESTSIDE	40.0	20.3%	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - EASTSIDE	15.0	7.6%	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - EASTSIDE #2	0.0	0.0%														
RED - Segment 3 - WESTSIDE #2	0.0	0.0%														
RED - Segment 3 - WESTSIDE #3	0.0	0.0%														
BLUE - 7th/Flower to Long Beach	0.0	0.0%														
BLUE - Pasadena/LA - Downtown Connection	0.0	0.0%														
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0	0.0%														
GREEN - Norwalk - El Segundo	83.6	42.4%	0.0	83.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LA RAIL CAR	33.5	17.0%	0.0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER - LAX/Santa Clarita High Tech Rail	0.0	0.0%														
OTHER - Systemwide Station Transit Enhancements	0.0	0.0%														
OTHER - Safety Improvements	0.0	0.0%														
Rail Capital Totals	197.1	100.0%	0.0	197.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				-	-											
Total Surplus/(Shortfall)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
State ISTE A

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years ('94-'03)	10 Yrs ('94-'03)	20 Yrs ('04-'13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	356.8		0.0	356.8	0.0	0.0	88.5	0.0	25.0	0.0	40.4	42.2	88.4	72.3	0.0
ALLOCATION OF FUNDS:															
Bus Capital															
Union Station Gateway Transit Center	10.0			10.0	0.0	0.0	10.0	0.0	0.0						
Bus Capital Total	10.0		0.0	10.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%		0.0	0.0										
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	52.1	14.6%		52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 3 to North Hollywood	69.1	19.4%		69.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	19.1	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%		0.0	0.0										
RED – Sepulveda – Canoga Park	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE	58.3	16.3%		58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7	25.6	0.0
RED – Segment 3 – EASTSIDE	83.3	23.3%		83.3	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	30.7	27.6	0.0
RED – Segment 3 – EASTSIDE #2	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE #2	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE #3	0.0	0.0%		0.0	0.0										
BLUE – 7th/Flower to Long Beach	0.0	0.0%		0.0	0.0										
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%		0.0	0.0										
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%		0.0	0.0										
GREEN – Norwalk – El Segundo	0.0	0.0%		0.0	0.0										
OTHER – LA Rail Car	84.0	23.5%		84.0	0.0	0.0	28.4	0.0	0.0	0.0	40.4	17.2	0.0	0.0	0.0
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%		0.0	0.0										
OTHER – Safety Improvements	0.0	0.0%		0.0	0.0										
Rail Capital Totals	346.8	97.2%	0.0	346.8	0.0	0.0	78.5	0.0	25.0	0.0	40.4	42.2	88.4	72.3	0.0
Sub – Total Allocated	356.8	100.0%	0.0	356.8	0.0	0.0	88.5	0.0	25.0	0.0	40.4	42.2	88.4	72.3	0.0
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
State ISTE

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	356.8		0.0	356.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS:															
Bus Capital															
Union Station Gateway Transit Center	10.0			10.0	0.0										
Bus Capital Total	10.0		0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%		0.0	0.0										
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	52.1	14.6%		52.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 3 to North Hollywood	69.1	19.4%		69.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%		0.0	0.0										
RED – Sepulveda – Canoga Park	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE	58.3	16.3%		58.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE	83.3	23.3%		83.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE #2	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE #2	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE #3	0.0	0.0%		0.0	0.0										
BLUE – 7th/Flower to Long Beach	0.0	0.0%		0.0	0.0										
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%		0.0	0.0										
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%		0.0	0.0										
GREEN – Norwalk – El Segundo	0.0	0.0%		0.0	0.0										
OTHER – LA Rail Car	84.0	23.5%		84.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%		0.0	0.0										
OTHER – Safety Improvements	0.0	0.0%		0.0	0.0										
Rail Capital Totals	346.8	97.2%	0.0	346.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub – Total Allocated	356.8	100.0%	0.0	356.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
TP&D/Article XIX

10 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	7.0		328.4	7.0	0.0	1.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION															
RAIL CAPITAL															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%	195.4	0.0	0.0										
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%	133.0	0.0	0.0										
RED – Segment – 3 to North Hollywood	7.0	100.0%	0.0	7.0	0.0	1.3	5.7								
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Systemwide Station Transit Enhancements	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals	7.0	100.0%	328.4	7.0	0.0	1.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	–	–		–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
TP&D/Article XIX

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	7.0		328.4	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION															
RAIL CAPITAL															
RED – Segment – 1 LAUPT to Wishire/Alvarado	0.0	0.0%	195.4	0.0	0.0										
RED – Segment – 2 to Wishire/Western & Hollywood/Vine	0.0	0.0%	133.0	0.0	0.0										
RED – Segment – 3 to North Hollywood	7.0	100.0%	0.0	7.0	0.0										
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Systemwide Station Transit Enhancements	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals	7.0	100.0%	328.4	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	–	–		–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
TP&D/STA Program

10 Years

Adopted Long Range Plan -- March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenue Pool (95\$)	356.0		117.4	178.0	178.0	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8
Total Revenues Available (Inflated)	491.6		117.4	197.9	293.7	17.8	17.8	17.8	17.8	17.8	20.1	20.9	21.7	22.6	23.6
Allocation															
RAIL OPERATIONS (MTA)	229.0	46.6%	35.9	92.2	136.8	8.3	8.3	8.3	8.3	8.3	9.3	9.7	10.1	10.5	11.0
BUS OPERATIONS	262.6	53.4%	27.4	105.7	156.9	9.5	9.5	9.5	9.5	9.5	10.7	11.2	11.6	12.1	12.6
MTA Operations	220.6	84.0%	23.3	88.8	131.8	8.0	8.0	8.0	8.0	8.0	9.0	9.4	9.8	10.2	10.6
Municipal Operators	42.0	16.0%	1.4	16.9	25.1	1.5	1.5	1.5	1.5	1.5	1.7	1.8	1.9	1.9	2.0
RAIL CAPITAL															
RED - Segment-1 LAUPT to Wilshire/Alvarado	0.0		18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment-2 to Wilshire/Western & Hollywood/Vine	0.0														
RED - Segment-3 to North Hollywood	0.0														
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0														
RED - Sepulveda - Canoga Park	0.0														
RED - Segment 3 - WESTSIDE	0.0														
RED - Segment 3 - EASTSIDE	0.0														
RED - Segment 3 - EASTSIDE #2	0.0														
RED - Segment 3 - WESTSIDE #2	0.0														
RED - Segment 3 - WESTSIDE #3	0.0														
BLUE - 7th/Flower to Long Beach	0.0														
BLUE - Pasadena/LA - Downtown Connection	0.0														
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0														
GREEN - Norwalk - El Segundo	0.0														
OTHER - LAX/Palmdale High Tech Rail	0.0														
OTHER - Safety Improvements	0.0														
Rail Capital Total	0.0	N/A	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Operations Total	229.0	N/A	35.9	92.2	136.8	8.3	8.3	8.3	8.3	8.3	9.3	9.7	10.1	10.5	11.0
Bus Operations Total	262.6	N/A	24.7	105.7	156.9	9.5	9.5	9.5	9.5	9.5	10.7	11.2	11.6	12.1	12.6
Rail and Bus Subtotal Allocated	491.6		79.3	197.9	293.7	17.8	17.8	17.8	17.8	17.8	20.1	20.9	21.7	22.6	23.6
Beginning Balance		-		-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	-	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

Updated sheet 3/29/94

1. FY 1995-98 revenue forecasts per the MTA Budget Department.
2. STA Forecast to be updated with revised information when available (3/29/94)

MTA Long Range Transportation Plan
TP&D/STA Program

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenue Pool (95\$)	358.0		117.4	178.0	178.0	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8	17.8
Total Revenues Available (Inflated)	491.6		117.4	197.9	293.7	24.5	25.5	26.6	27.6	28.7	29.8	30.9	32.1	33.4	34.7
Allocation															
RAIL OPERATIONS (MTA)	229.0	46.6%	35.9	92.2	136.8	11.4	11.9	12.4	12.8	13.3	13.9	14.4	15.0	15.6	16.2
BUS OPERATIONS															
MTA Operations	262.6	53.4%	27.4	105.7	156.9	13.1	13.6	14.2	14.7	15.3	15.9	16.5	17.2	17.8	18.5
Municipal Operators	220.8	84.0%	23.3	88.8	131.8	11.0	11.4	11.9	12.4	12.9	13.4	13.9	14.4	15.0	15.6
	42.0	18.0%	1.4	16.9	25.1	2.1	2.2	2.3	2.4	2.4	2.5	2.6	2.7	2.9	3.0
RAIL CAPITAL															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0		18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0														
RED – Segment – 3 to North Hollywood	0.0														
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0														
RED – Sepulveda – Canoga Park	0.0														
RED – Segment 3 – WESTSIDE	0.0														
RED – Segment 3 – EASTSIDE	0.0														
RED – Segment 3 – EASTSIDE #2	0.0														
RED – Segment 3 – WESTSIDE #2	0.0														
RED – Segment 3 – WESTSIDE #3	0.0														
BLUE – 7th/Flower to Long Beach	0.0														
BLUE – Pasadena/LA – Downtown Connection	0.0														
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0														
GREEN – Norwalk – El Segundo	0.0														
OTHER – LAX/Palmdale High Tech Rail	0.0														
OTHER – Safety Improvements	0.0														
Rail Capital Total	0.0	N/A	18.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Operations Total	229.0	N/A	35.9	92.2	136.8	11.4	11.9	12.4	12.8	13.3	13.9	14.4	15.0	15.6	16.2
Bus Operations Total	262.6	N/A	24.7	105.7	156.9	13.1	13.6	14.2	14.7	15.3	15.9	16.5	17.2	17.8	18.5
Rail and Bus Subtotal Allocated	491.6		79.3	197.9	293.7	24.5	25.5	26.6	27.6	28.7	29.8	30.9	32.1	33.4	34.7
Beginning Balance		–		–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–	38.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

Updated sheet 3/29/94

1. FY 1995-98 revenue forecasts per the MTA Budget Department.
2. STA Forecast to be updated with revised information when available (3/29/94)

MTA Long Range Transportation Plan
TP&D – TCI

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	225.2		95.4	110.2	115.0	2.7	15.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Allocation															
BUS CAPITAL															
Union Station Gateway Transit Center	12.3	12.5%	0.0	12.3	0.0	0.0	4.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	12.3	12.5%		12.3	0.0	0.0	4.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Rehabilitation and Replacement Costs	84.0	85.8%		84.0	0.0	0.0	0.0	3.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
RAIL CAPITAL															
RED – Segment-1 LAUPT to Wishire/Alvarado	0.0	0.0%													
RED – Segment-2 to Wishire/Western & Hollywood/Vine	0.0	0.0%													
RED – Segment-3 to North Hollywood	13.9	14.2%		13.9	0.0	2.7	11.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Systemwide Transit Station Enhancements	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals (Incl. Rehab.)	97.9	100.0%	0.0	97.9	0.0	2.7	11.2	3.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Subtotal Allocated	110.2		0.0	110.2	0.0	2.7	15.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Beginning Balance	–	–	0.0	–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	115.0	–	–	0.0	115.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–	0.0	0.0	115.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Revenues cannot be used to purchase vehicles.

MTA Long Range Transportation Plan
TP&D – TCI

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

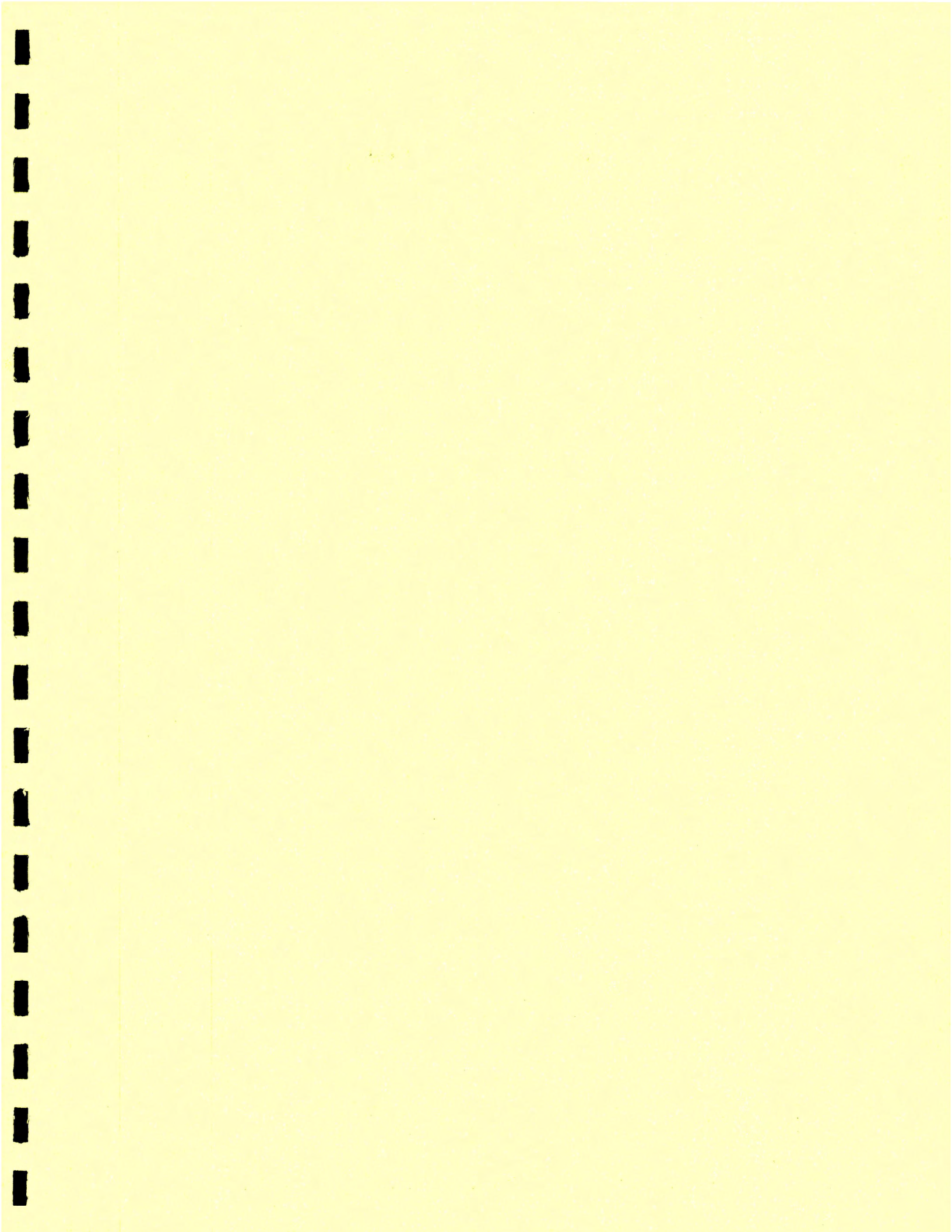
	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	225.2	-	95.4	110.2	115.0	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Allocation															
BUS CAPITAL															
Union Station Gateway Transit Center	12.3	12.5%	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	12.3	12.5%		12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Rehabilitation and Replacement Costs	84.0	85.8%		84.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RAIL CAPITAL															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%													
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%													
RED – Segment – 3 to North Hollywood	13.9	14.2%		13.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – Sepulveda – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE	0.0	0.0%													
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Systemwide Transit Station Enhancements	0.0	0.0%													
OTHER – Safety Improvements	0.0	0.0%													
Rail Capital Totals (Incl. Rehab.)	97.9	100.0%	0.0	97.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	110.2		0.0	110.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-	-	0.0	-	-	0.0	11.5	23.0	34.5	46.0	57.5	69.0	80.5	92.0	103.5
Total Surplus/(Shortfall)	115.0	-	-	0.0	115.0	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Cumulative Ending Balance	-	-	0.0	0.0	115.0	11.5	23.0	34.5	46.0	57.5	69.0	80.5	92.0	103.5	115.0

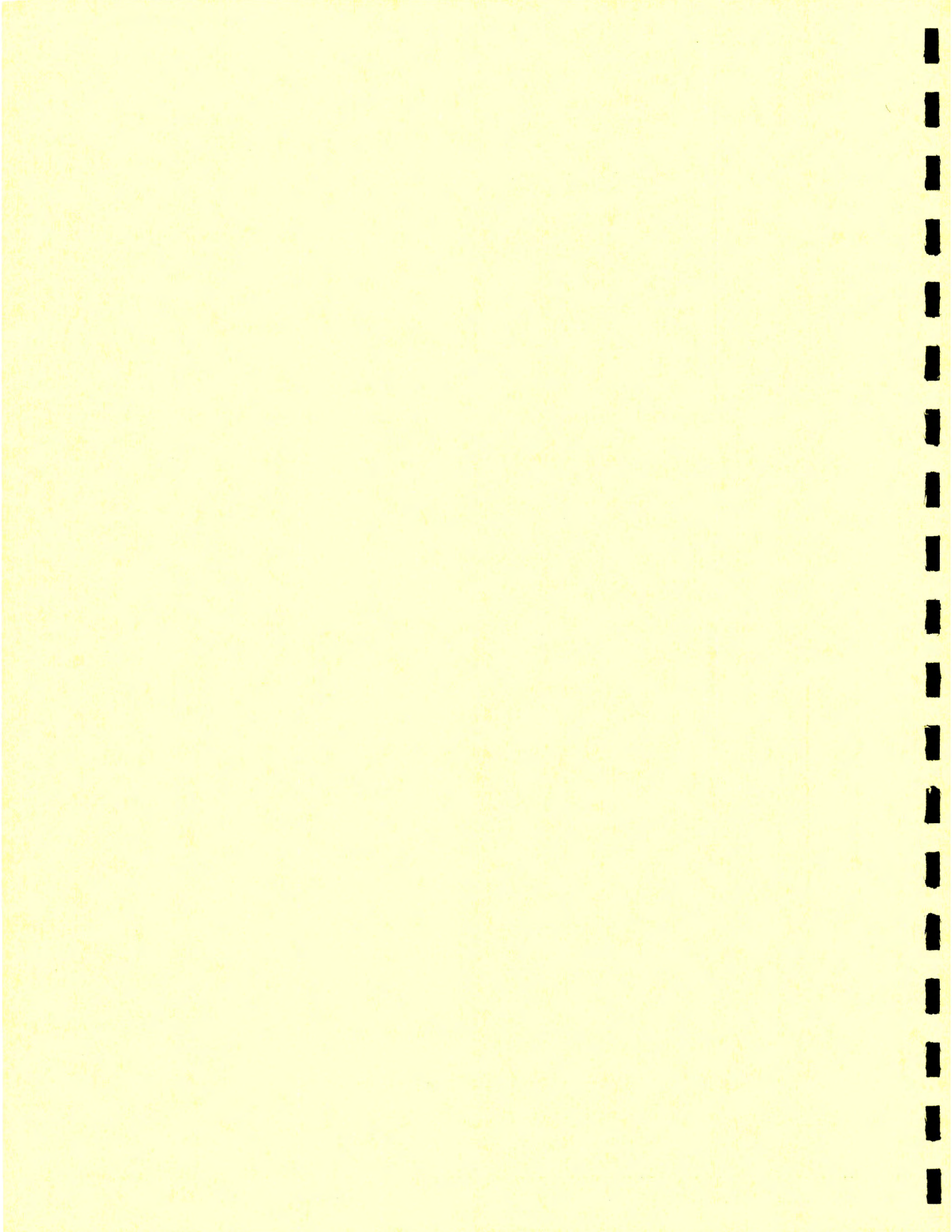
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NOTES:

1. Revenues cannot be used to purchase vehicles.





**Rail and Bus Transit
Federal Revenues**

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MTA Long Range Transportation Plan
ISTEA - CMAQ

10 Years

Adopted Long Range Plan - March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years ('94-'03)	10 Yrs ('04-'13)	20 Yrs ('04-'13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Transfer to Transit from Hwys - CMAQ	650.8		0.0	242.5	408.3	34.0	9.7	32.9	33.4	34.6	37.2	39.4	21.4	0.0	0.0
Total Transferred Revenues - CMAQ	650.8		0.0	242.5	408.3	34.0	9.7	32.9	33.4	34.6	37.2	39.4	21.4	0.0	0.0
ALLOCATION															
Rail Operations (For Green Line Start Up)	26.2	N/A		26.2	0.0	0.0	0.0	12.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital															
MTA Operations	71.2	N/A		71.2	0.0	34.0	0.0	0.0	0.0	0.0	0.0	19.5	17.7	0.0	0.0
MTA Operations - Expansion	128.5	N/A		0.0	128.5										
Municipal Operators - Expansion	29.8	N/A		0.0	29.8										
Union Station Gateway	0.0	N/A		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	229.5	0.0		71.2	158.3	34.0	0.0	0.0	0.0	0.0	0.0	19.5	17.7	0.0	0.0
Rail Capital															
RED - Segment - 1 LAUPT to Wilshire/Alvarado	0.0	N/A													
RED - Segment - 2 to Wilshire/Western & Hollywood/Vine	0.0	N/A													
RED - Segment - 3 to North Hollywood	5.1	N/A		5.1	0.0		5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	N/A		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - San Fernando Valley - Canoga Park	0.0	N/A													
RED - Segment 3 - WESTSIDE	54.1	N/A		54.1	0.0	0.0	0.0	0.0	0.0	14.6	15.9	19.9	3.7	0.0	0.0
RED - Segment 3 - EASTSIDE	85.9	N/A		85.9	0.0		4.6	20.0	20.0	20.0	21.3	0.0	0.0	0.0	0.0
RED - Segment 3 - EASTSIDE #2	70.0	N/A		0.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE #2	180.0	N/A		0.0	180.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED - Segment 3 - WESTSIDE #3	0.0	N/A													
BLUE - 7th/Flower to Long Beach	0.0	N/A													
BLUE - Pasadena/LA - Downtown Connection	0.0	N/A													
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0	N/A													
GREEN - Norwalk - El Segundo	0.0	N/A													
OTHER - LAX/Palmdale High Tech Rail	0.0	N/A													
OTHER - Segment 3 Enhancements	0.0	N/A													
LA Car	0.0	N/A													
Other Rail Costs	0.0	N/A													
Rail Capital Total	395.1	N/A	0.0	145.1	250.0	0.0	9.7	20.0	20.0	34.6	37.2	19.9	3.7	0.0	0.0
Rail Operations Totals	26.2	N/A		26.2	0.0	0.0	0.0	12.9	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	229.5	N/A	0.0	71.2	158.3	34.0	0.0	0.0	0.0	0.0	0.0	19.5	17.7	0.0	0.0
Subtotal Allocated	650.8	N/A	0.0	242.5	408.3	34.0	9.7	32.9	33.4	34.6	37.2	39.4	21.4	0.0	0.0
Beginning Balance				-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

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MTA Long Range Transportation Plan
ISTEA – CMAQ

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Transfer to Transit from Hwys – CMAQ	650.8		0.0	242.5	408.3	13.7	24.1	24.6	35.0	35.5	56.0	56.5	47.1	57.6	58.2
Total Transferred Revenues – CMAQ	650.8		0.0	242.5	408.3	13.7	24.1	24.6	35.0	35.5	56.0	56.5	47.1	57.6	58.2
ALLOCATION															
Rail Operations (For Green Line Start Up)	26.2	N/A		26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital															
MTA Operations	71.2	N/A		71.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Operations – Expansion	128.5	N/A		0.0	128.5	11.1	11.5	11.8	12.2	12.6	13.0	13.4	13.9	14.3	14.8
Municipal Operators – Expansion	29.8	N/A		0.0	29.8	2.6	2.7	2.7	2.8	2.9	3.0	3.1	3.2	3.3	3.4
Union Station Gateway	0.0	N/A		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	229.5	0.0		71.2	158.3	13.7	14.1	14.6	15.0	15.5	16.0	16.5	17.1	17.6	18.2
Rail Capital															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	N/A													
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	N/A													
RED – Segment – 3 to North Hollywood	5.1	N/A		5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	N/A		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – San Fernando Valley – Canoga Park	0.0	N/A													
RED – Segment 3 – WESTSIDE	54.1	N/A		54.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE	85.9	N/A		85.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE #2	70.0	N/A		0.0	70.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0	10.0	20.0	20.0
RED – Segment 3 – WESTSIDE #2	180.0	N/A		0.0	180.0	0.0	10.0	10.0	20.0	20.0	30.0	30.0	20.0	20.0	20.0
RED – Segment 3 – WESTSIDE #3	0.0	N/A													
BLUE – 7th/Flower to Long Beach	0.0	N/A													
BLUE – Pasadena/LA – Downtown Connection	0.0	N/A													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	N/A													
GREEN – Norwalk – El Segundo	0.0	N/A													
OTHER – LAX/Palmdale High Tech Rail	0.0	N/A													
OTHER – Segment 3 Enhancements	0.0	N/A													
LA Car	0.0	N/A													
Other Rail Costs	0.0	N/A													
Rail Capital Total	395.1	N/A	0.0	145.1	250.0	0.0	10.0	10.0	20.0	20.0	40.0	40.0	30.0	40.0	40.0
Rail Operations Totals	26.2	N/A		26.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	229.5	N/A	0.0	71.2	158.3	13.7	14.1	14.6	15.0	15.5	16.0	16.5	17.1	17.6	18.2
Subtotal Allocated	650.8	N/A	0.0	242.5	408.3	13.7	24.1	24.6	35.0	35.5	56.0	56.5	47.1	57.6	58.2
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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MTA Long Range Transportation Plan
ISTEA – STP

10 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Transfer to Transit from Hwys – STP	30.7		21.5	30.7	0.0	17.4	1.8	5.5	1.8	0.3	4.0	0.0	0.0	0.0	0.0
Total Transferred Revenues – STP	30.7		21.5	30.7	0.0	17.4	1.8	5.5	1.8	0.3	4.0	0.0	0.0	0.0	0.0
ALLOCATION															
Bus Capital (STP)															
MTA Operations	19.7	64.1%		19.7	0.0	15.7	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
MTA Operations – Expansion	0.0	0.0%		0.0	0.0										
Municipal Operators – Expansion	0.0	0.0%	0.0	0.0	0.0										
Union Station Gateway Transit Center	0.0	0.0%	2.0	0.0	0.0										
Subtotal Bus Capital	19.7	64.1%	2.0	19.7	0.0	15.7	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Rail Capital (STP)															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%													
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%													
RED – Segment – 3 to North Hollywood	1.7	5.5%	18.2	1.7	0.0	1.7									
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – San Fernando Valley – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%	1.3	0.0	0.0										
RED – Segment 3 – EASTSIDE	0.0	0.0%		0.0	0.0										
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Segment 3 Enhancements	3.3	10.7%	0.0	3.3	0.0	0.0	0.0	1.2	1.8	0.3	0.0	0.0	0.0	0.0	0.0
LA Car	6.1	19.7%		6.1	0.0	0.0	1.8	4.3	0.0						
Other Rail Costs	0.0	0.0%													
Rail Capital Total	11.0	35.9%	19.5	11.0	0.0	1.7	1.8	5.5	1.8	0.3	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	19.7	64.1%	2.0	19.7	0.0	15.7	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
Subtotal Allocated	30.7	100.0%	21.5	30.7	0.0	17.4	1.8	5.5	1.8	0.3	4.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(0.0)	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA Long Range Transportation Plan
ISTEA – STP

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	Alloc %	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Transfer to Transit from Hwys – STP	30.7		21.5	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Transferred Revenues – STP	30.7		21.5	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION															
Bus Capital (STP)															
MTA Operations	19.7	64.1%		19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Operations – Expansion	0.0	0.0%		0.0	0.0										
Municipal Operators – Expansion	0.0	0.0%	0.0	0.0	0.0										
Union Station Gateway Transit Center	0.0	0.0%	2.0	0.0	0.0										
Subtotal Bus Capital	19.7	64.1%	2.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital (STP)															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0	0.0%													
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0	0.0%													
RED – Segment – 3 to North Hollywood	1.7	5.5%	18.2	1.7	0.0										
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0	0.0%													
RED – San Fernando Valley – Canoga Park	0.0	0.0%													
RED – Segment 3 – WESTSIDE	0.0	0.0%	1.3	0.0	0.0										
RED – Segment 3 – EASTSIDE	0.0	0.0%		0.0	0.0										
RED – Segment 3 – EASTSIDE #2	0.0	0.0%													
RED – Segment 3 – WESTSIDE #2	0.0	0.0%		0.0	0.0										
RED – Segment 3 – WESTSIDE #3	0.0	0.0%													
BLUE – 7th/Flower to Long Beach	0.0	0.0%													
BLUE – Pasadena/LA – Downtown Connection	0.0	0.0%													
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0	0.0%													
GREEN – Norwalk – El Segundo	0.0	0.0%													
OTHER – LAX/Palmdale High Tech Rail	0.0	0.0%													
OTHER – Segment 3 Enhancements	3.3	10.7%	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LA Car	6.1	19.7%		6.1	0.0										
Other Rail Costs	0.0	0.0%													
Rail Capital Total	11.0	35.9%	19.5	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	19.7	64.1%	2.0	19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	30.7	100.0%	21.5	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(0.0)	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

**MTA Long Range Transportation Plan
Section 3 New Starts**

10 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years (94-03)	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Gross Revenue Pool (Rail Authorization Assumed)	4,804.8		1,282.5	1,950.1	2,854.7	201.4	165.0	165.0	165.0	201.5	201.5	201.5	201.5	201.5	246.1
Bus Capital (Union Station Gateway Project)	22.0		12.2	22.0	0.0	8.0	7.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue Pool	4,826.8		1,274.7	1,972.1	2,854.7	209.4	172.0	172.0	165.0	201.5	201.5	201.5	201.5	201.5	246.1
Total Committed To MetroRail Per FFGA	Project Total														
RED – Segment – 1 LAUPT to Wilshire/Alvarado	605.3														
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	667.0														
RED – Segment – 3 to North Hollywood	681.0														
RED – Segment 3 – MIDCITIES	242.6														
RED – Segment 3 – EASTSIDE	492.9														
Total Committed	2,688.8														
Project Drawdowns Per RCC (6/1/94)															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	605.3		605.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine(2 SEG)	668.9		219.3	447.6	0.0	214.9	187.7	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 3 to North Hollywood	680.9		1.2	679.7	0.0	51.4	104.7	196.7	205.4	76.0	45.5	0.0	0.0	0.0	0.0
RED – Segment 3 – MIDCITIES	242.5		0.0	232.5	10.0	0.0	0.0	0.0	0.0	37.5	31.5	64.2	39.9	44.0	15.4
RED – Segment 3 – EASTSIDE	492.9		0.0	492.9	0.0	3.4	33.8	44.0	48.1	97.0	125.3	89.6	51.7	0.0	0.0
Total Drawdowns	2,688.4		825.8	1,852.6	10.0	269.7	326.1	285.7	253.5	210.5	202.3	153.8	91.6	44.0	15.4
Running Balance for Fed. Section 3 Funds															
RED – Segment – 1 LAUPT to Wilshire/Alvarado						0.0									
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine						232.8	45.1	0.1							
RED – Segment – 3 to North Hollywood						628.4	523.8	327.1	121.7	45.7					
RED – Segment 3 – MIDCITIES						242.6	242.6	242.6	242.6	205.0	173.5	109.3	69.4	25.5	10.1
RED – Segment 3 – EASTSIDE						489.5	455.7	411.7	363.6	266.6	141.3	51.7	0.0		
Total Committed Amount Remaining						1,593.3	1,267.2	981.5	727.9	517.3	314.9	161.1	69.5	25.5	10.1
Amt. Available for Other Projects After FFGA Drawdowns						(60.3)	(154.1)	(113.7)	(88.5)	(9.0)	(0.8)	47.7	109.9	157.6	230.7
Other Projects Drawdowns															
RED – Segment 3 – EASTSIDE #2	621.1		0.0	0.0	621.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – MIDCITIES #2	1,555.4		0.0	0.0	1,555.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – MIDCITIES #3	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – San Fernando Valley – Sepulveda	506.2		0.0	0.0	506.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – San Fernando Valley – Canoga Park	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – Pasadena/LA – Downtown Connection	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital (Union Station Gateway Project)	22.0		12.2	22.0	0.0	8.0	7.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Projects Drawdowns	2,704.7		12.2	22.0	2,682.7	8.0	7.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL DRAWDOWNS – FFGA & OTHER PROJECTS	5,393.1		838.0	1,874.6	2,692.7	277.7	333.1	292.7	253.5	210.5	202.3	153.8	91.6	44.0	15.4
Beginning Balance						436.7	368.4	207.3	86.6	(1.9)	(10.9)	(11.7)	36.0	145.9	303.5
Annual Surplus/(Shortfall)	(566.3)	–	436.7	97.5	162.0	(88.3)	(161.1)	(120.7)	(88.5)	(9.0)	(0.8)	47.7	109.9	157.6	230.7
Cumulative Ending Balance						368.4	207.3	86.6	(1.9)	(10.9)	(11.7)	36.0	145.9	303.5	534.2

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NOTES:

- Section 3 New Rail Starts funding is a discretionary source of Federal funds.
- The funding level is assumed to escalate at the CPI rate in FY 1995, and every five year reauthorization period thereafter.

