

Los Angeles County Metropolitan Transportation Authority

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

Financial Update

February 1996

Supporting Cash Flows

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February 6, 1996

TO: BOARD OF DIRECTORS
THROUGH: JOSEPH E. DREW
FROM: PATRICIA V. McLAUGHLIN *PLM*
SUBJECT: LONG RANGE PLAN FINANCIAL UPDATE

Los Angeles County
Metropolitan
Transportation
Authority

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RECOMMENDATION

That the Board receive and file this annual financial update of the Long Range Transportation Plan ("Long Range Plan"). This update does not change MTA priorities or commitments.

REPORT

The MTA Board adopted the 20-year Long Range Plan on March 22, 1995, with guiding recommendations that include an annual financial update to the Board. The Board also required a formal review leading to re-adoption of the Long Range Plan every two years. The next review is scheduled to begin in mid-1996 and re-adoption is planned for March 1997.

Scope of the Financial Update

The update does not change MTA priorities, commitments or modal emphasis. The update analyzes:

- known changes to economic projections;
- refined estimates of project costs;
- updated FY 1995-1996 budget information; and
- impacts from MTA Board actions since the plan was adopted.

The update also identifies issues for the March 1997 revision and re-adoption of the Long Range Plan that the MTA will need to address over the next year.

While the update shows declines in various revenue sources, in some cases, cost containment has reduced revenue requirements for various programs. Additionally, the MTA has "fungible" sources i.e., those funds that may be applied to either capital or operating needs or applied across modes. The Long Range Plan re-adoption process will include an evaluation of how all funding is applied with special consideration to these fungible sources, including financial leveraging techniques that would help maintain all projects and programs in the plan to greatest extent possible.

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Key Update Findings

The Long Range Plan totals \$72.5 billion in revenues and costs over a 20-year period (FY 1993-94 to FY 2012-13). The financial update based on current projections totals \$68.9 billion — a \$3.6 billion or 5% reduction in overall revenues. In the 5 major plan categories discussed below, the findings may be considered as “positive” in the cases of Rail Capital and Rail Operations and as “neutral” or “mitigated” in Highway/TDM and Bus Operations programs. Only in the case of the Bus Capital program is the lesser dollar amount a shortfall.

A detailed summary chart for all projects and programs is included in Attachment A; financial charts and program assumptions are included in Attachment B. The key update findings are summarized below:

- Bus Capital - The Bus Capital Program shows a \$351 million or 9% shortfall due to a reduced estimate of Federal Section 9 capital funds. The revised Section 9 capital revenue projections are reduced to more accurately reflect the current trend in actual federal appropriations.
- Bus Operations - The Bus Operations Program for all operators shows a \$2.3 billion or 11% lower revenues due to the lower farebox recovery ratio adopted in the MTA FY 1995-96 budget and the phase-out of Federal Section 9 operating assistance over the next three fiscal years based on current appropriations.

In recognition of these reductions, the MTA FY 1995-96 budget reduced the base service level by 100,000 hours annually (from 6.5 million to 6.4 million) and incorporated operating efficiencies that reduced the operating cost per hour by approximately 5%. These changes allow MTA bus service to be maintained at the current FY 1995-96 level throughout the remaining plan period, despite a significant revenue loss. The lower operating costs also allow the planned 300-bus expansion from the lower base over the second decade of the plan. However, as described under “Significant Pending Issues” in this report, the MTA will have to address a potential FY 1995-96 operating deficit. The Long Range Plan re-adoption process will incorporate the impacts of mitigating the deficit.

- Rail Capital - The costs of the Rail Capital Program are \$569 million or 4% less because of lower escalation factors affecting the projects in the out-years of the Long Range Plan. The program remains essentially unchanged from the adopted Long Range Plan. The Rail Capital financial capacity remains constrained in the first decade of the plan with the additional capacity available in the second decade. These second decade revenues cannot be used for operating purposes.

- Rail Operations - The Rail Operations Program is reduced by \$756 million or 14% due to the Board-adopted cost containment measures that resulted in \$398 million in savings and reduced operating cost escalation factors that resulted in \$358 million in additional savings.
- Highway/TDM - The Highway/TDM Program shows an increase of \$211 million or 2% increase, despite a \$495 million reduction in ISTEA revenue projections for Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds. Additional Proposition C 25% bonding capacity is available to mitigate the ISTEA shortfall and leave the program virtually unchanged.

The following Board-adopted changes since March 1995 were incorporated in the financial update:

- Pasadena Blue Line- The update includes a reduced cost estimate for the Pasadena Blue Line project based on Board-adopted cost containment actions through September 1995. The Board-approved cost reductions totaling \$66 million reduce the Pasadena budget from \$998 million to \$932 million in the update. A further reduced project budget is expected to be presented to the Board. As described under "Significant Pending Issues" in this report, the Long Range Plan re-adoption process will incorporate the Board-approved final scope and project budget.
- Green Line - The update includes the October 23, 1995 Board-approved reprogramming of \$5.0 million of Metro Green Line project savings to the Green Line Del Norte Station. The update includes the \$12.7 million project cost for the Del Norte Station of which \$5.2 million is state funded, \$6.3 million is MTA funded and \$1.2 million is funded from private contributions.

Significant Pending Issues

The following issues are currently under discussion. Because the Board has not formally acted on these issues, staff has not changed project values in the update.

- Pasadena Blue Line - The Board is expected to consider a further reduced budget for Pasadena in February 1996. The Long Range Plan re-adoption process will incorporate the Board-approved final scope and project budget.
- Cost Containment - The MTA Cost Containment Committee will continue to review operating and construction costs to determine if any cost savings can be realized. The Long Range Plan re-adoption process will incorporate any Board-approved cost containment savings.

- Red Line - Segment 2B (Hollywood) - Due to construction delays to-date, costs on Segment 2B (Hollywood) are increasing. These costs will be analyzed by the Cost Containment Committee in February 1996. Insurance reimbursements and contractor responsibilities will be considered.
- Red Line - Segment 3 Mid City - Due to hydrogen sulfide issues, it is anticipated that a revised project budget will be presented for Board consideration in late 1996. When the alignment issues are resolved, staff will analyze all available rail construction project schedules and scopes during the Long Range Plan re-adoption process.
- Federal Funding - Section 3 New Starts - Recent appropriations for the Red Line Segment 3 have been below the level of funding anticipated in the full funding grant agreement. Should this trend continue, the schedule for revenue operations of the various legs will have to be reconsidered.
- City of Los Angeles Contribution to Red Line - Segment 3 - The Long Range Plan anticipates a capital contribution of \$200 million for Red Line Segment 3 from the City. To-date, no agreement with the City has been executed that will allow the MTA to draw upon these funds beginning in FY1995-96 as planned.
- Benefit Assessment Districts - The Long Range Plan includes funds from benefit assessment districts along Segments 2 and 3 of the Red Line. The assessments is expected to be collected two years after the North Hollywood segment begins revenue service. No benefit assessment districts are projected for future rail segments or lines.
- TDA Transfer - The impacts of the one-time TDA transfer of \$50 million to Los Angeles County as required by SB727 have been reported to the Board. This loss of revenue requires that the MTA achieve over \$50 million in operating efficiency savings over the next four years and may delay Red Line Segment 3 by one year. These changes will be incorporated in the Long Range Plan re-adoption process.
- Projected FY1995-96 Operating Deficit - A report discussing the issues and proposed mitigation of a projected FY1995-96 operating deficit will be considered by the Finance and Budget Committee in February 1996. Eliminating this deficit is crucial to the MTA's ability to implement the projects and programs included in the Long Range Plan.

SCHEDULE FOR MARCH 1997 LONG RANGE PLAN RE-ADOPTION

The tentative schedule for re-adopting the Long Range Plan in March 1997 is presented below. Key activities include:

<u>TASK</u>	<u>DATE</u>
Review progress in implementing the adopted LRP	Feb - Mar 1996
Board workshop to review alternative approaches to Plan update	Apr 1996
Prepare and present Long Range Plan alternatives	Jun - Aug 1996
Constituent and Advisory Committee review and comment	Sep - Dec 1996
Prepare and present final 1997 Long Range Plan	Jan 1997
Adopt 1997 Long Range Plan	Mar 1997

Staff expects that the financial update of the Long Range Plan will help frame discussions over the next several months leading to the March 1997 Long Range Plan formal review and adoption.

Prepared by:

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LONG RANGE PLAN
FINANCIAL UPDATE

ATTACHMENT A



MTA LONG RANGE PLAN FINANCIAL UPDATE

FINANCIAL SUMMARY - ADOPTED PLAN VS UPDATE

20 Years Total
(\$ millions)

All Projects & Programs	Adopted LRP Amount	Financial Update Amount	Change From LRP ¹	
			\$	%
Rail Operations	5,376.0	4,620.4	(755.6)	(14%)
Bus Operations	21,853.2	19,522.1	(2,331.1)	(11%)
Bus Capital	3,707.6	3,357.1	(350.5)	(9%)
Rail Capital	15,390.9	14,821.5	(569.4)	(4%)
Local Return	5,398.1	5,286.7	(111.4)	(2%)
Highway/Multimodal	12,400.3	12,611.2	210.9	2%
Other (Financing Payments, etc.)	8,350.4	8,634.8	284.4	3%
TOTAL	72,476.5	68,853.8	(3,622.7)	(5%)

LONG RANGE PLAN
FINANCIAL UPDATE

ATTACHMENT B



MTA LONG RANGE PLAN FINANCIAL UPDATE

MAJOR REVENUE CHANGES

20 Years Total
(\$ millions)

Major Revenues	Adopted LRP Amount	Financial Update Amount	Change From LRP	
			\$	%
Section 9 Operating	816.9	130.6 ✓	(686.3)	(84%)
Fare Revenues	8,529.6	6,563.7 L	(1,965.9)	(23%)
ISTEA-CMAQ (Total Transit & Highway)	1,418.7	1,094.2 F	(324.5)	(23%)
Section 9 Capital	2,277.1	1,886.5 F	(390.6)	(17%)
Section 3 New Starts	4,826.8	4,440.4 F	(386.4)	(8%)
Other Revenues ¹	54,607.4	54,738.4	131	0%
TOTAL	72,476.5	68,853.8	(3,622.7)	(5%)

NOTE:

1. Refer to Attachment B-Chart 2 for a listing of the components of other revenues.



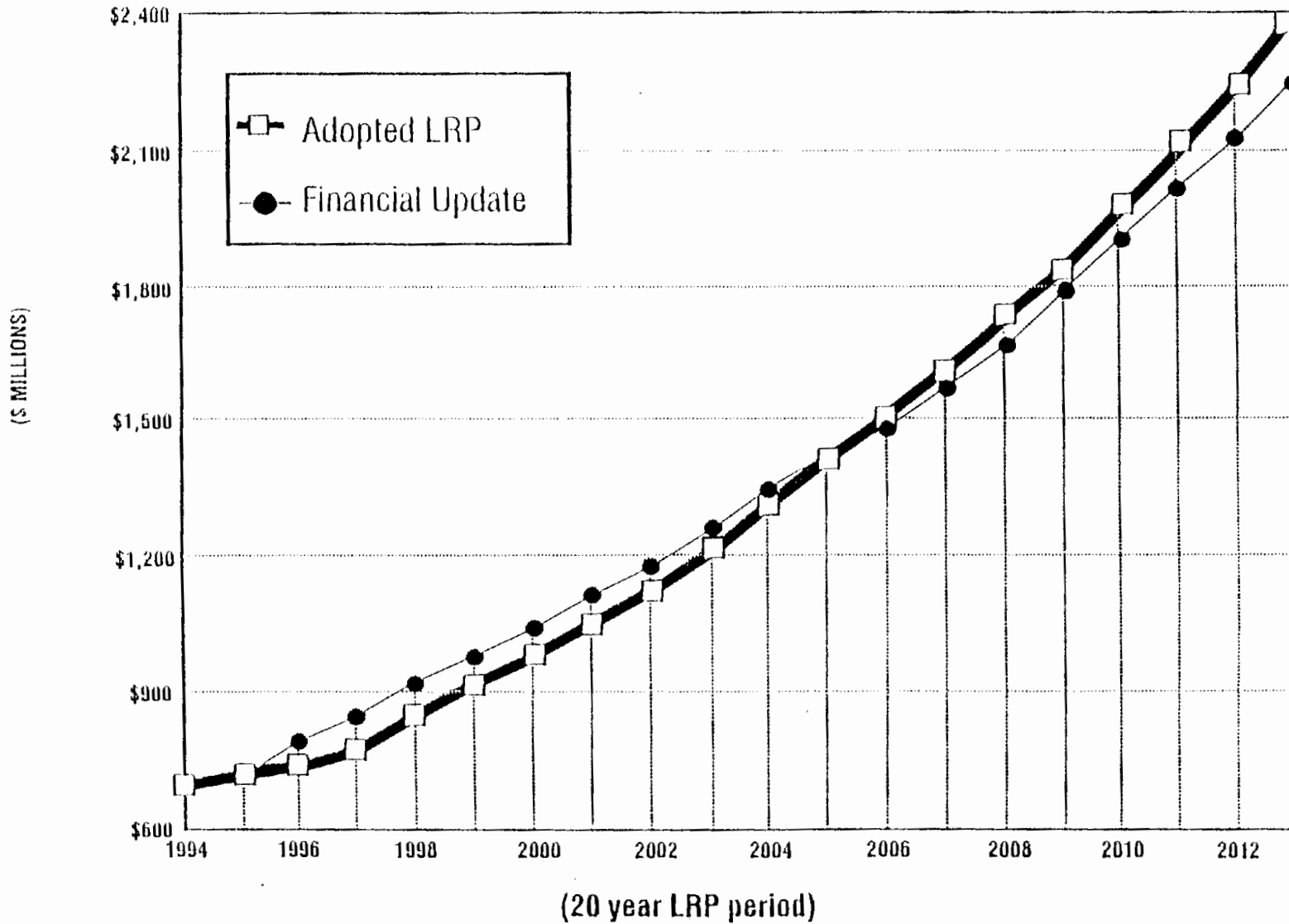
MTA LONG RANGE PLAN FINANCIAL UPDATE OTHER REVENUE SOURCES AND PROGRAMS

20 Years Total
(\$millions)

Other Revenues & Programs	Adopted LRP Amount	Financial Update Amount	Change From LRP	
			\$	%
Local Sales Tax Proposition A & C, TDA Article 4, TP & D/STA Program, Bonds - Transit & Highway	39,008.0	38,896.4	(111.6)	0%
Other State Flexible Congestion Relief, Alameda Corridor, Local TSM, Miscellaneous System Improvements, Fwy. Rehab. -SHOPP, Incident Management Fwy. Service Patrol, TDM, Proposition 108, Proposition 116, State ISTEА, TCI, Inter-Regional Roads, SAFE, State/Local Partnership, TSM (Discretionary), TSM (ISTEA Match), Retrofit Soundwalls	10,968.3	11,185.1	216.8	2%
Other Federal ISTEА-STP, Section 3 Rail Mod, Federal Highway Demo Projects, ISTEА - Transportation Enhancements	2,381.4	2,144.4	(237.0)	(10%)
Other Revenue & Program Costs	2,249.7	2,512.5	262.8	10%
TOTAL OTHER REVENUES	54,607.4	54,738.4	131	0%



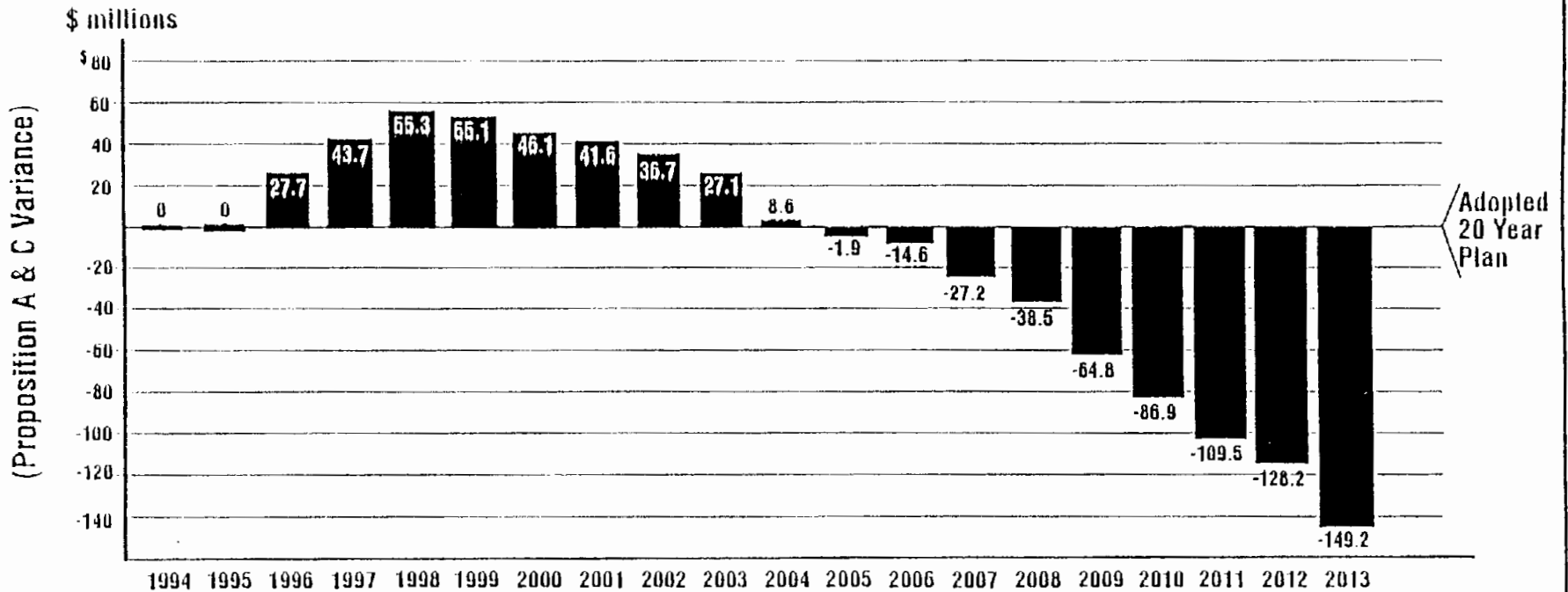
SALES TAX REVENUES Proposition A & C





MTA LONG RANGE PLAN FINANCIAL UPDATE PROPOSITION A & C REVENUES

Overall decrease of \$279 million



(20 YEAR PLAN PERIOD)

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

PAGE 1

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>1) Operating and Capital Inflation: Adopted Long Range Plan inflation factors based on the 1994 UCLA Sales Tax Forecast and the Financial Update based on the 1995 UCLA Sales Tax Forecast.</p>	<ul style="list-style-type: none"> • 20-year annual average inflation rate of 3.99% • 4.08% average inflation rate the first decade • 3.89% average inflation rate the second decade 	<ul style="list-style-type: none"> • 20-year annual average inflation rate of 3.26% • 3.18% average inflation rate the first decade • 3.33% average inflation rate the second decade 	<ul style="list-style-type: none"> • \$358 million reduction in Rail Operations program based on lower escalation factors
<p>2) Capital Cost Inflation Factors: The rate is based on the relationship of the Construction Cost Index (CCI) to the Consumer Price Index (CPI) which found that the CCI was approximately 82% of the CPI. The highway rate is constant at 3.5%.</p>	<ul style="list-style-type: none"> • 20-year annual average inflation rate of 3.28% • 3.36% average inflation rate the first decade • 3.20% average inflation rate the second decade 	<ul style="list-style-type: none"> • 20-year annual average inflation rate of 2.68% • 2.62% average inflation rate the first decade • 2.74% average inflation rate the second decade 	<ul style="list-style-type: none"> • \$569 million reduction in Rail Capital program mainly based on lower escalation factors

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>3) Proposition A: Adopted Long Range Plan Proposition A is based on the 1994 UCLA Sales Tax Forecast and the Financial Update based on the 1995 UCLA Sales Tax Forecast.</p>	<ul style="list-style-type: none"> • \$13.7 billion over 20-year Plan • \$4.6 billion the first decade • \$9.1 billion the second decade 	<ul style="list-style-type: none"> • \$13.6 billion over 20-year Plan • \$4.8 billion the first decade • \$8.8 billion the second decade 	<ul style="list-style-type: none"> • \$148 million reduction from Adopted Plan
<p>4) Proposition C: Adopted Long Range Plan Proposition C is based on the 1994 UCLA Sales Tax Forecast and the Financial Update based on the 1995 UCLA Sales Tax Forecast.</p>	<ul style="list-style-type: none"> • \$13.7 billion over 20-year Plan • \$4.6 billion the first decade • \$9.1 billion the second decade 	<ul style="list-style-type: none"> • \$13.6 billion over 20-year Plan • \$4.8 billion the first decade • \$8.8 billion the second decade 	<ul style="list-style-type: none"> • \$131 million reduction from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

PAGE 3

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>5) <u>Senior Lien Bonds (Prop A and C):</u> The plan assumes that senior lien bonds will be issued throughout the Plan as needed to support rail and highway capital requirements.</p>	<ul style="list-style-type: none"> • Bond payments based on a 7% interest rate and 30 year term 	<ul style="list-style-type: none"> • Bond payments based on a 7% interest rate and 30 year term 	<ul style="list-style-type: none"> • No change
<p>6) <u>TDA Article 4:</u> MTA staff estimates total fund availability based on sales tax projections.</p>	<ul style="list-style-type: none"> • Calculation of TDA Article 4 as 51.86% of Prop A, multiplied by 92.2% • \$6.6 billion over 20-year Plan 	<ul style="list-style-type: none"> • Calculation of TDA Article 4 as 51.79% of Prop A, multiplied by 91.2% • \$6.6 billion over 20-year Plan 	<ul style="list-style-type: none"> • \$25 million reduction from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>7) City of Los Angeles Funds: These funds represent the City's contribution to Metro Rail and Union Station Gateway. The City of L.A. has not taken any action to date on the \$200 million contribution for Segment 3.</p>	<ul style="list-style-type: none"> • \$200 million beginning in FY 1996 for Segment 3 • \$96.1 million for Segment 2 • 5% for San Fernando Valley East/West Line, Westside Extension and Eastside Extension • \$7.7 million for Union Station Gateway Transit Center 	<ul style="list-style-type: none"> • \$200 million beginning in FY 1996 for Segment 3 • \$96.1 million for Segment 2 • 5% for San Fernando Valley East/West Line, Westside Extension and Eastside Extension • \$13.4 million for Union Station Gateway Transit Center 	<ul style="list-style-type: none"> • No significant change
<p>8) Benefit Assessments: The Metro Rail Red Line includes costs for station construction to be partially paid by assessments levied on the properties adjacent to stations.</p>	<ul style="list-style-type: none"> • \$39 million in benefit assessment for Segments 2 and 3 construction costs 	<ul style="list-style-type: none"> • \$39 million in benefit assessment for Segments 2 and 3 construction costs 	<ul style="list-style-type: none"> • No change

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FINANCIAL AND PROGRAM ASSUMPTIONS
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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>9) MTA Farebox Revenues: Bus farebox revenue is based on the farebox recovery ratio in the Fiscal Year 1995-96 budget, which was approximately 36%, and projected out using the operating costs and revenue inflation factors. The Plan has incorporated changes that were part of the Fiscal Year 1995-96 budget.</p> <p>Municipal Transit Operators Farebox Revenues: Bus farebox revenue is based on Short Range Transit Plans. Beyond the SRTP period, bus fare revenues were escalated using operating costs and revenue inflation factors.</p>	<ul style="list-style-type: none"> • Farebox recovery ratio FY 1996 approximately 44% • \$7.3 billion in fare revenues over 20-year Plan • \$1.1 billion in fare revenues over 20-year Plan 	<ul style="list-style-type: none"> • Farebox recovery ratio FY 1996 approximately 36% • \$5.4 billion in fare revenues over 20-year Plan • \$1.0 billion in fare revenues over 20-year Plan 	<ul style="list-style-type: none"> • \$1.9 billion reduction from Adopted Plan • \$56 million reduction from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS
PAGE 6

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>10) MTA Farebox Revenues: Rail farebox revenue is calculated by multiplying the estimated fare per boarding by the projected annual ridership.</p>	<ul style="list-style-type: none"> Farebox for Red, Blue and Green Line is \$1.4 billion over 20-year Plan 	<ul style="list-style-type: none"> Farebox for Red, Blue and Green Line is \$1.4 billion over 20-year Plan 	<ul style="list-style-type: none"> No significant change
<p>11) TCI: The Transit Capital Improvement (TCI) program is an annual state program funded with a combination of TP&D funds and state gas tax revenues. The revised TCI estimate reflects anticipated reduction in program finding due to state revenue shortfalls.</p>	<ul style="list-style-type: none"> \$11.5 million annually throughout 20-year Plan 	<ul style="list-style-type: none"> \$3.8 million annually throughout 20-year Plan 	<ul style="list-style-type: none"> \$140 million reduction from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>12) Flexible Congestion Relief: Revenues anticipated through Fiscal Year 2002-2003 are those programmed in the 1996 Revised State Transportation Improvement Program (STIP). Thereafter, FCR is based on an average of the last three years of the 1996 STIP Fund Estimate. The Financial Update assumes a 39% county minimum of the south state share to Los Angeles County. The Update includes capital outlay costs that were not included in the Adopted Plan.</p>	<ul style="list-style-type: none"> • \$2.8 billion over 20-year Plan • \$233 million annually from FY 2004 to FY 2013 	<ul style="list-style-type: none"> • \$3.2 billion over 20-year Plan • \$246 million annually from FY 2004 to FY 2013 	<ul style="list-style-type: none"> • \$403 million increase from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>13) ISTE A (STP, CMAQ): Revenues anticipated during the remaining period of the Plan are based on actual appropriations and funds received in the last five years. The Plan assumes the reauthorization of ISTE A in Fiscal Years 1997-98 and continuing funding availability for the duration of the Plan. The total amount available will be escalated by the growth of the federal Highway Trust Fund (HTF), which for the next five years is projected to average 1.4% annually.</p>	<ul style="list-style-type: none"> • \$1.4 billion of CMAQ over 20-year Plan • \$1.3 billion of STP over 20-year Plan 	<ul style="list-style-type: none"> • \$1.1 billion of CMAQ over 20-year Plan • \$1.2 billion of STP over 20-year Plan 	<ul style="list-style-type: none"> • \$325 million reduction of CMAQ from Adopted Plan • \$103 million reduction of STP from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>14) Section 3 New Rail Starts: Section 3 New Start funds are a discretionary source of funding that are generated from the \$0.18 per gallon federal gas tax. A 50% contribution of Section 3 New Starts is assumed for three Projects: San Fernando Valley East/West Line, Red Line Western Extension to the 405 Freeway and the Eastern Extension.</p>	<ul style="list-style-type: none"> • \$4.8 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$4.4 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$386 million reduction from Adopted Plan
<p>15) Section 3 Rail Modernization: Section 3 Rail Modernization funds are used for rail rehabilitation and other minor rail capital expenses.</p>	<ul style="list-style-type: none"> • \$411 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$411 million over the 20-year Plan 	<ul style="list-style-type: none"> • No change

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>16) Section 9 Capital: This funding category will become a single source in two years when the Section 9 Operating funding is anticipated to be phased out. The Section 9 Capital funds anticipated in Fiscal Year 1998-99 of \$95 million is assumed constant until Fiscal Year 2002-03 and then increase at 1.4% annually.</p>	<ul style="list-style-type: none"> • \$2.3 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$1.9 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$391 million reduction from Adopted Plan
<p>17) Section 9 Operating: Section 9 allocations for transit operators are proposed to be phased out over the next three years. The Financial Update has been revised to reflect this phase out (\$0 in FY 1998-99) of Section 9 Operating funding.</p>	<ul style="list-style-type: none"> • \$817 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$131 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$686 million reduction from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>18) Rail Operating Costs: Cost containment activities have identified \$398 million from revising the rail operating program to incorporate revised headways and other efficiencies from the FY 1995-96 Budget. In addition, the reduction in operating cost escalation factors results in an additional \$347 million reduction from the adopted Long Range Plan.</p>	<ul style="list-style-type: none"> Rail Operating costs \$5.4 billion over the 20-year Plan 	<ul style="list-style-type: none"> Rail Operating costs of \$4.6 billion over the 20-year Plan 	<ul style="list-style-type: none"> \$756 million reduction in rail operating costs from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS
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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>19) Rail Capital Costs: Costs for rail projects that have MTA-approved plans and budgets are shown as an annual cash flow based on the approved budget. Costs for rail projects are calculated based on MTA's cost estimation guidelines and inflated using the capital inflation factors.</p>	<ul style="list-style-type: none"> Rail capital costs of \$15.4 billion over the 20-year Plan 	<ul style="list-style-type: none"> Rail capital costs of \$14.8 billion over the 20-year Plan 	<ul style="list-style-type: none"> \$569 million reduction in rail capital costs from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>20) Bus Capital: The Financial Update includes the requirements as developed for the Adopted Long Range Plan which include: 12-year replacement cycle for fixed-route vehicles, facilities rehabilitation and replacement, support equipment and COP payments for existing Certificates of Participation.</p>	<ul style="list-style-type: none"> • \$3.7 billion program over the 20-year Plan • \$3.9 billion of program revenues over the 20-year Plan 	<ul style="list-style-type: none"> • \$3.8 billion program over the 20-year Plan • \$3.5 billion of program revenues over the 20-year Plan 	<ul style="list-style-type: none"> • \$351 million program shortfall due to reduced estimate of Federal Section 9 capital funds
<p>21) MTA Bus Operation: Operation and maintenance cost projections for the Financial Update are based on the Fiscal Year 1995-96 Budget.</p>	<ul style="list-style-type: none"> • \$16.5 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$14.4 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$2 billion reduction from Adopted Plan

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>22) <u>Municipal Bus Operators:</u> Operation and maintenance cost projections were based on data included in the transit operators' Fiscal Year 1996-99 Short Range Transit Plans.</p>	<ul style="list-style-type: none"> • \$4.0 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$3.7 billion over the 20-year Plan 	<ul style="list-style-type: none"> • \$258 million reduction from Adopted Plan
<p>23) <u>Expansion:</u> A countywide 300 bus expansion is included in the Financial Update, as it was included in the Adopted Long Range Plan. The Financial Update assumes if the Board directs, these funds could be used to supplement bus service, however, these funds are not available until the second decade of the Plan.</p>	<ul style="list-style-type: none"> • \$619 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$617 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$2 million reduction from Adopted Plan

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FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>24) Transportation Enhancement: The Transportation Enhancement Program was established in the ISTEA legislation and requires that 10% of the Surface Transportation Program (STP) funds received by the State be earmarked for environmentally enhancing projects. Revised estimate reflects CTC contemplated revision of the program. The Update assumes constant allocation of \$10 million annually combined with reduction in funding for environmentally enhancing projects.</p>	<ul style="list-style-type: none"> \$302 million over the 20-year Plan 	<ul style="list-style-type: none"> \$173 million over the 20-year Plan 	<ul style="list-style-type: none"> \$129 million reduction from Adopted Plan

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

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DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>25) <u>Service Authority for Freeway Emergencies (SAFE)</u>: Revenue is based on a \$1 annual surcharge on each motor vehicle registration in Los Angeles County. Cost estimates and assumptions for the Financial Update are based on the SAFE ten-year Financial Plan (per the April 21, 1995 Board Report).</p>	<ul style="list-style-type: none"> • \$179 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$143 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$35 million reduction from Adopted Plan

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

PAGE 17

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>26) State Highway Operation and Protection Program (SHOPP): Caltrans has allocated approximately \$206 million to Los Angeles County over the next five years and it is projected that this funding level will continue. The Financial Update reflects a mean ratio of the funding projected this year and the next four years to be increased by 1.4% annually for the remaining years of the Plan.</p>	<ul style="list-style-type: none"> • \$812 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$850 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$37 million increase from Adopted Plan

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

PAGE 18

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>27) Inter-Regional Road System: The Financial Update assumes an annual allocation of \$24.6 million per year to this program which is based on 10% of Los Angeles County FCR annual share. Revenues are assumed to remain at a constant level beginning in Fiscal Year 2003-04.</p>	<ul style="list-style-type: none"> \$230 million over the 20-year Plan 	<ul style="list-style-type: none"> \$246 million over the 20-year Plan 	<ul style="list-style-type: none"> \$16 million increase from Adopted Plan
<p>28) Retrofit Soundwalls: Retrofit Soundwalls is provided through the State Highway Account and is administered by the State. Beginning in Fiscal Year 2003-04, the Financial Update allocates \$5 million per year through the remainder of the Plan.</p>	<ul style="list-style-type: none"> \$75 million over the 20-year Plan 	<ul style="list-style-type: none"> \$173 million over the 20-year Plan 	<ul style="list-style-type: none"> \$98 million increase from Adopted Plan due to revised program allocation

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

PAGE 19

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>29) Environmental Enhancement & Mitigation: The Financial Update assumes that Los Angeles County's fair share provision follows Sections 187 and 188 of the Streets and Highways Code which allocates 40% to projects in northern counties and 60% to projects in southern counties within California.</p>	<ul style="list-style-type: none"> • \$20 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$15 million over the 20-year Plan 	<ul style="list-style-type: none"> • \$6 million reduction from Adopted Plan

ATTACHMENT B-CHART 5

FINANCIAL AND PROGRAM ASSUMPTIONS

PAGE 20

DESCRIPTION	ADOPTED LONG RANGE PLAN 1995	LONG RANGE PLAN FINANCIAL UPDATE 1996	FINANCIAL IMPACT
<p>30) <u>Transportation Systems Management (TSM):</u> TSM plan is based on need and the amount of funding necessary to achieve the 20% match for the CMAQ and STP program. After distribution of the match funds, Caltrans provides funding allocation to the regional offices. The Financial Update reflects a constant allocation of \$24 million over the remaining years of the Plan inflated at 1.4% annually.</p>	<ul style="list-style-type: none"> \$487 million over the 20-year Plan 	<ul style="list-style-type: none"> \$490 million over the 20-year Plan 	<ul style="list-style-type: none"> \$3 million increase from Adopted Plan

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Bus Capital

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MTA Long Range Transportation Plan
 Bus Capital – All Operators

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 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
SOURCES OF FUNDS														
Local														
Proposition A Local Return	6.0	0.0	6.0	0.2%	2.4	3.6	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	0.5%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	483.9	646.9	1,130.8	32.7%	36.9	29.4	24.6	36.6	40.6	41.2	53.0	63.7	73.3	84.5
Other Local (Prop C, LA & Local Funds for Gateway & ATTB)	66.4	0.0	66.4	1.9%	6.5	12.4	47.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	556.4	663.6	1,219.9	35.3%	45.9	45.5	72.1	36.6	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)	4.3	0.0	4.3	0.1%	0.0	4.3	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	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal State	14.3	0.0	14.3	0.4%	0.0	14.3	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	0.6%	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	7.2%	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)	66.6	0.0	66.6	1.9%	18.0	13.4	17.4	8.4	6.2	3.2	0.0	0.0	0.0	0.0
Section 9 Capital (includes US Gateway funds)	845.8	1,040.7	1,886.5	54.6%	36.7	94.4	71.9	79.5	87.0	95.0	95.0	95.0	95.0	96.3
Subtotal Federal	1,022.9	1,199.0	2,221.9	64.3%	124.0	107.8	89.3	87.9	93.2	102.2	114.5	112.7	95.0	96.3
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	1,593.5	1,862.6	3,456.1	100.0%	169.9	167.5	161.4	124.5	133.8	143.4	167.5	176.4	168.3	180.9

MTA Long Range Transportation Plan
Bus Capital – All Operators

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 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
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	363.3	485.4	848.7	22.3%	22.1	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	1,425.8	1,963.6	3,389.4	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	57.9	0.0	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	1,545.6	2,142.4	3,688.0	96.9%	156.3	154.2	173.4	111.5	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	1,643.1	2,163.4	3,806.5	100.0%	169.9	167.5	186.3	124.0	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	(24.9)	(24.4)	(29.2)	(26.7)	(29.3)	(38.9)	(35.0)
Annual Net Change to Cash Balance	(38.9)	(212.1)	(350.4)	–	0.0	(0.0)	(24.9)	0.5	(4.8)	2.5	(2.7)	(9.5)	3.8	(25.7)
Ending Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	(24.9)	(24.4)	(29.2)	(26.7)	(29.3)	(38.9)	(35.0)	(60.8)
Net COPS Cov Ratio (Sec 9 + TDA) (Min Cov = 1.50)	n/a	n/a	n/a	n/a	2.71	7.42	8.54	8.50	10.15	11.37	12.80	14.60	17.21	102.69
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

MTA Long Range Transportation Plan
Bus Capital – All Operators

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	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
SOURCES OF FUNDS														
Local														
Proposition A Local Return	6.0	0.0	6.0	0.2%	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	0.5%	1.4	1.5	1.5	1.6	1.7	1.7	1.7	1.8	1.9	1.9
TDA Article 4	483.9	646.9	1,130.8	32.7%	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)	66.4	0.0	66.4	1.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	556.4	663.6	1,219.9	35.3%	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)	4.3	0.0	4.3	0.1%	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	14.3	0.0	14.3	0.4%	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	0.6%	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	7.2%	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)	66.6	0.0	66.6	1.9%	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)	845.8	1,040.7	1,886.5	54.6%	97.7	99.0	100.4	101.8	103.3	104.7	106.2	107.7	109.2	110.7
Subtotal Federal	1,022.9	1,199.0	2,221.9	64.3%	111.4	113.2	115.0	116.9	118.8	120.7	122.7	124.7	126.8	128.9
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	1,593.5	1,862.6	3,456.1	100.0%	174.4	174.5	171.0	213.3	143.0	162.2	203.1	178.3	212.0	230.9

MTA Long Range Transportation Plan
 Bus Capital – All Operators

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	363.3	485.4	848.7	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	1,425.8	1,963.6	3,389.4	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	1,545.6	2,142.4	3,688.0	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	1,643.1	2,163.4	3,806.5	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	–	–	–	–	(60.8)	(80.6)	(97.9)	(110.3)	(129.3)	(159.4)	(189.9)	(225.1)	(251.0)	(280.7)
Annual Net Change to Cash Balance	(38.9)	(212.1)	(350.4)	–	(19.8)	(17.2)	(12.5)	(19.0)	(30.0)	(30.5)	(35.2)	(25.9)	(29.7)	(69.8)
Ending Fiscal Year Cash Balance	–	–	–	–	(80.6)	(97.9)	(110.3)	(129.3)	(159.4)	(189.9)	(225.1)	(251.0)	(280.7)	(350.4)
Net COPS Cov Ratio (Sec 9 + TDA) (Min Cov = 1.50)	n/a	n/a	n/a	n/a	121.48	113.65	112.07	125.55	115.16	96.53	117.61	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

MTA Long Range Transportation Plan
 Bus Capital – MTA Operations

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	411.0	500.9	911.9	42.8%	23.0	25.3	21.0	32.8	36.2	33.8	44.9	55.1	64.1	74.7
Subtotal Local	411.0	500.9	911.9	42.8%	23.0	25.3	21.0	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	4.3%	49.7	0.0	0.0	0.0	0.0	4.0	19.5	17.7	0.0	0.0
Section 9 Capital	483.1	642.6	1,125.7	52.9%	17.3	58.0	43.1	53.7	55.2	72.0	49.6	20.3	72.5	41.4
Subtotal Federal	574.0	642.6	1,216.6	57.2%	67.0	58.0	43.1	53.7	55.2	76.0	69.1	38.0	72.5	41.4
TOTAL SOURCES	985.0	1,143.4	2,128.5	100.0%	90.0	83.3	64.1	86.5	91.4	109.9	114.0	93.0	136.7	116.1
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	11.9	11.9	7.7	5.6	3.5	1.4	(0.7)
Annual Net Change to Cash Balance	1.4	(257.3)	(357.7)	–	0.0	0.0	11.9	0.0	(4.2)	(2.1)	(2.1)	(2.1)	(2.1)	(22.3)
Ending Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	11.9	11.9	7.7	5.6	3.5	1.4	(0.7)	(23.0)

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MTA Long Range Transportation Plan
 Bus Capital – MTA Operations

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
			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	411.0	500.9	911.9	42.8%	51.1	48.6	42.3	81.8	8.6	24.8	62.7	34.7	65.3	80.9	
Subtotal Local	411.0	500.9	911.9	42.8%	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	4.3%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 9 Capital	483.1	642.6	1,125.7	52.9%	59.7	62.9	74.7	40.9	93.8	83.6	56.5	86.4	62.4	21.5	
Subtotal Federal	574.0	642.6	1,218.6	57.2%	59.7	62.9	74.7	40.9	93.8	83.6	56.5	86.4	62.4	21.5	
TOTAL SOURCES	985.0	1,143.4	2,128.5	100.0%	110.8	111.5	117.0	122.7	102.4	108.5	119.2	121.1	127.7	102.4	
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	-	-	-	-	(23.0)	(43.9)	(63.4)	(81.6)	(98.3)	(139.9)	(180.0)	(218.7)	(255.9)	(291.5)	
Annual Net Change to Cash Balance	1.4	(257.3)	(357.7)	-	(20.9)	(19.5)	(18.2)	(16.8)	(41.6)	(40.1)	(38.7)	(37.2)	(35.7)	(66.2)	
Ending Fiscal Year Cash Balance	-	-	-	-	(43.9)	(63.4)	(81.6)	(98.3)	(139.9)	(180.0)	(218.7)	(255.9)	(291.5)	(357.7)	

MTA Long Range Transportation Plan
 Bus Capital – Municipal Operators

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	6.0	0.0	6.0	0.7%	2.4	3.6	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	72.9	142.5	215.4	25.2%	13.9	4.1	3.6	3.9	4.4	7.4	8.0	8.6	9.2	9.8
Subtotal Local	78.9	142.5	221.4	25.9%	16.4	7.7	3.6	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	246.6	388.3	634.9	74.1%	5.8	19.8	11.8	13.3	19.8	11.4	34.3	64.2	13.0	53.2
Subtotal Federal	246.6	388.3	634.9	74.1%	5.8	19.8	11.8	13.3	19.8	11.4	34.3	64.2	13.0	53.2
TOTAL SOURCES	325.5	530.8	856.3	100.0%	22.1	27.5	15.4	17.1	24.2	18.8	42.3	72.8	22.1	63.0
USES OF FUNDS														
Capital Expenditures														
Municipal Operators	363.3	485.4	848.7	100.0%	22.1	27.5	52.2	16.6	24.8	14.2	42.9	80.3	16.2	66.5
Subtotal Municipal Operators	363.3	485.4	848.7	100.0%	22.1	27.5	52.2	16.6	24.8	14.2	42.9	80.3	16.2	66.5
TOTAL USES	363.3	485.4	848.7	1.0	22.1	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	(36.8)	(36.3)	(36.9)	(32.3)	(32.8)	(40.3)	(34.4)
Annual Net Change to Cash Balance	(40.3)	45.4	7.6	–	0.0	0.0	(36.8)	0.5	(0.6)	4.6	(0.6)	(7.5)	5.9	(3.5)
Ending Fiscal Year Cash Balance	–	–	–	–	0.0	0.0	(36.8)	(36.3)	(36.9)	(32.3)	(32.8)	(40.3)	(34.4)	(37.8)

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

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	6.0	0.0	6.0	0.7%	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	72.9	142.5	215.4	25.2%	10.5	11.0	11.8	12.6	13.5	14.6	15.5	16.6	17.7	18.7
Subtotal Local	78.9	142.5	221.4	25.9%	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	246.6	388.3	634.9	74.1%	36.6	34.7	24.3	59.5	8.1	19.7	48.2	21.3	46.7	89.2
Subtotal Federal	246.6	388.3	634.9	74.1%	36.6	34.7	24.3	59.5	8.1	19.7	48.2	21.3	46.7	89.2
TOTAL SOURCES	325.5	530.8	856.3	100.0%	47.1	45.7	36.1	72.1	21.6	34.2	63.8	37.9	64.4	107.9
USES OF FUNDS														
Capital Expenditures														
Municipal Operators	363.3	485.4	848.7	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	363.3	485.4	848.7	100.0%	45.7	43.4	30.4	74.4	10.1	24.6	60.3	26.6	58.4	111.5
TOTAL USES	363.3	485.4	848.7	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	–	–	–	–	(37.8)	(36.4)	(34.1)	(28.5)	(30.7)	(19.2)	(9.6)	(6.1)	5.2	11.1
Annual Net Change to Cash Balance	(40.3)	45.4	7.6	–	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	–	–	–	–	(36.4)	(34.1)	(28.5)	(30.7)	(19.2)	(9.6)	(6.1)	5.2	11.1	7.6

MTA Long Range Transportation Plan
 Bus Capital – ATTB Project

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
			Total	%										
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

MTA Long Range Transportation Plan
 Union Station Gateway Transit Center
 Long Range Plan - FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	N/A N/A	Start Yr Dur (Yr)	1993			Project Spending Curve									
			5	10 Yrs	20 Yrs	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	('94-'03)	('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	57.9	0.0						
Total Capital Costs Inflated	149.5	-	29.7	119.8	0.0	31.6	30.3	57.9	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)	13.4		7.7	5.7	0.0			5.7							
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%	52.7		7.5	45.1	0.0	0.0	5.0	40.1	0.0						
Local Agency Funds	0.0														
Subtotal Local (including Prop. A & C %, not \$'s)	70.8	47.3%	15.2	55.5	0.0	4.0	5.7	45.8	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	4.3		0.0	4.3	0.0	0.0	4.3	0.0							
State/Local Partnership	0.0														
STA	0.0														
TSM ISTEA Match	0.3		0.3	0.0	0.0										
State ISTEA	10.0			10.0	0.0		10.0								
Subtotal State	14.5	9.7%	0.3	14.3	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Section 3 - Bus Discretionary	35.2		12.2	23.0	0.0	8.0	7.0	8.0							
Section 3 - Rail Mod.	0.0														
Section 9	7.4		0.0	7.4	0.0	0.0	3.3	4.1							
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	64.2	43.0%	14.2	50.0	0.0	27.6	10.3	12.1	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	149.5	100.0%	29.7	119.8	0.0	31.6	30.3	57.9	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 dated June 29, 1995

MTA Long Range Transportation Plan
 Union Station Gateway Transit Center
 Long Range Plan – FY 1996 Financial Update

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	N/A N/A	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
	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-Road 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)	13.4		7.7	5.7	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%	52.7		7.5	45.1	0.0										
Local Agency Funds	0.0														
Subtotal Local (including Prop. A & C %, not \$'s)	70.8	47.3%	15.2	55.5	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	4.3		0.0	4.3	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	14.5	9.7%	0.3	14.3	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	35.2		12.2	23.0	0.0										
Section 3 – Rail Mod.	0.0														
Section 9	7.4		0.0	7.4	0.0										
ISTEA	2.0		2.0	0.0	0.0										
TEA	19.6		0.0	19.6	0.0										
Subtotal Federal	64.2	43.0%	14.2	50.0	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	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 dated June 29, 1995.

