

LACMTA Financial Forecasting Model  
MTA-Controlled Funds Uses

30-10 8/19/11

	2016		2017		2018		2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		
	2017	2018	2018	2019	2019	2020	2020	2021	2021	2022	2022	2023	2023	2024	2024	2025	2025	2026	2026	2027	2027	2028	2028	2029	2029	2030	2030
1	1,042.5	\$ 1,079.0	\$ 1,124.2	\$ 1,152.9	\$ 1,217.1	\$ 1,248.4	\$ 1,279.4	\$ 1,331.8	\$ 1,405.4	\$ 1,474.1	\$ 1,501.7	\$ 1,566.9															
2	251.5	261.7	272.2	282.9	294.0	304.2	314.7	325.2	336.3	347.5	358.6	370.1															
3	24.5	25.0	25.6	26.1	26.6	27.1	27.6	28.1	28.6	29.2	29.7	30.3															
4	22.4	23.6	24.9	26.2	27.5	28.7	29.9	31.2	32.5	33.8	35.1	36.4															
5	-	-	-	-	-	-	-	-	-	-	-	-															
6	-	-	-	-	-	-	-	-	-	-	-	-															
7	112.4	114.9	117.2	119.5	121.9	124.3	126.7	129.0	131.4	133.9	136.4	139.2															
8	16.0	16.9	17.8	18.7	19.6	20.5	21.3	22.2	23.1	24.1	25.0	25.9															
9	1,469.3	1,521.1	1,581.8	1,626.2	1,706.6	1,753.2	1,799.6	1,867.4	1,957.4	2,042.6	2,086.6	2,169.0															
10	439.0	448.4	458.1	467.6	477.1	486.6	496.1	505.6	515.1	524.6	534.1	543.6															
11	47.4	48.8	50.2	51.8	53.3	54.9	56.6	58.3	60.0	61.8	63.7	65.6															
12	486.3	497.2	508.1	519.0	529.9	540.8	551.7	562.6	573.5	584.4	595.3	606.2															
13	1,955.7	2,018.3	2,163.8	2,236.6	2,394.2	2,521.8	2,583.3	2,668.3	2,771.7	2,873.1	2,943.7	3,046.5															
14	189.8	263.1	222.8	262.3	253.9	217.1	373.9	239.5	274.3	301.7	307.2	289.4															
15	-	-	-	-	-	-	-	-	-	-	-	-															
16	104.1	106.8	105.8	110.0	109.1	113.3	112.4	116.7	115.8	120.1	119.3	123.7															
17	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1															
18	2.3	2.3	2.3	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0															
19	7.2	10.5	13.8	18.4	22.9	25.9	40.0	42.2	47.0	53.6	57.6	59.0															
20	303.5	382.8	344.8	393.1	387.8	358.4	528.3	400.4	439.0	477.4	486.1	474.2															
21	-	-	-	-	-	-	-	-	-	-	-	-															
22	-	-	-	-	-	-	-	-	-	-	-	-															
23	-	-	-	-	-	-	-	-	-	-	-	-															
24	-	-	-	-	50.3	20.0	15.0	-	-	-	-	-															
25	-	-	-	30.0	-	-	-	-	-	-	-	-															
26	17.4	8.2	-	-	-	-	-	-	-	-	-	-															
27	26.0	44.1	34.5	-	-	-	-	-	-	-	-	-															
28	460.5	539.5	365.1	343.4	132.8	66.5	-	-	-	-	-	-															
29	-	-	-	-	-	-	-	-	-	-	-	-															
30	-	-	-	-	-	-	-	-	-	-	-	-															
31	193.3	207.9	52.2	9.3	-	-	-	-	-	-	-	-															
32	287.4	148.8	24.0	6.5	-	-	-	-	-	-	-	-															
33	35.5	17.3	8.0	-	-	-	-	-	-	-	-	-															
34	58.2	60.8	24.3	6.8	-	-	-	-	-	-	-	-															
35	296.6	271.1	222.4	8.8	-	-	-	-	-	-	-	-															
36	58.4	52.0	7.6	-	-	-	-	-	-	-	-	-															
37	283.9	281.6	108.4	13.6	-	-	-	-	-	-	-	-															
38	-	-	-	-	-	-	-	-	-	-	-	-															
39	-	-	-	-	-	-	-	-	-	-	-	-															
40	-	-	-	-	-	-	-	-	-	-	-	-															
41	-	-	-	-	-	-	-	-	-	-	-	-															
42	-	-	-	-	-	-	-	-	-	-	-	-															
43	-	-	-	-	-	-	-	-	-	-	-	-															
44	-	-	-	-	-	-	-	-	-	-	-	-															
45	-	-	-	-	-	-	-	-	-	-	-	-															
46	-	-	-	-	-	-	-	-	-	-	-	-															

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 & 19/11**

	2016	2017	2018	2019	2020	2019	2020	2020	2021	2021	2022	2023	2024	2025	2026	2027	2028
	2017	2018	2019	2020	2021	2020	2021	2021	2022	2022	2023	2024	2025	2026	2027	2028	2028
	<b>(\$ in millions)</b>																
47																	
48	67.7	82.4	91.4	73.9	34.9	34.9	28.5	83.9							31.7	9.9	
49																	
50																	
51	46.9	97.9	4.5	73.6	52.1	52.1	34.1	34.6	61.3	64.3	64.3	64.3	50.4	46.8	109.4		
52																	
53	20.5	30.2	28.9	10.2	31.2	31.2	31.7	57.3	58.3	59.4	59.4	58.3	60.5	61.7	62.9		
54																	
55																	
56																	
57	10.8																
58																	
59																	
60	49.4	42.5	61.5	91.2	93.7	93.7	97.8	77.6	79.9	82.5	82.5	85.2	85.2	87.8	79.7		
61	16.1																
62																	
63	215.4	215.5	215.4	227.2	250.2	250.2	270.6	190.6	209.2	236.8	236.8	261.0	261.0	280.0	285.6		
64	71.2	78.8	91.1	96.3	95.7	95.7	99.8	105.5	72.0	80.5	80.5	79.0	88.0	88.0	93.2		
65	1.5	2.0	18.4	3.4	6.5	6.5	7.3	22.1	23.1	24.0	24.0	25.0	25.0	26.0	17.0		
66	21.9	21.9	21.9	21.9													
67																	
68	8.6	8.6	91.0	77.7	42.3	42.3	3.8	3.8	108.8	9.1	0.0	0.0	0.0	0.0	0.0		
69	20.6	20.6	20.6	20.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	
70	224.6	224.6	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	
71																	
72	34.5	42.9	122.7	42.6	114.7	114.7	123.2	186.4	180.3	174.2	180.3	174.2	168.1	162.1	156.0		
73	26.3	27.8	28.9	31.6	35.6	35.6	40.7	45.5	42.7	44.2	42.7	44.2	47.7	49.2	52.6		
74	<b>2,553.2</b>	<b>2,526.8</b>	<b>1,892.1</b>	<b>1,857.1</b>	<b>1,571.1</b>	<b>1,571.1</b>	<b>1,576.1</b>	<b>1,384.0</b>	<b>1,463.8</b>	<b>1,680.7</b>	<b>1,680.7</b>	<b>1,442.9</b>	<b>1,442.9</b>	<b>1,463.6</b>	<b>1,544.9</b>		
75	<b>Highways</b>																
76	<b>Call for Projects</b>																
77	32.2	42.9	44.4	34.1	28.0	28.0	31.3										
78	14.0	12.0															
79		25.1	33.0	20.0	15.0	15.0	22.1										
80	8.6																
81																	
82																	
83																	
84	56.9	81.8	97.7	298.6	298.8	298.8	282.4	274.3	266.4	264.8	266.4	263.3	263.3	271.8	267.2		
85	<b>111.7</b>	<b>161.8</b>	<b>175.1</b>	<b>352.7</b>	<b>341.8</b>	<b>341.8</b>	<b>335.8</b>	<b>274.3</b>	<b>266.4</b>	<b>264.8</b>	<b>266.4</b>	<b>263.3</b>	<b>263.3</b>	<b>271.8</b>	<b>267.2</b>		
86	151.7	105.6	76.7	147.5	185.9	185.9	192.8	255.8	406.5	552.5	406.5	555.1	555.1	463.6	428.6		
87	32.3	13.0	33.0	50.0													
88	50.0																
89				15.8	23.7	23.7	83.6	61.5		3.6			3.9	2.8			
90																	
91																	
92																	