**MTA Long Range Transportation Plan
Section 3 New Starts**

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Gross Revenue Pool (Rail Authorization Assumed)	4,804.8		1,262.5	1,950.1	2,854.7	246.1	246.1	246.1	246.1	300.6	300.6	300.6	300.6	300.6	367.1
Bus Capital (Union Station Gateway Project)	22.0		12.2	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue Pool	4,826.8		1,274.7	1,972.1	2,854.7	246.1	246.1	246.1	246.1	300.6	300.6	300.6	300.6	300.6	367.1
Total Committed To MetroRail Per FFGA	Project Total														
RED – Segment – 1 LAUPT to Wilshire/Alvarado	605.3														
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine	667.0														
RED – Segment – 3 to North Hollywood	681.0														
RED – Segment 3 – MIDCITIES	242.6														
RED – Segment 3 – EASTSIDE	492.9														
Total Committed	2,688.8														
Project Drawdowns Per RCC (6/1/94)															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	605.3		605.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine(2 SEG)	666.9		219.3	447.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment – 3 to North Hollywood	680.9		1.2	679.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – MIDCITIES	242.5		0.0	232.5	10.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE	492.9		0.0	492.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Drawdowns	2,688.4		825.8	1,852.6	10.0	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Running Balance for Fed. Section 3 Funds															
RED – Segment – 1 LAUPT to Wilshire/Alvarado															
RED – Segment – 2 to Wilshire/Western & Hlywd/Vine															
RED – Segment – 3 to North Hollywood															
RED – Segment 3 – MIDCITIES						3.1	0.1								
RED – Segment 3 – EASTSIDE															
Total Committed Amount Remaining						3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Amt. Available for Other Projects After FFGA Drawdowns						239.2	243.1	246.1	246.1	300.6	300.6	300.6	300.6	300.6	367.1
Other Projects Drawdowns															
RED – Segment 3 – EASTSIDE #2	621.1		0.0	0.0	621.1	0.0	0.0	0.0	0.0	36.3	78.1	84.0	120.2	152.4	150.1
RED – Segment 3 – MIDCITIES #2	1,555.4		0.0	0.0	1,555.4	0.0	48.6	103.1	143.8	184.0	231.2	259.1	262.5	215.4	107.7
RED – Segment 3 – MIDCITIES #3	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – San Fernando Valley – Sepulveda	506.2		0.0	0.0	506.2	21.5	33.2	46.2	59.2	74.4	83.4	84.5	69.3	34.6	0.0
RED – San Fernando Valley – Canoga Park	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE – Pasadena/LA – Downtown Connection	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital (Union Station Gateway Project)	22.0		12.2	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Projects Drawdowns	2,704.7		12.2	22.0	2,682.7	21.5	81.7	149.3	202.9	294.6	392.7	427.5	452.0	402.4	257.8
TOTAL DRAWDOWNS – FFGA & OTHER PROJECTS	5,393.1		838.0	1,874.6	2,692.7	28.5	84.8	149.3	202.9	294.6	392.7	427.5	452.0	402.4	257.8
Beginning Balance						0.0	217.6	379.0	475.8	519.0	525.0	432.9	305.0	154.5	52.6
Annual Surplus/(Shortfall)	(566.3)	–	436.7	97.5	162.0	217.6	161.4	96.8	43.2	6.0	(92.1)	(126.9)	(151.4)	(101.8)	109.3
Cumulative Ending Balance						217.6	379.0	475.8	519.0	525.0	432.9	305.0	154.5	52.6	162.0

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NOTES:

- Section 3 New Rail Starts funding is a discretionary source of Federal funds.
- The funding level is assumed to escalate at the CPI rate in FY 1998, and every five year reauthorization period thereafter.

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MTA Long Range Transportation Plan
Section 3 Rail Mod

10 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years (94-03)	10 Yrs (04-13)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	410.5		0.0	89.8	320.7	0.0	3.1	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
ALLOCATION															
Rail Capital (Rehab. and Replacement Needs)	410.5			89.8	320.7	0.0	3.1	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0			0.0	0.0										
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0			0.0	0.0										
RED – Segment – 3 to North Hollywood	0.0			0.0	0.0										
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0			0.0	0.0										
RED – San Fernando Valley – Canoga Park	0.0			0.0	0.0										
RED – Segment 3 – WESTSIDE	0.0			0.0	0.0										
RED – Segment 3 – EASTSIDE	0.0			0.0	0.0										
RED – Segment 3 – EASTSIDE #2	0.0			0.0	0.0										
RED – Segment 3 – WESTSIDE #2	0.0			0.0	0.0										
RED – Segment 3 – WESTSIDE #3	0.0			0.0	0.0										
BLUE – 7th/Flower to Long Beach	0.0			0.0	0.0										
BLUE – Pasadena/LA – Downtown Connection	0.0			0.0	0.0										
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0			0.0	0.0										
GREEN – Norwalk – El Segundo	0.0			0.0	0.0										
OTHER – Rail Costs (Systemwide/Other)	6.6			6.6	0.0	0.0	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – Safety Improvements	0.0			0.0	0.0										
Rail Capital Totals	417.1	100%	0.0	96.4	320.7	0.0	9.7	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
Subtotal Allocated	417.1		0.0	96.4	320.7	0.0	9.7	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
Beginning Balance				–	–	9.0	9.0	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Annual Surplus/<Shortfall>	(6.6)	–	0.0	(6.6)	0.0	0.0	(6.6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	(6.6)	0.0	9.0	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4

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NOTES:

1. Section 3 Rail Mod money is made available for rehabilitation of rail systems.
2. The required local match for Section 3 Rail Mod. funds is 25% (80/20 split).

MTA Long Range Transportation Plan
Section 3 Rail Mod

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	410.5		0.0	89.8	320.7	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
ALLOCATION															
Rail Capital (Rehab. and Replacement Needs)	410.5			89.8	320.7	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
RED – Segment–1 LAUPT to Wilshire/Alvarado	0.0			0.0	0.0										
RED – Segment–2 to Wilshire/Western & Hollywood/Vine	0.0			0.0	0.0										
RED – Segment–3 to North Hollywood	0.0			0.0	0.0										
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0			0.0	0.0										
RED – San Fernando Valley – Canoga Park	0.0			0.0	0.0										
RED – Segment 3 – WESTSIDE	0.0			0.0	0.0										
RED – Segment 3 – EASTSIDE	0.0			0.0	0.0										
RED – Segment 3 – EASTSIDE #2	0.0			0.0	0.0										
RED – Segment 3 – WESTSIDE #2	0.0			0.0	0.0										
RED – Segment 3 – WESTSIDE #3	0.0			0.0	0.0										
BLUE – 7th/Flower to Long Beach	0.0			0.0	0.0										
BLUE – Pasadena/LA – Downtown Connection	0.0			0.0	0.0										
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0			0.0	0.0										
GREEN – Norwalk – El Segundo	0.0			0.0	0.0										
OTHER – Rail Costs (Systemwide/Other)	6.6			6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – Safety Improvements	0.0			0.0	0.0										
Rail Capital Totals	417.1	100%	0.0	96.4	320.7	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
Subtotal Allocated	417.1		0.0	96.4	320.7	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
Beginning Balance				–	–	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Annual Surplus/<Shortfall>	(6.6)	–	0.0	(6.6)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	(6.6)	0.0	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4

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NOTES:

1. Section 3 Rail Mod money is made available for rehabilitation of rail systems.
2. The required local match for Section 3 Rail Mod. funds is 25% (80/20 split).

MTA Long Range Transportation Plan
Section 9

10 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available (Inflated)	3,094.0		396.6	1,312.5	1,781.5	82.2	135.0	127.6	120.1	137.7	137.7	137.7	137.7	137.7	159.2
ALLOCATION OF FUNDS															
Bus Capital															
MTA Operations	1,478.6		138.4	501.215	977.354	17.3	58.0	26.3	53.7	59.4	74.1	51.7	22.4	74.6	63.7
Municipal Operators	664.9		8.2	276.5	388.3	5.8	19.8	41.8	13.3	19.8	11.4	34.3	64.2	13.0	53.2
COP Debt Expense	118.5			108.7	9.8	13.6	13.3	12.9	12.5	12.0	11.6	11.1	10.5	9.5	1.7
Total	2,261.9		146.6	886.4	1,375.5	36.7	91.1	81.0	79.5	91.2	97.1	97.1	97.1	97.1	118.6
Bus Operations															
MTA Operations	816.9		164.1	410.9	406.0	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Municipal Operators	816.9	100.0%	164.1	410.9	406.0	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital (Linked to Rail Capital Summary)															
RED - Segment - 1 LAUPT to Wilshire/Alvarado	0.0		90.6	0.0	0.0										
RED - Segment - 2 to Wilshire/Western & Hollywood/Vine	0.0														
RED - Segment - 3 to North Hollywood	0.0														
RED - SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0														
RED - San Fernando Valley - Canoga Park	0.0														
RED - Segment 3 - WESTSIDE	0.0														
RED - Segment 3 - EASTSIDE	0.0														
RED - Segment 3 - EASTSIDE #2	0.0														
RED - Segment 3 - WESTSIDE #2	0.0														
RED - Segment 3 - WESTSIDE #3	0.0														
BLUE - 7th/Flower to Long Beach	0.0														
BLUE - Pasadena/LA - Downtown Connection	0.0														
BLUE - Pasadena/LA - Union Station to Sierra Madre	0.0														
GREEN - Norwalk - El Segundo	0.0														
OTHER - Union Station Gateway Transit Center	3.3	0.1%	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER - LA Car	11.9	0.4%	0.0	11.9	0.0	0.0	0.0	6.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Rail Capital Total	15.2	0.5%	90.6	15.2	0.0	0.0	3.3	6.0	0.0	5.9	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	2,261.9	73.1%	146.6	886.4	1,375.5	36.7	91.1	81.0	79.5	91.2	97.1	97.1	97.1	97.1	118.6
Bus Operations Totals	816.9	26.4%	164.1	410.9	406.0	45.5	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Subtotal Allocated	3,094.0	100.0%	401.3	1,312.5	1,781.5	82.2	135.0	127.6	120.1	137.7	137.7	137.7	137.7	137.7	159.2
Beginning Balance						0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Total Surplus/(Shortfall)	0.0	-	(4.7)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			(4.7)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

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NOTES:

- \$32.9 million in unused funds are earmarked for Metro Rail capital. No additional Section 9 funds are anticipated for Metro Rail construction.
- Assumes current Federal funding levels will be continued and that LA County share will remain the same.

MTA Long Range Transportation Plan
Section 9

20 Years

Adopted Long Range Plan – March 22, 1995

(\$ millions)

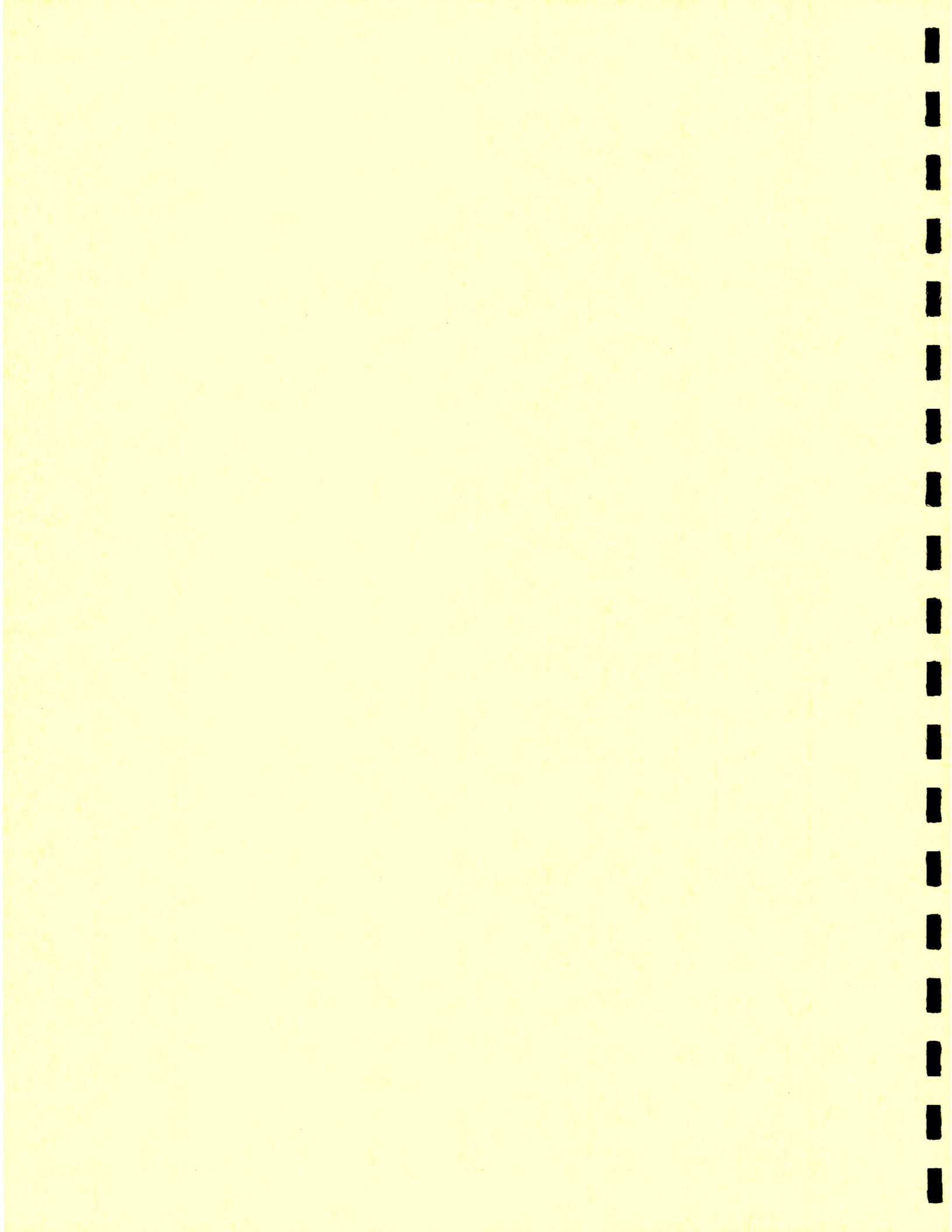
	20 Yr Total	Alloc %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available (Inflated)	3,094.0		396.6	1,312.5	1,781.5	159.2	159.2	159.2	159.2	185.4	185.4	185.4	185.4	185.4	217.5
ALLOCATION OF FUNDS															
Bus Capital															
MTA Operations	1,478.6		138.4	501.215	977.354	80.6	82.5	92.9	57.7	135.4	123.8	95.2	123.6	98.1	87.7
Municipal Operators	664.9		8.2	276.5	388.3	36.6	34.7	24.3	59.5	8.1	19.7	48.2	21.3	46.7	89.2
COP Debt Expense	118.5			108.7	9.8	1.4	1.4	1.4	1.4	1.4	1.4	1.4			
Total	2,261.9		146.6	886.4	1,375.5	118.6	118.6	118.6	118.6	144.8	144.8	144.8	144.8	144.8	176.9
Bus Operations															
MTA Operations	816.9		164.1	410.9	406.0	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Municipal Operators	816.9	100.0%	164.1	410.9	406.0	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital (Linked to Rail Capital Summary)															
RED – Segment – 1 LAUPT to Wilshire/Alvarado	0.0		90.6	0.0	0.0										
RED – Segment – 2 to Wilshire/Western & Hollywood/Vine	0.0														
RED – Segment – 3 to North Hollywood	0.0														
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	0.0														
RED – San Fernando Valley – Canoga Park	0.0														
RED – Segment 3 – WESTSIDE	0.0														
RED – Segment 3 – EASTSIDE	0.0														
RED – Segment 3 – EASTSIDE #2	0.0														
RED – Segment 3 – WESTSIDE #2	0.0														
RED – Segment 3 – WESTSIDE #3	0.0														
BLUE – 7th/Flower to Long Beach	0.0														
BLUE – Pasadena/LA – Downtown Connection	0.0														
BLUE – Pasadena/LA – Union Station to Sierra Madre	0.0														
GREEN – Norwalk – El Segundo	0.0														
OTHER – Union Station Gateway Transit Center	3.3	0.1%	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER – LA Car	11.9	0.4%	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Capital Total	15.2	0.5%	90.6	15.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	2,261.9	73.1%	146.6	886.4	1,375.5	118.6	118.6	118.6	118.6	144.8	144.8	144.8	144.8	144.8	176.9
Bus Operations Totals	816.9	26.4%	164.1	410.9	406.0	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6	40.6
Subtotal Allocated	3,094.0	100.0%	401.3	1,312.5	1,781.5	159.2	159.2	159.2	159.2	185.4	185.4	185.4	185.4	185.4	217.5
Beginning Balance						(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Total Surplus/(Shortfall)	0.0		(4.7)	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			(4.7)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)

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NOTES:

- \$32.9 million in unused funds are earmarked for Metro Rail capital. No additional Section 9 funds are anticipated for Metro Rail construction.
- Assumes current Federal funding levels will be continued and that LA County share will remain the same.



**Highway and Multimodal Program
Summary**

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MTA 30-Year Plan Highway Summary

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	10 Yrs 84-03	20 Yrs 04-13	20 Yr (94-13) Total	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
SOURCES OF FUNDS													
Local													
Proposition C 25% – Direct	1,139.3	2,234.7	3,373.9	87.7	89.2	95.8	101.0	106.7	113.7	122.7	131.7	140.4	150.3
Proposition C 10%	34.6	317.5	352.1	1.9	3.4	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8
SAFE	72.1	106.4	178.5	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8
TDA – Article 3	40.0	91.4	131.3	0.0	0.0	4.1	4.4	4.6	4.6	5.0	5.4	5.7	6.1
Local Agency Funds	1,288.1	449.6	1,737.6	249.4	70.4	173.1	280.1	196.4	185.1	25.4	26.3	40.2	41.7
Combined Road Plan Cash Account & Prop. A Rideshare	5.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HOV Violation Fund	3.2	5.5	8.7	0.1	0.2	0.2	0.3	0.4	0.4	0.4	0.4	0.4	0.5
Subtotal Local	2,582.3	3,204.9	5,787.1	350.9	169.6	279.4	393.2	314.7	311.5	164.2	177.2	203.3	218.2
State													
State & Local Partnership	18.1	0.0	18.1	2.7	1.1	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Misc. State (Prop. 116, TCI)	88.9	0.0	88.9	21.2	46.6	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Enhancement & Mitigation	20.0	0.0	20.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0
State TSM (Discretionary)	146.2	333.4	479.7	0.0	7.7	0.0	0.0	4.9	32.3	23.8	24.8	25.8	26.9
Subtotal State	273.2	333.4	606.7	26.4	57.9	23.6	2.5	7.4	49.1	26.3	27.3	25.8	26.9
Federal													
ISTEA – Transportation Enhancements (Amt Allocated)	127.9	175.4	303.3	9.4	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1
Federal Highway Demo/Other Federal Funds	373.1	0.0	373.1	17.3	8.6	24.8	53.9	122.5	95.9	28.1	22.0	0.0	0.0
Intelligent Vehicle Highway Systems (* No revenue sheet)	110.0	150.0	260.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0
ISTEA – CMAQ	338.7	438.6	777.2	4.2	64.9	8.7	13.0	21.2	25.4	25.0	42.5	60.2	73.5
ISTEA – STP	463.4	761.0	1,224.4	2.8	39.8	49.9	38.3	53.9	50.3	54.1	54.1	54.1	66.1
Subtotal Federal	1,413.0	1,525.0	2,938.0	43.7	139.9	110.8	122.2	220.4	194.0	129.6	141.0	141.7	169.8
Mixed													
Flexible Congestion Relief	488.6	2,100.0	2,588.6	45.3	18.8	7.0	18.0	43.3	72.9	42.8	76.7	134.0	29.7
Inter – Regional Roads	3.8	230.0	233.8	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0
ISTEA Match (TSM)	53.6	102.5	156.1	0.0	13.2	5.9	2.5	1.2	3.6	3.9	6.1	8.3	8.9
Retrofit Soundwalls (same as project)	74.5	0.0	74.5	8.0	8.3	21.5	0.6	20.8	15.3	0.0	0.0	0.0	0.0
RAS – Rehab and Safety (SHOPP)	275.5	536.7	812.1	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8
Subtotal Mixed	895.9	2,969.2	3,865.1	86.4	84.7	70.8	21.1	65.3	91.8	88.5	122.3	183.5	81.4
Subtotal Local, State, Federal Revenues	5,164.4	8,032.5	13,196.9	507.3	452.1	484.6	539.0	607.8	646.4	408.7	467.9	554.4	496.3
Financing Revenues:													
Senior Lien Bonds (Actual/Treasury Fcst; Secured by Prop C)	200.0	0.0	200.0	200.0									
Additional Senior Lien Bonds (Model Generated)	978.5	467.7	1,446.2	0.0	86.6	168.6	119.6	184.9	136.0	76.1	32.6	87.0	87.0
Subtotal Financing Revenues	1,178.5	467.7	1,646.2	200.0	86.6	168.6	119.6	184.9	136.0	76.1	32.6	87.0	87.0
Interest Earnings:													
Short Term Earnings – Annual Beg Balance	3.0%	6.1	12.5	18.5	1.3	2.1	0.2	0.2	0.3	0.3	0.3	0.4	0.6
Bond Reserve Fund Interest Earnings	3.0%	13.0	31.1	44.1	0.0	0.2	0.6	0.9	1.3	1.7	1.9	1.9	2.4
Subtotal Interest Earnings	19.1	43.5	62.6	1.3	2.3	0.8	1.0	1.6	1.9	2.1	2.3	2.7	3.0
TOTAL SOURCES	6,362.0	8,543.7	14,905.7	708.6	541.0	654.0	659.7	794.3	784.3	487.0	502.8	644.1	586.3

MTA 30-Year Plan Highway Summary

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	10 Yrs 94-03	20 Yrs 04-13	20 Yr (04-13) Total	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
USES OF FUNDS													
HOV Lanes	830.5	3,325.7	4,156.2	16.5	152.7	90.1	21.4	105.2	101.9	62.7	78.0	98.0	104.0
Gap Closures	379.5	0.0	379.5	3.7	9.2	0.0	0.0	50.1	66.7	46.6	39.5	134.0	29.7
Regional Surface Transportation Improvements	2,073.9	705.6	2,779.4	297.3	122.8	246.8	372.4	360.4	351.6	78.9	73.9	74.0	95.7
TSM – Freeway and TOS	75.2	0.0	75.2	26.2	23.9	21.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	126.4	175.4	301.8	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1
Local TSM	573.2	599.6	1,172.7	33.3	35.8	50.0	40.2	52.0	55.0	74.4	72.1	78.4	82.0
Retrofit Soundwalls	74.5	0.0	74.5	8.0	8.3	21.5	0.6	20.8	15.3	0.0	0.0	0.0	0.0
Park & Ride	46.3	317.5	363.8	10.8	6.2	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8
Inter-Regional Roads	0.0	230.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	275.5	536.7	812.1	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8
Incident Management	265.7	387.4	653.1	25.7	23.4	23.4	24.4	25.4	26.4	27.5	28.6	29.8	31.0
SAFE	72.1	106.4	178.5	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8
Enviro Enhance & Mitigation	20.0	0.0	20.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0
Regional Bikeways	95.9	205.6	301.4	6.0	12.0	7.3	7.6	7.9	7.9	8.5	8.9	14.5	15.3
Intelligent Vehicle Highway Systems (No project sheet)	110.0	150.0	260.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	15.0	15.0
Transfer To Transit of Prop C 25% Direct/Bonds	483.8	0.0	483.8	176.0	100.2	61.8	83.4	43.2	19.2	0.0	0.0	0.0	0.0
Subtotal Highway Costs	5,502.3	6,739.8	12,242.1	663.6	574.4	595.1	580.3	696.9	676.7	372.1	378.9	513.9	450.3
TDM	184.6	399.7	584.3	16.6	4.6	15.8	16.4	18.7	18.7	18.8	25.0	25.0	25.0
Subtotal TDM Costs	184.6	399.7	584.3	16.6	4.6	15.8	16.4	18.7	18.7	18.8	25.0	25.0	25.0
Staff Support (Highway/TDM)	75.1	120.4	195.5	0.0	7.1	7.3	7.7	8.0	8.3	8.6	9.0	9.4	9.7
Subtotal Highways & TDM Costs	5,762.0	7,259.9	13,021.9	680.2	586.1	618.2	604.4	723.6	703.7	399.5	412.8	548.3	485.0
Financing Payments:													
Senior Lien Bonds (Actual/Treasury Fcst; Secured by Prop C)	148.8	187.0	335.8	1.8	7.5	10.4	16.9	18.7	18.7	18.7	18.7	18.7	18.7
Additional Senior Lien Bonds (Model Generated)	394.3	1,017.3	1,411.6	0.0	3.3	13.4	25.0	37.3	50.2	58.8	63.2	68.0	75.0
Bond Issue Cost (approx. 1.5%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund	78.5	37.7	116.2	0.0	6.6	13.6	9.6	14.9	11.0	6.1	2.6	7.0	7.0
Subtotal Financing Payments	621.6	1,242.0	1,863.6	1.8	17.5	37.4	51.6	70.9	79.9	83.6	84.5	93.7	100.7
TOTAL USES	6,383.6	8,501.9	14,885.5	682.0	603.6	655.6	656.0	794.5	783.6	483.1	497.3	642.0	585.8
CASH BALANCE ACCOUNT													
Beginning Fiscal Year Cash Balance				42.7	69.3	6.7	5.1	8.8	8.5	9.2	13.1	18.6	20.6
Annual Net Change to Cash Balance	(21.6)	41.8	20.2	26.6	(62.6)	(1.6)	3.7	(0.2)	0.7	3.9	5.5	2.0	0.5
Ending Fiscal Year Cash Balance				69.3	6.7	5.1	8.8	8.5	9.2	13.1	18.6	20.6	21.1
Net Budgetary Coverage Ratio (Prop C Sr. Lien Bond)	-	-	-	6.37	5.04	2.07	1.44	1.25	1.09	1.06	1.09	1.12	1.12

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NOTES:

MTA 30-Year Plan Highway Summary

Adopted Long Range Plan – March 22, 1995

	20 Years (\$ millions)													
	10 Yrs 94-03	20 Yrs 04-13	20 Yr (94-13) Total	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
SOURCES OF FUNDS														
Local														
Proposition C 25% – Direct	1,139.3	2,234.7	3,373.9	161.5	173.0	185.5	198.9	212.6	228.7	243.9	260.2	276.7	293.7	
Proposition C 10%	34.6	317.5	352.1	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
SAFE	72.1	106.4	178.5	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4	
TDA – Article 3	40.0	91.4	131.3	6.6	7.1	7.6	8.1	8.7	9.3	10.0	10.6	11.3	12.0	
Local Agency Funds	1,288.1	449.6	1,737.6	38.1	39.5	40.9	42.4	43.9	45.5	47.2	48.9	50.7	52.5	
Combined Road Plan Cash Account & Prop. A Rideshare	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
HOV Violation Fund	3.2	5.5	8.7	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	
Subtotal Local	2,582.3	3,204.9	5,787.1	229.6	246.5	265.0	284.5	304.7	328.2	350.4	374.3	398.5	423.3	
State														
State & Local Partnership	18.1	0.0	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Misc. State (Prop. 116, TCI)	88.9	0.0	88.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Environmental Enhancement & Mitigation	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State TSM (Discretionary)	146.2	333.4	479.7	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4	
Subtotal State	273.2	333.4	606.7	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4	
Federal														
ISTEA – Transportation Enhancements (Amt Allocated)	127.9	175.4	303.3	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
Federal Highway Demo/Other Federal Funds	373.1	0.0	373.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Intelligent Vehicle Highway Systems (* No revenue sheet)	110.0	150.0	260.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	
ISTEA – CMAQ	338.7	438.6	777.2	59.9	49.4	49.0	38.5	53.5	33.0	32.5	41.9	31.4	49.5	
ISTEA – STP	463.4	761.0	1,224.4	66.1	66.1	66.1	66.1	80.0	80.0	80.0	80.0	80.0	96.8	
Subtotal Federal	1,413.0	1,525.0	2,938.0	156.1	145.6	145.2	134.7	166.9	146.5	145.9	155.4	144.9	183.7	
Mixed														
Flexible Congestion Relief	488.6	2,100.0	2,588.6	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	
Inter-Regional Roads	3.8	230.0	233.8	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
ISTEA Match (TSM)	53.6	102.5	156.1	7.0	5.5	11.1	9.7	13.3	10.5	10.2	11.3	9.8	14.2	
Retrofit Soundwalls (same as project)	74.5	0.0	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
RAS – Rehab and Safety (SHOPP)	275.5	536.7	812.1	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6	
Subtotal Mixed	895.9	2,969.2	3,865.1	284.6	284.9	292.4	292.9	298.6	297.9	299.9	303.2	304.0	310.7	
Subtotal Local, State, Federal Revenues	5,164.4	8,032.5	13,196.9	698.2	706.0	732.7	743.5	802.7	806.3	831.3	869.4	885.2	957.1	
Financing Revenues:														
Senior Lien Bonds (Actual/Treasury Fcst; Secured by Prop C)	200.0	0.0	200.0											
Additional Senior Lien Bonds (Model Generated)	978.5	467.7	1,446.2	70.7	65.3	65.3	59.8	54.4	43.5	43.5	32.6	32.6	0.0	
Subtotal Financing Revenues	1,178.5	467.7	1,646.2	70.7	65.3	65.3	59.8	54.4	43.5	43.5	32.6	32.6	0.0	
Interest Earnings:														
Short Term Earnings – Annual Beg Balance 3.0%	6.1	12.5	18.5	0.6	0.8	0.9	1.1	1.2	1.3	1.3	1.5	1.7	2.1	
Bond Reserve Fund Interest Earnings 3.0%	13.0	31.1	44.1	2.5	2.7	2.8	3.0	3.1	3.2	3.3	3.4	3.5	3.5	
Subtotal Interest Earnings	19.1	43.5	62.6	3.2	3.5	3.7	4.0	4.3	4.5	4.6	4.9	5.2	5.6	
TOTAL SOURCES	6,362.0	8,543.7	14,905.7	772.0	774.8	801.7	807.4	861.4	854.4	879.5	906.9	923.0	962.7	