Bus Operations

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MTA Long Range Transportation Plan

Bus Operations – All Operators

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	2,735.8	3,827.9	6,563.6	33.6%	252.3	272.0	242.4	252.7	262.5	272.6	281.5	290.5	299.8	309.4
Proposition A – Discretionary (40%)	1,779.5	3,331.8	5,111.3	26.2%	131.8	139.7	145.0	154.4	164.3	174.6	197.8	211.2	223.6	237.2
Proposition A – Local Return (Hist Avg.)	190.4	267.9	458.4	2.3%	14.5	18.2	18.0	16.7	17.7	19.8	20.4	21.1	21.7	22.4
Proposition C – Discretionary (40%)	664.8	717.1	1,381.9	7.1%	58.6	53.0	63.7	88.6	90.2	83.3	71.1	50.0	50.5	55.6
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	1,805.8	2,637.7	4,443.5	22.8%	133.0	159.7	168.3	169.2	177.9	190.6	193.5	198.8	204.6	210.2
Proposition C 5% Security	112.7	215.9	328.6	1.7%	8.8	9.3	4.1	10.7	11.4	12.1	12.9	13.7	14.5	15.4
Other (Advertising, Auxiliary & Charter)	419.2	434.9	854.1	4.4%	121.4	29.8	37.3	29.8	30.8	31.9	32.9	34.0	35.1	36.3
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	7,708.2	11,433.3	19,141.5	98.1%	720.4	681.6	678.7	722.1	754.9	784.8	810.1	819.3	849.9	886.4
State														
STA – Revenue Share	123.8	123.8	247.6	1.3%	9.8	9.8	17.6	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Subtotal State	123.8	123.8	247.6	1.3%	9.8	9.8	17.6	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Federal														
Section 9 (operating)	131.2	0.0	131.2	0.7%	45.5	40.8	21.2	15.6	8.1	0.1	0.0	0.0	0.0	0.0
Section 16 (ASJ Capital)	1.9	0.0	1.9	0.0%	0.0	0.4	0.3	0.2	0.5	0.5	0.0	0.0	0.0	0.0
Subtotal Federal	133.1	0.0	133.1	0.7%	45.5	41.2	21.5	15.8	8.6	0.6	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	7,965.1	11,557.0	19,522.1	100.0%	775.7	732.5	717.8	750.3	775.8	797.7	822.5	831.6	862.2	898.8
USES OF FUNDS														
Number of Expansion Buses (Cumulative)														
Bus Operations	7,763.2	11,189.0	18,952.1	97.6%	755.3	712.8	699.7	731.6	756.6	777.9	802.0	810.5	840.4	876.3
Bus Security	200.6	269.6	470.2	2.4%	19.1	19.7	18.1	18.7	19.2	19.9	20.5	21.1	21.8	22.5
TOTAL USES	7,963.7	11,458.6	19,422.4	100.0%	774.4	732.5	717.8	750.3	775.8	797.7	822.5	831.6	862.2	898.8
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	0.0	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Annual Net Change to Cash Balance	1.3	98.4	99.7	–	1.3	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	0.0
Ending Fiscal Year Cash Balance	–	–	–	–	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3

MTA Long Range Transportation Plan
 Bus Operations – All Operators

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	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	2,735.8	3,827.9	6,563.6	33.6%	320.9	332.9	345.8	359.2	373.2	387.7	402.8	418.5	434.9	451.8
Proposition A – Discretionary (40%)	1,779.5	3,331.8	5,111.3	26.2%	250.8	266.5	283.5	301.7	320.8	340.6	359.8	380.7	402.6	424.8
Proposition A – Local Return (Hist Avg.)	190.4	267.9	458.4	2.3%	23.1	23.9	24.6	25.4	26.2	27.1	28.0	28.9	29.9	30.9
Proposition C – Discretionary (40%)	664.8	717.1	1,381.9	7.1%	61.7	63.0	63.6	66.4	70.9	71.0	73.3	77.1	82.0	88.1
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	1,805.8	2,637.7	4,443.5	22.8%	208.8	219.1	230.8	242.4	253.5	268.3	283.0	296.7	310.6	324.5
Proposition C 5% Security	112.7	215.9	328.6	1.7%	16.3	17.3	18.4	19.6	20.8	22.1	23.3	24.7	26.1	27.5
Other (Advertising, Auxiliary & Charter)	419.2	434.9	854.1	4.4%	37.4	38.7	39.9	41.2	42.6	44.0	45.4	47.0	48.5	50.2
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	7,708.2	11,433.3	19,141.5	98.1%	919.0	961.4	1,006.7	1,055.9	1,108.0	1,160.7	1,215.6	1,273.5	1,334.6	1,397.8
State														
STA – Revenue Share	123.8	123.8	247.6	1.3%	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Subtotal State	123.8	123.8	247.6	1.3%	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Federal														
Section 9 (operating)	131.2	0.0	131.2	0.7%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Section 16 (ASI Capital)	1.9	0.0	1.9	0.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	133.1	0.0	133.1	0.7%	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	7,965.1	11,557.0	19,522.1	100.0%	931.4	973.8	1,019.1	1,068.3	1,120.3	1,173.1	1,228.0	1,285.9	1,347.0	1,410.1
USES OF FUNDS														
Number of Expansion Buses (Cumulative)						60	90	120	150	180	210	240	270	300
Bus Operations	7,763.2	11,189.0	18,952.1	97.6%	908.4	948.5	991.0	1,039.2	1,086.7	1,135.4	1,186.2	1,240.2	1,297.2	1,356.1
Bus Security	200.6	269.6	470.2	2.4%	23.2	24.0	24.8	25.5	26.4	27.3	28.2	29.1	30.1	31.1
TOTAL USES	7,963.7	11,458.6	19,422.4	100.0%	931.6	972.4	1,015.8	1,064.8	1,113.1	1,162.7	1,214.4	1,269.3	1,327.3	1,387.2
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	–	–	1.3	1.1	2.4	5.7	9.2	16.5	26.9	40.4	57.0	76.8
Annual Net Change to Cash Balance	1.3	98.4	99.7	–	(0.3)	1.3	3.3	3.5	7.2	10.4	13.6	16.6	19.8	22.9
Ending Fiscal Year Cash Balance	–	–	–	–	1.1	2.4	5.7	9.2	16.5	26.9	40.4	57.0	76.8	99.7

MTA Long Range Transportation Plan
 Bus Operations – MTA Operations

10 – Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94 – 03	Years 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
SOURCES OF FUNDS														
<i>20 Yr. Avg. Fare Rec. Ratio:</i>														
Local														
Fare Revenues 39%	2,294.9	3,095.3	5,390.3	37.3%	216.9	233.8	202.0	210.2	218.8	227.7	234.9	242.4	250.1	258.1
Proposition A – Discretionary (40%)	1,275.4	2,194.0	3,469.4	24.0%	94.9	100.4	106.3	114.1	121.6	129.4	138.4	147.8	156.5	166.0
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%)	408.1	326.5	734.6	5.1%	35.6	26.5	40.0	63.8	63.4	56.4	45.0	23.9	24.2	29.3
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	1,491.4	1,962.7	3,454.1	23.9%	112.2	125.5	137.7	137.9	146.3	161.1	162.4	165.7	169.6	173.1
Proposition C 5% Security	112.7	215.9	328.6	2.3%	8.8	9.3	4.1	10.7	11.4	12.1	12.9	13.7	14.5	15.4
Other (Advertising, Auxiliary & Charter)	354.2	371.0	725.3	5.0%	115.8	21.6	30.6	23.5	24.5	25.5	26.5	27.6	28.7	29.9
Subtotal Local	5,936.8	8,165.4	14,102.2	97.7%	584.2	517.1	520.7	560.1	585.9	612.2	620.1	621.1	643.6	671.8
State														
STA – Revenue Share	104.8	104.0	208.8	1.4%	8.2	8.2	15.6	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Subtotal State	104.8	104.0	208.8	1.4%	8.2	8.2	15.6	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Federal														
Section 9 (operating)	130.6	0.0	130.6	0.9%	45.5	40.6	21.0	15.5	8.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	130.6	0.0	130.6	0.9%	45.5	40.6	21.0	15.5	8.0	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	6,172.2	8,269.4	14,441.6	100.0%	637.9	565.9	557.3	586.0	604.3	622.6	630.5	631.5	654.0	682.2
USES OF FUNDS														
Bus Operations	5,970.3	7,999.7	13,970.0	96.7%	617.5	546.2	539.2	567.4	585.1	602.8	610.0	610.3	632.2	659.7
Bus Security	200.6	269.6	470.2	3.3%	19.1	19.7	18.1	18.7	19.2	19.9	20.5	21.1	21.8	22.5
TOTAL USES	6,170.9	8,269.4	14,440.2	100.0%	636.6	565.9	557.3	586.0	604.3	622.6	630.5	631.5	654.0	682.2
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	1.3	0.0	1.3		1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance			1.3		1.3	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 Operations

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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															
	20 Yr Avg. Fare Rec. Ratio:														
Local															
Fare Revenues	39%	2,294.9	3,095.3	5,390.3	37.3%	266.3	274.7	283.9	293.4	303.1	313.2	323.6	334.4	345.6	357.1
Proposition A – Discretionary (40%)		1,275.4	2,194.0	3,469.4	24.0%	175.6	184.2	193.2	203.0	214.1	223.3	232.8	243.9	255.8	268.0
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%)		408.1	326.5	734.6	5.1%	29.6	29.7	29.7	30.7	31.7	32.8	33.9	35.0	36.2	37.4
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		1,491.4	1,962.7	3,454.1	23.9%	169.8	175.0	180.7	186.2	191.7	198.2	205.4	211.8	218.6	225.3
Proposition C 5% Security		112.7	215.9	328.6	2.3%	16.3	17.3	18.4	19.6	20.8	22.1	23.3	24.7	26.1	27.5
Other (Advertising, Auxiliary & Charter)		354.2	371.0	725.3	5.0%	31.1	32.3	33.5	34.8	36.2	37.6	39.1	40.6	42.2	43.8
Subtotal Local		5,936.8	8,165.4	14,102.2	97.7%	688.5	713.2	739.4	767.7	797.6	827.1	858.1	890.3	924.3	959.1
State															
STA – Revenue Share		104.8	104.0	208.8	1.4%	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Subtotal State		104.8	104.0	208.8	1.4%	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Federal															
Section 9 (operating)		130.6	0.0	130.6	0.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal		130.6	0.0	130.6	0.9%	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		6,172.2	8,269.4	14,441.6	100.0%	698.9	723.6	749.8	778.1	808.0	837.5	868.5	900.7	934.7	969.5
USES OF FUNDS															
Bus Operations		5,970.3	7,999.7	13,970.0	96.7%	675.7	699.6	725.1	752.6	781.6	810.3	840.3	871.6	904.6	938.4
Bus Security		200.6	269.6	470.2	3.3%	23.2	24.0	24.8	25.5	26.4	27.3	28.2	29.1	30.1	31.1
TOTAL USES		6,170.9	8,269.4	14,440.2	100.0%	698.9	723.6	749.8	778.1	808.0	837.5	868.5	900.7	934.7	969.5
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		1.3	0.0	1.3		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				1.3		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

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 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
SOURCES OF FUNDS														
	<i>20 Yr. Avg. Fare Rec. Ratio:</i>													
Local														
Fare Revenues	22%	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)						0	0	0	0	0	0	0	0	0
Bus Operations		0.0	455.6	455.6	100.0%									
Bus Security					0.0%									
TOTAL USES		0.0	455.6	455.6	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	55.3	55.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance				55.3		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

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
			Total	%										
SOURCES OF FUNDS														
	<i>20 Yr. Avg. Fare Rec. Ratio:</i>													
Local														
Fare Revenues	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	455.6	455.6	100.0%	6.8	14.0	21.7	29.9	38.7	47.9	57.8	68.3	79.3	91.1
Bus Security				0.0%										
TOTAL USES	0.0	455.6	455.6	100.0%	6.8	14.0	21.7	29.9	38.7	47.9	57.8	68.3	79.3	91.1
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			0.0		0.0	0.5	1.7	3.9	6.9	11.1	16.6	23.5	32.2	42.7
Annual Net Change to Cash Balance	0.0	55.3	55.3		0.5	1.2	2.1	3.1	4.2	5.4	7.0	8.6	10.5	12.7
Ending Fiscal Year Cash Balance			55.3		0.5	1.7	3.9	6.9	11.1	16.6	23.5	32.2	42.7	55.3

MTA Long Range Transportation Plan
 Bus Operations – Municipal Operators

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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															
<i>20 Yr. Avg. Fare Rec. Ratio:</i>															
Local															
Fare Revenues	27%	428.9	593.2	1,022.1	27.3%	35.2	37.8	39.7	41.3	42.4	43.6	45.0	46.5	47.9	49.5
Proposition A – Discretionary (40%)		412.8	780.7	1,193.5	31.8%	30.0	32.3	31.0	32.1	34.0	35.9	49.5	52.8	55.9	59.3
Proposition A – Local Return (from TIP)		191.1	267.9	459.0	12.2%	14.5	18.2	18.6	16.7	17.7	19.8	20.4	21.1	21.7	22.4
Proposition C – Discretionary (40%)		69.9	48.0	117.9	3.1%	17.6	10.2	6.0	5.6	5.6	5.7	4.8	4.8	4.8	4.8
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		314.4	472.3	786.7	21.0%	20.8	34.2	30.6	31.3	31.7	29.4	31.2	33.1	35.0	37.0
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)		65.0	63.9	128.9	3.4%	5.6	8.2	6.7	6.3	6.3	6.4	6.4	6.4	6.4	6.4
Subtotal Local		1,482.1	2,226.0	3,708.1	98.9%	123.7	140.8	132.6	133.3	137.7	140.8	157.3	164.6	171.8	179.4
State															
STA – Revenue Share		19.0	19.8	38.8	1.0%	1.6	1.6	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Subtotal State		19.0	19.8	38.8	1.0%	1.6	1.6	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Federal															
Section 9 (AVTA amt. only)		0.6	0.0	0.6	0.0%		0.2	0.2	0.1	0.1	0.1				
Subtotal Federal		0.6	0.0	0.6	0.0%	0.0	0.2	0.2	0.1	0.1	0.1	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		1,501.6	2,245.8	3,747.5	100.0%	125.2	142.6	134.8	135.3	139.8	142.9	159.3	166.6	173.8	181.4
USES OF FUNDS															
Bus Operations		1,501.6	2,245.8	3,747.5	100.0%	125.2	142.6	134.8	135.3	139.8	142.9	159.3	166.6	173.8	181.4
Bus Security		0.0	0.0	0.0	0.0%										
TOTAL USES		1,501.6	2,245.8	3,747.5	100.0%	125.2	142.6	134.8	135.3	139.8	142.9	159.3	166.6	173.8	181.4
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
 Bus Operations – Municipal Operators

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years	Years	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	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%	428.9	593.2	1,022.1	27.3%	51.0	52.7	54.4	56.2	58.1	60.0	62.0	64.1	66.2	68.4
Proposition A – Discretionary (40%)		412.8	780.7	1,193.5	31.8%	62.7	65.7	68.9	72.2	76.3	79.5	82.9	86.7	90.8	95.0
Proposition A – Local Return (from TIP)		191.1	267.9	459.0	12.2%	23.1	23.9	24.6	25.4	26.2	27.1	28.0	28.9	29.9	30.9
Proposition C – Discretionary (40%)		69.9	48.0	117.9	3.1%	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
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		314.4	472.3	786.7	21.0%	39.0	40.7	42.3	46.1	46.2	47.9	49.4	51.3	53.6	55.9
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)		65.0	63.9	128.9	3.4%	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Subtotal Local		1,482.1	2,226.0	3,708.1	98.9%	187.0	194.1	201.5	211.1	218.0	225.6	233.4	242.2	251.6	261.4
State															
STA – Revenue Share		19.0	19.8	38.8	1.0%	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Subtotal State		19.0	19.8	38.8	1.0%	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Federal															
Section 9 (AVTA amt. only)		0.6	0.0	0.6	0.0%										
Subtotal Federal		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
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		1,501.6	2,245.8	3,747.5	100.0%	189.0	196.1	203.5	213.1	219.9	227.6	235.4	244.2	253.6	263.4
USES OF FUNDS															
Bus Operations		1,501.6	2,245.8	3,747.5	100.0%	189.0	196.1	203.5	213.1	219.9	227.6	235.4	244.2	253.6	263.4
Bus Security		0.0	0.0	0.0	0.0%										
TOTAL USES		1,501.6	2,245.8	3,747.5	100.0%	189.0	196.1	203.5	213.1	219.9	227.6	235.4	244.2	253.6	263.4
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
 Bus Operations – Municipal Operators Expansion

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 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
SOURCES OF FUNDS														
<i>20 Yr. Avg. Fare Rec. Ratio:</i>														
Local														
Fare Revenues	22%	0.0	14.1	14.1	13.3%	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	48.9%	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
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
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	40.1	40.1	37.8%	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	106.0	106.0	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%									
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%									
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	106.0	106.0	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	63.0	63.0	100.0%	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	63.0	63.0	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	43.1	43.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ending Fiscal Year Cash Balance				43.1		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

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years	Years	20–Year ('94–'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	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	22%	0.0	14.1	14.1	13.3%	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	48.9%	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	37.8%	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	100.0%	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	0.0	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	106.0	106.0	100.0%	0.2	2.0	4.2	4.6	8.4	11.6	14.6	17.4	20.2	22.9
USES OF FUNDS															
Number of Expansion Buses (Cumulative)						6	12	18	24	30	36	42	48	54	60
Bus Operations		0.0	63.0	63.0	100.0%	0.9	1.9	3.0	4.1	5.3	6.6	8.0	9.4	11.0	12.6
Bus Security					0.0%										
TOTAL USES		0.0	63.0	63.0	100.0%	0.9	1.9	3.0	4.1	5.3	6.6	8.0	9.4	11.0	12.6
CASH BALANCE ACCOUNT															
Beginning Fiscal Year Cash Balance				0.0		0.0	(0.7)	(0.7)	0.5	1.0	4.0	9.0	15.6	23.6	32.8
Annual Net Change to Cash Balance		0.0	43.1	43.1		(0.7)	0.1	1.2	0.5	3.0	5.0	6.6	8.0	9.2	10.3
Ending Fiscal Year Cash Balance				43.1		(0.7)	(0.7)	0.5	1.0	4.0	9.0	15.6	23.6	32.8	43.1

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Notes:

MTA Long Range Transportation Plan
 Bus Operations – ADA/Paratransit

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	11.9	23.0	35.0	7.6%	0.2	0.5	0.6	1.3	1.3	1.3	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%)	186.8	235.3	422.1	92.0%	5.5	16.3	17.7	19.2	21.2	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	198.7	258.3	457.0	99.6%	5.7	16.7	18.3	20.5	22.5	22.5	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
Section 16 (capital)	1.9	0.0	1.9	0.4%	0.0	0.4	0.3	0.2	0.5	0.5				
Subtotal Federal	1.9	0.0	1.9	0.4%	0.0	0.4	0.3	0.2	0.5	0.5	0.0	0.0	0.0	0.0
Interest 3.0% (MTA)	0.0	0.0	0.0	0.0%										
TOTAL SOURCES	200.6	258.3	458.9	100.0%	5.7	17.1	18.7	20.7	23.0	23.0	22.9	23.0	23.3	23.4
USES OF FUNDS														
Bus Operations	200.6	258.3	458.9	100.0%	5.7	17.1	18.7	20.7	23.0	23.0	22.9	23.0	23.3	23.4
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	200.6	258.3	458.9	100.0%	5.7	17.1	18.7	20.7	23.0	23.0	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	0.0	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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1. Information based on ASI 1996–1999 SRTP and availability of Prop. C discretionary funds.

MTA Long Range Transportation Plan
 Bus Operations – ADA/Paratransit

20–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
			Total	%										
SOURCES OF FUNDS														
Local														
Fare Revenues	11.9	23.0	35.0	7.6%	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%)	186.8	235.3	422.1	92.0%	21.5	21.5	21.5	22.2	22.9	23.6	24.3	25.1	25.9	26.7
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	198.7	258.3	457.0	99.6%	23.4	23.5	23.6	24.4	25.1	25.9	26.8	27.6	28.5	29.4
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
Section 16 (capital)	1.9	0.0	1.9	0.4%										
Subtotal Federal	1.9	0.0	1.9	0.4%	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	200.6	258.3	458.9	100.0%	23.4	23.5	23.6	24.4	25.1	25.9	26.8	27.6	28.5	29.4
USES OF FUNDS														
Bus Operations	200.6	258.3	458.9	100.0%	23.4	23.5	23.6	24.4	25.1	25.9	26.8	27.6	28.5	29.4
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	200.6	258.3	458.9	100.0%	23.4	23.5	23.6	24.4	25.1	25.9	26.8	27.6	28.5	29.4
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

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1. Information based on ASI 1996–1999 SRTP and availability of Prop. C discretionary funds.

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

10–Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 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
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%)	91.2	166.6	257.8	100.0%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
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%)	0.0	0.0	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	91.2	166.6	257.8	100.0%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
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	0.0	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	91.2	166.6	257.8	100.0%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
USES OF FUNDS														
Bus Operations	91.2	166.6	257.8	100.0%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	91.2	166.6	257.8	100.0%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
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

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94–03	Years 04–13	20–Year ('94–'13)		2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
			Total	%										
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%)	91.2	166.6	257.8	100.0%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
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	91.2	166.6	257.8	100.0%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
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	91.2	166.6	257.8	100.0%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
USES OF FUNDS														
Bus Operations	91.2	166.6	257.8	100.0%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
Bus Security	0.0	0.0	0.0	0.0%										
TOTAL USES	91.2	166.6	257.8	100.0%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
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



Rail Capital Summary

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MTA Long Range Transportation Plan

Rail Capital

Long Range Plan – FY 1996 Financial Update

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	1,303.8	2,294.8	3,598.6	21.4%	120.2	122.3	102.6	103.3	87.9	136.1	153.2	159.0	160.8	158.6
Proposition C 40% – Direct	796.2	1,974.1	2,770.3	16.4%	31.3	47.3	78.9	60.1	69.9	52.7	69.9	120.9	138.4	126.8
L.A. City Funds	261.0	243.1	504.1	3.0%	14.5	14.5	49.5	44.3	136.2	2.0	0.0	0.0	0.0	0.0
TDA Article 4 (for Rail Rehab.)	0.0	230.0	230.0	1.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Benefit Assessments	39.1	0.0	39.1	0.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	0.0	0.0
Other/Prop. C 25%	405.8	0.0	405.8	2.4%	152.8	74.9	47.9	62.1	62.7	5.4	0.0	0.0	0.0	0.0
Local Agency Funds	1.2	0.0	1.2	0.0%	0.0	0.3	7.0	(7.0)	0.0	0.0	0.9	0.0	0.0	0.0
Prop C 10% (Metrolink Cap & CR Staff Support)	110.9	156.4	267.3	1.6%	0.0	5.5	10.2	10.8	12.2	14.2	14.3	14.4	14.6	14.7
SB 1995 Trust Fund (MOS–3 N Hollywood)	65.8	0.0	65.8	0.4%	11.9	19.4	20.0	8.5	6.0	0.0	0.0	0.0	0.0	0.0
Subtotal Local	2,983.7	4,898.5	7,882.2	46.8%	330.7	284.2	316.0	282.1	374.9	210.4	238.2	333.4	313.8	300.1
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%	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TP&D/TCI	43.3	38.0	81.3	0.5%	0.0	13.9	6.6	0.0	3.8	3.8	3.8	3.8	3.8	3.8
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	42.4	0.0	42.4	0.3%	30.4	12.0	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	189.8	0.0	189.8	1.1%	14.0	58.6	81.7	35.5	0.0	0.0	0.0	0.0	0.0	0.0
Other State Source/State TSM	26.9	32.4	59.3	0.4%	0.0	0.3	2.6	4.2	6.2	2.6	7.5	3.5	0.0	0.0
State ISTE A	252.1	0.0	252.1	1.5%	0.0	42.9	64.4	85.6	19.2	0.0	20.0	20.0	0.0	0.0
Other State/State Hwy Acct	333.0	230.8	563.8	3.3%	0.0	3.2	4.1	62.9	41.6	41.6	46.5	69.9	63.2	0.0
Subtotal State	894.5	301.2	1,195.7	7.1%	44.4	137.9	159.4	188.2	70.8	48.0	77.8	97.2	67.0	3.8
Federal														
Section 3 – New Starts	1,863.3	2,431.4	4,294.7	25.5%	197.7	208.9	345.1	215.4	202.3	234.9	178.0	140.5	123.8	16.7
Section 3 – Rail Mod (Total Amount Available)	96.4	320.7	417.1	2.5%	0.0	9.7	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
Section 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
ISTEA	208.7	250.0	458.7	2.7%	1.8	20.0	27.3	24.3	20.3	20.0	20.0	75.0	0.0	0.0
Subtotal Federal	2,168.4	3,002.1	5,170.4	30.7%	199.5	238.6	375.2	242.3	225.4	257.5	204.8	221.7	146.4	57.0
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	0.3%	42.2									
Additional Senior Lien Bonds (from Model)	1,570.7	1,598.8	3,169.6	18.8%	0.0	0.0	111.1	252.5	237.4	333.3	414.1	121.2	45.5	55.6
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	(128.9)	(128.9)	–0.8%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capitalization of Interest (15%)	(241.9)	(239.8)	(481.8)	–2.9%	(6.3)	0.0	(16.7)	(37.9)	(35.6)	(50.0)	(62.1)	(18.2)	(6.8)	(8.3)
Bond Issuance Expense/Insurance (1%)	(15.7)	0.0	(15.7)	–0.1%	0.0	0.0	(1.1)	(2.5)	(2.4)	(3.3)	(4.1)	(1.2)	(0.5)	(0.6)
Subtotal Financing Revenues	1,355.3	1,230.1	2,585.4	15.4%	35.9	0.0	93.3	212.1	199.4	280.0	347.9	101.8	38.2	46.7
Interest Earnings:														
Short Term Earnings/Prop C Escrow 3.0%	0.2	6.8	7.1	0.0%	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Subtotal Interest Earnings	0.2	6.8	7.1	0.0%	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.1
TOTAL SOURCES	7,402.1	9,438.8	16,840.9	100.0%	610.5	660.7	944.0	924.7	870.4	795.9	868.8	754.1	565.4	407.6

MTA Long Range Transportation Plan
Rail Capital

10-Years

Long Range Plan - FY 1996 Financial Update

(\$ millions)

	Years 94-03	Years 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
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
RED Seg--2 to Wilsh/Wstrn & Hlywd/Vine	974.4	0.0	974.4	5.7%	233.9	245.7	254.1	176.4	35.4	28.9	0.0	0.0	0.0	0.0
RED Seg--2 Station Enhancements	85.5	0.0	85.5	0.5%	2.0	21.1	27.2	25.0	10.2	0.0	0.0	0.0	0.0	0.0
RED Seg-3 to N. Hlywd, Mid City, & Eastside	2,736.2	9.3	2,745.5	16.1%	61.0	147.4	289.5	384.8	456.0	398.1	483.2	338.3	123.8	54.1
RED Extensions from Mid City & Eastside	0.0	3,939.4	3,939.4	23.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Metro Rail Subtotal	3,817.7	3,948.7	7,766.4	45.4%	302.9	427.5	572.4	587.0	501.6	427.0	483.2	338.3	123.8	54.1
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	342.3	0.0	342.3	2.0%	169.5	81.5	52.7	23.3	15.3	0.0	0.0	0.0	0.0	0.0
BLUE Pasadena	913.4	0.0	913.4	5.3%	59.8	54.2	75.3	108.7	89.0	122.2	130.7	134.6	127.5	11.4
"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	159.6	160.0	319.6	1.9%	21.3	10.3	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Other Projects/Seg 3 Enhancements	96.4	0.0	96.4	0.6%	30.5	10.7	31.2	2.3	4.0	11.2	4.1	1.7	0.6	0.1
LA Rail Car	201.9	0.0	201.9	1.2%	23.1	34.5	48.2	48.3	34.6	13.3	0.0	0.0	0.0	0.0
RED San Fernando Valley East/West	4.1	923.3	927.4	5.4%	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Line- Del Norte Station	12.7	0.0	12.7	0.1%	0.0	0.6	0.0	0.0	0.0	0.0	12.1	0.0	0.0	0.0
Metrolink (Capital Only)	78.2	100.0	178.2	1.0%	0.0	4.4	6.6	8.3	8.9	10.0	10.0	10.0	10.0	10.0
Subtotal Capital Investment	5,626.3	5,132.0	10,758.3	62.9%	637.1	619.3	793.1	790.3	663.5	596.9	656.1	500.6	277.9	91.6
Other Agency Costs:														
Environmental Clearance/Study/Staffing Costs	218.0	251.4	469.4	2.7%	0.4	56.6	20.9	21.6	20.5	19.9	18.8	19.3	19.8	20.4
Rehabilitation & Replacement	80.7	1,153.1	1,233.8	7.2%	0.0	0.0	0.1	5.3	3.9	5.9	4.8	14.5	13.1	33.1
Financing Payments:														
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	1,002.2	1,034.0	2,036.2	11.9%	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	4.4%	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)	389.7	1,459.5	1,849.2	10.8%	0.0	0.0	0.0	0.0	9.0	29.4	48.5	75.4	108.8	118.6
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	1,727.1	2,902.4	4,629.5	27.1%	90.3	113.8	130.8	138.8	152.8	173.2	192.3	219.2	253.0	262.9
TOTAL USES	7,652.1	9,438.9	17,091.0	100.0%	727.8	789.7	944.8	955.9	840.7	795.8	872.0	753.6	563.7	408.0
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			251.4		251.4	134.1	5.1	4.2	(27.0)	2.7	2.8	(0.3)	0.1	1.8
Annual Net Change to Cash Balance	(250.0)	(0.1)	(250.2)		(117.3)	(129.0)	(0.8)	(31.2)	29.7	0.1	(3.2)	0.5	1.7	(0.4)
Ending Fiscal Year Cash Balance			1.2		134.1	5.1	4.2	(27.0)	2.7	2.8	(0.3)	0.1	1.8	1.4
Gross Coverage Ratio (Props A & C)					1.68	1.41	1.34	1.24	1.05	1.00	1.07	1.15	1.14	1.11
Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)					1.68	1.41	1.34	1.24	1.05	1.00	1.07	1.15	1.14	1.11

MTA Long Range Transportation Plan

Rail Capital

Long Range Plan -- FY 1996 Financial Update

20 Years

(\$ millions)

	Years	Years	20-Year ('94-'13)		2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	94-03	04-13	Total	%	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
SOURCES OF FUNDS															
Local															
Proposition A 35% - Direct	1,303.8	2,294.8	3,598.6	21.4%	159.2	156.9	177.0	156.9	251.6	274.4	254.2	304.1	297.1	263.4	
Proposition C 40% - Direct	796.2	1,974.1	2,770.3	16.4%	172.7	198.6	182.7	225.3	153.3	174.7	217.4	190.0	222.2	237.4	
L.A. City Funds	261.0	243.1	504.1	3.0%	2.0	7.6	13.7	18.6	27.2	36.0	38.6	40.6	36.0	22.9	
TDA Article 4 (for Rail Rehab.)	0.0	230.0	230.0	1.4%	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	
Benefit Assessments	39.1	0.0	39.1	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%	405.8	0.0	405.8	2.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Local Agency Funds	1.2	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	
Prop C 10% (Metrolink Cap & CR Staff Support)	110.9	156.4	267.3	1.6%	14.9	15.0	15.2	15.3	15.5	15.7	15.9	16.1	16.3	16.5	
SB 1995 Trust Fund (MOS-3N Hollywood)	65.8	0.0	65.8	0.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal Local	2,983.7	4,898.5	7,882.2	46.8%	371.7	401.0	411.6	439.1	470.6	523.7	549.1	573.8	594.6	563.3	
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	43.3	38.0	81.3	0.5%	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	
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	42.4	0.0	42.4	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	189.8	0.0	189.8	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	26.9	32.4	59.3	0.4%	0.0	1.3	1.3	2.6	2.6	5.2	5.2	3.9	5.2	5.2	
State ISTE A	252.1	0.0	252.1	1.5%	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	333.0	230.8	563.8	3.3%	10.0	15.4	21.3	27.2	34.0	37.9	38.3	31.2	15.5	0.0	
Subtotal State	894.5	301.2	1,195.7	7.1%	13.8	20.5	26.4	33.6	40.4	46.9	47.2	38.9	24.5	9.0	
Federal															
Section 3 - New Starts	1,863.3	2,431.4	4,294.7	25.5%	20.0	75.5	137.3	185.7	271.7	359.8	385.9	406.1	359.9	229.4	
Section 3 - Rail Mod (Total Amount Available)	96.4	320.7	417.1	2.5%	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6	
Section 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	
ISTEA	208.7	250.0	458.7	2.7%	0.0	10.0	10.0	20.0	20.0	40.0	40.0	30.0	40.0	40.0	
Subtotal Federal	2,168.4	3,002.1	5,170.4	30.7%	57.1	122.1	181.2	236.8	326.7	431.9	456.5	464.1	426.6	299.0	
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	0.3%											
Additional Senior Lien Bonds (from Model)	1,570.7	1,598.8	3,169.6	18.8%	0.0	0.0	0.0	125.1	92.5	163.1	174.0	598.2	125.1	320.9	
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	(128.9)	(128.9)	-0.8%	0.0	0.0	0.0	(10.1)	(7.5)	(13.1)	(14.0)	(48.2)	(10.1)	(25.9)	
Capitalization of Interest (15%)	(241.9)	(239.8)	(481.8)	-2.9%	0.0	0.0	0.0	(18.8)	(13.9)	(24.5)	(26.1)	(89.7)	(18.8)	(48.1)	
Bond Issuance Expense/Insurance (1%)	(15.7)	0.0	(15.7)	-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	1,355.3	1,230.1	2,585.4	15.4%	0.0	0.0	0.0	96.2	71.1	125.6	133.9	460.3	96.2	246.8	
Interest Earnings:															
Short Term Earnings/Prop C Escrow 3.0%	0.2	6.8	7.1	0.0%	0.0	2.0	2.3	2.0	0.0	0.1	0.1	0.1	0.1	0.1	
Subtotal Interest Earnings	0.2	6.8	7.1	0.0%	0.0	2.0	2.3	2.0	0.0	0.1	0.1	0.1	0.1	0.1	
TOTAL SOURCES	7,402.1	9,438.8	16,840.9	100.0%	442.7	545.6	621.4	807.7	908.8	1,128.2	1,186.9	1,537.3	1,142.0	1,118.2	

MTA Long Range Transportation Plan

Rail Capital

Long Range Plan – FY 1996 Financial Update

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
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	5.7%	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	85.5	0.0	85.5	0.5%	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	2,736.2	9.3	2,745.5	16.1%	9.3	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	3,939.4	3,939.4	23.0%	0.0	89.6	189.3	262.8	407.4	567.8	618.9	687.3	657.5	458.8
Metro Rail Subtotal	3,817.7	3,948.7	7,766.4	45.4%	9.3	89.6	189.3	262.8	407.4	567.8	618.9	687.3	657.5	458.8
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	342.3	0.0	342.3	2.0%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BLUE Pasadena	913.4	0.0	913.4	5.3%	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	159.6	160.0	319.6	1.9%	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Other Projects/Seg 3 Enhancements	96.4	0.0	96.4	0.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LA Rail Car	201.9	0.0	201.9	1.2%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED San Fernando Valley East/West	4.1	923.3	927.4	5.4%	40.1	61.4	85.3	108.7	136.0	151.7	153.0	125.0	62.2	0.0
Green Line – Del Norte Station	12.7	0.0	12.7	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Metrolink (Capital Only)	78.2	100.0	178.2	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	5,626.3	5,132.0	10,758.3	62.9%	75.4	177.1	300.6	397.5	569.3	745.5	797.9	838.3	745.7	484.8
Other Agency Costs:														
Environmental Clearance/Study/Staffing Costs	218.0	251.4	469.4	2.7%	21.2	22.0	22.8	23.6	24.5	25.5	26.4	27.4	28.5	29.5
Rehabilitation & Replacement	80.7	1,153.1	1,233.8	7.2%	15.6	65.2	37.2	179.4	40.7	76.8	72.7	371.2	53.2	241.0
Financing Payments:														
Sr Lien Bonds (Actuals/Trsry Fcst; Prop A)	1,002.2	1,034.0	2,036.2	11.9%	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	4.4%	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)	389.7	1,459.5	1,849.2	10.8%	122.3	126.8	126.8	126.8	126.8	136.9	144.4	157.5	171.5	219.7
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	1,727.1	2,902.4	4,629.5	27.1%	266.6	271.1	271.1	271.1	271.1	281.2	288.7	301.8	315.8	364.0
TOTAL USES	7,652.1	9,438.9	17,091.0	100.0%	378.8	535.3	631.7	871.6	905.6	1,129.0	1,185.7	1,538.7	1,143.1	1,119.4
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance			251.4		1.4	65.3	75.6	65.4	1.4	4.6	3.8	5.0	3.6	2.4
Annual Net Change to Cash Balance	(250.0)	(0.1)	(250.2)		64.0	10.3	(10.2)	(64.0)	3.1	(0.8)	1.2	(1.4)	(1.2)	(1.2)
Ending Fiscal Year Cash Balance			1.2		65.3	75.6	65.4	1.4	4.6	3.8	5.0	3.6	2.4	1.2
Gross Coverage Ratio (Props A & C)					1.16	1.27	1.32	1.37	1.45	1.52	1.59	1.60	1.60	1.40
Net Budgetary Coverage Ratio (Props A & C Sr. Lien Bonds)					1.16	1.27	1.32	1.37	1.45	1.52	1.59	1.60	1.60	1.40

Red Line Projects

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MTA Long Range Transportation Plan
 RED – Segment–1 LAUPT to Wilshire / Alvarado
 Long Range Plan – FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	1 1993	Start Yr Dur (Yr)	1987 8	Project Spending Curve													
				Project Total	Alloc %	Prior Years	10 Yrs (‘94–‘03)	20 Yrs (‘04–‘13)	N/A 1993	N/A 1994	N/A 1995	N/A 1996	N/A 1997	N/A 1998	N/A 1999	N/A 2000	N/A 2001
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	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	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	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	0.0
Rehabilitation and Replacement	870.2	–		18.8	267.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	5.0	2.4	8.7		
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	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	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	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 ISTEAs	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	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	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	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	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	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	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
 Long Range Plan - FY 1996 Financial Update

20 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	1 1993	Start Yr Dur (Yr)	1987 8	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															
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	870.2	-		16.8	267.0	2.6	52.1	2.7	138.4	2.8	2.9	44.6	10.8	3.2	7.0
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	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
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 (8/1/94).

MTA Long Range Transportation Plan
 RED – Segment – 2A to Wilshire / Western
 Long Range Plan – FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	2 1997	Start Yr Dur (Yr)	1989 8	Project Spending Curve											
				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
PROJECT COSTS															
Subtotal Construction Costs	453.4	–	152.4	301.0	0.0	135.2	94.9	46.5	24.4	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			
RCC Project Budget (Inflation Included)	453.4	–	152.4	301.0	0.0	135.2	94.9	46.5	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	453.4	–	152.4	301.0	0.0	135.2	94.9	46.5	24.4	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	283.2	–		1.5	84.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	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	24.5%	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	29.7	6.6%	11.4	18.3	0.0	8.4	5.6	3.2	1.1						
Other Jurisdictions	0.0														
Benefit Assessments	13.0	2.9%	0.0	13.0	0.0	0.0	0.0	0.0					13.0		
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)	42.7	33.9%	11.4	31.3	0.0	8.4	5.6	3.2	1.1	0.0	0.0	0.0	13.0	0.0	0.0
State															
Prop. 108	0.0														
Prop. 116	0.0														
Guideway – Art XIX	42.9		42.9	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	13.7	3.7%	0.0	13.7	0.0	0.0	8.0	5.7							
Subtotal State	56.6	12.5%	42.9	13.7	0.0	0.0	8.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal															
Section 3 – New Starts (incl. deferred local share)	243.0	46.1%	70.7	172.3	0.0	89.4	55.6	27.3							
Section 3 – Rail Mod.	0.0														
Section 9	0.0														
ISTEA	0.0														
Subtotal Federal	243.0	53.6%	70.7	172.3	0.0	89.4	55.6	27.3	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	342.3	100.0%	125.0	217.3	0.0	97.8	69.2	36.2	1.1	0.0	0.0	0.0	13.0	0.0	0.0
Total Surplus/(Shortfall)	(111.1)	–	(27.4)	(83.7)	0.0	(37.4)	(25.7)	(10.3)	(23.3)	0.0	0.0	0.0	13.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	111.1	–	27.4	83.7	0.0	37.4	25.7	10.3	23.3	0.0	0.0	0.0	(13.0)	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
 Long Range Plan – FY 1996 Financial Update

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	2 1997	Start Yr Dur (Yr)	1989 8	Project Spending Curve												
				N/A 2003	N/A 2004	N/A 2005	N/A 2006	N/A 2007	N/A 2008	N/A 2009	N/A 2010	N/A 2011	N/A 2012	N/A 2013		
	Project Total	Alloc %	Prior Years	10 Yrs (‘94-‘03)	20 Yrs (‘04-‘13)											
PROJECT COSTS																
Subtotal Construction Costs	453.4	--	152.4	301.0	0.0											
Right of Way (ROW)	0.0	--	0.0	0.0	0.0											
RCC Project Budget (Inflation Included)	453.4	--	152.4	301.0	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	453.4	--	152.4	301.0	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	283.2	--		1.5	84.1	0.8	2.8	0.8	21.7	0.9	36.6	0.9	0.9	15.3	3.4	
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	24.5%	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%	11.4	18.3	0.0											
Other Jurisdictions	0.0															
Benefit Assessments	13.0	2.9%	0.0	13.0	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)	42.7	33.9%	11.4	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway – Art XIX	42.9		42.9	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 ISTEA – STP	13.7	3.7%	0.0	13.7	0.0											
Subtotal State	56.6	12.5%	42.9	13.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 – New Starts (incl. deferred local share)	243.0	46.1%	70.7	172.3	0.0											
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	243.0	53.6%	70.7	172.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	342.3	100.0%	125.0	217.3	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)	(111.1)	--	(27.4)	(83.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	111.1	--	27.4	83.7	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 Project cost per the RCC (6-1-94).

MTA Long Range Transportation Plan
 RED – Segment–2B to Hollywood / Vine
 Long Range Plan – FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type	2 Revenue Operations Date (ROD)	Start Yr Dur (Yr)	1989 12	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs (‘94–‘03)	20 Yrs (‘04–‘13)	N/A 1993 1994	N/A 1994 1995	N/A 1995 1996	N/A 1996 1997	N/A 1997 1998	N/A 1998 1999	N/A 1999 2000	N/A 2000 2001
PROJECT COSTS																
Subtotal Construction Costs	993.0	–	319.6	673.4	0.0	98.7	150.8	207.6	152.0	35.4	28.9	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				
RCC Project Budget (Inflation Included)	993.0	–	319.6	673.4	0.0	98.7	150.8	207.6	152.0	35.4	28.9	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	993.0	–	319.6	673.4	0.0	98.7	150.8	207.6	152.0	35.4	28.9	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	544.7	–		0.0	158.7	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	35.9%	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
Other Local																
L.A. City Funds	66.4	6.7%	23.8	42.6	0.0	6.1	8.9	14.5	6.7	4.4	2.0	0.0				
Other Jurisdictions	0.0															
Benefit Assessments	17.3	1.7%	0.0	17.3	0.0	0.0	0.0	0.0	0.0	0.0			17.3			
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)	83.7	44.4%	23.8	59.9	0.0	6.1	8.9	14.5	6.7	4.4	2.0	0.0	17.3	0.0	0.0	0.0
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway – Art XIX	90.1	9.1%	90.1	0.0	0.0	0.0	0.0	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	38.4	3.9%	0.0	38.4	0.0		12.7	25.7								
Subtotal State	128.5	12.9%	90.1	38.4	0.0	0.0	12.7	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 – New Starts	424.0	42.7%	148.5	275.5	0.0	65.3	88.3	121.9								
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	0.0															
Subtotal Federal	424.0	42.7%	148.5	275.5	0.0	65.3	88.3	121.9	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	636.2	100.0%	262.4	373.8	0.0	71.4	109.9	162.1	6.7	4.4	2.0	0.0	17.3	0.0	0.0	0.0
Total Surplus/(Shortfall)	(356.9)	–	(57.2)	(299.7)	0.0	(27.3)	(40.9)	(45.5)	(145.3)	(31.0)	(26.9)	0.0	17.3	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	356.9	–	57.2	299.7	0.0	27.3	40.9	45.5	145.3	31.0	26.9	0.0	(17.3)	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
 Long Range Plan – FY 1996 Financial Update

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 (’84-’03)	20 Yrs (’04-’13)										
PROJECT COSTS															
Subtotal Construction Costs	993.0	–	319.6	673.4	0.0										
Right of Way (ROW)	0.0	–	0.0	0.0	0.0										
RCC Project Budget (Inflation Included)	993.0	–	319.6	673.4	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	993.0	–	319.6	673.4	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	544.7	–		0.0	158.7	0.0	0.0	0.4	3.2	1.9	6.8	2.0	53.0	2.1	89.2
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	35.9%	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	66.4	6.7%	23.8	42.6	0.0										
Other Jurisdictions	0.0														
Benefit Assessments	17.3	1.7%	0.0	17.3	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)	83.7	44.4%	23.8	59.9	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	90.1	9.1%	90.1	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	38.4	3.9%	0.0	38.4	0.0										
Subtotal State	128.5	12.9%	90.1	38.4	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	424.0	42.7%	148.5	275.5	0.0										
Section 3 – Rail Mod.	0.0														
Section 9	0.0														
ISTEA	0.0														
Subtotal Federal	424.0	42.7%	148.5	275.5	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	636.2	100.0%	262.4	373.8	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)	(356.9)	–	(57.2)	(299.7)	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	356.9	–	57.2	299.7	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:

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

MTA Long Range Transportation Plan
 RED - Segment-3 - North Hollywood
 Long Range Plan - FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	3 2001	Start Yr Dur (Yr)	1992 9	Project Spending Curve												
				N/A 1993	N/A 1994	N/A 1995	N/A 1996	N/A 1997	N/A 1998	N/A 1999	N/A 2000	N/A 2001	N/A 2002	N/A 2003		
	Project Total	Alloc %	Prior Years	10 Yrs '94-'03)	20 Yrs '04-'13)											
PROJECT COSTS																
Subtotal Construction Costs	1,310.8	--	34.5	1,276.4	0.0	47.2	141.0	254.5	300.3	299.1	138.5	85.4	10.4			
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				
RCC Project Budget (Inflation Included)	1,310.8	--	34.5	1,276.4	0.0	47.2	141.0	254.5	300.3	299.1	138.5	85.4	10.4	0.0	0.0	
Total Capital Costs Inflated	1,310.9	--	34.5	1,276.4	0.0	47.2	141.0	254.5	300.3	299.1	138.5	85.4	10.4	0.0	0.0	
Rehabilitation and Replacement	496.8	--		0.0	159.2	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	16.4%	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	156.6	11.9%	0.0	156.6	0.0	0.0	0.0	0.0	24.8	131.8	0.0	0.0	0.0	0.0	0.0	0.0
Other Jurisdictions	0.0															
Benefit Assessments	8.9	0.7%		8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	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	80.9	22.6%	15.1	65.8	0.0	11.9	19.4	20.0	8.5	6.0	0.0					
Subtotal Local (including Prop. A & C %, not \$'s)	246.4	35.2%	15.1	231.3	0.0	11.9	19.4	20.0	33.3	137.8	0.0	0.0	8.9	0.0	0.0	
State																
Prop. 108	0.0															
Prop. 116	25.0							9.7	15.3							
Guideway - Art XIX	7.0	0.5%	0.0	7.0	0.0	0.0	7.0									
Guideway - TP&D/TCI	13.9		0.0	13.9	0.0	0.0	13.9									
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM	7.8	0.6%		7.8	0.0	0.0	0.0	2.6	1.6	3.6						
State ISTEAs	69.2	5.3%	0.0	69.2	0.0	0.0	0.0	50.0	19.2	0.0	0.0	0.0	0.0	0.0	0.0	
Subtotal State	122.9	9.4%	0.0	122.9	0.0	0.0	30.6	17.9	51.6	22.8	0.0	0.0	0.0	0.0	0.0	0.0
Federal																
Section 3 - New Starts (From Full Funding Grant Agree.)	666.4	50.8%	1.2	665.2	0.0	30.3	59.8	195.9	215.4	100.0	63.8					
Section 3 - Rail Mod.	0.0															
Section 9	0.0															
ISTEA (STP)	59.9	4.6%	18.2	41.7	0.0	1.7	20.0	20.0								
Subtotal Federal	726.3	55.4%	19.4	706.9	0.0	32.0	79.8	215.9	215.4	100.0	63.8	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	1,095.6	100.0%	34.5	1,061.1	0.0	43.9	129.8	253.8	300.3	260.6	63.8	0.0	8.9	0.0	0.0	
Total Surplus/(Shortfall)	(215.4)	--	0.0	(215.4)	0.0	(3.3)	(11.2)	(0.7)	0.0	(38.5)	(74.7)	(85.4)	(1.5)	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	215.4	--	(0.0)	215.4	0.0	3.3	11.2	0.7	(0.0)	38.5	74.7	85.4	1.5	0.0	0.0	

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NOTES:

1. Project costs and anticipated revenues per Construction Division Cash Flow dated October 12, 1995

MTA Long Range Transportation Plan
 RED - Segment-3 - North Hollywood
 Long Range Plan - FY 1996 Financial Update

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	3 2001	Start Yr Dur (Yr)	1992			Project Spending Curve											
			9	10 Yrs '94-'03	20 Yrs '04-'13	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 COSTS																	
Subtotal Construction Costs	1,310.8	-	34.5	1,276.4	0.0												
Right of Way (ROW)	0.0	-	0.0	0.0	0.0												
RGC Project Budget (Inflation Included)	1,310.8	-	34.5	1,276.4	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
Total Capital Costs Inflated	1,310.9	-	34.5	1,276.4	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
Rehabilitation and Replacement	496.8	-		0.0	159.2	0.0	0.0	0.4	2.8	2.8	7.1	3.0	51.3	3.2	88.6		
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	16.4%	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	0.0
Other Local																	
L.A. City Funds	156.6	11.9%	0.0	156.6	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 Jurisdictions	0.0																
Benefit Assessments	8.9	0.7%		8.9	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
TDA Article 4	0.0																
Public/Private Joint Venture	0.0																
Regional Impact Fees	0.0																
Local Agency Funds	0.0																
SB 1995	80.9	22.6%	15.1	65.8	0.0												
Subtotal Local (including Prop. A & C %, not \$'s)	246.4	35.2%	15.1	231.3	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																	
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	7.8	0.6%		7.8	0.0												
State ISTEA	69.2	5.3%	0.0	69.2	0.0												
Subtotal State	122.9	9.4%	0.0	122.9	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																	
Section 3 - New Starts (From Full Funding Grant Agree.)	666.4	50.8%	1.2	665.2	0.0												
Section 3 - Rail Mod.	0.0																
Section 9	0.0																
ISTEA (STP)	59.9	4.6%	18.2	41.7	0.0												
Subtotal Federal	726.3	55.4%	19.4	706.9	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	0.0
Total Revenues	1,095.6	100.0%	34.5	1,061.1	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 Surplus/(Shortfall)	(215.4)	-	0.0	(215.4)	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
MTA Local Prop. A, C or Financing Funding Needed	215.4	-	(0.0)	215.4	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

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NOTES:

1 Project costs and anticipated revenues per Construction Division Cash Flow dated October 12, 1995

MTA Long Range Transportation Plan
 RED – Segment 3 – WESTSIDE
 Long Range Plan – FY 1996 Financial Update

0 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2003	Start Yr Dur (Yr)	1994		Project Spending Curve											
			9	10 Yrs (‘94-‘03)	20 Yrs (‘04-‘13)	N/A	N/A	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	2001 2002	2002 2003	
PROJECT COSTS	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	
Non-ROW Project Costs	490.7	-	1.3	485.5	3.9	6.7	1.9	3.7	11.7	35.3	40.9	157.6	167.6	48.9	11.2	
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	0.0	0.0	
HCC Budget Total (Inflated \$'s)	490.7	-	1.3	485.5	3.9	6.7	1.9	3.7	11.7	35.3	40.9	157.6	167.6	48.9	11.2	
Total Capital Costs Inflated	490.7	-	1.3	485.5	3.9	6.7	1.9	3.7	11.7	35.3	40.9	157.6	167.6	48.9	11.2	
Rehabilitation and Replacement	255.0		0.0	0.0	31.3	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	38.8%	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	13.5	2.8%	0.0	13.5	0.0	0.0	0.0	1.8	11.7	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)	13.5	41.6%	0.0	13.5	0.0	0.0	0.0	1.8	11.7	0.0	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	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			
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM	1.6	0.3%	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	1.1			
State ISTEAs	40.0	8.2%	0	40.0	0.0							20.0	20.0	0.0		
Subtotal State	41.6	8.5%	0.0	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.5	21.1	0.0	0.0	
Federal																
Section 3 – New Starts	233.0	47.5%	0.0	233.0	0.0	5.8	1.1	0.0	0.0	33.3	31.7	60.3	51.9	48.9	0.0	
Section 3 – Rail Mod.	0.0															
Section 9	0.0															
ISTEA	12.1	2.5%	1.3	10.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	4.0	6.7			
Subtotal Federal	245.1	49.9%	1.3	243.8	0.0	5.9	1.1	0.0	0.0	33.3	31.7	64.3	58.6	48.9	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	300.2	100.0%	1.3	298.9	0.0	5.9	1.1	1.8	11.7	33.3	31.7	84.8	79.7	48.9	0.0	
Total Surplus/(Shortfall)	(190.5)	-	0.0	(186.6)	(3.9)	(0.8)	(0.8)	(1.9)	0.0	(2.0)	(9.2)	(72.8)	(87.9)	(0.0)	(11.2)	
MTA Local Prop. A, C or Financing Funding Needed	190.5	-	0.0	186.6	3.9	0.8	0.8	1.9	0.0	2.0	9.2	72.8	87.9	0.0	11.2	

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NOTES:

1. Project costs and anticipated revenues per Construction Division cash flow dated Oct-12-95.

MTA Long Range Transportation Plan

RED – Segment 3 – WESTSIDE

Long Range Plan – FY 1996 Financial Update

20 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2003	Start Yr Dur (Yr)	1994 Project Spending Curve												
			9	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	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	490.7	-	1.3	3.9	0.0										
Right of Way (ROW)	0.0		0.0												
RCC Budget Total (Inflated \$'s)	490.7	-	1.3	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Capital Costs Inflated	490.7	-	1.3	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Rehabilitation and Replacement	255.0		0.0	0.0	0.0	0.0	0.0	0.2	1.7	1.0	3.4	1.1	23.8		
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	38.8%	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	13.5	2.8%	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)	13.5	41.6%	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	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	1.6	0.3%	0.0												
State ISTEA	40.0	8.2%	0												
Subtotal State	41.6	8.5%	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	233.0	47.5%	0.0												
Section 3 – Rail Mod.	0.0														
Section 9	0.0														
ISTEA	12.1	2.5%	1.3												
Subtotal Federal	245.1	49.9%	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Mixed															
Flexible Congestion Relief	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		
Total Revenues	300.2	100.0%	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Surplus/(Shortfall)	(190.5)	-	0.0	(3.9)	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	190.5	-	0.0	3.9	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 and anticipated revenues per Construction Division cash flow dated Oct-12-95.