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

	2016	2017	2018	2019	2020	2019	2020	2021	2020	2021	2022	2023	2024	2025	2026	2027	2028
	<b>(\$ in millions)</b>																
93	9.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
95	-	-	-	-	70.7	-	58.0	23.2	20.0	-	-	-	-	-	-	-	-
96	8.4	8.8	9.3	9.8	10.3	11.7	12.2	12.7	13.1	13.6	-	-	-	-	-	-	-
97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
98	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
101	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.9	1.9	2.0	-	-	-	-	-	-	-
102	364.7	290.8	295.8	648.1	621.4	647.9	624.5	834.9	836.8	711.4	-	-	-	-	-	-	-
103	23.9	24.3	24.8	25.2	25.7	26.1	26.6	27.0	28.0	29.0	-	-	-	-	-	-	-
104	13.0	15.1	14.2	14.8	15.4	16.0	18.5	17.4	18.8	22.3	-	-	-	-	-	-	-
105	17.8	19.4	19.7	19.9	20.1	20.4	20.6	21.1	21.4	21.9	-	-	-	-	-	-	-
106	419.4	349.7	354.4	708.0	682.6	710.5	690.3	901.6	905.0	784.6	-	-	-	-	-	-	-
107	138.8	147.3	156.5	162.9	173.8	184.0	195.8	204.9	218.1	258.6	-	-	-	-	-	-	-
108	27.8	28.8	28.8	28.8	31.1	38.7	45.9	51.8	80.7	92.4	-	-	-	-	-	-	-
109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
110	585.9	525.8	539.7	899.6	887.5	933.2	932.0	1,013.7	1,203.7	1,151.4	1,170.5	1,170.5	1,170.5	1,203.7	1,151.4	1,135.6	-
111	<b>Other</b>																
112	2.4	2.5	2.6	2.6	2.7	2.7	2.8	2.8	2.9	3.0	-	-	-	-	-	-	-
113	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-	-	-	-	-
114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
116	16.5	16.9	17.3	17.6	18.0	18.4	18.7	19.1	22.9	24.1	-	-	-	-	-	-	-
117	10.1	10.3	10.5	10.7	10.9	11.2	11.4	11.6	12.0	12.5	-	-	-	-	-	-	-
118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
119	92.1	96.0	94.9	98.9	103.1	106.9	110.8	114.7	123.0	131.3	-	-	-	-	-	-	-
120	121.2	125.7	125.2	129.9	134.7	139.1	143.7	148.2	161.2	170.9	-	-	-	-	-	-	-
121	0.0	(0.0)	0.0	(0.0)	(0.0)	0.0	0.0	(0.0)	0.0	0.0	-	-	-	-	-	-	-
122	247.0	(289.1)	156.4	(246.1)	(120.6)	(9.3)	52.2	20.5	67.4	66.5	59.3	117.2	-	-	-	-	-
123	5,766.4	5,290.3	5,222.2	5,270.2	5,254.7	5,519.2	5,623.4	5,714.9	6,224.9	6,270.1	6,489.2	-	-	-	-	-	-
124	<b>Uses Belonging to or Programmed by Other Agencies</b>																
125	251.5	263.5	273.7	284.0	294.8	304.7	314.9	325.0	346.5	368.4	-	-	-	-	-	-	-
126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
127	8.7	8.9	9.1	9.3	9.5	9.6	9.8	10.0	10.4	10.8	-	-	-	-	-	-	-
128	260.3	272.4	282.8	293.3	304.3	314.4	324.7	335.0	356.9	379.2	-	-	-	-	-	-	-
129	52.8	54.0	55.1	56.2	57.3	58.4	59.5	60.6	62.9	65.4	-	-	-	-	-	-	-
130	313.1	326.4	337.8	349.5	361.6	372.8	384.2	395.6	419.9	444.6	-	-	-	-	-	-	-
131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
132	77.8	81.5	85.3	89.2	93.3	96.9	100.7	104.5	112.5	120.6	-	-	-	-	-	-	-
133	0.0	(0.0)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
134	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	-	-	-	-	-	-	-
135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
136	61.2	56.8	142.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

LACMTA Financial Forecasting Model  
 MTA-Controlled Funds Uses  
 30-10 8/19/11

	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
139 Rail Capital - High Speed Rail	500.0	425.0	200.0	150.0	-	-	-	-	-	-	-	-
140 Total Non-MTA Controlled Funds - Bus & Rail Capital	639.4	563.7	427.9	239.6	93.7	97.3	101.1	104.9	108.9	112.9	116.9	121.0
141 Highways												
142 Regional Surface Transp Improv (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-
143 SR-138 Widening	-	27.0	27.0	28.0	-	-	-	-	-	-	-	-
144 Transit Capital	-	-	-	-	-	-	-	-	-	-	-	-
145 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
146 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
147 Freeways (incl contingency and highway funding strategy funds)	1,363.8	1,425.2	1,247.7	1,134.0	1,009.0	1,038.0	1,029.0	1,029.0	1,029.0	1,028.0	1,028.0	565.5
148 Alameda Corridor East	22.0	80.0	-	-	-	-	-	-	-	-	-	-
149 Retrofit Soundwalls	33.0	33.0	33.0	34.0	34.0	110.0	110.0	110.0	110.0	110.0	110.0	110.0
150 SHOPP	162.0	165.0	165.0	165.0	165.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
151 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
152 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
153 BNSF	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	15.0	10.0	-	-
154 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
155 Local Roads Rehabilitation- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
156 Highway Safety- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
157 Safe Routes to Schools Projects	-	-	-	-	-	-	-	-	-	-	-	-
158 Freeway Service Patrol	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
159 SAFE Call Boxes	1.2	-	-	-	-	-	-	-	-	-	-	-
Other SAFE	8.0	9.2	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
160 Local Roads Rehabilitation	428.2	431.8	435.2	438.6	442.0	445.5	448.9	452.2	455.7	459.4	463.0	467.0
161 Local Roads (Props A and C Local Return) - not on Hwy Summa	156.5	164.8	173.4	182.2	191.5	199.7	208.2	216.7	225.8	234.9	243.8	253.1
162 Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-	-	-	-	-
163 Measure R Local Return - Highway Assumed	124.7	131.4	138.2	145.3	152.6	159.2	166.0	172.7	180.0	187.3	194.4	201.7
164 Caltrans L.A. County Operations and Administration	204.4	209.5	214.8	220.1	225.6	231.3	237.1	243.0	249.1	255.3	261.7	268.2
165 Local Return: STPL/FAS (RSTP)	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
166 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-	-
167 Total Non-MTA Controlled Funds - Highway Uses	2,553.1	2,726.1	2,489.0	2,401.9	2,274.4	2,408.3	2,423.8	2,448.4	2,474.4	2,494.6	2,510.6	2,075.3
168 Total Other Agencies' Uses	3,505.6	3,616.1	3,254.7	2,991.0	2,729.6	2,878.4	2,909.1	2,948.8	2,990.9	3,027.3	3,059.3	2,640.8
169 GRAND TOTAL USES	9,271.9	8,906.4	8,476.9	8,261.1	7,984.3	8,397.6	8,532.5	8,663.8	9,276.6	9,252.2	9,329.4	9,130.0