MTA 30-Year Plan Highway Summary

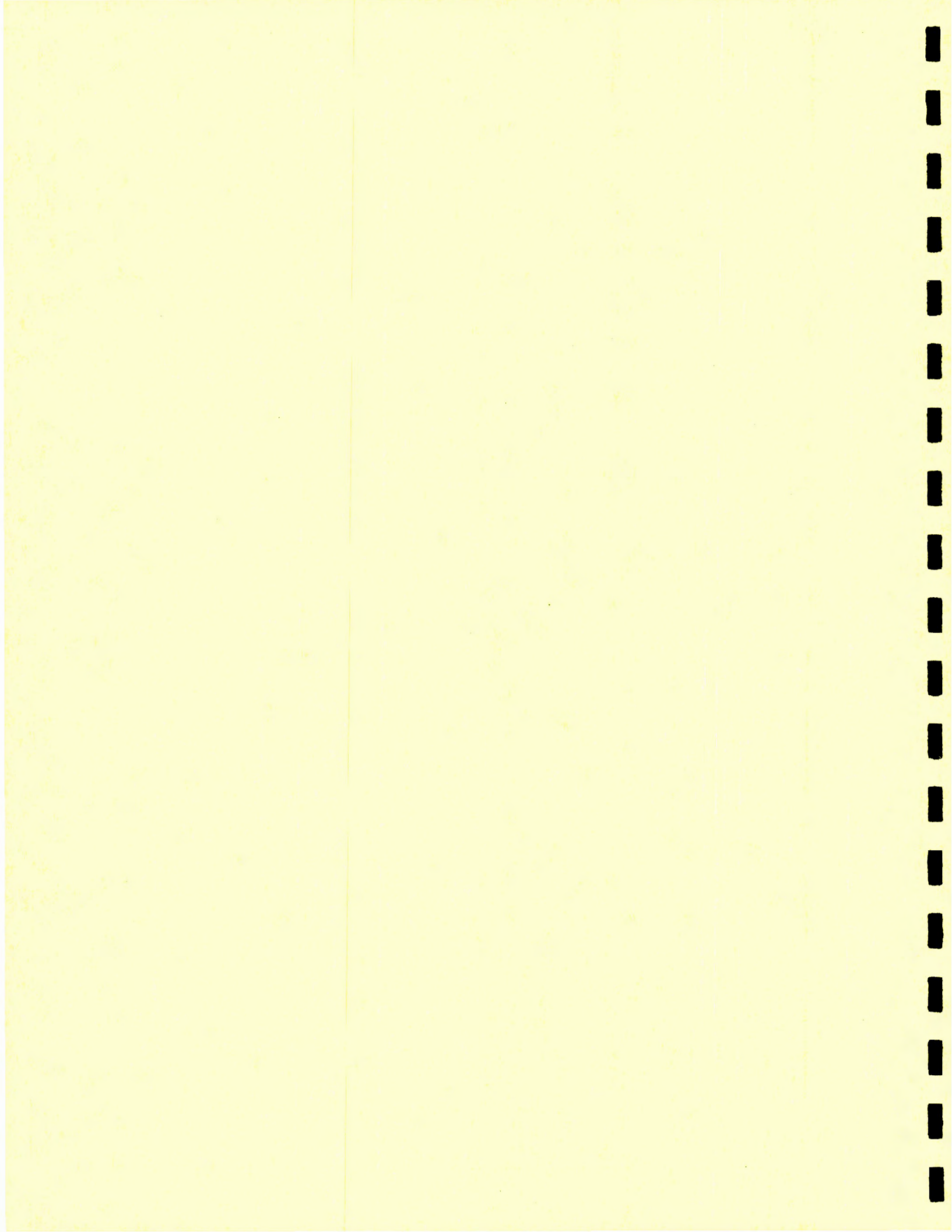
Adopted Long Range Plan – March 22, 1995

	20 Years (\$ millions)												
	10 Yrs 94-03	20 Yrs 04-13	20 Yr (94-13) Total	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
USES OF FUNDS													
HOV Lanes	830.5	3,325.7	4,156.2	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7
Gap Closures	379.5	0.0	379.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improvements	2,073.9	705.6	2,779.4	97.5	99.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5
TSM – Freeway and TOS	75.2	0.0	75.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	126.4	175.4	301.8	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4
Local TSM	573.2	599.6	1,172.7	51.1	52.9	54.7	56.7	58.6	60.7	62.8	65.0	67.3	69.7
Retrofit Soundwalls	74.5	0.0	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	46.3	317.5	363.8	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2
Inter-Regional Roads	0.0	230.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
FWY Rehabilitation (SHOPP)	275.5	536.7	812.1	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
Incident Management	265.7	387.4	653.1	32.3	33.6	35.0	36.4	37.8	39.3	40.8	42.4	44.0	45.8
SAFE	72.1	106.4	178.5	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
Enviro Enhance & Mitigation	20.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	95.9	205.6	301.4	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6
Intelligent Vehicle Highway Systems (No project sheet)	110.0	150.0	260.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0
Transfer To Transit of Prop C 25% Direct/Bonds	483.8	0.0	483.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Highway Costs	5,502.3	6,739.8	12,242.1	616.3	615.6	632.8	633.4	682.1	673.0	686.4	711.7	714.8	773.7
TDM	184.6	399.7	584.3	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4
Subtotal TDM Costs	184.6	399.7	584.3	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4
Staff Support (Highway/TDM)	75.1	120.4	195.5	10.1	10.5	10.9	11.3	11.7	12.2	12.7	13.2	13.7	14.2
Subtotal Highways & TDM Costs	5,762.0	7,259.9	13,021.9	660.4	661.3	680.2	682.5	733.0	725.7	740.9	768.2	773.3	834.3
Financing Payments:													
Senior Lien Bonds (Actual/Treasury Fcst; Secured by Prop C)	148.8	187.0	335.8	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7
Additional Senior Lien Bonds (Model Generated)	394.3	1,017.3	1,411.6	81.4	86.8	92.1	97.1	101.7	105.7	109.2	112.3	114.9	116.2
Bond Issue Cost (approx. 1.5%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund	78.5	37.7	116.2	5.7	5.3	5.3	4.8	4.4	3.5	3.5	2.6	2.6	0.0
Subtotal Financing Payments	621.6	1,242.0	1,863.6	105.8	110.8	116.1	120.7	124.8	127.9	131.4	133.6	136.2	134.9
TOTAL USES	6,383.6	8,501.9	14,885.5	766.2	772.1	796.2	803.1	857.8	853.6	872.3	901.8	909.5	969.2
CASH BALANCE ACCOUNT													
Beginning Fiscal Year Cash Balance				21.1	27.0	29.6	35.1	39.3	43.0	43.7	50.9	56.0	69.4
Annual Net Change to Cash Balance	(21.6)	41.8	20.2	5.9	2.6	5.5	4.2	3.6	0.8	7.1	5.1	13.4	(6.5)
Ending Fiscal Year Cash Balance				27.0	29.6	35.1	39.3	43.0	43.7	50.9	56.0	69.4	62.9
Net Budgetary Coverage Ratio (Prop C Sr. Lien Bond)	-	-	-	1.13	1.17	1.20	1.25	1.30	1.36	1.43	1.50	1.58	1.67

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NOTES:





High Occupancy Vehicle Lane (HOV) Projects

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MTA – Highways
HOV Lanes Summary

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE														
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2012	2013
	Total	%	Years (94-03)	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013		
PROJECT COSTS																	
Baseline Plans, Specs and Estimates (PS&E)	3.1	--	53.2	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Additional Projects Construction	3,824.1	--	0.0	498.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7		
Baseline Projects Construction	328.9	--	180.1	328.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Subtotal Construction Costs (FY 1995 \$'s)	4,156.1	--	233.3	830.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7		
Inflated Construction Costs	4,156.1	100.0%	241.8	830.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7		
Right of Way (FY 1991 \$'s)	0.1	--	11.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Inflated Right of Way	0.1	0.0%	11.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL COSTS INFLATED	4,156.2	100.0%	252.9	830.5	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7		
PROJECT REVENUES																	
Local																	
Proposition C 25%	230.3	3.6%	53.5	230.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Prop. C	230.3	3.6%	53.5	230.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																	
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA – Article 3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Agency Funds	0.0	0.0%	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local (including Prop. C %, not \$'s)	230.3	3.6%	54.7	230.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																	
State & Local Partnership	5.6	0.1%	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State TSM (Discretionary)	479.7	10.9%	1.2	146.2	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4		
Subtotal State	485.3	11.1%	1.2	151.8	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4		
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal Highway Demo Projects	0.0	0.0%	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA – CMAQ	520.8	11.9%	9.0	168.3	352.4	14.9	8.2	49.0	38.5	53.5	33.0	32.5	41.9	31.4	49.5		
ISTEA – STP	656.1	15.0%	3.2	218.7	437.4	36.8	34.1	36.9	35.9	48.7	47.6	46.5	45.3	44.1	59.6		
Subtotal Federal	1,176.7	28.8%	16.7	386.9	789.8	53.7	42.3	85.9	74.4	102.2	80.6	78.9	87.2	75.5	109.2		
Mixed																	
Flexible Congestion Relief	2,184.4	49.8%	179.6	84.4	2,100.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA Match (TSM)	152.9	3.5%	1.6	50.4	102.5	7.0	5.5	11.1	9.7	13.3	10.5	10.2	11.3	9.8	14.2		
HSOPP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Mixed	2,337.3	53.3%	181.2	134.8	2,202.5	217.0	215.5	221.1	219.7	223.3	220.5	220.2	221.3	219.8	224.2		
Total Revenues	4,229.5	94.7%	253.8	903.8	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7		
Total Surplus/<Shortfall>	73.3	--	0.9	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Prop. C Requirement to Fully Fund Project	157.0	--	52.6	157.0	(0.0)	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0		

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NOTES:

MTA – Highways
HOV, Gap Closures, Fwy TSM/TOS

10 Years (\$ millions)															
Adopted Long Range Plan – March 22, 1995															
Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	-	-	0.0	0.0	0.0										
Additional Projects Construction	-	-	0.0	498.4	3,325.7					80.0	75.7	62.7	78.0	98.0	104.0
Construction	-	-	0.0	0.0	0.0										
Subtotal Construction Costs (FY 1992 \$'s)	0.0	-	0.0	498.4	3,325.7	0.0	0.0	0.0	0.0	80.0	75.7	62.7	78.0	98.0	104.0
Inflated Construction Costs	3,824.1	100.0%	0.0	498.4	3,325.7	0.0	0.0	0.0	0.0	80.0	75.7	62.7	78.0	98.0	104.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0										
Inflated Right of Way	0.0	0.0%	0.0	0.0	0.0										
TOTAL COSTS INFLATED	3,824.1	100.0%	0.0	498.4	3,325.7	0.0	0.0	0.0	0.0	80.0	75.7	62.7	78.0	98.0	104.0
PROJECT REVENUES															
Local															
Proposition C 25%	147.5	3.7%		147.5	0.0					80.0	62.9	4.6			
Subtotal Prop. C	147.5	3.7%	0.0	147.5	0.0	0.0	0.0	0.0	0.0	80.0	62.9	4.6	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	147.5	3.7%	0.0	147.5	0.0	0.0	0.0	0.0	0.0	80.0	62.9	4.6	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	434.8	10.9%		101.3	333.4							23.8	24.8	25.8	26.9
Subtotal State	434.8	10.9%	0.0	101.3	333.4	0.0	0.0	0.0	0.0	0.0	0.0	23.8	24.8	25.8	26.9
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	433.6	10.9%		81.3	352.4								17.5	35.2	28.5
ISTEA – STP	577.1	14.5%		139.7	437.4							11.4	30.3	29.5	39.8
Subtotal Federal	1,010.7	25.4%	0.0	220.9	789.8	0.0	0.0	0.0	0.0	0.0	11.4	30.3	47.1	63.9	68.3
Mixed															
Flexible Congestion Relief	2,100.0	52.9%		0.0	2,100.0										
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	131.2	3.3%		28.7	102.5	0.0	0.0	0.0	0.0	0.0	1.5	3.9	6.1	8.3	8.9
HSOPP	0.0	0.0%													
Subtotal Mixed	2,231.2	56.2%	0.0	28.7	2,202.5	0.0	0.0	0.0	0.0	0.0	1.5	3.9	6.1	8.3	8.9
TOTAL REVENUES	3,824.1	96.3%	0.0	498.4	3,325.7	0.0	0.0	0.0	0.0	80.0	75.7	62.7	78.0	98.0	104.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	147.5	-	0.0	147.5	(0.0)	0.0	0.0	0.0	0.0	80.0	62.9	4.6	0.0	0.0	0.0

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NOTES:

- This sheet represents funding for all HOV, Gap Closure, and Fwy TSM projects beyond the Baseline projects. Individual project sheets are not available at the current time.

MTA – Highways
HOV, Gap Closures, Fwy TSM/TOS

20 Years (\$ millions)															
Adopted Long Range Plan – March 22, 1995															
	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
Construction			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT CDSTS															
Plans, Specs and Estimates (PS&E)	-	-	0.0	0.0	0.0										
Additional Projects Construction	-	-	0.0	498.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7
Construction	-	-	0.0	0.0	0.0										
Subtotal Construction Costs (FY 1992 \$'s)	0.0	-	0.0	498.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7
Inflated Construction Costs	3,824.1	100.0%	0.0	498.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0										
Inflated Right of Way	0.0	0.0%	0.0	0.0	0.0										
TOTAL COSTS INFLATED	3,824.1	100.0%	0.0	498.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7
PROJECT REVENUES															
Local															
Proposition C 25%	147.5	3.7%		147.5	0.0										
Subtotal Prop. C	147.5	3.7%	0.0	147.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	147.5	3.7%	0.0	147.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	434.8	10.9%		101.3	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4
Subtotal State	434.8	10.9%	0.0	101.3	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	433.6	10.9%		81.3	352.4	14.9	8.2	49.0	38.5	53.5	33.0	32.5	41.9	31.4	49.5
ISTEA – STP	577.1	14.5%		139.7	437.4	38.8	34.1	36.9	35.9	48.7	47.6	46.5	45.3	44.1	59.6
Subtotal Federal	1,010.7	25.4%	0.0	220.9	789.8	53.7	42.3	85.9	74.4	102.2	80.6	78.9	87.2	75.5	109.2
Mixed															
Flexible Congestion Relief	2,100.0	52.9%		0.0	2,100.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	131.2	3.3%		28.7	102.5	7.0	5.5	11.1	9.7	13.3	10.5	10.2	11.3	9.8	14.2
HSOPP	0.0	0.0%													
Subtotal Mixed	2,231.2	56.2%	0.0	28.7	2,202.5	217.0	215.5	221.1	219.7	223.3	220.5	220.2	221.3	219.8	224.2
TOTAL REVENUES	3,824.1	96.3%	0.0	498.4	3,325.7	298.6	286.8	337.1	325.3	358.0	334.8	334.3	345.0	333.2	372.7
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	147.5	-	0.0	147.5	(0.0)	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0

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NOTES:

1. This sheet represents funding for all HOV, Gap Closure, and Fwy TSM projects beyond the Baseline projects. Individual project s are not available at the current time.

MTA – Highways

Post Mile

Rte 14 HOV – SF Road to Sand Canyon 27.0 / 33.4

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE														
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		
	1995	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
			20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
PROJECT COSTS																	
Plans, Specs and Estimates (PS&E)	0.6	-	0.0	0.6	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with Construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	31.4	-	0.0	31.4	0.0	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs	32.0	-	0.0	32.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	32.0	99.8%	0.0	32.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.1	-	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.1	0.2%	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL COSTS INFLATED	32.1	100.0%	0.0	32.1	0.0	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																	
Local																	
Proposition C 25%	0.0	-28.6%	0.0	0.0	0.0		0.0		0.0								0.0
Subtotal Prop. C	0.0	-28.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																	
SAFE	0.0	0.0%															
TDA – Article 3	0.0	0.0%															
Local Agency Funds	0.0	0.0%															
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	0.0	-28.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																	
State & Local Partnership	0.0	0.0%					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%															
Environmental Enhancement & Mitigation	0.0	0.0%															
State TSM (Discretionary)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%															
ISTEA – CMAQ	0.0	0.0%															
ISTEA – STP	28.3	88.3%					28.3										
Subtotal Federal	28.3	88.3%	0.0	0.0	0.0	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																	
Flexible Congestion Relief	9.2	28.7%	0.0	9.2	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%															
ISTEA Match (TSM)	3.8	11.9%					3.8										
HSOPP	0.0	0.0%															
Subtotal Mixed	13.0	40.5%	0.0	9.2	0.0	0.0	3.8	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	41.3	100.0%	0.0	9.2	0.0	0.0	32.1	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	9.2	-	0.0	(22.9)	0.0	0.0	0.0	0.0	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(9.2)	-	0.0	22.9	0.0	0.0	(0.0)	0.0	0.0	(9.2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. This project was approved by the MTA Board as part of the Multi-Year Funding Commitments for HOV Construction Projects.

MTA – Highways

Post Mile

Rte 14 HOV – SF Road to Sand Canyon 27.0 / 33.4

20 Years

(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	1995	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.6	-	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with Construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	31.4	-	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs	32.0	-	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	32.0	99.8%	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.1	-	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.1	0.2%	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL COSTS INFLATED	32.1	100.0%	0.0	32.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-28.8%	0.0	0.0	0.0										
Subtotal Prop. C	0.0	-28.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	-28.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	28.3	88.3%													
Subtotal Federal	28.3	88.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	9.2	28.7%	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	3.8	11.9%													
HSOPP	0.0	0.0%													
Subtotal Mixed	13.0	40.5%	0.0	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	41.3	100.0%	0.0	9.2	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>	9.2	-	0.0	(22.9)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(9.2)	-	0.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. This project was approved by the MTA Board as part of the Multi-Year Funding Commitments for HOV Construction Projects.

MTA – Highways

Rte 14 HOV – Sand Cyn to Escondido

Post Mile
33.4 / 43.3

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
Construction	1993	3	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	2.4	0.0	0.0										
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	28.1	-	0.0	28.1	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	28.1	-	2.4	28.1	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	28.1	100.0%	2.4	28.1	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	28.1	100.0%	2.4	28.1	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	(21.7)	-339.1%		(21.7)	0.0		6.4			(28.1)					
Subtotal Prop. C	(21.7)	-339.1%	0.0	(21.7)	0.0	0.0	6.4	0.0	0.0	(28.1)	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	(21.7)	-339.1%	0.0	(21.7)	0.0	0.0	6.4	0.0	0.0	(28.1)	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	19.1	298.4%		19.1	0.0		19.1								
ISTEA – STP	0.0	0.0%													
Subtotal Federal	19.1	298.4%	0.0	19.1	0.0	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	28.1	439.1%	2.4	28.1	0.0					28.1					
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	2.6	40.6%		2.6	0.0		2.6								
HSOPP	0.0	0.0%													
Subtotal Mixed	30.7	479.7%	2.4	30.7	0.0	0.0	2.6	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	28.1	439.1%	2.4	28.1	0.0	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(21.7)	-	0.0	(21.7)	0.0	0.0	6.4	0.0	0.0	(28.1)	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
Rte 14 HOV – Sand Cyn to Escondido

Post Mile
33.4 / 43.3

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			1993	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	--	2.4	0.0	0.0										
Construction Engineering	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	28.1	--	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	28.1	--	2.4	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	28.1	100.0%	2.4	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way (FY 1992 \$'s)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	28.1	100.0%	2.4	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	(21.7)	-339.1%		(21.7)	0.0										
Subtotal Prop. C	(21.7)	-339.1%	0.0	(21.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	(21.7)	-339.1%	0.0	(21.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	19.1	298.4%		19.1	0.0										
ISTEA – STP	0.0	0.0%													
Subtotal Federal	19.1	298.4%	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	28.1	439.1%	2.4	28.1	0.0										
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	2.6	40.6%		2.6	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	30.7	479.7%	2.4	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	28.1	439.1%	2.4	28.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(21.7)	--	0.0	(21.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways

Rte 30 HOV – Rte 210 to Foothill Blvd

Post Mile

0.0 / 2.3

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE												
	1994	4	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	1.1	-	1.1	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	12.6	-	0.0	12.6	0.0	0.0	0.0	0.0	0.0	4.9	7.7	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1993 \$'s)	13.7	-	1.1	12.6	0.0	0.0	0.0	0.0	0.0	4.9	7.7	0.0	0.0	0.0	0.0
Inflated Construction Costs	12.6	100.0%	0.0	12.6	0.0	0.0	0.0	0.0	0.0	4.9	7.7	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	12.6	100.0%	0.0	12.6	0.0	0.0	0.0	0.0	0.0	4.9	7.7	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0							
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	12.6	100.0%	1.1	12.6	0.0			0.0	0.0	4.9	7.7				
Subtotal State	12.6	100.0%	1.1	12.6	0.0	0.0	0.0	0.0	0.0	4.9	7.7	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	12.6	100.0%	1.1	12.6	0.0	0.0	0.0	0.0	0.0	4.9	7.7	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	0.0	-	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	(1.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Adjusted per 93-99 TIP (2/7/94).

MTA – Highways

Rte 30 HOV – Rte 210 to Foothill Blvd

Post Mile

0.0 / 2.3

20 Years

(\$ millions)

Adopted Long Range Plan – March 22, 1995

	START YR		DUR (YR)	PROJECT SPENDING CURVE											
	1994			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction			4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	N/A		0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	1.1	-	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	12.6	-	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1993 \$'s)	13.7	-	1.1	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	12.6	100.0%	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	12.6	100.0%	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0										
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	12.6	100.0%	1.1	12.6	0.0										
Subtotal State	12.6	100.0%	1.1	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	12.6	100.0%	1.1	12.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/ <Shortfall>	0.0	-	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	(1.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Adjuste 93-99 TIP (2/7/94).

MTA – Highways

Rte 57 HOV – Orange Cty LN to Rte 60

Post Mile

0.0 / 5.7

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1993	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	1993	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	19.5	-	0.0	19.5	0.0	0.0	6.3	9.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	19.5	-	2.4	19.5	0.0	0.0	6.3	9.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	19.5	100.0%	2.4	19.5	0.0	0.0	6.3	9.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	19.5	100.0%	2.4	19.5	0.0	0.0	6.3	9.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-0.0%	2.4	0.0	0.0										
Subtotal Prop. C	0.0	-0.0%	2.4	0.0	0.0	0.0	0.0	0.0							
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	-0.0%	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.7	3.6%		0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 118	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	0.0	0.0%													
Subtotal State	0.7	3.6%	0.0	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	16.7	85.6%	0.0	16.7	0.0		5.0	8.7	3.0						
ISTEA – STP	0.0	0.0%													
Subtotal Federal	16.7	85.6%	0.0	16.7	0.0	0.0	5.0	8.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	2.1	10.8%	0.0	2.1	0.0		0.6	1.1	0.4						
HSOPP	0.0	0.0%													
Subtotal Mixed	2.1	10.8%	0.0	2.1	0.0	0.0	0.6	1.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	19.5	100.0%	2.4	19.5	0.0	0.0	6.3	9.8	3.4	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(0.0)	-	2.4	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways

Rte 57 HOV – Orange Cty LN to Rte 60

Post Mile

0.0 / 5.7

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1993	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	19.5	-	0.0	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	19.5	-	2.4	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	19.5	100.0%	2.4	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	19.5	100.0%	2.4	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-0.0%	2.4	0.0	0.0										
Subtotal Prop. C	0.0	-0.0%	2.4	0.0	0.0										
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	-0.0%	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.7	3.6%		0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	0.0	0.0%													
Subtotal State	0.7	3.6%	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	16.7	85.6%	0.0	16.7	0.0										
ISTEA – STP	0.0	0.0%													
Subtotal Federal	16.7	85.6%	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	2.1	10.8%	0.0	2.1	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	2.1	10.8%	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	19.5	100.0%	2.4	19.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(0.0)	-	2.4	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways

Rte 60 HOV – Brea Canyon to Rte 57

Post Mile

23.0 / 25.4

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
Construction	1993	3	0.0%	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

	20 Years ('94-'13)		Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	--	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	7.0	--	0.0	7.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1992 \$'s)	7.0	--	0.6	7.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	7.0	100.0%	0.6	7.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	7.0	100.0%	0.6	7.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	-0.0%	0.6	0.0	0.0											
Subtotal Prop. C	0.0	-0.0%	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	-0.0%	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	6.2	88.6%	0.0	6.2	0.0					6.2						
ISTEA – STP	0.0	0.0%														
Subtotal Federal	6.2	88.6%	0.0	6.2	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%											0.0	0.0	0.0	
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.8	11.4%	0.0	0.8	0.0					0.8						
HSOPP	0.0	0.0%														
Subtotal Mixed	0.8	11.4%	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0	0.0	
Total Revenues	7.0	100.0%	0.6	7.0	0.0	0.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus / <Shortfall>	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	(0.0)	--	0.6	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	

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NOTES:

MTA – Highways
Rte 60 HOV – Brea Canyon to Rte 57

Post Mile
23.0 / 25.4

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction																
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	7.0	-	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	7.0	-	0.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	7.0	100.0%	0.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	7.0	100.0%	0.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	-0.0%	0.6	0.0	0.0											
Subtotal Prop. C	0.0	-0.0%	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	-0.0%	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	6.2	88.6%	0.0	6.2	0.0											
ISTEA – STP	0.0	0.0%														
Subtotal Federal	6.2	88.6%	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.8	11.4%	0.0	0.8	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.8	11.4%	0.0	0.8	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 Revenues	7.0	100.0%	0.6	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(0.0)	-	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
Rte 60 HOV – Rte 57 to SB Cty Line

Post Mile
25.4 / 30.5

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003			
Construction	1993	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	31.8	-	0.0	31.8	0.0	0.0	0.0	0.0	0.0	13.3	18.5	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	31.8	-	3.7	31.8	0.0	0.0	0.0	0.0	0.0	13.3	18.5	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	31.8	100.0%	3.7	31.8	0.0	0.0	0.0	0.0	0.0	13.3	18.5	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	31.8	100.0%	3.7	31.8	0.0	0.0	0.0	0.0	0.0	13.3	18.5	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	10.0	23.9%	3.7	10.0	0.0					10.0						
Subtotal Prop. C	10.0	23.9%	3.7	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	10.0	23.9%	3.7	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0											
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	5.4	12.9%	0.0	5.4	0.0						5.4					
ISTEA – STP	13.9	33.3%	0.0	13.9	0.0					2.9	11.0					
Subtotal Federal	19.3	48.2%	0.0	19.3	0.0	0.0	0.0	0.0	0.0	2.9	16.4	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%										0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	2.5	6.0%	0.0	2.5	0.0					0.4	2.1					
HSOPP	0.0	0.0%														
Subtotal Mixed	2.5	6.0%	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.4	2.1	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	31.8	76.1%	3.7	31.8	0.0	0.0	0.0	0.0	0.0	13.3	18.5	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	10.0	-	3.7	10.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Total project cost \$35.5M (escalated \$) per FY 93-99 TIP.

MTA – Highways
Rte 60 HOV – Rte 57 to SB Cty Line

Post Mile
25.4 / 30.5

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1993	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	31.8	-	0.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	31.8	-	3.7	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	31.8	100.0%	3.7	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	31.8	100.0%	3.7	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	10.0	23.9%	3.7	10.0	0.0										
Subtotal Prop. C	10.0	23.9%	3.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	10.0	23.9%	3.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0										
State TSM (Discretionary)	0.0	0.0%													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	5.4	12.9%	0.0	5.4	0.0										
ISTEA – STP	13.9	33.3%	0.0	13.9	0.0										
Subtotal Federal	19.3	46.2%	0.0	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	2.5	6.0%	0.0	2.5	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	2.5	6.0%	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	31.8	76.1%	3.7	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	10.0	-	3.7	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Total p cost \$35.5M (escalated \$) per FY 93-99 TIP.