MTA Long Range Transportation Plan

RED - Segment 3 - EASTSIDE

Long Range Plan - FY 1996 Financial Update

10 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2003	Start Yr Dur (Yr) 1994 10	Project Spending Curve														
			Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	1.0% 3.0% 7.0% 8.0% 10.0% 13.0% 15.0% 16.0% 19.0% 8.0%									
								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	979.6	-		974.3	5.4	7.1	4.5	31.3	72.8	121.6	218.7	240.2	160.3	74.9	42.9		
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)	979.6	-		974.3	5.4	7.1	4.5	31.3	72.8	121.6	218.7	240.2	160.3	74.9	42.9		
Total Capital Costs Inflated	979.7	-		974.3	5.4	7.1	4.5	31.3	72.8	121.6	218.7	240.2	160.3	74.9	42.9		
Rehabilitation and Replacement	226.1			0.0	15.4	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	24.1%		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	30.0	3.1%		30.0	0.0	0.0	0.0	30.0									
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)	30.0	27.1%		30.0	0.0	0.0	0.0	30.0	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	0.0	0.0	0.0	15.0								
Guideway - Art XIX	0.0																
Guideway - TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	0.0																
Other State Source/State TSM	12.3	1.3%		12.3	0.0	0.0	0.0	0.0	2.6	2.6	2.6	2.1	2.4				
State ISTEA	25.0	2.6%		25.0	0.0				25.0								
Subtotal State	52.3	5.3%		52.3	0.0	0.0	0.0	0.0	42.8	2.8	2.6	2.1	2.4	0.0	0.0		
Federal																	
Section 3 - New Starts	517.3	52.8%		517.3	0.0	6.9	4.1	0.0	0.0	69.0	139.4	117.7	88.6	74.9	16.7		
Section 3 - Rail Mod.	0.0																
Section 9	0.0			0.0	0.0												
ISTEA	144.3	14.7%		144.3	0.0	0.0	0.0	0.0	20.0	20.0	20.0	16.0	68.3				
Subtotal Federal	661.6	67.5%		661.6	0.0	6.9	4.1	0.0	20.0	89.0	159.4	133.7	156.9	74.9	16.7		
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	743.9	100.0%		743.9	0.0	6.9	4.1	30.0	62.6	91.6	162.0	135.8	159.3	74.9	16.7		
Total Surplus/(Shortfall)	(235.8)	-		(230.4)	(5.4)	(0.2)	(0.4)	(1.3)	(10.2)	(30.0)	(56.7)	(104.4)	(1.0)	0.0	(26.2)		
MTA Local Prop. A, C or Financing Funding Needed	235.8	-		230.4	5.4	0.2	0.4	1.3	10.2	30.0	56.7	104.4	1.0	0.0	26.2		

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NOTES:

1. Project costs and anticipated revenues from Construction cash flow dated Oct-12-95

MTA Long Range Transportation Plan

RED – Segment 3 – EASTSIDE

Long Range Plan – FY 1996 Financial Update

20 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	Project Total	Alloc %	Start Yr Dur (Yr)	1994		Project Spending Curve												
				1994 10	10 Yrs '94-'03	20 Yrs '04-'13	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
							2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																		
Non-ROW Project Costs	979.6	-		974.3	5.4	5.4												
Right of Way (ROW)	0.0			0.0	0.0													
RCC Budget Total (FY 1994 \$'s)	979.6	-		974.3	5.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Total Capital Costs Inflated	979.7	-		974.3	5.4	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Rehabilitation and Replacement	226.1			0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.5	3.5	2.1	7.0	2.3			
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	24.1%		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	30.0	3.1%		30.0	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)	30.0	27.1%		30.0	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	12.3	1.3%		12.3	0.0													
State ISTEA	25.0	2.6%		25.0	0.0													
Subtotal State	52.3	5.3%		52.3	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	517.3	52.8%		517.3	0.0													
Section 3 – Rail Mod.	0.0																	
Section 9	0.0			0.0	0.0													
ISTEA	144.3	14.7%		144.3	0.0													
Subtotal Federal	661.6	67.5%		661.6	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																	
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	743.9	100.0%		743.9	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)	(235.8)	-		(230.4)	(5.4)	(5.4)	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	235.8	-		230.4	5.4	5.4	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 and anticipated revenues from Construction cash flow dated Oct-12-95.

MTA Long Range Transportation Plan
 RED – SFV East/West SP Burbank Alignment (to 405 Fwy)
 Long Range Plan – FY 1996 Financial Update

0 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2013	Start Yr Dur (Yr)	2004		Project Spending Curve											
			9	9	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)	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	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	
Total Capital Costs Inflated	992.8	-	65.4	4.1	923.3	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	52.2			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 (FOR CAPITAL COSTS ONLY)																
Local																
Prop. A – Direct	0.0															
Prop. C – Direct	0.0															
Financings	0.0															
Subtotal Prop. A & C	0.0	25.6%		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																
L.A. City Funds	46.2	5.0%		0.0	46.2		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)	46.2	30.3%		0.0	46.2	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	230.8	25.0%		0.0	230.8		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State ISTEAs																
Subtotal State	230.8	23.2%		0.0	230.8	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	461.7	50.0%		0.0	461.7		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	461.7	46.5%		0.0	461.7	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	
Total Revenues	738.7	100.0%		0.0	738.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(254.2)	-		(4.1)	(184.7)	(4.1)	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	254.2	-		4.1	184.7	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

MTA Long Range Transportation Plan
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)
Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

Project Type	4	Start Yr	2004	Project Spending Curve										
				2013	Dur (Yr)	9	3.6%	7.4%	10.0%	12.4%	15.1%	16.4%	16.1%	12.8%
Revenue Operations Date (ROD)	Project Total	Alloc %	Prior Years	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS														
Non-ROW Project Costs	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	8.5										
Uninflated Total (FY '94 \$'s)	702.0	-	65.4	31.0	46.2	62.4	77.4	94.2	102.3	100.5	79.9	38.7	0.0	
Total Capital Costs Inflated	992.8	-	65.4	40.1	61.4	85.3	108.7	136.0	151.7	153.0	125.0	62.2	0.0	
Rehabilitation and Replacement	52.2			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	25.6%		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local														
L.A. City Funds	46.2	5.0%		2.0	3.1	4.3	5.4	6.8	7.6	7.7	6.2	3.1	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)	46.2	30.3%		2.0	3.1	4.3	5.4	6.8	7.6	7.7	6.2	3.1	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 Hwy Account	230.8	25.0%		10.0	15.4	21.3	27.2	34.0	37.9	38.3	31.2	15.5	0.0	
State ISTEA														
Subtotal State	230.8	23.2%		10.0	15.4	21.3	27.2	34.0	37.9	38.3	31.2	15.5	0.0	
Federal														
Section 3 – New Starts	461.7	50.0%		20.0	30.7	42.6	54.3	68.0	75.9	76.5	62.5	31.1	0.0	
Section 3 – Rail Mod.	0.0													
Section 9	0.0													
ISTEA	0.0	0.0%												
Subtotal Federal	461.7	46.5%		20.0	30.7	42.6	54.3	68.0	75.9	76.5	62.5	31.1	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
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
Total Revenues	738.7	100.0%		32.1	49.1	68.2	86.9	108.8	121.4	122.4	100.0	49.8	0.0	
Total Surplus/(Shortfall)	(254.2)	-		(8.0)	(12.3)	(17.1)	(21.7)	(27.2)	(30.3)	(30.6)	(25.0)	(12.4)	0.0	
MTA Local Prop. A, C or Financing Funding Needed	254.2	-		8.0	12.3	17.1	21.7	27.2	30.3	30.6	25.0	12.4	0.0	

MTA Long Range Transportation Plan
 RED - Seg 3 - WESTSIDE #2 to 405 Fwy (6 Stations)

Long Range Plan - FY 1996 Financial Update

0 Years

(\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2005		Project Spending Curve											
			9	9	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	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	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	2,811.0	-		0.0	2,811.0	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	37.4			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
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	140.6	5.0%		0.0	140.6		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%														
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)	140.6	42.8%		0.0	140.6	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	0.0															
State/Local Partnership	0.0															
STA	0.0															
Other State Source/State TSM (Match)	23.3	0.8%		0.0	23.3											
State ISTEAs																
Subtotal State	23.3	0.8%		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	1,405.5	50.0%		0.0	1,405.5	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	6.4%		0.0	180.0											
Subtotal Federal	1,585.5	56.4%		0.0	1,585.5	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			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	1,749.4	100.0%		0.0	1,749.4	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)	(1,061.6)	-		0.0	(1,061.6)	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	1,061.6	-		0.0	1,061.6	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
 RED – Seg 3 – WESTSIDE #2 to 405 Fwy (6 Stations)
 Long Range Plan – FY 1996 Financial Update

20 Years
 (\$ 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	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	65.6	134.8	182.1	225.9	275.0	298.7	293.2	233.1	112.9	
Right of Way (ROW)	0.0													
Uninflated Total (FY '93 \$'s)	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	2,811.0	–		0.0	89.6	189.3	262.8	334.8	418.9	467.4	471.5	385.1	191.6	
Rehabilitation and Replacement	37.4			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	
Other Local														
L.A. City Funds	140.6	5.0%		0.0	4.5	9.5	13.1	16.7	20.9	23.4	23.6	19.3	9.6	
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)	140.6	42.8%		0.0	4.5	9.5	13.1	16.7	20.9	23.4	23.6	19.3	9.6	
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	0.8%		0.0	1.3	1.3	2.6	2.6	3.9	3.9	2.6	2.6	2.6	
State ISTEA														
Subtotal State	23.3	0.8%		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	1,405.5	50.0%		0.0	44.8	94.6	131.4	167.4	209.4	233.7	235.7	192.5	95.8	
Section 3 – Rail Mod.	0.0													
Section 9	0.0													
ISTEA	180.0	6.4%			10.0	10.0	20.0	20.0	30.0	30.0	20.0	20.0	20.0	
Subtotal Federal	1,585.5	56.4%		0.0	54.8	104.6	151.4	187.4	239.4	263.7	255.7	212.5	115.8	
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	
Total Revenues	1,749.4	100.0%		0.0	60.6	115.4	167.1	206.7	264.3	291.0	281.9	234.4	128.0	
Total Surplus/(Shortfall)	(1,061.6)	–		0.0	(29.0)	(73.9)	(95.7)	(128.1)	(154.6)	(176.5)	(189.6)	(150.7)	(63.6)	
MTA Local Prop. A, C or Financing Funding Needed	1,061.6	–		0.0	29.0	73.9	95.7	128.1	154.6	176.5	189.6	150.7	63.6	

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 NOTES:

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MTA Long Range Transportation Plan
 RED – Segment 3 – EASTSIDE #2 (3 Stations)
 Long Range Plan – FY 1996 Financial Update

0 Years
 (\$ millions)

Revenue Operations Date (ROD)	Project Type 4 2014	Start Yr 2009 Dur (Yr) 6	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%	
								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	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	
Right of Way (ROW)	48.4	-		0.0	48.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
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	
Total Capital Costs Inflated	1,271.0	-		0.0	1,128.4	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	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	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	37.0%		0.0	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	63.5	5.0%		0.0	56.4	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	
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)	63.5	42.0%		0.0	56.4	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	0.0																
Guideway – TP&D/TCI	0.0																
State/Local Partnership	0.0																
STA	0.0																
Other State Source/State TSM (Match)	11.7	0.9%		0.0	9.1												
State ISTE A																	
Subtotal State	11.7	0.9%		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	
Federal																	
Section 3 – New Starts	635.5	50.0%		0.0	564.2	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	7.1%		0.0	70.0												
Subtotal Federal	725.5	57.1%		0.0	634.2	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	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	
Total Revenues	800.7	100.0%		0.0	699.7	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)	(470.3)	-		0.0	(428.7)	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	470.3	-		0.0	428.7	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
RED – Segment 3 – EASTSIDE #2 (3 Stations)
Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

Project Type	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%	
Revenue Operations Date (ROD)	Project Total	Alloc %	Prior Years	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	0.0	0.0	0.0	0.0	46.3	96.8	134.3	164.9	157.4	
Right of Way (ROW)	48.4							24.2	24.2					
Uninflated Total (FY '93 \$'s)	729.9	-		0.0	0.0	0.0	0.0	24.2	70.5	96.8	134.3	164.9	157.4	
Total Capital Costs Inflated	1,271.0	-		0.0	0.0	0.0	0.0	72.6	149.0	151.4	215.8	272.4	267.2	
Rehabilitation and Replacement	12.3			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	37.0%		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	63.5	5.0%		0.0	0.0	0.0	0.0	3.6	7.4	7.6	10.8	13.6	13.4	
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)	63.5	42.0%		0.0	0.0	0.0	0.0	3.6	7.4	7.6	10.8	13.6	13.4	
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	0.9%				0.0	0.0	0.0	1.3	1.3	1.3	2.6	2.6	
State ISTEA														
Subtotal State	11.7	0.9%		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	635.5	50.0%		0.0	0.0	0.0	0.0	36.3	74.5	75.7	107.9	136.2	133.6	
Section 3 – Rail Mod.	0.0													
Section 9	0.0													
ISTEA	90.0	7.1%							10.0	10.0	10.0	20.0	20.0	
Subtotal Federal	725.5	57.1%		0.0	0.0	0.0	0.0	36.3	84.5	85.7	117.9	156.2	153.6	
Mixed														
Flexible Congestion Relief	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	
Total Revenues	800.7	100.0%		0.0	0.0	0.0	0.0	39.9	93.2	94.6	130.0	172.4	169.5	
Total Surplus/(Shortfall)	(470.3)	-		0.0	0.0	0.0	0.0	(32.7)	(55.7)	(56.8)	(85.8)	(100.0)	(97.6)	
MTA Local Prop. A, C or Financing Funding Needed	470.3	-		0.0	0.0	0.0	0.0	32.7	55.7	56.8	85.8	100.0	97.6	

MTA Long Range Transportation Plan
 RED - Segment 3 - EASTSIDE #2 (3 Stations)
 Long Range Plan - FY 1996 Financial Update


30 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	4 2014	Start Yr Dur (Yr)	2009 6	Project Spending Curve												
				12.0% 2013 2014	0.0% 2014 2015	0.0% 2015 2016	0.0% 2016 2017	0.0% 2017 2018	0.0% 2018 2019	0.0% 2019 2020	0.0% 2020 2021	0.0% 2021 2022	0.0% 2022 2023			
	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	
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	
Total Capital Costs Inflated	1,271.0	-		0.0	1,128.4	142.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	12.3			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	3.3	2.0	6.6	
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	37.0%		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	63.5	5.0%		0.0	56.4	7.1	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	
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)	63.5	42.0%		0.0	56.4	7.1	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	0.9%		0.0	9.1	2.6	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	0.9%		0.0	9.1	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	635.5	50.0%		0.0	564.2	71.3	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	7.1%		0.0	70.0	20.0										
Subtotal Federal	725.5	57.1%		0.0	634.2	91.3	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	
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	800.7	100.0%		0.0	699.7	101.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(470.3)	-		0.0	(428.7)	(41.6)	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	470.3	-		0.0	428.7	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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Blue Line Projects

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MTA Long Range Transportation Plan
BLUE – Pasadena / LA – Union Station to Sierra Madre
Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

Project Type Revenue Operations Date (ROD)	7 2003	Start Yr Dur (Yr)	Project Spending Curve													
			1993			3.0%	7.0%	8.0%	10.0%	13.0%	15.0%	16.0%	19.0%	8.0%	0.0%	
			10	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	931.6	-	18.2	913.4	0.0	59.8	54.2	75.3	108.7	89.0	122.2	130.7	134.6	127.5	11.4	
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		
RCC Budget (FY 1994 \$s)	931.6		18.2	913.4	0.0	59.8	54.2	75.3	108.7	89.0	122.2	130.7	134.6	127.5	11.4	
Total Capital Costs Inflated	931.6	-	18.2	913.4	0.0	59.8	54.2	75.3	108.7	89.0	122.2	130.7	134.6	127.5	11.4	
Rehabilitation and Replacement	467.0		0.0	0.0	42.2	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	39.8%	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															
Other/Prop C. 25%	173.4	18.6%	0.0	173.4	0.0	9.5	39.3	22.4	49.4	47.4	5.4					
Local Agency Funds/Pasadena	0.0		0.0	0.0	0.0	0.0	0.0	7.0	(7.0)							
Subtotal Local (including Prop. A & C %, not \$'s)	173.4	58.4%	0.0	173.4	0.0	9.5	39.3	29.4	42.4	47.4	5.4	0.0	0.0	0.0	0.0	0.0
State																
Prop. 108	20.0	2.1%	0.0	20.0	0.0	8.0	12.0				0.0					
Prop. 116	40.0	4.3%						40.0								
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	327.8	35.2%	0.0	327.8	0.0		2.9	4.1	62.9	41.6	41.6	41.6	69.9	63.2		
State ISTEAs	0.0															
Subtotal State	387.8	41.6%	0.0	387.8	0.0	8.0	14.9	44.1	62.9	41.6	41.6	41.6	69.9	63.2	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	561.2	100.0%	0.0	561.2	0.0	17.5	54.2	73.5	105.3	89.0	47.0	41.6	69.9	63.2	0.0	0.0
Total Surplus/(Shortfall)	(370.4)	-	(18.2)	(352.2)	0.0	(42.3)	(0.0)	(1.8)	(3.4)	0.0	(75.2)	(89.1)	(64.7)	(64.3)	(11.4)	
MTA Local Prop. A, C or Financing Funding Needed	370.4	-	18.2	352.2	0.0	42.3	0.0	1.8	3.4	0.0	75.2	89.1	64.7	64.3	11.4	

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NOTES:

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1. project cost and anticipated revenues from Construction Division cashflow dated October 12, 1995.

MTA Long Range Transportation Plan

BLUE – Pasadena / LA – Union Station to Sierra Madre

20 Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

Project Type Revenue Operations Date (ROD)	7 2003	Start Yr Dur (Yr)	1993 10	Project Spending Curve									
				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	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	931.6	-	18.2										
Right of Way (ROW)	0.0		0.0										
RCC Budget (FY 1994 \$s)	931.6		18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	931.6	-	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	467.0		0.0	0.0	0.0	0.0	0.0	0.1	7.7	5.8	8.7	6.1	13.8
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	39.8%	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%	173.4	18.6%	0.0										
Local Agency Funds/Pasadena	0.0		0.0										
Subtotal Local (including Prop. A & C %, not \$'s)	173.4	58.4%	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	20.0	2.1%	0.0										
Prop. 118	40.0	4.3%											
Guideway – Art XIX	0.0												
Guideway – TP&D/TCI	0.0	0.0%											
State/Local Partnership	0.0												
STA	0.0												
Other State Source/State Hwy Account	327.8	35.2%	0.0										
State ISTEAs	0.0												
Subtotal State	387.8	41.6%	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
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
Total Revenues	561.2	100.0%	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)	(370.4)	-	(18.2)	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	370.4	-	18.2	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 and anticipated revenues from Construction Division cashflow dated October 12, 1995

Green Line Projects

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MTA Long Range Transportation Plan
 GREEN - Norwalk - El Segundo
 Long Range Plan - FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	8 1996	Start Yr Dur (Yr)	1988 8	Project Spending Curve												
				Project Total	Alloc %	Prior Years	10 Yrs '94-'03	20 Yrs '04-'13	28.0%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
									1993	1994	1995	1996	1997	1998	1999	2000
PROJECT COSTS																
Subtotal Construction Costs	712.3	--	370.0	342.3		169.5	81.5	52.7	23.3	15.3						
Right of Way (ROW)	0.0	--	0.0	0.0	0.0	0.0	0.0	0.0								
RCC Project Budget (Inflation Included)	712.3	--	370.0	342.3	0.0	169.5	81.5	52.7	23.3	15.3	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	712.3	--	370.0	342.3	0.0	169.5	81.5	52.7	23.3	15.3	0.0	0.0	0.0	0.0	0.0	
Rehabilitation and Replacement	405.0	--		11.5	116.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	6.1	5.3	
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	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	
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%	241.4		9.0	232.4	0.0	143.3	35.6	25.5	12.7	15.3						
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	241.4	85.1%	9.0	232.4	0.0	143.3	35.6	25.5	12.7	15.3	0.0	0.0	0.0	0.0	0.0	
State																
Prop. 108	22.4			22.4	0.0	22.4										
Prop. 116	83.5			83.5	0.0	3.8	42.7	26.4	10.6							
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	105.9	14.9%	0.0	105.9	0.0	26.2	42.7	26.4	10.6	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	347.3	100.0%	9.0	338.3	0.0	169.5	78.3	51.9	23.3	15.3	0.0	0.0	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(365.0)	--	(361.0)	(4.0)	0.0	0.0	(3.2)	(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	365.0	--	361.0	4.0	0.0	0.0	3.2	0.8	(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
 Long Range Plan – FY 1996 Financial Update

20 Years
 (\$ millions)

	Project Type	8	Start Yr	1988	Project Spending Curve												
	Revenue Operations Date (ROD)	1996	Dur (Yr)	8	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)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012		
PROJECT COSTS																	
Subtotal Construction Costs	712.3	—	370.0	342.3													
Right of Way (ROW)	0.0	—	0.0	0.0	0.0												
RCC Project Budget (Inflation Included)	712.3	—	370.0	342.3	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	712.3	—	370.0	342.3	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	405.0	—		11.5	116.7	7.7	5.6	9.2	5.9	26.8	6.3	6.5	32.2	9.5	7.0		
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	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		
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%	241.4		9.0	232.4	0.0												
Local Agency Funds	0.0																
Subtotal Local (including Prop. A & C %, not \$'s)	241.4	85.1%	9.0	232.4	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	22.4			22.4	0.0												
Prop. 116	83.5			83.5	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 ISTEAs	0.0																
Subtotal State	105.9	14.9%	0.0	105.9	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	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	347.3	100.0%	9.0	338.3	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)	(365.0)	—	(361.0)	(4.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
MTA Local Prop. A, C or Financing Funding Needed	365.0	—	361.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

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NOTES:

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

MTA Long Range Transportation Plan
 El Segundo - Del Norte Green Line Station
 Long Range Plan - FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (FOD)	7 2000	Start Yr Dur (Yr)	2000 1	Project Spending Curve																
				Project Total	Alloc %	Prior Years	10 Yrs (94-'03)	20 Yrs (04-'13)	10 Yrs (94-'03)	20 Yrs (04-'13)	0.0% 0.0% 0.0% 0.0% 0.0% 0.0% 100.0% 0.0% 0.0% 0.0%									
											1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
PROJECT COSTS																				
Subtotal Construction Costs	12.7	-		12.7	0.0	12.7	0.0		0.6						12.1					
Right of Way (ROW)	0.0	-		0.0	0.0	0.0	0.0													
Uninflated Total	12.7	-	0.0	12.7	0.0	12.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	12.1	0.0	0.0	0.0			
Total Capital Costs Inflated	12.7	-	0.0	12.7	0.0	12.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	12.1	0.0	0.0	0.0			
Rehabilitation and Replacement	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			
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	49.6%	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																				
L.A. City Funds	0.0																			
Other Jurisdictions	0.0																			
Benefit Assessments	0.0																			
TDA Article 4	0.0																			
Public/Private Joint Venture	1.2								0.3					0.9						
Regional Impact Fees	0.0																			
Local Agency Funds	0.0																			
Subtotal Local (including Prop. A & C %, not \$'s)	1.2	59.1%	0.0	1.2	0.0	1.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0			
State																				
Prop. 108	0.0																			
Prop. 118	0.0																			
Guideway - Art XIX	0.0																			
Guideway - TP&D/TCI	0.0	50.0%	0.0																	
State/Local Partnership	0.0																			
STA	0.0																			
Other State Source	5.2								0.3					4.9						
State/ISTEA																				
Subtotal State	5.2	40.9%	0.0	5.2	0.0	5.2	0.0	0.0	0.3	0.0	0.0	0.0	0.0	4.9	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			
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	6.4	100.0%	0.0	6.4	0.0	6.4	0.0	0.0	0.6	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0			
Total Surplus/(Shortfall)	(6.3)	-	0.0	(6.3)	0.0	(6.3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(6.3)	0.0	0.0	0.0			
MTA Local Prop. A, C or Financing Funding Needed	6.3	-	0.0	7.5	0.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	0.0	0.0			

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Notes:

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MTA Long Range Transportation Plan
 El Segundo – Del Norte Green Line Station
 Long Range Plan – FY 1996 Financial Update

20 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	Project Total	7 2000 Dur (Yr)	Start Yr 2000 1	Project Spending Curve												
				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% 0.0%									
							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	12.7	–		12.7	0.0											
Right of Way (ROW)	0.0	–		0.0	0.0											
Uninflated Total	12.7	–	0.0	12.7	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 Capital Costs Inflated	12.7	–	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	49.6%	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
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	1.2															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	1.2	59.1%	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
State																
Prop. 108	0.0															
Prop. 116	0.0															
Guideway – Art XIX	0.0															
Guideway – TP&D/TCI	0.0	50.0%	0.0													
State/Local Partnership	0.0															
STA	0.0															
Other State Source	5.2															
State ISTEA																
Subtotal State	5.2	40.9%	0.0	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	6.4	100.0%	0.0	6.4	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)	(6.3)	–	0.0	(6.3)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	6.3	–	0.0	7.5	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:



Other Rail Capital

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MTA Long Range Transportation Plan
 OTHER – Segment 2 Transit Station Enhancements
 Long Range Plan – FY 1996 Financial Update

10 Years
 (\$ millions)

Project Type Revenue Operations Date (ROD)	7 9999	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	87.9	–	2.4	85.5	0.0	2.0	21.1	27.2	25.0	10.2	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				
Project Budget (Inflation Included)	87.9	–	2.4	85.5	0.0	2.0	21.1	27.2	25.0	10.2	0.0	0.0	0.0	0.0	0.0	
Total Capital Costs Inflated	87.9	–	2.4	85.5	0.0	2.0	21.1	27.2	25.0	10.2	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	97.2%	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															
Regional Impact Fees	0.0															
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	97.2%	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	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	2.5								2.5							
Subtotal Federal	2.5	2.8%	0.0	2.5	0.0	0.0	0.0	0.0	2.5	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	2.5	100.0%	0.0	2.5	0.0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	
Total Surplus/(Shortfall)	(85.4)	–	(2.4)	(83.0)	0.0	(2.0)	(21.1)	(27.2)	(22.5)	(10.2)	0.0	0.0	0.0	0.0	0.0	
MTA Local Prop. A, C or Financing Funding Needed	85.4	–	2.4	83.0	0.0	2.0	21.1	27.2	22.5	10.2	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 – Segment 2 Transit Station Enhancements
 Long Range Plan – FY 1996 Financial Update

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	NA
					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	87.9	—	2.4	85.5	0.0										
Right of Way (ROW)	0.0	—	0.0	0.0	0.0										
Project Budget (Inflation Included)	87.9	—	2.4	85.5	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	87.9	—	2.4	85.5	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	97.2%	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														
Regional Impact Fees	0.0														
Local Agency Funds	0.0														
Subtotal Local (including Prop. A & C %, not \$'s)	0.0	97.2%	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	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
Federal															
Section 3 – New Starts	0.0														
Section 3 – Rail Mod.	0.0														
Section 9	0.0														
ISTEA	2.5														
Subtotal Federal	2.5	2.8%	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
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	2.5	100.0%	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 Surplus/(Shortfall)	(85.4)	—	(2.4)	(83.0)	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	85.4	—	2.4	83.0	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

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

Revenue Operations Date (ROD)	Project Type NA	Start Yr Dur (Yr)	NA NA	Project Spending Curve													
				20 Yr	Prior	10 Yrs	20 Yrs	NA	NA	NA	NA	NA	NA	NA	NA	NA	
				Total		Years	(94-03)	(04-13)	1993	1994	1995	1996	1997	1998	1999	2000	2001
				1994	1995	1996	1997	1998	1999	2000	2001	2002	2003				
PROJECT COSTS																	
Systemwide (Based on FY 96 Budget)	319.6		0.0	159.6	160.0	21.3	10.3	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	
Other Projects	68.4	—		68.4	0.0	30.5	10.4	27.5									
Red Line Seg 3 Enhancements	28.0	—	0.0	28.0	0.0	0.0	0.3	3.7	2.3	4.0	11.2	4.1	1.7	0.6	0.1		
Inflated Total	416.0	—	0.0	256.0	160.0	51.8	21.1	47.2	18.3	20.0	27.2	20.1	17.7	16.6	16.1		
Total Capital Costs Inflated	416.0	—	0.0	256.0	160.0	51.8	21.1	47.2	18.3	20.0	27.2	20.1	17.7	16.6	16.1		
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	97.6%	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	
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	97.6%	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																	
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		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	2.4%	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)	(406.2)	—	0.0	(246.2)	(160.0)	(51.8)	(14.5)	(46.0)	(16.5)	(19.7)	(27.2)	(20.1)	(17.7)	(16.6)	(16.1)		
MTA Local Prop. A, C or Financing Funding Needed	406.2	—	0.0	246.2	160.0	51.8	14.5	46.0	16.5	19.7	27.2	20.1	17.7	16.6	16.1		

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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
Other Rail Costs

20 Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

Revenue Operations	Project Type 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)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011
PROJECT COSTS																	
Systemwide (Based on FY 96 Budget)		319.6		0.0	159.6	160.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Other Projects		68.4	—		68.4	0.0											
Red Line Seg 3 Enhancements		28.0	—	0.0	28.0	0.0											
Inflated Total		416.0	—	0.0	256.0	160.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
Total Capital Costs Inflated		416.0	—	0.0	256.0	160.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0
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	97.6%	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
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	0.0
Local Agency Funds		0.0	0.0%														
Subtotal Local (including Prop. A & C %, not \$'s)		0.0	97.6%	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
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.		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	2.4%	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	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		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	0.0
Total Surplus/(Shortfall)		(406.2)	—	0.0	(246.2)	(160.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)	(16.0)
MTA Local Prop. A, C or Financing Funding Needed		406.2	—	0.0	246.2	160.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0	16.0

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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

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

Project Type Revenue Operations Date (ROD)	7 N/A	Start Yr Dur (Yr)	1994			Project Spending Curve										
			7	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																
Rail Cars	201.9	—	0.0	201.9	0.0	23.1	34.5	48.2	48.3	34.6	13.3					
Inflated Total	201.9	—	0.0	201.9	0.0	23.1	34.5	48.2	48.3	34.6	13.3	0.0	0.0	0.0	0.0	0.0
Total Capital Costs Inflated	201.9	—	0.0	201.9	0.0	23.1	34.5	48.2	48.3	34.6	13.3	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	13.3	—		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
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	51.4%	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	51.4%	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	26.3	13.0%	0.0	26.3	0.0	10.2	6.2	0.0	9.9	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 (STP)	65.8		0.0	65.8	0.0	0.0	22.2	33.0	10.6	0.0						
Subtotal State	92.1	45.6%	0.0	92.1	0.0	10.2	28.4	33.0	20.5	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		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
ISTEA (STP)	6.1			6.1	0.0	0.0	0.0	6.1								
Subtotal Federal	6.1	3.0%	0.0	6.1	0.0	0.0	0.0	6.1	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	98.2	100.0%	0.0	98.2	0.0	10.2	28.4	39.1	20.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(103.7)	—	0.0	(103.7)	0.0	(12.9)	(6.0)	(9.1)	(27.8)	(34.6)	(13.3)	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	103.7	—	0.0	103.7	0.0	12.9	6.0	9.1	27.8	34.6	13.3	0.0	0.0	0.0	0.0	0.0

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NOTES

1. Project costs per RCC 6/1/94

MTA Long Range Transportation Plan
LA Rail Car

20 Years

Long Range Plan - FY 1996 Financial Update

(\$ millions)

Revenue Operations Date (ROD)	Project Type N/A	7 Dur (Yr)	Start Yr 1994 7	Project Spending Curve												
				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	201.9	--	0.0	201.9	0.0											
Inflated Total	201.9	--	0.0	201.9	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 Capital Costs Inflated	201.9	--	0.0	201.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation and Replacement	13.3	--		0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
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	51.4%	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	51.4%	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	26.3	13.0%	0.0	26.3	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 (STP)	65.8		0.0	65.8	0.0											
Subtotal State	92.1	45.6%	0.0	92.1	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	0.0															
Section 3 - Rail Mod.	0.0															
Section 9	0.0		0.0	0.0	0.0											
ISTEA (STP)	6.1			6.1	0.0											
Subtotal Federal	6.1	3.0%	0.0	6.1	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															
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	98.2	100.0%	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
Total Surplus/(Shortfall)	(103.7)	--	0.0	(103.7)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MTA Local Prop. A, C or Financing Funding Needed	103.7	--	0.0	103.7	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 Project costs per ROC 6/1/94

MTA Long Range Transportation Plan
 Environmental Clearance/Study/Staffing Costs
 Long Range Plan – FY 1996 Financial Update

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									
									1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
• Rail Planning and Program Support	157.9	–		85.9	72.0	0.0	17.7	17.3	11.3	9.1	7.3	5.8	5.8	5.8	5.8			
• Transit Planning	176.0	–		63.0	113.0	0.0	6.6	0.0	7.1	7.4	7.7	8.0	8.4	8.7	9.1			
• Benefit Assessment	15.3	–		5.4	9.9	0.0	0.6	0.0	0.6	0.6	0.7	0.7	0.7	0.7	0.8			
• Commuter Rail Staff Support	89.2	–		32.7	56.4	0.0	1.1	3.6	2.6	3.4	4.2	4.3	4.4	4.6	4.7			
• Other (FY 95 Unalloc Overhead, US Gateway, FMIS)	31.0	–		31.0	0.0	0.4	30.6	0.0										
Total Costs	469.4	–	0.0	218.0	251.4	0.4	56.6	20.9	21.6	20.5	19.9	18.8	19.3	19.8	20.4			
Total Capital Costs Inflated	469.4	–	0.0	218.0	251.4	0.4	56.6	20.9	21.6	20.5	19.9	18.8	19.3	19.8	20.4			
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	81.0%	0.0	0.0	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)	89.2			32.7	56.4	0.0	1.1	3.6	2.6	3.4	4.2	4.3	4.4	4.6	4.7			
Local Agency Funds	0.0																	
Subtotal Local (including Prop. A & C %, not \$'s)	89.2	100.0%	0.0	32.7	56.4	0.0	1.1	3.6	2.6	3.4	4.2	4.3	4.4	4.6	4.7			
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 ISTE A	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	89.2	100.0%	0.0	32.7	56.4	0.0	1.1	3.6	2.6	3.4	4.2	4.3	4.4	4.6	4.7			
Total Surplus/(Shortfall)	(380.2)	–	0.0	(185.3)	(194.9)	(0.4)	(55.5)	(17.3)	(19.0)	(17.1)	(15.7)	(14.5)	(14.9)	(15.2)	(15.7)			
MTA Local Prop. A, C or Financing Funding Needs	380.2	–	0.0	185.3	194.9	0.4	55.5	17.3	19.0	17.1	15.7	14.5	14.9	15.2	15.7			

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NOTES:

MTA Long Range Transportation Plan
Environmental Clearance/Study/Staffing Costs
Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

Revenue Operations Date (ROD)	Project Type	N/A	Start Yr	N/A	Project Spending Curve											
	N/A	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	Alloc %	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		
• Rail Planning and Program Support	157.9	—		85.9	72.0	6.0	6.3	6.5	6.8	7.0	7.3	7.6	7.9	8.2	8.5	
• Transit Planning	176.0	—		63.0	113.0	9.5	9.8	10.2	10.6	11.0	11.4	11.9	12.4	12.8	13.3	
• Benefit Assessment	15.3	—		5.4	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	89.2	—		32.7	56.4	4.9	5.0	5.2	5.3	5.5	5.7	5.9	6.1	6.3	6.5	
• Other (FY 95 Unalloc Overhead, US Gateway, FMIS)	31.0	—		31.0	0.0											
Total Costs	469.4	—	0.0	218.0	251.4	21.2	22.0	22.8	23.6	24.5	25.5	26.4	27.4	28.5	29.5	
Total Capital Costs Inflated	469.4	—	0.0	218.0	251.4	21.2	22.0	22.8	23.6	24.5	25.5	26.4	27.4	28.5	29.5	
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	81.0%	0.0	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)	89.2			32.7	56.4	4.9	5.0	5.2	5.3	5.5	5.7	5.9	6.1	6.3	6.5	
Local Agency Funds	0.0															
Subtotal Local (including Prop. A & C %, not \$'s)	89.2	100.0%	0.0	32.7	56.4	4.9	5.0	5.2	5.3	5.5	5.7	5.9	6.1	6.3	6.5	
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 ISTE A	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	89.2	100.0%	0.0	32.7	56.4	4.9	5.0	5.2	5.3	5.5	5.7	5.9	6.1	6.3	6.5	
Total Surplus/(Shortfall)	(380.2)	—	0.0	(185.3)	(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	380.2	—	0.0	185.3	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

Long Range Plan – FY 1996 Financial Update

(\$ 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	67.4	9.5%		29.4	38.0	0.0	0.0	6.6	0.0	3.8	3.8	3.8	3.8	3.8	3.8
Section 3 Rail Mod.	410.5	58.0%		89.8	320.7	0.0	3.1	2.8	2.6	2.8	2.6	6.8	6.2	22.6	40.3
TDA Article 4	230.0	32.5%		0.0	230.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total	707.9	100.0%		119.2	588.7	0.0	3.1	9.4	2.6	6.6	6.4	10.6	10.0	26.4	44.1
RAIL CAPITAL – REHAB AND REPLACEMENT COSTS															
RED – Segment–1 LAUPT to Wilshire/Alvarado	283.9	23.0%		16.8	267.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	5.0	2.4	8.7
RED – Segment–2 to Wilshire/Western & Hollywood/Vine	244.3	19.8%		1.5	242.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	1.3
RED – Segment–3 to North Hollywood	159.2	12.9%		0.0	159.2	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	31.3	2.5%		0.0	31.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE	15.4	1.2%		0.0	15.4	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	329.4	26.7%		50.9	278.5	0.0	0.0	0.1	5.3	3.9	5.9	4.1	9.4	4.4	17.8
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	42.2	3.4%		0.0	42.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	128.2	10.4%		11.5	116.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	6.1	5.3
Rehab. and Replacement Totals	1,233.8	100.0%		80.7	1,153.1	0.0	0.0	0.1	5.3	3.9	5.9	4.8	14.5	13.1	33.1
Beginning Balance	0.0	–				0.0	0.0	3.1	12.4	9.8	12.4	12.9	18.7	14.2	27.5
Surplus/(Shortfall)	(525.9)	–	0.0	38.5	(564.4)	0.0	3.1	9.3	(2.7)	2.7	0.5	5.8	(4.5)	13.3	11.0
Cumulative Ending Balance/Add'l Prop A/C Funds Req'	(525.9)	–	0.0	38.5	(564.4)	0.0	3.1	12.4	9.8	12.4	12.9	18.7	14.2	27.5	38.5

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NOTES:

MTA Long Range Transportation Plan
Rehabilitation and Replacement Summary

20 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	67.4	9.5%		29.4	38.0	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
Section 3 Rail Mod.	410.5	58.0%		89.8	320.7	37.1	36.6	33.9	31.1	35.0	32.1	30.6	28.0	26.7	29.6
TDA Article 4	230.0	32.5%		0.0	230.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0	23.0
Total	707.9	100.0%		119.2	588.7	63.9	63.4	60.7	57.9	61.8	58.9	57.4	54.8	53.5	56.4
RAIL CAPITAL – REHAB AND REPLACEMENT COSTS															
RED – Segment–1 LAUPT to Wilshire/Alvarado	283.9	23.0%		16.8	267.0	2.6	52.1	2.7	138.4	2.8	2.9	44.6	10.8	3.2	7.0
RED – Segment–2 to Wilshire/Western & Hollywood/Vine	244.3	19.8%		1.5	242.8	0.8	2.8	1.3	24.9	2.8	43.3	2.9	53.9	17.4	92.7
RED – Segment–3 to North Hollywood	159.2	12.9%		0.0	159.2	0.0	0.0	0.4	2.8	2.8	7.1	3.0	51.3	3.2	88.6
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	31.3	2.5%		0.0	31.3	0.0	0.0	0.0	0.0	0.2	1.7	1.0	3.4	1.1	23.8
RED – Segment 3 – EASTSIDE	15.4	1.2%		0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.5	3.5	2.1	7.0	2.3
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	329.4	26.7%		50.9	278.5	4.6	4.7	23.6	7.4	5.1	7.3	5.4	208.7	5.7	5.9
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	42.2	3.4%		0.0	42.2	0.0	0.0	0.0	0.0	0.1	7.7	5.8	8.7	6.1	13.8
GREEN – Norwalk – El Segundo	128.2	10.4%		11.5	116.7	7.7	5.6	9.2	5.9	26.8	6.3	6.5	32.2	9.5	7.0
Rehab. and Replacement Totals	1,233.8	100.0%		80.7	1,153.1	15.6	65.2	37.2	179.4	40.7	76.8	72.7	371.2	53.2	241.0
Beginning Balance	0.0	–				38.5	86.7	84.9	108.4	(13.1)	8.0	(9.9)	(25.2)	(341.6)	(341.3)
Surplus/(Shortfall)	(525.9)	–	0.0	38.5	(564.4)	48.3	(1.8)	23.5	(121.5)	21.1	(17.9)	(15.3)	(316.4)	0.3	(184.6)
Cumulative Ending Balance/Add'l Prop A/C Funds Req'	(525.9)	–	0.0	38.5	(564.4)	86.7	84.9	108.4	(13.1)	8.0	(9.9)	(25.2)	(341.6)	(341.9)	(525.9)