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**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
<b>(\$ in millions)</b>												
1 Bus Ops - MTA	\$ 1,607.3	\$ 1,675.5	\$ 1,717.5	\$ 1,760.4	\$ 1,805.4	\$ 1,852.1	\$ 1,900.4	\$ 1,950.7	\$ 2,002.9	\$ 2,057.0	\$ 2,110.2	\$ 2,164.1
2 Bus Operations - Municipal Operators	381.5	392.8	403.4	413.9	425.1	436.8	448.7	460.3	472.7	485.1	497.1	409.9
3 Bus Operations - Other Eligible Operators	30.9	31.5	32.1	32.7	33.4	34.0	34.7	35.4	36.1	36.9	37.6	38.3
4 Paratransit (TDA Article 8)	37.8	39.1	40.2	41.4	42.7	44.0	45.3	46.6	48.0	49.4	50.7	52.0
5 Paratransit (New Freedom)	-	-	-	-	-	-	-	-	-	-	-	-
6 Job Access transit (JARC)	-	-	-	-	-	-	-	-	-	-	-	-
7 Bus Operations - ADA (Access Services)	141.9	144.7	147.4	150.2	153.0	156.1	159.1	162.3	165.7	169.1	172.5	177.8
8 Incentive Progr Dial-a-Ride-Seniors/Disabled (5% of PA 40%)	26.9	27.8	28.6	29.5	30.3	31.3	32.2	33.1	34.1	35.1	36.0	36.9
9 <b>Subtotal Bus Operations</b>	<b>2,226.3</b>	<b>2,311.4</b>	<b>2,369.2</b>	<b>2,428.1</b>	<b>2,489.9</b>	<b>2,554.3</b>	<b>2,620.5</b>	<b>2,688.5</b>	<b>2,759.4</b>	<b>2,832.6</b>	<b>2,904.0</b>	<b>2,879.1</b>
10 Rail Operations - MTA	825.3	841.3	857.2	876.1	896.7	904.1	922.1	943.6	960.0	979.9	999.0	1,021.3
11 Rail Operations - Metrolink	67.5	69.6	71.6	73.8	76.0	78.3	80.6	83.1	85.5	88.1	90.8	93.5
12 <b>Subtotal Rail Operations</b>	<b>892.8</b>	<b>910.9</b>	<b>928.9</b>	<b>949.9</b>	<b>962.7</b>	<b>982.4</b>	<b>1,002.7</b>	<b>1,026.7</b>	<b>1,045.5</b>	<b>1,068.0</b>	<b>1,089.8</b>	<b>1,114.8</b>
13 <b>Total MTA-Controlled Funds - Bus &amp; Rail Ops</b>	<b>3,119.1</b>	<b>3,222.2</b>	<b>3,298.1</b>	<b>3,378.0</b>	<b>3,452.6</b>	<b>3,536.7</b>	<b>3,623.3</b>	<b>3,715.2</b>	<b>3,805.0</b>	<b>3,900.5</b>	<b>3,993.7</b>	<b>3,993.9</b>
14 Bus Capital - MTA	285.6	297.9	348.9	294.9	327.3	286.6	279.2	433.0	304.1	377.3	376.3	383.5
15 Bus Capital - MTA CRD	-	-	-	-	-	-	-	-	-	-	-	-
16 Bus Capital - Municipal Operators	123.0	127.5	126.8	131.3	130.6	135.2	134.7	139.3	138.9	143.6	143.2	145.4
17 Bus Capital - Paratransit (Access Services)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
18 Prop A 40% Debt Service	2.0	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
19 Bus Cap Debt Serv-Prop C 40%	59.1	59.2	56.6	52.7	50.1	50.1	39.4	39.4	35.4	28.7	24.7	20.7
20 <b>Subtotal Bus Capital</b>	<b>469.7</b>	<b>486.6</b>	<b>534.3</b>	<b>480.9</b>	<b>510.0</b>	<b>473.9</b>	<b>455.3</b>	<b>611.8</b>	<b>478.4</b>	<b>549.8</b>	<b>544.3</b>	<b>549.7</b>
<b>Rail Capital - Major Projects</b>												
21 Exposition LRT-Phase I to Venice/Robertson	-	-	-	-	-	-	-	-	-	-	-	-
22 Exposition LRT-Phase II to Santa Monica	-	-	-	-	-	-	-	-	-	-	-	-
23 Wilshire Metro Rapid Transitway	-	-	-	-	-	-	-	-	-	-	-	-
24 San Fernando Valley North-South - Canoga	-	-	-	-	-	-	-	-	-	-	-	-
25 East San Fernando Valley North-South Corridor	-	-	-	-	-	-	-	-	-	-	-	-
26 Gold Line Foothill Extension (from Pasadena)	-	-	-	-	-	-	-	-	-	-	-	-
27 Westside Subway Extension Segment 1	-	-	-	-	-	-	-	-	-	-	-	-
28 Westside Subway Extension Segment 2	-	-	-	-	-	-	-	-	-	-	-	-
29 Westside Subway Extension Segment 3	-	-	-	-	-	-	-	-	-	-	-	-
30 Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-
31 Crenshaw/LAX Transit Corridor	-	-	-	-	-	-	-	-	-	-	-	-
32 Green Line Extension to LAX	-	-	-	-	-	-	-	-	-	-	-	-
33 West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
34 Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-
35 South Bay Green Line Extension	-	-	-	-	-	-	-	-	-	-	-	-
36 San Fernando Valley I-405 Corridor Connection	-	-	-	-	-	-	-	-	-	-	-	-
37 Balance of Westside Subway Extension for TBD	-	-	-	-	-	-	-	-	-	-	-	-
38 Subregional repayment for TBD from SFV N-S Canoga (\$182)	-	-	-	-	-	-	-	-	-	-	1,125.3	-
39 Subregional repayment for TBD from East San Fern. Val N-S	-	-	-	-	-	-	-	-	-	-	180.2	-
40 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	1.0	-
41 Subregional repayment for TBD from Expo Phase II	-	-	-	-	-	-	-	-	-	-	111.3	-
42 Rail Capital - Balance of Major Projects (Eastside LRT)	-	-	-	-	-	-	-	-	-	-	-	-
43 Rail Capital - Closeout of Prior Projects	-	-	-	-	-	-	-	-	-	-	-	-
44 Rail Capital - Misc. Red, Blue, Green & Gold Projects	-	-	-	-	-	-	-	-	-	-	-	-
45 Rail Capital - Eastside LRT Access	-	-	-	-	-	-	-	-	-	-	-	-
46 Rail Capital - System Improvements (ARRA)	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10 8/19/11**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
47												
48	35.4	28.7	22.0									
49												
50												
51	64.8	64.7	87.5	70.1	1.8	42.3	42.5	48.9	44.5	46.4	5.5	0.4
52												
53	64.2	65.4	66.6	67.9	69.2	70.6	72.0	47.5	36.2	36.6	13.9	80.4
54	73.6	21.8	109.5	47.5	270.3	50.1	532.2	61.4	0.0	15.1	140.0	307.9
55	121.8											
56	115.4	108.6	224.0	275.3	460.5	370.3	371.4	327.6	323.6	254.4	395.4	536.6
57												
58												
59												
60	72.3	89.7	93.2	85.9	88.7	91.5	93.8	51.5	53.0	54.5	56.0	
61												
62												
63	295.0	303.6	320.7	345.5	374.2	405.6	438.3	467.6	474.3	490.3	508.6	527.0
64	90.9	92.8	91.1	95.2	99.9	111.1	130.3	151.2	161.7	165.4	176.7	197.1
65	13.9	10.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
66												
67												
68	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
69	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	42.6	
70	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	249.4	
71	125.3	91.0	108.1	125.1	143.2	162.3	48.1	68.1	237.6	207.6	302.6	
72												
73	55.3	57.1	60.2	62.5	64.6	66.8	70.0	70.2	70.2	70.2	70.2	71.0
74	<b>1,419.7</b>	<b>1,225.7</b>	<b>1,474.9</b>	<b>1,467.0</b>	<b>1,864.4</b>	<b>1,662.5</b>	<b>2,090.4</b>	<b>1,586.0</b>	<b>1,693.0</b>	<b>1,632.4</b>	<b>3,378.6</b>	<b>1,720.5</b>
75												
76												
77												
78												
79												
80												
81												
82												
83												
84												
85	263.7	227.3										
86	357.8	454.0	357.9	338.2	264.5	278.8	153.6	105.7	91.9	95.8	94.1	
87												
88												
89												
90												
91						88.8						
92										184.9	68.6	
								133.0				