MTA – Highways
Rte 91 HOV – OCL to Rte 605

Post Mile
Unknown

10 Years (\$ millions)															
<i>Adopted Long Range Plan – March 22, 1995</i>															
	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1993	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Construction	1993	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	0.0	-	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	0.0	-	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	0.0	N/A	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	N/A	0.0	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 COSTS INFLATED	0.0	N/A	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	N/A													
Subtotal Prop. C	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0							
Other Local															
SAFE	0.0	N/A													
TDA – Article 3	0.0	N/A													
Local Agency Funds	0.0	N/A													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	N/A													
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	N/A				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	N/A													
Environmental Enhancement & Mitigation	0.0	N/A													
State TSM (Discretionary)	0.0	N/A													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	N/A													
Federal Highway Demo Projects	0.0	N/A													
ISTEA – CMAQ	0.0	N/A													
ISTEA – STP	0.0	N/A	0.0	0.0	0.0										
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	N/A	0.7	0.0	0.0			0.0							
Inter-Regional Roads	0.0	N/A													
ISTEA Match (TSM)	0.0	N/A													
HSOPP	0.0	N/A													
Subtotal Mixed	0.0	0.0%	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	0.0	0.0%	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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17-Apr-95 11:56 AM

NOTES:

1. Combines TIP projects # 530C and 530D.

MTA – Highways
Rte 91 HOV – OCL to Rte 605

Post Mile
Unknown

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE																				
			1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Construction	1993	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years (94-13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013							
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013								
PROJECT COSTS																							
Plans, Specs and Estimates (PS&E)	0.0	-	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Construction	0.0	-	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Subtotal Construction Costs (FY 1992 \$'s)	0.0	-	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Inflated Construction Costs	0.0	N/A	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Inflated Right of Way	0.0	N/A	0.0	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 COSTS INFLATED	0.0	N/A	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
PROJECT REVENUES																							
Local																							
Proposition C 25%	0.0	N/A																					
Subtotal Prop. C	0.0	N/A	0.0	0.0	0.0																		
Other Local																							
SAFE	0.0	N/A																					
TDA – Article 3	0.0	N/A																					
Local Agency Funds	0.0	N/A																					
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	N/A																					
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
State																							
State & Local Partnership	0.0	N/A				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Prop. 116	0.0	N/A																					
Environmental Enhancement & Mitigation	0.0	N/A																					
State TSM (Discretionary)	0.0	N/A																					
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Federal																							
Surface Transportation Program (RFAU)	0.0	N/A																					
Federal Highway Demo Projects	0.0	N/A																					
ISTEA – CMAQ	0.0	N/A																					
ISTEA – STP	0.0	N/A	0.0	0.0	0.0																		
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Mixed																							
Flexible Congestion Relief	0.0	N/A	0.7	0.0	0.0																		
Inter-Regional Roads	0.0	N/A																					
ISTEA Match (TSM)	0.0	N/A																					
HSCPP	0.0	N/A																					
Subtotal Mixed	0.0	0.0%	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
TOTAL REVENUES	0.0	0.0%	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								

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NOTES:

1. Comb IP projects # 530C and 530D.

MTA – Highways

Post Mile

Rte 118 HOV – Ventura Cty LN to Rte 5

0.0 / 11.4

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			20 Years ('94-'13)	Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
			Total	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-		1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (incl. in Construction cost)	0.0	-		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	40.5	-		0.0	40.5	0.0	9.9	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	40.5	-		1.5	40.5	0.0	9.9	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	40.5	100.0%		1.5	40.5	0.0	9.9	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%		0.0	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 COSTS INFLATED	40.5	100.0%		1.5	40.5	0.0	9.9	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	30.6	43.0%		0.0	30.6	0.0		17.6	13.0							
Subtotal Prop. C	30.6	43.0%		0.0	30.6	0.0	0.0	17.6	13.0							
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	30.6	43.0%		0.0	30.6	0.0	0.0	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	9.9	13.9%		1.5	9.9	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	9.9	13.9%		1.5	9.9	0.0	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	40.5	57.0%		1.5	40.5	0.0	9.9	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	0.0	-		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	30.6	-		0.0	30.6	0.0	0.0	17.6	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways

Post Mile

Rte 118 HOV – Ventura Cty LN to Rte 5

0.0 / 11.4

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			1995	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction		3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (incl. in Construction cost)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	40.5	-	0.0	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	40.5	-	1.5	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	40.5	100.0%	1.5	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	40.5	100.0%	1.5	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	30.6	43.0%	0.0	30.6	0.0											
Subtotal Prop. C	30.6	43.0%	0.0	30.6	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	30.6	43.0%	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Environmental Enhancement & Mitigation	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State TSM (Discretionary)	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	9.9	13.9%	1.5	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	9.9	13.9%	1.5	9.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	40.5	57.0%	1.5	40.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/ <Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	30.6	-	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

MTA – Highways

Rte 134 HOV – Rte 101 / 170 to Rte 5

Post Mile

0.0 / 5.5

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1993	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (incl. in Construction cost)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	2.6	-	3.7	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	2.6	-	5.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	2.6	100.0%	5.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	2.6	100.0%	5.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	5.0	0.0%	5.0	0.0	0.0										
Subtotal Prop. C	5.0	0.0%	5.0	0.0	0.0	0.0	0.0	0.0							
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (Including Prop. C %, not \$'s)	5.0	0.0%	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	2.6	34.2%		2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)															
Subtotal State	2.6	34.2%	0.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0										
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	7.6	34.2%	5.0	2.6	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	5.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways

Rte 134 HOV – Rte 101 / 170 to Rte 5

Post Mile
0.0 / 5.5

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Construction			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	N/A	0														
	20 Years	(94-'13)	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	--	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (incl. in Construction cost)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	2.6	--	3.7	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	2.6	--	5.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	2.6	100.0%	5.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	2.6	100.0%	5.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	5.0	0.0%	5.0	0.0	0.0											
Subtotal Prop. C	5.0	0.0%	5.0	0.0	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	5.0	0.0%	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	2.6	34.2%		2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	2.6	34.2%	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0											
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	7.6	34.2%	5.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	5.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	--	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MTA – Highways
Rte 134 HOV – Rte 5 to Rte 2

Post Mile
5.5 / 9.7

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years ('94-'13)	Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1998	1998	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	2.5	-	2.6	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	2.5	-	2.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	2.5	100.0%	2.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	2.5	100.0%	2.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	2.5	50.0%	2.8	2.5	0.0	2.5										
Subtotal Prop. C	2.5	50.0%	2.8	2.5	0.0	2.5	0.0	0.0								
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	2.5	50.0%	2.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%	0.0	0.0	0.0	0.0										
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	2.5	50.0%	2.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	2.5	-	2.8	2.5	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Update based on Federal TIP – 2/7/94

MTA – Highways
Rte 134 HOV – Rte 5 to Rte 2

Post Mile
5.5 / 9.7

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	2.5	-	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	2.5	-	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	2.5	100.0%	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	2.5	100.0%	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	2.5	50.0%	2.8	2.5	0.0											
Subtotal Prop. C	2.5	50.0%	2.8	2.5	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	2.5	50.0%	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%	0.0	0.0	0.0											
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSQPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	2.5	50.0%	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	2.5	-	2.8	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Update base federal TIP – 2/7/94

MTA – Highways
Rte 134 HOV – Rte 2 to Rte 210

Post Mile
9.7 / 13.3

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			1994	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	1994	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	17.6	-	0.0	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1992 \$'s)	17.6	-	1.6	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	17.6	100.0%	1.6	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	17.6	100.0%	1.6	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	17.6	50.0%	1.6	17.6	0.0	1.5	16.1									
Subtotal Prop. C	17.6	50.0%	1.6	17.6	0.0	1.5	16.1	0.0								
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	17.6	50.0%	1.6	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%		0.0	0.0											
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%		0.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	17.6	50.0%	1.6	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	17.6	-	1.6	17.6	0.0	1.5	16.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Total Project Cost \$19.2M (escalated \$) per FY 93-99 TIP

MTA – Highways
Rte 134 HOV – Rte 2 to Rte 210

Post Mile
9.7 / 13.3

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1994	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction																
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with construction)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	17.6	-	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	17.6	-	1.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	17.6	100.0%	1.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	17.6	100.0%	1.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	17.6	50.0%	1.6	17.6	0.0											
Subtotal Prop. C	17.6	50.0%	1.6	17.6	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	17.6	50.0%	1.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%		0.0	0.0											
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%		0.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	17.6	50.0%	1.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/ <Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	17.6	-	1.6	17.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Total Projec \$19.2M (escalated \$) per FY 93-99 TIP

MTA – Highways
Rte 170 HOV – Rte 101 to Rte 5

Post Mile
14.5 / 20.6

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			20 Years ('94-'13)	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
			Total	%			1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-		2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering	0.0	-		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	0.0	-		11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	0.0	-		13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	0.0	N/A		13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	N/A		0.0	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 COSTS INFLATED	0.0	N/A		13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	N/A		1.1												
Subtotal Prop. C	0.0	N/A		1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	N/A														
TDA – Article 3	0.0	N/A														
Local Agency Funds	0.0	N/A														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	N/A														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%		1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	N/A					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	N/A														
Environmental Enhancement & Mitigation	0.0	N/A														
State TSM (Discretionary)	0.0	N/A														
Subtotal State	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	N/A														
Federal Highway Demo Projects	0.0	N/A														
ISTEA – CMAQ	0.0	N/A		7.7	0.0	0.0										
ISTEA – STP	0.0	N/A		3.2	0.0	0.0										
Subtotal Federal	0.0	0.0%		10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	N/A														
Inter-Regional Roads	0.0	N/A														
ISTEA Match (TSM)	0.0	N/A		1.4	0.0	0.0										
HSOPP	0.0	N/A														
Subtotal Mixed	0.0	0.0%		1.4	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 Revenues	0.0	0.0%		13.4	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	-		(0.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-		1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Total Project Cost \$13.5M (escalated \$) per FY 93-99 TIP.

MTA – Highways
Rte 170 HOV – Rte 101 to Rte 5

Post Mile
14.5 / 20.0

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Construction																
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years	(94-'13)	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	0.0	-	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	0.0	-	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	0.0	N/A	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	N/A	0.0	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 COSTS INFLATED	0.0	N/A	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	N/A	1.1													
Subtotal Prop. C	0.0	N/A	1.1	0.0	0.0											
Other Local																
SAFE	0.0	N/A														
TDA – Article 3	0.0	N/A														
Local Agency Funds	0.0	N/A														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	N/A														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	N/A				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	N/A														
Environmental Enhancement & Mitigation	0.0	N/A														
State TSM (Discretionary)	0.0	N/A														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	N/A														
Federal Highway Demo Projects	0.0	N/A														
ISTEA – CMAQ	0.0	N/A	7.7	0.0	0.0											
ISTEA – STP	0.0	N/A	3.2	0.0	0.0											
Subtotal Federal	0.0	0.0%	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	N/A														
Inter-Regional Roads	0.0	N/A														
ISTEA Match (TSM)	0.0	N/A	1.4	0.0	0.0											
HSOPP	0.0	N/A														
Subtotal Mixed	0.0	0.0%	1.4	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 Revenues	0.0	0.0%	13.4	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	-	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Total Project \$13.5M (escalated \$) per FY 93-99 TIP.

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MTA – Highways

Post Mile

Rte 405 HOV – Orange Cty Ln to Rte 710 0.0/7.6

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1997	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			20 Yrs ('94-'13)	Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
			Total	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-		5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with Construction)	0.0	-		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	37.2	-		0.0	37.2	0.0	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	37.2	-		5.1	37.2	0.0	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	37.2	100.0%		5.1	37.2	0.0	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%		0.0	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 COSTS INFLATED	37.2	100.0%		5.1	37.2	0.0	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	-100.0%		1.0												
Subtotal Prop. C	0.0	-100.0%		1.0	0.0	0.0	0.0	0.0	0.0							
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	-100.0%		1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%		0.1												
Subtotal State	0.0	0.0%		0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	32.9	88.4%		0.0	32.9	0.0		32.9								
ISTEA – STP	0.0	0.0%														
Subtotal Federal	32.9	88.4%		0.0	32.9	0.0	0.0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	37.2	100.0%		4.0	37.2	0.0								37.2		
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	4.3	11.6%			4.3	0.0		4.3								
HSOPP	0.0	0.0%														
Subtotal Mixed	41.5	111.6%		4.0	41.5	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	37.2	0.0	0.0
Total Revenues	74.4	100.0%		5.1	74.4	0.0	0.0	37.2	0.0	0.0	0.0	0.0	0.0	37.2	0.0	0.0
Total Surplus/<Shortfall>	37.2	-		0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.2	0.0	0.0
Prop. C Requirement to Fully Fund Project	(37.2)	-		1.0	(37.2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(37.2)	0.0	0.0

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NOTES:

MTA – Highways

Post Mile

Rte 405 HOV – Orange Cty Ln to Rte 710 0.0 / 7.6

20 Years

(\$ millions)

Adopted Long Range Plan – March 22, 1995

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1997	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Construction	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Right of Way																
	20 Years	'94-'13	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with Construction)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	37.2	-	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	37.2	-	5.1	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	37.2	100.0%	5.1	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	37.2	100.0%	5.1	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	-100.0%	1.0													
Subtotal Prop. C	0.0	-100.0%	1.0	0.0	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	-100.0%	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%	0.1													
Subtotal State	0.0	0.0%	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	32.9	88.4%	0.0	32.9	0.0											
ISTEA – STP	0.0	0.0%														
Subtotal Federal	32.9	88.4%	0.0	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	37.2	100.0%	4.0	37.2	0.0											
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	4.3	11.8%		4.3	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	41.5	111.6%	4.0	41.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	74.4	100.0%	5.1	74.4	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>	37.2	-	0.0	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(37.2)	-	1.0	(37.2)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
Rte 405 HOV – Rte 710 to Rte 110

Post Mile
7.6 / 13.7

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1996	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Construction	1996	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	34.6	-	0.0	34.6	0.0	0.0	0.0	19.6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	34.6	-	2.9	34.6	0.0	0.0	0.0	19.6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	34.6	100.0%	2.9	34.6	0.0	0.0	0.0	19.6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	34.6	100.0%	2.9	34.6	0.0	0.0	0.0	19.6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	2.9	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 118	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	30.6	88.4%		30.6	0.0			17.3	13.3							
Subtotal Federal	30.6	88.4%	0.0	30.6	0.0	0.0	0.0	17.3	13.3	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	4.0	11.6%		4.0	0.0			2.3	1.7							
HSOPP	0.0	0.0%														
Subtotal Mixed	4.0	11.6%	0.0	4.0	0.0	0.0	0.0	2.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	34.6	100.0%	2.9	34.6	0.0	0.0	0.0	19.6	15.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Total Project Cost \$37.5M (escalated \$) per FY 93-99 TIP.

MTA – Highways
Rte 405 HOV – Rte 710 to Rte 110

Post Mile
7.6 / 13.7

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1996	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Construction																
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years ('94-'13)		Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	34.6	-	0.0	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	34.6	-	2.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	34.6	100.0%	2.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	34.6	100.0%	2.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	2.9	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	2.9	0.0	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 118	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	30.6	88.4%		30.6	0.0											
Subtotal Federal	30.6	88.4%	0.0	30.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	4.0	11.6%		4.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	4.0	11.6%	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	34.6	100.0%	2.9	34.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Total Project \$37.5M (escalated \$) per FY 93-99 TIP.

MTA – Highways
Rte 405 HOV – Rte 101 to Rte 5

Post Mile
38.5 / 48.6

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(04-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	1.8	-	2.5	1.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	10.5	-	0.0	10.5	0.0	0.0	5.8	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	12.3	-	2.5	12.3	0.0	0.0	7.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	12.3	100.0%	2.5	12.3	0.0	0.0	7.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	12.3	100.0%	2.5	12.3	0.0	0.0	7.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	2.5	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	2.5	0.0	0.0	0.0	0.0	0.0								
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)		0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	6.7	54.5%	0.0	6.7	0.0		6.7									
ISTEA – STP	4.2	34.1%	0.0	4.2	0.0			4.2								
Subtotal Federal	10.9	88.6%	0.0	10.9	0.0	0.0	6.7	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	1.4	11.4%	0.0	1.4	0.0		0.9	0.5								
HSOPP	0.0	0.0%														
Subtotal Mixed	1.4	11.4%	0.0	1.4	0.0	0.0	0.9	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	12.3	100.0%	2.5	12.3	0.0	0.0	7.6	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	(0.0)	-	0.0	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

MTA – Highways
Rte 405 HOV – Rte 101 to Rte 5

Post Mile
38.5 / 48.6

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE														
	1995	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			20 Years ('94-'13)	Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
			Total	%			2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																	
Plans, Specs and Estimates (PS&E)	1.8	–		2.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with construction costs)	0.0	–		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	10.5	–		0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	12.3	–		2.5	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	12.3	100.0%		2.5	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%		0.0	0.0	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 COSTS INFLATED	12.3	100.0%		2.5	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																	
Local																	
Proposition C 25%	0.0	0.0%		2.5	0.0	0.0											
Subtotal Prop. C	0.0	0.0%		2.5	0.0	0.0											
Other Local																	
SAFE	0.0	0.0%															
TDA – Article 3	0.0	0.0%															
Local Agency Funds	0.0	0.0%															
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%		2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																	
State & Local Partnership	0.0	0.0%					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%															
Environmental Enhancement & Mitigation	0.0	0.0%															
State TSM (Discretionary)	0.0	0.0%															
Subtotal State	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%															
ISTEA – CMAQ	6.7	54.5%		0.0	6.7	0.0											
ISTEA – STP	4.2	34.1%		0.0	4.2	0.0											
Subtotal Federal	10.9	88.6%		0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																	
Flexible Congestion Relief	0.0	0.0%															
Inter-Regional Roads	0.0	0.0%															
ISTEA Match (TSM)	1.4	11.4%		0.0	1.4	0.0											
HSOPP	0.0	0.0%															
Subtotal Mixed	1.4	11.4%		0.0	1.4	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 Revenues	12.3	100.0%		2.5	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/ <Shortfall>	(0.0)	–		0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	–		2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
Rte 605 HOV – OC Line to S. Street

Post Mile
0.0 / 3.8

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE																				
			1996	1997	1998	1999	2000	2001	2002	2003	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
Construction	1996	1	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003					
			Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003						
PROJECT COSTS																							
Plans, Specs and Estimates (PS&E)	0.7	-			0.0	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	-			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	7.0	-			0.0	7.0	0.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (actuals)	7.7	-			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Actual Construction Costs	7.7	100.0%			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%			0.0	0.0	0.0	0.0	0.0	0.0	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 COSTS INFLATED	7.7	100.0%			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																							
Local																							
Proposition C 25%	7.7	50.0%				7.7	0.0			7.7													
Subtotal Prop. C	7.7	50.0%			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																							
SAFE	0.0	0.0%																					
TDA – Article 3	0.0	0.0%																					
Local Agency Funds	0.0	0.0%																					
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%																					
Subtotal Local (including Prop. C %, not \$'s)	7.7	50.0%			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																							
State & Local Partnership	0.0	0.0%																					
Prop. 116	0.0	0.0%																					
Environmental Enhancement & Mitigation	0.0	0.0%																					
State TSM (Discretionary)	0.0	0.0%			0.0	0.0	0.0																
Subtotal State	0.0	0.0%			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																							
Surface Transportation Program (RFAU)	0.0	0.0%																					
Federal Highway Demo Projects	0.0	0.0%																					
ISTEA – CMAQ	0.0	0.0%																					
ISTEA – STP	0.0	0.0%																					
Subtotal Federal	0.0	0.0%			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																							
Flexible Congestion Relief	0.0	0.0%																					
Inter-Regional Roads	0.0	0.0%																					
ISTEA Match (TSM)	0.0	0.0%			0.0	0.0	0.0																
HSOPP	0.0	0.0%																					
Subtotal Mixed	0.0	0.0%			0.0	0.0	0.0	0.0	0.0	0.0	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 Revenues	7.7	50.0%			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	7.7	-			0.0	7.7	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Total Project Cost \$7.7M (escalated \$) per FY 93-99 TIP.

MTA – Highways
Rte 605 HOV – OC Line to S. Street

Post Mile
0.0 / 3.8

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			1996	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction	1996	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.7	-	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	7.0	-	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	7.7	-	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Actual Construction Costs	7.7	100.0%	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	7.7	100.0%	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	7.7	50.0%	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Prop. C	7.7	50.0%	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA – Article 3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Agency Funds	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local (including Prop. C %, not \$'s)	7.7	50.0%	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State TSM (Discretionary)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal Highway Demo Projects	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA – STP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA Match (TSM)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSOPP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 Revenues	7.7	50.0%	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	7.7	-	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Total Project \$7.7M (escalated \$) per FY 93-99 TIP.

MTA – Highways

Post Mile

Rte 605 HOV – S. Street to Telegraph Rd 3.8 / 10.8

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	19.2	-	0.0	19.2	0.0	0.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1992 \$'s)	19.2	-	1.5	19.2	0.0	0.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	19.2	100.0%	1.5	19.2	0.0	0.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	19.2	100.0%	1.5	19.2	0.0	0.0	7.7	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	11.5	0.0%	1.5	11.5	0.0			11.5								
Subtotal Prop. C	11.5	0.0%	1.5	11.5	0.0	0.0	0.0	11.5								
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	11.5	0.0%	1.5	11.5	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	19.2	62.5%	0.0	19.2	0.0		7.7				11.5					
Subtotal State	19.2	62.5%	0.0	19.2	0.0	0.0	7.7	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%	0.0	0.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	30.7	62.5%	1.5	30.7	0.0	0.0	7.7	11.5	0.0	0.0	11.5	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	11.5	-	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	11.5	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	1.5	0.0	0.0	0.0	0.0	11.5	0.0	0.0	(11.5)	0.0	0.0	0.0	0.0	

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NOTES:

MTA – Highways

Post Mile

Rte 605 HOV – S. Street to Telegraph Rd 3.8 / 10.8

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	N/A	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years	(94-13)	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	19.2	-	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1992 \$'s)	19.2	-	1.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	19.2	100.0%	1.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	19.2	100.0%	1.5	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	11.5	0.0%	1.5	11.5	0.0											
Subtotal Prop. C	11.5	0.0%	1.5	11.5	0.0											
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	11.5	0.0%	1.5	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Slate & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	19.2	62.5%	0.0	19.2	0.0											
Subtotal State	19.2	62.5%	0.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%	0.0	0.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 Revenues	30.7	62.5%	1.5	30.7	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>	11.5	-	0.0	11.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

MTA – Highways

Post Mile

Rte 605 HOV – Telegraph Rd to Rte 10

10.8 / 20.2

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction															
Right of Way	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Construction	26.8	-	0.0	26.8	0.0	0.0		23.8	3.0						
Subtotal Construction Costs (FY 1992 \$'s)	26.8	-	3.8	26.8	0.0	0.0	0.0	23.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	26.8	100.0%	3.8	26.8	0.0	0.0	0.0	23.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	26.8	100.0%	3.8	26.8	0.0	0.0	0.0	23.8	3.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	24.6	17.9%	3.8	24.6	0.0			21.6	3.0						
Subtotal Prop. C	24.6	17.9%	3.8	24.6	0.0	0.0	0.0	21.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	24.6	17.9%	3.8	24.6	0.0	0.0	0.0	21.6	3.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	2.3	4.5%		2.3	0.0	0.0					2.3				
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	13.1	25.5%	0.0	13.1	0.0						13.1				
Subtotal State	15.4	30.0%	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	2.0	3.9%		2.0	0.0			2.0							
Subtotal Federal	2.0	3.9%	0.0	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.2	0.4%	0.0	0.2	0.0			0.2							
HSOPP	0.0	0.0%													
Subtotal Mixed	0.2	0.4%	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	42.2	52.1%	3.8	42.2	0.0	0.0	0.0	23.8	3.0	0.0	15.4	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	15.4	-	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	9.2	-	3.8	9.2	0.0	0.0	0.0	21.6	3.0	0.0	(15.4)	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways

Rte 605 HOV – Telegraph Rd to Rte 10

Post Mile
10.8 / 20.2

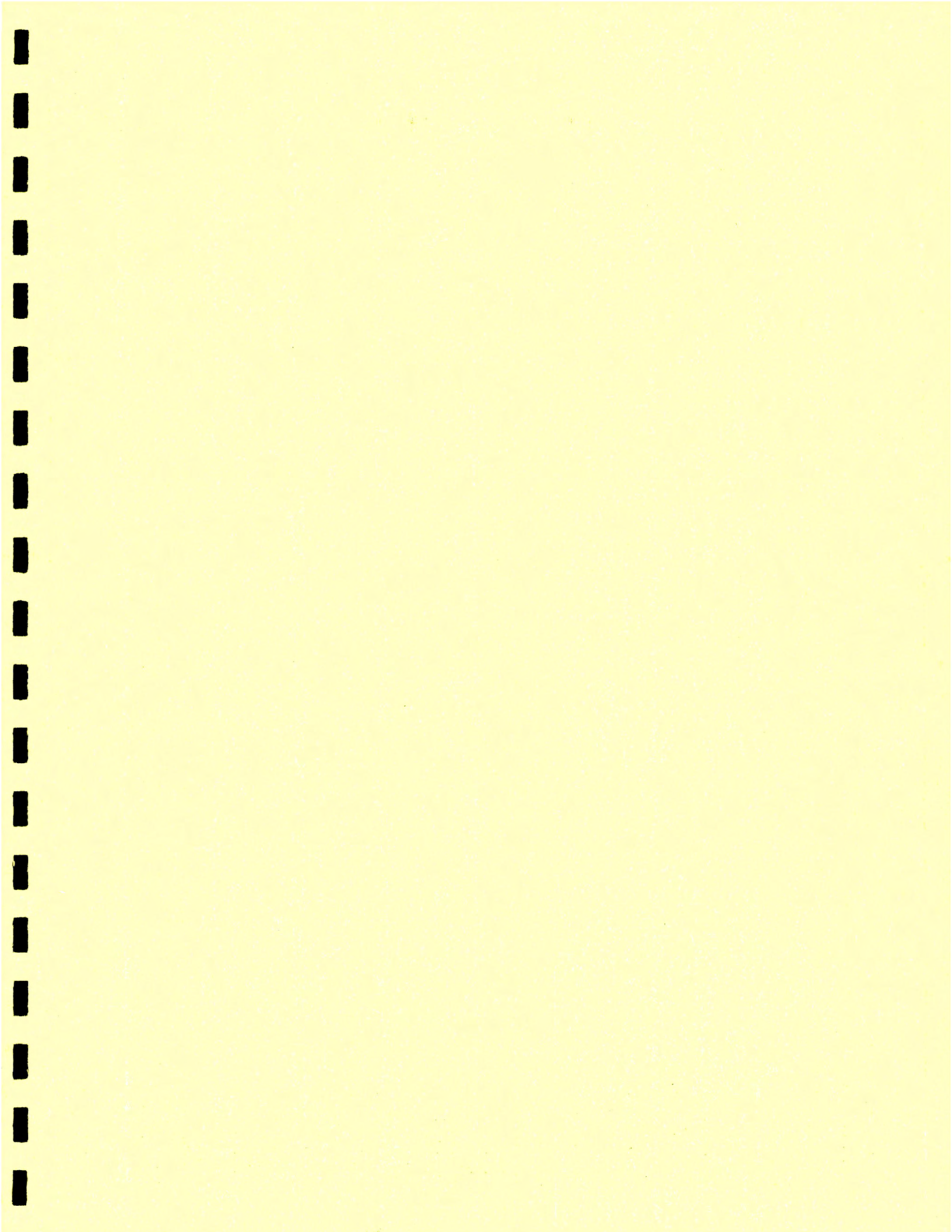
Adopted Long Range Plan – March 22, 1995

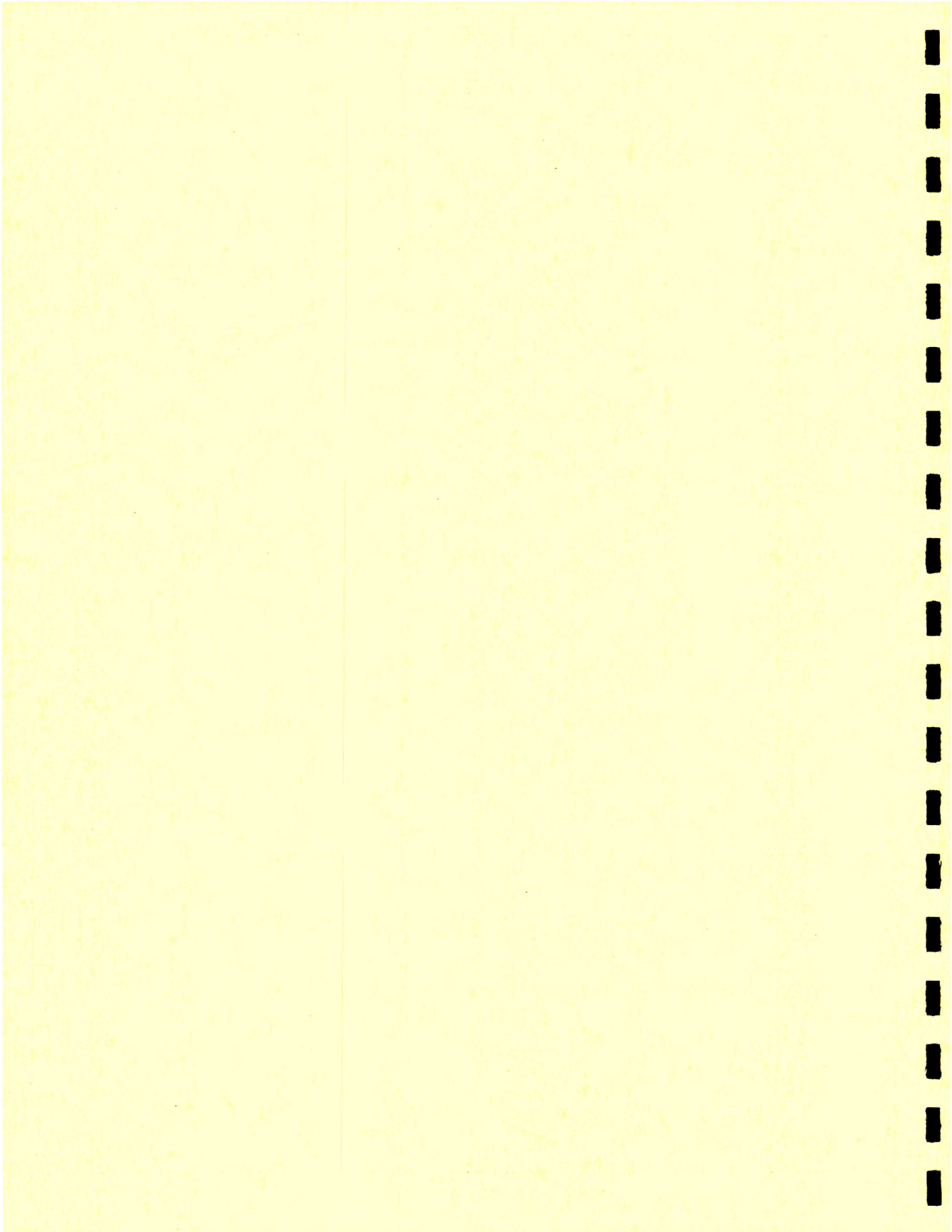
20 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Years	'94-'13	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	26.8	-	0.0	26.8	0.0											
Subtotal Construction Costs (FY 1992 \$'s)	26.8	-	3.8	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	26.8	100.0%	3.8	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	26.8	100.0%	3.8	26.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	24.6	17.9%	3.8	24.6	0.0											
Subtotal Prop. C	24.6	17.9%	3.8	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	24.6	17.9%	3.8	24.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	2.3	4.5%		2.3	0.0											
Prop. 118	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	13.1	25.5%	0.0	13.1	0.0											
Subtotal State	15.4	30.0%	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	2.0	3.9%		2.0	0.0											
Subtotal Federal	2.0	3.9%	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.2	0.4%	0.0	0.2	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.2	0.4%	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	42.2	52.1%	3.8	42.2	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>	15.4	-	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	9.2	-	3.8	9.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:







Gap Closure Projects

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MTA Long Range Multimodal Transportation Plan – Highways Gap Closures Summary

Adopted Long Range Plan – March 22, 1995														10 Years	
														(\$ millions)	
Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	TOTAL	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	-	-													
Construction Engineering	-	-													
Construction	-	-													
Subtotal Construction Costs (FY 1991 \$'s)	227.5	-	38.9	227.5	0.0	3.2	9.2	0.0	0.0	1.2	21.7	32.2	32.2	105.3	22.6
Inflated Construction Costs	271.6	71.6%	284.9	271.6	0.0	3.2	9.2	0.0	0.0	1.2	21.7	33.1	39.5	134.0	29.7
Right of Way (FY 1991 \$'s)	7.9	-	165.4	7.9	0.0	0.5	0.0	0.0	0.0	4.6	0.0	2.8	0.0	0.0	0.0
Inflated Right of Way	107.9	28.4%	165.4	107.9	0.0	0.5	0.0	0.0	0.0	48.9	45.0	13.5	0.0	0.0	0.0
TOTAL COSTS INFLATED	379.5	100.0%	450.3	379.5	0.0	3.7	9.2	0.0	0.0	50.1	66.7	46.6	39.5	134.0	29.7
PROJECT REVENUES															
Local															
Proposition C 25%	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	42.9	28.8	0.0	0.0	0.0	0.0
Subtotal Prop. C	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	42.9	28.8	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA – Article 3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Local Agency Funds/Other (Private)	3.7	0.8%	1.9	3.7	0.0	0.0	2.2	0.0	0.0	1.2	0.3	0.0	0.0	0.0	0.0
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local (including Prop. C %, not \$'s)	75.4	0.8%	1.9	75.4	0.0	0.0	2.2	0.0	0.0	44.1	29.1	0.0	0.0	0.0	0.0
State															
State & Local Partnership	12.0	2.7%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	12.0	2.7%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal Highway Demo Projects	7.0	1.6%	0.0	7.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA – STP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	7.0	1.6%	0.0	7.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	281.4	62.4%	440.0	281.4	0.0	3.7	0.0	0.0	0.0	6.0	25.6	42.8	39.5	134.0	29.7
Inter-Regional Roads	3.8	0.8%	8.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0
TSM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSOPP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Mixed	285.2	63.2%	448.4	285.2	0.0	3.7	0.0	0.0	0.0	6.0	25.6	46.6	39.5	134.0	29.7
TOTAL REVENUES	379.6	68.2%	450.3	379.6	0.0	3.7	9.2	0.0	0.0	50.1	66.7	46.6	39.5	134.0	29.7
TOTAL SURPLUS/<SHORTFALL>	0.1	-	(0.0)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.1)	0.1	0.0
Prop. C Requirement to Fully Fund Project	71.6	N/A	0.0	71.6	0.0	0.0	(0.0)	0.0	0.0	42.9	28.8	(0.0)	0.1	(0.1)	(0.0)