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NOTES:

Rail Operations

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MTA Long Range Transportation Plan
Rail Operations

10-Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94-03	Years 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
SOURCES OF FUNDS														
<u>Local</u>														
Farebox – Red	220.6	748.7	969.3	21.0%	0.3	0.4	0.7	12.7	12.7	29.1	29.1	39.6	39.6	56.3
Farebox – Blue	107.8	278.9	386.8	8.4%	6.9	8.7	8.8	8.4	8.4	10.1	10.1	12.6	12.6	21.1
Farebox – Green	29.4	74.4	103.9	2.3%	0.0	0.0	1.5	2.9	2.9	3.5	3.5	4.7	4.7	5.6
Proposition A – 35%	293.0	620.5	913.5	19.8%	0.0	0.0	32.2	40.5	64.9	26.0	19.9	25.8	34.8	48.9
Proposition C – 5 % (Security)	123.7	215.9	339.7	7.4%	8.8	8.6	15.8	10.7	11.4	12.1	12.9	13.7	14.5	15.4
Proposition C – 40 %	345.3	27.5	372.8	8.1%	49.2	42.4	0.0	0.0	0.0	44.9	54.3	48.1	42.9	63.5
TDA Article 4	0.0	626.6	626.6	13.6%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 10%	276.9	377.8	654.7	14.2%	27.7	22.8	25.3	26.1	26.9	27.8	28.7	29.6	30.5	31.5
Subtotal Local	1,396.8	2,970.5	4,367.3	94.6%	92.9	82.9	84.3	101.3	127.2	153.5	158.5	174.1	179.7	242.3
<u>State</u>														
STA – Population Share	103.9	101.3	205.2	4.4%	10.1	8.0	14.9	10.1	10.1	10.1	10.1	10.1	10.1	10.1
Subtotal State	103.9	101.3	205.2	4.4%	10.1	8.0	14.9	10.1	10.1	10.1	10.1	10.1	10.1	10.1
<u>Federal</u>														
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)	43.0	0.0	43.0	0.9%	0.0	0.0	21.2	21.8	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	43.0	0.0	43.0	0.9%	0.0	0.0	21.2	21.8	0.0	0.0	0.0	0.0	0.0	0.0
Interest (MTA)	0.0	0.0	0.0	0.0%										
TOTAL SOURCES	1,543.7	3,071.7	4,615.4	100.0%	103.1	90.9	120.4	133.2	137.4	163.7	168.6	184.2	189.8	252.4
USES OF FUNDS														
Red Line	428.5	1,084.8	1,513.3	32.8%	17.4	18.0	24.8	30.2	31.2	47.4	48.9	60.7	62.6	87.3
Blue Line	438.3	908.7	1,347.0	29.2%	38.2	37.3	31.8	39.6	40.9	41.8	43.2	44.4	45.8	75.4
Green Line	180.8	337.0	517.7	11.2%	0.0	0.0	17.8	16.8	17.3	24.0	24.8	25.6	26.5	27.9
Rail Security – Red Line	46.3	84.1	130.5	2.8%	3.4	3.4	5.3	3.9	4.0	4.5	4.6	5.1	5.3	6.9
Rail Security – Blue Line	131.8	219.1	350.9	7.6%	14.5	10.0	12.9	11.4	11.7	12.6	13.0	13.6	14.0	18.1
Rail Security – Green Line	38.0	68.2	106.2	2.3%	0.0	0.0	4.8	4.0	4.1	4.6	4.8	5.0	5.1	5.7
Metrolink	276.9	377.8	654.7	14.2%	27.7	22.8	25.3	26.1	26.9	27.8	28.7	29.6	30.5	31.5
TOTAL USES	1,540.8	3,079.7	4,620.4	100.0%	101.2	91.5	122.7	132.0	136.2	162.8	167.9	183.9	189.8	252.8
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	0.0	–	0.0	1.8	1.2	(1.0)	0.2	1.4	2.3	3.0	3.3	3.3
Annual Net Change to Cash Balance	2.9	(7.9)	(5.0)	–	1.8	(0.6)	(2.3)	1.3	1.2	0.9	0.7	0.3	(0.0)	(0.3)
Ending Fiscal Year Cash Balance	–	–	(5.0)	–	1.8	1.2	(1.0)	0.2	1.4	2.3	3.0	3.3	3.3	2.9

MTA Long Range Transportation Plan
Rail Operations

20-Years

Long Range Plan – FY 1996 Financial Update

(\$ millions)

	Years 94-03	Years 04-13	20-Year ('94-'13)		2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
			Total	%										
SOURCES OF FUNDS														
Local														
Farebox – Red	220.6	748.7	969.3	21.0%	67.5	67.5	67.5	67.5	67.5	81.0	81.0	81.0	81.0	86.9
Farebox – Blue	107.8	278.9	386.8	8.4%	25.4	25.4	25.4	25.4	25.4	30.4	30.4	30.4	30.4	30.4
Farebox – Green	29.4	74.4	103.9	2.3%	6.8	6.8	6.8	6.8	6.8	8.1	8.1	8.1	8.1	8.1
Proposition A – 35%	293.0	620.5	913.5	19.8%	60.2	76.3	71.1	107.1	29.1	23.6	60.6	29.0	55.2	108.3
Proposition C – 5 % (Security)	123.7	215.9	339.7	7.4%	16.3	17.3	18.4	19.6	20.8	22.1	23.3	24.7	26.1	27.5
Proposition C – 40 %	345.3	27.5	372.8	8.1%	24.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TDA Article 4	0.0	626.6	626.6	13.6%	18.3	29.3	44.1	14.8	99.7	92.2	62.6	101.8	83.4	80.4
Prop C 10%	276.9	377.8	654.7	14.2%	32.5	33.5	34.7	35.8	37.0	38.2	39.5	40.8	42.2	43.6
Subtotal Local	1,396.8	2,970.5	4,367.3	94.6%	251.2	259.3	267.9	276.9	286.2	295.7	305.6	315.9	326.5	385.2
State														
STA – Population Share	103.9	101.3	205.2	4.4%	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
Subtotal State	103.9	101.3	205.2	4.4%	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
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)	43.0	0.0	43.0	0.9%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	43.0	0.0	43.0	0.9%	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%										
TOTAL SOURCES	1,543.7	3,071.7	4,615.4	100.0%	261.3	269.4	278.0	287.0	296.4	305.8	315.7	326.0	336.6	395.4
USES OF FUNDS														
Red Line	428.5	1,084.8	1,513.3	32.8%	90.1	93.0	96.1	99.3	102.6	106.0	109.5	113.2	116.9	158.2
Blue Line	438.3	908.7	1,347.0	29.2%	77.8	80.3	82.9	85.7	88.5	91.5	94.5	97.7	100.9	108.9
Green Line	180.8	337.0	517.7	11.2%	28.8	29.7	30.7	31.7	32.8	33.8	35.0	36.1	37.3	41.1
Rail Security – Red Line	46.3	84.1	130.5	2.8%	7.1	7.3	7.6	7.8	8.1	8.3	8.6	8.9	9.2	11.2
Rail Security – Blue Line	131.8	219.1	350.9	7.6%	18.7	19.3	20.0	20.6	21.3	22.0	22.8	23.5	24.3	26.5
Rail Security – Green Line	38.0	68.2	106.2	2.3%	5.8	6.0	6.2	6.4	6.6	6.9	7.1	7.3	7.6	8.2
Metroink	276.9	377.8	654.7	14.2%	32.5	33.5	34.7	35.8	37.0	38.2	39.5	40.8	42.2	43.6
TOTAL USES	1,540.8	3,079.7	4,620.4	100.0%	260.8	269.1	278.1	287.3	296.9	306.8	317.0	327.6	338.5	397.7
CASH BALANCE ACCOUNT														
Beginning Fiscal Year Cash Balance	–	–	0.0	–	2.9	3.5	3.8	3.7	3.4	2.9	2.0	0.7	(0.8)	(2.7)
Annual Net Change to Cash Balance	2.9	(7.9)	(5.0)	–	0.5	0.3	(0.1)	(0.3)	(0.5)	(1.0)	(1.3)	(1.5)	(1.9)	(2.3)
Ending Fiscal Year Cash Balance	–	–	(5.0)	–	3.5	3.8	3.7	3.4	2.9	2.0	0.7	(0.8)	(2.7)	(5.0)

**Rail and Bus Transit
Local Revenues**

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MTA Long Range Transportation Plan
Proposition A

Long Range Plan – FY 1996 Financial Update

10–Years

(\$ millions)

	Years 94–03	Years 04–13	Years 14–23	20 Year Total	(94–13) %	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003
Total Revenue Pool	4,802.3	8,767.9	15,040.8	13,570.2	—	361.4	367.7	405.3	432.5	459.4	487.5	520.5	555.7	588.3	624.0
Less: MTA Admin Charge (5%)	240.1	438.4	752.0	678.5	—	18.1	18.4	20.3	21.6	23.0	24.4	26.0	27.8	29.4	31.2
Amount Available	4,562.2	8,329.5	14,288.8	12,891.7	—	343.3	349.3	385.0	410.9	436.4	463.1	494.5	527.9	558.9	592.8
Ordinance Allocation	MANUAL INPUTS														
Rail Development Account (35%)															
Rail Capital	28.6%	27.6%	17.0%	3,598.6	27.9%	120.2	122.3	102.6	103.3	87.9	136.1	153.2	159.0	160.8	158.6
Rail Operations	6.4%	7.4%	18.0%	913.5	7.1%	0.0	0.0	32.2	40.5	64.9	26.0	19.9	25.8	34.8	48.9
Total Rail Development Account	35.0%	35.0%	35.0%	4,512.1	35.0%	120.2	122.3	134.8	143.8	152.8	162.1	173.1	184.8	195.6	207.5
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	28.0%	26.3%	28.0%	3,469.4	26.9%	94.9	100.4	106.3	114.1	121.6	129.4	138.4	147.8	156.5	166.0
Municipal Operators	9.0%	9.4%	10.0%	1,193.5	9.3%	30.0	32.3	31.0	32.1	34.0	35.9	49.5	52.8	55.9	59.3
MTA Expansion	0.0%	1.7%		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	1.0%	0.0%	0.0%	45.3	0.4%	5.5	0.0	9.0	9.9	10.2	10.7				
Subtotal Bus Operations	38.0%	38.0%	38.0%	4,898.8	38.0%	130.5	132.7	146.3	156.1	165.8	176.0	187.9	200.6	212.4	225.3
Bus Incentive Program/Reserve (5% of 40%)	2.0%	2.0%	2.0%	257.8	2.0%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
Total Discretionary Account	40.0%	40.0%	40.0%	5,156.7	40.0%	137.3	139.7	154.0	164.3	174.5	185.3	197.8	211.2	223.6	237.2
Local Return Account (25%)															
Local Return – OTHER	20.8%	21.8%	22.4%	2,763.9	21.4%	71.4	69.1	77.6	88.0	91.4	96.0	103.2	110.9	118.0	125.8
Local Return – BUS	4.2%	3.2%	2.6%	459.0	3.6%	14.5	18.2	18.6	16.7	17.7	19.8	20.4	21.1	21.7	22.4
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	0.1%	0.0%	0.0%	6.0	0.0%	2.4	3.6								
Subtotal Bus Capital	0.1%	0.0%	0.0%	6.0	0.0%	2.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations (Based on 96–99 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	4.1%	3.2%	2.6%	453.0	3.5%	12.0	14.6	18.6	16.7	17.7	19.8	20.4	21.1	21.7	22.4
Subtotal Bus Operations	4.1%	3.2%	2.6%	453.0	3.5%	12.0	14.6	18.6	16.7	17.7	19.8	20.4	21.1	21.7	22.4
Total Local Return Account	25.0%	25.0%	25.0%	3,222.9	25.0%	85.8	87.3	96.3	102.7	109.1	115.8	123.6	132.0	139.7	148.2
Total Proposition A (Without Other Local Return)	—	—	—	10,127.7	—	272.0	280.2	307.4	324.8	345.0	367.1	391.3	417.0	440.9	467.1
Modal Allocation															
Rail Capital				3,598.6	35.5%	120.2	122.3	102.6	103.3	87.9	136.1	153.2	159.0	160.8	158.6
Rail Operations				913.5	9.0%	0.0	0.0	32.2	40.5	64.9	26.0	19.9	25.8	34.8	48.9
Bus Capital				5.0	0.1%	2.4	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations				5,351.8	52.8%	142.5	147.3	164.9	172.8	183.5	195.8	208.3	221.7	234.1	247.7
Bus Incentive Program/Reserve				257.8	2.5%	6.9	7.0	7.7	8.2	8.7	9.3	9.9	10.6	11.2	11.9
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)				10,127.7	100.0%	272.0	280.2	307.4	324.8	345.0	367.1	391.3	417.0	440.9	467.1

MTA Long Range Transportation Plan
Proposition A

Long Range Plan – FY 1996 Financial Update

20–Years

(\$ millions)

	Years 94–03	Years 04–13	Years 14–23	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
Total Revenue Pool	4,802.3	8,767.9	15,040.8	13,570.2	–	659.9	701.4	746.1	794.0	844.2	896.2	946.8	1,001.9	1,059.5	1,117.9
Less: MTA Admin Charge (5%)	240.1	438.4	752.0	678.5	–	33.0	35.1	37.3	39.7	42.2	44.8	47.3	50.1	53.0	55.9
Amount Available	4,562.2	8,329.5	14,288.8	12,891.7	–	626.9	666.3	708.8	754.3	802.0	851.4	899.5	951.8	1,006.5	1,062.0
Ordinance Allocation	MANUAL INPUTS														
Rail Development Account (35%)															
Rail Capital	28.6%	27.6%	17.0%	3,598.6	27.9%	159.2	156.9	177.0	156.9	251.6	274.4	254.2	304.1	297.1	263.4
Rail Operations	6.4%	7.4%	18.0%	913.5	7.1%	60.2	76.3	71.1	107.1	29.1	23.6	60.6	29.0	55.2	108.3
Total Rail Development Account	35.0%	35.0%	35.0%	4,512.1	35.0%	219.4	233.2	248.1	264.0	280.7	298.0	314.8	333.1	352.3	371.7
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	28.0%	26.3%	28.0%	3,469.4	26.9%	175.6	184.2	193.2	203.0	214.1	223.3	232.8	243.9	255.8	268.0
Municipal Operators	9.0%	9.4%	10.0%	1,193.5	9.3%	62.7	65.7	68.9	72.2	76.3	79.5	82.9	86.7	90.8	95.0
MTA Expansion	0.0%	1.7%		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	1.0%	0.0%	0.0%	45.3	0.4%										
Subtotal Bus Operations	38.0%	38.0%	38.0%	4,898.8	38.0%	238.2	253.2	269.3	286.6	304.8	323.5	341.8	361.7	382.5	403.6
Bus Incentive Program/Reserve (5% of 40%)	2.0%	2.0%	2.0%	257.8	2.0%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
Total Discretionary Account	40.0%	40.0%	40.0%	5,156.7	40.0%	250.8	266.5	283.5	301.7	320.8	340.6	359.8	380.7	402.6	424.8
Local Return Account (25%)															
Local Return – OTHER	20.8%	21.8%	22.4%	2,763.9	21.4%	133.6	142.7	152.6	163.2	174.3	185.8	196.9	209.1	221.8	234.7
Local Return – BUS	4.2%	3.2%	2.6%	459.0	3.6%	23.1	23.9	24.6	25.4	26.2	27.1	28.0	28.9	29.9	30.9
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	0.1%	0.0%	0.0%	6.0	0.0%										
Subtotal Bus Capital	0.1%	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
Bus Operations (Based on 96–99 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	4.1%	3.2%	2.6%	453.0	3.5%	23.1	23.9	24.6	25.4	26.2	27.1	28.0	28.9	29.9	30.9
Subtotal Bus Operations	4.1%	3.2%	2.6%	453.0	3.5%	23.1	23.9	24.6	25.4	26.2	27.1	28.0	28.9	29.9	30.9
Total Local Return Account	25.0%	25.0%	25.0%	3,222.9	25.0%	156.7	166.6	177.2	188.6	200.5	212.8	224.9	238.0	251.6	265.5
Total Proposition A (Without Other Local Return)	–	–	–	10,127.7	–	493.3	523.6	556.2	591.1	627.7	665.6	702.6	742.7	784.8	827.4
Modal Allocation															
Rail Capital				3,598.6	35.5%	159.2	156.9	177.0	156.9	251.6	274.4	254.2	304.1	297.1	263.4
Rail Operations				913.5	9.0%	60.2	76.3	71.1	107.1	29.1	23.6	60.6	29.0	55.2	108.3
Bus Capital				6.0	0.1%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations				5,351.8	52.8%	261.4	277.1	294.0	312.1	331.0	350.6	369.8	390.6	412.3	434.4
Bus Incentive Program/Reserve				257.8	2.5%	12.5	13.3	14.2	15.1	16.0	17.0	18.0	19.0	20.1	21.2
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)				10,127.7	100.0%	493.3	523.6	556.2	591.1	627.7	665.6	702.6	742.7	784.8	827.4

**MTA Long Range Transportation Plan
Proposition C**

Long Range Plan - FY 1996 Financial Update

						10-Years (\$ millions)									
	Years 94-03	Years 04-13	Years 14-23	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
Total Revenue Pool	4,800.4	8,769.5	15,043.3	13,569.9	-	356.2	362.2	404.3	433.6	462.7	490.8	522.2	555.9	588.4	624.1
Less: MTA Admin Charge (1.5%)	72.0	131.5	225.6	203.5	-	5.3	5.4	6.1	6.5	6.9	7.4	7.8	8.3	8.8	9.4
Amount Available	4,728.4	8,638.0	14,817.6	13,366.4	-	350.9	356.8	398.2	427.1	455.8	483.4	514.4	547.6	579.6	614.7
Ordinance Allocation	MANUAL INPUTS														
Local Return (20%)															
Local Return - BUS (from 96-99 SRTPs)	1.1%	1.1%	1.1%	150.5	1.1%	6.5	4.2	4.5	5.1	5.1	5.3	5.7	6.0	6.4	6.8
Local Return - OTHER	18.9%	18.9%	18.9%	2,522.7	18.9%	63.6	67.2	75.1	80.4	86.1	91.4	97.2	103.5	109.5	116.2
Subtotal Local Return	20.0%	20.0%	20.0%	2,673.3	20.0%	70.2	71.4	79.6	85.4	91.2	96.7	102.9	109.5	115.9	122.9
Commuter (10%)															
Commuter Rail Staff Support	0.7%	0.7%	0.5%	89.2	0.7%	OK 0.0	OK 1.1	OK 3.6	OK 2.6	OK 3.4	OK 4.2	OK 4.3	OK 4.4	OK 4.6	OK 4.7
Other/Off the top (US Gateway & Debt Service)	1.2%	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	5.9%	4.4%	3.5%	654.7	4.9%	27.7	22.8	25.3	26.1	26.9	27.8	28.7	29.6	30.5	31.5
Unallocated/Avail for other uses	0.5%	3.1%	4.8%	287.4	2.2%	0.0	0.0	(0.0)	0.0	0.0	0.0	2.1	4.3	6.5	8.9
Park & Ride/TDM Capital/Metrolink Capital (\$10m/yr)	1.8%	1.2%	0.7%	183.7	1.4%	2.1	7.9	6.6	8.3	8.9	10.0	10.0	10.0	10.0	10.0
Subtotal Commuter	10.0%	10.0%	10.0%	1,336.6	10.0%	OK 35.1	OK 35.7	OK 39.8	OK 42.7	OK 45.6	OK 48.3	OK 51.4	OK 54.8	OK 58.0	OK 61.5
Security (5%)															
Bus Security	2.5%	2.5%	2.5%	328.6	2.5%	8.8	9.3	4.1	10.7	11.4	12.1	12.9	13.7	14.5	15.4
Rail Security	2.5%	2.5%	2.5%	339.7	2.5%	8.8	8.6	15.8	10.7	11.4	12.1	12.9	13.7	14.5	15.4
Subtotal Security	5.0%	5.0%	5.0%	668.3	5.0%	OK 17.5	OK 17.8	OK 19.9	OK 21.4	OK 22.8	OK 24.2	OK 25.7	OK 27.4	OK 29.0	OK 30.7
Discretionary (40%)															
Rail Capital	16.8%	22.9%	18.2%	2,770.3	20.7%	31.3	47.3	78.9	60.1	69.9	52.7	69.9	120.9	138.4	126.8
Rail Operations	7.3%	0.3%	0.0%	372.8	2.8%	49.2	42.4	0.0	0.0	0.0	44.9	54.3	48.1	42.9	63.5
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)	4.0%	3.4%	3.4%	422.1	3.2%	5.5	16.3	17.7	19.2	21.2	21.2	21.3	21.3	21.5	21.5
Bus Operations	10.1%	5.6%	5.0%	959.8	7.2%	53.2	36.7	46.0	69.4	69.0	62.1	49.8	28.7	29.0	34.1
MTA Operations	8.6%	3.8%	3.0%	734.6	5.5%	35.6	26.5	40.0	63.8	63.4	56.4	45.0	23.9	24.2	29.3
Municipal Operators	1.5%	0.6%	0.3%	117.9	0.9%	17.6	10.2	6.0	5.6	5.6	5.7	4.8	4.8	4.8	4.8
MTA Operations - Expansion	0.0%	1.2%	1.6%	107.3	0.8%										
Municipal Operators - Expansion	0.0%	0.0%	0.0%	0.0	0.0%										
Contingency Fund/Unallocated	0.0%	8.3%	14.5%	720.5	5.4%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop C 40% Balance	1.8%	-0.0%	-0.0%	84.3	0.6%	1.1	(0.0)	16.7	22.2	22.2	12.4	10.4	(0.0)	(0.0)	(0.0)
Subtotal Discretionary	38.2%	40.6%	41.2%	5,346.5	40.0%	OK 140.3	OK 142.7	OK 159.3	OK 170.8	OK 182.3	OK 193.4	OK 205.7	OK 219.0	OK 231.8	OK 245.9
Transit-Related Highway Improvements (25%)															
Highway Uses	25.0%	25.0%	25.0%	3,341.6	25.0%	87.7	89.2	99.6	106.8	113.9	120.9	128.6	136.9	144.9	153.7
Rail on Freeways	0.0%	0.0%	0.0%	0.0											
Subtotal Transit-Related Highways	25.0%	25.0%	25.0%	3,341.6	25.0%	OK 87.7	OK 89.2	OK 99.6	OK 106.8	OK 113.9	OK 120.9	OK 128.6	OK 136.9	OK 144.9	OK 153.7
Ordinance Allocation	79.3%	81.7%	82.3%	10,843.6	81.1%	287.2	289.6	323.1	346.7	369.7	392.1	417.2	444.1	470.0	498.6
ALLOCATION RANGE CHECK	REDO	REDO	REDO												

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NOTES:

1. Revenue forecasts based on updated UCLA Forecasting Project's Long Range LA County Forecast, 8/95.

MTA Long Range Transportation Plan Proposition C

Long Range Plan - FY 1996 Financial Update

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	4,800.4	8,769.5	15,043.3	13,569.9	-	660.1	701.5	746.3	794.2	844.3	896.4	946.9	1,002.0	1,059.7	1,118.1
Less: MTA Admin Charge (1.5%)	72.0	131.5	225.6	203.5	-	9.9	10.5	11.2	11.9	12.7	13.4	14.2	15.0	15.9	16.8
Amount Available	4,728.4	8,638.0	14,817.6	13,366.4	-	650.2	691.0	735.1	782.3	831.6	883.0	932.7	987.0	1,043.8	1,101.3
Ordinance Allocation															
MANUAL INPUTS															
Local Return (20%)															
Local Return - BUS (from 96-99 SRTPs)	1.1%	1.1%	1.1%	150.5	1.1%	7.2	7.6	8.1	8.6	9.1	9.7	10.3	10.9	11.5	12.1
Local Return - OTHER	18.9%	18.9%	18.9%	2,522.7	18.9%	122.9	130.6	138.9	147.9	157.2	166.9	176.3	186.5	197.3	208.2
Subtotal Local Return	20.0%	20.0%	20.0%	2,673.3	20.0%	130.0	138.2	147.0	156.5	166.3	176.6	186.5	197.4	208.8	220.3
Commuter (10%)															
Commuter Rail Staff Support	0.7%	0.7%	0.5%	89.2	0.7%	OK 4.9	OK 5.0	OK 5.2	OK 5.3	OK 5.5	OK 5.7	OK 5.9	OK 6.1	OK 6.3	OK 6.5
Other/Off the top (US Gateway & Debt Service)	1.2%	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	5.9%	4.4%	3.5%	654.7	4.9%	32.5	33.5	34.7	35.8	37.0	38.2	39.5	40.8	42.2	43.6
Unallocated/Avail for other uses	0.5%	3.1%	4.8%	287.4	2.2%	11.3	14.2	17.3	20.7	24.2	28.0	31.5	35.4	39.5	43.6
Park & Ride/TDM Capital/Metrolink Capital (\$10m/yr)	1.8%	1.2%	0.7%	183.7	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%	1,336.6	10.0%	65.0	69.1	73.5	78.2	83.2	88.3	93.3	98.7	104.4	110.1
Security (5%)															
Bus Security	2.5%	2.5%	2.5%	328.6	2.5%	16.3	17.3	18.4	19.6	20.8	22.1	23.3	24.7	26.1	27.5
Rail Security	2.5%	2.5%	2.5%	339.7	2.5%	16.3	17.3	18.4	19.6	20.8	22.1	23.3	24.7	26.1	27.5
Subtotal Security	5.0%	5.0%	5.0%	668.3	5.0%	32.5	34.5	36.8	39.1	41.6	44.1	46.6	49.3	52.2	55.1
Discretionary (40%)															
Rail Capital	16.8%	22.9%	18.2%	2,770.3	20.7%	172.7	198.6	182.7	225.3	153.3	174.7	217.4	190.0	222.2	237.4
Rail Operations	7.3%	0.3%	0.0%	372.8	2.8%	24.3	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	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)	4.0%	3.4%	3.4%	422.1	3.2%	21.5	21.5	21.5	22.2	22.9	23.6	24.3	25.1	25.9	26.7
Bus Operations	10.1%	5.6%	5.0%	959.8	7.2%	40.2	41.5	42.1	44.2	48.0	47.4	49.0	52.0	56.2	61.4
MTA Operations	8.6%	3.8%	3.0%	734.6	5.5%	29.6	29.7	29.7	30.7	31.7	32.8	33.9	35.0	36.2	37.4
Municipal Operators	1.5%	0.6%	0.3%	117.9	0.9%	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
MTA Operations - Expansion	0.0%	1.2%	1.6%	107.3	0.8%	5.8	7.0	7.6	8.7	11.5	9.8	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%	8.3%	14.5%	720.5	5.4%	0.0	10.2	46.2	19.7	106.8	105.9	80.7	126.0	111.5	113.2
Prop C 40% Balance	1.8%	-0.0%	-0.0%	84.3	0.6%	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.1)	(0.1)	(0.1)	(0.1)
Subtotal Discretionary	38.2%	40.6%	41.2%	5,346.5	40.0%	260.1	276.4	294.0	312.9	332.7	353.2	373.1	394.8	417.5	440.5
Transit-Related Highway Improvements (25%)															
Highway Uses	25.0%	25.0%	25.0%	3,341.6	25.0%	162.5	172.7	183.8	195.6	207.9	220.7	233.2	246.7	261.0	275.3
Rail on Freeways	0.0%	0.0%	0.0%	0.0											
Subtotal Transit-Related Highways	25.0%	25.0%	25.0%	3,341.6	25.0%	162.5	172.7	183.8	195.6	207.9	220.7	233.2	246.7	261.0	275.3
Ordinance Allocation	79.3%	81.7%	82.3%	10,843.6	81.1%	527.3	560.4	596.2	634.4	674.5	716.1	756.4	800.4	846.5	893.2
ALLOCATION RANGE CHECK	REDO	REDO	REDO												

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NOTES:

1. Revenue forecasts based on updated UCLA Forecasting Project's Long Range LA County Forecast, 6/95.

MTA Long Range Transportation Plan
Benefit Assessments

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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)	39.1		130.3	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	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	30.3	77.4%	0.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.3	0.0	0.0
RED – Segment – 3 to North Hollywood	8.9	22.6%	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	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	39.1	100.0%	130.3	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	0.0	0.0
Sub – Total Allocated	39.1	100.0%	130.3	39.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.1	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**

Long Range Plan – FY 1996 Financial Update

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)	39.1		130.3	39.1	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	30.3	77.4%	0.0	30.3	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 to North Hollywood	8.9	22.6%	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
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	39.1	100.0%	130.3	39.1	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	39.1	100.0%	130.3	39.1	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
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. **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

Long Range Plan – FY 1996 Financial Update

(\$ 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)	0.0		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
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	7.0	(7.0)	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	7.0	(7.0)	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	7.0	(7.0)	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

Long Range Plan – FY 1996 Financial Update

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

Long Range Plan – FY 1996 Financial Update

(\$ 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)	509.8	-	194.8	266.7	243.1	14.5	14.5	55.2	44.3	136.2	2.0	0.0	0.0	0.0	0.0
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	60.9	11.9%	35.2	60.9	0.0	14.5	14.5	17.7	7.8	4.4	2.0	0.0	0.0	0.0	0.0
RED – Segment–3 North Hollywood	156.6	30.7%	0.0	156.6	0.0	0.0	0.0	0.0	24.8	131.8	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
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	46.2	9.1%	0.0	0.0	46.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – WESTSIDE	13.5	2.6%	0.0	13.5	0.0	0.0	0.0	1.8	11.7	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE	30.0	5.9%	0.0	30.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – EASTSIDE #2	56.4	11.1%	0.0	0.0	56.4	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	140.6	27.6%	0.0	0.0	140.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment 3 – WESTSIDE #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	504.1	98.9%	168.8	261.0	243.1	14.5	14.5	49.5	44.3	136.2	2.0	0.0	0.0	0.0	0.0
Bus Capital Total (Union Station Gateway)	5.7	1.1%	7.7	5.7	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sub–Total Allocated	509.8	100.0%	176.5	266.7	243.1	14.5	14.5	55.2	44.3	136.2	2.0	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
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

Long Range Plan – FY 1996 Financial Update

(\$ 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)	509.8	–	194.8	266.7	243.1	2.0	7.6	13.7	18.6	27.2	36.0	38.6	40.6	36.0	22.9
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	60.9	11.9%	35.2	60.9	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 North Hollywood	156.6	30.7%	0.0	156.6	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
RED – SFV East/West SP Burbank Alignment (to 405 Fwy)	46.2	9.1%	0.0	0.0	46.2	2.0	3.1	4.3	5.4	6.8	7.6	7.7	6.2	3.1	0.0
RED – Segment 3 – WESTSIDE	13.5	2.6%	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 – Segment 3 – EASTSIDE	30.0	5.9%	0.0	30.0	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	56.4	11.1%	0.0	0.0	56.4	0.0	0.0	0.0	0.0	3.6	7.4	7.6	10.8	13.6	13.4
RED – Segment 3 – WESTSIDE #2	140.6	27.6%	0.0	0.0	140.6	0.0	4.5	9.5	13.1	16.7	20.9	23.4	23.6	19.3	9.6
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	504.1	98.9%	168.8	261.0	243.1	2.0	7.6	13.7	18.6	27.2	36.0	38.6	40.6	36.0	22.9
Bus Capital Total (Union Station Gateway)	5.7	1.1%	7.7	5.7	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	509.8	100.0%	176.5	266.7	243.1	2.0	7.6	13.7	18.6	27.2	36.0	38.6	40.6	36.0	22.9
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:

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

MTA Long Range Transportation Plan
Other (Advertising & Auxiliary)

Long Range Plan – FY 1996 Financial Update

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)	854.1			419.2	434.9	121.4	29.8	37.3	29.8	30.8	31.9	32.9	34.0	35.1	36.3
ALLOCATION OF FUNDS:															
Bus Operations	854.1	100.0%		419.2	434.9	121.4	29.8	37.3	29.8	30.8	31.9	32.9	34.0	35.1	36.3
MTA Operations	725.3	84.9%		354.2	371.0	115.8	21.6	30.6	23.5	24.5	25.5	26.5	27.6	28.7	29.9
Municipal Operators	128.9	15.1%		65.0	63.9	5.6	8.2	6.7	6.3	6.3	6.4	6.4	6.4	6.4	6.4
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	854.1	100.0%	0.0	419.2	434.9	121.4	29.8	37.3	29.8	30.8	31.9	32.9	34.0	35.1	36.3
Sub–Total Allocated	854.1	100.0%	0.0	419.2	434.9	121.4	29.8	37.3	29.8	30.8	31.9	32.9	34.0	35.1	36.3
Beginning Balance				–	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	–	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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. 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)

Long Range Plan – FY 1996 Financial Update

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)	854.1			419.2	434.9	37.4	38.7	39.9	41.2	42.6	44.0	45.4	47.0	48.5	50.2
ALLOCATION OF FUNDS:															
Bus Operations	854.1	100.0%		419.2	434.9	37.4	38.7	39.9	41.2	42.6	44.0	45.4	47.0	48.5	50.2
MTA Operations	725.3	84.9%		354.2	371.0	31.1	32.3	33.5	34.8	36.2	37.6	39.1	40.6	42.2	43.8
Municipal Operators	128.9	15.1%		65.0	63.9	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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	854.1	100.0%	0.0	419.2	434.9	37.4	38.7	39.9	41.2	42.6	44.0	45.4	47.0	48.5	50.2
Sub–Total Allocated	854.1	100.0%	0.0	419.2	434.9	37.4	38.7	39.9	41.2	42.6	44.0	45.4	47.0	48.5	50.2
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
TDA Article 4

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	6,561.9			2,329.8	4,232.1	172.4	184.4	197.1	210.3	223.3	236.9	251.9	268.3	284.0	301.2
Less: MTA Administration Charge for TDA (2%)	139.7			48.8	90.9	2.4	4.0	4.2	4.5	4.8	5.1	5.4	5.8	6.1	6.5
Net Revenue	6,422.2			2,281.0	4,141.2	170.0	180.4	192.9	205.8	218.5	231.8	246.5	262.5	277.9	294.7
Bus Capital															
MTA Operations	911.9	14.2%		411.0	500.9	23.0	25.3	21.0	32.8	36.2	33.8	44.9	55.1	64.1	74.7
Municipal Operators	215.4	3.4%		72.9	142.5	13.9	4.1	3.6	3.9	4.4	7.4	8.0	8.6	9.2	9.8
Total	1,127.2	17.6%													
Rail Operations															
	626.6	9.8%		0.0	626.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations															
MTA Operations	3,454.1	53.8%		1,491.4	1,962.7	112.2	125.5	137.7	137.9	146.3	161.1	162.4	165.7	169.6	173.1
Municipal Operators	786.7	12.3%		314.4	472.3	20.8	34.2	30.6	31.3	31.7	29.4	31.2	33.1	35.0	37.0
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	4,443.5	69.2%													
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															
RED – Segment–1 LAUPT to Wilshire/Alvarado	0.0	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
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	3.6%		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	1,130.8	17.6%		483.9	646.9	36.9	29.4	24.6	36.6	40.6	41.2	53.0	63.7	73.3	84.5
Additional Funds Available	626.6	9.7%		0.0	626.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Operations Totals	4,443.5	69.1%		1,805.8	2,637.7	133.0	159.7	168.3	169.2	177.9	190.6	193.5	198.8	204.6	210.2
Sub–Total Allocated	6,430.8	100.0%		2,289.6	4,141.2	170.0	189.1	192.9	205.8	218.5	231.8	246.5	262.5	277.9	294.7
Beginning Balance	–	–		–	–	0.0	0.0	(8.7)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)
Total Surplus/(Shortfall)	(8.6)	–		(8.6)	0.0	0.0	(8.7)	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	–	–		(8.6)	0.0	0.0	(8.7)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)

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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

Long Range Plan – FY 1996 Financial Update

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	6,561.9			2,329.8	4,232.1	318.5	338.6	360.1	383.2	407.4	432.6	457.1	483.6	511.4	539.6
Less: MTA Administration Charge for TDA (2%)	139.7			48.8	90.9	6.8	7.3	7.7	8.2	8.7	9.3	9.9	10.4	11.0	11.6
Net Revenue	6,422.2			2,281.0	4,141.2	311.7	331.3	352.4	375.0	398.7	423.3	447.2	473.2	500.4	528.0
Bus Capital															
MTA Operations	911.9	14.2%		411.0	500.9	51.1	48.6	42.3	81.8	8.6	24.8	62.7	34.7	65.3	80.9
Municipal Operators	215.4	3.4%		72.9	142.5	10.5	11.0	11.8	12.6	13.5	14.6	15.5	18.6	17.7	18.7
Total	1,127.2	17.6%													
Rail Operations	626.6	9.8%		0.0	626.6	18.3	29.3	44.1	14.8	99.7	92.2	62.6	101.8	83.4	80.4
Bus Operations															
MTA Operations	3,454.1	53.8%		1,491.4	1,962.7	169.8	175.0	180.7	186.2	191.7	198.2	205.4	211.8	218.6	225.3
Municipal Operators	786.7	12.3%		314.4	472.3	39.0	40.7	42.3	46.1	46.2	47.9	49.4	51.3	53.6	55.9
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	1.8	0.5	3.3	4.5	5.8	6.9	7.9	8.9
Total	4,443.5	69.2%													
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	3.6%		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	3.6%		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	1,130.8	17.6%		483.9	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	626.6	9.7%		0.0	626.6	18.3	29.3	44.1	14.8	99.7	92.2	62.6	101.8	83.4	80.4
Bus Operations Totals	4,443.5	69.1%		1,805.8	2,637.7	208.8	219.1	230.8	242.4	253.5	268.3	283.0	296.7	310.6	324.5
Sub-Total Allocated	6,430.8	100.0%		2,289.6	4,141.2	311.7	331.3	352.4	375.0	398.7	423.3	447.2	473.2	500.4	528.0
Beginning Balance	–	–		–	–	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)
Total Surplus/(Shortfall)	(8.6)	–		(8.6)	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	–	–		(8.6)	0.0	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)	(8.6)

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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.

**Rail and Bus Transit
State Revenues**

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MTA Long Range Transportation Plan
 Proposition 108

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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)	42.4		0.0	42.4	0.0	30.4	12.0	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 – WESTSIDE #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	20.0	47.2%	0.0	20.0	0.0	8.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	22.4	52.8%	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	42.4	100.0%	0.0	42.4	0.0	30.4	12.0	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
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

Long Range Plan -- FY 1996 Financial Update

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) -- S. Cal Portion (Incl. 94 Bond Amount Anticipated for Pasadena Line)	42.4		0.0	42.4	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	20.0	47.2%	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN -- Norwalk -- El Segundo	22.4	52.8%	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
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	42.4	100.0%	0.0	42.4	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
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 116

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	189.8		0.0	189.8	0.0	14.0	58.6	81.7	35.5	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	13.2%		25.0	0.0	0.0	9.7	15.3	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%	0.0	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	7.9%	0.0	15.0	0.0	0.0	0.0	0.0	15.0	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	40.0	21.1%				0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	83.5	44.0%	0.0	83.5	0.0	3.8	42.7	26.4	10.6	0.0	0.0	0.0	0.0	0.0	0.0
LA RAIL CAR	26.3	13.9%	0.0	26.3	0.0	10.2	6.2	0.0	9.9	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	189.8	100.0%	0.0	189.8	0.0	14.0	58.6	81.7	35.5	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
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

Long Range Plan – FY 1996 Financial Update

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) – S. Cal Portion	189.8		0.0	189.8	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	13.2%		25.0	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	0.0	0.0%	0.0	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	7.9%	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
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	40.0	21.1%				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
GREEN – Norwalk – El Segundo	83.5	44.0%	0.0	83.5	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	26.3	13.9%	0.0	26.3	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	189.8	100.0%	0.0	189.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance				–	–										
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
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10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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)	262.1		0.0	262.1	0.0	0.0	52.9	64.4	85.6	19.2	0.0	20.0	20.0	0.0	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	19.9%		52.1	0.0	0.0	20.7	31.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment–3 to North Hollywood	69.2	26.4%		69.2	0.0	0.0	0.0	0.0	50.0	19.2	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	40.0	15.3%		40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0
RED – Segment 3 – EASTSIDE	25.0	9.5%		25.0	0.0	0.0	0.0	0.0	25.0	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	65.8	25.1%		65.8	0.0	0.0	22.2	33.0	10.6	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	252.1	96.2%	0.0	252.1	0.0	0.0	42.9	64.4	85.6	19.2	0.0	20.0	20.0	0.0	0.0
Sub–Total Allocated	262.1	100.0%	0.0	262.1	0.0	0.0	52.9	64.4	85.6	19.2	0.0	20.0	20.0	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
State ISTE

Long Range Plan – FY 1996 Financial Update

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)	262.1		0.0	262.1	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:															
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	19.9%		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	69.2	26.4%		69.2	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	40.0	15.3%		40.0	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	25.0	9.5%		25.0	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%		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	65.8	25.1%		65.8	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	252.1	96.2%	0.0	252.1	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	262.1	100.0%	0.0	262.1	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
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

Long Range Plan – FY 1996 Financial Update

(\$ 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	0.0	7.0	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%	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	0.0	7.0								
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	7.0	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

Long Range Plan – FY 1996 Financial Update

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 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										
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

Long Range Plan – FY 1996 Financial Update

(\$ 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\$)	440.6		0.0	215.6	225.0	17.8	17.8	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Revenues Available (Inflated)	440.6		0.0	215.6	225.0	17.8	17.8	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Allocation															
RAIL OPERATIONS (MTA)	193.0	45.0%		91.8	101.3	8.0	8.0	4.9	10.1	10.1	10.1	10.1	10.1	10.1	10.1
BUS OPERATIONS	247.6	55.0%		123.8	123.8	9.8	9.8	17.6	12.4	12.4	12.4	12.4	12.4	12.4	12.4
MTA Operations	208.8	84.0%		104.8	104.0	8.2	8.2	15.6	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Municipal Operators	38.8	16.0%		19.0	19.8	1.6	1.6	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
RAIL CAPITAL															
RED – Segment-1 LAUPT to Wilshire/Alvarado	0.0			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	0.0	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	193.0	N/A	0.0	91.8	101.3	8.0	8.0	4.9	10.1	10.1	10.1	10.1	10.1	10.1	10.1
Bus Operations Total	247.6	N/A	0.0	123.8	123.8	9.8	9.8	17.6	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Rail and Bus Subtotal Allocated	440.6		0.0	215.6	225.0	17.8	17.8	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
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	–	0.0	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. Revenue forecasts per the MTA Budget Department.

MTA Long Range Transportation Plan
TP&D/STA Program

20 Years

Long Range Plan -- FY 1996 Financial Update

(\$ 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%)	440.6		0.0	215.6	225.0	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Revenues Available (Inflated)	440.6		0.0	215.6	225.0	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Allocation															
RAIL OPERATIONS (MTA)	193.0	45.0%		91.8	101.3	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
BUS OPERATIONS															
MTA Operations	247.6	55.0%		123.8	123.8	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Municipal Operators	208.8	84.0%		104.8	104.0	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
	38.8	16.0%		19.0	19.8	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
RAIL CAPITAL															
RED - Segment-1 LAUPT to Wilshire/Alvarado	0.0			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	0.0	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	193.0	N/A	0.0	91.8	101.3	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1	10.1
Bus Operations Total	247.6	N/A	0.0	123.8	123.8	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4
Rail and Bus Subtotal Allocated	440.6		0.0	215.6	225.0	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
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	-	0.0	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. Revenue forecasts per the MTA Budget Department.

MTA Long Range Transportation Plan
TP&D – TCI

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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)	85.6	–	95.4	47.5	38.0	0.0	18.2	6.6	0.0	3.8	3.8	3.8	3.8	3.8	3.8
Allocation															
BUS CAPITAL															
Union Station Gateway Transit Center	4.3	5.2%	0.0	4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	4.3	5.2%		4.3	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Rehabilitation and Replacement Costs	67.4	82.9%		29.4	38.0	0.0	0.0	6.6	0.0	3.8	3.8	3.8	3.8	3.8	3.8
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	17.1%		13.9	0.0	0.0	13.9	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.)	81.3	100.0%	0.0	43.3	38.0	0.0	13.9	6.6	0.0	3.8	3.8	3.8	3.8	3.8	3.8
Subtotal Allocated	85.6		0.0	47.5	38.0	0.0	18.2	6.6	0.0	3.8	3.8	3.8	3.8	3.8	3.8
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	–	–	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 cannot be used to purchase vehicles.