**LACMTA Financial Forecasting Model**  
**MTA-Controlled Funds Uses**  
**30-10-8/19/11**

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
<b>(\$ in millions)</b>												
93	-	-	-	-	-	-	-	-	-	-	-	-
94	-	-	-	-	-	-	-	-	-	-	-	-
95	-	35.0	134.0	127.0	130.0	30.0	85.9	128.3	120.5	30.7	-	-
96	14.1	14.6	15.1	15.5	16.0	16.5	17.0	17.5	18.0	18.5	19.0	19.5
97	-	-	-	-	-	-	-	-	-	-	-	-
98	-	-	-	-	-	-	-	-	-	-	-	-
99	-	-	-	-	-	-	-	-	-	-	-	-
100	-	-	-	-	-	-	-	-	-	-	-	-
101	2.0	2.0	-	-	-	-	-	-	-	-	-	-
102	637.6	733.0	507.0	480.7	410.5	414.1	256.5	384.5	230.4	329.8	181.7	19.5
103	29.5	30.0	30.5	31.1	31.6	32.2	32.8	33.4	34.0	34.6	35.3	35.9
104	21.3	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
105	22.2	22.5	22.8	23.1	23.4	23.7	24.0	24.3	24.7	25.0	25.4	25.7
106	710.6	807.6	582.3	556.9	487.5	492.1	335.3	464.2	311.1	411.6	264.4	103.2
107	278.0	296.9	305.3	308.6	312.3	316.3	308.1	308.1	308.1	308.1	308.1	308.1
108	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	46.2	-
109	-	-	-	-	-	-	-	-	-	-	-	-
110	1,081.0	1,196.8	980.0	957.9	892.3	900.7	735.8	864.8	711.6	812.1	618.7	411.2
111	<b>Other</b>											
112	3.1	3.1	3.2	3.3	3.3	3.4	3.5	3.5	3.6	3.7	3.8	3.8
113	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
114	-	-	-	-	-	-	-	-	-	-	-	-
115	-	-	-	-	-	-	-	-	-	-	-	-
116	24.5	24.9	25.4	25.8	26.2	26.7	27.2	27.7	28.2	28.8	29.3	29.8
117	12.7	13.0	13.2	13.5	13.7	14.0	14.3	14.6	14.9	15.2	15.5	15.8
118	-	-	-	-	-	-	-	-	-	-	-	-
119	135.5	139.6	143.4	147.2	151.2	155.4	159.6	163.7	168.1	172.6	176.8	182.0
120	175.8	180.7	185.2	189.7	194.5	199.5	204.6	209.6	214.9	220.2	225.3	231.4
121	0.0	0.0	(0.0)	0.0	0.0	(0.0)	0.0	(0.0)	0.0	(0.0)	0.0	0.0
122	365.2	371.4	296.7	431.4	476.1	560.7	835.9	614.3	781.6	624.8	(456.4)	(450.9)
123	6,630.5	6,683.6	6,769.2	6,905.0	7,389.9	7,334.0	7,945.2	7,601.6	7,684.4	7,739.8	8,304.2	6,425.9
124	<b>Uses Belonging to or Programmed by Other Agencies</b>											
125	379.3	390.3	400.5	410.6	421.4	432.7	444.2	455.4	467.4	479.5	491.0	502.8
126	-	-	-	-	-	-	-	-	-	-	-	-
127	11.0	11.2	11.4	11.7	11.9	12.1	12.4	12.6	12.9	13.1	13.4	13.6
128	390.4	401.5	411.9	422.3	433.3	444.8	456.5	468.0	480.2	492.6	504.3	516.5
129	66.7	68.0	69.3	70.6	71.9	73.3	74.8	76.3	77.9	79.5	81.0	82.6
130	457.0	469.5	481.2	492.8	505.2	518.2	531.3	544.3	558.1	572.1	585.4	599.1
131	<b>Total Non-MTA Controlled Funds - Bus &amp; Rail Ops</b>											
132	124.6	128.6	132.2	135.8	139.7	143.7	147.8	151.8	156.0	160.2	164.2	168.4
133	-	-	-	-	-	-	-	-	-	-	-	-
134	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
135	-	-	-	-	-	-	-	-	-	-	-	-
136	-	-	-	-	-	-	-	-	-	-	-	-
137	-	-	-	-	-	-	-	-	-	-	-	-
138	-	-	-	-	-	-	-	-	-	-	-	-