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NOTES:

MTA Long Range Multimodal Transportation Plan – Highways Gap Closures Summary

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	TOTAL	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	-	-														
Construction Engineering	-	-														
Construction	-	-														
Subtotal Construction Costs (FY 1991 \$'s)	227.5	-	38.9	227.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	271.6	71.6%	284.9	271.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	7.9	-	165.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	107.9	28.4%	165.4	107.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	379.5	100.0%	450.3	379.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Prop. C	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA – Article 3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Local Agency Funds/Other (Private)	3.7	0.8%	1.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Local (including Prop. C %, not \$'s)	75.4	0.8%	1.9	75.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	12.0	2.7%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	12.0	2.7%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal Highway Demo Projects	7.0	1.6%	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ISTEA – STP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Federal	7.0	1.6%	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	281.4	62.4%	440.0	281.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inter-Regional Roads	3.8	0.8%	8.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TSM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
HSOPP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Mixed	285.2	63.2%	448.4	285.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	379.6	68.2%	450.3	379.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL SURPLUS/<SHORTFALL >	0.1	-	(0.0)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	71.6	N/A	0.0	71.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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MTA Long Range Multimodal Transportation Plan – Highways
Rte 30 GAP – Rte 66 to SBD Cty Ln

Adopted Long Range Plan – March 22, 1995 10 Years
(\$ millions)

Construction Right of Way	START YR DUR (YR)		PROJECT SPENDING CURVE													
	1998	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	1996	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	TOTAL	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	19.0	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	175.0	-	0.0	175.0	0.0	3.2	7.0	0.0				4.8	32.2	105.3	22.6	
Subtotal Construction Costs (FY 1991 \$'s)	175.0	-	19.0	175.0	0.0	3.2	7.0	0.0	0.0	0.0	0.0	4.8	32.2	105.3	22.6	
Inflated Construction Costs	219.1	68.7%	19.0	219.1	0.0	3.2	7.0	0.0	0.0	0.0	0.0	5.7	39.5	134.0	29.7	
Right of Way (FY 1992 \$'s)	0.0	-	4.1	0.0	0.0											
Inflated Right of Way	100.0	31.3%	4.1	100.0	0.0				44.3	45.0	10.7					
TOTAL COSTS INFLATED	319.1	100.0%	23.1	319.1	0.0	3.2	7.0	0.0	0.0	44.3	45.0	16.4	39.5	134.0	29.7	
PROJECT REVENUES																
Local																
Proposition C 25%	71.7	-0.0%		71.7	0.0					42.9	28.8					
Subtotal Prop. C	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	42.9	28.8	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	42.9	28.8	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	12.0	3.1%		12.0	0.0						12.0					
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	12.0	3.1%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	7.0	1.8%		7.0	0.0		7.0									
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%		0.0	0.0											
Subtotal Federal	7.0	1.8%	0.0	7.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	228.5	58.5%	23.1	228.5	0.0	3.2	0.0	0.0	0.0	1.4	4.2	16.4	39.5	134.0	29.7	
Inter – Regional Roads	0.0	0.0%														
TSM	0.0	0.0%		0.0												
HSOPP	0.0	0.0%														
Subtotal Mixed	228.5	58.5%	23.1	228.5	0.0	3.2	0.0	0.0	0.0	1.4	4.2	16.4	39.5	134.0	29.7	
TOTAL REVENUES	319.2	63.3%	23.1	319.2	0.0	3.2	7.0	0.0	0.0	44.3	45.0	16.4	39.5	134.0	29.7	
TOTAL SURPLUS/<SHORTFALL>	0.1	-	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.1)	0.1	0.0	
Prop. C Requirement to Fully Fund Project	71.6	N/A	0.0	71.6	0.0	0.0	0.0	0.0	0.0	42.9	28.8	(0.0)	0.1	(0.1)	(0.0)	

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NOTES:

1. Project costs from FY 93-99 TIP. Completion of this project requires an additional \$132.3m beyond what was awarded in the 93-99 TIP.
2. The amounts shown include all construction for Rte 30 Gap plus other hwy improvements.

MTA Long Range Multimodal Transportation Plan – Highways
Rte 30 GAP – Rte 66 to SBD Cty Ln

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	1998	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	1996	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	TOTAL	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	19.0	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	175.0	-	0.0	175.0	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	175.0	-	19.0	175.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	219.1	68.7%	19.0	219.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0	-	4.1	0.0	0.0											
Inflated Right of Way	100.0	31.3%	4.1	100.0	0.0											
TOTAL COSTS INFLATED	319.1	100.0%	23.1	319.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	71.7	-0.0%		71.7	0.0											
Subtotal Prop. C	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	71.7	-0.0%	0.0	71.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	12.0	3.1%		12.0	0.0											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	12.0	3.1%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	7.0	1.8%		7.0	0.0											
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%		0.0	0.0											
Subtotal Federal	7.0	1.8%	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	228.5	58.5%	23.1	228.5	0.0											
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%		0.0												
HSOPP	0.0	0.0%														
Subtotal Mixed	228.5	58.5%	23.1	228.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	319.2	63.3%	23.1	319.2	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>	0.1	-	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	71.6	N/A	0.0	71.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Project costs from FY 93-99 TIP. Completion of this project requires an additional \$132.3m beyond what was awarded in the 93-99 TIP.
2. The amount shown include all construction for Rte 30 Gap plus other hwy improvements.

MTA Long Range Multimodal Transportation Plan – Highways
Rte 126 GAP – Arterial Widening

10 Years (\$ millions)															
Adopted Long Range Plan – March 22, 1995															
	START YR	DUR (YR)	PROJECT SPENDING CURVE												
	1995	1	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Construction	1995	1	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Right of Way	0	1	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	TOTAL	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	4.4	0.0	0.0										
Construction Engineering	0.0	-	0.0	0.0	0.0										
Construction	29.6	-	8.1	29.6	0.0	0.0	2.2					27.4			
Subtotal Construction Costs (FY 1991 \$'s)	29.6	-	12.5	29.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	27.4	0.0	0.0	0.0
Inflated Construction Costs	29.6	90.0%	12.5	29.6	0.0	0.0	2.2	0.0	0.0	0.0	0.0	27.4	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	3.3		1.1	3.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0
Inflated Right of Way	3.3	10.0%	1.1	3.3	0.0	0.5	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0
TOTAL COSTS INFLATED	32.9	100.0%	13.6	32.9	0.0	0.5	2.2	0.0	0.0	0.0	0.0	30.2	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds/Other (Private)	2.2	6.7%	1.9	2.2	0.0	0.0	2.2								
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	2.2	6.7%	1.9	2.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%				0.0									
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	26.9	81.8%	9.3	26.9	0.0	0.5						26.4			
Inter-Regional Roads	3.8	11.6%	2.4	3.8	0.0							3.8			
TSM	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	30.7	93.3%	11.7	30.7	0.0	0.5	0.0	0.0	0.0	0.0	0.0	30.2	0.0	0.0	0.0
TOTAL REVENUES	32.9	100.0%	13.6	32.9	0.0	0.5	2.2	0.0	0.0	0.0	0.0	30.2	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(0.0)	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

- This project is fully funded in the baseline and only includes an arterial widening from Ventura County Line to Lyons Avenue on San Fernando Road.
- Local Agency funds category includes some funding from private sources.

**MTA Long Range Multimodal Transportation Plan – Highways
Rte 126 GAP – Arterial Widening**

Adopted Long Range Plan – March 22, 1995 20 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	1995	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	1	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	TOTAL	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	-	4.4	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	29.6	-	8.1	29.6	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	29.6	-	12.5	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	29.6	90.0%	12.5	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	3.3		1.1	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	3.3	10.0%	1.1	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL COSTS INFLATED	32.9	100.0%	13.6	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds/Other (Private)	2.2	6.7%	1.9	2.2	0.0											
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	2.2	6.7%	1.9	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	26.9	81.8%	9.3	26.9	0.0											
Inter-Regional Roads	3.8	11.6%	2.4	3.8	0.0											
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	30.7	93.3%	11.7	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	32.9	100.0%	13.6	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	(0.0)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(0.0)	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

- This project is fully funded in the baseline and only includes an arterial widening from Ventura County Line to Lyons Avenue on San Fernando Road.
- Local A funds category includes some funding from private sources.

MTA Long Range Multimodal Transportation Plan – Highways
Rte 138 HWY – Ave T to 90th

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE												
	1998	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	1	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	TOTAL	%	Years	('94-03)	('04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.1	-	2.0	0.1	0.0					0.1					
Construction Engineering	0.0	-	0.0	0.0	0.0										
Construction	22.8	-	5.0	22.8	0.0					1.1	21.7				
Subtotal Construction Costs (FY 1991 \$'s)	22.9	-	7.0	22.9	0.0	0.0	0.0	0.0	0.0	1.2	21.7	0.0	0.0	0.0	0.0
Inflated Construction Costs	22.9	100.0%	7.0	22.9	0.0	0.0	0.0	0.0	0.0	1.2	21.7	0.0	0.0	0.0	0.0
Right of Way (FY 1992 \$'s)	0.0	-	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Right of Way	0.0	0.0%	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL COSTS INFLATED	22.9	100.0%	7.6	22.9	0.0	0.0	0.0	0.0	0.0	1.2	21.7	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	1.5	6.6%		1.5	0.0					1.2	0.3				
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	1.5	6.6%	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.2	0.3	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	21.4	93.4%	1.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	6.0	0.0	0.0										
TSM	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	21.4	93.4%	7.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	21.4	0.0	0.0	0.0	0.0
TOTAL REVENUES	22.9	100.0%	7.6	22.9	0.0	0.0	0.0	0.0	0.0	1.2	21.7	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0

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NOTES:

1. This project sheet includes other minor portions of Rte 138 that were funded in TIP.

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MTA Long Range Multimodal Transportation Plan – Highways
Rte 138 HWY – Ave T to 90th

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	1998	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	0	1	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	TOTAL	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012		
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.1	-	2.0	0.1	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	22.8	-	5.0	22.8	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	22.9	-	7.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	22.9	100.0%	7.0	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	0.0	-	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	22.9	100.0%	7.6	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	1.5	6.6%		1.5	0.0											
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	1.5	6.6%	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	21.4	93.4%	1.5	21.4	0.0											
Inter-Regional Roads	0.0	0.0%	6.0	0.0	0.0											
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	21.4	93.4%	7.6	21.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	22.9	100.0%	7.6	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. This project includes other minor portions of Rte 138 that were funded in TIP.

MTA Long Range Multimodal Transportation Plan – Highways
 Rte 710 GAP – S Pasadena Rte 10 to 210

Adopted Long Range Plan – March 22, 1995 10 Years
(\$ millions)

	START YR		DUR (YR)	PROJECT SPENDING CURVE													
	9999	9999		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction	9999	9999	4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	9999	9999	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Year (94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002		
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
PROJECT COSTS																	
Plans, Specs and Estimates (PS&E)	0.0	-	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction Engineering	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Construction	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	0.0	-	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	0.0	0.0%	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	4.8		0.1	4.6	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	4.8	100.0%	0.1	4.6	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	4.8	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																	
Local																	
Proposition C 25%	0.0	0.0%															
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																	
SAFE	0.0	0.0%															
TDA – Article 3	0.0	0.0%															
Local Agency Funds	0.0	0.0%															
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																	
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%															
Environmental Enhancement & Mitigation	0.0	0.0%															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%	0.0	0.0	0.0										0.0	0.0	
ISTEA – CMAQ	0.0	0.0%															
ISTEA – STP	0.0	0.0%	0.0	0.0	0.0										0.0		
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																	
Flexible Congestion Relief	4.8	100.0%	0.5	4.6	0.0					4.6					0.0	0.0	
Inter-Regional Roads	0.0	0.0%															
TSM	0.0	0.0%															
HSOPP	0.0	0.0%															
Subtotal Mixed	4.8	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	4.8	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

- Funding shown in fiscal year 1998 is for ROW only.
- Additional funding for project completion is included in the sheet "HOV, Gap Closures, Fwy TSM/TOS".

MTA Long Range Multimodal Transportation Plan – Highways
Rte 710 GAP – S Pasadena Rte 10 to 210

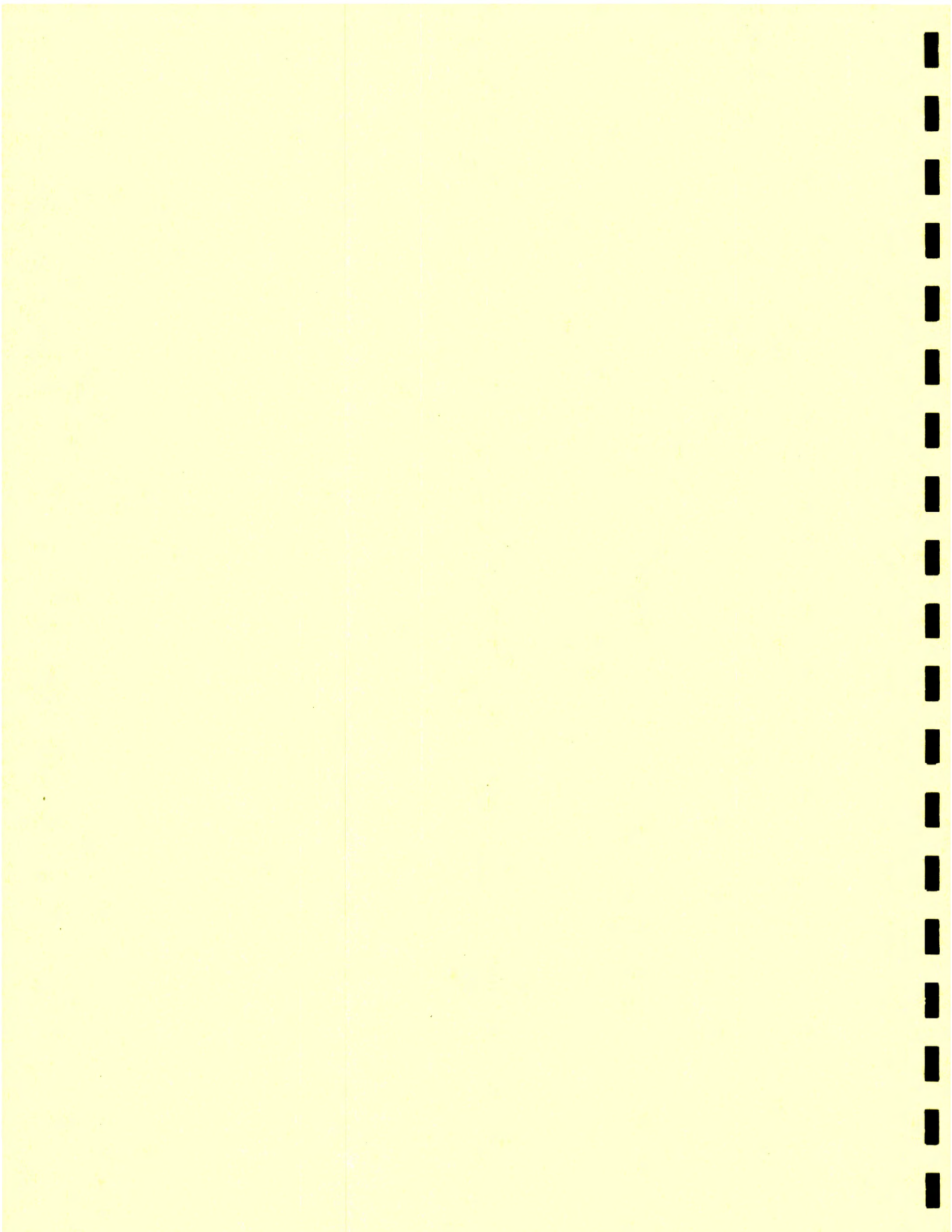
			20 Years (\$ millions)														
Adopted Long Range Plan – March 22, 1995			START YR	DUR (YR)	PROJECT SPENDING CURVE												
Construction	START YR	DUR (YR)	9999	4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	START YR	DUR (YR)	9999	3	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	20 Year ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013		
PROJECT COSTS																	
Plans, Specs and Estimates (PS&E)	0.0	-	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Construction Engineering	0.0	-	0.0	0.0	0.0												
Construction	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Subtotal Construction Costs (FY 1991 \$'s)	0.0	-	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Inflated Construction Costs	0.0	0.0%	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Right of Way (FY 1992 \$'s)	4.6		0.1	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Inflated Right of Way	4.6	100.0%	0.1	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL COSTS INFLATED	4.6	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PROJECT REVENUES																	
Local																	
Proposition C 25%	0.0	0.0%															
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Other Local																	
SAFE	0.0	0.0%															
TDA – Article 3	0.0	0.0%															
Local Agency Funds	0.0	0.0%															
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
State																	
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Prop. 116	0.0	0.0%															
Environmental Enhancement & Mitigation	0.0	0.0%															
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
ISTEA – CMAQ	0.0	0.0%															
ISTEA – STP	0.0	0.0%	0.0	0.0	0.0												
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Mixed																	
Flexible Congestion Relief	4.6	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Inter-Regional Roads	0.0	0.0%															
TSM	0.0	0.0%															
HSOPP	0.0	0.0%															
Subtotal Mixed	4.6	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Revenues	4.6	100.0%	0.5	4.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Prop. C Requirement to Fully Fund Project	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

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NOTES:

1. Funding shown in fiscal year 1998 is for ROW only.
2. Additional funding for project completion is included in the sheet "HOV, Gap Closures, Fwy TSM/TOS".



Highway/Multimodal Programs

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**MTA Long Range Multimodal Transportation Plan – Highways
Enviro Enhance & Mitigation**

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 - '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	20.0	-	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	20.0	-	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
Inflated Construction Costs	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0		0.0	0.0	0.0											
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	0.0	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
Subtotal State	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Environmental Enhancement & Mitigation costs are not inflated.
2. Assumption in the Long Range Plan is that the program, which is funded from the Prop. 111 gas tax, will generate \$2.5M of revenue for ten years, beginning in FY 1992. Re-authorization is assumed.

**MTA Long Range Multimodal Transportation Plan – Highways
Enviro Enhance & Mitigation**

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(04-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	20.0	-	4.0	20.0	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	20.0	-	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0		0.0	0.0	0.0											
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	0.0	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 REVENUES	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Environmental Enhancement & Mitigation costs are not inflated.
2. Assumption in the Long Range Plan is that the program, which is funded from the Prop. 111 gas tax, will generate \$2.5B for ten years, beginning in FY 1992. Re-authorization is assumed.

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MTA Long Range Multimodal Transportation Plan – Highways Fwy Rehabilitation (SHOPP)

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	645.9	-	174.1	265.9	380.0	33.1	44.4	36.4	0.0	0.0	0.0	38.0	38.0	38.0	38.0	
Subtotal Construction Costs (FY 1991 \$'s)	645.9	-	174.1	265.9	380.0	33.1	44.4	36.4	0.0	0.0	0.0	38.0	38.0	38.0	38.0	
Inflated Construction Costs	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
Right of Way (FY 1991 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
Rehab and Safety (RAS)	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
Subtotal Mixed	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
TOTAL REVENUES	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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NOTES:

1. This project does not receive any Prop. C revenue.
2. This project's costs match the total revenue available
3. Shows funding in FY 93-99 TIP through FY 1999. Thereafter, amount represents a 3 years average of TIP amounts.

MTA Long Range Multimodal Transportation Plan – Highways Fwy Rehabilitation (SHOPP)

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE												
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	('94–03)	('04–13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)		–													
Construction Engineering															
Construction	645.9	–	174.1	265.9	380.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	36.0	38.0
Subtotal Construction Costs (FY 1991 \$'s)	645.9	–	174.1	265.9	380.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0	38.0
Inflated Construction Costs	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
Right of Way (FY 1991 \$'s)	0.0														
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
TSM	0.0	0.0%													
Rehab and Safety (RAS)	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
Subtotal Mixed	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
TOTAL REVENUES	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
TOTAL SURPLUS/<SHORTFALL>	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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NOTES:

1. This project does not receive any Prop. C revenue.
2. This project's costs match the total revenue available
3. Shows amount in FY 93–99 TIP through FY 1999. Thereafter, amount represents a 3 years average of TIF amounts.

**MTA Long Range Multimodal Transportation Plan – Highways
Incid Mgmt – Includes Fwy Service Patrol**

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002		
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction																
Baseline Projects Construction	487.3	-	24.9	243.3	244.0	25.7	23.4	23.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	
Subtotal Construction Costs (FY 1991 \$'s)	487.3	-	24.9	243.3	244.0	25.7	23.4	23.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	
Inflated Construction Costs	653.1	100.0%	24.9	265.7	387.4	25.7	23.4	23.4	24.4	25.4	26.4	27.5	28.6	29.8	31.0	
Right of Way (FY 1992 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	653.1	100.0%	24.9	265.7	387.4	25.7	23.4	23.4	24.4	25.4	26.4	27.5	28.6	29.8	31.0	
PROJECT REVENUES																
Local																
Proposition C 25%	644.4	49.7%	5.7	262.5	381.9	25.6	23.2	23.2	24.1	25.0	26.0	27.1	28.2	29.4	30.6	
Subtotal Prop. C	644.4	49.7%	5.7	262.5	381.9	25.6	23.2	23.2	24.1	25.0	26.0	27.1	28.2	29.4	30.6	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
HOV Violation Fund	8.7	0.7%		3.2	5.5	0.1	0.2	0.2	0.3	0.4	0.4	0.4	0.4	0.4	0.5	
Subtotal Local (including Prop. C %, not \$'s)	653.1	50.3%	5.7	265.7	387.4	25.7	23.4	23.4	24.4	25.4	26.4	27.5	28.6	29.8	31.0	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0											
ISTEA – STP	0.0	0.0%	19.2	0.0	0.0											
Subtotal Federal	0.0	0.0%	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%	0.0	0.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	653.1	50.3%	24.9	265.7	387.4	25.7	23.4	23.4	24.4	25.4	26.4	27.5	28.6	29.8	31.0	
TOTAL SURPLUS/<SHORTFALL>	(0.0)	-	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	644.4	-	5.7	262.5	381.9	25.6	23.2	23.2	24.1	25.0	26.0	27.1	28.2	29.4	30.6	

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NOTES:

1. This project sheet includes the Freeway Service Patrol and Major Incident Response Programs.
2. Incident Management is inflated using the CPI inflation rate.
3. This project uses "off the top" Prop C 25% Direct funds.
4. Amounts for FY 94-97 come from Call for Projects funding marks (Revenue Demand Charts -- dated 2/28/94).
Out year amounts inflate the 94-97 amounts

**MTA Long Range Multimodal Transportation Plan – Highways
Incid Mgmt – Includes Fwy Service Patrol**

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)	Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012		
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		–														
Additional Projects Construction																
Baseline Projects Construction	487.3	–	24.9	243.3	244.0	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	
Subtotal Construction Costs (FY 1991 \$'s)	487.3	–	24.9	243.3	244.0	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	24.4	
Inflated Construction Costs	653.1	100.0%	24.9	265.7	387.4	32.3	33.6	35.0	36.4	37.8	39.3	40.8	42.4	44.0	45.8	
Right of Way (FY 1992 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	653.1	100.0%	24.9	265.7	387.4	32.3	33.6	35.0	36.4	37.8	39.3	40.8	42.4	44.0	45.8	
PROJECT REVENUES																
Local																
Proposition C 25%	644.4	49.7%	5.7	262.5	381.9	31.8	33.1	34.5	35.9	37.3	38.7	40.2	41.8	43.4	45.2	
Subtotal Prop. C	644.4	49.7%	5.7	262.5	381.9	31.8	33.1	34.5	35.9	37.3	38.7	40.2	41.8	43.4	45.2	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
HOV Violation Fund	8.7	0.7%		3.2	5.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	
Subtotal Local (including Prop. C %, not \$'s)	653.1	50.3%	5.7	265.7	387.4	32.3	33.6	35.0	36.4	37.8	39.3	40.8	42.4	44.0	45.8	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	0.0	0.0	0.0											
ISTEA – STP	0.0	0.0%	19.2	0.0	0.0											
Subtotal Federal	0.0	0.0%	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%	0.0	0.0	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	653.1	50.3%	24.9	265.7	387.4	32.3	33.6	35.0	36.4	37.8	39.3	40.8	42.4	44.0	45.8	
TOTAL SURPLUS/<SHORTFALL>	(0.0)	–	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	644.4	–	5.7	262.5	381.9	31.8	33.1	34.5	35.9	37.3	38.7	40.2	41.8	43.4	45.2	

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NOTES:

1. This project sheet includes the Freeway Service Patrol and Major Incident Response Programs.
2. Incident Management is inflated using the CPI inflation rate.
3. This project uses "off the top" Prop C 25% Direct funds.
4. Amounts for FY '94-'97 come from Call for Projects funding marks (Revenue Demand Charts – dated 2/28/94).
Out year amounts inflate the 94-'97 amounts.

MTA Long Range Multimodal Transportation Plan – Highways Inter-Regional Roads

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR DUR (YR)		PROJECT SPENDING CURVE												
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%	Years	(04–03)	(04–13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)		–													
Construction Engineering															
Construction	230.0	–	1.8	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1991 \$'s)	230.0	–	1.8	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	230.0	100.0%	0.0	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0														
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	230.0	100.0%	0.0	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	0.0	0.0%													
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State															
State & Local Partnership	0.0	0.0%					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	230.0	100.0%	0.0	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	230.0	100.0%	0.0	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	230.0	100.0%	0.0	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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NOTES:

1. Total Project Costs equal Total Revenues in the STIP.
2. Amounts shown in FY 1994 thru FY 1999 are updated from the 1992 Revised STIP.

**MTA Long Range Multimodal Transportation Plan – Highways
Inter-Regional Roads**

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	230.0	-	1.8	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
Subtotal Construction Costs (FY 1991 \$'s)	230.0	-	1.8	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
Inflated Construction Costs	230.0	100.0%	0.0	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
Right of Way (FY 1991 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	230.0	100.0%	0.0	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	230.0	100.0%	0.0	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	230.0	100.0%	0.0	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
TOTAL REVENUES	230.0	100.0%	0.0	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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NOTES:

1. Total Project Costs equal Total Revenues in the STIP.
2. Amounts shown in FY 1994 thru FY 1999 are updated from the 1992 Revised STIP.

**MTA Long Range Multimodal Transportation Plan – Highways
Local TSM**

Adopted Long Range Plan – March 22, 1995 10 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 - '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	('94-03)	('04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	800.9			425.9	375.0			48.3	37.5	46.9	47.9	62.7	58.7	61.7	62.3	
Baseline Projects Construction	69.1	-		69.1	0.0	33.3	35.8									
Subtotal Construction Costs	869.9	-		494.9	375.0	33.3	35.8	48.3	37.5	46.9	47.9	62.7	58.7	61.7	62.3	
Inflated Construction Costs	1,172.7	100.0%		573.2	599.6	33.3	35.8	50.0	40.2	52.0	55.0	74.4	72.1	78.4	82.0	
Right of Way	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%		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 COSTS INFLATED	1,172.7	100.0%		573.2	599.6	33.3	35.8	50.0	40.2	52.0	55.0	74.4	72.1	78.4	82.0	
PROJECT REVENUES																
Local																
Proposition C 25%	875.2	42.7%		395.6	479.7	9.8	17.9	40.0	32.1	34.4	36.0	53.4	55.3	57.3	59.3	
Subtotal Prop. C	875.2	42.7%	0.0	395.6	479.7	9.8	17.9	40.0	32.1	34.4	36.0	53.4	55.3	57.3	59.3	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	248.4	12.1%		128.5	119.9	9.8	17.9	10.0	8.0	10.4	11.0	14.9	14.4	15.7	16.4	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	1,123.7	54.9%	0.0	524.1	599.6	19.6	35.8	50.0	40.2	44.8	47.0	68.3	69.7	73.0	75.7	
State																
State & Local Partnership	0.0	0.0%					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	13.7	0.7%		13.7	0.0	13.7										
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	35.4	1.7%								7.2	8.0	6.1	2.4	5.4	5.3	
Subtotal Federal	49.0	2.4%	0.0	13.7	0.0	13.7	0.0	0.0	0.0	7.2	8.0	6.1	2.4	5.4	6.3	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	1,172.7	57.3%	0.0	537.8	599.6	33.3	35.8	50.0	40.2	52.0	55.0	74.4	72.1	78.4	82.0	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	(35.4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	875.2	-	0.0	431.0	479.7	9.8	17.9	40.0	32.1	34.4	36.0	53.4	55.3	57.3	59.3	

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NOTES:

- Local agency funds are programmed to match allocated Prop C 25% revenues.
- Amount shown under Federal Highway Demonstration Projects is for the following projects: City of Commerce (Atlantic B), LAX/Sepulveda Tunnel Widening 2/26/92.
- The "Additional Projects" category reflects proposed funding marks. Actual projects will be determined through the Call for Projects process.

**MTA Long Range Multimodal Transportation Plan – Highways
Local TSM**

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	800.9			425.9	375.0	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	
Baseline Projects Construction	59.1	-		59.1	0.0											
Subtotal Construction Costs	859.9	-		494.9	375.0	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	37.5	
Inflated Construction Costs	1,172.7	100.0%		573.2	599.6	51.1	52.9	54.7	56.7	58.6	60.7	62.8	65.0	67.3	69.7	
Right of Way	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%		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 COSTS INFLATED	1,172.7	100.0%		573.2	599.6	51.1	52.9	54.7	56.7	58.6	60.7	62.8	65.0	67.3	69.7	
PROJECT REVENUES																
Local																
Proposition C 25%	875.2	42.7%		395.6	479.7	40.9	42.3	43.8	45.3	46.9	48.6	50.3	52.0	53.8	55.7	
Subtotal Prop. C	875.2	42.7%	0.0	395.6	479.7	40.9	42.3	43.8	45.3	46.9	48.6	50.3	52.0	53.8	55.7	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	248.4	12.1%		128.5	119.9	10.2	10.6	10.9	11.3	11.7	12.1	12.6	13.0	13.5	13.9	
Combined Road Plan Cash Account & Prop. A Ridestare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	1,123.7	54.9%	0.0	524.1	599.6	51.1	52.9	54.7	56.7	58.6	60.7	62.8	65.0	67.3	69.7	
State																
State & Local Partnership	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	13.7	0.7%		13.7	0.0											
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	35.4	1.7%														
Subtotal Federal	49.0	2.4%	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	1,172.7	57.3%	0.0	537.8	599.6	51.1	52.9	54.7	56.7	58.6	60.7	62.8	65.0	67.3	69.7	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	(35.4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	875.2	-	0.0	431.0	479.7	40.9	42.3	43.8	45.3	46.9	48.6	50.3	52.0	53.8	55.7	

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NOTES:

- Local agency funds are programmed to match allocated Prop C 25% revenues.
- Amount shown under Federal Highway Demonstration Projects is for the following projects: City of Commerce (Atlantic Bl), LAX/Sepulveda Tunnel Widening 2/26/92.
- The "Additional Projects" category reflects proposed funding marks. Actual projects will be determined through the call for projects process.