MTA Long Range Transportation Plan
TP&D – TCI

Long Range Plan – FY 1996 Financial Update

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)	85.6	—	95.4	47.5	38.0	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
Allocation															
BUS CAPITAL															
Union Station Gateway Transit Center	4.3	5.2%	0.0	4.3	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	4.3	5.2%		4.3	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	67.4	82.9%		29.4	38.0	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
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	17.1%		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.)	81.3	100.0%	0.0	43.3	38.0	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
Subtotal Allocated	85.6		0.0	47.5	38.0	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
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	—	—	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 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

Long Range Plan – FY 1996 Financial Update

(\$ 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 – CMAQ	717.6		0.0	309.3	408.3	34.1	20.0	41.2	41.8	20.0	20.0	39.5	92.7	0.0	0.0
Total Transferred Revenues – CMAQ	717.6		0.0	309.3	408.3	34.1	20.0	41.2	41.8	20.0	20.0	39.5	92.7	0.0	0.0
ALLOCATION															
Rail Operations (For Green Line Start Up)	43.0	N/A		43.0	0.0	0.0	0.0	21.2	21.8	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	40.0	N/A		40.0	0.0		20.0	20.0	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	10.8	N/A		10.8	0.0	0.1	0.0	0.0	0.0	0.0	0.0	4.0	6.7	0.0	0.0
RED – Segment 3 – EASTSIDE	144.3	N/A		144.3	0.0		0.0	0.0	20.0	20.0	20.0	16.0	68.3	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	445.1	N/A	0.0	195.1	250.0	0.1	20.0	20.0	20.0	20.0	20.0	20.0	75.0	0.0	0.0
Rail Operations Totals	43.0	N/A		43.0	0.0	0.0	0.0	21.2	21.8	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	717.6	N/A	0.0	309.3	408.3	34.1	20.0	41.2	41.8	20.0	20.0	39.5	92.7	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 – CMAQ

Long Range Plan – FY 1996 Financial Update

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
Transfer to Transit from Hwys – CMAQ	717.6		0.0	309.3	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	717.6		0.0	309.3	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)	43.0	N/A		43.0	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 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	40.0	N/A		40.0	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	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	10.8	N/A		10.8	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 – EASTSIDE	144.3	N/A		144.3	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	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	445.1	N/A	0.0	195.1	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	43.0	N/A		43.0	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	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	717.6	N/A	0.0	309.3	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

Long Range Plan – FY 1996 Financial Update

(\$ 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	30.8		21.5	30.8	0.0	17.4	0.0	7.3	1.8	0.3	4.0	0.0	0.0	0.0	0.0
Total Transferred Revenues – STP	30.8		21.5	30.8	0.0	17.4	0.0	7.3	1.8	0.3	4.0	0.0	0.0	0.0	0.0
ALLOCATION															
Bus Capital (STP)															
MTA Operations	19.7	64.0%		19.7	0.0	15.7	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
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	64.0%	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	19.8%		6.1	0.0	0.0	0.0	6.1	0.0						
Other Rail Costs	0.0	0.0%													
Rail Capital Total	11.1	36.0%	19.5	11.1	0.0	1.7	0.0	7.3	1.8	0.3	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	19.7	64.0%	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	30.8	100.0%	21.5	30.8	0.0	17.4	0.0	7.3	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

Long Range Plan – FY 1996 Financial Update

(\$ 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 – STP	30.8		21.5	30.8	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	30.8		21.5	30.8	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	64.0%		19.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	64.0%	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	19.8%		6.1	0.0										
Other Rail Costs	0.0	0.0%													
Rail Capital Total	11.1	36.0%	19.5	11.1	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	64.0%	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	30.8	100.0%	21.5	30.8	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
Section 3 New Starts

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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
Gross Revenue Pool (Rail Authorization Assumed)	4,417.5		1,262.5	1,886.8	2,530.6	201.4	165.0	165.0	165.0	193.0	193.0	193.0	193.0	193.0	225.7
Bus Capital (Union Station Gateway Project)	23.0		12.2	23.0	0.0	8.0	7.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenue Pool	4,440.5		1,274.7	1,909.8	2,530.6	209.4	172.0	173.0	165.0	193.0	193.0	193.0	193.0	193.0	225.7
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 (10/12/95)															
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)	667.0		219.2	447.8	0.0	154.7	143.9	149.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED – Segment–3 to North Hollywood	666.4		1.2	665.2	0.0	30.3	59.8	195.9	215.4	100.0	63.8	0.0	0.0	0.0	0.0
RED – Segment 3 – MIDCITIES	233.0		0.0	233.0	0.0	5.8	1.1	0.0	0.0	33.3	31.7	60.3	51.9	48.9	0.0
RED – Segment 3 – EASTSIDE	517.3		0.0	517.3	0.0	6.9	4.1	0.0	0.0	69.0	139.4	117.7	88.6	74.9	16.7
Total Drawdowns	2,689.0		825.7	1,863.3	0.0	197.7	208.9	345.1	215.4	202.3	234.9	178.0	140.5	123.8	16.7
Running Balance for Fed. Section 3 Funds															
RED – Segment–1 LAUPT to Wilshire/Alvarado						0.0									
RED – Segment–2 to Wilshire/Western & Hlywd/Vine						293.1	149.2	(0.0)							
RED – Segment–3 to North Hollywood						649.5	589.7	393.8	178.4	78.4					
RED – Segment 3 – MIDCITIES						236.8	235.7	235.7	235.7	202.4	170.7	110.4	58.5	9.6	9.6
RED – Segment 3 – EASTSIDE						486.0	481.9	481.9	481.9	412.9	273.5	155.8	67.2		
Total Committed Amount Remaining						1,665.4	1,456.5	1,111.4	896.0	693.7	444.2	266.2	125.7	9.6	9.6
Amt. Available for Other Projects After FFGA Drawdowns						11.7	(36.9)	(172.1)	(50.4)	(9.3)	(41.9)	15.0	52.5	69.2	209.0
Other Projects Drawdowns															
RED – Segment 3 – EASTSIDE #2	564.2		0.0	0.0	564.2	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	1,405.5		0.0	0.0	1,405.5	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	461.7		0.0	0.0	461.7	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)	23.0		12.2	23.0	0.0	8.0	7.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Other Projects Drawdowns	2,454.4		12.2	23.0	2,431.4	8.0	7.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL DRAWDOWNS – FFGA & OTHER PROJECTS	5,143.4		837.9	1,886.3	2,431.4	205.7	215.9	353.1	215.4	202.3	234.9	178.0	140.5	123.8	16.7
Beginning Balance						436.8	440.5	396.6	216.5	166.1	156.8	114.8	129.8	182.2	251.4
Annual Surplus/(Shortfall)	(702.9)		436.8	23.5	99.3	3.7	(43.9)	(180.1)	(50.4)	(9.3)	(41.9)	15.0	52.5	69.2	209.0
Cumulative Ending Balance						440.5	396.6	216.5	166.1	156.8	114.8	129.8	182.2	251.4	460.3

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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.

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

20 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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)	4,417.5		1,282.5	1,886.8	2,530.6	225.7	225.7	225.7	225.7	263.9	263.9	263.9	263.9	263.9	308.6
Bus Capital (Union Station Gateway Project)	23.0		12.2	23.0	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	4,440.5		1,274.7	1,909.8	2,530.6	225.7	225.7	225.7	225.7	263.9	263.9	263.9	263.9	263.9	308.6
Project Total															
Total Committed To MetroRail Per FFGA															
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 (10/12/95)															
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)	667.0		219.2	447.8	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 to North Hollywood	686.4		1.2	665.2	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	233.0		0.0	233.0	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	517.3		0.0	517.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Drawdowns	2,689.0		825.7	1,863.3	0.0	0.0	0.0	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						9.6	9.6								
RED – Segment 3 – EASTSIDE															
Total Committed Amount Remaining						9.6	9.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Amt. Available for Other Projects After FFGA Drawdowns						225.7	225.7	225.7	225.7	263.9	263.9	263.9	263.9	263.9	308.6
Other Projects Drawdowns															
RED – Segment 3 – EASTSIDE #2	564.2		0.0	0.0	564.2	0.0	0.0	0.0	0.0	36.3	74.5	75.7	107.9	136.2	133.6
RED – Segment 3 – MIDCITIES #2	1,405.5		0.0	0.0	1,405.5	0.0	44.8	94.6	131.4	167.4	209.4	233.7	235.7	192.5	95.8
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	461.7		0.0	0.0	461.7	20.0	30.7	42.6	54.3	68.0	75.9	76.5	62.5	31.1	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)	23.0		12.2	23.0	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	2,454.4		12.2	23.0	2,431.4	20.0	75.5	137.3	185.7	271.7	359.8	385.9	406.1	359.9	229.4
TOTAL DRAWDOWNS – FFGA & OTHER PROJECTS	5,143.4		837.9	1,886.3	2,431.4	20.0	75.5	137.3	185.7	271.7	359.8	385.9	406.1	359.9	229.4
Beginning Balance						0.0	205.6	355.7	444.1	464.0	476.2	380.3	258.3	116.0	20.1
Annual Surplus/(Shortfall)	(702.9)	–	436.8	23.5	99.3	205.6	150.1	88.4	39.9	(7.8)	(95.9)	(122.0)	(142.3)	(96.0)	79.2
Cumulative Ending Balance						205.6	355.7	444.1	484.0	476.2	380.3	258.3	116.0	20.1	99.3

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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.

MTA Long Range Transportation Plan
Section 3 Rail Mod

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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)	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

Long Range Plan – FY 1996 Financial Update

(\$ 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

Long Range Plan -- FY 1996 Financial Update

(\$ 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)	2,017.1		396.6	976.4	1,040.7	82.2	135.0	92.9	95.0	95.0	95.0	95.0	95.0	95.0	96.3
ALLOCATION OF FUNDS															
Bus Capital															
MTA Operations	1,125.7		138.4	483.13	642.558	17.3	58.0	43.1	53.7	55.2	72.0	49.6	20.3	72.5	41.4
Municipal Operators	634.9		8.2	246.6	388.3	5.8	19.8	11.8	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	1,879.1		146.6	838.4	1,040.7	36.7	91.1	67.8	79.5	87.0	95.0	95.0	95.0	95.0	96.3
Bus Operations															
MTA Operations	130.6		164.1	130.6	0.0	45.5	40.6	21.0	15.5	8.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators	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
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	7.4	0.4%	0.0	7.4	0.0	0.0	3.3	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
OTHER - LA Car	0.0	0.0%	0.0	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 Total	7.4	0.4%	90.6	7.4	0.0	0.0	3.3	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bus Capital Totals	1,879.1	93.2%	146.6	838.4	1,040.7	36.7	91.1	67.8	79.5	87.0	95.0	95.0	95.0	95.0	96.3
Bus Operations Totals	130.6	6.5%	164.1	130.6	0.0	45.5	40.6	21.0	15.5	8.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	2,017.1	100.0%	401.3	976.4	1,040.7	82.2	135.0	92.9	95.0	95.0	95.0	95.0	95.0	95.0	96.3
Beginning Balance						0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	0.0	-	(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:

1. \$329 million in unused funds are earmarked for Metro Rail capital. No additional Section 9 funds are anticipated for Metro Rail construction.
2. 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

Long Range Plan – FY 1996 Financial Update

(\$ 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)	2,017.1		396.6	976.4	1,040.7	97.7	99.0	100.4	101.8	103.3	104.7	106.2	107.7	109.2	110.7
ALLOCATION OF FUNDS															
Bus Capital															
MTA Operations	1,125.7		138.4	483.13	642.558	59.7	62.9	74.7	40.9	93.8	83.6	56.5	86.4	62.4	21.5
Municipal Operators	634.9		8.2	246.6	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	1,879.1		146.6	838.4	1,040.7	97.7	99.0	100.4	101.8	103.3	104.7	106.2	107.7	109.2	110.7
Bus Operations															
MTA Operations	130.6		164.1	130.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Municipal Operators	0.0	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
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	7.4	0.4%	0.0	7.4	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	0.0	0.0%	0.0	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 Total	7.4	0.4%	90.6	7.4	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	1,879.1	93.2%	146.6	838.4	1,040.7	97.7	99.0	100.4	101.8	103.3	104.7	106.2	107.7	109.2	110.7
Bus Operations Totals	130.6	6.5%	164.1	130.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	2,017.1	100.0%	401.3	976.4	1,040.7	97.7	99.0	100.4	101.8	103.3	104.7	106.2	107.7	109.2	110.7
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	-	(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:

1. \$329 million in unused funds are earmarked for Metro Rail capital. No additional Section 9 funds are anticipated for Metro Rail construction.
2. 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 – Highways Highway Summary

Long Range Plan – FY 1996 Financial Update

	10 Years (\$ millions)												
	10 Yrs 94-03	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	1,182.1	2,159.8	3,342.0	87.7	89.2	99.6	106.8	113.9	120.9	128.6	136.9	144.9	153.7
Proposition C 10%	44.7	303.5	348.3	2.2	0.3	0.0	3.0	2.2	2.9	5.1	7.4	9.6	12.1
SAFE	75.7	67.7	143.4	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
TDA – Article 3	23.8	90.8	114.6	0.0	0.0	0.0	0.0	0.0	0.0	5.4	5.8	6.1	6.5
Local Agency Funds	1,258.7	449.5	1,708.2	249.4	67.0	162.6	286.2	186.2	173.4	25.5	26.4	40.3	41.8
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
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	2,588.3	3,076.8	5,665.0	346.2	160.8	272.7	403.5	310.4	305.3	173.0	184.5	209.2	222.7
State													
State & Local Partnership	19.4	27.0	46.4	0.1	0.4	0.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Misc. State (Prop. 116, TCI)	86.0	0.0	86.0	21.2	43.7	21.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Environmental Enhancement & Mitigation	14.5	0.0	14.5	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0
State TSM (Discretionary)	225.4	264.7	490.1	0.0	29.4	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Subtotal State	345.3	291.7	637.0	23.8	76.0	48.1	28.2	28.2	28.2	28.2	28.2	28.2	28.2
Federal													
ISTEA – Transportation Enhancements (Amt Allocated)	74.0	100.0	174.0	5.0	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0
Federal Highway Demo/Other Federal Funds	366.7	0.0	366.7	15.7	7.0	23.2	52.3	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	205.6	191.5	397.1	15.3	40.3	2.3	8.2	16.1	14.2	12.7	31.4	53.6	11.5
ISTEA – STP	447.0	635.4	1,082.3	3.4	48.7	30.0	52.3	54.6	51.6	32.4	57.2	58.0	58.8
Subtotal Federal	1,203.2	1,076.8	2,280.1	49.3	106.0	70.3	131.1	209.1	181.7	93.2	130.6	136.6	95.3
Mixed													
Flexible Congestion Relief	761.9	2,164.0	2,925.9	25.3	0.0	0.0	42.7	68.4	39.3	113.0	150.6	149.1	173.4
Inter-Regional Roads	25.8	246.0	271.8	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA Match (TSM)	63.0	54.1	117.1	0.3	14.0	8.9	10.3	5.4	8.7	1.5	4.5	4.2	5.1
Retrofit Soundwalls (same as project)	122.8	50.0	172.8	8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	0.0	0.0
RAS – Rehab and Safety (SHOPP)	405.2	444.3	849.5	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
Subtotal Mixed	1,378.6	2,958.4	4,337.0	66.7	66.7	92.4	121.2	130.8	132.4	139.8	215.0	193.9	219.6
Subtotal Local, State, Federal Revenues	5,515.4	7,403.7	12,919.2	486.0	409.6	483.6	683.9	678.5	647.6	434.1	558.3	568.0	565.8
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)	1,098.3	870.1	1,968.4	0.0	59.6	233.8	114.2	146.8	223.0	114.2	43.5	76.1	87.0
Subtotal Financing Revenues	1,298.3	870.1	2,168.4	200.0	59.6	233.8	114.2	146.8	223.0	114.2	43.5	76.1	87.0
Interest Earnings:													
Short Term Earnings – Annual Beg Balance 3.0%	4.2	0.0	4.2	1.3	2.4	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Bond Reserve Fund Interest Earnings 3.0%	14.5	37.4	51.9	0.0	0.1	0.7	1.0	1.3	1.9	2.1	2.3	2.4	2.6
Subtotal Interest Earnings	18.7	37.4	56.1	1.3	2.6	0.8	1.2	1.3	1.9	2.1	2.3	2.4	2.8
TOTAL SOURCES	6,832.4	8,311.2	15,143.6	687.3	471.7	718.2	799.3	826.7	872.5	550.5	604.1	646.5	655.7

MTA – Highways Highway Summary

Long Range Plan – FY 1996 Financial Update

	10 Years (\$ millions)												
	10 Yrs 94-03	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
USES OF FUNDS													
HOV Lanes	1,146.3	2,926.9	4,073.2	28.7	145.2	126.5	101.3	144.4	157.8	50.6	66.6	155.7	169.6
Gap Closures	439.6	0.0	439.6	3.2	7.0	1.0	43.4	54.8	62.3	88.3	93.2	57.4	29.0
Regional Surface Transportation Improvements	2,000.8	705.6	2,706.4	267.2	104.1	216.9	388.8	339.6	310.7	103.6	94.1	74.0	101.8
TSM – Freeway and TOS	121.7	0.0	121.7	26.0	30.3	21.6	21.1	21.8	1.0	0.0	0.0	0.0	0.0
Transportation Enhancements	72.5	100.0	172.5	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0
Local TSM	555.8	599.6	1,155.4	33.2	36.5	43.7	63.0	40.6	31.8	74.4	72.1	78.4	82.0
Retrofit Soundwalls	122.8	50.0	172.8	8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	0.0	0.0
Park & Ride	64.9	303.5	368.4	13.0	0.5	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1
Inter-Regional Roads	0.0	246.0	246.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FWY Rehabilitation (SHOPP)	405.2	444.3	849.5	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
Incident Management	277.1	506.8	783.8	25.7	23.4	23.3	24.0	25.6	27.2	29.0	30.9	32.9	35.0
SAFE	75.7	67.7	143.4	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
Enviro Enhance & Mitigation	14.5	0.0	14.5	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Regional Bikeways	76.9	204.9	281.8	6.0	12.0	1.1	2.3	1.4	5.0	8.9	9.4	15.0	15.7
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	464.9	0.0	464.9	169.5	89.5	103.7	49.4	47.4	5.4	0.0	0.0	0.0	0.0
Subtotal Highway Costs	5,948.7	6,305.2	12,253.9	636.4	518.0	652.7	770.6	759.3	717.2	414.2	462.2	497.5	520.5
TDM	169.5	399.7	569.2	11.0	10.3	9.6	7.5	18.7	18.7	18.8	25.0	25.0	25.0
Subtotal TDM Costs	169.5	399.7	569.2	11.0	10.3	9.6	7.5	18.7	18.7	18.8	25.0	25.0	25.0
Staff Support (Highway/TDM)	85.2	130.2	215.3	0.0	7.1	8.7	9.0	9.3	9.6	9.9	10.2	10.5	10.9
Subtotal Highways & TDM Costs	6,203.4	6,835.1	13,038.5	647.4	535.4	671.0	787.1	787.4	745.5	442.8	497.4	533.1	556.4
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)	439.5	1,210.9	1,650.5	0.0	2.3	14.0	28.0	38.5	53.4	67.0	73.4	78.2	84.8
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	88.3	70.1	158.4	0.0	4.6	18.8	9.2	11.8	18.0	9.2	3.5	6.1	7.0
Subtotal Financing Payments	676.6	1,468.0	2,144.6	1.8	14.3	43.2	54.1	69.1	90.1	94.9	95.6	103.0	110.5
TOTAL USES	6,880.0	8,303.1	15,183.1	649.2	549.8	714.3	841.2	856.4	835.6	537.7	592.9	636.1	666.9
CASH BALANCE ACCOUNT													
Beginning Fiscal Year Cash Balance				42.7	80.8	2.8	6.7	(35.2)	(64.9)	(28.1)	(15.3)	(4.2)	6.3
Annual Net Change to Cash Balance	(47.6)	8.1	(39.5)	38.1	(78.0)	3.9	(41.9)	(29.8)	36.9	12.7	11.1	10.4	(11.2)
Ending Fiscal Year Cash Balance				80.8	2.8	6.7	(35.2)	(64.9)	(28.1)	(15.3)	(4.2)	6.3	(4.9)
Net Budgetary Coverage Ratio (Prop C Sr. Lien Bond)	-	-	-	6.74	5.21	2.18	1.40	1.31	1.12	1.00	1.00	1.01	1.00

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NOTES:

MTA – Highways
Highway Summary

Long Range Plan – FY 1996 Financial Update

	20 Years (\$ millions)													
	10 Yrs	20 Yrs	20 Yr (94-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	94-03	04-13	Total	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
SOURCES OF FUNDS														
Local														
Proposition C 25% – Direct	1,182.1	2,159.8	3,342.0	162.6	172.8	183.8	195.6	207.9	220.8	233.2	246.8	261.0	275.4	
Proposition C 10%	44.7	303.5	348.3	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
SAFE	75.7	67.7	143.4	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	
TDA – Article 3	23.8	90.8	114.6	6.8	7.3	7.7	8.2	8.7	9.3	9.8	10.4	11.0	11.6	
Local Agency Funds	1,258.7	449.5	1,708.2	38.1	39.5	40.9	42.4	43.9	45.5	47.2	48.9	50.6	52.4	
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	
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	2,588.3	3,076.8	5,665.0	229.9	244.3	260.4	277.7	295.8	314.7	332.9	352.8	373.6	394.7	
State														
State & Local Partnership	19.4	27.0	46.4	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	
Misc. State (Prop. 116, TCI)	86.0	0.0	86.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Environmental Enhancement & Mitigation	14.5	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
State TSM (Discretionary)	225.4	264.7	490.1	24.8	25.2	25.5	25.9	26.3	26.6	27.0	27.4	27.8	28.2	
Subtotal State	345.3	291.7	637.0	27.5	27.9	28.2	28.6	29.0	29.3	29.7	30.1	30.5	30.9	
Federal														
ISTEA – Transportation Enhancements (Amt Allocated)	74.0	100.0	174.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Federal Highway Demo/Other Federal Funds	366.7	0.0	366.7	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	205.6	191.5	397.1	45.0	41.2	32.1	22.4	22.7	3.0	3.3	13.6	3.9	4.2	
ISTEA – STP	447.0	635.4	1,082.3	59.6	60.5	61.3	62.2	63.0	63.9	64.8	65.7	66.7	67.6	
Subtotal Federal	1,203.2	1,076.8	2,280.1	129.6	126.7	118.4	109.6	110.7	91.9	93.2	104.4	95.6	96.8	
Mixed														
Flexible Congestion Relief	761.9	2,164.0	2,925.9	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	
Inter-Regional Roads	25.8	246.0	271.8	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	
ISTEA Match (TSM)	63.0	54.1	117.1	4.2	3.7	8.3	7.1	7.1	4.5	4.5	5.8	4.5	4.5	
Retrofit Soundwalls (same as project)	122.8	50.0	172.8	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
RAS – Rehab and Safety (SHOPP)	405.2	444.3	849.5	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
Subtotal Mixed	1,378.6	2,958.4	4,337.0	291.9	292.0	297.2	296.5	297.2	295.2	295.8	297.8	297.1	297.8	
Subtotal Local, State, Federal Revenues	5,515.4	7,403.7	12,919.2	679.0	690.8	704.2	712.4	732.6	731.1	751.6	785.0	796.8	820.1	
Financing Revenues:														
Senior Lien Bonds (Actual/Treasury Fcst; Secured by Prop C)	200.0	0.0	200.0											
Additional Senior Lien Bonds (Model Generated)	1,098.3	870.1	1,968.4	65.3	70.7	87.0	87.0	87.0	87.0	92.5	97.9	97.9	97.9	
Subtotal Financing Revenues	1,298.3	870.1	2,168.4	65.3	70.7	87.0	87.0	87.0	87.0	92.5	97.9	97.9	97.9	
Interest Earnings:														
Short Term Earnings – Annual Beg Balance	3.0%	4.2	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Bond Reserve Fund Interest Earnings	3.0%	14.5	37.4	51.9	2.8	3.0	3.2	3.4	3.6	3.8	4.0	4.3	4.5	
Subtotal Interest Earnings	18.7	37.4	56.1	2.8	3.0	3.2	3.4	3.6	3.8	4.0	4.3	4.5	4.8	
TOTAL SOURCES	6,832.4	8,311.2	15,143.6	747.1	764.5	794.4	802.8	823.3	822.0	848.1	887.2	899.2	922.8	

MTA – Highways
Highway Summary

Long Range Plan – FY 1996 Financial Update

	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	1,146.3	2,926.9	4,073.2	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4
Gap Closures	439.6	0.0	439.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improvements	2,000.8	705.6	2,706.4	97.5	99.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5
TSM – Freeway and TOS	121.7	0.0	121.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transportation Enhancements	72.5	100.0	172.5	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Local TSM	555.8	599.6	1,155.4	51.1	52.9	54.7	56.7	58.6	60.7	62.8	65.0	67.3	69.7
Retrofit Soundwalls	122.8	50.0	172.8	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Park & Ride	64.9	303.5	368.4	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0
Inter-Regional Roads	0.0	246.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
FWY Rehabilitation (SHOPP)	405.2	444.3	849.5	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3
Incident Management	277.1	506.8	783.8	37.3	39.7	42.3	45.1	48.1	51.4	54.9	58.6	62.6	66.8
SAFE	75.7	67.7	143.4	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Enviro Enhance & Mitigation	14.5	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	76.9	204.9	281.8	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1
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	464.9	0.0	464.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Highway Costs	5,948.7	6,305.2	12,253.9	601.0	606.7	613.4	614.3	627.1	617.9	631.3	657.0	660.6	676.0
TDM	169.5	399.7	569.2	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4
Subtotal TDM Costs	169.5	399.7	569.2	34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.3	44.9	46.4
Staff Support (Highway/TDM)	85.2	130.2	215.3	11.2	11.6	11.9	12.3	12.7	13.2	13.6	14.1	14.5	15.0
Subtotal Highways & TDM Costs	6,203.4	6,835.1	13,038.5	646.3	653.5	661.8	664.4	678.9	671.5	686.8	714.4	720.0	737.4
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)	439.5	1,210.9	1,650.5	90.9	96.4	102.7	109.7	116.8	123.8	131.0	138.7	146.6	154.4
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	88.3	70.1	158.4	5.3	5.7	7.0	7.0	7.0	7.0	7.5	7.9	7.9	7.9
Subtotal Financing Payments	676.6	1,468.0	2,144.6	114.9	120.8	128.4	135.5	142.5	149.5	157.1	165.3	173.1	181.0
TOTAL USES	6,880.0	8,303.1	15,183.1	761.1	774.3	790.2	799.9	821.4	821.0	844.0	879.6	893.1	918.5
CASH BALANCE ACCOUNT													
Beginning Fiscal Year Cash Balance				(4.9)	(19.0)	(28.8)	(24.6)	(21.7)	(19.8)	(18.8)	(14.7)	(7.2)	(1.1)
Annual Net Change to Cash Balance	(47.6)	8.1	(39.5)	(14.0)	(9.8)	4.2	2.9	1.9	1.0	4.1	7.6	6.0	4.3
Ending Fiscal Year Cash Balance				(19.0)	(28.8)	(24.6)	(21.7)	(19.8)	(18.8)	(14.7)	(7.2)	(1.1)	3.2
Net Budgetary Coverage Ratio (Prop C Sr. Lien Bond)	-	-	-	1.00	1.01	1.02	1.03	1.04	1.05	1.06	1.06	1.07	1.08

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NOTES:



High Occupancy Vehicle Lane (HOV) Projects

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MTA – Highways
HOV Lanes Summary

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	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
Construction	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
Right of Way	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)	63.7	-	43.6	63.7	0.0	0.5	3.8	8.0	14.7	6.1	7.8	0.0	0.0	22.9	0.0
Additional Projects Construction	3,388.4	-	0.0	481.5	2,926.9	0.0	0.0	3.1	14.7	107.2	90.1	44.6	66.6	64.0	71.3
Baseline Projects Construction	621.0	-	18.2	621.0	0.0	28.2	141.4	115.5	71.9	31.1	59.9	6.0	0.0	68.8	98.3
Subtotal Construction Costs (FY 1995 \$'s)	4,073.2	-	61.8	1,146.3	2,926.9	28.7	145.2	126.5	101.3	144.4	157.8	50.8	66.6	155.7	169.6
Inflated Construction Costs	4,073.2	100.0%	59.2	1,146.3	2,926.9	28.7	145.2	126.5	101.3	144.4	157.8	50.6	66.6	155.7	169.6
Right of Way (FY 1991 \$'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
Inflated Right of Way	0.1	0.0%	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
TOTAL COSTS INFLATED	4,073.2	100.0%	59.2	1,146.3	2,926.9	28.7	145.2	128.5	101.3	144.4	157.8	50.6	66.6	155.7	169.6
PROJECT REVENUES															
Local															
Proposition C 25%	323.3	5.6%	52.8	323.3	0.0	6.1	12.5	39.1	31.8	106.7	116.5	10.6	0.0	0.0	0.0
Subtotal Prop. C	323.3	5.6%	52.8	323.3	0.0	6.1	12.5	39.1	31.8	108.7	116.5	10.6	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	0.0	0.0%	0.0	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
Subtotal Local (including Prop. C %, not \$'s)	323.3	5.6%	52.8	323.3	0.0	6.1	12.5	39.1	31.8	106.7	116.5	10.6	0.0	0.0	0.0
State															
State & Local Partnership	45.9	1.0%	0.0	18.9	27.0	0.0	0.0	0.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7
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
State TSM (Discretionary)	468.9	10.7%	0.0	204.3	264.7	0.0	20.8	24.5	12.0	24.5	24.5	24.5	24.5	24.5	24.5
Subtotal State	514.8	11.7%	0.0	223.2	291.7	0.0	20.8	24.5	14.7	27.2	27.2	27.2	27.2	27.2	27.2
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	0.0	0.0%	0.0	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	224.3	5.1%	5.4	119.1	105.3	0.0	64.9	18.3	13.1	8.6	7.7	0.0	0.0	0.0	6.5
ISTEA – STP	536.0	12.2%	2.0	224.2	311.8	0.5	34.3	37.4	35.4	0.6	4.7	11.3	34.8	32.6	32.5
Subtotal Federal	760.3	17.3%	7.3	343.2	417.1	0.5	99.1	55.7	48.5	9.2	12.5	11.3	34.8	32.6	39.0
Mixed															
Flexible Congestion Relief	2,451.1	55.8%	0.7	287.1	2,164.0	22.1	0.0	0.0	0.0	37.8	0.0	0.0	37.2	91.7	98.3
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
ISTEA Match (TSM)	98.6	2.2%	1.0	44.5	54.1	0.1	12.8	7.2	6.3	1.2	1.6	1.5	4.5	4.2	5.1
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	2,549.7	58.0%	1.7	331.6	2,218.1	22.2	12.8	7.2	6.3	39.0	1.6	1.5	41.7	95.9	103.4
Total Revenues	4,148.2	92.6%	61.8	1,221.3	2,926.9	28.7	145.2	126.5	101.3	182.2	157.8	50.6	103.8	155.7	169.6
Total Surplus/<Shortfall>	75.0	-	2.5	75.0	0.0	0.0	(0.0)	0.0	0.0	37.8	0.0	0.0	37.2	(0.0)	0.0
Prop. C Requirement to Fully Fund Project	248.4	-	50.3	248.4	(0.0)	6.1	12.5	39.1	31.8	68.9	116.5	10.6	(37.2)	0.0	0.0

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NOTES:

MTA – Highways
HOV Lanes Summary

20 Years (\$ millions)															
Long Range Plan – FY 1996 Financial Update															
	START YR	DUR (YR)	PROJECT SPENDING CURVE												
Construction	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	
Right of Way	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)	63.7	-	43.6	63.7	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	3,388.4	-	0.0	461.5	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4
Baseline Projects Construction	621.0	-	18.2	621.0	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 1995 \$'s)	4,073.2	-	61.8	1,146.3	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4
Inflated Construction Costs	4,073.2	100.0%	59.2	1,146.3	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4
Right of Way (FY 1991 \$'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	0.0%	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
TOTAL COSTS INFLATED	4,073.2	100.0%	59.2	1,146.3	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4
PROJECT REVENUES															
Local															
Proposition C 25%	323.3	5.6%	52.8	323.3	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	323.3	5.6%	52.8	323.3	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	0.0	0.0%	0.0	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
Subtotal Local (including Prop. C %, not \$'s)	323.3	5.6%	52.8	323.3	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	45.9	1.0%	0.0	18.9	27.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
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
State TSM (Discretionary)	468.9	10.7%	0.0	204.3	264.7	24.8	25.2	25.5	25.9	26.3	26.6	27.0	27.4	27.8	28.2
Subtotal State	514.8	11.7%	0.0	223.2	291.7	27.5	27.9	28.2	28.6	29.0	29.3	29.7	30.1	30.5	30.9
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	0.0	0.0%	0.0	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	224.3	5.1%	5.4	119.1	105.3	0.0	0.0	32.1	22.4	22.7	3.0	3.3	13.6	3.9	4.2
ISTEA – STP	536.0	12.2%	2.0	224.2	311.8	32.4	28.5	32.1	32.0	31.8	31.6	31.3	31.1	30.8	30.4
Subtotal Federal	760.3	17.3%	7.3	343.2	417.1	32.4	28.5	64.2	54.3	54.5	34.6	34.6	44.7	34.7	34.7
Mixed															
Flexible Congestion Relief	2,451.1	55.8%	0.7	267.1	2,164.0	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4
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
ISTEA Match (TSM)	98.6	2.2%	1.0	44.5	54.1	4.2	3.7	8.3	7.1	7.1	4.5	4.5	5.8	4.5	4.5
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	2,549.7	58.0%	1.7	331.6	2,218.1	220.6	220.1	224.7	223.5	223.5	220.9	220.9	222.2	220.9	220.9
Total Revenues	4,148.2	92.6%	61.8	1,221.3	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4
Total Surplus/< Shortfall>	75.0	-	2.5	75.0	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	248.4	-	50.3	248.4	(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:

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

Long Range Plan - FY 1996 Financial Update													10 Years (\$ millions)			
	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%	
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	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	461.5	2,926.9			3.1	14.7	107.2	90.1	44.6	66.6	64.0	71.3		
Construction	-	0.0	0.0	0.0												
Subtotal Construction Costs (FY 1992 \$'s)	0.0	-	0.0	461.5	2,926.9	0.0	0.0	3.1	14.7	107.2	90.1	44.6	66.6	64.0	71.3	
Inflated Construction Costs	3,388.4	100.0%	0.0	461.5	2,926.9	0.0	0.0	3.1	14.7	107.2	90.1	44.6	66.6	64.0	71.3	
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	3,388.4	100.0%	0.0	461.5	2,926.9	0.0	0.0	3.1	14.7	107.2	90.1	44.6	66.6	64.0	71.3	
PROJECT REVENUES																
Local																
Proposition C 25%	147.5	4.2%		147.5	0.0					80.0	62.9	4.6				
Subtotal Prop. C	147.5	4.2%	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	4.2%	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	45.9	1.3%		18.9	27.0				2.7	2.7	2.7	2.7	2.7	2.7		
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	426.8	12.1%		162.1	264.7			3.1	12.0	24.5	24.5	24.5	24.5	24.5		
Subtotal State	472.7	13.4%	0.0	181.0	291.7	0.0	0.0	3.1	14.7	27.2	27.2	27.2	27.2	27.2		
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA - CMAQ	111.8	3.2%		6.5	105.3									6.5		
ISTEA - STP	423.0	12.0%		111.2	311.8						11.3	34.8	32.6	32.5		
Subtotal Federal	534.8	15.1%	0.0	117.7	417.1	0.0	0.0	0.0	0.0	0.0	0.0	11.3	34.8	32.6	39.0	
Mixed																
Flexible Congestion Relief	2,164.0	61.2%		0.0	2,164.0											
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	69.4	2.0%		15.3	54.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	4.5	4.2	5.1	
HSOPP	0.0	0.0%														
Subtotal Mixed	2,233.4	63.2%	0.0	15.3	2,218.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	4.5	4.2	5.1	
TOTAL REVENUES	3,388.4	95.8%	0.0	461.5	2,926.9	0.0	0.0	3.1	14.7	107.2	90.1	44.6	66.6	64.0	71.3	
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:

1. 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

Long Range Plan - FY 1996 Financial Update													20 Years (\$ millions)			
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%	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	0.0	0.0											
Additional Projects Construction	-		0.0	461.5	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4	
Construction	-		0.0	0.0	0.0											
Subtotal Construction Costs (FY 1992 \$'s)	0.0	-	0.0	461.5	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4	
Inflated Construction Costs	3,388.4	100.0%	0.0	461.5	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4	
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	3,388.4	100.0%	0.0	461.5	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4	
PROJECT REVENUES																
Local																
Proposition C 25%	147.5	4.2%		147.5	0.0											
Subtotal Prop. C	147.5	4.2%	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	4.2%	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	45.9	1.3%		18.9	27.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	426.8	12.1%		162.1	264.7	24.8	25.2	25.5	25.9	26.3	26.6	27.0	27.4	27.8	28.2	
Subtotal State	472.7	13.4%	0.0	181.0	291.7	27.5	27.9	28.2	28.6	29.0	29.3	29.7	30.1	30.5	30.9	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA - CMAQ	111.8	3.2%		6.5	105.3	0.0	0.0	32.1	22.4	22.7	3.0	3.3	13.6	3.9	4.2	
ISTEA - STP	423.0	12.0%		111.2	311.8	32.4	28.5	32.1	32.0	31.8	31.6	31.3	31.1	30.8	30.4	
Subtotal Federal	534.8	15.1%	0.0	117.7	417.1	32.4	28.5	64.2	54.3	54.5	34.6	34.6	44.7	34.7	34.7	
Mixed																
Flexible Congestion Relief	2,164.0	61.2%		0.0	2,164.0	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	69.4	2.0%		15.3	54.1	4.2	3.7	8.3	7.1	7.1	4.5	4.5	5.8	4.5	4.5	
HSOPP	0.0	0.0%														
Subtotal Mixed	2,233.4	63.2%	0.0	15.3	2,218.1	220.6	220.1	224.7	223.5	223.5	220.9	220.9	222.2	220.9	220.9	
TOTAL REVENUES	3,388.4	95.8%	0.0	461.5	2,926.9	280.5	276.4	317.1	306.4	306.9	284.8	285.2	297.0	286.1	286.4	
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	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)	

CATFP/INFINANCE WK3

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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 sheets are not available at the current time.

MTA - Highways

Rte 5 HOV - SR 91 to Rte 605 (interim)

Post Mile

6.8 / 9.4

Long Range Plan - FY 1996 Financial Update

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	2024	0	0.0%	0.0%	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	2024	0	0.0%	0.0%	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%	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	
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.3	-		0.3	0.0				0.1	0.1					
Construction Engineering	0.0	-	0.0	0.0	0.0										
Construction	98.3	-	0.0	98.3	0.0										98.3
Subtotal Construction Costs (FY 1992 \$'s)	98.6	-	0.0	98.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	98.3
Inflated Construction Costs	98.6	100.0%	0.0	98.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	98.3
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	98.6	100.0%	0.0	98.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	98.3
PROJECT REVENUES															
Local															
Proposition C 25%	0.3	0.3%		0.3	0.0				0.1	0.1					
Subtotal Prop. C	0.3	0.3%	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	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%		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%													
Subtotal Local (including Prop. C %, not \$'s)	0.3	0.3%	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	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%		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%													
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	98.3	99.4%		98.3	0.0										98.3
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	98.3	99.4%	0.0	98.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	98.3
Total Revenues	98.6	99.7%	0.0	98.6	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	98.3
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	0.3	-	0.0	0.3	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. This project funding was based on the 1996 Call for Projects and the 1996 STIP.

MTA - Highways
Rte 5 HOV - SR 91 to Rte 605 (interim)

Post Mile
6.8 / 9.4

Long Range Plan - FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE															
			2024	0	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	2024	0	0.0%	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%	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)	0.3	-		0.3	0.0													
Construction Engineering	0.0	-	0.0	0.0	0.0													
Construction	98.3	-	0.0	98.3	0.0													
Subtotal Construction Costs (FY 1992 \$'s)	98.6	-	0.0	98.6	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
Inflated Construction Costs	98.6	100.0%	0.0	98.6	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
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
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
TOTAL COSTS INFLATED	98.6	100.0%	0.0	98.6	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																		
Local																		
Proposition C 25%	0.3	0.3%		0.3	0.0													
Subtotal Prop. C	0.3	0.3%	0.0	0.3	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
Other Local																		
SAFE	0.0	0.0%																
TDA - Article 3	0.0	0.0%																
Local Agency Funds	0.0	0.0%		0.0	0.0													
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%																
Subtotal Local (including Prop. C %, not \$'s)	0.3	0.3%	0.0	0.3	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
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)	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
Federal																		
Surface Transportation Program (RFAU)	0.0	0.0%																
Federal Highway Demo Projects	0.0	0.0%		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
Mixed																		
Flexible Congestion Relief	98.3	99.4%		98.3	0.0													
Inter-Regional Roads	0.0	0.0%																
ISTEA Match (TSM)	0.0	0.0%																
HSOPP	0.0	0.0%																
Subtotal Mixed	98.3	99.4%	0.0	98.3	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
Total Revenues	98.6	99.7%	0.0	98.6	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
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
Prop. C Requirement to Fully Fund Project	0.3	-	0.0	0.3	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

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NOTES:

1. This project funding was based on the 1996 Call for Projects and the 1996 STIP.

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MTA - Highways
Rte 5 HOV - Rte 134 to Rte 14

Post Mile
26.7 / ?

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	START YR	DUR (YR)	PROJECT SPENDING CURVE														
	1999 1998	4 1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	25.0%	35.0%	25.0%	0.0%
Construction	1999	4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.0%	25.0%	35.0%	25.0%	0.0%
Right of Way	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%
			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)	9.5	-	0.0	9.5	0.0				2.8	2.5	1.4	2.7					
Construction Engineering (included in Construction)	-	-	0.0	0.0	0.0								0.0	0.0	0.0		
Construction	0.0	-	0.0	0.0	0.0												
Subtotal Construction Costs (FY 1993 \$'s)	9.5	-	0.0	9.5	0.0		0.0	0.0	2.8	2.5	1.4	2.7	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	9.5	100.0%	0.0	9.5	0.0		0.0	0.0	2.8	2.5	1.4	2.7	0.0	0.0	0.0	0.0	0.0
Right of Way (FY 1993 \$'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	9.5	100.0%	0.0	9.5	0.0		0.0	0.0	2.8	2.5	1.4	2.7	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	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	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
Federal																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%															
ISTEA - CMAQ	5.9	62.7%	0.0	5.9	0.0				1.4	1.7	1.3	1.6					
ISTEA - STP	2.4	25.8%	0.0	2.4	0.0				1.1	0.6	0.0	0.8					
Subtotal Federal	8.4	88.5%	0.0	8.4	0.0		0.0	0.0	2.5	2.2	1.3	2.4	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)	1.1	11.5%	0.0	1.1	0.0				0.3	0.3	0.2	0.3					
HSOPP	0.0	0.0%															
Subtotal Mixed	1.1	11.5%	0.0	1.1	0.0		0.0	0.0	0.3	0.3	0.2	0.3	0.0	0.0	0.0	0.0	0.0
Total Revenues	9.5	100.0%	0.0	9.5	0.0		0.0	0.0	2.8	2.5	1.4	2.7	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:

MTA - Highways
Rte 5 HOV - Rte 134 to Rte 14

Post Mile
26.7 / ?

Long Range Plan - FY 1996 Financial Update

20 Years
(\$ millions)

	START YR	DUR (YR)	PROJECT SPENDING CURVE												
	1999	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	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%
Right of Way															
	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)	9.5	-	0.0	9.5	0.0										
Construction Engineering (included in Construction)	-	-	0.0	0.0	0.0										
Construction	0.0	-	0.0	0.0	0.0										
Subtotal Construction Costs (FY 1993 \$'s)	9.5	-	0.0	9.5	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	9.5	100.0%	0.0	9.5	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 1993 \$'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	9.5	100.0%	0.0	9.5	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%		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%													
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	5.9	62.7%	0.0	5.9	0.0										
ISTEA - STP	2.4	25.8%	0.0	2.4	0.0										
Subtotal Federal	8.4	88.5%	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
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	1.1	11.5%	0.0	1.1	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	1.1	11.5%	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
Total Revenues	9.5	100.0%	0.0	9.5	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	-	0.0	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 - Highways
Rte 10 HOV - Rte 605 to SB County Line

Post Mile
0

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	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%	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%
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%	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)	5.0	-	15.6	5.0	0.0	0.5	2.7	1.7							
Construction Engineering (included in construction)		-	0.0	0.0	0.0										
Construction	0.0	-	0.0	0.0	0.0						0.0	0.0	0.0		
Subtotal Construction Costs (FY 1993 \$'s)	5.0	-	15.6	5.0	0.0	0.5	2.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	5.0	100.0%	15.6	5.0	0.0	0.5	2.7	1.7	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	5.0	100.0%	15.6	5.0	0.0	0.5	2.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%	15.6	0.0	0.0						0.0	0.0	0.0		
Subtotal Prop. C	0.0	0.0%	15.6	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%	15.6	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)															
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	4.4	88.5%	0.0	4.4	0.0	0.5	2.4	1.5							
Subtotal Federal	4.4	88.5%	0.0	4.4	0.0	0.5	2.4	1.5	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)	0.6	11.5%	0.0	0.6	0.0	0.1	0.3	0.2							
HSOPP	0.0	0.0%													
Subtotal Mixed	0.6	11.5%	0.0	0.6	0.0	0.1	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	5.0	100.0%	15.6	5.0	0.0	0.5	2.7	1.7	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	-	15.6	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. Costs shown are for PS&E, per the FY 1996 Call for Projects. The total cost is \$224.5 per Caltrans document on 7/24/95.

MTA - Highways
Rte 10 HOV - Rte 605 to SB County Line

Post Mile
0

Long Range Plan - FY 1996 Financial Update

20 Years
(\$ millions)

	START YR	DUR (YR)	PROJECT SPENDING CURVE													
			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	0	0	0.0%	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	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 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)	5.0	-	15.6	5.0	0.0											
Construction Engineering (included in construction)	-	-	0.0	0.0	0.0											
Construction	0.0	-	0.0	0.0	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	5.0	-	15.6	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
Inflated Construction Costs	5.0	100.0%	15.6	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
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	5.0	100.0%	15.6	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
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	15.6	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	15.6	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%	15.6	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											
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	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	4.4	88.5%	0.0	4.4	0.0											
Subtotal Federal	4.4	88.5%	0.0	4.4	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)	0.6	11.5%	0.0	0.6	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.6	11.5%	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 Revenues	5.0	100.0%	15.6	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
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	-	15.6	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:

1. Costs shown are for PS&E, per the FY 1996 Call for Projects. The total cost is \$224.5 per Caltrans document on 7/24/95.

MTA - Highways

Rte 10 HOV - Baldwin Pk Ave to Rte 605

Post Mile

28.0 / ?

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	2004	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%	
Construction	2004	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%	
Right of Way	2004	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%	
			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	0.0										
Construction & Construction Engineering	51.7	-		4.1	51.7	0.0			3.4	3.8	0.0	44.5	0.0			
Subtotal Construction Costs (FY 1993 \$'s)	51.7	-		4.1	51.7	0.0	0.0	0.0	3.4	3.8	0.0	44.5	0.0	0.0	0.0	0.0
Inflated Construction Costs	51.7	100.0%		4.1	51.7	0.0	0.0	0.0	3.4	3.8	0.0	44.5	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	51.7	100.0%		4.1	51.7	0.0	0.0	0.0	3.4	3.8	0.0	44.5	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	47.2	47.7%		4.1	47.2	0.0			3.4	3.8	0.0	40.0	0.0			
Subtotal Prop. C	47.2	47.7%		4.1	47.2	0.0	0.0	0.0	3.4	3.8	0.0	40.0	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)	47.2	47.7%		4.1	47.2	0.0	0.0	0.0	3.4	3.8	0.0	40.0	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	0.0										
ISTEA - STP	4.0	4.0%		0.0	4.0	0.0					4.0					
Subtotal Federal	4.0	4.0%		0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%			0.0	0.0										
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.5	0.5%		0.0	0.5	0.0					0.5					
HSOPP	0.0	0.0%														
Subtotal Mixed	0.5	0.5%		0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
Total Revenues	51.7	52.3%		4.1	51.7	0.0	0.0	0.0	3.4	3.8	0.0	44.5	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	47.2	-		4.1	47.2	0.0	0.0	0.0	3.4	3.8	0.0	40.0	0.0	0.0	0.0	0.0

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NOTES:

1. Costs shown are for construction of the project, per the FY 1996 Call for Projects and 96-02 TIP.

MTA - Highways

Rte 10 HOV - Baldwin Pk Ave to Rte 605

Post Mile

28.0 / ?

20 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	START YR	DUR (YR)	PROJECT SPENDING CURVE													
	2004	2	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Construction	2004	2	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Right of Way	2004	1	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%	
	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		
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	-			0.0	0.0											
Construction & Construction Engineering	51.7	-	4.1	51.7	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	51.7	-	4.1	51.7	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	51.7	100.0%	4.1	51.7	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	51.7	100.0%	4.1	51.7	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%	47.2	47.7%	4.1	47.2	0.0											
Subtotal Prop. C	47.2	47.7%	4.1	47.2	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)	47.2	47.7%	4.1	47.2	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	
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	4.0	4.0%	0.0	4.0	0.0											
Subtotal Federal	4.0	4.0%	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	
Mixed																
Flexible Congestion Relief	0.0	0.0%		0.0	0.0											
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.5	0.5%	0.0	0.5	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.5	0.5%	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	51.7	52.3%	4.1	51.7	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>	(0.0)	-	0.0	(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	47.2	-	4.1	47.2	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. Costs shown are for construction of the project, per the FY 1996 Call for Projects and 96-02 TIP.

MTA - Highways
Rte 14 - Rte 5 to San Fernando Rd

Post Mile
Unknown

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	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%	
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	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 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	0.0											
Construction Engineering (included in construction costs)	-		0.0	0.0	0.0											
Construction	-		0.0	1.9	0.0						1.9					
Subtotal Construction Costs (FY 1993 \$'s)	0.0	-	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	1.9	100.0%	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	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	1.9	100.0%	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	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				
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	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	1.7	88.6%	0.0	1.7	0.0						1.7					
ISTEA - STP	0.0	0.0%	0.0	0.0	0.0											
Subtotal Federal	1.7	88.6%	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	1.7	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	11.4%	0.0	0.2	0.0						0.2					
HSOPP	0.0	0.0%														
Subtotal Mixed	0.2	11.4%	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Revenues	1.9	100.0%	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	1.9	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. Funding for design only, per the FY 1996 Call for Projects.