LACMTA Financial Forecasting Model  
 MTA-Controlled Funds Uses  
 30-10 8/19/11

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
139 Rail Capital - High Speed Rail												
140 Total Non-MTA Controlled Funds - Bus & Rail Capital	125.0	129.0	132.6	136.2	140.1	144.1	148.2	152.2	156.4	160.6	164.6	168.8
141 Highways												
142 Regional Surface Transp Improv (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-
143 SR-138 Widening	-	-	-	-	-	-	-	-	-	-	-	-
144 Transit Capital	-	-	-	-	-	-	-	-	-	-	-	-
145 Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
146 Transportation Enhancements	-	-	-	-	-	-	-	-	-	-	-	-
147 Freeways (incl contingency and highway funding strategy funds)	592.7	361.3	372.1	383.3	592.0	610.3	837.9	431.7	222.1	115.1	117.9	-
148 Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-	-
149 Retrofit Soundwalls	110.0	110.0	7.0	-	-	-	-	-	-	-	-	-
150 SHOPP	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
151 Environmental Enhancement & Mitigation (EEM)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
152 Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
153 BNSF	-	-	-	-	-	-	-	-	-	-	-	-
154 Other Projects from Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
155 Local Roads Rehabilitation- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
156 Highway Safety- Prop 1B Bonds	-	-	-	-	-	-	-	-	-	-	-	-
157 Safe Routes to Schools Projects	-	-	-	-	-	-	-	-	-	-	-	-
158 Freeway Service Patrol	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
159 SAFE Call Boxes	-	-	-	-	-	-	-	-	-	-	-	-
Other SAFE	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
160 Local Roads Rehabilitation	471.0	475.0	479.0	483.0	487.2	491.6	496.1	500.8	505.6	510.6	515.4	520.2
161 Local Roads (Props A and C Local Return) - not on Hwy Summary	262.1	271.1	279.2	287.3	295.9	305.1	314.2	323.1	332.5	342.0	351.0	360.4
162 Local Street Improvements - City and County ARRA	-	-	-	-	-	-	-	-	-	-	-	-
163 Measure R Local Return - Highway Assumed	208.9	216.1	222.6	229.0	235.9	243.2	250.5	257.5	265.0	272.6	279.8	-
164 Caltrans L.A. County Operations and Administration	274.9	281.8	288.8	296.1	303.5	311.1	318.8	326.8	335.0	343.3	351.9	360.7
165 Local Return: STPLFAS (RSTP)	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7
166 GARVEE Bond Debt Service & C of I	-	-	-	-	-	-	-	-	-	-	-	-
167 Total Non-MTA Controlled Funds - Highway Uses	2,129.3	1,924.9	1,858.4	1,888.4	2,124.2	2,170.9	2,427.2	2,049.5	1,869.9	1,793.4	1,825.7	1,451.0
168 Total Other Agencies' Uses	2,711.4	2,523.4	2,472.2	2,517.4	2,769.5	2,833.2	3,106.8	2,746.1	2,584.4	2,526.0	2,575.7	2,218.9
169 GRAND TOTAL USES	9,341.8	9,207.0	9,241.4	9,422.4	10,159.4	10,167.2	11,051.9	10,347.7	10,268.8	10,265.9	10,879.9	8,644.8

LACMTA Financial Forecasting Model  
**New Debt Financing**  
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	Total	Years '10-'19		Years '20-'29		Years '30-'40		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019				
Rail, Proposition A 35% Gross	7,835.9	905.2	3,260.6	3,670.1	10.4	74.0	79.1	362.8	128.9	145.2	97.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Rail, Proposition A 35% Net</b>	<b>7,193.6</b>	<b>835.5</b>	<b>2,991.9</b>	<b>3,366.2</b>	<b>9.5</b>	<b>68.4</b>	<b>73.1</b>	<b>335.5</b>	<b>118.7</b>	<b>133.7</b>	<b>89.9</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Rail, Proposition C 10% Gross	1,040.6	258.3	566.6	215.7	-	38.7	7.2	17.5	46.5	47.1	38.2	27.1	19.2	16.7	15.4	14.1	13.7	13.2	12.7	12.2	11.7	11.2	10.7	10.2	9.7	9.2	8.7	8.2	7.7	7.2		
<b>Rail, Proposition C 10% Net</b>	<b>955.9</b>	<b>238.1</b>	<b>520.0</b>	<b>197.9</b>	-	<b>35.8</b>	<b>6.7</b>	<b>16.2</b>	<b>42.9</b>	<b>43.4</b>	<b>35.2</b>	<b>25.0</b>	<b>17.7</b>	<b>15.4</b>	<b>14.1</b>	<b>13.7</b>	<b>13.2</b>	<b>12.7</b>	<b>12.2</b>	<b>11.7</b>	<b>11.2</b>	<b>10.7</b>	<b>10.2</b>	<b>9.7</b>	<b>9.2</b>	<b>8.7</b>	<b>8.2</b>	<b>7.7</b>	<b>7.2</b>			
Rail, Proposition C 40% Gross	3,015.3	387.5	796.1	1,831.7	-	-	-	-	-	-	0.9	-	242.6	144.1	132.7	121.2	110.7	100.2	90.7	81.2	71.7	62.2	52.7	43.2	33.7	24.2	14.7	4.2	-			
<b>Rail, Proposition C 40% Net</b>	<b>2,767.3</b>	<b>356.9</b>	<b>730.4</b>	<b>1,680.0</b>	-	-	-	-	-	-	<b>0.8</b>	-	<b>223.4</b>	<b>132.7</b>	<b>121.2</b>	<b>110.7</b>	<b>100.2</b>	<b>90.7</b>	<b>81.2</b>	<b>71.7</b>	<b>62.2</b>	<b>52.7</b>	<b>43.2</b>	<b>33.7</b>	<b>24.2</b>	<b>14.7</b>	<b>4.2</b>	-	-			
12-yr Bus, Proposition C 40% Gross	447.8	91.6	333.2	23.0	-	-	-	-	-	-	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	
<b>Bus, Proposition C 40% Net</b>	<b>390.0</b>	<b>80.0</b>	<b>290.0</b>	<b>20.0</b>	-	-	-	-	-	-	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	
30-yr Bus, Proposition C 40% Gross	228.6	54.2	174.4	-	-	-	-	10.8	21.7	-	-	-	21.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Bus, Proposition C 40% Net</b>	<b>210.0</b>	<b>50.0</b>	<b>160.0</b>	<b>-</b>	-	-	-	<b>10.0</b>	<b>20.0</b>	-	-	-	<b>20.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal Bus, Proposition C 40% Gross	676.4	145.9	507.6	23.0	-	-	-	10.8	21.7	-	22.9	22.9	44.6	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9	
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>600.0</b>	<b>130.0</b>	<b>450.0</b>	<b>20.0</b>	-	-	-	<b>10.0</b>	<b>20.0</b>	-	<b>20.0</b>	<b>20.0</b>	<b>40.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	<b>20.0</b>	
Subtotal Proposition C 40% Gross - Bus & Rail	3,691.7	533.4	1,303.6	1,854.7	-	-	-	10.8	21.7	-	23.8	22.9	287.2	167.0	152.7	141.2	130.7	120.2	109.7	99.2	88.7	78.2	67.7	57.2	46.7	36.2	25.7	15.2	4.7	-		
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	<b>3,367.3</b>	<b>486.9</b>	<b>1,180.4</b>	<b>1,700.0</b>	-	-	-	<b>10.0</b>	<b>20.0</b>	-	<b>20.8</b>	<b>20.0</b>	<b>263.4</b>	<b>152.7</b>	<b>141.2</b>	<b>130.7</b>	<b>120.2</b>	<b>109.7</b>	<b>99.2</b>	<b>88.7</b>	<b>78.2</b>	<b>67.7</b>	<b>57.2</b>	<b>46.7</b>	<b>36.2</b>	<b>25.7</b>	<b>15.2</b>	<b>4.7</b>	-	-		
Hwy, Proposition C 25% Gross	4,639.2	1,900.8	2,237.0	501.4	-	167.1	227.3	538.9	387.2	199.9	70.3	30.3	230.9	48.9	45.0	41.1	37.2	33.3	29.4	25.5	21.6	17.7	13.8	9.9	6.0	2.1	-	-	-	-		
<b>Hwy, Proposition C 25% Net</b>	<b>4,266.2</b>	<b>1,753.9</b>	<b>2,052.3</b>	<b>460.0</b>	-	<b>154.5</b>	<b>210.1</b>	<b>498.3</b>	<b>356.6</b>	<b>184.1</b>	<b>64.7</b>	<b>27.9</b>	<b>212.7</b>	<b>45.0</b>	<b>41.1</b>	<b>37.2</b>	<b>33.3</b>	<b>29.4</b>	<b>25.5</b>	<b>21.6</b>	<b>17.7</b>	<b>13.8</b>	<b>9.9</b>	<b>6.0</b>	<b>2.1</b>	-	-	-	-	-		
Rail, Measure R 35% Gross	750.0	750.0	-	-	-	750.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail, Measure R 35% Bonds Net</b>	<b>750.0</b>	<b>750.0</b>	<b>-</b>	<b>-</b>	-	<b>750.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
Measure R 20% Bonds Gross	1,035.1	408.0	627.1	-	-	-	46.7	86.4	67.8	110.6	70.2	26.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Measure R 20% Bonds Net</b>	<b>928.2</b>	<b>373.5</b>	<b>554.7</b>	<b>-</b>	-	<b>43.0</b>	<b>79.5</b>	<b>62.0</b>	<b>62.0</b>	<b>101.0</b>	<b>64.0</b>	<b>24.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
Measure R 35% Commercial Paper	305.0	305.0	-	-	-	-	-	-	86.9	218.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Measure R 2% Commercial Paper</b>	<b>158.7</b>	<b>69.9</b>	<b>88.9</b>	<b>-</b>	-	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>25.1</b>	<b>44.8</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Net New Financing, Annual</b>	<b>17,620.0</b>	<b>4,507.8</b>	<b>7,388.1</b>	<b>5,724.0</b>	<b>9.5</b>	<b>1,008.7</b>	<b>332.9</b>	<b>939.5</b>	<b>600.1</b>	<b>462.2</b>	<b>274.6</b>	<b>122.0</b>	<b>538.6</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	<b>219.8</b>	
<b>Total Net New Financing, Cumulative</b>	<b>17,620.0</b>	<b>4,507.8</b>	<b>11,896.0</b>	<b>17,620.0</b>	<b>9.5</b>	<b>1,018.2</b>	<b>1,351.1</b>	<b>2,290.6</b>	<b>2,890.7</b>	<b>3,352.9</b>	<b>3,627.5</b>	<b>3,749.5</b>	<b>4,288.0</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>	<b>4,507.8</b>