**MTA Long Range Multimodal Transportation Plan – Highways
Park & Ride/Transit Centers/Other**

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	346.8			29.3	317.5			0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
Baseline Projects Construction	17.0	-	3.6	17.0	0.0	10.8	6.2									
Subtotal Construction Costs (FY 1992 \$'s)	363.8	-	3.6	46.3	317.5	10.8	6.2	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
Inflated Construction Costs	363.8	100.0%	3.6	46.3	317.5	10.8	6.2	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
Right of Way	0.0	-														
Inflated Right of Way	0.0	0.0%	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 COSTS INFLATED	363.8	100.0%	3.6	46.3	317.5	10.8	6.2	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
PROJECT REVENUES																
Local																
Proposition C 25%	3.1	0.8%	0.0	3.1	0.0	3.1	0.0									
Proposition C 10%	351.8	0.0%	3.6	34.3	317.5	1.7	3.3	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
Subtotal Prop. C	354.9	0.8%	3.6	37.4	317.5	4.8	3.3	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	354.9	0.8%	3.6	37.4	317.5	4.8	3.3	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
State																
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
TP&D TCI	8.9	2.4%	0.0	8.9	0.0	6.0	2.9									
Subtotal State	8.9	2.4%	0.0	8.9	0.0	6.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%		0.0	0.0											
ISTEA – STP	0.0	0.0%		0.0	0.0	0.0										
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	363.8	3.3%	3.6	46.3	317.5	10.8	6.2	0.0	0.0	0.0	0.9	3.5	5.9	8.2	10.8	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	3.1	-	0.0	3.1	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Includes projects awarded funding in FY 1992-93 Call for Projects and FY 94-97 Multi-Year Call for Projects
2. Projects included from Multi-Year Call for Projects as Park and Ride facilities are project id#'s 706, 141, 556, 464, 205, 75, 76 and 737.

**MTA Long Range Multimodal Transportation Plan – Highways
Park & Ride/Transit Centers/Other**

20 Years (\$ millions)																
Adopted Long Range Plan – March 22, 1995																
Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94–03)	(04–13)	2004	2005	2006	2007	2008	2009	2010	2011	2012		
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	346.8			29.3	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
Baseline Projects Construction	17.0	-	3.6	17.0	0.0											
Subtotal Construction Costs (FY 1992 \$'s)	363.8	-	3.6	46.3	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
Inflated Construction Costs	363.8	100.0%	3.6	46.3	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
Right of Way	0.0	-														
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	363.8	100.0%	3.6	46.3	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
PROJECT REVENUES																
Local																
Proposition C 25%	3.1	0.8%	0.0	3.1	0.0											
Proposition C 10%	351.8	0.0%	3.6	34.3	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
Subtotal Prop. C	354.9	0.8%	3.6	37.4	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
TP&D TCI	8.9	2.4%	0.0	8.9	0.0											
Subtotal State	8.9	2.4%	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%		0.0	0.0											
ISTEA – STP	0.0	0.0%		0.0	0.0											
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	363.8	3.3%	3.6	46.3	317.5	13.9	17.1	20.7	24.5	28.5	33.3	37.6	42.4	47.2	52.2	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	3.1	-	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Includes projects awarded funding in FY 1992–93 Call for Projects and FY 94–97 Multi-Year Call for Projects
2. Projects included from Multi-Year Call for Projects as Park and Ride facilities are project id#'s 706, 141, 556, 464, 205, 75, 76 and 737.

MTA Long Range Multimodal Transportation Plan – Highways Regional Bikeways

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	('94-03)	('04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	283.4			77.9	205.6			7.3	7.6	7.9	7.9	8.5	8.9	14.5	15.3	
Baseline Projects Construction	18.0	-	8.7	18.0	0.0	6.0	12.0									
Subtotal Construction Costs (FY 1991 \$'s)	301.4	-	8.7	95.9	205.6	6.0	12.0	7.3	7.6	7.9	7.9	8.5	8.9	14.5	15.3	
Inflated Construction Costs	301.4	100.0%	8.7	95.9	205.6	6.0	12.0	7.3	7.6	7.9	7.9	8.5	8.9	14.5	15.3	
Right of Way (FY 1991 \$'s)	0.0	-	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	301.4	100.0%	14.7	95.9	205.6	6.0	12.0	7.3	7.6	7.9	7.9	8.5	8.9	14.5	15.3	
PROJECT REVENUES																
Local																
Proposition C 25%	118.8	28.3%	6.1	38.8	79.9	4.4	11.5	2.0	0.0	1.9	1.9	2.0	2.0	6.4	6.6	
Subtotal Prop. C	118.8	28.3%	6.1	38.8	79.9	4.4	11.5	2.0	0.0	1.9	1.9	2.0	2.0	6.4	6.6	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3 (Total Amount Available)	131.3	31.3%		40.0	91.4			4.1	4.4	4.6	4.6	5.0	5.4	5.7	6.1	
Local Agency Funds	47.2	11.2%		13.0	34.3			1.2	1.3	1.3	1.3	1.4	1.5	2.4	2.5	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	297.3	70.8%	6.1	91.8	205.6	4.4	11.5	7.3	5.6	7.9	7.9	8.5	8.9	14.5	15.3	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%	3.5	0.0	0.0											
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	2.6	0.6%	0.0	2.6	0.0	0.1	0.5		2.0							
ISTEA – STP Transportation Enhancements	1.5	0.4%	0.0	1.5	0.0	1.5										
Subtotal Federal	4.1	1.0%	0.0	4.1	0.0	1.6	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	301.4	71.7%	9.6	95.9	205.6	6.0	12.0	7.3	7.6	7.9	7.9	8.5	8.9	14.5	15.3	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	(5.1)	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	118.8	-	11.2	38.8	79.9	4.4	11.5	2.0	0.0	1.9	1.9	2.0	2.0	6.4	6.6	

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NOTES:

1. Baseline includes projects awarded funding in FY 1992-93 Call for Projects and FY 94-97 Multi-Year Call for Projects.
2. \$'s from Call for Projects are not inflated.
3. The "Additional Projects" category reflects proposed funding marks. Actual projects will be determined through the Call for Projects process.

MTA Long Range Multimodal Transportation Plan – Highways Regional Bikeways

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING											PF
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013		
PROJECT COSTS																	
Baseline Plans, Specs and Estimates (PS&E)		--															
Additional Projects Construction	283.4			77.9	205.6	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6		
Baseline Projects Construction	18.0	--	8.7	18.0	0.0												
Subtotal Construction Costs (FY 1991 \$'s)	301.4	--	8.7	95.9	205.6	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6		
Inflated Construction Costs	301.4	100.0%	8.7	95.9	205.6	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6		
Right of Way (FY 1991 \$'s)	0.0	--	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Inflated Right of Way	0.0	0.0%	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL COSTS INFLATED	301.4	100.0%	14.7	95.9	205.6	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6		
PROJECT REVENUES																	
Local																	
Proposition C 25%	118.8	28.3%	6.1	38.8	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3		
Subtotal Prop. C	118.8	28.3%	6.1	38.8	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3		
Other Local																	
SAFE	0.0	0.0%															
TDA – Article 3 (Total Amount Available)	131.3	31.3%		40.0	91.4	6.6	7.1	7.6	8.1	8.7	9.3	10.0	10.6	11.3	12.0		
Local Agency Funds	47.2	11.2%		13.0	34.3	2.7	2.8	3.0	3.1	3.3	3.5	3.7	3.9	4.1	4.3		
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	297.3	70.8%	6.1	91.8	205.6	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6		
State																	
State & Local Partnership	0.0	0.0%															
Prop. 116	0.0	0.0%	3.5	0.0	0.0												
Environmental Enhancement & Mitigation	0.0	0.0%															
Subtotal State	0.0	0.0%	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%															
ISTEA – CMAQ	2.6	0.6%	0.0	2.6	0.0												
ISTEA – STP Transportation Enhancements	1.5	0.4%	0.0	1.5	0.0												
Subtotal Federal	4.1	1.0%	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Mixed																	
Flexible Congestion Relief	0.0	0.0%															
Inter-Regional Roads	0.0	0.0%															
TSM	0.0	0.0%															
HSOPP	0.0	0.0%															
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	301.4	71.7%	9.6	95.9	205.6	16.1	16.9	17.9	18.8	19.8	20.9	22.0	23.2	24.3	25.6		
TOTAL SURPLUS/<SHORTFALL>	0.0	--	(5.1)	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Prop. C Requirement to Fully Fund Project	118.8	--	11.2	38.8	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3		

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NOTES:

1. Baseline includes projects awarded funding in FY 1992-93 Call for Projects and FY 94-97 Multi-Year Call for Projects.
2. \$'s from Call for Projects are not inflated.
3. The "Additional Projects" category reflects proposed funding marks. Actual projects will be determined through the Call for Proc process.

MTA Long Range Multimodal Transportation Plan – Highways Regional Surface Trans. Improvements – Summary ¹

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	287.4	-	144.8	287.4	0.0	54.7	69.2	45.2	58.0	13.0	47.3	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	287.4	-	144.8	287.4	0.0	54.7	69.2	45.2	58.0	13.0	47.3	0.0	0.0	0.0	0.0	
Inflated Construction Costs	2,763.5	99.4%	146.8	2,058.0	705.6	293.5	117.4	246.8	372.2	353.9	351.6	78.9	73.9	74.0	95.7	
Right of Way (FY 1991 \$'s)	15.9	-	15.8	15.9	0.0	3.8	5.4	0.0	0.2	6.5	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	15.9	0.6%	18.4	15.9	0.0	3.8	5.4	0.0	0.2	6.5	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	2,779.4	100.0%	165.2	2,073.9	705.6	297.3	122.8	246.8	372.4	360.4	351.6	78.9	73.9	74.0	95.7	
PROJECT REVENUES																
Local																
Proposition C 25%	572.7	17.1%	0.0	172.6	400.1	4.9	4.4	22.9	10.0	13.7	14.7	17.7	19.3	31.9	33.0	
Subtotal Prop. C	572.7	17.1%	0.0	172.6	400.1	4.9	4.4	22.9	10.0	13.7	14.7	17.7	19.3	31.9	33.0	
Other Local																
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA – Article 3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Local Agency Funds	1,325.6	39.5%	0.0	1,110.2	215.4	239.6	50.3	158.7	267.5	179.7	166.7	5.4	5.4	17.1	17.7	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Local (including Prop. C %, not \$'s)	1,898.3	58.6%	0.0	1,282.8	615.6	244.5	54.7	181.7	277.5	193.4	183.4	23.1	24.7	49.0	50.7	
State																
State & Local Partnership	0.5	0.0%	0.0	0.5	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	80.0	2.4%	0.0	80.0	0.0	15.2	43.7	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	80.5	2.4%	0.0	80.5	0.0	15.3	44.1	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal Highway Demo Projects	352.4	10.5%	0.0	352.4	0.0	3.6	1.6	24.8	53.9	122.5	95.9	28.1	22.0	0.0	0.0	
ISTEA – CMAQ	249.2	7.4%	0.0	163.0	86.2	0.0	0.0	0.0	8.0	15.0	20.0	25.0	25.0	25.0	45.0	
ISTEA – STP	76.2	2.3%	0.0	72.4	3.8	2.2	3.6	12.2	15.0	29.5	5.0	2.7	2.2	0.0	0.0	
Subtotal Federal	677.8	20.2%	0.0	587.8	90.0	5.8	5.2	37.0	76.9	167.0	120.9	55.8	49.2	25.0	45.0	
Mixed																
Flexible Congestion Relief	122.8	3.7%	169.7	122.8	0.0	31.7	18.8	7.0	18.0	0.0	47.3	0.0	0.0	0.0	0.0	
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TSM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
HSOPP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Mixed	122.8	3.7%	169.7	122.8	0.0	31.7	18.8	7.0	18.0	0.0	47.3	0.0	0.0	0.0	0.0	
TOTAL REVENUES	2,779.4	82.9%	169.7	2,073.9	705.6	297.3	122.8	246.8	372.4	360.4	351.6	78.9	73.9	74.0	95.7	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	4.5	0.0	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	572.7	-	(4.5)	172.6	400.1	4.9	4.4	22.9	10.0	13.7	14.7	17.7	19.3	31.9	33.0	

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NOTES:

1. This is a summary sheet which includes Miscellaneous System Improvements and the Alameda Consolidated Transportation Corridor.

MTA Long Range Multimodal Transportation Plan – Highways Regional Surface Trans. Improvements – Summary ¹

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years Total	'94 - '13 %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	287.4	-	144.8	287.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	287.4	-	144.8	287.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	2,763.5	99.4%	146.8	2,056.0	705.6	97.5	99.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
Right of Way (FY 1991 \$'s)	15.9	-	15.8	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	15.9	0.6%	18.4	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	2,779.4	100.0%	165.2	2,073.9	705.6	97.5	99.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
PROJECT REVENUES																
Local																
Proposition C 25%	572.7	17.1%	0.0	172.6	400.1	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5	
Subtotal Prop. C	572.7	17.1%	0.0	172.6	400.1	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5	
Other Local																
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDA – Article 3	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Local Agency Funds	1,325.6	39.5%	0.0	1,110.2	215.4	18.4	19.0	19.7	20.4	21.1	21.8	22.6	23.4	24.2	25.0	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Local (including Prop. C %, not \$'s)	1,898.3	56.6%	0.0	1,282.8	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
State																
State & Local Partnership	0.5	0.0%	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. 116	80.0	2.4%	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Environmental Enhancement & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	80.5	2.4%	0.0	80.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal Highway Demo Projects	352.4	10.5%	0.0	352.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ISTEA – CMAQ	249.2	7.4%	0.0	163.0	86.2	45.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ISTEA – STP	76.2	2.3%	0.0	72.4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Federal	677.8	20.2%	0.0	587.8	90.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	122.8	3.7%	169.7	122.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TSM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
HSOPP	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Mixed	122.8	3.7%	169.7	122.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	2,779.4	82.9%	169.7	2,073.9	705.6	97.5	99.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	4.5	0.0	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	
Prop. C Requirement to Fully Fund Project	572.7	-	(4.5)	172.6	400.1	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5	

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NOTES:

1. This is a summary sheet which includes Miscellaneous System Improvements and the Alameda Consolidated Transportation Corridor.

**MTA Long Range Multimodal Transportation Plan – Highways
Alameda Con. Trans. Corridor**

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)	PROJECT SPENDING CURVE													
	2012		5	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Years ('94 - '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003		
PROJECT COSTS																	
Baseline Plans, Specs and Estimates (PS&E)		--															
Additional Project Construction				1,597.2	90.0	236.9	46.5	186.1	301.3	325.5	288.9	63.5	58.5	45.0	45.0		
Baseline Project Construction	0.0	--		142.4	0.0	24.1	51.9	26.1	40.3								
Subtotal Construction Costs (FY 1991 \$'s)	1,829.6	--		1,739.6	90.0	261.0	98.4	212.2	341.6	325.5	288.9	63.5	58.5	45.0	45.0		
Inflated Construction Costs	1,829.6	100.0%		1,739.6	90.0	261.0	98.4	212.2	341.6	325.5	288.9	63.5	58.5	45.0	45.0		
Right of Way (FY 1991 \$'s)	0.0																
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	1,829.6	100.0%	0.0	1,739.6	90.0	261.0	98.4	212.2	341.6	325.5	288.9	63.5	58.5	45.0	45.0		
PROJECT REVENUES																	
Local																	
Proposition C 25%	70.7	3.7%		70.7	0.0	4.2	4.4	14.0	2.7	3.7	4.7	7.7	9.3	20.0			
Subtotal Prop. C	70.7	3.7%	0.0	70.7	0.0	4.2	4.4	14.0	2.7	3.7	4.7	7.7	9.3	20.0	0.0		
Other Local																	
SAFE	0.0	0.0%															
TDA – Article 3	0.0	0.0%															
Local Agency Funds/Port & Port User Fees	1,045.0	55.0%		1,045.0	0.0	239.6	50.3	153.9	263.6	174.3	163.3						
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	1,115.7	58.7%	0.0	1,115.7	0.0	243.8	54.7	167.9	266.3	178.0	168.0	7.7	9.3	20.0	0.0		
State																	
State & Local Partnership	0.0	0.0%															
Prop. 116	80.0	4.2%		80.0	0.0	15.2	43.7	21.1									
Environmental Enhancement & Mitigation	0.0	0.0%															
Subtotal State	80.0	4.2%	0.0	80.0	0.0	15.2	43.7	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo/Other Federal Funds	346.0	18.2%		346.0	0.0	2.0		23.2	52.3	122.5	95.9	28.1	22.0				
ISTEA – CMAQ	249.2	13.1%		163.0	86.2				8.0	15.0	20.0	25.0	25.0	25.0	45.0		
ISTEA – STP	38.7	2.0%		34.9	3.8				15.0	10.0	5.0	2.7	2.2				
Subtotal Federal	633.9	33.4%	0.0	543.9	90.0	2.0	0.0	23.2	75.3	147.5	120.9	55.8	49.2	25.0	45.0		
Mixed																	
Flexible Congestion Relief	0.0	0.0%															
Inter-Regional Roads	0.0	0.0%															
TSM	0.0	0.0%															
HSOPP	0.0	0.0%															
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	1,829.6	96.3%	0.0	1,739.6	90.0	261.0	98.4	212.2	341.6	325.5	288.9	63.5	58.5	45.0	45.0		
TOTAL SURPLUS/<SHORTFALL>	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0		
Prop. C Requirement to Fully Fund Project	70.7	--	0.0	70.7	0.0	4.2	4.4	14.0	2.7	3.7	4.7	7.7	9.3	20.0	0.0		

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NOTES:

1. Prop C amounts include 1994-1997 Multi-Year Call for Projects awards plus additional funds in the out years.
2. Source: 1993-1999 Amended Federal TIP (PPNO # 2271, 2348, 2272)

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MTA Long Range Multimodal Transportation Plan – Highways
Alameda Con. Trans. Corridor

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	2012	5	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	20.0%	
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Years ('94-'13)		Prior Years	10 Yrs ('94-'03)	20 Yrs ('04-'13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Project Construction				1,597.2	90.0	45.0	45.0									
Baseline Project Construction	0.0	-		142.4	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	1,829.6	-		1,739.6	90.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	1,829.6	100.0%		1,739.6	90.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	1,829.6	100.0%	0.0	1,739.6	90.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	70.7	3.7%		70.7	0.0											
Subtotal Prop. C	70.7	3.7%	0.0	70.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds/Port & Port User Fees	1,045.0	55.0%		1,045.0	0.0											
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	1,115.7	58.7%	0.0	1,115.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	80.0	4.2%		80.0	0.0											
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	80.0	4.2%	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo/Other Federal Funds	346.0	18.2%		346.0	0.0											
ISTEA – CMAQ	249.2	13.1%		163.0	86.2	45.0	41.2									
ISTEA – STP	38.7	2.0%		34.9	3.8		3.8									
Subtotal Federal	633.9	33.4%	0.0	543.9	90.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter – Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 REVENUES	1,829.6	98.3%	0.0	1,739.6	90.0	45.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	70.7	-	0.0	70.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Prop C amounts include 1994 – 1997 Multi-Year Call for Projects awards plus additional funds in the out years.
2. Source: 1993 – 1999 Amended Federal TIP (PPNO # 2271, 2348, 2272)

**MTA Long Range Multimodal Transportation Plan – Highways
Miscellaneous System Improvements**

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	N/A N/A	
	20 Years ('94-'13) Total	%	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)	7.0	–		7.0	0.0	1.9	1.7	1.7	1.7							
Additional Projects Construction (includes inflation)	781.9	–		166.4	615.6			13.8	11.2	15.4	15.4	15.4	15.4	29.0	50.7	
Baseline Construction	145.0	–	130.8	145.0	0.0	30.6	17.3	19.1	17.7	13.0	47.3					
Subtotal Construction Costs (FY 1991 \$'s)	933.9	–	130.8	318.4	615.6	32.5	19.0	34.6	30.6	28.4	62.7	15.4	15.4	29.0	50.7	
Inflated Construction Costs	933.9	98.3%	131.5	318.4	615.6	32.5	19.0	34.6	30.6	28.4	62.7	15.4	15.4	29.0	50.7	
Right of Way (FY 1991 \$'s)	15.9		15.8	15.9	0.0	3.8	5.4	0.0	0.2	6.5				0.0	0.0	
Inflated Right of Way	15.9	1.7%	16.9	15.9	0.0	3.8	5.4	0.0	0.2	6.5	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	949.8	100.0%	148.4	334.3	615.6	36.3	24.4	34.6	30.8	34.9	62.7	15.4	15.4	29.0	50.7	
PROJECT REVENUES																
Local																
Proposition C 25%	502.0	34.6%		101.9	400.1	0.7		8.9	7.3	10.0	10.0	10.0	10.0	11.9	33.0	
Subtotal Prop. C	502.0	34.6%	0.0	101.9	400.1	0.7	0.0	8.9	7.3	10.0	10.0	10.0	10.0	11.9	33.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	280.6	19.3%		65.2	215.4			4.8	3.9	5.4	5.4	5.4	5.4	17.1	17.7	
Combine Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	782.6	53.9%	0.0	167.1	615.6	0.7	0.0	13.8	11.2	15.4	15.4	15.4	15.4	29.0	50.7	
State																
State & Local Partnership	0.5	0.0%		0.5	0.0	0.1	0.4									
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.5	0.0%	0.0	0.5	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	6.4	0.4%		6.4	0.0	1.6	1.6	1.6	1.6							
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	37.5	2.6%		37.5	0.0	2.2	3.6	12.2	0.0	19.5						
Subtotal Federal	43.9	3.0%	0.0	43.9	0.0	3.8	5.2	13.8	1.6	19.5	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	122.8	8.5%	152.9	122.8	0.0	31.7	18.8	7.0	18.0	0.0	47.3					
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	122.8	8.5%	152.9	122.8	0.0	31.7	18.8	7.0	18.0	0.0	47.3	0.0	0.0	0.0	0.0	
TOTAL REVENUES	949.8	65.4%	152.9	334.3	615.6	36.3	24.4	34.6	30.8	34.9	62.7	15.4	15.4	29.0	50.7	
TOTAL SURPLUS/<SHORTFALL>	0.0	–	4.5	0.0	(0.0)	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	502.0	–	(4.5)	101.9	400.1	0.7	0.0	8.9	7.3	10.0	10.0	10.0	10.0	11.9	33.0	

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NOTES:

- This project sheet summarizes numerous small system improvement projects.
Does not include local only funded projects.

**MTA Long Range Multimodal Transportation Plan – Highways
Miscellaneous System Improvements**

Adopted Long Range Plan – March 22, 1995

**20 Years
(\$ millions)**

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	('94–03)	('04–13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)	7.0	--		7.0	0.0											
Additional Projects Construction (includes inflation)	781.9	--		166.4	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
Baseline Construction	145.0	--	130.8	145.0	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	933.9	--	130.8	318.4	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
Inflated Construction Costs	933.9	98.3%	131.5	318.4	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
Right of Way (FY 1991 \$'s)	15.9	--	15.8	15.9	0.0											
Inflated Right of Way	15.9	1.7%	16.9	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	949.8	100.0%	148.4	334.3	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
PROJECT REVENUES																
Local																
Proposition C 25%	502.0	34.6%		101.9	400.1	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5	
Subtotal Prop. C	502.0	34.6%	0.0	101.9	400.1	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	280.6	19.3%		65.2	215.4	18.4	19.0	19.7	20.4	21.1	21.8	22.6	23.4	24.2	25.0	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	782.6	53.9%	0.0	167.1	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
State																
State & Local Partnership	0.5	0.0%		0.5	0.0											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.5	0.0%	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	6.4	0.4%		6.4	0.0											
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	37.5	2.6%		37.5	0.0											
Subtotal Federal	43.9	3.0%	0.0	43.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	122.8	8.5%	152.9	122.8	0.0											
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	122.8	8.5%	152.9	122.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	949.8	65.4%	152.9	334.3	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
TOTAL SURPLUS/<SHORTFALL>	0.0	--	4.5	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	
Prop. C Requirement to Fully Fund Project	502.0	--	(4.5)	101.9	400.1	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5	

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NOTES:

- 1 This project sheet summarizes numerous small system improvement projects.
Does not include local only funded projects.

MTA Long Range Multimodal Transportation Plan – Highways Retrofit Soundwalls

Adopted Long Range Plan – March 22, 1995 10 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 - '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	74.5	-	24.3	74.5	0.0	8.0	8.3	21.5	0.6	20.8	15.3	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1991 \$'s)	74.5	-	24.3	74.5	0.0	8.0	8.3	21.5	0.6	20.8	15.3	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	74.5	100.0%	25.4	74.5	0.0	8.0	8.3	21.5	0.6	20.8	15.3	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	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 COSTS INFLATED	74.5	100.0%	25.4	74.5	0.0	8.0	8.3	21.5	0.6	20.8	15.3	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	N/A														
Subtotal Prop. C	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	N/A														
TDA – Article 3	0.0	N/A														
Local Agency Funds	0.0	N/A														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	N/A														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	N/A														
Prop. 116	0.0	N/A														
Environmental Enhancement & Mitigation	0.0	N/A														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	N/A														
Federal Highway Demo Projects	0.0	N/A														
ISTEA – CMAQ	0.0	N/A														
ISTEA – STP	0.0	N/A														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	N/A														
Inter-Regional Roads	0.0	N/A														
TSM	0.0	N/A														
HSOPP	0.0	N/A														
Subtotal Mixed	0.0	0.0%	0.0	0.0	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 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	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	(74.5)	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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NOTES:

- Total Project Costs equal Total Revenues in the STIP.
- Amounts shown in FY 1994 thru 1999 are updated per the 1992 Revised STIP.

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**MTA Long Range Multimodal Transportation Plan – Highways
Retrofit Soundwalls**

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	('94–03)	('04–13)	2004	2005	2006	2007	2008	2009	2010	2011	2012		
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		–														
Construction Engineering																
Construction	74.5	–	24.3	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	74.5	–	24.3	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	74.5	100.0%	25.4	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1991 \$'s)	0.0															
Inflated Right of Way	0.0	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 COSTS INFLATED	74.5	100.0%	25.4	74.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	N/A														
Subtotal Prop. C	0.0	N/A	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	N/A														
TDA – Article 3	0.0	N/A														
Local Agency Funds	0.0	N/A														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	N/A														
Subtotal Local (including Prop. C %, not \$'s)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	N/A														
Prop. 116	0.0	N/A														
Environmental Enhancement & Mitigation	0.0	N/A														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	N/A														
Federal Highway Demo Projects	0.0	N/A														
ISTEA – CMAQ	0.0	N/A														
ISTEA – STP	0.0	N/A														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	N/A														
Inter-Regional Roads	0.0	N/A														
TSM	0.0	N/A														
HSOPP	0.0	N/A														
Subtotal Mixed	0.0	0.0%	0.0	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 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	0.0	0.0	0.0	
TOTAL SURPLUS/<SHORTFALL>	(74.5)	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

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NOTES:

1. Total Project Costs equal Total Revenues in the STIP.
2. Amounts shown in FY 1994 thru 1999 are updated per the 1992 Revised STIP.

**MTA Long Range Multimodal Transportation Plan – Highways
SAFE**

10 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	126.9	-	20.4	66.9	60.0	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	6.0	6.0	
Subtotal Construction Costs (FY 1991 \$'s)	126.9	-	20.4	66.9	60.0	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	6.0	6.0	
Inflated Construction Costs	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8	
Right of Way (FY 1991 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8	
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	0.0	0.0%														
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. This project does not receive any Prop. C revenue.
2. Replacement and Rehabilitation costs of \$500 thousand a year begin in FY 2002 and are continued to the end of the Plan.

**MTA Long Range Multimodal Transportation Plan – Highways
SAFE**

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)		PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%	Years	'94-'03	'04-'13	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)		-													
Construction Engineering															
Construction	126.9	-	20.4	66.9	60.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Subtotal Construction Costs (FY 1991 \$'s)	126.9	-	20.4	66.9	60.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Inflated Construction Costs	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
Right of Way (FY 1991 \$'s)	0.0														
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%													
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local															
SAFE	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
TDA – Article 3	0.0	0.0%													
Local Agency Funds	0.0	0.0%													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	0.0	0.0%													
ISTEA – STP	0.0	0.0%													
Subtotal Federal	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
TSM	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. This project does not receive any Prop. C revenue.
2. Replacement and Rehabilitation costs of \$500 thousand a year begin in FY 2002 and are continued to the end of the Plan.

**MTA Long Range Multimodal Transportation Plan – Highways
TDM**

Adopted Long Range Plan – March 22, 1995

**10 Years
(\$ millions)**

Construction Right of Way	START YR		DUR (YR)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	('94-03)	('04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	388.0			138.0	250.0			15.0	15.0	16.9	16.3	15.8	20.3	19.7	19.0	
Baseline Projects Construction	21.8	-	36.9	21.8	0.0	16.6	4.6	0.3	0.3							
Subtotal Construction Costs (FY 1991 \$'s)	409.8	-	36.9	159.8	250.0	16.6	4.6	15.3	15.3	16.9	16.3	15.8	20.3	19.7	19.0	
Inflated Construction Costs	584.3	100.0%	36.9	184.6	399.7	16.6	4.6	15.8	16.4	18.7	18.7	18.8	25.0	25.0	25.0	
Right of Way (FY 1991 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	584.3	100.0%	36.9	184.6	399.7	16.6	4.6	15.8	16.4	18.7	18.7	18.8	25.0	25.0	25.0	
PROJECT REVENUES																
Local																
Proposition C 25%	29.3	4.8%	4.1	29.3	0.0	6.7	3.4	12.4	6.1	0.7						
Proposition C 10%	0.3	0.0%		0.3	0.0	0.2	0.1									
Subtotal Prop. C	29.6	4.8%	4.1	29.6	0.0	6.9	3.5	12.4	6.1	0.7	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	112.6	18.4%		32.7	79.9			3.2	3.3	3.7	3.7	3.8	5.0	5.0	5.0	
Combined Road Plan Cash Account & Prop. A Rideshare	5.0	0.8%		5.0	0.0	5.0										
Subtotal Local (including Prop. C %)	147.2	23.9%	4.1	67.2	79.9	11.9	3.5	15.5	9.4	4.4	3.7	3.8	5.0	5.0	5.0	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	4.8	0.8%	19.4	4.8	0.0	4.1	0.7									
ISTEA – STP	432.3	70.5%	4.7	112.6	319.8	0.6	0.4	0.3	7.0	14.3	15.0	15.0	20.0	20.0	20.0	
Subtotal Federal	437.1	71.2%	24.1	117.4	319.8	4.7	1.1	0.3	7.0	14.3	15.0	15.0	20.0	20.0	20.0	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	584.3	95.2%	28.2	184.6	399.7	16.6	4.6	15.6	16.4	18.7	18.7	18.8	25.0	25.0	25.0	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	(8.7)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	29.2	-	12.8	29.2	(0.0)	6.7	3.4	12.4	6.1	0.7	(0.0)	0.0	0.0	(0.0)	(0.0)	

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NOTES:

1. Baseline includes projects awarded funding in FY 92/93 Call for Projects and FY 94-97 Multi-Year Call for Projects
2. The "Additional Projects" category reflects proposed funding marks. Actual projects will be determined through the Call for Projects process.