MTA - Highways
Rte 14 - Rte 5 to San Fernando Rd

Post Mile
Unknown

Long Range Plan - FY 1996 Financial Update

20 Years
(\$ millions)

	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%	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%	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	0.0											
Construction Engineering (included in construction costs)	-	-	0.0	0.0	0.0											
Construction	-	-	0.0	1.9	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	0.0	-	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	1.9	100.0%	0.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	1.9	100.0%	0.0	1.9	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%		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	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	1.7	88.6%	0.0	1.7	0.0											
ISTEA - STP	0.0	0.0%	0.0	0.0	0.0											
Subtotal Federal	1.7	88.6%	0.0	1.7	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	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.2	11.4%	0.0	0.2	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.2	11.4%	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	0.0
Total Revenues	1.9	100.0%	0.0	1.9	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)	-	0.0	(0.0)	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 for design only, per the FY 1996 Call for Projects.

MTA – Highways

Post Mile

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

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	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%
Right of Way	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	
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	–	0.0	0.0	0.0										
Construction Engineering (included with Construction costs)	0.0	–	0.0	0.0	0.0										
Construction	33.5	–	0.0	33.5	0.0		33.5								
Subtotal Construction Costs	33.5	–	0.0	33.5	0.0	0.0	33.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	33.5	99.8%	0.0	33.5	0.0	0.0	33.5	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
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
TOTAL COSTS INFLATED	33.6	100.0%	0.0	33.6	0.0	0.0	33.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-25.2%	0.0	0.0	0.0										
Subtotal Prop. C	0.0	-25.2%	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															
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	-25.2%	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															
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	0.0	0.0%													
ISTEA – STP	29.7	88.4%	0.0	29.7	0.0		29.7								
Subtotal Federal	29.7	88.4%	0.0	29.7	0.0	0.0	29.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	8.5	25.3%	0.0	8.5	0.0	0.0	0.0	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	3.8	11.5%	0.0	3.8	0.0		3.8								
HSOPP	0.0	0.0%													
Subtotal Mixed	12.3	36.8%	0.0	12.3	0.0	0.0	3.8	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	42.0	100.0%	0.0	42.0	0.0	0.0	33.5	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	8.5	–	0.0	8.5	0.0	0.0	(0.0)	0.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(8.5)	–	0.0	(8.5)	0.0	0.0	0.0	0.0	0.0	(8.5)	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.
2. Costs shown are for construction, per the FY 1996 Call for Projects and payback per the 1996 STIP.

MTA – Highways

Post Mile

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

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE																	
			1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Construction	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Right of Way	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%	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	-	0.0	0.0	0.0															
Construction Engineering (included with Construction costs)	0.0	-	0.0	0.0	0.0															
Construction	33.5	-	0.0	33.5	0.0															
Subtotal Construction Costs	33.5	-	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					
Inflated Construction Costs	33.5	99.8%	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					
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	33.6	100.0%	0.0	33.6	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	-25.2%	0.0	0.0	0.0															
Subtotal Prop. C	0.0	-25.2%	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																				
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	-25.2%	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																				
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	0.0	0.0%																		
ISTEA – STP	29.7	88.4%	0.0	29.7	0.0															
Subtotal Federal	29.7	88.4%	0.0	29.7	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	8.5	25.3%	0.0	8.5	0.0															
Infer-Regional Roads	0.0	0.0%																		
ISTEA Match (TSM)	3.8	11.5%	0.0	3.8	0.0															
HSOPP	0.0	0.0%																		
Subtotal Mixed	12.3	36.8%	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					
TOTAL REVENUES	42.0	100.0%	0.0	42.0	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>	8.5	-	0.0	8.5	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	(8.5)	-	0.0	(8.5)	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 project was approved by the MTA Board as part of the Multi-Year Funding Commitments for HOV Construction Projects.
2. Costs shown are for construction, per the FY 1996 Call for Projects and payback per the 1996 STIP.

MTA – Highways

Rte 14 HOV – Sand Cyn to Escondido

Post Mile
33.4 / 43.3

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
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)	PROJECT SPENDING CURVE									
	Total	%				1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	0.0	0.0	0.0										
Construction Engineering	0.0	-	0.0	0.0	0.0										
Construction	31.2	-	0.0	31.2	0.0	0.0	22.7	6.4	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (FY 1992 \$'s)	31.2	-	0.0	31.2	0.0	0.0	22.7	6.4	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	31.2	100.0%	0.0	31.2	0.0	0.0	22.7	6.4	0.0	2.2	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	31.2	100.0%	0.0	31.2	0.0	0.0	22.7	6.4	0.0	2.2	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-93.8%		0.0	0.0										
Subtotal Prop. C	0.0	-93.8%	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	-93.8%	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%													
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	20.8	66.7%		20.8	0.0	0.0	18.9	0.0	0.0	1.9					
ISTEA – STP	6.8	21.9%		6.8	0.0	0.0	1.2	5.6							
Subtotal Federal	27.7	88.5%	0.0	27.7	0.0	0.0	20.1	5.6	0.0	1.9	0.0	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	29.3	93.8%		29.3	0.0					29.3					
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	3.6	11.5%		3.6	0.0		2.6	0.7	0.0	0.3					
HSOPP	0.0	0.0%													
Subtotal Mixed	32.9	105.3%	0.0	32.9	0.0	0.0	2.6	0.7	0.0	29.6	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	60.5	100.0%	0.0	60.5	0.0	0.0	22.7	6.4	0.0	31.5	0.0	0.0	0.0	0.0	0.0
TOTAL SURPLUS/<SHORTFALL>	29.3	-	0.0	29.3	0.0	0.0	0.0	0.0	0.0	29.3	0.0	0.0	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	(29.3)	-	0.0	(29.3)	0.0	0.0	0.0	0.0	0.0	(29.3)	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Costs per the FY 1996 Call for Projects and payback per the 1996 STP.

MTA – Highways
Rte 14 HOV – Sand Cyn to Escondido

Post Mile
33.4 / 43.3

Long Range Plan – FY 1996 Financial Update													20 Years (\$ millions)		
	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
Construction	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%
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	-	0.0	0.0	0.0										
Construction Engineering	0.0	-	0.0	0.0	0.0										
Construction	31.2	-	0.0	31.2	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)	31.2	-	0.0	31.2	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	31.2	100.0%	0.0	31.2	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 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	31.2	100.0%	0.0	31.2	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%	0.0	-93.8%		0.0	0.0										
Subtotal Prop. C	0.0	-93.8%	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	-93.8%	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%													
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	20.8	66.7%		20.8	0.0										
ISTEA – STP	6.8	21.9%		6.8	0.0										
Subtotal Federal	27.7	88.5%	0.0	27.7	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	29.3	93.8%		29.3	0.0										
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	3.6	11.5%		3.6	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	32.9	105.3%	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
TOTAL REVENUES	60.5	100.0%	0.0	60.5	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>	29.3	-	0.0	29.3	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	(29.3)	-	0.0	(29.3)	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. Costs per the FY 1996 Call for Projects and payback per the 1996 STP.

MTA - Highways

Rte 14 HOV - Escondido to Pearblossom

Post Mile
43.3 / 54.5

Long Range Plan - FY 1996 Financial Update

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003			
Construction	2004	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%	
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)	9.0	-	0.0	9.0	0.0				9.0							
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0											
Construction	0.0	-	0.0	0.0	0.0							0.0				
Subtotal Construction Costs (FY 1993 \$'s)	9.0	-	0.0	9.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	9.0	100.0%	0.0	9.0	0.0	0.0	0.0	0.0	9.0	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	9.0	100.0%	0.0	9.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	5.7	38.7%	0.0	5.7	0.0				5.7			0.0				
Subtotal Prop. C	5.7	38.7%	0.0	5.7	0.0	0.0	0.0	0.0	5.7	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)	5.7	38.7%	0.0	5.7	0.0	0.0	0.0	0.0	5.7	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
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	2.9	19.9%	0.0	2.9	0.0				2.9							
Subtotal Federal	2.9	19.9%	0.0	2.9	0.0	0.0	0.0	0.0	2.9	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)	0.4	2.6%	0.0	0.4	0.0				0.4							
HSOPP	0.0	0.0%														
Subtotal Mixed	0.4	2.6%	0.0	0.4	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	9.0	61.3%	0.0	9.0	0.0	0.0	0.0	0.0	9.0	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	5.7	-	0.0	5.7	0.0	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Costs are for partial construction only, per the FY 1996 Call for Projects and 96-02 TIP.

MTA - Highways

Post Mile

Rte 14 HOV - Escondido to Pearblossom

43.3 / 54.5

Long Range Plan - FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	2004	2	0.0%	0.0%	50.0%	50.0%	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)	9.0	-	0.0	9.0	0.0										
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	0.0	-	0.0	0.0	0.0										
Subtotal Construction Costs (FY 1993 \$'s)	9.0	-	0.0	9.0	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	9.0	100.0%	0.0	9.0	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	0.0%	0.0	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	9.0	100.0%	0.0	9.0	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%	5.7	38.7%	0.0	5.7	0.0										
Subtotal Prop. C	5.7	38.7%	0.0	5.7	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)	5.7	38.7%	0.0	5.7	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)	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	2.9	19.9%	0.0	2.9	0.0										
Subtotal Federal	2.9	19.9%	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
Mixed															
Flexible Congestion Relief	0.0	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.4	2.6%	0.0	0.4	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	0.4	2.6%	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
TOTAL REVENUES	9.0	61.3%	0.0	9.0	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	5.7	-	0.0	5.7	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:

1. Costs are for partial construction only, per the FY 1996 Call for Projects and 96-02 TIP.

MTA - Highways

Rte 14 HOV - Pearlsm Hwy to Ave P-8

Post Mile
54.5 / 60.7

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE														
			2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015			
Construction	2004	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%	
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	0.0	0.0										
Construction Engineering (included in construction costs)			-		0.0	0.0	0.0										
Construction	9.0	-	0.0		9.0	0.0				2.2	6.8			0.0			
Subtotal Construction Costs (FY 1993 \$'s)	9.0	-	0.0		9.0	0.0		0.0	0.0	2.2	6.8	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	9.0	100.0%	0.0		9.0	0.0		0.0	0.0	2.2	6.8	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	9.0	100.0%	0.0		9.0	0.0		0.0	0.0	2.2	6.8	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																	
Local																	
Proposition C 25%	6.8	43.0%			6.8	0.0					6.8			0.0			
Subtotal Prop. C	6.8	43.0%			6.8	0.0		0.0	0.0	0.0	6.8	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)	6.8	43.0%			6.8	0.0		0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0
State																	
State & Local Partnership	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											
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																	
Surface Transportation Program (RFAU)	0.0	0.0%															
Federal Highway Demo Projects	0.0	0.0%															
ISTEA - CMAQ	1.9	12.4%			1.9	0.0				1.9							
ISTEA - STP	0.0	0.0%															
Subtotal Federal	1.9	12.4%			1.9	0.0		0.0	0.0	1.9	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)	0.3	1.6%			0.3	0.0				0.3							
HSOPP	0.0	0.0%															
Subtotal Mixed	0.3	1.6%			0.3	0.0		0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	9.0	57.0%			9.0	0.0		0.0	0.0	2.2	6.8	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
Prop. C Requirement to Fully Fund Project	6.8	-			6.8	0.0		0.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding per the FY 1996 Call for Projects and 96-02 federal TIP.

MTA - Highways
Rte 14 HOV - Pearblsm Hwy to Ave P-8

Post Mile
54.5 / 60.7

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015		
Construction	2004	2	0.0%	0.0%	50.0%	50.0%	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 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	0.0	0.0										
Construction Engineering (included in construction costs)	-	-	0.0	0.0	0.0										
Construction	9.0	-	0.0	9.0	0.0										
Subtotal Construction Costs (FY 1993 \$'s)	9.0	-	0.0	9.0	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	9.0	100.0%	0.0	9.0	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	0.0%	0.0	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	9.0	100.0%	0.0	9.0	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%	6.8	43.0%		6.8	0.0										
Subtotal Prop. C	6.8	43.0%	0.0	6.8	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)	6.8	43.0%	0.0	6.8	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%		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	1.9	12.4%		1.9	0.0										
ISTEA - STP	0.0	0.0%													
Subtotal Federal	1.9	12.4%	0.0	1.9	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	0.0%													
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.3	1.6%	0.0	0.3	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	0.3	1.6%	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	9.0	57.0%	0.0	9.0	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	6.8	-	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

20 Years
(\$ millions)

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NOTES:

1 Funding per the FY 1996 Call for Projects and 96-02 federal TIP.

MTA – Highways

Post Mile

Rte 30 HOV – Rte 210 to Foothill Blvd

0.0 / 2.3

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

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	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	-	0.0	-	0.0	0.0	0.0										
Construction Engineering (included in construction costs)	0.0	-	0.0	-	0.0	0.0											
Construction	18.6	-	0.0	-	0.0	18.6	0.0			4.9	7.7			6.0			
Subtotal Construction Costs (FY 1993 \$'s)	18.6	-	0.0	-	0.0	18.6	0.0	0.0	0.0	4.9	7.7	0.0	0.0	6.0	0.0	0.0	0.0
Inflated Construction Costs	18.6	100.0%	0.0	100.0%	0.0	18.6	0.0	0.0	0.0	4.9	7.7	0.0	0.0	6.0	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	0.0
TOTAL COSTS INFLATED	18.6	100.0%	0.0	100.0%	0.0	18.6	0.0	0.0	0.0	4.9	7.7	0.0	0.0	6.0	0.0	0.0	0.0
PROJECT REVENUES																	
Local																	
Proposition C 25%	13.7	42.4%				13.7	0.0				7.7			6.0			
Subtotal Prop. C	13.7	42.4%	0.0	42.4%	0.0	13.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.0	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)	13.7	42.4%	0.0	42.4%	0.0	13.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.0	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)	4.9	15.2%				4.9	0.0			4.9							
Subtotal State	4.9	15.2%	0.0	15.2%	0.0	4.9	0.0	0.0	0.0	4.9	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
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	0.0
Total Revenues	18.6	57.6%	0.0	57.6%	0.0	18.6	0.0	0.0	0.0	4.9	7.7	0.0	0.0	6.0	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	13.7	-	0.0	-	0.0	13.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.0	0.0	0.0	0.0

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NOTES:

1. Funding for construction completion, per the FY 1996 Call for Projects and 96-02 TIP

MTA – Highways

Rte 30 HOV – Rte 210 to Foothill Blvd

Post Mile

0.0 / 2.3

20 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

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	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	-	0.0	0.0	0.0											
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0											
Construction	18.6	-	0.0	18.6	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	18.6	-	0.0	18.6	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	18.6	100.0%	0.0	18.6	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 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	18.6	100.0%	0.0	18.6	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%	13.7	42.4%		13.7	0.0											
Subtotal Prop. C	13.7	42.4%	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	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)	13.7	42.4%	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	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)	4.9	15.2%	0.0	4.9	0.0											
Subtotal State	4.9	15.2%	0.0	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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%														
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	18.6	57.6%	0.0	18.6	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	13.7	-	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	0.0

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NOTES:

1. Funding for construction completion, per the FY 1996 Call for Projects and 96-02 TIP

MTA – Highways

Post Mile

Rte 57 HOV – Orange Cty LN to Rte 60

0.0 / 5.7

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1993	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)	1993-2002										
	Total	%				1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	22.9	-	2.4	22.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.9	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	87.6	-	0.0	87.6	0.0	0.0	5.6	9.8	3.4	0.0	0.0	0.0	0.0	0.0	68.8	0.0
Subtotal Construction Costs (FY 1992 \$'s)	110.5	-	2.4	110.5	0.0	0.0	5.6	9.8	3.4	0.0	0.0	0.0	0.0	0.0	91.7	0.0
Inflated Construction Costs	110.5	100.0%	2.4	110.5	0.0	0.0	5.6	9.8	3.4	0.0	0.0	0.0	0.0	0.0	91.7	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	110.5	100.0%	2.4	110.5	0.0	0.0	5.6	9.8	3.4	0.0	0.0	0.0	0.0	0.0	91.7	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	0.0
State																
State & Local Partnership	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	16.7	15.1%	0.0	16.7	0.0		5.0	8.7	3.0							
ISTEA – STP	0.0	0.0%														
Subtotal Federal	16.7	15.1%	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	0.0
Mixed																
Flexible Congestion Relief	91.7	83.0%		91.7	0.0										91.7	
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	2.1	1.9%	0.0	2.1	0.0		0.6	1.1	0.4							
HSOPP	0.0	0.0%														
Subtotal Mixed	93.8	84.9%	0.0	93.8	0.0	0.0	0.6	1.1	0.4	0.0	0.0	0.0	0.0	0.0	91.7	0.0
TOTAL REVENUES	110.5	100.0%	2.4	110.5	0.0	0.0	5.6	9.8	3.4	0.0	0.0	0.0	0.0	0.0	91.7	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	-	2.4	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

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NOTES:

1. Funding for PS&E and construction completion, per the FY 1996 Call for Projects and the 1996 STIP.

MTA – Highways

Rte 57 HOV – Orange Cty LN to Rte 60

Post Mile
0.0 / 5.7

Long Range Plan – FY 1996 Financial Update

20 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	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)	22.9	--	2.4	22.9	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	
Construction	87.6	--	0.0	87.6	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)	110.5	--	2.4	110.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	110.5	100.0%	2.4	110.5	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	
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	110.5	100.0%	2.4	110.5	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	
State															
State & Local Partnership	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	
Federal															
Surface Transportation Program (RFAU)	0.0	0.0%													
Federal Highway Demo Projects	0.0	0.0%													
ISTEA – CMAQ	16.7	15.1%	0.0	16.7	0.0										
ISTEA – STP	0.0	0.0%													
Subtotal Federal	16.7	15.1%	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed															
Flexible Congestion Relief	91.7	83.0%		91.7	0.0										
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	2.1	1.9%	0.0	2.1	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	93.8	84.9%	0.0	93.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	110.5	100.0%	2.4	110.5	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	
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	

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NOTES:

1. Funding for PS&E and construction completion, per the FY 1996 Call for Projects and the 1996 STIP.

MTA - Highways
Rte 60 HOV - Rte 605 to Brea Canyon

Post Mile
11.7/ 23.0

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			2005	2004	0 0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction	2005	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	2004	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%
	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)	6.9	-	0.0	6.9	0.0		1.1	3.4	2.4						
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	0.0	-	0.0	0.0	0.0						0.0	0.0			
Subtotal Construction Costs (FY 1993 \$'s)	6.9	-	0.0	6.9	0.0	0.0	1.1	3.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	6.9	100.0%	0.0	6.9	0.0	0.0	1.1	3.4	2.4	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	6.9	100.0%	0.0	6.9	0.0	0.0	1.1	3.4	2.4	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	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%													
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	6.1	88.5%	0.0	6.1	0.0		1.0	3.0	2.1						
Subtotal Federal	6.1	88.5%	0.0	6.1	0.0	0.0	1.0	3.0	2.1	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)	0.8	11.5%	0.0	0.8	0.0		0.1	0.4	0.3						
HSOPP	0.0	0.0%													
Subtotal Mixed	0.8	11.5%	0.0	0.8	0.0	0.0	0.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	6.9	100.0%	0.0	6.9	0.0	0.0	1.1	3.4	2.4	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	-	0.0	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 for PS&E only, per the FY 1996 Call for Projects and FY 96-02 Federal TIP

MTA - Highways
Rte 60 HOV - Rte 605 to Brea Canyon

Post Mile
11.7/ 23.0

20 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			2005	2004	0.0%	0.0%	0.0%	15.0%	25.0%	35.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Construction	2005	4	0.0%	0.0%	0.0%	15.0%	25.0%	35.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Right of Way	2004	1	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%
	20 Years ('94-'13)		Prior	10 Yrs	20 Yrs	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	
	Total	%	Years	(\$4-03)	(04-13)	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	6.9	-	0.0	6.9	0.0											
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0											
Construction	0.0	-	0.0	0.0	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	6.9	-	0.0	6.9	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	6.9	100.0%	0.0	6.9	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 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	6.9	100.0%	0.0	6.9	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%		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	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	6.1	88.5%	0.0	6.1	0.0											
Subtotal Federal	6.1	88.5%	0.0	6.1	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%														
ISTEA Match (TSM)	0.8	11.5%	0.0	0.8	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.8	11.5%	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	
Total Revenues	6.9	100.0%	0.0	6.9	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	-	0.0	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 for PS&E only, per the FY 1996 Call for Projects and FY 96-02 Federal TIP

MTA – Highways

Post Mile

Rte 60 HOV – Brea Canyon to Rte 57

23.0 / 25.4

10 Years

(\$ millions)

Long Range Plan – FY 1996 Financial Update

	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											
Construction Engineering (included with construction costs)	0.0	--	0.0	0.0	0.0											
Construction	7.0	--	0.0	7.0	0.0			7.0								
Subtotal Construction Costs (FY 1992 \$'s)	7.0	--	0.6	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
Inflated Construction Costs	7.0	100.0%	0.6	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
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	7.0	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%														
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			6.2								
ISTEA – STP	0.0	0.0%														
Subtotal Federal	6.2	88.6%	0.0	6.2	0.0	0.0	0.0	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%											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	0.8	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	7.0	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:

1. Funding for PS&E and complete construction, per the FY 1996 Call for Projects.

MTA – Highways

Post Mile

Rte 60 HOV – Brea Canyon to Rte 57

23.0 / 25.4

Long Range Plan – FY 1996 Financial Update

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	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%	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 Years	10 Yrs (94-03)	20 Yrs (04-13)	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
	Total	%				2003	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											
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0											
Construction	7.0	-	0.0	7.0	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%														
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%														
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:

1. Funding for PS&E and complete construction, per the FY 1996 Call for Projects.

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

Post Mile
 25.4 / 30.5

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE														
			10 Years (\$ millions)														
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	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%	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	1995	1996	1997	1998	1999	2000	2001	2002	2002	2003									
PROJECT COSTS																										
Plans, Specs and Estimates (PS&E)	0.0	-	3.7	0.0	0.0																					
Construction Engineering (included in construction costs)	0.0	-	0.0	0.0	0.0																					
Construction	32.4	-	0.0	32.4	0.0					4.2	28.2															
Subtotal Construction Costs (FY 1992 \$'s)	32.4	-	3.7	32.4	0.0	0.0	0.0	4.2	28.2	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	
Inflated Construction Costs	32.4	100.0%	3.7	32.4	0.0	0.0	0.0	4.2	28.2	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	
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	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	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	32.4	100.0%	3.7	32.4	0.0	0.0	0.0	4.2	28.2	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	
PROJECT REVENUES																										
Local																										
Proposition C 25%	0.0	0.0%	3.7	0.0	0.0																					
Subtotal Prop. C	0.0	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	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%	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	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. 118	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	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	8.4	25.9%	0.0	8.4	0.0							8.4														
ISTEA – STP	20.3	62.7%	0.0	20.3	0.0							3.8	16.6													
Subtotal Federal	28.7	88.6%	0.0	28.7	0.0	0.0	0.0	3.8	25.0	0.0	0.0	3.8	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	
Mixed																										
Flexible Congestion Relief	0.0	0.0%																								
Inter-Regional Roads	0.0	0.0%																								
ISTEA Match (TSM)	3.7	11.4%	0.0	3.7	0.0					0.5	3.2															
HSOPP	0.0	0.0%																								
Subtotal Mixed	3.7	11.4%	0.0	3.7	0.0	0.0	0.0	0.5	3.2	0.0	0.0	0.5	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	32.4	100.0%	3.7	32.4	0.0	0.0	0.0	4.2	28.2	0.0	0.0	4.2	28.2	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)	-	0.0	(0.0)	0.0	0.0	0.0	0.0	(0.0)	0.0	0.0	0.0	(0.0)	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	-	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	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 for PS&E and complete construction, per the FY 1996 Call for Projects.

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

Post Mile
25.4 / 30.5

Long Range Plan – FY 1996 Financial Update													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
	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	–	3.7	0.0	0.0											
Construction Engineering (included in construction costs)	0.0	–	0.0	0.0	0.0											
Construction	32.4	–	0.0	32.4	0.0											
Subtotal Construction Costs (FY 1992 \$'s)	32.4	–	3.7	32.4	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	32.4	100.0%	3.7	32.4	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)	0.0	–	0.0	0.0	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	32.4	100.0%	3.7	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%	3.7	0.0	0.0											
Subtotal Prop. C	0.0	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
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%	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
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	8.4	25.9%	0.0	8.4	0.0											
ISTEA – STP	20.3	62.7%	0.0	20.3	0.0											
Subtotal Federal	28.7	88.6%	0.0	28.7	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	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	3.7	11.4%	0.0	3.7	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	3.7	11.4%	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
TOTAL REVENUES	32.4	100.0%	3.7	32.4	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)	–	0.0	(0.0)	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	–	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

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NOTES:

1. Funding for PS&E and complete construction, per the FY 1996 Call for Projects.

MTA – Highways
Rte 91 HOV – OCL to Rte 605

Post Mile
Unknown

Long Range Plan – FY 1996 Financial Update													10 Years (\$ millions)			
	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
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%
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	-	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
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	-	0.6	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
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	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	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	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
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	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	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	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	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	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	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	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. Combines TIP projects # 530C and 530D.

MTA – Highways
Rte 91 HOV – OCL to Rte 605

Post Mile
Unknown

Long Range Plan – FY 1998 Financial Update

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
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%
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	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	-	0.1	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																				
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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NOTES:

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

MTA – Highways

Post Mile

Rte 118 HOV – Ventura Cty LN to Rte 5 0.0 / 11.4

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA		
Construction	1995	3	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%		
	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	0.0											
Construction Engineering (incl. in Construction cost)	0.0	-	0.0	0.0	0.0											
Construction	43.6	-	0.0	43.6	0.0	19.1	5.6	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Construction Costs (actuals)	43.6	-	0.0	43.6	0.0	19.1	5.6	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	43.6	100.0%	0.0	43.6	0.0	19.1	5.6	18.9	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	43.6	100.0%	0.0	43.6	0.0	19.1	5.6	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	24.5	36.0%	0.0	24.5	0.0		5.6	18.9								
Subtotal Prop. C	24.5	36.0%	0.0	24.5	0.0	0.0	5.6	18.9								
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)	24.5	36.0%	0.0	24.5	0.0	0.0	5.6	18.9	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	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	19.1	28.0%		19.1	0.0	19.1										
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	19.1	28.0%	0.0	19.1	0.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	43.6	64.0%	0.0	43.6	0.0	19.1	5.6	18.9	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	24.5	-	0.0	24.5	0.0	0.0	5.6	18.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding per the FY 1996 Call for Projects and FY 96-02 Federal TIP
2. According to Caltrans on 9/19/95, \$24.5 is the full cost for this project.

MTA – Highways

Post Mile

Rte 118 HOV – Ventura Cty LN to Rte 5

0.0 / 11.4

Long Range Plan – FY 1996 Financial Update

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
	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 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)	0.0	-	0.0	0.0	0.0										
Construction Engineering (incl. in Construction cost)	0.0	-	0.0	0.0	0.0										
Construction	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
Subtotal Construction Costs (actuals)	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
Inflated Construction Costs	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
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	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
PROJECT REVENUES															
Local															
Proposition C 25%	24.5	36.0%	0.0	24.5	0.0										
Subtotal Prop. C	24.5	36.0%	0.0	24.5	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)	24.5	36.0%	0.0	24.5	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%													
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	19.1	28.0%		19.1	0.0										
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	0.0	0.0%													
HSOPP	0.0	0.0%													
Subtotal Mixed	19.1	28.0%	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
Total Revenues	43.6	64.0%	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
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	24.5	-	0.0	24.5	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. Funding per the FY 1996 Call for Projects and FY 96-02 Federal TIP
2. According to Caltrans on 9/19/95, \$24.5 is the full cost for this project.

MTA – Highways

Post Mile

Rte 134 HOV – Rte 101 / 170 to Rte 5

0.0 / 5.5

10 Years

(\$ millions)

Long Range Plan – FY 1996 Financial Update

	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	
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	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 Total	(94-'13) %	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																
Plans, Specs and Estimates (PS&E)	0.0	-	1.3	0.0	0.0											
Construction Engineering (incl. in Construction cost)	0.0	-	0.0	0.0	0.0											
Construction	2.7	-	3.7	2.7	0.0	2.1	0.0	0.0	0.0	0.6						
Subtotal Construction Costs (actuals)	2.7	-	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	2.7	100.0%	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	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	2.7	100.0%	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	2.7	50.0%	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6						
Subtotal Prop. C	2.7	50.0%	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	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)	2.7	50.0%	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0
State																
State & Local Partnership	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	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	2.7	50.0%	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	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	2.7	-	5.0	2.7	0.0	2.1	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding for project completion, per the FY 1996 Call for Projects.

MTA – Highways

Post Mile

Rte 134 HOV – Rte 101 / 170 to Rte 5

0.0 / 5.5

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr 1993	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	
Construction		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%	
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	-		1.3	0.0	0.0										
Construction Engineering (incl. in Construction cost)	0.0	-		0.0	0.0	0.0										
Construction	2.7	-		3.7	2.7	0.0										
Subtotal Construction Costs (actuals)	2.7	-		5.0	2.7	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	2.7	100.0%		5.0	2.7	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	2.7	100.0%		5.0	2.7	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%	2.7	50.0%		5.0	2.7	0.0										
Subtotal Prop. C	2.7	50.0%		5.0	2.7	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)	2.7	50.0%		5.0	2.7	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%			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	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	2.7	50.0%		5.0	2.7	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>	0.0	-		0.0	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	2.7	-		5.0	2.7	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:

1. Funding for project completion, per the FY 1996 Call for Projects.

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

Post Mile
5.5 / 9.7

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			1993	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	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
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 Total	'94-'13 %	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																
Plans, Specs and Estimates (PS&E)	0.0	—	0.2	0.0	0.0											
Construction Engineering	0.0	—	0.0	0.0	0.0											
Construction	2.5	—	2.6	2.5	0.0	2.5										
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	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	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	2.5	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	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	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										
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	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	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	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	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	0.0

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NOTES:

1. Funding per the FY 1996 Call for Projects.

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

Post Mile
5.5 / 9.7

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	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
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%	0.0%
Right of Way																
	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											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	2.5	-	2.6	2.5	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	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	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	2.5	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	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	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											
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	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	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	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	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	0.0

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NOTES:

1. Funding per the FY 1996 Call for Projects.

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

Post Mile
9.7 / 13.3

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	
Construction	1994	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 Total	('94-'13) %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 1994	1995 1996	1997 1998	1999 2000	2001 2002	2003 2004	2005			
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	–	1.6	0.0	0.0										
Construction Engineering (included with construction)	0.0	–	0.0	0.0	0.0										
Construction	17.6	–	0.0	17.6	0.0	1.6	4.2	11.9							
Subtotal Construction Costs (FY 1992 \$'s)	17.6	–	1.6	17.6	0.0	1.6	4.2	11.9	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	1.6	4.2	11.9	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	1.6	4.2	11.9	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	1.6	4.2	11.9							
Subtotal Prop. C	17.6	50.0%	1.6	17.6	0.0	1.6	4.2	11.9							
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	1.6	4.2	11.9	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	1.6	4.2	11.9	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	1.6	4.2	11.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding per the FY 1996 Call for Projects.

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

Post Mile
9.7 / 13.3

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1994	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
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	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	-	1.6	0.0	0.0										
Construction Engineering (included with construction)	0.0	-	0.0	0.0	0.0										
Construction	17.6	-	0.0	17.6	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
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
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	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
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	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	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

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NOTES:

1. Funding per the FY 1996 Call for Projects.

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

Post Mile
14.5 / 20.6

Long Range Plan – FY 1996 Financial Update

10 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
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 Total	('94-'13) %	Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	1993 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										
Construction Engineering	0.0	-	0.0	0.0	0.0										
Construction	0.7	-	7.2	0.7	0.0	0.0	0.0	0.0	0.7						
Subtotal Construction Costs (actuals)	0.7	-	9.4	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	0.7	100.0%	9.4	0.7	0.0	0.0	0.0	0.0	0.7	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	0.7	100.0%	9.4	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-0.0%	1.1												
Subtotal Prop. C	0.0	-0.0%	1.1	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)	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	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%	5.4	0.0	0.0										
ISTEA – STP	0.6	88.6%	2.0	0.6	0.0			0.0	0.6						
Subtotal Federal	0.6	88.6%	7.3	0.6	0.0	0.0	0.0	0.0	0.6	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)	0.1	11.4%	1.0	0.1	0.0			0.0	0.1						
HSOPP	0.0	0.0%													
Subtotal Mixed	0.1	11.4%	1.0	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	0.7	100.0%	9.4	0.7	0.0	0.0	0.0	0.0	0.7	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)	-	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. Project costs per the FY 1996 Call for Projects.

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

Post Mile
14.5 / 20.6

Long Range Plan – FY 1996 Financial Update

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
Construction	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	
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		
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)	0.0	–	2.2	0.0	0.0											
Construction Engineering	0.0	–	0.0	0.0	0.0											
Construction	0.7	–	7.2	0.7	0.0											
Subtotal Construction Costs (actuals)	0.7	–	9.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Inflated Construction Costs	0.7	100.0%	9.4	0.7	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		
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	0.7	100.0%	9.4	0.7	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%	1.1													
Subtotal Prop. C	0.0	–0.0%	1.1	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%	1.1	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%														
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		
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	5.4	0.0	0.0											
ISTEA – STP	0.6	88.6%	2.0	0.6	0.0											
Subtotal Federal	0.6	88.6%	7.3	0.6	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)	0.1	11.4%	1.0	0.1	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.1	11.4%	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total Revenues	0.7	100.0%	9.4	0.7	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		
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		

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NOTES:

1. Project costs per the FY 1996 Call for Projects.

MTA - Highways
Rte 405 HOV - Rte 90 to Rte 10

Post Mile
0

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	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%	
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	0	0	0.0%	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)	9.5	-		2.6	9.5	0.0					4.5	5.0				
Construction Engineering		-		0.0	0.0	0.0										
Construction	0.0	-		0.0	0.0	0.0										
Subtotal Construction Costs (FY 1993 \$'s)	9.5	-		2.6	9.5	0.0	0.0	0.0	0.0	0.0	4.5	5.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	9.5	100.0%		0.0	9.5	0.0	0.0	0.0	0.0	0.0	4.5	5.0	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	9.5	100.0%		0.0	9.5	0.0	0.0	0.0	0.0	0.0	4.5	5.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	0.0%		2.6	0.0	0.0										
Subtotal Prop. C	0.0	0.0%		2.6	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%		2.6	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)																
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 (RFAL)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA - CMAQ	8.5	88.6%			8.5	0.0				4.0	4.5					
ISTEA - STP	0.0	0.0%														
Subtotal Federal	8.5	88.6%		0.0	8.5	0.0	0.0	0.0	0.0	4.0	4.5	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)	1.1	11.4%			1.1	0.0				0.5	0.6					
HSOPP	0.0	0.0%														
Subtotal Mixed	1.1	11.4%		0.0	1.1	0.0	0.0	0.0	0.0	0.5	0.6	0.0	0.0	0.0	0.0	0.0
Total Revenues	9.5	100.0%		2.6	9.5	0.0	0.0	0.0	0.0	4.5	5.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/<Shortfall>	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
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. Funding for design only, per the FY 1996 Call for Projects.

MTA - Highways
Rte 405 HOV - Rte 90 to Rte 10

Post Mile
0

Long Range Plan - FY 1996 Financial Update

20 Years
(\$ millions)

	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%	
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	0	0	0.0%	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)	9.5	-	2.6	9.5	0.0											
Construction Engineering	-	-	0.0	0.0	0.0											
Construction	0.0	-	0.0	0.0	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	9.5	-	2.6	9.5	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	9.5	100.0%	0.0	9.5	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	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	9.5	100.0%	0.0	9.5	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	0.0%	2.6	0.0	0.0											
Subtotal Prop. C	0.0	0.0%	2.6	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%	2.6	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%														
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	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA - CMAQ	8.5	88.6%		8.5	0.0											
ISTEA - STP	0.0	0.0%														
Subtotal Federal	8.5	88.6%	0.0	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	1.1	11.4%		1.1	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	1.1	11.4%	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
Total Revenues	9.5	100.0%	2.6	9.5	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 Surplus/<Shortfall>	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	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. Funding for design only, per the FY 1996 Call for Projects.

MTA – Highways

Post Mile

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

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1997	1	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	1997	1	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 Total	('94-'13) %	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															
Plans, Specs and Estimates (PS&E)	0.0	-	0.0	0.0	0.0										
Construction Engineering (included with Construction)	0.0	-	0.0	0.0	0.0										
Construction	37.2	-	0.0	37.2	0.0	0.0	37.2								
Subtotal Construction Costs (actuals)	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
Inflated Construction Costs	37.2	100.0%	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
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%	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
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	-100.0%													
Subtotal Prop. 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															
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%	0.0	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
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%		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%	0.0	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%	0.0	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)	-	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

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NOTES:

1. Funding per the FY 1996 Call for Projects and payback per the 1996 STIP.

MTA – Highways

Post Mile

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

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

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 Years ('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)	0.0	-	0.0	0.0	0.0										
Construction Engineering (included with Construction)	0.0	-	0.0	0.0	0.0										
Construction	37.2	-	0.0	37.2	0.0										
Subtotal Construction Costs (actuals)	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	
Inflated Construction Costs	37.2	100.0%	0.0	37.2	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	
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	37.2	100.0%	0.0	37.2	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%													
Subtotal Prop. 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	
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%	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	
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	
Mixed															
Flexible Congestion Relief	37.2	100.0%		37.2	0.0										
Inter-Regional Roads	0.0	0.0%													
ISTEA Match (TSM)	4.3	11.6%		4.3	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	41.5	111.6%	0.0	41.5	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%	0.0	74.4	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	
Prop. C Requirement to Fully Fund Project	(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	

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NOTES:

1. Funding per the FY 1996 Call for Projects and payback per the 1996 STIP.

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

Post Mile
7.6 / 13.7

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr 1996	Dur (Yr)	PROJECT SPENDING CURVE												
			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Construction		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 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
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)	0.0	-	2.9	0.0	0.0										
Construction Engineering (included with construction costs)	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						
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						
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. 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	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. Funding for project completion, per the FY 96 Call for Projects.

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

Post Mile
7.6 / 13.7

Long Range Plan -- FY 1996 Financial Update

20 Years
(\$ millions)

Construction Right of Way	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1996	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 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)	0.0	-	2.9	0.0	0.0											
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0											
Construction	34.6	-	0.0	34.6	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. 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	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. Funding for project completion, per the FY 96 Call for Projects.

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MTA - Highways
Rte 405 HOV - Century Blvd. to Rte 90

Post Mile
22.2 / 26.0

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	2024	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	2024	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%
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	-	2.6	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	26.7	-	0.0	26.7	0.0	3.0			15.3	8.3						
Subtotal Construction Costs (FY 1992 \$'s)	26.7	-	2.6	26.7	0.0	3.0	0.0	0.0	0.0	15.3	8.3	0.0	0.0	0.0	0.0	
Inflated Construction Costs	26.7	100.0%	2.6	26.7	0.0	3.0	0.0	0.0	0.0	15.3	8.3	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	26.7	100.0%	2.6	26.7	0.0	3.0	0.0	0.0	0.0	15.3	8.3	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	23.7	47.0%	2.6	23.7	0.0				15.3	8.3						
Subtotal Prop. C	23.7	47.0%	2.6	23.7	0.0	0.0	0.0	0.0	0.0	15.3	8.3	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)	23.7	47.0%	2.6	23.7	0.0	0.0	0.0	0.0	0.0	15.3	8.3	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%														
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	3.0	6.0%		3.0	0.0	3.0										
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	3.0	6.0%	0.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	26.7	53.0%	2.6	26.7	0.0	3.0	0.0	0.0	0.0	15.3	8.3	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	23.7	-	2.6	23.7	0.0	0.0	0.0	0.0	0.0	15.3	8.3	0.0	0.0	0.0	0.0	

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NOTES:

1. Funding per FY 1996 Call for Projects and FY 96-02 TIP

MTA - Highways
Rte 405 HOV - Century Blvd. to Rte 90

Post Mile
22.2 / 26.0

20 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
			2024	0	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	2024	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%
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	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013
	Total	%												
PROJECT COSTS														
Plans, Specs and Estimates (PS&E)	0.0	-	2.6	0.0	0.0									
Construction Engineering	0.0	-	0.0	0.0	0.0									
Construction	26.7	-	0.0	26.7	0.0									
Subtotal Construction Costs (FY 1992 \$'s)	26.7	-	2.6	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	26.7	100.0%	2.6	26.7	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
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	26.7	100.0%	2.6	26.7	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%	23.7	47.0%	2.6	23.7	0.0									
Subtotal Prop. C	23.7	47.0%	2.6	23.7	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)	23.7	47.0%	2.6	23.7	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%												
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
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
Mixed														
Flexible Congestion Relief	3.0	6.0%		3.0	0.0									
Inter-Regional Roads	0.0	0.0%												
ISTEA Match (TSM)	0.0	0.0%												
HSOPP	0.0	0.0%												
Subtotal Mixed	3.0	6.0%	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	26.7	53.0%	2.6	26.7	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
Prop. C Requirement to Fully Fund Project	23.7	-	2.6	23.7	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 per FY 1996 Call for Projects and FY 96-02 TIP

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

Post Mile
38.5 / 48.6

10 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr 1995	Dur (Yr) 2	PROJECT SPENDING CURVE													
			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
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	0	0	0.0%	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	-	2.5	0.0	0.0											
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0											
Construction	15.9	-	0.0	15.9	0.0	0.0	9.1	6.7	0.0	0.0						
Subtotal Construction Costs (FY 1992 \$'s)	15.9	-	2.5	15.9	0.0	0.0	9.1	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	15.9	100.0%	2.5	15.9	0.0	0.0	9.1	6.7	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	15.9	100.0%	2.5	15.9	0.0	0.0	9.1	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	1.1	6.3%	2.5	1.1	0.0			1.0	0.0							
Subtotal Prop. C	1.1	6.3%	2.5	1.1	0.0	0.0	0.0	1.0	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)	1.1	6.3%	2.5	1.1	0.0	0.0	0.0	1.0	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 Domo Projects	0.0	0.0%														
ISTEA - CMAQ	8.1	47.6%	0.0	8.1	0.0		8.1									
ISTEA - STP	5.0	29.7%	0.0	5.0	0.0			5.0								
Subtotal Federal	13.1	77.3%	0.0	13.1	0.0	0.0	8.1	5.0	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)	1.7	10.0%	0.0	1.7	0.0		1.0	0.7								
HSOPP	0.0	0.0%														
Subtotal Mixed	1.7	10.0%	0.0	1.7	0.0	0.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Revenues	15.9	93.7%	2.5	15.9	0.0	0.0	9.1	6.7	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	1.1	-	2.5	1.1	0.0	0.0	(0.0)	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. Funding per the FY 1996 Call for Projects

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

Post Mile
38.5 / 48.6

20 Years
(\$ millions)

Long Range Plan - FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
	1995	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Construction	1995	2	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
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	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	-	2.5	0.0	0.0										
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	15.9	-	0.0	15.9	0.0										
Subtotal Construction Costs (FY 1992 \$'s)	15.9	-	2.5	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 Construction Costs	15.9	100.0%	2.5	15.9	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		0.0	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	15.9	100.0%	2.5	15.9	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%	1.1	6.3%	2.5	1.1	0.0										
Subtotal Prop. C	1.1	6.3%	2.5	1.1	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)	1.1	6.3%	2.5	1.1	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	8.1	47.6%	0.0	8.1	0.0										
ISTEA - STP	5.0	29.7%	0.0	5.0	0.0										
Subtotal Federal	13.1	77.3%	0.0	13.1	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%													
ISTEA Match (TSM)	1.7	10.0%	0.0	1.7	0.0										
HSOPP	0.0	0.0%													
Subtotal Mixed	1.7	10.0%	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Revenues	15.9	93.7%	2.5	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 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	1.1	-	2.5	1.1	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. Funding per the FY 1996 Call for Projects.

MTA – Highways
Rte 405 HOV – Rte 101 to Rte 10

Post Mile
0

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE														
			1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Construction	1998	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%
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%

	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	%				2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
PROJECT COSTS																
Plans, Specs and Estimates (PS&E)		–	0.0	0.0	0.0											
Construction Engineering		–	0.0	0.0	0.0											
Construction	17.4	–	0.0	17.4	0.0											
Subtotal Construction Costs (FY 1993 \$'s)	17.4	–	0.0	17.4	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	17.4	100.0%	0.0	17.4	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)	0.0		0.0	0.0	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	17.4	100.0%	0.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES																
Local																
Proposition C 25%	15.8	47.6%		15.8	0.0											
Subtotal Prop. C	15.8	47.6%	0.0	15.8	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																
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)	15.8	47.6%	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	1.4	4.3%		1.4	0.0											
ISTEA – STP	0.0	0.0%														
Subtotal Federal	1.4	4.3%	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
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.2	0.6%		0.2	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.2	0.6%	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
Total Revenues	17.4	52.4%	0.0	17.4	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	–	0.0	0.0	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	15.8	–	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding for design and construction per the FY 1996 Call for Projects.
2. Funding shown above is for the portion from Wilshire to the 101 Freeway.

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

Post Mile
0.0 / 3.8

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE												
			1996	1	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
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%
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 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)	0.7	-	0.0	0.7	0.0				0.7						
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	7.0	-	0.0	7.0	0.0				7.0						
Subtotal Construction Costs (actuals)	7.7	-	0.0	7.7	0.0	0.0	0.0	0.0	7.7	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	7.7	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	7.7	100.0%	0.0	7.7	0.0	0.0	0.0	0.0	7.7	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	0.0	7.7						
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	0.0	7.7	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
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	7.7	50.0%	0.0	7.7	0.0	0.0	0.0	0.0	7.7	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	7.7	-	0.0	7.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding per FY 1996 Call for Projects.

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

Post Mile
0.0 / 3.8

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE															
			1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
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%	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%

	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)	0.7	-	0.0	0.7	0.0										
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	7.0	-	0.0	7.0	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
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
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	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
PROJECT REVENUES															
Local															
Proposition C 25%	7.7	50.0%		7.7	0.0										
Subtotal Prop. C	7.7	50.0%	0.0	7.7	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	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
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	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
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	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

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NOTES:

1. Funding per FY 1996 Call for Projects.

MTA – Highways

Post Mile

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

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr 1995	Dur (Yr) 2	PROJECT SPENDING CURVE												
			NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
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	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	-	1.5	0.0	0.0										
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	14.3	-	0.0	14.3	0.0	0.0	10.4	3.9							
Subtotal Construction Costs (FY 1992 \$'s)	14.3	-	1.5	14.3	0.0	0.0	10.4	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	14.3	100.0%	1.5	14.3	0.0	0.0	10.4	3.9	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	14.3	100.0%	1.5	14.3	0.0	0.0	10.4	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	6.6	31.6%	1.5	6.6	0.0		2.7	3.9							
Subtotal Prop. C	6.6	31.6%	1.5	6.6	0.0	0.0	2.7	3.9	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)	6.6	31.6%	1.5	6.6	0.0	0.0	2.7	3.9	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)	7.7	36.8%	0.0	7.7	0.0		7.7								
Subtotal State	7.7	36.8%	0.0	7.7	0.0	0.0	7.7	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	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	14.3	68.4%	1.5	14.3	0.0	0.0	10.4	3.9	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	6.6	-	1.5	6.6	0.0	0.0	2.7	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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NOTES:

1. Funding per FY 1996 Call for Projects.

MTA – Highways

Post Mile

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

Long Range Plan – FY 1996 Financial Update

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
	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 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)	0.0	-	1.5	0.0	0.0										
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	14.3	-	0.0	14.3	0.0										
Subtotal Construction Costs (FY 1992 \$'s)	14.3	-	1.5	14.3	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	14.3	100.0%	1.5	14.3	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	14.3	100.0%	1.5	14.3	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%	6.6	31.6%	1.5	6.6	0.0										
Subtotal Prop. C	6.6	31.6%	1.5	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 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)	6.6	31.6%	1.5	6.6	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%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	7.7	36.8%	0.0	7.7	0.0										
Subtotal State	7.7	36.8%	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
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	14.3	68.4%	1.5	14.3	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	6.6	-	1.5	6.6	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. Funding per FY 1996 Call for Projects.