**Bond Interest Rate for long-term bonds**  
 1. Net represents projected issuance amounts net of reserve fund and issuance fees.  
 2. Figures represent bond issuance amounts and do not reflect annual debt service payments.

LACMTA Financial Forecasting Model  
New Debt Financing

30-10-8/19/11

	2019		2020		2021		2022		2023		2024		2025		2026		2027		2028		2029		2030	
	2019	2020	2020	2021	2021	2022	2022	2023	2023	2024	2024	2025	2025	2026	2026	2027	2027	2028	2028	2029	2029	2030	2030	2030
(S in millions)																								
Rail, Proposition A 35% Gross	364.8	322.8	346.7	183.5	365.1	444.5	265.8	296.3	329.7	341.2	171.5													
<b>Rail, Proposition A 35% Net</b>	<b>336.0</b>	<b>296.1</b>	<b>318.0</b>	<b>168.3</b>	<b>334.9</b>	<b>407.7</b>	<b>243.8</b>	<b>271.8</b>	<b>302.4</b>	<b>313.0</b>	<b>157.3</b>													
Rail, Proposition C 10% Gross	70.2	71.8	77.5	57.5	52.4	50.4	53.6	53.4	44.8	35.1	51.5													
<b>Rail, Proposition C 10% Net</b>	<b>64.7</b>	<b>65.9</b>	<b>71.1</b>	<b>52.7</b>	<b>48.1</b>	<b>46.2</b>	<b>49.2</b>	<b>49.0</b>	<b>41.1</b>	<b>32.2</b>	<b>47.3</b>													
Rail, Proposition C 40% Gross	65.6	32.7	87.2	65.4	-	218.1	109.0	65.4	87.2	65.4	54.5													
<b>Rail, Proposition C 40% Net</b>	<b>60.4</b>	<b>30.0</b>	<b>80.0</b>	<b>60.0</b>	<b>-</b>	<b>200.0</b>	<b>100.0</b>	<b>60.0</b>	<b>80.0</b>	<b>60.0</b>	<b>50.0</b>													
12-yr Bus, Proposition C 40% Gross	34.4	23.0	-	92.0	-	34.5	57.5	34.5	34.5	23.0	23.0													
<b>Bus, Proposition C 40% Net</b>	<b>30.0</b>	<b>20.0</b>	<b>-</b>	<b>80.0</b>	<b>-</b>	<b>30.0</b>	<b>50.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>													
30-yr Bus, Proposition C 40% Gross	21.7	32.7	54.5	43.6	21.8	-	-	-	-	-	-													
<b>Bus, Proposition C 40% Net</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>40.0</b>	<b>20.0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>													
Subtotal Bus, Proposition C 40% Gross	56.1	55.7	54.5	135.6	21.8	34.5	57.5	34.5	34.5	23.0	23.0													
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>50.0</b>	<b>50.0</b>	<b>50.0</b>	<b>120.0</b>	<b>20.0</b>	<b>30.0</b>	<b>50.0</b>	<b>30.0</b>	<b>30.0</b>	<b>20.0</b>	<b>20.0</b>													
Subtotal Proposition C 40% Gross - Bus & Rail	121.7	88.4	141.7	201.0	21.8	252.5	166.5	99.9	121.7	88.4	77.5													
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	<b>110.4</b>	<b>80.0</b>	<b>130.0</b>	<b>180.0</b>	<b>20.0</b>	<b>230.0</b>	<b>150.0</b>	<b>90.0</b>	<b>110.0</b>	<b>80.0</b>	<b>70.0</b>													
Hwy, Proposition C 25% Gross	159.6	169.9	124.6	217.5	174.0	251.6	262.6	299.3	311.2	266.7	287.8													
<b>Hwy, Proposition C 25% Net</b>	<b>147.0</b>	<b>155.8</b>	<b>114.3</b>	<b>199.5</b>	<b>159.6</b>	<b>230.8</b>	<b>240.8</b>	<b>274.5</b>	<b>285.4</b>	<b>244.6</b>	<b>264.0</b>													
Rail, Measure R 35% Gross	-	-	-	-	-	-	-	-	-	-	-													
<b>Rail, Measure R 35% Bonds Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>													
Measure R 20% Bonds Gross	-	51.8	116.8	37.8	82.4	154.2	157.5	26.6	-	-	-													
<b>Measure R 20% Bonds Net</b>	<b>-</b>	<b>46.5</b>	<b>104.4</b>	<b>33.7</b>	<b>73.0</b>	<b>136.0</b>	<b>138.0</b>	<b>23.1</b>	<b>-</b>	<b>-</b>	<b>-</b>													
Measure R 35% Commercial Paper	-	-	-	-	-	-	-	-	-	-	-													
<b>Measure R 2% Commercial Paper</b>	<b>53.2</b>	<b>21.1</b>	<b>14.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>													
<b>Total Net New Financing, Annual</b>	<b>711.2</b>	<b>665.3</b>	<b>752.4</b>	<b>634.2</b>	<b>635.6</b>	<b>1,050.7</b>	<b>821.8</b>	<b>708.3</b>	<b>738.9</b>	<b>669.7</b>	<b>538.6</b>													
<b>Total Net New Financing, Cumulative</b>	<b>5,219.0</b>	<b>5,884.3</b>	<b>6,636.7</b>	<b>7,270.9</b>	<b>7,906.5</b>	<b>8,957.2</b>	<b>9,779.0</b>	<b>10,487.3</b>	<b>11,226.2</b>	<b>11,896.0</b>	<b>12,434.5</b>													
<b>Bond Interest Rate for long-term bonds</b>	<b>5.00%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>													