**MTA Long Range Multimodal Transportation Plan – Highways
TDM**

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	('94–03)	('04–13)	2004	2005	2006	2007	2008	2009	2010	2011	2012		
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	388.0			138.0	250.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	
Baseline Projects Construction	21.8	-	36.9	21.8	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	409.8	-	36.9	159.8	250.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	
Inflated Construction Costs	584.3	100.0%	36.9	184.6	399.7	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4	
Right of Way (FY 1991 \$'s)	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.0	0.0%	0.0	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 COSTS INFLATED	584.3	100.0%	36.9	184.6	399.7	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4	
PROJECT REVENUES																
Local																
Proposition C 25%	29.3	4.8%	4.1	29.3	0.0											
Proposition C 10%	0.3	0.0%		0.3	0.0											
Subtotal Prop. C	29.6	4.8%	4.1	29.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	112.6	18.4%		32.7	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3	
Combined Road Plan Cash Account & Prop. A Rideshare	5.0	0.8%		5.0	0.0											
Subtotal Local (including Prop. C %)	147.2	23.9%	4.1	67.2	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3	
State																
State & Local Partnership	0.0	0.0%														
Prop 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	4.8	0.8%	19.4	4.8	0.0											
ISTEA – STP	432.3	70.5%	4.7	112.6	319.8	27.3	28.2	29.2	30.2	31.3	32.4	33.5	34.7	35.9	37.1	
Subtotal Federal	437.1	71.2%	24.1	117.4	319.8	27.3	28.2	29.2	30.2	31.3	32.4	33.5	34.7	35.9	37.1	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	584.3	95.2%	28.2	184.6	399.7	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	(8.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	29.2	-	12.8	29.2	(0.0)	0.0	(0.0)	(0.0)	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	

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NOTES:

1. Baseline includes projects awarded funding in FY 92/93 Call for Projects and FY 94 – 97 Multi – Year Call for Projects
2. The "Additional Projects" category reflects proposed funding marks. Actual projects will be determined through the Call for Projects process.

MTA Long Range Multimodal Transportation Plan – Highways Transportation Enhancements Projects

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	STARTYR		DUR (YR)		PROJECT SPENDING CURVE											
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	252.9			77.5	175.4					12.8	12.4	12.4	12.4	12.4	15.1	
Baseline Projects Construction	48.9	-	0.0	48.9	0.0	7.9	16.6	17.4	7.0							
Subtotal Construction Costs (FY 1991 \$'s)	301.8	-	0.0	126.4	175.4	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1	
Inflated Construction Costs	301.8	100.0%	0.0	126.4	175.4	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1	
Right of Way (FY 1992 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%														
TOTAL COSTS INFLATED	301.8	100.0%	0.0	126.4	175.4	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%														
Prop 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP (Transportation Enhancements)	301.8	100.0%		126.4	175.4	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1	
Subtotal Federal	301.8	100.0%	0.0	126.4	175.4	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	301.8	100.0%	0.0	126.4	175.4	7.9	16.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1 Includes projects awarded funding in the FY 94-97 Multi-Year Call for Projects in the category of "Transportation Enhancements"

**MTA Long Range Multimodal Transportation Plan – Highways
Transportation Enhancements Projects**

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(94-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	252.9			77.5	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
Baseline Projects Construction	48.9	-	0.0	48.9	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	301.8	-	0.0	126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
Inflated Construction Costs	301.8	100.0%	0.0	126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
Right of Way (FY 1992 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%														
TOTAL COSTS INFLATED	301.8	100.0%	0.0	126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%														
Subtotal Prop. C	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%														
Prop 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP (Transportation Enhancements)	301.8	100.0%		126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
Subtotal Federal	301.8	100.0%	0.0	126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	0.0	0.0%	0.0	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 REVENUES	301.8	100.0%	0.0	126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4	
TOTAL SURPLUS/<SHORTFALL>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	0.0	-	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Includes projects awarded funding in the FY 94-97 Multi-Year Call for Projects in the category of "Transportation Enhancements"

**MTA Long Range Multimodal Transportation Plan – Highways
TSM – Freeway and TOS**

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

Construction Right of Way	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)	Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
	Total	%	Years	('94-'03)	('04-'13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)	0.0	-	34.6	0.0	0.0											
Additional Projects Construction (TOS)	0.0			0.0	0.0											
Baseline Projects Construction	75.2	-	77.2	75.2	0.0	25.2	23.9	21.7	3.4							
Subtotal Construction Costs (FY 1991 \$'s)	75.2	-	111.8	75.2	0.0	25.2	23.9	21.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	75.2	100.0%	40.9	75.2	0.0	25.2	23.9	21.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0	-														
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	75.2	100.0%	40.9	75.2	0.0	25.2	23.9	21.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	47.6	38.8%	14.3	47.6	0.0	26.2	15.4	6.0								
Subtotal Prop. C	47.6	38.8%	14.3	47.6	0.0	26.2	15.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	47.6	38.8%	14.3	47.6	0.0	26.2	15.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%	43.9	0.0	0.0											
Subtotal State	0.0	0.0%	43.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	6.7	0.0	0.0											
ISTEA – STP	24.4	19.9%	6.8	24.4	0.0		7.5	13.9	3.0							
Subtotal Federal	24.4	19.9%	13.5	24.4	0.0	0.0	7.5	13.9	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	3.2	2.6%	33.9	3.2	0.0	0.0	1.0	1.8	0.4							
HSOPP	0.0	0.0%														
Subtotal Mixed	3.2	2.6%	33.9	3.2	0.0	0.0	1.0	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	75.2	61.2%	105.6	75.2	0.0	0.0	8.5	15.7	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	(0.0)	-	64.7	(0.0)	0.0	(26.2)	(15.4)	(6.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	47.6	-	(50.4)	47.6	0.0	26.2	15.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. This project sheet includes the Traffic Operations Center (TOS) projects.
2. Updated per the FY 93-99 TIP.

**MTA Long Range Multimodal Transportation Plan – Highways
TSM – Freeway and TOS**

20 Years
(\$ millions)

Adopted Long Range Plan – March 22, 1995

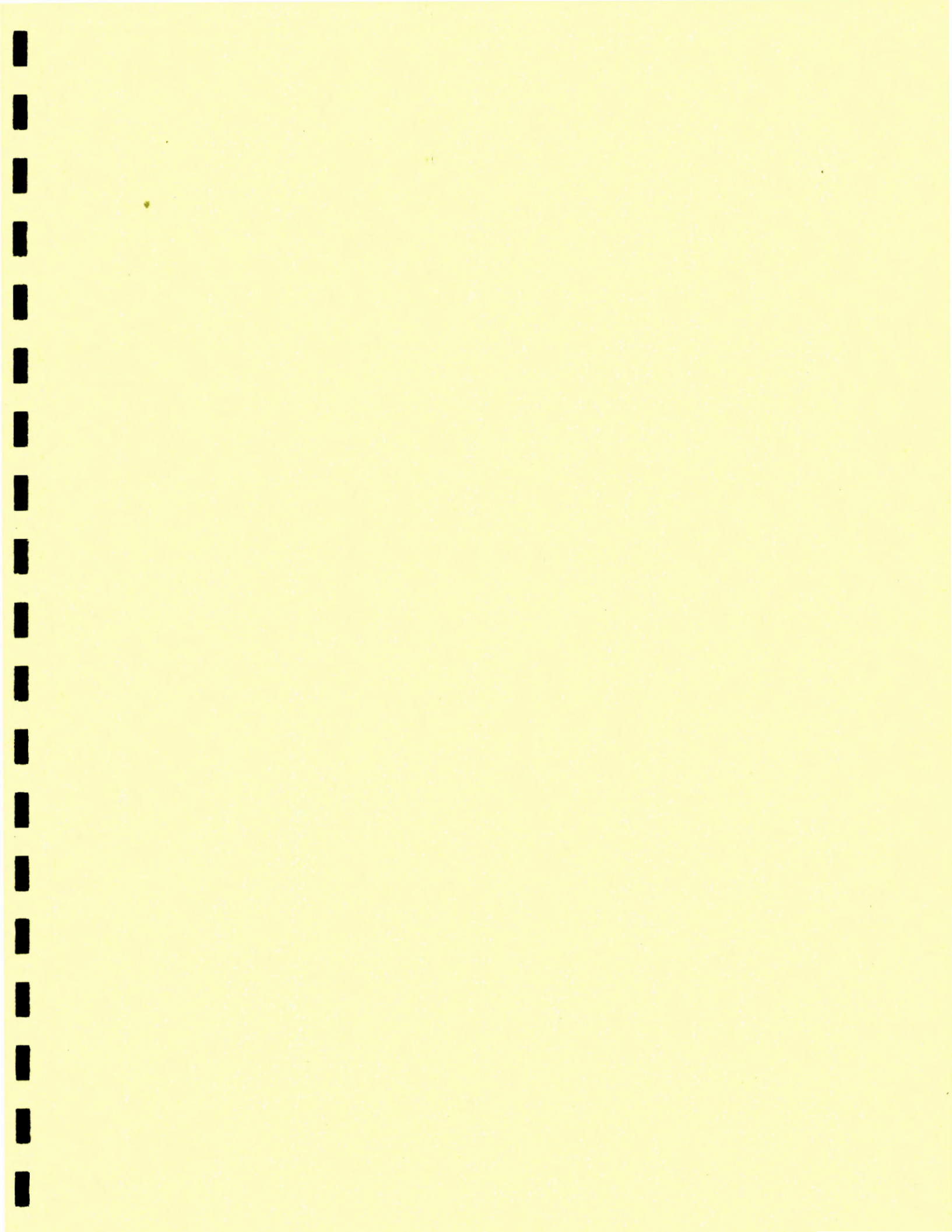
Construction Right of Way	START YR		DUR (YR)			PROJECT SPENDING CURVE										
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%	Years	('94-'03)	('04-'13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)	0.0	--	34.6	0.0	0.0											
Additional Projects Construction (TOS)	0.0			0.0	0.0											
Baseline Projects Construction	75.2	--	77.2	75.2	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	75.2	--	111.8	75.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	75.2	100.0%	40.9	75.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1991 \$'s)	0.0	--														
Inflated Right of Way	0.0	0.0%	0.0	0.0	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 COSTS INFLATED	75.2	100.0%	40.9	75.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	47.6	38.8%	14.3	47.6	0.0											
Subtotal Prop. C	47.6	38.8%	14.3	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	0.0	0.0%														
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	47.6	38.8%	14.3	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	0.0	0.0%	0.0	0.0	0.0											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	0.0	0.0%	43.9	0.0	0.0											
Subtotal State	0.0	0.0%	43.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	6.7	0.0	0.0											
ISTEA – STP	24.4	19.9%	6.8	24.4	0.0											
Subtotal Federal	24.4	19.9%	13.5	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	3.2	2.6%	33.9	3.2	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	3.2	2.6%	33.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	75.2	61.2%	105.6	75.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	(0.0)	--	64.7	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	47.6	--	(50.4)	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. This project sheet includes the Traffic Operations Center (TOS) projects.
2. Updated per the FY 93-99 TIP.





**Highway/Multimodal
Local Revenues**

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MTA – Highways and Transit
Proposition C 25%

Adopted Long Range Plan – March 22, 1995

	10 Years			(\$ millions)									
	10 Yrs '94-03	20 Yrs '04-13	20 Year ('94-'13) TOTAL %	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Proposition 25% Direct (Less MTA Administration)	1,139.3	2,234.7	3,373.9	87.7	89.2	95.8	101.0	106.7	113.7	122.7	131.7	140.4	150.3
Direct Commitments													
Incident Management/Freeway Service Patrol	262.5	381.9	644.4	25.6	23.2	23.2	24.1	25.0	26.0	27.1	28.2	29.4	30.6
Staff Support (Hwy Ping, TDM)	75.1	120.4	195.5	0.0	7.1	7.3	7.7	8.0	8.3	8.6	9.0	9.4	9.7
TDM	29.2	(0.0)	29.2	6.7	3.4	12.4	6.1	0.7	(0.0)	0.0	0.0	(0.0)	(0.0)
Green Line (Direct) – Updated 9/5/94	46.9	0.0	46.9	25.0	21.9								
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Financing Payments													
• Sr. Lien Bonds (Prop C)	148.8	187.0	335.8	1.8	7.5	10.4	16.9	18.7	18.7	18.7	18.7	18.7	18.7
• Add'l Sr. Lien Bonds (from Model)	394.3	1,017.3	1,411.6	0.0	3.3	13.4	25.0	37.3	50.2	58.8	63.2	68.0	75.0
• Less Issue Cost/Cap Int @ 1.5% (Sr. Lien Bonds Only)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Direct Commitments	956.8	1,706.7	2,663.5	59.1	66.4	66.7	79.8	89.7	103.3	113.2	119.1	125.5	134.0
Subtotal Prop C 25% Direct Available	182.5	528.0	710.4	28.7	22.8	29.1	21.2	17.0	10.4	9.5	12.6	14.9	16.4
Proposition C 25% Financing Revenues													
New Bond Issue (Sr. Lien Bonds; Prop C)	200.0	0.0	200.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add'l Sr. Lien Bonds (from Model)	978.5	467.7	1,446.2	0.0	86.6	168.6	119.6	184.9	136.0	76.1	32.6	87.0	87.0
Subtotal Financing Revenues	1,178.5	467.7	1,646.2	200.0	86.6	168.6	119.6	184.9	136.0	76.1	32.6	87.0	87.0
Bond Eligible Commitments													
HOV Lanes	157.0	(0.0)	157.0	4.0	40.1	53.8	3.0	52.7	36.0	4.6	(37.2)	0.0	0.0
Gap Closures	71.6	0.0	71.6	0.0	(0.0)	0.0	0.0	42.9	28.8	(0.0)	0.1	(0.1)	(0.0)
TSM – Freeway and TDS	47.6	0.0	47.6	26.2	15.4	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	172.6	400.1	572.7	4.9	4.4	22.9	10.0	13.7	14.7	17.7	19.3	31.9	33.0
TSM – Local	395.6	479.7	875.2	9.8	17.9	40.0	32.1	34.4	36.0	53.4	55.3	57.3	59.3
Park & Ride	3.1	0.0	3.1	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	38.8	79.9	118.8	4.4	11.5	2.0	0.0	1.9	1.9	2.0	2.0	6.4	6.6
Rail Capital (Green/Pasadena Line)	389.0	0.0	389.0	151.0	73.3	48.2	54.1	43.2	19.2	0.0	0.0	0.0	0.0
Commuter Rail/Transit Centers (US Gateway) 9/5/94	47.9	0.0	47.9	0.0	5.0	13.6	29.3	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund	78.5	37.7	116.2	0.0	6.6	13.6	9.6	14.9	11.0	6.1	2.6	7.0	7.0
Subtotal Bond Eligible Commitments	1,401.6	997.4	2,399.1	203.4	174.2	200.1	138.2	203.7	147.6	83.9	42.1	102.5	105.9
Beginning Balance				42.7	68.0	3.1	0.7	3.3	1.5	0.3	2.0	5.2	4.5
Annual Surplus/<Shortfall>	(40.7)	(1.7)	(42.4)	25.3	(64.8)	(2.4)	2.6	(1.8)	(1.3)	1.8	3.1	(0.7)	(2.5)
Ending Balance				68.0	3.1	0.7	3.3	1.5	0.3	2.0	5.2	4.5	2.0

MTA – Highways and Transit
 Proposition C 25%

	20 Years (\$ millions)													
	10 Yrs '94-03	20 Yrs '04-13	20 Year TOTAL	(94-'13) %	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Proposition 25% Direct (Less MTA Administration)	1,139.3	2,234.7	3,373.9		161.5	173.0	185.5	198.9	212.6	228.7	243.9	260.2	276.7	293.7
Direct Commitments														
Incident Management/Freeway Service Patrol	262.5	381.9	644.4		31.8	33.1	34.5	35.9	37.3	38.7	40.2	41.8	43.4	45.2
Staff Support (Hwy Png, TDM)	75.1	120.4	195.5		10.1	10.5	10.9	11.3	11.7	12.2	12.7	13.2	13.7	14.2
TDM	29.2	(0.0)	29.2		0.0	(0.0)	(0.0)	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)
Green Line (Direct) – Updated 9/5/94	46.9	0.0	46.9											
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Financing Payments														
• Sr. Lien Bonds (Prop C)	148.8	187.0	335.8		18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7	18.7
• Add'l Sr. Lien Bonds (from Model)	394.3	1,017.3	1,411.6		81.4	86.8	92.1	97.1	101.7	105.7	109.2	112.3	114.9	116.2
• Less Issue Cost/Cap Int @ 1.5% (Sr. Lien Bonds Only)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Direct Commitments	956.8	1,706.7	2,663.5		142.0	149.2	156.1	163.0	169.4	175.3	180.8	185.9	190.7	194.3
Subtotal Prop C 25% Direct Available	182.5	528.0	710.4		19.5	23.8	29.4	35.9	43.2	53.4	63.1	74.3	86.0	99.4
Proposition C 25% Financing Revenues														
New Bond Issue (Sr. Lien Bonds; Prop C)	200.0	0.0	200.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Add'l Sr. Lien Bonds (from Model)	978.5	467.7	1,446.2		70.7	65.3	65.3	59.8	54.4	43.5	43.5	32.6	32.6	0.0
Subtotal Financing Revenues	1,178.5	467.7	1,646.2		70.7	65.3	65.3	59.8	54.4	43.5	43.5	32.6	32.6	0.0
Bond Eligible Commitments														
HOV Lanes	157.0	(0.0)	157.0		0.0	(0.0)	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0
Gap Closures	71.6	0.0	71.6		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway and TOS	47.6	0.0	47.6		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	172.6	400.1	572.7		34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5
TSM – Local	395.6	479.7	875.2		40.9	42.3	43.8	45.3	46.9	48.6	50.3	52.0	53.8	55.7
Park & Ride	3.1	0.0	3.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	38.8	79.9	118.8		6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3
Rail Capital (Green/Pasadena Line)	389.0	0.0	389.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Commuter Rail/Transit Centers (US Gateway) 9/5/94	47.9	0.0	47.9		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund	78.5	37.7	116.2		5.7	5.3	5.3	4.8	4.4	3.5	3.5	2.6	2.6	0.0
Subtotal Bond Eligible Commitments	1,401.6	997.4	2,399.1		87.5	89.9	92.9	95.5	98.3	100.7	104.1	106.7	110.4	111.5
Beginning Balance					2.0	4.7	3.9	5.6	5.8	5.1	1.4	3.9	4.1	12.4
Annual Surplus/<Shortfall>	(40.7)	(1.7)	(42.4)		2.7	(0.9)	1.8	0.2	(0.7)	(3.8)	2.5	0.2	8.3	(12.1)
Ending Balance					4.7	3.9	5.6	5.8	5.1	1.4	3.9	4.1	12.4	0.3

MTA – Highways
 Combined Road Plan & Prop A Rideshare

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	5.0	-		5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	5.0	100.0%	0.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	5.0	100.0%	0.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-	-	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
 Combined Road Plan & Prop A Rideshare

	20 Year (94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	20 Years (\$ millions)									
	Total	%				2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
						2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	5.0	-		5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	5.0	100.0%	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
				0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
				0.0	0.0										
Subtotal Allocated	5.0	100.0%	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-	-	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
Local Agency Funds

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (04-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
Total Revenues Available	1,737.6		10.4	1,288.1	449.6	249.4	70.4	173.1	280.1	196.4	185.1	25.4	26.3	40.2	41.7	
ALLOCATION OF FUNDS																
Highways																
HOV Lanes	0.0	0.0%	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	3.7	0.2%	1.9	3.7	0.0	0.0	2.2	0.0	0.0	1.2	0.3	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	1,325.6	76.3%	0.0	1,110.2	215.4	239.6	50.3	158.7	267.5	179.7	168.7	5.4	5.4	17.1	17.7	
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TSM – Local	248.4	14.3%	0.0	128.5	119.9	9.8	17.9	10.0	8.0	10.4	11.0	14.9	14.4	15.7	16.4	
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0											
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDM	112.6	6.5%	0.0	32.7	79.9	0.0	0.0	3.2	3.3	3.7	3.7	3.8	5.0	5.0	5.0	
Regional Bikeways	47.2	2.7%	0.0	13.0	34.3	0.0	0.0	1.2	1.3	1.3	1.3	1.4	1.5	2.4	2.5	
Subtotal Allocated	1,737.6		3.1	1,288.1	449.6	249.4	70.4	173.1	280.1	196.4	185.1	25.4	26.3	40.2	41.7	
Beginning Balance			0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Annual Surplus/<Shortfall>	0.0		7.3	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cumulative Ending Balance			7.3	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

- Total Local Agency Fund revenues are determined based on the need of funds to match Prop. C dollars on eligible capital projects.

MTA – Highways
Local Agency Funds

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

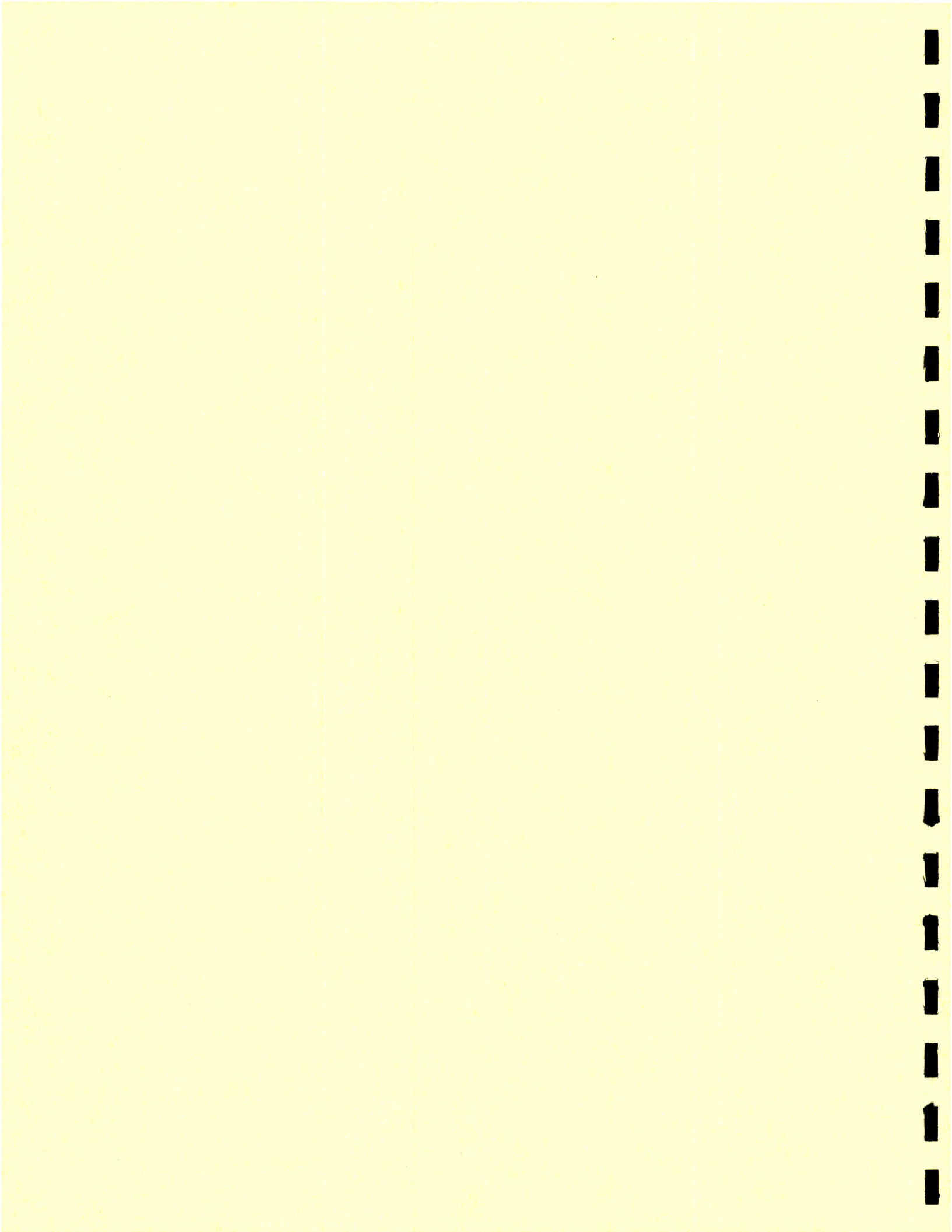
	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (04-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2008	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	1,737.6		10.4	1,288.1	449.6	38.1	39.5	40.9	42.4	43.9	45.5	47.2	48.9	50.7	52.5
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	0.0	0.0%	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	3.7	0.2%	1.9	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	1,325.6	76.3%	0.0	1,110.2	215.4	18.4	19.0	19.7	20.4	21.1	21.8	22.6	23.4	24.2	25.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	248.4	14.3%	0.0	128.5	119.9	10.2	10.6	10.9	11.3	11.7	12.1	12.6	13.0	13.5	13.9
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	112.6	6.5%	0.0	32.7	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3
Regional Bikeways	47.2	2.7%	0.0	13.0	34.3	2.7	2.8	3.0	3.1	3.3	3.5	3.7	3.9	4.1	4.3
Subtotal Allocated	1,737.6		3.1	1,288.1	449.6	38.1	39.5	40.9	42.4	43.9	45.5	47.2	48.9	50.7	52.5
Beginning Balance			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/ <Shortfall >	0.0		7.3	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			7.3	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

- Total Local Agency Fund revenues are determined based on the need of funds to match Prop. C dollars on eligible capital projects.



**Highway/Multimodal
State Revenues**

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MTA – Highways
 Enviro Enhance & Mitigation

Adopted Long Range Plan – March 22, 1995

10 Years
 (\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	17.5	—	4.0	17.5	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0	0.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0
Subtotal Allocated	20.0	100.0%	4.0	20.0	0.0	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	0.0	0.0
Beginning Balance	—	—	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.5)	(2.5)
Annual Surplus/<Shortfall >	(2.5)	—	0.0	(2.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.5)	0.0	0.0
Cumulative Ending Balance	—	—	0.0	(2.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(2.5)	(2.5)	(2.5)

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NOTES:

MTA – Highways
 Enviro Enhance & Mitigation

Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	17.5	-	4.0	17.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	20.0	100.0%	4.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-	-	0.0			(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)
Annual Surplus/ <Shortfall>	(2.5)	-	0.0	(2.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	(2.5)	0.0	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)	(2.5)

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NOTES:

MTA – Highways
Flexible Congestion Relief

Scenario 11: Baseline Funded

	20 Year ('04-'13)		Prior Years (94-03)	10 Yrs (94-03)	20 Yrs (04-13)	10 Years (\$ millions)									
	Total	%				1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenues Available	2,818.6		789.3	488.6	2,330.0	45.3	18.8	7.0	18.0	43.3	72.9	42.8	76.7	134.0	29.7
Less: Transfer to Inter-Regional Roads (10%)	230.0			0.0	230.0									0.0	0.0
Less: Transfer to Transit (10%)	0.0			0.0	0.0										
Net Revenue	2,588.6		789.3	488.6	2,100.0	45.3	18.8	7.0	18.0	43.3	72.9	42.8	76.7	134.0	29.7
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	2,184.4	84.4%	179.6	84.4	2,100.0	9.9	0.0	0.0	0.0	37.3	0.0	0.0	37.2	0.0	0.0
Gap Closures	281.4	10.9%	440.0	281.4	0.0	3.7	0.0	0.0	0.0	6.0	25.6	42.8	39.5	134.0	29.7
Regional Surface Transportation Improve.	122.8	4.7%	169.7	122.8	0.0	31.7	18.8	7.0	18.0	0.0	47.3	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	2,588.6		789.3	488.6	2,100.0	45.3	18.8	7.0	18.0	43.3	72.9	42.8	76.7	134.0	29.7
Beginning Balance							0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Revenues anticipated through FY 1999 are those programmed in the 1992 Revised STIP. Due to funding shortfalls at the State level, no funds are assumed to be available for FY 00 thru 03.
2. Revenues are assumed to remain at a constant level beginning in FY 2004. This estimate is based on historical data on county minimums as well as discussions with CTC staff.
3. FCR revenues that are not allocated within their quinquennium cannot be carried over outside this period. However, the unallocated amount can be carried over within the five year quinquennium.

MTA – Highways
Flexible Congestion Relief

Scenario 11: Baseline Funded

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (04-03)	20 Yrs (04-13)	20 Years (\$ millions)									
	Total	%				2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
Total Revenues Available	2,818.6		789.3	488.6	2,330.0	233.0	233.0	233.0	233.0	233.0	233.0	233.0	233.0	233.0	233.0
Less: Transfer to Inter-Regional Roads (10%)	230.0			0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Less: Transfer to Transit (10%)	0.0			0.0	0.0										
Net Revenue	2,588.6		789.3	488.6	2,100.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	2,184.4	84.4%	179.6	84.4	2,100.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0
Gap Closures	281.4	10.9%	440.0	281.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	122.8	4.7%	169.7	122.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	2,588.6		789.3	488.6	2,100.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0	210.0
Beginning Balance						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Revenues anticipated through FY 1999 are those programmed in the 1992 Revised STIP. Due to funding shortfalls at the State level, no funds are assumed to be available for FY 00 thru 03.
2. Revenues are assumed to remain at a constant level beginning in FY 2004. This estimate is based on historical data on county minimums as well as discussions with CTC staff.
3. FCR revenues that are not allocated within their quinquennium cannot be carried over outside this period. However, the unallocated amount can be carried over within the five year quinquennium.

MTA – Highways
Inter-Regional Roads

From FCR

Adopted Long Range Plan – March 22, 1995 10 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
Total Revenues Available	233.8	-		3.8	230.0	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
ALLOCATION OF FUNDS:																
HOV Lanes	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Gap Closures	3.8	1.6%	8.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inter-Regional Roads	230.0	98.4%	0.0	0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Allocated	233.8	100.0%	8.4	3.8	230.0	0.0	0.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	
Beginning Balance	-	-				0.0	0.0	0.0	3.8	3.8	0.0	0.0	(3.8)	(3.8)	(3.8)	
Annual Surplus/ <Shortfall>	0.0	-	(8.4)	0.0	0.0	0.0	0.0	3.8	0.0	0.0	0.0	(3.8)	0.0	0.0	0.0	
Cumulative Ending Balance	-	-	(8.4)	0.0	0.0	0.0	0.0	3.8	3.8	3.8	0.0	(3.8)	(3.8)	(3.8)	(3.8)	

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NOTES:

- Inter-Regional Road revenues that are not allocated within their quinquennium (i.e. FY '94-'98) cannot be carried over outside this period. However, the unallocated amount can be carried over within the quinquennium.
- Starting in FY 2004, 10% of anticipated FCR revenues are assumed to be set aside for Inter-Regional Roads.