MTA – Highways

Post Mile

Rte 605 HOV – Telegraph Rd to Rte 10

10.8 / 20.2

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
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%
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%

	20 Years	Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
	Total	(94-'13)	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										
Construction Engineering (included with construction costs)	0.0	-	0.0	0.0	0.0										
Construction	29.5	-	0.0	29.5	0.0	0.0	13.1	16.5							
Subtotal Construction Costs (FY 1992 \$'s)	29.5	-	3.8	29.5	0.0	0.0	13.1	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	29.5	100.0%	3.8	29.5	0.0	0.0	13.1	16.5	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	29.5	100.0%	3.8	29.5	0.0	0.0	13.1	16.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	0.0	0.0%	3.8	0.0	0.0										
Subtotal Prop. C	0.0	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
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 Ridechare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	0.0	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
Slate															
State & Local Partnership	0.0	0.0%		0.0	0.0										
Prop. 116	0.0	0.0%													
Environmental Enhancement & Mitigation	0.0	0.0%													
State TSM (Discretionary)	29.5	100.0%	0.0	29.5	0.0		13.1	16.5							
Subtotal State	29.5	100.0%	0.0	29.5	0.0	0.0	13.1	16.5	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	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%		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	29.5	100.0%	3.8	29.5	0.0	0.0	13.1	16.5	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	-	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

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NOTES:

1. Funding per the FY 1996 Call for Projects.

MTA – Highways

Post Mile

Rte 605 HOV – Telegraph Rd to Rte 10

10.8 / 20.2

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	Start Yr	Dur (Yr)	PROJECT SPENDING CURVE													
	1995	3	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
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	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											
Construction Engineering (included with construction costs)	0.0	--	0.0	0.0	0.0											
Construction	29.5	--	0.0	29.5	0.0											
Subtotal Construction Costs (FY 1992 \$'s)	29.5	--	3.8	29.5	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	29.5	100.0%	3.8	29.5	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			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	29.5	100.0%	3.8	29.5	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%	3.8	0.0	0.0											
Subtotal Prop. C	0.0	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	
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%	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	
State																
State & Local Partnership	0.0	0.0%		0.0	0.0											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM (Discretionary)	29.5	100.0%	0.0	29.5	0.0											
Subtotal State	29.5	100.0%	0.0	29.5	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	0.0	0.0%														
ISTEA – CMAQ	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%		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	29.5	100.0%	3.8	29.5	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	--	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	

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NOTES:

1. Funding per the FY 1996 Call for Projects.

Gap Closure Projects

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MTA – Highways
Gap Closures Summary

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

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)	338.8	-	38.9	338.8	0.0	3.2	7.0	1.0	38.9	29.7	48.1	65.4	71.1	45.5	29.0
Inflated Construction Costs	338.8	77.1%	284.9	338.8	0.0	3.2	7.0	1.0	38.9	29.7	48.1	65.4	71.1	45.5	29.0
Right of Way (FY 1991 \$'s)	100.8	-	165.4	100.8	0.0	0.0	0.0	0.0	4.5	25.1	14.2	23.0	22.1	11.9	0.0
Inflated Right of Way	100.8	22.9%	165.4	100.8	0.0	0.0	0.0	0.0	4.5	25.1	14.2	23.0	22.1	11.9	0.0
TOTAL COSTS INFLATED	439.6	100.0%	450.3	439.6	0.0	3.2	7.0	1.0	43.4	54.8	62.3	88.3	93.2	57.4	29.0
PROJECT REVENUES															
Local															
Proposition C 25%	21.4	0.0%	0.0	21.4	0.0	0.0	0.0	0.9	0.4	19.7	0.4	0.0	0.0	0.0	0.0
Subtotal Prop. C	21.4	0.0%	0.0	21.4	0.0	0.0	0.0	0.9	0.4	19.7	0.4	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)	7.7	1.7%	1.9	7.7	0.0	0.0	0.0	0.0	7.7	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)	29.1	1.7%	1.9	29.1	0.0	0.0	0.0	0.9	8.1	19.7	0.4	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%	0.0	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	0.0	0.0%	0.0	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
Federal Highway Demo Projects	7.0	1.5%	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	32.4	7.0%	0.0	32.4	0.0	0.0	0.0	0.0	2.1	8.9	21.4	0.0	0.0	0.0	0.0
ISTEA – STP	12.2	2.6%	0.0	12.2	0.0	0.0	0.0	2.6	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	51.5	11.2%	0.0	51.5	0.0	0.0	7.0	0.0	4.7	8.9	30.9	0.0	0.0	0.0	0.0
Mixed															
Flexible Congestion Relief	327.7	71.1%	440.0	327.7	0.0	3.2	0.0	0.0	4.5	25.1	26.9	88.3	93.2	57.4	29.0
Inter-Regional Roads	25.8	5.6%	8.4	25.8	0.0	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0
TSM – ISTEA Match	5.4	1.2%	0.0	5.4	0.0	0.0	0.0	0.0	0.3	1.1	4.0	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	358.9	77.8%	448.4	358.9	0.0	3.2	0.0	0.0	30.6	26.2	30.9	88.3	93.2	57.4	29.0
TOTAL REVENUES	439.5	90.7%	450.3	439.5	0.0	3.2	7.0	0.9	43.4	54.8	62.3	88.3	93.2	57.4	29.0
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	21.5	N/A	0.0	21.5	0.0	0.0	0.0	1.0	0.4	19.7	0.4	0.0	0.0	0.0	0.0

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NOTES:

MTA – Highways
Gap Closures Summary

Long Range Plan – FY 1996 Financial Update

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
	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)	338.8	-	38.9	338.8	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	338.8	77.1%	284.9	338.8	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)	100.8	-	165.4	100.8	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	100.8	22.9%	165.4	100.8	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	439.6	100.0%	450.3	439.6	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%	21.4	0.0%	0.0	21.4	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	21.4	0.0%	0.0	21.4	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)	7.7	1.7%	1.9	7.7	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)	29.1	1.7%	1.9	29.1	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%	0.0	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	0.0	0.0%	0.0	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
Federal Highway Demo Projects	7.0	1.5%	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	32.4	7.0%	0.0	32.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ISTEA – STP	12.2	2.6%	0.0	12.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Federal	51.5	11.2%	0.0	51.5	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	327.7	71.1%	440.0	327.7	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	25.8	5.6%	8.4	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – ISTEA Match	5.4	1.2%	0.0	5.4	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	358.9	77.8%	448.4	358.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	439.5	90.7%	450.3	439.5	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>	(0.1)	-	(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	21.5	N/A	0.0	21.5	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:

MTA – Highways
Rte 30 GAP – Rte 66 to SBD Cty Ln

Long Range Plan -- FY 1996 Financial Update

10 Years
(\$ millions)

	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	
Construction	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	
Right of Way	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	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	235.6	-	0.0	235.6	0.0	3.2	7.0	0.6	2.4	27.6	48.1	65.4	35.9	45.5	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	235.6	-	19.0	235.6	0.0	3.2	7.0	0.6	2.4	27.6	48.1	65.4	35.9	45.5	0.0	
Inflated Construction Costs	235.6	71.2%	19.0	235.6	0.0	3.2	7.0	0.6	2.4	27.6	48.1	65.4	35.9	45.5	0.0	
Right of Way (FY 1992 \$'s)	95.3	-	4.1	95.3	0.0				4.5	20.5	13.3	23.0	22.1	11.9		
Inflated Right of Way	95.3	28.8%	4.1	95.3	0.0				4.5	20.5	13.3	23.0	22.1	11.9	0.0	
TOTAL COSTS INFLATED	330.9	100.0%	23.1	330.9	0.0	3.2	7.0	0.6	6.9	48.1	61.4	88.3	58.0	57.4	0.0	
PROJECT REVENUES																
Local																
Proposition C 25%	18.6	-0.0%		18.6	0.0			0.6		17.6	0.4					
Subtotal Prop. C	18.6	-0.0%	0.0	18.6	0.0	0.0	0.0	0.6	0.0	17.6	0.4	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)	18.6	-0.0%	0.0	18.6	0.0	0.0	0.0	0.6	0.0	17.6	0.4	0.0	0.0	0.0	0.0	
State																
State & Local Partnership	0.0	0.0%		0.0	0.0											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM	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	7.0	2.0%		7.0	0.0		7.0									
ISTEA - CMAQ	32.4	9.3%		32.4	0.0				2.1	8.9	21.4					
ISTEA - STP	9.6	2.7%		9.6	0.0						9.6					
Subtotal Federal	48.9	14.0%	0.0	48.9	0.0	0.0	7.0	0.0	2.1	8.9	30.9	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	258.0	73.8%	23.1	258.0	0.0	3.2			4.5	20.5	26.0	88.3	58.0	57.4		
Inter - Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	5.4	1.5%		5.4	0.0				0.3	1.1	4.0					
HSOPP	0.0	0.0%														
Subtotal Mixed	263.4	75.4%	23.1	263.4	0.0	3.2	0.0	0.0	4.8	21.6	30.0	88.3	58.0	57.4	0.0	
TOTAL REVENUES	330.9	89.4%	23.1	330.9	0.0	3.2	7.0	0.6	6.9	48.1	61.4	88.3	58.0	57.4	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	18.6	N/A	0.0	18.6	0.0	0.0	0.0	0.6	(0.0)	17.6	0.4	0.0	0.0	0.0	0.0	

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NOTES:

1. Project costs per the FY 1996 Call For Projects and FY 1996 STIP.
2. The amounts shown include all construction for Rte 30 Gap plus other hwy improvements.

MTA – Highways
Rte 30 GAP – Rte 66 to SBD Cty Ln

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

Construction Right of Way	START YEAR		DUR (YR)		PROJECT SPENDING CURVE											
	1998	1996	4	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
	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	235.6	–	0.0	235.6	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	235.6	–	19.0	235.6	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	235.6	71.2%	19.0	235.6	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)	95.3	–	4.1	95.3	0.0											
Inflated Right of Way	95.3	28.8%	4.1	95.3	0.0											
TOTAL COSTS INFLATED	330.9	100.0%	23.1	330.9	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%	18.6	–0.0%		18.6	0.0											
Subtotal Prop. C	18.6	–0.0%	0.0	18.6	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)	18.6	–0.0%	0.0	18.6	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											
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
State TSM	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	7.0	2.0%		7.0	0.0											
ISTEA – CMAQ	32.4	9.3%		32.4	0.0											
ISTEA – STP	9.6	2.7%		9.6	0.0											
Subtotal Federal	48.9	14.0%	0.0	48.9	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	258.0	73.8%	23.1	258.0	0.0											
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	5.4	1.5%		5.4	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	263.4	75.4%	23.1	263.4	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	330.9	89.4%	23.1	330.9	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	18.6	N/A	0.0	18.6	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. Project costs per the FY 1996 Call For Projects and FY 1995 STIP.
2. The amounts shown include all construction for Rte 30 Gap plus other hwy improvements.

MTA – Highways
Rte 126 GAP – Arterial Widening

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	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%	0.0%
Construction	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%
Right of Way	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%
	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	-	4.4	0.0	0.0												
Construction Engineering	0.0	-	0.0	0.0	0.0												
Construction	39.0	-	8.1	39.0	0.0	0.0	0.0	0.4	36.5	2.1							
Subtotal Construction Costs (FY 1991 \$'s)	39.0	-	12.5	39.0	0.0	0.0	0.0	0.4	36.5	2.1	0.0	0.0	0.0	0.0	0.0	0.0	
Inflated Construction Costs	39.0	100.0%	12.5	39.0	0.0	0.0	0.0	0.4	36.5	2.1	0.0	0.0	0.0	0.0	0.0	0.0	
Right of Way (FY 1992 \$'s)	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	0.0	
Inflated Right of Way	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	0.0	
TOTAL COSTS INFLATED	39.0	100.0%	13.6	39.0	0.0	0.0	0.0	0.4	36.5	2.1	0.0	0.0	0.0	0.0	0.0	0.0	
PROJECT REVENUES																	
Local																	
Proposition C 25%	2.8	0.2%		2.8	0.0			0.4	0.4	2.1							
Subtotal Prop. C	2.8	0.2%	0.0	2.8	0.0	0.0	0.0	0.4	0.4	2.1	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)	7.7	18.4%	1.9	7.7	0.0				7.7								
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%															
Subtotal Local (including Prop. C %, not \$'s)	10.5	18.5%	1.9	10.5	0.0	0.0	0.0	0.4	8.1	2.1	0.0	0.0	0.0	0.0	0.0	0.0	
State																	
Slate & 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	2.6	6.3%		2.6	0.0				2.6								
Subtotal Federal	2.6	6.3%	0.0	2.6	0.0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Mixed																	
Flexible Congestion Relief	0.0	0.0%	9.3	0.0	0.0												
Inter-Regional Roads	25.8	61.7%	2.4	25.8	0.0				25.8								
TSM	0.0	0.0%															
HSOPP	0.0	0.0%															
Subtotal Mixed	25.8	61.7%	11.7	25.8	0.0	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	38.9	86.5%	13.6	38.9	0.0	0.0	0.0	0.4	36.5	2.1	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	0.0	
Prop. C Requirement to Fully Fund Project	2.9	N/A	0.0	2.9	0.0	0.0	0.0	0.4	0.4	2.1	0.0	0.0	0.0	0.0	0.0	0.0	

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NOTES:

1. 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.
2. Local Agency funds category includes some funding from private sources.

MTA – Highways
Rte 126 GAP – Arterial Widening

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	START YR		DUR (YR)		PROJECT SPENDING CURVE											
	1995	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%
	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	-	4.4	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	39.0	-	8.1	39.0	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	39.0	-	12.5	39.0	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	39.0	100.0%	12.5	39.0	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		1.1	0.0	0.0											
Inflated Right of Way	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	0.0
TOTAL COSTS INFLATED	39.0	100.0%	13.6	39.0	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%	2.8	0.2%		2.8	0.0											
Subtotal Prop. C	2.8	0.2%	0.0	2.8	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																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds/Other (Private)	7.7	18.4%	1.9	7.7	0.0											
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	10.5	18.5%	1.9	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
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	2.6	6.3%		2.6	0.0											
Subtotal Federal	2.6	6.3%	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	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%	9.3	0.0	0.0											
Inter-Regional Roads	25.8	61.7%	2.4	25.8	0.0											
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	25.8	61.7%	11.7	25.8	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	38.9	86.5%	13.6	38.9	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>	(0.1)	-	(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	0.0
Prop. C Requirement to Fully Fund Project	2.9	N/A	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. 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.
2. Local Agency funds category includes some funding from private sources.

MTA – Highways
Rte 138 HWY – Ave T to Longview

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	START YR	DUR (YR)	PROJECT SPENDING CURVE													
			1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009		
Construction	1998	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	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	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	-	2.0	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	64.2	-	5.0	64.2	0.0								35.2	0.0	29.0	
Subtotal Construction Costs (FY 1991 \$'s)	64.2	-	7.0	64.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.2	0.0	29.0	
Inflated Construction Costs	64.2	98.6%	7.0	64.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.2	0.0	29.0	
Right of Way	0.9		0.6	0.9	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	
Inflated Right of Way	0.9	1.4%	0.6	0.9	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	
TOTAL COSTS INFLATED	65.1	100.0%	7.6	65.1	0.0	0.0	0.0	0.0	0.0	0.9	0.0	35.2	0.0	29.0		
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%		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	65.1	100.0%	1.6	65.1	0.0	0.0	0.0	0.0	0.0	0.9	0.0	35.2	0.0	29.0		
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	65.1	100.0%	7.6	65.1	0.0	0.0	0.0	0.0	0.0	0.9	0.0	35.2	0.0	29.0		
TOTAL REVENUES	65.1	100.0%	7.6	65.1	0.0	0.0	0.0	0.0	0.0	0.9	0.0	35.2	0.0	29.0		
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.

MTA – Highways
Rte 138 HWY – Ave T to Longview

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	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%
Construction																
Right of Way					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	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	-	2.0	0.0	0.0											
Construction Engineering	0.0	-	0.0	0.0	0.0											
Construction	64.2	-	5.0	64.2	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	64.2	-	7.0	64.2	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	64.2	98.6%	7.0	64.2	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	0.9		0.6	0.9	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	0.9	1.4%	0.6	0.9	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	65.1	100.0%	7.6	65.1	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	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%		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	65.1	100.0%	1.6	65.1	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%	6.0	0.0	0.0											
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	65.1	100.0%	7.6	65.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	65.1	100.0%	7.6	65.1	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	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.

MTA – Highways
Rte 710 GAP – S Pasadena Rte 10 to 210

Long Range Plan – FY 1996 Financial Update 10 Years
(\$ millions)

	START YR	DUR (YR)	PROJECT SPENDING CURVE													
			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%
Construction	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%
Right of Way	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	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	-	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											
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)	4.6		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	4.6	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	4.6	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	4.6	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	4.6	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	4.6	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 "HQV, Gap Closures, Fwy TSM/TOS"

MTA – Highways
Rte 710 GAP – S Pasadena Rte 10 to 210

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	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%	
Construction	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	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:

- 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".

Highway/Multimodal Programs

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

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

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	1998	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	14.5	-	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Subtotal Construction Costs (FY 1991 \$'s)	14.5	-	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Inflated Construction Costs	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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																
Slate & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Subtotal State	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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 \$2.5M of revenue for ten years, beginning in FY 1992. Re-authorization is assumed.

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

Long Range Plan – FY 1996 Financial Update

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																
Plans, Specs and Estimates (FS&E)		-														
Construction Engineering																
Construction	14.5	-	4.0	14.5	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	14.5	-	4.0	14.5	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	14.5	100.0%	4.0	14.5	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											
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	14.5	100.0%	4.0	14.5	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	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	14.5	100.0%	4.0	14.5	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 State	14.5	100.0%	4.0	14.5	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	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	14.5	100.0%	4.0	14.5	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 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. 116 gas tax, will generate \$2.51 for ten years, beginning in FY 1992. Re-authorization is assumed.

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

Long Range Plan – FY 1996 Financial Update

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	(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	849.5	-	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
Subtotal Construction Costs (FY 1991 \$'s)	849.5	-	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
Inflated Construction Costs	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
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	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
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 %, 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)	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
Subtotal Mixed	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
TOTAL REVENUES	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
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	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:

- This project does not receive any Prop. C revenue.
- This project's costs match the total revenue available.
- Funding through FY 2000 based on the 1996 STIP. Thereafter, amount represents average.

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

Long Range Plan – FY 1996 Financial Update

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																
Plans, Specs and Estimates (PS&E)																
Construction Engineering																
Construction	849.5	—	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
Subtotal Construction Costs (FY 1991 \$'s)	849.5	—	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
Inflated Construction Costs	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
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	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
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%														
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	0.0	0.0%														
Inter – Regional Roads	0.0	0.0%														
TSM	0.0	0.0%														
Rehab and Safety (RAS)	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
Subtotal Mixed	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
TOTAL REVENUES	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3	
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	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:

1. This project does not receive any Prop. C revenue.
2. This project's costs match the total revenue available
3. Funding through FY 2000 based on the 1996 STIP. Thereafter, amount represents average

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

Long Range Plan – FY 1996 Financial Update

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	(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															
Baseline Projects Construction	605.5	-	24.9	257.6	347.9	25.7	23.4	23.3	24.0	24.8	25.6	26.4	27.2	28.1	29.0
Subtotal Construction Costs (FY 1991 \$'s)	605.5	-	24.9	257.6	347.9	25.7	23.4	23.3	24.0	24.8	25.6	26.4	27.2	28.1	29.0
Inflated Construction Costs	783.8	100.0%	24.9	277.1	506.8	25.7	23.4	23.3	24.0	25.6	27.2	29.0	30.9	32.9	35.0
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	783.8	100.0%	24.9	277.1	506.8	25.7	23.4	23.3	24.0	25.6	27.2	29.0	30.9	32.9	35.0
PROJECT REVENUES															
Local															
Proposition C 25%	775.1	49.7%	5.7	273.8	501.3	25.6	23.2	23.1	23.8	25.2	26.9	28.6	30.5	32.5	34.6
Subtotal Prop. C	775.1	49.7%	5.7	273.8	501.3	25.6	23.2	23.1	23.8	25.2	26.9	28.6	30.5	32.5	34.6
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	0.6%		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)	783.8	50.3%	5.7	277.1	506.8	25.7	23.4	23.3	24.0	25.6	27.2	29.0	30.9	32.9	35.0
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	783.8	50.3%	24.9	277.1	506.8	25.7	23.4	23.3	24.0	25.6	27.2	29.0	30.9	32.9	35.0
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	775.1	-	5.7	273.8	501.3	25.6	23.2	23.1	23.8	25.2	26.9	28.6	30.5	32.5	34.6

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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 96 based on budget, outyear amounts based on inflation.
 Out year amounts inflate the 94-97 amounts.

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

20 Years
 (\$ millions)

Long Range Plan – FY 1996 Financial Update

	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	
Construction	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	
Right of Way	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																	
Baseline Projects Construction	605.5	-	24.9	257.6	347.9	29.9	30.9	31.9	33.0	34.1	35.2	36.4	37.6	38.8	40.1		
Subtotal Construction Costs (FY 1991 \$'s)	605.5	-	24.9	257.6	347.9	29.9	30.9	31.9	33.0	34.1	35.2	36.4	37.6	38.8	40.1		
Inflated Construction Costs	783.8	100.0%	24.9	277.1	506.8	37.3	39.7	42.3	45.1	48.1	51.4	54.9	58.6	62.6	66.8		
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	783.8	100.0%	24.9	277.1	506.8	37.3	39.7	42.3	45.1	48.1	51.4	54.9	58.6	62.6	66.8		
PROJECT REVENUES																	
Local																	
Proposition C 25%	775.1	49.7%	5.7	273.8	501.3	36.8	39.2	41.8	44.6	47.6	50.8	54.3	58.0	62.0	66.2		
Subtotal Prop. C	775.1	49.7%	5.7	273.8	501.3	36.8	39.2	41.8	44.6	47.6	50.8	54.3	58.0	62.0	66.2		
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	0.6%		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)	783.8	50.3%	5.7	277.1	506.8	37.3	39.7	42.3	45.1	48.1	51.4	54.9	58.6	62.6	66.8		
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	783.8	50.3%	24.9	277.1	506.8	37.3	39.7	42.3	45.1	48.1	51.4	54.9	58.6	62.6	66.8		
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	775.1	-	5.7	273.8	501.3	36.8	39.2	41.8	44.6	47.6	50.8	54.3	58.0	62.0	66.2		

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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 96 based on budget, outyear amounts based on inflation.
 Out year amounts inflate the 94-97 amounts

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

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

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) 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																
Plans, Specs and Estimates (PS&E)		-														
Construction Engineering																
Construction	246.0		1.8	0.0	246.0	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)	246.0		1.8	0.0	246.0	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	246.0	100.0%	0.0	0.0	246.0	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	246.0	100.0%	0.0	0.0	246.0	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	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
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	0.0	0.0%														
Inter-Regional Roads	246.0	100.0%	0.0	0.0	246.0	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%														
HSOPP	0.0	0.0%														
Subtotal Mixed	246.0	100.0%	0.0	0.0	246.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	246.0	100.0%	0.0	0.0	246.0	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	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:

1. Total Project Costs equal Total Revenues.
2. Amounts shown in FY 2004 thru FY 2013 represent 10% of the total FCR funding.

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

Long Range Plan – FY 1996 Financial Update

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																
Plans, Specs and Estimates (PS&E)		–														
Construction Engineering																
Construction	246.0	–	1.8	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
Subtotal Construction Costs (FY 1991 \$'s)	246.0	–	1.8	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
Inflated Construction Costs	246.0	100.0%	0.0	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
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	0.0
TOTAL COSTS INFLATED	246.0	100.0%	0.0	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
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	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%														
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	246.0	100.0%	0.0	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
TSM	0.0	0.0%														
HSOPP	0.0	0.0%														
Subtotal Mixed	246.0	100.0%	0.0	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
TOTAL REVENUES	246.0	100.0%	0.0	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
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	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:

1. Total Project Costs equal Total Revenues.
2. Amounts shown in FY 2004 thru FY 2013 represent 10% of the total FCR funding.

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MTA Long Range Multimodal Transportation Plan – Highways
Local TSM

Long Range Plan – FY 1996 Financial Update 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								
	20 Years ('94 – '13)		Prior	10 Yrs	20 Yrs	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	1994	1995	1996	1997	1998	1999	2000	2001	2002	
	Total	%	Years	(94-03)	(04-13)	1994	1995	1996	1997	1998	1999	2000	2001	2002	1994	1995	1996	1997	1998	1999	2000	2001	2002		
PROJECT COSTS																									
Baseline Plans, Specs and Estimates (PS&E)		-																							
Additional Projects Construction	620.3			245.3	375.0							62.7	58.7	61.7	62.3										
Baseline Projects Construction	248.8	-	60.5	248.8	0.0	33.2	36.5	43.7	63.0	40.6	31.8														
Subtotal Construction Costs	869.1	-		494.1	375.0	33.2	36.5	43.7	63.0	40.6	31.8	62.7	58.7	61.7	62.3										
Inflated Construction Costs	1,155.4	100.0%		555.8	599.6	33.2	36.5	43.7	63.0	40.6	31.8	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	1,155.4	100.0%		555.8	599.6	33.2	36.5	43.7	63.0	40.6	31.8	74.4	72.1	78.4	82.0										
PROJECT REVENUES																									
Local																									
Proposition C 25%	875.5	43.1%	22.7	395.8	479.7	9.8	16.7	35.2	50.7	32.6	25.5	53.4	55.3	57.3	59.3										
Subtotal Prop. C	875.5	43.1%	22.7	395.8	479.7	9.8	16.7	35.2	50.7	32.6	25.5	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	243.6	12.0%		123.7	119.9	9.8	16.7	8.7	12.6	8.1	6.4	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)	1,119.1	55.1%	22.7	519.5	599.6	19.6	33.3	43.9	63.3	40.7	31.9	68.3	69.7	73.0	75.7										
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	13.7	0.7%		13.7	0.0	13.7																			
ISTEA – CMAQ	0.1	0.0%	1.6			0.0	0.1																		
ISTEA – STP	22.9	1.1%	18.7	22.9	0.0		2.7					6.1	2.4	5.4	6.3										
Subtotal Federal	36.6	1.8%	20.3	36.6	0.0	13.7	2.8	0.0	0.0	0.0	0.0	6.1	2.4	5.4	6.3										
Mixed																									
Flexible Congestion Relief	0.0	0.0%																							
Inter-Regional Roads	0.0	0.0%																							
TSM – ISTEA Match	0.4	0.0%		0.4	0.0	0.0	0.4																		
HSOPP	0.0	0.0%																							
Subtotal Mixed	0.4	0.0%	0.0	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0										
TOTAL REVENUES	1,156.1	56.9%	43.0	556.4	599.6	33.2	36.5	43.9	63.3	40.7	31.9	74.4	72.1	78.4	82.0										
TOTAL SURPLUS/<SHORTFALL>	0.7	-	43.0	0.7	0.0	0.0	(0.0)	0.2	0.3	0.1	0.1	0.0	0.0	0.0	0.0										
Prop. C Requirement to Fully Fund Project	874.7	-	(20.3)	395.2	479.7	9.7	16.7	35.0	50.4	32.5	25.4	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 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
Local TSM

Long Range Plan – FY 1996 Financial Update

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	620.3			245.3	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	248.8	-	60.5	248.8	0.0											
Subtotal Construction Costs	869.1	-		494.1	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	1,155.4	100.0%		555.8	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	1,155.4	100.0%		555.8	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%	875.5	43.1%	22.7	395.8	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	875.5	43.1%	22.7	395.8	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	243.6	12.0%		123.7	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 Redishare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	1,119.1	55.1%	22.7	519.5	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	0.1	0.0%	1.6													
ISTEA – STP	22.9	1.1%	18.7	22.9	0.0											
Subtotal Federal	36.6	1.8%	20.3	36.6	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%														
TSM – ISTEA Match	0.4	0.0%		0.4	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.4	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	
TOTAL REVENUES	1,156.1	56.9%	43.0	556.4	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 >	0.7	-	43.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	874.7	-	(20.3)	395.2	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)

Long Range Plan – FY 1996 Financial Update

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	
	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	342.7			39.2	303.5					2.2	2.9	5.1	7.4	9.6	12.1			
Baseline Projects Construction	25.7	-	6.9	25.7	0.0	13.0	0.5	3.9	8.4									
Subtotal Construction Costs (FY 1992 \$'s)	368.4	-	6.9	64.9	303.5	13.0	0.5	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1			
Inflated Construction Costs	368.4	100.0%	3.6	64.9	303.5	13.0	0.5	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1			
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	368.4	100.0%	3.6	64.9	303.5	13.0	0.5	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1			
PROJECT REVENUES																		
Local																		
Proposition C 25%	12.3	3.2%	0.7	12.3	0.0	3.1	0.0	3.9	5.3									
Proposition C 10%	348.0	0.0%	6.2	44.5	303.5	2.1	0.2	0.0	3.0	2.2	2.9	5.1	7.4	9.6	12.1			
Subtotal Prop. C	360.3	3.2%	6.9	56.8	303.5	5.2	0.2	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1			
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)	360.3	3.2%	6.9	56.8	303.5	5.2	0.2	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1			
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	6.0	1.6%	0.0	6.0	0.0	6.0												
Subtotal State	6.0	1.6%	0.0	6.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Federal																		
Surface Transportation Program (RFAU)	0.0	0.0%		0.0	0.0													
Federal Highway Demo Projects	0.0	0.0%																
ISTEA – CMAQ	0.5	0.1%		0.5	0.0	0.5												
ISTEA – STP	1.6	0.4%	0.0	1.6	0.0	1.3	0.3											
Subtotal Federal	2.1	0.6%	0.0	2.1	0.0	1.8	0.3	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	368.4	5.4%	6.9	64.9	303.5	13.0	0.5	3.9	8.4	2.2	2.9	5.1	7.4	9.6	12.1			
TOTAL SURPLUS/<SHORTFALL>	(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	0.0			
Prop. C Requirement to Fully Fund Project	12.3	-	(2.6)	12.3	0.0	3.1	(0.0)	3.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0			

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NOTES:

- Includes projects awarded funding in FY 1996 Call for Projects.
- 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

Long Range Plan - FY 1996 Financial Update

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	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)	2003 2004	2004 2005	2005 2006	2006 2007	2007 2008	2008 2009	2009 2010	2010 2011	2011 2012	2012 2013	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	342.7			39.2	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
Baseline Projects Construction	25.7	-	6.9	25.7	0.0											
Subtotal Construction Costs (FY 1992 \$'s)	368.4	-	6.9	64.9	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
Inflated Construction Costs	368.4	100.0%	3.6	64.9	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
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	368.4	100.0%	3.6	64.9	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
PROJECT REVENUES																
Local																
Proposition C 25%	12.3	3.2%	0.7	12.3	0.0											
Proposition C 10%	348.0	0.0%	6.2	44.5	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
Subtotal Prop. C	360.3	3.2%	6.9	56.8	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
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)	360.3	3.2%	6.9	56.8	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
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	6.0	1.6%	0.0	6.0	0.0											
Subtotal State	6.0	1.6%	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	
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%		0.0	0.0											
Federal Highway Demo Projects	0.0	0.0%														
ISTEA - CMAQ	0.5	0.1%		0.5	0.0											
ISTEA - STP	1.6	0.4%	0.0	1.6	0.0											
Subtotal Federal	2.1	0.6%	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	
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	368.4	5.4%	6.9	64.9	303.5	14.6	17.6	20.8	24.3	28.0	31.8	35.4	39.5	43.7	48.0	
TOTAL SURPLUS/< SHORTFALL>	(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	0.0	
Prop. C Requirement to Fully Fund Project	12.3	-	(2.6)	12.3	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 1996 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

Long Range Plan - FY 1998 Financial Update

10 Years
(\$ millions)

Construction Right of Way	START YR		DUR (YR)			1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003	
	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)	1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	2002 2003	
	Total	%														
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	253.9			49.0	204.9								8.9	9.4	15.0	15.7
Baseline Projects Construction	27.9	-	6.1	27.9	0.0	6.0	12.0	1.1	2.3	1.4	5.0					
Subtotal Construction Costs (FY 1991 \$'s)	281.8	-	6.1	76.9	204.9	6.0	12.0	1.1	2.3	1.4	5.0	8.9	9.4	15.0	15.7	
Inflated Construction Costs	281.8	100.0%	6.1	76.9	204.9	6.0	12.0	1.1	2.3	1.4	5.0	8.9	9.4	15.0	15.7	
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	281.8	100.0%	6.1	76.9	204.9	6.0	12.0	1.1	2.3	1.4	5.0	8.9	9.4	15.0	15.7	
PROJECT REVENUES																
Local																
Proposition C 25%	117.5	29.4%	6.1	37.6	79.9	4.5	6.3	1.1	2.2	1.4	5.0	2.0	2.0	6.4	6.6	
Subtotal Prop. C	117.5	29.4%	6.1	37.6	79.9	4.5	6.3	1.1	2.2	1.4	5.0	2.0	2.0	6.4	6.6	
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3 (Total Amount Available)	114.6	28.7%		23.8	90.8							5.4	5.8	6.1	6.5	
Local Agency Funds	42.3	10.6%		8.2	34.1							1.5	1.6	2.5	2.6	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	274.4	68.7%	6.1	69.5	204.9	4.5	6.3	1.1	2.2	1.4	5.0	8.9	9.4	15.0	15.7	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%	0.0	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	0.6	0.2%	0.0	0.6	0.0	0.1	0.5									
ISTEA – STP	4.5	1.1%	0.0	4.5	0.0		4.5									
Subtotal Federal	5.2	1.3%	0.0	5.2	0.0	0.1	5.1	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 – ISTEA Match	0.7	0.2%		0.7	0.0	0.0	0.7									
ISTEA – STP Transportation Enhancements	1.5	0.4%	0.0	1.5	0.0	1.5										
Subtotal Mixed	2.1	0.5%	0.0	2.1	0.0	1.5	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	281.7	70.6%	6.1	76.8	204.9	6.0	12.0	1.1	2.2	1.4	5.0	8.9	9.4	15.0	15.7	
TOTAL SURPLUS/<SHORTFALL>	(0.1)	-	0.0	(0.1)	0.0	0.0	(0.0)	0.0	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0	
Prop. C Requirement to Fully Fund Project	117.6	-	6.1	37.6	79.9	4.5	6.3	1.1	2.3	1.4	5.0	2.0	2.0	6.4	6.6	

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NOTES:

1. Baseline includes projects awarded funding in FY 1996 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

Long Range Plan – FY 1996 Financial Update															20 Years (\$ millions)	
Construction Right of Way	20 Years ('94 – '13)		DUR (YR)			PROJECT SPENDING										PF
	Total	%	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																
Baseline Plans, Specs and Estimates (PS&E)		–														
Additional Projects Construction	253.9			49.0	204.9	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1	
Baseline Projects Construction	27.9	–	6.1	27.9	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	281.8	–	6.1	76.9	204.9	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1	
Inflated Construction Costs	281.8	100.0%	6.1	76.9	204.9	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1	
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	281.8	100.0%	6.1	76.9	204.9	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1	
PROJECT REVENUES																
Local																
Proposition C 25%	117.5	29.4%	6.1	37.6	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	117.5	29.4%	6.1	37.6	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)	114.6	28.7%		23.8	90.8	6.8	7.3	7.7	8.2	8.7	9.3	9.8	10.4	11.0	11.6	
Local Agency Funds	42.3	10.8%		8.2	34.1	2.7	2.9	3.0	3.2	3.3	3.5	3.6	3.8	4.0	4.2	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	274.4	68.7%	6.1	69.5	204.9	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1	
State																
State & Local Partnership	0.0	0.0%														
Prop. 116	0.0	0.0%	0.0	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	0.6	0.2%	0.0	0.6	0.0											
ISTEA – STP	4.5	1.1%	0.0	4.5	0.0											
Subtotal Federal	5.2	1.3%	0.0	5.2	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%														
Inter-Regional Roads	0.0	0.0%														
TSM – ISTEA Match	0.7	0.2%		0.7	0.0											
ISTEA – STP Transportation Enhancements	1.5	0.4%	0.0	1.5	0.0											
Subtotal Mixed	2.1	0.5%	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	281.7	70.6%	6.1	76.8	204.9	16.3	17.2	18.0	18.9	19.8	20.9	21.8	22.9	24.0	25.1	
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	117.6	–	6.1	37.6	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 1996 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 Surface Trans. Improvements – Summary ¹

10 Years (\$ millions)															
Long Range Plan – FY 1996 Financial Update															
	START YR	DUR (YR)	PROJECT SPENDING CURVE												
Construction	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	
Right of Way	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	
PROJECT COSTS															
Plans, Specs and Estimates (PS&E)		-													
Construction Engineering															
Construction	286.5	-	144.8	286.5	0.0	30.3	57.6	30.8	83.8	12.8	20.3	24.6	20.2	0.0	6.1
Subtotal Construction Costs (FY 1991 \$'s)	286.5	-	144.8	286.5	0.0	30.3	57.6	30.8	83.8	12.8	20.3	24.6	20.2	0.0	6.1
Inflated Construction Costs	2,699.8	99.8%	146.8	1,994.2	705.6	267.2	104.1	216.9	385.1	338.3	309.2	103.5	94.1	74.0	101.8
Right of Way (FY 1991 \$'s)	6.6	-	15.8	6.6	0.0	0.0	0.0	0.0	3.7	1.3	1.5	0.1	0.0	0.0	0.0
Inflated Right of Way	6.6	0.2%	18.4	6.6	0.0	0.0	0.0	0.0	3.7	1.3	1.5	0.1	0.0	0.0	0.0
TOTAL COSTS INFLATED	2,706.4	100.0%	165.2	2,000.8	705.6	267.2	104.1	216.9	388.8	339.6	310.7	103.6	94.1	74.0	101.8
PROJECT REVENUES															
Local															
Proposition C 25%	547.2	16.8%	0.0	147.1	400.1	8.5	5.6	3.9	6.4	7.5	8.4	20.4	21.5	31.9	33.0
Subtotal Prop. C	547.2	16.8%	0.0	147.1	400.1	8.5	5.6	3.9	6.4	7.5	8.4	20.4	21.5	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	1,306.1	40.1%	0.0	1,090.6	215.4	239.6	50.3	153.9	263.6	174.3	163.3	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)	1,853.3	57.0%	0.0	1,237.7	615.6	248.1	55.9	157.8	270.0	181.8	171.7	25.8	26.9	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	2.5%	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	2.5%	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	346.0	10.6%	0.0	346.0	0.0	2.0	0.0	23.2	52.3	122.5	95.9	28.1	22.0	0.0	0.0
ISTEA – CMAQ	172.6	5.3%	0.0	86.4	86.2	0.0	0.0	0.0	0.0	2.9	3.5	25.0	25.0	25.0	5.0
ISTEA – STP	95.1	2.9%	1.1	91.3	3.8	1.6	3.9	13.0	24.9	23.8	24.1	0.0	0.0	0.0	0.0
Subtotal Federal	613.7	18.9%	1.1	523.7	90.0	3.6	3.9	36.2	77.2	149.2	123.5	53.1	47.0	25.0	5.0
Mixed															
Flexible Congestion Relief	147.1	4.5%	169.7	147.1	0.0	0.0	0.0	0.0	38.2	5.5	12.4	24.7	20.2	0.0	46.1
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 (ISTEA Match)	11.7	0.4%	0.0	11.7	0.0	0.2	0.2	1.7	3.4	3.1	3.1	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	158.8	4.9%	169.7	158.8	0.0	0.2	0.2	1.7	41.6	8.6	15.5	24.7	20.2	0.0	46.1
TOTAL REVENUES	2,706.3	83.2%	170.8	2,000.7	705.6	267.2	104.1	216.8	388.8	339.6	310.7	103.6	94.1	74.0	101.8
TOTAL SURPLUS/<SHORTFALL>	(0.1)	-	5.6	(0.1)	(0.0)	0.0	0.0	(0.1)	0.0	(0.0)	0.0	(0.0)	(0.0)	0.0	(0.0)
Prop. C Requirement to Fully Fund Project	547.3	-	(5.6)	147.1	400.1	8.5	5.6	4.0	6.4	7.5	8.4	20.4	21.5	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.

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

Long Range Plan – FY 1996 Financial Update

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) Total	%	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	286.5	-	144.8	286.5	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)	286.5	-	144.8	286.5	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	2,699.8	99.8%	146.8	1,994.2	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)	6.6	-	15.8	6.6	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	6.6	0.2%	18.4	6.6	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	2,706.4	100.0%	165.2	2,000.8	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%	547.2	16.8%	0.0	147.1	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	547.2	16.8%	0.0	147.1	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	1,306.1	40.1%	0.0	1,090.6	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)	1,853.3	57.0%	0.0	1,237.7	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	2.5%	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	2.5%	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	346.0	10.6%	0.0	346.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
ISTEA – CMAQ	172.6	5.3%	0.0	86.4	86.2	45.0	41.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
ISTEA – STP	95.1	2.9%	1.1	91.3	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Subtotal Federal	613.7	18.9%	1.1	523.7	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	147.1	4.5%	169.7	147.1	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 (ISTEA Match)	11.7	0.4%	0.0	11.7	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	158.8	4.9%	169.7	158.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
TOTAL REVENUES	2,706.3	83.2%	170.8	2,000.7	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>	(0.1)	-	5.6	(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	547.3	-	(5.6)	147.1	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:

- 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

Long Range Plan – FY 1996 Financial Update

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
	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 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%	52.0	2.8%		52.0	0.0	4.2	4.4	1.5	0.0	0.0	0.0	10.4	11.5	20.0	
Subtotal Prop. C	52.0	2.8%	0.0	52.0	0.0	4.2	4.4	1.5	0.0	0.0	0.0	10.4	11.5	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	55.5%		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)	1,097.0	58.3%	0.0	1,097.0	0.0	243.8	54.7	155.4	263.6	174.3	163.3	10.4	11.5	20.0	0.0
State															
State & Local Partnership	0.0	0.0%													
Prop. 116	80.0	4.3%		80.0	0.0	15.2	43.7	21.1							
Environmental Enhancement & Mitigation	0.0	0.0%													
Subtotal State	80.0	4.3%	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	18.4%		346.0	0.0	2.0		23.2	52.3	122.5	95.9	28.1	22.0		
ISTEA – CMAQ	172.6	9.2%		86.4	86.2				0.0	2.9	3.5	25.0	25.0	25.0	5.0
ISTEA – STP	83.4	4.4%		79.6	3.8				11.0	22.6	22.8	23.2			
Subtotal Federal	602.0	32.0%	0.0	512.0	90.0	2.0	0.0	34.2	74.9	148.2	122.6	53.1	47.0	25.0	5.0
Mixed															
Flexible Congestion Relief	40.0	2.1%													40.0
Inter-Regional Roads	0.0	0.0%													
TSM – ISTEA Match	10.5	0.6%		10.5	0.0				1.4	3.1	3.0	3.0			
HSOPP	0.0	0.0%													
Subtotal Mixed	50.5	2.7%	0.0	10.5	0.0	0.0	0.0	1.4	3.1	3.0	3.0	0.0	0.0	0.0	40.0
TOTAL REVENUES	1,829.5	97.2%	0.0	1,699.5	90.0	261.0	98.4	212.1	341.6	325.5	288.9	63.5	58.5	45.0	45.0
TOTAL SURPLUS/<SHORTFALL>	(0.1)	-	0.0	(40.1)	0.0	0.0	0.0	(0.1)	0.0	(0.0)	0.0	(0.0)	0.0	0.0	0.0
Prop. C Requirement to Fully Fund Project	52.1	-	0.0	92.1	0.0	4.2	4.4	1.6	(0.0)	0.0	(0.0)	10.4	11.5	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)

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

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

	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%	10.0%	20.0%
Construction Right of Way	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 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%	52.0	2.8%		52.0	0.0											
Subtotal Prop. C	52.0	2.8%	0.0	52.0	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	55.5%		1,045.0	0.0											
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	1,097.0	58.3%	0.0	1,097.0	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	4.3%		80.0	0.0											
Environmental Enhancement & Mitigation	0.0	0.0%														
Subtotal State	80.0	4.3%	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	18.4%		346.0	0.0											
ISTEA – CMAQ	172.6	9.2%		86.4	86.2	45.0	41.2									
ISTEA – STP	83.4	4.4%		79.6	3.8		3.8									
Subtotal Federal	602.0	32.0%	0.0	512.0	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	40.0	2.1%														
Inter-Regional Roads	0.0	0.0%														
TSM – ISTEA Match	10.5	0.6%		10.5	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	50.5	2.7%	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
TOTAL REVENUES	1,829.5	97.2%	0.0	1,699.5	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>	(0.1)	-	0.0	(40.1)	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	52.1	-	0.0	92.1	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. 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

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

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)		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	–		0.0	0.0											
Additional Projects Construction (includes inflation)	726.1	–		110.5	615.6							15.4	15.4	29.0	50.7	
Baseline Construction	144.1	–	130.8	144.1	0.0	6.2	5.7	4.7	43.5	12.8	20.3	24.6	20.2	0.0	6.1	
Subtotal Construction Costs	870.2	–	130.8	254.6	615.6	6.2	5.7	4.7	43.5	12.8	20.3	40.0	35.6	29.0	56.8	
Inflated Construction Costs	870.2	99.2%	131.5	254.6	615.6	6.2	5.7	4.7	43.5	12.8	20.3	40.0	35.6	29.0	56.8	
Right of Way	6.6	–	15.8	6.6	0.0	0.0	0.0	0.0	3.7	1.3	1.5	0.1	0.0	0.0	0.0	
Inflated Right of Way	6.6	0.8%	16.9	6.6	0.0	0.0	0.0	0.0	3.7	1.3	1.5	0.1	0.0	0.0	0.0	
TOTAL COSTS INFLATED	876.8	100.0%	148.4	261.2	615.6	6.2	5.7	4.7	47.2	14.1	21.8	40.1	35.6	29.0	56.8	
PROJECT REVENUES																
Local																
Proposition C 25%	495.2	36.1%		95.1	400.1	4.3	1.2	2.4	6.4	7.5	8.4	10.0	10.0	11.9	33.0	
Subtotal Prop. C	495.2	36.1%	0.0	95.1	400.1	4.3	1.2	2.4	6.4	7.5	8.4	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	261.1	19.0%		45.6	215.4							5.4	5.4	17.1	17.7	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	756.3	55.1%	0.0	140.7	615.6	4.3	1.2	2.4	6.4	7.5	8.4	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	0.0	0.0%		0.0	0.0											
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	11.7	0.9%	1.1	11.7	0.0	1.6	3.9	2.0	2.3	1.0	0.9					
Subtotal Federal	11.7	0.9%	1.1	11.7	0.0	1.6	3.9	2.0	2.3	1.0	0.9	0.0	0.0	0.0	0.0	
Mixed																
Flexible Congestion Relief	107.1	7.8%	152.9	107.1	0.0	0.0	0.0	0.0	38.2	5.5	12.4	24.7	20.2	0.0	6.1	
Inter-Regional Roads	0.0	0.0%														
TSM-ISTEA MATCH	1.2	0.1%		1.2	0.0	0.2	0.2	0.3	0.3	0.1	0.1					
HSOPP	0.0	0.0%														
Subtotal Mixed	108.3	7.9%	152.9	108.3	0.0	0.2	0.2	0.3	38.5	5.6	12.5	24.7	20.2	0.0	6.1	
TOTAL REVENUES	876.8	63.9%	154.0	261.2	615.6	6.2	5.7	4.7	47.2	14.1	21.8	40.1	35.6	29.0	56.8	
TOTAL SURPLUS/<SHORTFALL>	(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)	
Prop. C Requirement to Fully Fund Project	495.2	–	(5.6)	95.1	400.1	4.3	1.2	2.4	6.4	7.5	8.4	10.0	10.0	11.9	33.0	

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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 Miscellaneous System Improvements

Long Range Plan – FY 1996 Financial Update

20 Years
(\$ millions)

Construction Right of Way	20 Years ('94 – '13)		START YR	DUR (YR)	PROJECT SPENDING CURVE											
	Total	%	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
			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																
Baseline Plans, Specs and Estimates (PS&E)	0.0	–		0.0	0.0											
Additional Projects Construction (includes inflation)	726.1	–		110.5	615.6	52.5	54.3	56.2	58.2	60.2	62.3	64.5	66.8	69.1	71.5	
Baseline Construction	144.1	–	130.8	144.1	0.0											
Subtotal Construction Costs	870.2	–	130.8	254.6	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	870.2	99.2%	131.5	254.6	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	6.6		15.8	6.6	0.0											
Inflated Right of Way	6.6	0.8%	16.9	6.6	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	876.8	100.0%	148.4	261.2	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%	495.2	36.1%		95.1	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	495.2	36.1%	0.0	95.1	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	261.1	19.0%		45.6	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)	756.3	55.1%	0.0	140.7	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	0.0	0.0%		0.0	0.0											
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP	11.7	0.9%	1.1	11.7	0.0											
Subtotal Federal	11.7	0.9%	1.1	11.7	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	107.1	7.8%	152.9	107.1	0.0											
Inter – Regional Roads	0.0	0.0%														
TSM – ISTEA MATCH	1.2	0.1%		1.2	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	108.3	7.9%	152.9	108.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
TOTAL REVENUES	876.8	63.9%	154.0	261.2	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)	–	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	
Prop. C Requirement to Fully Fund Project	495.2	–	(5.6)	95.1	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:

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

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MTA Long Range Multimodal Transportation Plan -- Highways

Retrofit Soundwalls

10 Years																
(\$ millions)																
<i>Long Range Plan -- FY 1996 Financial Update</i>																
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		
	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	166.1	-	24.3	116.1	50.0	8.0	8.3	21.5	13.4	22.0	26.4	2.4	14.1	0.0	0.0	
Subtotal Construction Costs (FY 1991 \$'s)	166.1	-	24.3	116.1	50.0	8.0	8.3	21.5	13.4	22.0	26.4	2.4	14.1	0.0	0.0	
Inflated Construction Costs	172.8	100.0%	25.4	122.8	50.0	8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	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	172.8	100.0%	25.4	122.8	50.0	8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	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%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Retrofit Soundwalls	172.8	100.0%				8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	0.0	0.0	
Subtotal State	172.8	100.0%	0.0	0.0	0.0	8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	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	172.8	100.0%	0.0	0.0	0.0	8.0	8.3	21.5	13.4	22.0	26.4	3.3	19.9	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 STP.
2. Amounts shown in FY 1994 thru 1996 are updated per the 1992 Revised STP.
3. Amounts shown in FY 1997 thru 2001 are updated per the 1996 Revised STP.