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

LACMTA Financial Forecasting Model  
New Debt Financing

30-10 & 19/11

	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
(\$ in millions)											
Rail, Proposition A 35% Gross	326.1	395.4	545.1	367.4	271.4	258.5	206.1	327.1	218.1		
<b>Rail, Proposition A 35% Net</b>	<b>299.1</b>	<b>362.7</b>	<b>500.0</b>	<b>337.0</b>	<b>248.9</b>	<b>237.1</b>	<b>189.0</b>	<b>300.0</b>	<b>200.0</b>		
Rail, Proposition C 10% Gross	38.5	29.5	30.7	31.9	-	-	-	-	-		
<b>Rail, Proposition C 10% Net</b>	<b>35.4</b>	<b>27.1</b>	<b>28.2</b>	<b>29.3</b>	-	-	-	-	-		
Rail, Proposition C 40% Gross	119.9	-	218.1	109.0	196.3	109.0	-	327.1	261.7		
<b>Rail, Proposition C 40% Net</b>	<b>110.0</b>	<b>-</b>	<b>200.0</b>	<b>100.0</b>	<b>180.0</b>	<b>100.0</b>	<b>-</b>	<b>300.0</b>	<b>240.0</b>		
12-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-		
<b>Bus, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
30-yr Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-		
<b>Bus, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Subtotal Bus, Proposition C 40% Gross	-	-	-	-	-	-	-	-	-		
<b>Subtotal Bus, Proposition C 40% Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Subtotal Proposition C 40% Gross - Bus & Rail	119.9	-	218.1	109.0	436.1	109.0	-	327.1	261.7		
<b>Subtotal Proposition C 40% Net - Bus &amp; Rail</b>	<b>110.0</b>	<b>-</b>	<b>200.0</b>	<b>100.0</b>	<b>180.0</b>	<b>100.0</b>	<b>-</b>	<b>300.0</b>	<b>240.0</b>		
Hwy, Proposition C 25% Gross	37.4	60.5	47.0	66.7	2.0	-	-	-	-		
<b>Hwy, Proposition C 25% Net</b>	<b>34.3</b>	<b>55.5</b>	<b>43.1</b>	<b>61.2</b>	<b>1.9</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Rail, Measure R 35% Gross	-	-	-	-	-	-	-	-	-		
<b>Rail, Measure R 35% Bonds Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Measure R 20% Bonds Gross	-	-	-	-	-	-	-	-	-		
<b>Measure R 20% Bonds Net</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
Measure R 35% Commercial Paper	-	-	-	-	-	-	-	-	-		
<b>Measure R 2% Commercial Paper</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>Total Net New Financing, Annual</b>	<b>478.7</b>	<b>445.3</b>	<b>771.3</b>	<b>527.5</b>	<b>428.9</b>	<b>337.1</b>	<b>189.0</b>	<b>600.0</b>	<b>440.0</b>		
<b>Total Net New Financing, Cumulative</b>	<b>12,913.2</b>	<b>13,358.5</b>	<b>14,129.8</b>	<b>14,657.2</b>	<b>16,053.9</b>	<b>16,391.0</b>	<b>16,580.0</b>	<b>17,180.0</b>	<b>17,620.0</b>		
<b>Bond Interest Rate for long-term bonds</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>	<b>5.50%</b>		

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

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

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(\$ in millions)	Total	Years '10-'19		Years '20-'29		Years '30-'40		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
		'10-'19	'20-'29	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021			
<b>Build America Bonds (BAB) Proceeds (Nov 2010)</b>	<b>570.6</b>	<b>570.6</b>	-	-	-	-	-	-	570.6	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II	262.3	262.3	-	-	-	-	-	-	128.0	134.3	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill	308.3	308.3	-	-	-	-	-	-	-	68.3	159.8	80.3	-	-	-	-	-	-	-	-
<b>Total BABs Uses</b>	<b>570.6</b>	<b>570.6</b>	-	-	-	-	-	-	128.0	202.5	159.8	80.3	-	-	-	-	-	-	-	-
<b>Qualified Transportation Improvement</b>																				
<b>Bonds Proceeds (QTIB)</b>	<b>5,757.2</b>	<b>5,757.2</b>	-	-	-	-	-	-	-	-	989.3	-	3,175.1	-	1,105.1	-	487.8	-	-	-
Green Line LAX	193.1	193.1	-	-	-	-	-	-	-	-	20.1	40.0	60.0	46.3	26.7	-	-	-	-	-
South Bay Green Line	272.0	272.0	-	-	-	-	-	-	-	-	29.3	40.0	60.0	70.0	58.4	14.3	-	-	-	-
Crenshaw/LAX Transit Corridor	646.2	646.2	-	-	-	-	-	-	-	-	-	246.3	271.5	107.8	15.0	1.1	4.5	-	-	-
Westside Subway Extension	1,981.6	1,871.0	110.6	-	-	-	-	-	-	-	228.5	28.6	833.2	553.0	34.5	11.6	181.6	55.7	54.9	-
West Santa Ana Branch	240.0	240.0	-	-	-	-	-	-	-	-	12.1	19.4	48.5	49.5	58.2	52.3	-	-	-	-
SFV I-405	1,000.0	1,000.0	-	-	-	-	-	-	-	-	38.8	135.8	232.8	242.0	283.9	66.7	-	-	-	-
Gold Line Foothill - not eligible	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Expo II - not eligible	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	1,264.3	1,264.3	-	-	-	-	-	-	-	-	79.1	70.0	240.0	273.8	296.6	113.8	191.1	-	-	-
Regional Connector	160.0	160.0	-	-	-	-	-	-	-	-	-	1.2	48.0	38.7	42.6	29.5	-	-	-	-
East San Fernando Valley North-South	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total QTIBs Uses</b>	<b>5,757.2</b>	<b>5,646.6</b>	<b>110.6</b>	-	-	-	-	-	-	-	<b>407.8</b>	<b>581.3</b>	<b>1,794.0</b>	<b>1,381.0</b>	<b>815.8</b>	<b>289.2</b>	<b>377.2</b>	<b>55.7</b>	<b>54.9</b>	-
<b>TIFIA Loan Proceeds</b>																				
SFV I-405	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	545.9	545.9	-	-	-	-	-	-	-	-	-	-	-	125.5	272.4	147.7	0.3	-	-	-
SFV East N-S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Connector	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension	640.8	577.3	63.5	-	-	-	-	-	-	-	-	-	-	-	282.0	182.0	113.3	63.5	-	-
West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Green Line LAX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total TIFIA Uses</b>	<b>1,186.7</b>	<b>1,123.2</b>	<b>63.5</b>	-	-	-	-	-	-	-	-	-	-	-	<b>125.5</b>	<b>554.4</b>	<b>113.6</b>	<b>63.5</b>	-	-
<b>5309 Capital Grant Rcpt Rev Bonds Proceeds</b>	<b>1,133.7</b>	<b>1,060.9</b>	<b>72.8</b>	-	-	-	-	-	-	-	<b>202.3</b>	<b>506.4</b>	<b>42.6</b>	<b>73.8</b>	<b>28.5</b>	<b>207.5</b>	-	<b>72.8</b>	-	-
Westside Subway Extension - Segment 1	1,133.7	1,060.9	72.8	-	-	-	-	-	-	-	202.3	506.4	42.6	73.8	28.5	207.5	-	72.8	-	-
Capital Grant Receipt Revenue Bonds interest rate	4.00%																			