MTA – Highways
Inter-Regional Roads

Adopted Long Range Plan – March 22, 1995 20 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	233.8	-		3.8	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	3.8	1.6%	8.4	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	230.0	98.4%	0.0	0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	233.8	100.0%	8.4	3.8	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Beginning Balance	-	-				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	(8.4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	(8.4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Inter-Regional Road revenues that are not allocated within their quinquennium (i.e. FY '94-'98) cannot be carried over. However, the unallocated amount can be carried over within the quinquennium.
2. Starting in FY 2004, 10% of anticipated FCR revenues are assumed to be set aside for Inter-Regional Roads.

MTA – Highways
 Proposition 116

Adopted Long Range Plan – March 22, 1995

10 Years
 (\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	80.0		35.5	80.0	0.0	15.2	43.7	21.1	0.0	0.0	0.0	0.0			
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Regional Surface Transportation Improve.	80.0	100.0%	0.0	80.0	0.0	15.2	43.7	21.1	0.0	0.0	0.0	0.0			
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Subtotal Allocated	80.0		3.5	80.0	0.0	15.2	43.7	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0		32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Prop. 116 revenues shown above are for the Alameda Consolidated Transportation Corridor System Improvement project.
2. All revenues must be spent before fiscal year 2002.

MTA – Highways
 Proposition 116

Adopted Long Range Plan – March 22, 1995

20 Years
 (\$ millions)

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	80.0		35.5	80.0	0.0										
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve.	80.0	100.0%	0.0	80.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	3.5	0.0	0.0										
Subtotal Allocated	80.0		3.5	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-					0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0		32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Prop. 116 revenues shown above are for the Alameda Consolidated Transportation Corridor System Improvement project.
2. All revenues must be spent before fiscal year 2002.

MTA – Highways
Rehab and Safety (SHOPP)

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	
Total Revenues Available (Inflated)	812.1	–	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
ALLOCATION OF FUNDS:																
HOV Lanes	0.0	0.0%	0.0	0.0	0.0											
Gap Closures	0.0	0.0%	0.0	0.0	0.0											
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0											
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0											
TSM – Local	0.0	0.0%	0.0	0.0	0.0											
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0											
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0											
Park & Ride	0.0	0.0%	0.0	0.0	0.0											
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0											
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0											
FWY Rehabilitation (SHOPP)	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
Incident Management	0.0	0.0%	0.0	0.0	0.0											
SAFE	0.0	0.0%	0.0	0.0	0.0											
TDM	0.0	0.0%	0.0	0.0	0.0											
				0.0	0.0											
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0											
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0											
Subtotal Allocated	812.1	100.0%	174.1	275.5	536.7	33.1	44.4	36.4	0.0	0.0	0.0	38.0	39.6	41.2	42.8	
Beginning Balance	–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Annual Surplus/<Shortfall>	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cumulative Ending Balance	–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. FY 94 to FY 99 revenues and costs based on 93-99 TIP.
2. Total revenues available equal total expenditures.

MTA – Highways
 Rehab and Safety (SHOPP)

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available (Inflated)	812.1	-	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	812.1	100.0%	174.1	275.5	536.7	44.6	46.4	48.3	50.3	52.3	54.5	56.7	58.9	61.2	63.6
Beginning Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. FY 94 to FY 99 revenues and costs based on 93-99 TIP.
2. Total revenues available equal total expenditures.

MTA – Highways
SAFE

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	165.2	-	24.6	74.6	90.6	6.8	7.0	7.1	7.2	7.4	7.5	7.7	7.8	8.0	8.1
Interest on Beginning Balance (5.5%)	1.8	-				0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.2
Net Inflated Revenue	167.0	-	24.6	75.8	91.2	6.8	7.0	7.1	7.3	7.5	7.6	7.9	8.0	8.2	8.3
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	178.5	100.0%	20.4	72.1	106.4	6.7	6.4	6.2	7.4	6.6	6.9	7.2	7.5	8.5	8.8
Beginning Balance	-	-	0.0				0.1	0.7	1.6	1.5	2.4	3.2	3.8	4.3	4.1
Annual Surplus/<Shortfall>	(13.3)	-	4.2	3.6	(15.2)	0.1	0.6	0.9	(0.1)	0.9	0.7	0.7	0.5	(0.3)	(0.4)
Cumulative Ending Balance	-	-	4.2	3.6	(15.2)	0.1	0.7	1.6	1.5	2.4	3.2	3.8	4.3	4.1	3.6

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NOTES:

1. Unallocated SAFE revenues carryover to the next year and earn interest at 5.5%.
2. SAFE revenues grow approximately 2% a year based on DMV projections.

MTA – Highways
SAFE

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	165.2	-	24.6	74.6	90.6	8.3	8.4	8.6	8.8	9.0	9.1	9.3	9.5	9.7	9.9
Interest on Beginning Balance (5.5%)	1.8	-				0.2	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Net Inflated Revenue	167.0	-	24.6	75.8	91.2	8.5	8.6	8.7	8.9	9.0	9.1	9.3	9.5	9.7	9.9
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0										
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0										
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0										
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0										
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	178.5	100.0%	20.4	72.1	106.4	9.1	9.4	9.7	10.1	10.4	10.8	11.1	11.5	11.9	12.4
Beginning Balance	-	-	0.0			3.6	3.1	2.3	1.3	0.1	(1.3)	(3.0)	(4.8)	(6.8)	(9.0)
Annual Surplus/<Shortfall>	(13.3)	-	4.2	3.8	(15.2)	(0.6)	(0.8)	(1.0)	(1.2)	(1.4)	(1.6)	(1.8)	(2.0)	(2.2)	(2.5)
Cumulative Ending Balance	-	-	4.2	3.8	(15.2)	3.1	2.3	1.3	0.1	(1.3)	(3.0)	(4.8)	(6.8)	(9.0)	(11.5)

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NOTES:

1. Unallocated SAFE revenues carryover to the next year and earn interest at 5.5%.
2. SAFE revenues grow approximately 2% a year based on DMV projections.

MTA – Highways
State/Local Partnership

Adopted Long Range Plan – March 22, 1995

10 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	72.7		0.0	35.7	37.0	2.7	3.4	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	5.6	30.9%	0.0	5.6	0.0	2.6	0.7	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0
Gap Closures	12.0	66.3%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	0.5	2.8%	0.0	0.5	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	18.1		0.0	18.1	0.0	2.7	1.1	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0
Beginning Balance			0.0				0.0	2.3	6.0	9.7	13.4	2.8	6.5	10.2	13.9
Annual Surplus/< Shortfall >	54.6		0.0	17.6	37.0	0.0	2.3	3.7	3.7	3.7	(10.6)	3.7	3.7	3.7	3.7
Cumulative Ending Balance			0.0	17.6	37.0	0.0	2.3	6.0	9.7	13.4	2.8	6.5	10.2	13.9	17.6

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NOTES:

1. Total State & Local Partnership revenues are determined based on the need of funds to match Prop. C dollars on eligible capital projects (ROW not included).
2. Revenue forecasts are based on the estimated reimbursement ratio times amount of agreement (provided by Caltrans) for cycles 3-5 and then averaged over the 20 year period.
3. The average is based on the total amount of agreement but cycle 4 for yr 93-94 excludes 2.2m for Route 210.

MTA – Highways
State/Local Partnership

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (04-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	72.7		0.0	35.7	37.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	5.6	30.9%	0.0	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	12.0	66.3%	0.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	0.5	2.8%	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	18.1		0.0	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance			0.0			17.6	21.3	25.0	28.7	32.4	36.1	39.8	43.5	47.2	50.9
Annual Surplus/ <Shortfall >	54.6		0.0	17.6	37.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Cumulative Ending Balance			0.0	17.6	37.0	21.3	25.0	28.7	32.4	36.1	39.8	43.5	47.2	50.9	54.6

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NOTES:

1. Total State & Local Partnership revenues are determined based on the need of funds to match Prop. C dollars on eligible capital projects (ROW not included).
2. Revenue forecasts are based on the estimated reimbursement ratio times amount of agreement (provided by Caltrans) for cycles 3-5 and then averaged over the 20 year period.
3. The average is based on the total amount of agreement but cycle 4 for yr 93-94 excludes 2.2m for Route 210.

MTA – Highways
TSM (Discretionary)

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available (Inflated)	487.4		0.0	153.9	333.4	0.0	7.7	0.0	0.0	22.0	22.9	23.8	24.8	25.8	26.9
ALLOCATION OF FUNDS:															
HOV Lanes	479.7	100.0%	1.2	146.2	333.4	0.0	7.7	0.0	0.0	4.9	32.3	23.8	24.8	25.8	26.9
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve.	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%		0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	479.7	100.0%	1.2	146.2	333.4	0.0	7.7	0.0	0.0	4.9	32.3	23.8	24.8	25.8	26.9
Beginning Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.1	7.7	7.7	7.7	7.7
Annual Surplus/<Shortfall>	7.7	-	(1.2)	7.7	0.0	0.0	0.0	0.0	0.0	17.1	(9.4)	0.0	0.0	0.0	(0.0)
Cumulative Ending Balance	-	-	(1.2)	7.7	0.0	0.0	0.0	0.0	0.0	17.1	7.7	7.7	7.7	7.7	7.7

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NOTES:

- Starting in FY 1999, estimated revenues available are inflated at CPI.

MTA – Highways
TSM (Discretionary)

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available (Inflated)	487.4		0.0	153.9	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4
ALLOCATION OF FUNDS:															
HOV Lanes	479.7	100.0%	1.2	146.2	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve.	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%		0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	0.0	0.0%	0.0	0.0	0.0										
				0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	479.7	100.0%	1.2	146.2	333.4	27.9	29.0	30.1	31.3	32.5	33.8	35.1	36.5	37.9	39.4
Beginning Balance	-	-	0.0	0.0	0.0	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7
Annual Surplus/< Shortfall >	7.7	-	(1.2)	7.7	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	(0.0)	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	(1.2)	7.7	0.0	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7	7.7

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NOTES:

1. Starting in FY 1999, estimated revenues available are inflated at CPI.

MTA – Highways
TSM (ISTEA Match)

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (04-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	210.0	-		75.1	134.9	0.0	17.2	8.5	5.6	5.7	8.3	6.5	6.1	8.3	8.9
Transfer to Transit (Metrorail Seg 3/Bus Cap)	53.9	X		21.5	32.4	0.0	4.0	2.6	3.1	4.5	4.7	2.6	0.0	0.0	0.0
Net Avail. For Hwys	156.1	X	35.5	53.6	102.5	0.0	13.2	5.9	2.5	1.2	3.6	3.9	6.1	8.3	8.9
ALLOCATION OF FUNDS:															
HOV Lanes	152.9	97.9%	1.6	50.4	102.5	0.0	12.2	4.1	2.1	1.2	3.6	3.9	6.1	8.3	8.9
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	3.2	2.1%	33.9	3.2	0.0	0.0	1.0	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0							
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0					0.0	0.0	0.0	0.0	0.0	0.0
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0									
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	156.1	100.0%	35.5	53.6	102.5	0.0	13.2	5.9	2.5	1.2	3.6	3.9	6.1	8.3	8.9
Beginning Balance	-	-	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. TSM Match revenue estimates are based annually on the following equation

$$(\text{ISTEA STP and CMAQ funds} \times 50\%) / .8853 \times .1147.$$

MTA – Highways
TSM (ISTEA Match)

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	210.0	-		75.1	134.9	7.0	6.8	12.4	12.2	15.9	15.6	15.4	15.2	15.0	19.4
Transfer to Transit (Metrorail Seg 3/Bus Cap)	53.9			21.5	32.4	0.0	1.3	1.3	2.6	2.6	5.2	5.2	3.9	5.2	5.2
Net Avail. For Hwys	156.1		35.5	53.6	102.5	7.0	5.5	11.1	9.7	13.3	10.5	10.2	11.3	9.8	14.2
ALLOCATION OF FUNDS:															
HOV Lanes	152.9	97.9%	1.6	50.4	102.5	7.0	5.5	11.1	9.7	13.3	10.5	10.2	11.3	9.8	14.2
Gap Closures	0.0	0.0%	0.0	0.0	0.0										
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	3.2	2.1%	33.9	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0										
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0										
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0										
Park & Ride	0.0	0.0%	0.0	0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0										
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0										
SAFE	0.0	0.0%	0.0	0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	156.1	100.0%	35.5	53.6	102.5	7.0	5.5	11.1	9.7	13.3	10.5	10.2	11.3	9.8	14.2
Beginning Balance	-	-	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

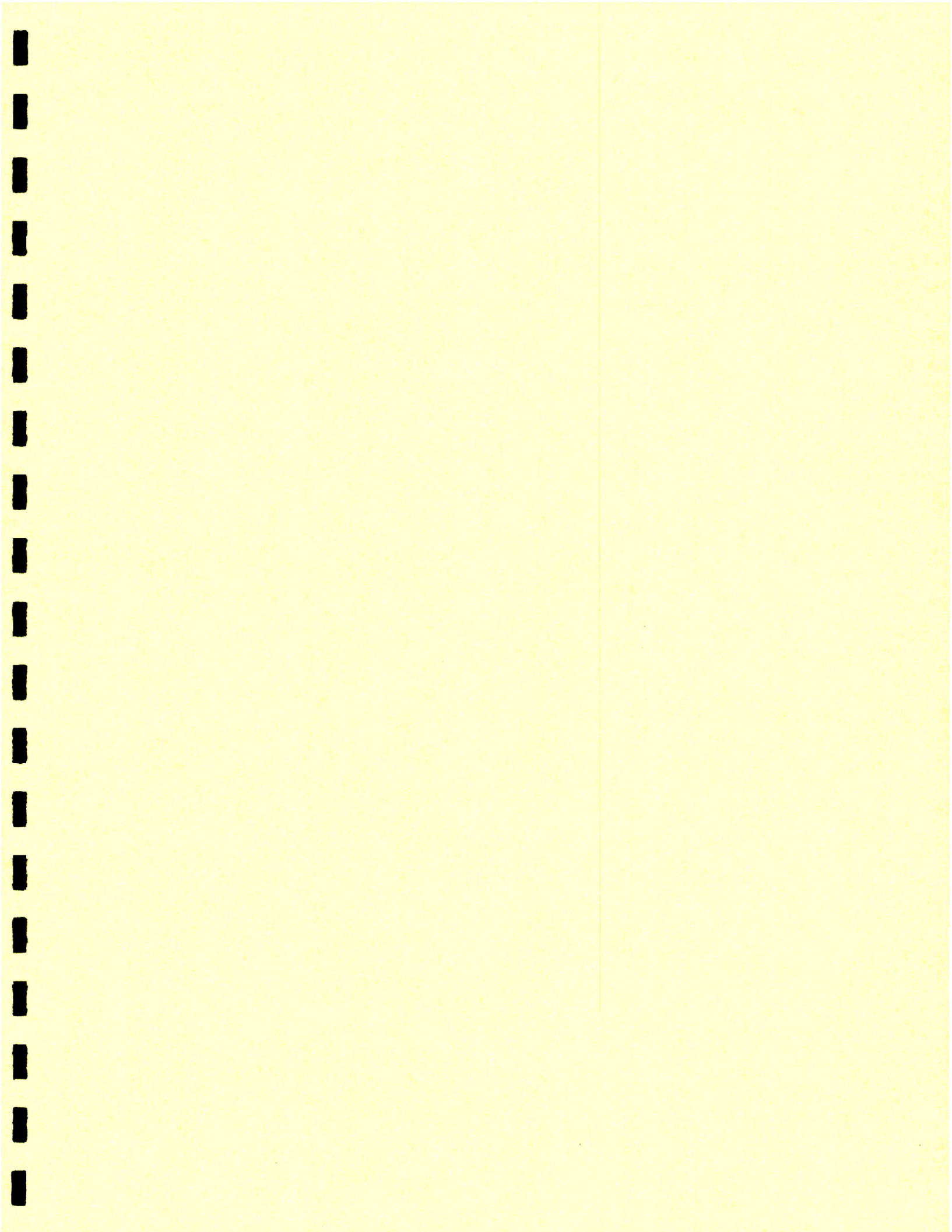
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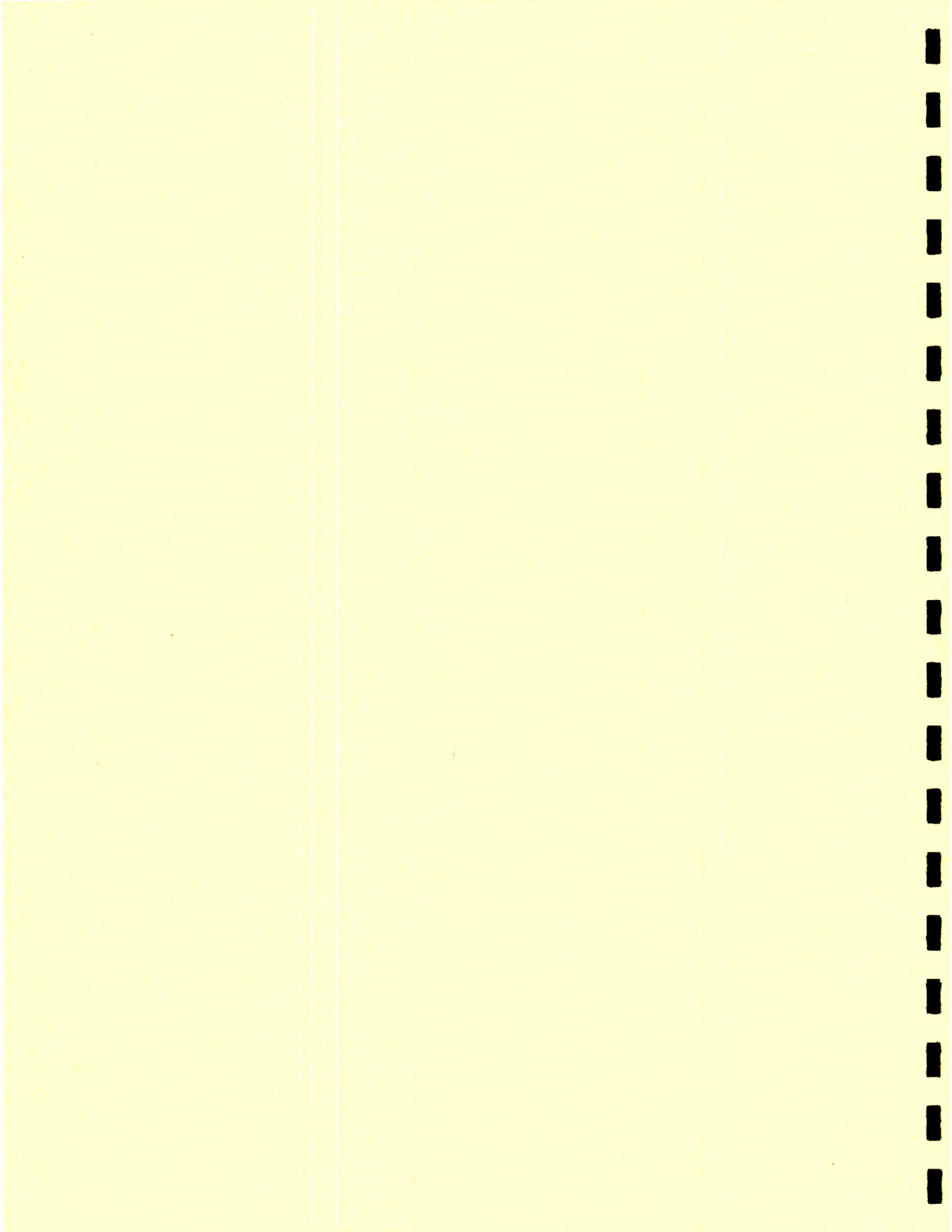
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NOTES:

1. TSM Match revenue estimates are based annually on the following equation

$$(ISTEA STP \text{ and } CMAQ \text{ funds} \times 50\%) / .8853 \times .1147.$$





**Highway/Multimodal
Federal Revenues**

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MTA – Highways
Federal Highway Demo Projects

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (04-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	373.1	-	4.5	373.1	0.0	17.3	8.6	24.8	53.9	122.5	95.9	28.1	22.0	0.0	0.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	7.0	1.9%	0.0	7.0	0.0	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	352.4	94.5%	0.0	352.4	0.0	3.6	1.6	24.8	53.9	122.5	95.9	28.1	22.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	13.7	3.7%	0.0	13.7	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%		0.0	0.0										
				0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%		0.0	0.0										
Subtotal Allocated	373.1	100.0%	4.5	373.1	0.0	17.3	8.6	24.8	53.9	122.5	95.9	28.1	22.0	0.0	0.0
Beginning Balance	-	-	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/< Shortfall >	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Unallocated revenues can only be carried over to the next fiscal year if they fund projects which previously received this revenue.
2. The amount of revenues available equals the estimated uses.
3. A majority of the Fed Demo revenues shown will be used to fund the Alameda Corridor Project.

MTA – Highways
Federal Highway Demo Projects

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	373.1	-	4.5	373.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	7.0	1.9%	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	352.4	94.5%	0.0	352.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	13.7	3.7%	0.0	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%		0.0	0.0										
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%		0.0	0.0										
Subtotal Allocated	373.1	100.0%	4.5	373.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-	-	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Unallocated revenues can only be carried over to the next fiscal year if they fund projects which previously received this revenue.
2. The amount of revenues available equals the estimated uses.
3. A majority of the Fed Demo revenues shown will be used to fund the Alameda Corridor Project.

MTA – Highways and Transit
ISTEA – CMAQ

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available (inflated)	1,418.7	-	24.9	571.6	646.9	49.3	49.3	49.3	49.3	60.2	60.2	60.2	60.2	60.2	73.5
Transfer to Transit	650.8	-	0.0	242.5	408.3	34.0	9.7	32.9	33.4	34.6	37.2	39.4	21.4	0.0	0.0
Net Revenue	767.9	-	24.9	329.3	438.6	15.3	39.6	16.4	15.9	25.6	23.0	20.8	38.8	60.2	73.5
ALLOCATION OF FUNDS:															
HOV Lanes	520.8	67.0%	9.0	168.3	352.4	0.0	63.7	8.7	3.0	6.2	5.4	0.0	17.5	35.2	28.5
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	249.2	32.1%	0.0	163.0	86.2	0.0	0.0	0.0	8.0	15.0	20.0	25.0	25.0	25.0	45.0
TSM – Freeway	0.0	0.0%	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	4.8	0.6%	19.4	4.8	0.0	4.1	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	2.6	0.3%	0.0	2.6	0.0	0.1	0.5	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	777.2	100.0%	35.1	338.7	438.6	4.2	64.9	8.7	13.0	21.2	25.4	25.0	42.5	60.2	73.5
Beginning Balance	-	-	0.0			9.4	20.5	(4.6)	3.0	5.9	10.3	7.9	3.7	0.0	0.0
Annual Surplus/<Shortfall>	(9.4)	-	(10.2)	(9.4)	0.0	11.1	(25.3)	7.7	2.9	4.4	(2.4)	(4.2)	(3.7)	0.0	0.0
Cumulative Ending Balance (AVAIL FOR HWY/TRANSIT)	-	-	(10.2)	(9.4)	0.0	20.5	(4.8)	3.0	5.9	10.3	7.9	3.7	0.0	0.0	0.0

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NOTES:

1. The above revenue is escalated at the CPI rate beginning in FY 1998, and every five years thereafter, using a base of \$49.3m in FY 1997.
2. The ending balance available in each year can be used for highway and/or transit projects and programs.

MTA – Highways and Transit
ISTEA – CMAQ

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available (inflated)	1,418.7	-	24.9	571.8	846.9	73.5	73.5	73.5	73.5	89.0	89.0	89.0	89.0	89.0	107.7
Transfer to Transit	650.8	-	0.0	242.5	408.3	13.7	24.1	24.6	35.0	35.5	56.0	56.5	47.1	57.6	56.2
Net Revenue	767.9	-	24.9	329.3	438.6	59.9	49.4	49.0	38.5	53.5	33.0	32.5	41.9	31.4	49.5
ALLOCATION OF FUNDS:															
HOV Lanes	520.8	67.0%	9.0	168.3	352.4	14.9	8.2	49.0	38.5	53.5	33.0	32.5	41.9	31.4	49.5
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	249.2	32.1%	0.0	163.0	86.2	45.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	4.8	0.6%	19.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	2.6	0.3%	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	777.2	100.0%	35.1	338.7	438.6	59.9	49.4	49.0	38.5	53.5	33.0	32.5	41.9	31.4	49.5
Beginning Balance	-	-	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	(9.4)	-	(10.2)	(9.4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance (AVAIL FOR HWY/TRANSIT)	-	-	(10.2)	(9.4)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. The above revenue is escalated at the CPI rate beginning in FY 1995, and every five years thereafter, using a base of \$49.3m in FY 1997.
2. The ending balance available in each year can be used for highway and/or transit projects and programs.

MTA – Highways and Transit
ISTEA – STP

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	1,274.8	-	20.7	513.8	761.0	44.3	44.3	44.3	44.3	54.1	54.1	54.1	54.1	54.1	66.1
Transfer to Transit	30.7	-	21.5	30.7	0.0	17.4	1.8	5.5	1.8	0.3	4.0	0.0	0.0	0.0	0.0
Transfer to Combined Road Program	22.5	-	0.0	22.5	0.0	7.5	7.5	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net Revenue	1,221.6	-	394.5	460.8	761.0	19.4	35.1	31.3	42.5	53.8	50.1	54.1	54.1	54.1	66.1
ALLOCATION OF FUNDS:															
HOV Lanes	656.1	53.6%	3.2	218.7	437.4	0.0	28.3	23.5	13.3	2.9	22.4	30.3	29.5	28.7	39.8
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	76.2	6.2%	0.0	72.4	3.8	2.2	3.6	12.2	15.0	29.5	5.0	2.7	2.2	0.0	0.0
TSM – Freeway	24.4	2.0%	6.8	24.4	0.0	0.0	7.5	13.9	3.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	35.4	2.9%	0.0	35.4	0.0	0.0	0.0	0.0	0.0	7.2	8.0	6.1	2.4	5.4	6.3
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter – Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	432.3	35.3%	4.7	112.6	319.8	0.6	0.4	0.3	7.0	14.3	15.0	15.0	20.0	20.0	20.0
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	1,224.4	100.0%	33.9	463.4	761.0	2.8	39.8	49.9	38.3	53.9	50.3	54.1	54.1	54.1	66.1
Beginning Balance	-	-	0.0	-	-	2.9	19.5	14.7	(3.9)	0.3	0.3	0.1	0.1	0.1	0.1
Annual Surplus/<Shortfall>	(2.8)	-	360.6	(2.8)	(0.0)	18.6	(4.8)	(18.6)	4.2	(0.1)	(0.2)	0.0	0.0	(0.0)	0.0
Cumulative Ending Balance (AVAIL – HWY/TRANSIT)	-	-	360.6	(2.8)	30.3	19.5	14.7	(3.9)	0.3	0.3	0.1	0.1	0.1	0.1	0.1

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NOTES:

1. The above revenue is escalated at the CPI rate beginning in FY 1998, and every five years thereafter, using a base of \$44.3 in FY 1997.
2. The Ending amount available in each year is available for use in highway and transit programs.

MTA – Highways and Transit
ISTEA – STP

Adopted Long Range Plan – March 22, 1995

20 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	1,274.8	–	20.7	513.8	761.0	66.1	66.1	66.1	66.1	80.0	80.0	80.0	80.0	80.0	96.8
Transfer to Transit	30.7	–	21.5	30.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transfer to Combined Road Program	22.5	–	0.0	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net Revenue	1,221.6	–	394.5	460.6	761.0	66.1	66.1	66.1	66.1	80.0	80.0	80.0	80.0	80.0	96.8
ALLOCATION OF FUNDS:															
HOV Lanes	656.1	53.6%	3.2	218.7	437.4	38.8	34.1	36.9	35.9	48.7	47.6	46.5	45.3	44.1	59.6
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	75.2	6.2%	0.0	72.4	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	24.4	2.0%	6.8	24.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	35.4	2.9%	0.0	35.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incident Management	0.0	0.0%	19.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM	432.3	35.3%	4.7	112.6	319.6	27.3	28.2	29.2	30.2	31.3	32.4	33.5	34.7	35.9	37.1
Regional Bikeways	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	1,224.4	100.0%	33.9	463.4	761.0	66.1	66.1	66.1	66.1	80.0	80.0	80.0	80.0	80.0	96.8
Beginning Balance	–	–	0.0	–	–	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Annual Surplus/<Shortfall>	(2.8)	–	360.6	(2.8)	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance (AVAIL – HWY/TRANSIT)	–	–	360.6	(2.8)	30.3	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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NOTES:

1. The above revenue is escalated at the CPI rate beginning in FY 1996, and every five years thereafter, using a base of \$44.3 in FY 1997.
2. The Ending amount available in each year is available for use in highway and transit programs.

MTA – Highways
ISTEA – Transportation Enhancements

Adopted Long Range Plan – March 22, 1995

10 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
	Total	%				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	323.0	-		147.5	175.4	17.4	20.6	21.4	11.0	12.4	12.4	12.4	12.4	12.4	15.1
Transfer to Transit (US Gateway)	19.6			19.6	0.0	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net Available for Hwys	303.4			127.9	175.4	(2.2)	20.6	21.4	11.0	12.4	12.4	12.4	12.4	12.4	15.1
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	301.8	99.5%	0.0	126.4	175.4	7.9	15.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	1.5	0.5%	0.0	1.5	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	303.3	100.0%	0.0	127.9	175.4	9.4	15.6	17.4	7.0	12.8	12.4	12.4	12.4	12.4	15.1
Beginning Balance	-	-	0.0				(11.6)	(7.6)	(3.6)	0.4	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	0.0	-	0.0	0.0	0.0	(11.6)	4.0	4.0	4.0	(0.4)	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	0.0	0.0	(11.6)	(7.6)	(3.6)	0.4	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

- Starting in FY 1998, revenues available are based on an average of 4 years received for Transportation Enhancements category, not including Union Station Gateway.
- Revenues are inflated at CPI every five years.

MTA – Highways
ISTEA – Transportation Enhancements

Adopted Long Range Plan – March 22, 1995

20 Years

(\$ millions)

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Total Revenues Available	323.0	–		147.5	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4
Transfer to Transit (US Gateway)	19.6			19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net Available for Hwys	303.4			127.9	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4
ALLOCATION OF FUNDS:															
HOV Lanes	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gap Closures	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Retrofit Soundwalls	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	301.8	99.5%	0.0	126.4	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4
Park & Ride	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDM, TSM, Bikeway Reserve Repayment	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	0.0	0.0%		0.0	0.0										
Incident Management	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
SAFE	0.0	0.0%		0.0	0.0										
TDM	0.0	0.0%	0.0	0.0	0.0										
Regional Bikeways	1.5	0.5%	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	303.3	100.0%	0.0	127.9	175.4	15.1	15.1	15.1	15.1	18.5	18.5	18.5	18.5	18.5	22.4
Beginning Balance	–	–	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Annual Surplus/< Shortfall>	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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