MTA Long Range Multimodal Transportation Plan – Highways Retrofit Soundwalls

20 Years (\$ millions)																
Long Range Plan – FY 1996 Financial Update																
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	166.1	-	24.3	116.1	50.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Subtotal Construction Costs (FY 1991 \$'s)	166.1	-	24.3	116.1	50.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Inflated Construction Costs	172.8	100.0%	25.4	122.8	50.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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	172.8	100.0%	25.4	122.8	50.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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%														
Prop. 116	0.0	0.0%														
Environmental Enhancement & Mitigation	0.0	0.0%														
Retrofit Soundwalls	172.8	100.0%				5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Subtotal State	172.8	100.0%	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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	172.8	100.0%	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
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 STP.
2. Amounts shown in FY 1994 thru 1996 are updated per the 1992 Revised STP.
3. Amounts shown in FY 1997 thru 2001 are updated per the 1996 Revised STP.

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MTA Long Range Multimodal Transportation Plan – Highways
SAFE

10 Years (\$ millions)															
Long Range Plan – FY 1996 Financial Update															
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	
	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															
Plans, Specs and Estimates (PS&E)		-													
Construction Engineering															
Construction	143.4	-	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
Subtotal Construction Costs (FY 1991 \$'s)	143.4	-	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
Inflated Construction Costs	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
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	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
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	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
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)	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
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 (RFALJ)	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	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
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	0.0	-	0.0	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. Forecast through 2004 from Safe board report dated April 1995. Program was kept constant at available revenues beginning in FY 2005. of the Plan.

MTA Long Range Multimodal Transportation Plan – Highways
SAFE

20 Years (\$ millions)															
<i>Long Range Plan – FY 1996 Financial Update</i>															
Construction Right of Way	20 Years ('94 – '13)		START YR DUR (YR)			PROJECT SPENDING CURVE									
	Total	%	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	143.4	–	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Subtotal Construction Costs (FY 1991 \$'s)	143.4	–	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Inflated Construction Costs	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
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	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
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	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
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)	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
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	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
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	0.0	–	0.0	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. Forecast through 2004 from Safe board report dated April 1995. Program was kept constant at available revenues beg of the Plan.

MTA Long Range Multimodal Transportation Plan – Highways
TDM

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	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)		-		108.0	250.0					16.9	16.3	15.8	20.3	19.7	19.0	
Additional Projects Construction	358.0		23.4	38.3	0.0	11.0	10.3	9.6	7.5							
Baseline Projects Construction	38.3	-														
Subtotal Construction Costs (FY 1991 \$'s)	396.3	-	23.4	146.3	250.0	11.0	10.3	9.6	7.5	16.9	16.3	15.8	20.3	19.7	19.0	
Inflated Construction Costs	569.2	100.0%	23.4	169.5	399.7	11.0	10.3	9.6	7.5	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	569.2	100.0%	23.4	169.5	399.7	11.0	10.3	9.6	7.5	18.7	18.7	18.8	25.0	25.0	25.0	
PROJECT REVENUES																
Local																
Proposition C 25%	30.2	5.0%	7.9	30.2	0.0	6.0	7.0	9.3	7.2	0.7						
Proposition C 10%	0.3	0.0%		0.3	0.0	0.2	0.1									
Subtotal Prop. C	30.5	5.0%	7.9	30.5	0.0	6.2	7.1	9.3	7.2	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	106.2	17.7%		26.2	79.9					3.7	3.7	3.8	5.0	5.0	5.0	
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%		0.0	0.0											
Subtotal Local (including Prop. C %)	136.7	22.8%	7.9	56.7	79.9	6.2	7.1	9.3	7.2	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	5.6	0.9%	15.5	5.6	0.0	4.8	0.3	0.3	0.3							
ISTEA – STP	427.0	71.2%	0.0	107.2	319.8	0.0	3.0	0.0	0.0	14.3	15.0	15.0	20.0	20.0	20.0	
Subtotal Federal	432.6	72.2%	15.5	112.8	319.8	4.8	3.2	0.3	0.3	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	569.2	94.9%	23.4	169.5	399.7	11.0	10.3	9.6	7.5	18.7	18.7	18.8	25.0	25.0	25.0	
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	30.2	-	7.9	30.2	(0.0)	6.0	7.0	9.3	7.2	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 1996 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

Long Range Plan – FY 1996 Financial Update

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	358.0			108.0	250.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Baseline Projects Construction	38.3	-	23.4	38.3	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	396.3	-	23.4	146.3	250.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0	25.0
Inflated Construction Costs	569.2	100.0%	23.4	169.5	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	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	569.2	100.0%	23.4	169.5	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%	30.2	5.0%	7.9	30.2	0.0											
Proposition C 10%	0.3	0.0%		0.3	0.0											
Subtotal Prop. C	30.5	5.0%	7.9	30.5	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																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	106.2	17.7%		26.2	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	0.0	0.0%		0.0	0.0											
Subtotal Local (including Prop. C %)	136.7	22.8%	7.9	56.7	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	0.0
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	5.6	0.9%	15.5	5.6	0.0											
ISTEA – STP	427.0	71.2%	0.0	107.2	319.8	27.3	28.2	29.2	30.2	31.3	32.4	33.5	34.7	35.9	37.1	
Subtotal Federal	432.6	72.2%	15.5	112.8	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	0.0
TOTAL REVENUES	569.2	94.9%	23.4	169.5	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)	-	0.0	(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	30.2	-	7.9	30.2	(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 1996 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

10 Years (\$ millions)																
<i>Long Range Plan – FY 1996 Financial Update</i>																
Construction Right of Way	20 Years ('94 – '13)		Prior Years		10 Yrs (94–03)		20 Yrs (04–13)		PROJECT SPENDING CURVE							
	Total	%					1993 1994	1994 1995	1995 1996	1996 1997	1997 1998	1998 1999	1999 2000	2000 2001	2001 2002	
PROJECT COSTS																
Baseline Plans, Specs and Estimates (PS&E)		-														
Additional Projects Construction	0.0			0.0	0.0											
Baseline Projects Construction	172.5	-	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
Subtotal Construction Costs (FY 1991 \$'s)	172.5	-	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
Inflated Construction Costs	172.5	100.0%	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
Right of Way (FY 1992 \$'s)	0.0															
Inflated Right of Way	0.0	0.0%														
TOTAL COSTS INFLATED	172.5	100.0%	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
PROJECT REVENUES																
Local																
Proposition C 25%	0.0	-0.0%														
Proposition C 40%	0.0	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 %)	0.0	-0.0%	0.0	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 (RFAP)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%														
ISTEA – STP (Transportation Enhancements)	172.5	100.0%		72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
Subtotal Federal	172.5	100.0%	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
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	172.5	100.0%	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0	
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. Amounts shown in FY 1994 through 1998 updated per FY 1996 Call for Projects and 1996 STIP.
2. Estimated revenues beginning in 1999 and thereafter provided by Ron Smith, Strategic Funding Analysis.

MTA Long Range Multimodal Transportation Plan – Highways Transportation Enhancements Projects

Long Range Plan – FY 1996 Financial Update

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)	0.0	-															
Additional Projects Construction				0.0	0.0												
Baseline Projects Construction	172.5	-	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Subtotal Construction Costs (FY 1991 \$'s)	172.5	-	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Inflated Construction Costs	172.5	100.0%	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Right of Way (FY 1992 \$'s)	0.0																
Inflated Right of Way	0.0	0.0%															
TOTAL COSTS INFLATED	172.5	100.0%	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
PROJECT REVENUES																	
Local																	
Proposition C 25%	0.0	-0.0%															
Proposition C 40%	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 %)	0.0	-0.0%	0.0	0.0	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 (Transportation Enhancements)	172.5	100.0%		72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Subtotal Federal	172.5	100.0%	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
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	172.5	100.0%	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
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. Amounts shown in FY 1994 through 1998 updated per FY 1996 Call for Projects and 1996 STIP.
2. Estimated revenues beginning in 1999 and thereafter provided by Ron Smith, Strategic Funding Analysis.

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

Long Range Plan – FY 1996 Financial Update

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)	0.0	-		0.0	0.0										
Additional Projects Construction (TOS)	0.0			0.0	0.0										
Baseline Projects Construction	121.7	-	32.3	121.7	0.0	26.0	30.3	21.6	21.1	21.8	1.0				
Subtotal Construction Costs (FY 1991 \$'s)	121.7	-	32.3	121.7	0.0	26.0	30.3	21.6	21.1	21.8	1.0	0.0	0.0	0.0	0.0
Inflated Construction Costs	121.7	100.0%	32.3	121.7	0.0	26.0	30.3	21.6	21.1	21.8	1.0	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	121.7	100.0%	32.3	121.7	0.0	26.0	30.3	21.6	21.1	21.8	1.0	0.0	0.0	0.0	0.0
PROJECT REVENUES															
Local															
Proposition C 25%	91.2	42.8%	14.6	91.2	0.0	26.0	21.6	21.6	1.2	20.8					
Subtotal Prop. C	91.2	42.8%	14.6	91.2	0.0	26.0	21.6	21.6	1.2	20.8	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	2.3	1.1%		2.3	0.0				2.3						
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%													
Subtotal Local (including Prop. C %, not \$'s)	93.5	43.9%	14.6	93.5	0.0	26.0	21.6	21.6	3.5	20.8	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)	21.2	9.9%		21.2	0.0		8.7		12.5						
Subtotal State	21.2	9.9%	0.0	21.2	0.0	0.0	8.7	0.0	12.5	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%	15.7	0.0	0.0										
ISTEA – STP	6.8	3.2%		6.8	0.0				4.8	1.0	1.0				
Subtotal Federal	6.8	3.2%	15.7	6.8	0.0	0.0	0.0	0.0	4.8	1.0	1.0	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)	0.3	0.2%	2.0	0.3	0.0				0.3						
HSOPP	0.0	0.0%													
Subtotal Mixed	0.3	0.2%	2.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL REVENUES	121.7	57.2%	32.3	121.7	0.0	26.0	30.3	21.6	21.1	21.8	1.0	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	91.2	-	14.6	91.2	0.0	26.0	21.6	21.6	1.2	20.8	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 1996 Call for Projects and the FY 1997-2003 TIP.

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

Long Range Plan – FY 1996 Financial Update

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)	0.0	-		0.0	0.0											
Additional Projects Construction (TOS)	0.0			0.0	0.0											
Baseline Projects Construction	121.7		32.3	121.7	0.0											
Subtotal Construction Costs (FY 1991 \$'s)	121.7		32.3	121.7	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	121.7	100.0%	32.3	121.7	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	-														
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	121.7	100.0%	32.3	121.7	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%	91.2	42.8%	14.6	91.2	0.0											
Subtotal Prop. C	91.2	42.8%	14.6	91.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other Local																
SAFE	0.0	0.0%														
TDA – Article 3	0.0	0.0%														
Local Agency Funds	2.3	1.1%		2.3	0.0											
Combined Road Plan Cash Account & Prop. A Rideshare	0.0	0.0%														
Subtotal Local (including Prop. C %, not \$'s)	93.5	43.9%	14.6	93.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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)	21.2	9.9%		21.2	0.0											
Subtotal State	21.2	9.9%	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
Federal																
Surface Transportation Program (RFAU)	0.0	0.0%														
Federal Highway Demo Projects	0.0	0.0%														
ISTEA – CMAQ	0.0	0.0%	15.7	0.0	0.0											
ISTEA – STP	6.8	3.2%		6.8	0.0											
Subtotal Federal	6.8	3.2%	15.7	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Mixed																
Flexible Congestion Relief	0.0	0.0%														
Inter-Regional Roads	0.0	0.0%														
ISTEA Match (TSM)	0.3	0.2%	2.0	0.3	0.0											
HSOPP	0.0	0.0%														
Subtotal Mixed	0.3	0.2%	2.0	0.3	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 REVENUES	121.7	57.2%	32.3	121.7	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	91.2	-	14.6	91.2	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. This project sheet includes the Traffic Operations Center (TOS) projects.
2. Updated per the FY 1996 Call for Projects and the FY 1997-2003 TIP.

**Highway/Multimodal
Local Revenues**

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MTA – Highways and Transit
 Proposition C 25%

Long Range Plan – FY 1996 Financial Update

	10 Years										10 Years			
	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)	1,182.1	2,159.8	3,342.0		87.7	89.2	99.6	106.8	113.9	120.9	128.6	136.9	144.9	153.7
Direct Commitments														
Incident Management/Freeway Service Patrol	273.8	501.3	775.1		25.6	23.2	23.1	23.8	25.2	26.9	28.6	30.5	32.5	34.6
Staff Support (Hwy Plng, TDM)	85.2	130.2	215.3		0.0	7.1	8.7	9.0	9.3	9.6	9.9	10.2	10.5	10.9
TDM	30.2	(0.0)	30.2		6.0	7.0	9.3	7.2	0.7	(0.0)	0.0	0.0	(0.0)	(0.0)
GreenLine (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)	439.5	1,210.9	1,650.5		0.0	2.3	14.0	28.0	38.5	53.4	67.0	73.4	78.2	84.8
• 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	1,024.5	2,029.4	3,053.9		58.4	69.0	65.5	84.9	92.4	108.6	124.2	132.8	139.9	148.9
Subtotal Prop C 25% Direct Available	157.6	130.5	288.1		29.3	20.2	34.1	21.9	21.5	12.3	4.4	4.1	5.0	4.8
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)	1,098.3	870.1	1,968.4		0.0	59.6	233.8	114.2	146.8	223.0	114.2	43.5	76.1	87.0
Subtotal Financing Revenues	1,298.3	870.1	2,168.4		200.0	59.6	233.8	114.2	146.8	223.0	114.2	43.5	76.1	87.0
Bond Eligible Commitments														
HOV Lanes	248.4	(0.0)	248.4		6.1	12.5	39.1	31.8	68.9	116.5	10.6	(37.2)	0.0	0.0
Gap Closures	21.5	0.0	21.5		0.0	0.0	1.0	0.4	19.7	0.4	0.0	0.0	0.0	0.0
TSM – Freeway and TOS	91.2	0.0	91.2		26.0	21.6	21.6	1.2	20.8	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	147.1	400.1	547.3		8.5	5.6	4.0	6.4	7.5	8.4	20.4	21.5	31.9	33.0
TSM – Local	395.1	479.7	874.7		9.7	16.7	35.0	50.4	32.5	25.4	53.4	55.3	57.3	59.3
Park & Ride	12.3	0.0	12.3		3.1	(0.0)	3.9	5.3	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	37.6	79.9	117.6		4.5	6.3	1.1	2.3	1.4	5.0	2.0	2.0	6.4	6.6
Rail Capital (Green/Pasadena Line)	372.9	0.0	372.9		144.5	62.6	63.6	49.4	47.4	5.4	0.0	0.0	0.0	0.0
Commuter Rail/Transit Centers (US Gateway) 9/5/94	45.1	0.0	45.1		0.0	5.0	40.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund	88.3	70.1	158.4		0.0	4.6	18.8	9.2	11.8	18.0	9.2	3.5	6.1	7.0
Subtotal Bond Eligible Commitments	1,459.5	1,029.8	2,489.3		202.4	135.0	228.2	156.4	210.1	179.0	95.7	45.1	101.7	105.9
Beginning Balance					42.7	89.6	14.4	54.2	33.8	(7.9)	48.3	71.2	73.7	53.1
Annual Surplus/<Shortfall>	(3.6)	(29.3)	(32.9)		26.9	(55.2)	39.7	(20.3)	(41.8)	56.2	22.9	2.5	(20.6)	(14.0)
Ending Balance					69.6	14.4	54.2	33.8	(7.9)	48.3	71.2	73.7	53.1	39.1

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NOTES:

MTA – Highways and Transit
Proposition C 25%

Long Range Plan – FY 1996 Financial Update

20 Years

(\$ millions)

	10 Yrs	20 Yrs	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
Proposition 25% Direct (Less MTA Administration)	1,182.1	2,159.8	3,342.0		162.6	172.8	183.8	195.6	207.9	220.8	233.2	246.8	261.0	275.4
Direct Commitments														
Incident Management/Freeway Service Patrol	273.8	501.3	775.1		36.8	39.2	41.8	44.6	47.6	50.8	54.3	58.0	62.0	66.2
Staff Support (Hwy Plng, TDM)	85.2	130.2	215.3		11.2	11.6	11.9	12.3	12.7	13.2	13.6	14.1	14.5	15.0
TDM	30.2	(0.0)	30.2		0.0	(0.0)	(0.0)	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)
GreenLine (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)	439.5	1,210.9	1,650.5		90.9	96.4	102.7	109.7	116.8	123.8	131.0	138.7	146.6	154.4
• 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	1,024.5	2,029.4	3,053.9		157.6	165.9	175.2	185.4	195.8	206.5	217.6	229.4	241.7	254.3
Subtotal Prop C 25% Direct Available	157.6	130.5	288.1		5.0	6.9	8.6	10.2	12.1	14.3	15.6	17.4	19.3	21.0
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)	1,098.3	870.1	1,968.4		65.3	70.7	87.0	87.0	87.0	87.0	92.5	97.9	97.9	97.9
Subtotal Financing Revenues	1,298.3	870.1	2,168.4		65.3	70.7	87.0	87.0	87.0	87.0	92.5	97.9	97.9	97.9
Bond Eligible Commitments														
HOV Lanes	248.4	(0.0)	248.4		0.0	(0.0)	0.0	(0.0)	(0.0)	(0.0)	0.0	(0.0)	(0.0)	(0.0)
Gap Closures	21.5	0.0	21.5		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway and TOS	91.2	0.0	91.2		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	147.1	400.1	547.3		34.1	35.3	36.5	37.8	39.1	40.5	41.9	43.4	44.9	46.5
TSM – Local	395.1	479.7	874.7		40.9	42.3	43.8	45.3	46.9	48.6	50.3	52.0	53.8	55.7
Park & Ride	12.3	0.0	12.3		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	37.6	79.9	117.6		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)	372.9	0.0	372.9		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	45.1	0.0	45.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bond Reserve Fund	88.3	70.1	158.4		5.3	5.7	7.0	7.0	7.0	7.0	7.5	7.9	7.9	7.9
Subtotal Bond Eligible Commitments	1,459.5	1,029.8	2,489.3		87.1	90.4	94.6	97.7	100.9	104.2	108.0	112.0	115.6	119.4
Beginning Balance					39.1	22.2	9.4	10.5	10.0	8.3	5.4	5.4	8.7	10.3
Annual Surplus/<Shortfall>	(3.6)	(29.3)	(32.9)		(16.9)	(12.8)	1.0	(0.5)	(1.7)	(2.9)	0.1	3.3	1.5	(0.5)
Ending Balance					22.2	9.4	10.5	10.0	8.3	5.4	5.4	8.7	10.3	9.8

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NOTES:

MTA – Highways
 Combined Road Plan & Prop A Rideshare

Long Range Plan – FY 1996 Financial Update

10 Years

(\$ millions)

	20 Year ('94-'13)		P nor 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	0.0	-		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:																
HOV Lanes	0.0	N/A	0.0	0.0	0.0											
Gap Closures	0.0	N/A	0.0	0.0	0.0											
Regional Surface Transportation Improve	0.0	N/A	0.0	0.0	0.0											
TSM – Freeway	0.0	N/A	0.0	0.0	0.0											
TSM – Local	0.0	N/A	0.0	0.0	0.0											
Retrofit Soundwalls	0.0	N/A	0.0	0.0	0.0											
Transportation Enhancements	0.0	N/A	0.0	0.0	0.0											
Park & Ride	0.0	N/A	0.0	0.0	0.0											
TDM, TSM, Bikeway Reserve Repayment	0.0	N/A	0.0	0.0	0.0											
Inter-Regional Roads	0.0	N/A	0.0	0.0	0.0											
FWY Rehabilitation (SHOPP)	0.0	N/A	0.0	0.0	0.0											
Incident Management	0.0	N/A	0.0	0.0	0.0											
SAFE	0.0	N/A	0.0	0.0	0.0											
TDM	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
Regional Bikeways	0.0	N/A	0.0	0.0	0.0											
Enviro Enhance & Mitigation	0.0	N/A	0.0	0.0	0.0											
Subtotal 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	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	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 – Highways
 Combined Road Plan & Prop A Rideshare

20 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	0.0	-		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:															
HOV Lanes	0.0	N/A		0.0	0.0										
Gap Closures	0.0	N/A		0.0	0.0										
Regional Surface Transportation Improve	0.0	N/A		0.0	0.0										
TSM – Freeway	0.0	N/A		0.0	0.0										
TSM – Local	0.0	N/A		0.0	0.0										
Retrofit Soundwalls	0.0	N/A		0.0	0.0										
Transportation Enhancements	0.0	N/A		0.0	0.0										
Park & Ride	0.0	N/A		0.0	0.0										
TDM, TSM, Bikeway Reserve Repayment	0.0	N/A		0.0	0.0										
Inter – Regional Roads	0.0	N/A		0.0	0.0										
FWY Rehabilitation (SHOPP)	0.0	N/A		0.0	0.0										
Incident Management	0.0	N/A		0.0	0.0										
SAFE	0.0	N/A		0.0	0.0										
TDM	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										
Regional Bikeways	0.0	N/A		0.0	0.0										
Enviro Enhance & Mitigation	0.0	N/A		0.0	0.0										
					0.0										
Subtotal 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
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
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

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NOTES:

MTA – Highways
Local Agency Funds

Long Range Plan – FY 1996 Financial Update

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	1,708.2		10.4	1,258.7	449.5	249.4	67.0	162.6	286.2	186.2	173.4	25.5	26.4	40.3	41.8
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	0.0	0.0	0.0
Gap Closures	7.7	0.5%	1.9	7.7	0.0	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve.	1,306.1	76.5%	0.0	1,090.6	215.4	239.6	50.3	153.9	263.6	174.3	163.3	5.4	5.4	17.1	17.7
TSM – Freeway	2.3	0.1%	0.0	2.3	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	243.6	14.3%	0.0	123.7	119.9	9.8	16.7	8.7	12.6	8.1	6.4	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	106.2	6.2%	0.0	26.2	79.9	0.0	0.0	0.0	0.0	3.7	3.7	3.8	5.0	5.0	5.0
Regional Bikeways	42.3	2.5%	0.0	8.2	34.1	0.0	0.0	0.0	0.0	0.0	0.0	1.5	1.6	2.5	2.6
Subtotal Allocated	1,708.2		1.9	1,258.7	449.5	249.4	67.0	162.6	286.2	186.2	173.4	25.5	26.4	40.3	41.8
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		8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			8.5	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:

- 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

Long Range Plan -- FY 1996 Financial Update

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	1,708.2		10.4	1,258.7	449.5	38.1	39.5	40.9	42.4	43.9	45.5	47.2	48.9	50.6	52.4
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	0.0	0.0	0.0
Gap Closures	7.7	0.5%	1.9	7.7	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.	1,308.1	76.5%	0.0	1,090.6	215.4	18.4	19.0	19.7	20.4	21.1	21.8	22.6	23.4	24.2	25.0
TSM – Freeway	2.3	0.1%	0.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	243.6	14.3%	0.0	123.7	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	106.2	6.2%	0.0	26.2	79.9	6.8	7.1	7.3	7.6	7.8	8.1	8.4	8.7	9.0	9.3
Regional Bikeways	42.3	2.5%	0.0	8.2	34.1	2.7	2.9	3.0	3.2	3.3	3.5	3.6	3.8	4.0	4.2
Subtotal Allocated	1,708.2		1.9	1,258.7	449.5	38.1	39.5	40.9	42.4	43.9	45.5	47.2	48.9	50.6	52.4
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		8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			8.5	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:

- 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

Long Range Plan – FY 1996 Financial Update

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	14.5	-	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
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	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Subtotal Allocated	14.5	100.0%	4.0	14.5	0.0	2.5	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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	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 – Highways
 Enviro Enhance & Mitigation

Long Range Plan – FY 1996 Financial Update

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	14.5	--	4.0	14.5	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	14.5	100.0%	4.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Subtotal Allocated	14.5	100.0%	4.0	14.5	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
Flexible Congestion Relief

Long Range Plan – FY 1996 Financial Update

10 Years
(\$ millions)

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (04-13)	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	3,221.9		610.4	761.9	2,460.0	25.3	0.0	0.0	42.7	68.4	39.3	113.0	150.6	149.1	173.4
Less: Transfer to Inter-Regional Roads (10%)	246.0			0.0	246.0									0.0	0.0
Less: Transfer to Soundwalls (\$5/yr)	50.0			0.0	50.0										
Net Revenue	2,925.9		610.4	761.9	2,164.0	25.3	0.0	0.0	42.7	68.4	39.3	113.0	150.6	149.1	173.4
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	2,451.1	83.8%	0.7	287.1	2,164.0	22.1	0.0	0.0	0.0	37.8	0.0	0.0	37.2	91.7	98.3
Gap Closures	327.7	11.2%	440.0	327.7	0.0	3.2	0.0	0.0	4.5	25.1	26.9	88.3	83.2	57.4	29.0
Regional Surface Transportation Improve.	147.1	5.0%	169.7	147.1	0.0	0.0	0.0	0.0	38.2	5.5	12.4	24.7	20.2	0.0	46.1
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	2,925.9		610.4	761.9	2,164.0	25.3	0.0	0.0	42.7	68.4	39.3	113.0	150.6	149.1	173.4
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 2003 are those programmed in the 1995 Revised STIP.
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

Long Range Plan – FY 1996 Financial Update

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	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	3,221.9					610.4	761.9	2,460.0	246.0	246.0	246.0	246.0	246.0	246.0
Less: Transfer to Inter-Regional Roads (10%)	246.0			0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
Less: Transfer to Soundwalls (\$5/yr)	50.0			0.0	50.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Net Revenue	2,925.9		610.4	761.9	2,164.0	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	2,451.1	83.8%	0.7	287.1	2,164.0	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4
Gap Closures	327.7	11.2%	440.0	327.7	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.	147.1	5.0%	169.7	147.1	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	2,925.9		610.4	761.9	2,164.0	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4	216.4
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 2003 are those programmed in the 1996 Revised STIP.
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

Long Range Plan – FY 1996 Financial Update

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	249.8	-		3.8	246.0	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	25.8	9.5%	8.4	25.8	0.0	0.0	0.0	0.0	25.8	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	246.0	90.5%	0.0	0.0	246.0	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	271.8	100.0%	8.4	25.8	246.0	0.0	0.0	0.0	25.8	0.0	0.0	0.0	0.0	0.0	0.0
Beginning Balance	-	-				0.0	0.0	0.0	3.8	(22.0)	0.0	0.0	0.0	0.0	0.0
Annual Surplus/<Shortfall>	(22.0)	-	(8.4)	(22.0)	0.0	0.0	0.0	3.8	(25.8)	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	(8.4)	(22.0)	0.0	0.0	0.0	3.8	(22.0)	(22.0)	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 outside this period.
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
Inter–Regional Roads

Long Range Plan – FY 1996 Financial Update

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	249.8	-		3.8	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
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	25.8	9.5%	8.4	25.8	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	246.0	90.5%	0.0	0.0	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
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	271.8	100.0%	8.4	25.8	246.0	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6	24.6
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 >	(22.0)	-	(8.4)	(22.0)	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)	(22.0)	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

Long Range Plan - FY 1996 Financial Update

10 Years
 (\$ millions)

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (04-13)	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%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
Subtotal Allocated	80.0		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
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		35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			35.5	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:

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

Long Range Plan – FY 1996 Financial Update

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	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										
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%	0.0	0.0	0.0										
Subtotal Allocated	80.0		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
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		35.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			35.5	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:

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)

Long Range Plan – FY 1996 Financial Update

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)	849.5	-	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
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)	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
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	849.5	100.0%	174.1	405.2	444.3	33.1	44.4	62.0	29.0	35.0	58.0	22.0	40.0	40.6	41.1
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)

Long Range Plan -- FY 1996 Financial Update

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)	849.5	-	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3
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)	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3
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	849.5	100.0%	174.1	405.2	444.3	41.7	42.3	42.9	43.5	44.1	44.7	45.3	46.0	46.6	47.3
Beginning Balance	-	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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

Long Range Plan – FY 1996 Financial Update

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	20 Yrs (04-13)	10 Years (\$ millions)									
	Total	%				1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Total Revenues Available	131.1	–	24.6	64.2	66.9	6.7	6.4	6.3	6.3	6.3	6.3	6.4	6.4	6.5	6.6
Interest on Beginning Balance (5.5%)	10.1	–				0.6	0.7	0.8	0.7	0.7	0.6	0.6	0.5	0.5	0.4
Net Inflated Revenue	141.2	–	24.6	70.3	70.9	7.3	7.1	7.1	7.0	7.0	6.9	7.0	6.9	7.0	7.0
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	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
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	143.4	100.0%	20.4	75.7	67.7	6.7	4.2	10.3	7.2	7.7	7.8	8.0	7.7	7.9	8.2
Beginning Balance	–	–	0.0			11.8	12.4	15.3	12.2	11.9	11.2	10.3	9.3	8.5	7.6
Annual Surplus/<Shortfall>	(12.3)	–	4.2	(5.4)	3.2	0.6	2.9	(3.2)	(0.2)	(0.7)	(0.9)	(1.0)	(0.8)	(0.9)	(1.2)
Cumulative Ending Balance	–	–	4.2	(5.4)	3.2	12.4	15.3	12.2	11.9	11.2	10.3	9.3	8.5	7.6	6.4

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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

	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	131.1	-	24.6	64.2	66.9	6.6	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Interest on Beginning Balance (5.5%)	10.1	-				0.4	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.5
Net Inflated Revenue	141.2	-	24.6	70.3	70.9	7.0	7.0	7.0	7.1	7.1	7.1	7.1	7.1	7.1	7.2
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	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
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	143.4	100.0%	20.4	75.7	67.7	7.4	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Beginning Balance	-	-	0.0			6.4	5.9	6.3	6.6	7.0	7.4	7.8	8.2	8.6	9.1
Annual Surplus/<Shortfall>	(12.3)	-	4.2	(5.4)	3.2	(0.4)	0.3	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5
Cumulative Ending Balance	-	-	4.2	(5.4)	3.2	5.9	6.3	6.6	7.0	7.4	7.8	8.2	8.6	9.1	9.6

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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
State/Local Partnership

Long Range Plan – FY 1996 Financial Update

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	53.9		0.0	26.9	27.0	2.7	3.4	1.9	2.7	2.7	2.7	2.7	2.7	2.7	2.7
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	45.9	98.9%	0.0	18.9	27.0	0.0	0.0	0.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7
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.	0.5	1.1%	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	46.4		0.0	19.4	27.0	0.1	0.4	0.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Beginning Balance			0.0				2.6	5.6	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Annual Surplus/<Shortfall>	7.5		0.0	7.5	0.0	2.6	3.0	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance			0.0	7.5	0.0	2.6	5.6	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5

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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 4-6 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

Long Range Plan – FY 1996 Financial Update

	20 Year ('94-'13)		Prior Years	10 Yrs (94-03)	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	53.9		0.0	26.9	27.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
ALLOCATION OF FUNDS															
Highways															
HOV Lanes	45.9	98.9%	0.0	18.9	27.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
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.	0.5	1.1%	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	46.4		0.0	19.4	27.0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Beginning Balance			0.0			7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Annual Surplus/<Shortfall>	7.5		0.0	7.5	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	7.5	0.0	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5

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NOTES:

- 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).
- Revenue forecasts are based on the estimated reimbursement ratio times amount of agreement (provided by Caltrans) for cycles 4-6 and then averaged over the 20 year period.
- 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)

Long Range Plan – FY 1996 Financial Update

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)	490.1		0.0	225.4	264.7	0.0	29.4	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
ALLOCATION OF FUNDS:															
HOV Lanes :	468.9	95.7%	0.0	204.3	264.7	0.0	20.8	24.5	12.0	24.5	24.5	24.5	24.5	24.5	24.5
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	21.2	4.3%	0.0	21.2	0.0	0.0	8.7	0.0	12.5	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										
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	490.1	100.0%	0.0	225.4	264.7	0.0	29.4	24.5	24.5	24.5	24.5	24.5	24.5	24.5	24.5
Beginning Balance	-	-	0.0	0.0	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
Annual Surplus/<Shortfall>	(0.0)	-	0.0	(0.0)	0.0	0.0	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:

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

MTA – Highways
TSM (Discretionary)

Long Range Plan – FY 1996 Financial Update

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)	490.1		0.0	225.4	264.7	24.8	25.2	25.5	25.9	26.3	26.6	27.0	27.4	27.8	28.2
ALLOCATION OF FUNDS:															
HOV Lanes	468.9	95.7%	0.0	204.3	264.7	24.8	25.2	25.5	25.9	26.3	26.6	27.0	27.4	27.8	28.2
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	21.2	4.3%	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
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										
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										
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	490.1	100.0%	0.0	225.4	264.7	24.8	25.2	25.5	25.9	26.3	26.6	27.0	27.4	27.8	28.2
Beginning Balance	-	-	0.0	0.0	0.0	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(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. Starting in FY 1999, estimated revenues available are inflated at CPI.

MTA – Highways
TSM (ISTEA Match)

Long Range Plan – FY 1996 Financial Update	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	171.2	–		84.7	86.5	0.3	14.0	11.5	14.5	11.6	11.3	4.1	8.0	4.2	5.1	
Transfer to Transit (Metrorail Seg 3/Bus Cap)	54.1			21.7	32.4	0.0	0.0	2.6	4.2	6.2	2.6	2.6	3.5	0.0	0.0	
Net Avail. For Hwys	117.1		3.0	63.0	54.1	0.3	14.0	8.9	10.3	5.4	8.7	1.5	4.5	4.2	5.1	
ALLOCATION OF FUNDS:																
HOV Lanes	98.6	84.2%	1.0	44.5	54.1	0.1	12.8	7.2	6.3	1.2	1.6	1.5	4.5	4.2	5.1	
Gap Closures	5.4	4.6%	0.0	5.4	0.0	0.0	0.0	0.0	0.3	1.1	4.0	0.0	0.0	0.0	0.0	
Regional Surface Transportation Improve	11.7	10.0%	0.0	11.7	0.0	0.2	0.2	1.7	3.4	3.1	3.1	0.0	0.0	0.0	0.0	
TSM – Freeway	0.3	0.3%	2.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	
TSM – Local	0.4	0.3%	0.0	0.4	0.0	0.0	0.4	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											
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		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	0.7	0.6%	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	
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0											
Subtotal Allocated	117.1	100.0%	3.0	63.0	54.1	0.3	14.0	8.9	10.3	5.4	8.7	1.5	4.5	4.2	5.1	
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
(ISTEA STP and CMAQ funds x 50%) / .8853 x .1147.

MTA – Highways
TSM (ISTEA Match)

Long Range Plan – FY 1996 Financial Update

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	171.2	-		84.7	86.5	4.2	5.0	9.6	9.6	9.7	9.7	9.7	9.7	9.7	9.7
Transfer to Transit (Metrorail Seg 3/Bus Cap)	54.1			21.7	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	117.1		3.0	63.0	54.1	4.2	3.7	8.3	7.1	7.1	4.5	4.5	5.8	4.5	4.5
ALLOCATION OF FUNDS:															
HOV Lanes	98.6	84.2%	1.0	44.5	54.1	4.2	3.7	8.3	7.1	7.1	4.5	4.5	5.8	4.5	4.5
Gap Closures	5.4	4.6%	0.0	5.4	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	11.7	10.0%	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	0.3	0.3%	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	0.4	0.3%	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
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	0.7	0.6%	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
Enviro Enhance & Mitigation	0.0	0.0%	0.0	0.0	0.0										
Subtotal Allocated	117.1	100.0%	3.0	63.0	54.1	4.2	3.7	8.3	7.1	7.1	4.5	4.5	5.8	4.5	4.5
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	-	0.0	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

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

**Highway/Multimodal
Federal Revenues**

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MTA – Highways
Federal Highway Demo Projects

10 Years

Long Range Plan – FY 1996 Financial Update

(\$ 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	366.7	--	0.0	366.7	0.0	15.7	7.0	23.2	52.3	122.5	95.9	28.1	22.0	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	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	346.0	94.4%	0.0	346.0	0.0	2.0	0.0	23.2	52.3	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										
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	366.7	100.0%	0.0	366.7	0.0	15.7	7.0	23.2	52.3	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

	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	366.7	-	0.0	366.7	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	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	346.0	94.4%	0.0	346.0	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	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	366.7	100.0%	0.0	366.7	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	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

Long Range Plan – FY 1996 Financial Update

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)	1,094.2	–	24.9	507.5	588.7	49.3	50.0	43.5	50.0	50.7	51.4	52.1	52.8	53.6	54.3
Transfer to Transit	717.6	–	0.0	309.3	408.3	34.1	20.0	41.2	41.8	20.0	20.0	39.5	92.7	0.0	0.0
Net Revenue	376.6	–	24.9	198.2	178.4	15.2	30.0	2.3	8.2	30.7	31.4	12.6	(39.9)	53.6	54.3
ALLOCATION OF FUNDS:															
HOV Lanes	224.3	51.4%	5.4	119.1	105.3	0.0	64.9	18.3	13.1	8.6	7.7	0.0	0.0	0.0	6.5
Gap Closures	32.4	7.4%	0.0	32.4	0.0	0.0	0.0	0.0	2.1	8.9	21.4	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	172.6	39.6%	0.0	86.4	86.2	0.0	0.0	0.0	0.0	2.9	3.5	25.0	25.0	25.0	5.0
TSM – Freeway	0.0	0.0%	15.7	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	0.1	0.0%	1.6	0.1	0.0	0.0	0.1	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	0.5	0.1%	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
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	5.6	1.3%	15.5	5.6	0.0	4.8	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Regional Bikeways	0.6	0.1%	0.0	0.6	0.0	0.1	0.5	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	436.1	100.0%	38.1	244.6	191.5	5.4	65.7	18.6	15.5	20.4	32.6	25.0	25.0	25.0	11.5
Beginning Balance	–	–	0.0	–	–	9.4	19.2	(16.5)	(32.8)	(40.1)	(29.8)	(31.1)	(43.5)	(106.3)	(79.8)
Annual Surplus/<Shortfall>	(59.5)	–	(13.2)	(46.4)	(13.1)	9.8	(35.7)	(16.3)	(7.3)	10.3	(1.3)	(12.4)	(64.9)	28.8	42.8
Cumulative Ending Balance (AVAIL FOR HWY/TRANSIT)	–	–	(13.2)	(46.4)	(13.1)	19.2	(16.5)	(32.8)	(40.1)	(29.8)	(31.1)	(43.5)	(106.3)	(79.8)	(37.0)

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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

Long Range Plan – FY 1996 Financial Update

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	2013
	Total	%				2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	
Total Revenues Available (inflated)	1,094.2	-	24.9	507.5	586.7	55.1	55.8	56.6	57.4	58.2	59.0	59.9	60.7	61.5	62.4	
Transfer to Transit	717.6	-	0.0	309.3	406.3	13.7	24.1	24.6	35.0	35.5	56.0	56.5	47.1	57.6	58.2	
Net Revenue	376.6	-	24.9	198.2	178.4	41.4	31.7	32.1	22.4	22.7	3.0	3.3	13.6	3.9	4.2	
ALLOCATION OF FUNDS:																
HOV Lanes	224.3	51.4%	5.4	119.1	105.3	0.0	0.0	32.1	22.4	22.7	3.0	3.3	13.6	3.9	4.2	
Gap Closures	32.4	7.4%	0.0	32.4	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	172.6	39.6%	0.0	86.4	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%	15.7	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	0.1	0.0%	1.5	0.1	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	0.5	0.1%	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	
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	5.6	1.3%	15.5	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Regional Bikeways	0.6	0.1%	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	
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	436.1	100.0%	36.1	244.6	191.5	45.0	41.2	32.1	22.4	22.7	3.0	3.3	13.6	3.9	4.2	
Beginning Balance	-	-	0.0			(37.0)	(40.6)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	
Annual Surplus/<Shortfall>	(59.5)	-	(13.2)	(46.4)	(13.1)	(3.6)	(9.5)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cumulative Ending Balance (AVAIL FOR HWY/TRANSIT)	-	-	(13.2)	(46.4)	(13.1)	(40.6)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	(50.1)	

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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 \$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

Long Range Plan – FY 1996 Financial Update

	20 Year ('94-'13)		Prior Years (94-03)	10 Yrs (94-03)	20 Yrs (04-13)	10 Years (\$ millions)									
	Total	%				1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
						1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Total Revenues Available	1,171.6	-	20.7	536.3	635.4	44.2	54.1	43.0	54.1	54.9	55.6	56.4	57.2	58.0	58.8
Transfer to Transit	30.8		21.5	30.8	0.0	17.4	0.0	7.3	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	1,118.3	-	424.2	483.0	635.4	19.3	46.6	28.2	52.3	54.6	51.6	56.4	57.2	58.0	58.8
ALLOCATION OF FUNDS:															
HOV Lanes	536.0	48.5%	2.0	224.2	311.8	0.5	34.3	37.4	35.4	0.6	4.7	11.3	34.8	32.6	32.5
Gap Closures	12.2	1.1%	0.0	12.2	0.0	0.0	0.0	0.0	2.6	0.0	9.6	0.0	0.0	0.0	0.0
Regional Surface Transportation Improve	95.1	8.6%	1.1	91.3	3.8	1.6	3.9	13.0	24.9	23.6	24.1	0.0	0.0	0.0	0.0
TSM – Freeway	6.8	0.6%	0.0	6.8	0.0	0.0	0.0	0.0	4.8	1.0	1.0	0.0	0.0	0.0	0.0
TSM – Local	22.9	2.1%	18.7	22.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	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	1.6	0.1%	0.0	1.6	0.0	1.3	0.3	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	427.0	38.6%	0.0	107.2	319.8	0.0	3.0	0.0	0.0	14.3	15.0	15.0	20.0	20.0	20.0
Regional Bikeways	4.5	0.4%	0.0	4.5	0.0	0.0	4.5	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	1,106.1	100.0%	41.0	470.7	635.4	3.4	48.7	50.4	67.8	39.7	54.4	32.4	57.2	58.0	58.8
Beginning Balance	-	-	0.0	-	-	2.9	18.8	16.7	(5.5)	(21.0)	(6.1)	(8.8)	15.2	15.2	15.2
Annual Surplus/<Shortfall>	12.3	-	383.2	12.3	0.0	15.9	(2.1)	(22.2)	(15.5)	14.9	(2.8)	24.0	(0.0)	(0.0)	0.0
Cumulative Ending Balance (AVAIL – HWY/TRANSIT)	-	-	383.2	12.3	30.3	18.8	16.7	(5.5)	(21.0)	(6.1)	(8.8)	15.2	15.2	15.2	15.2

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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 and Transit
ISTEA – STP

Long Range Plan – FY 1996 Financial Update

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	1,171.6	-	20.7	535.3	635.4	59.6	60.5	61.3	62.2	63.0	63.9	64.8	65.7	66.7	67.6
Transfer to Transit	30.8	-	21.5	30.8	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	1,118.3	-	424.2	483.0	635.4	59.6	60.5	61.3	62.2	63.0	63.9	64.8	65.7	66.7	67.6
ALLOCATION OF FUNDS:															
HOV Lanes	536.0	48.5%	2.0	224.2	311.8	32.4	28.5	32.1	32.0	31.8	31.6	31.3	31.1	30.6	30.4
Gap Closures	12.2	1.1%	0.0	12.2	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	95.1	8.6%	1.1	91.3	3.8	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Freeway	6.8	0.6%	0.0	6.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TSM – Local	22.9	2.1%	16.7	22.9	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										
Park & Ride	1.6	0.1%	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
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	427.0	38.6%	0.0	107.2	319.8	27.3	26.2	29.2	30.2	31.3	32.4	33.5	34.7	35.9	37.1
Regional Bikeways	4.5	0.4%	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
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	1,106.1	100.0%	41.0	470.7	635.4	59.6	60.5	61.3	62.2	63.0	63.9	64.8	65.7	66.7	67.6
Beginning Balance	-	-	0.0	-	-	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2
Annual Surplus/<Shortfall>	12.3	-	383.2	12.3	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)	-	-	383.2	12.3	30.3	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2

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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
ISTEA – Transportation Enhancements

10 Years
(\$ millions)

Long Range Plan – FY 1996 Financial Update

	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	195.6	-		95.6	100.0	15.0	11.6	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0
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	176.0			76.0	100.0	(4.6)	11.6	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0
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	0.0	0.0%	0.0	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	172.5	99.2%	0.0	72.5	100.0	3.5	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0
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										
Regional Bikeways	1.5	0.8%	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	174.0	100.0%	0.0	74.0	100.0	5.0	0.0	4.8	8.3	5.9	10.0	10.0	10.0	10.0	10.0
Beginning Balance	-	-	0.0				(9.6)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Annual Surplus/<Shortfall>	2.0	-	0.0	2.0	0.0	(9.6)	11.6	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	-	-	0.0	2.0	0.0	(9.6)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

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NOTES:

- Starting in FY 1990, 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

Long Range Plan – FY 1996 Financial Update

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	195.6	–		95.6	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
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	176.0			76.0	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
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	0.0	0.0%	0.0	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	172.5	99.2%	0.0	72.5	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
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										
Regional Bikeways	1.5	0.8%	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	174.0	100.0%	0.0	74.0	100.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Beginning Balance	–	–	0.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Annual Surplus/<Shortfall>	2.0	–	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
Cumulative Ending Balance	–	–	0.0	2.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

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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.