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

LACMTA Financial Forecasting Model  
Debt Policy Conformance

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	Years '10-19		Years '20-29		Years '30-40		Plan Total	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
	2010	2011	2010	2011	2010	2011		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
<b>Proposition A.35%</b>																			
Projected Revenues	2,461.4	3,978.8	6,210.2	12,650.4	188.1	198.5	211.0	223.4	236.5	250.8	265.7	280.7	295.7	311.1					
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%					
Maximum Available for Debt Service	2,141.4	3,461.6	5,402.9	11,005.9	163.7	172.7	183.5	194.4	205.8	218.2	231.2	244.2	257.3	270.6					
Less: Existing Debt Service (not incl CP or fees)	1,486.5	763.4	92.3	2,342.2	151.6	149.9	157.8	150.6	146.3	146.5	146.2	145.9	146.0	145.7					
Available for Future Issuance	654.9	2,698.2	5,310.6	8,663.6	12.0	22.7	25.8	43.8	59.5	71.6	85.0	98.3	111.3	124.9					
Less: Projected Payment (Model) (not incl CP)	337.7	1,682.2	4,537.5	6,557.3	0.4	3.0	7.7	21.2	36.6	45.5	53.4	56.6	56.6	56.8					
<b>Available DS Capacity (Overutilization)</b>	<b>317.2</b>	<b>1,016.0</b>	<b>773.1</b>	<b>1,789.1</b>	<b>11.7</b>	<b>19.8</b>	<b>18.1</b>	<b>22.5</b>	<b>22.9</b>	<b>26.1</b>	<b>31.6</b>	<b>41.7</b>	<b>54.7</b>	<b>68.1</b>					
Annual DSCR: Minimum 1.15	1.24	1.30	1.28	1.30	1.29	1.29	1.29	1.29	1.29	1.31	1.33	1.39	1.46	1.54					
<b>Annual Debt Service % of Rev (87% max)</b>	<b>80.8%</b>	<b>77.0%</b>	<b>78.4%</b>	<b>76.9%</b>	<b>77.3%</b>	<b>76.6%</b>	<b>75.1%</b>	<b>72.1%</b>	<b>68.5%</b>	<b>65.1%</b>									
<b>Proposition C.25%</b>																			
Projected Revenues	1,823.1	2,946.9	4,599.6	9,369.6	139.3	147.0	156.3	165.5	175.2	185.7	196.8	207.9	219.0	230.4					
Policy Maximum	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%					
Maximum Available for Debt Service	1,549.6	2,504.9	3,909.7	7,964.2	118.4	124.9	132.8	140.7	148.9	157.9	167.3	176.7	186.2	195.8					
Less: Existing Debt Service (Treasury)	371.0	242.2	56.5	669.7	34.6	36.2	36.7	36.7	38.1	37.6	37.7	37.7	37.8	37.9					
Available for Future Issuance	1,178.6	2,262.7	3,853.2	7,294.4	83.8	88.7	96.1	104.0	110.8	120.2	129.6	139.0	148.4	158.0					
Less: Projected Payment (Financial Model)	649.0	1,861.7	3,331.7	5,842.3	0.0	5.1	17.2	40.8	69.9	89.0	97.8	101.0	109.5	118.6					
<b>Available DS Capacity (Overutilization)</b>	<b>529.6</b>	<b>401.0</b>	<b>521.5</b>	<b>1,452.1</b>	<b>83.8</b>	<b>83.6</b>	<b>78.9</b>	<b>63.2</b>	<b>40.9</b>	<b>31.2</b>	<b>31.8</b>	<b>37.9</b>	<b>38.8</b>	<b>39.3</b>					
Annual DSCR: Minimum 1.176	4.03	3.55	2.90	2.14	1.62	1.47	1.45	1.50	1.49	1.49	1.47								
<b>Annual Debt Service % of Rev (85% max)</b>	<b>24.8%</b>	<b>28.1%</b>	<b>34.5%</b>	<b>46.8%</b>	<b>61.6%</b>	<b>68.2%</b>	<b>68.8%</b>	<b>66.7%</b>	<b>67.3%</b>	<b>67.9%</b>									
<b>Proposition C.40%</b>																			
Projected Revenues	2,916.9	4,715.1	7,359.4	14,991.3	222.9	235.2	250.0	264.8	280.3	297.2	314.9	332.6	350.4	368.6					
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%					
Maximum Available for Debt Service	1,166.8	1,886.0	2,943.7	5,996.5	89.2	94.1	100.0	105.9	112.1	118.9	126.0	133.1	140.2	147.4					
Less: Existing Debt Service (not incl CP or fees)	684.9	375.3	11.8	1,072.0	62.2	68.7	68.5	68.4	70.4	69.9	69.7	69.4	69.1	68.8					
Less: Pending Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Available for Future Issuance	481.9	1,510.8	2,931.9	4,924.6	27.0	25.4	31.5	37.5	41.7	49.0	56.3	63.7	71.1	78.7					
Less: Projected Payment (Financial Model)	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Rail Capital	28.6	502.3	1,451.0	1,981.9	-	-	-	-	-	-	0.0	0.1	7.9	20.5					
Bus Capital	40.0	425.8	457.2	923.0	-	-	-	0.3	1.4	2.1	4.7	7.2	10.5	13.8					
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
<b>Available DS Capacity (Overutilization)</b>	<b>413.3</b>	<b>582.7</b>	<b>1,023.7</b>	<b>2,019.7</b>	<b>27.0</b>	<b>25.4</b>	<b>31.5</b>	<b>37.2</b>	<b>40.3</b>	<b>46.9</b>	<b>51.6</b>	<b>56.4</b>	<b>52.6</b>	<b>44.3</b>					
Annual DSCR: Minimum 2.50	3.58	3.42	3.65	3.85	3.91	4.13	4.23	4.34	4.00	3.57									
<b>Annual Debt Service % of Rev (40% max)</b>	<b>27.9%</b>	<b>29.2%</b>	<b>27.4%</b>	<b>26.0%</b>	<b>25.6%</b>	<b>24.2%</b>	<b>23.6%</b>	<b>23.0%</b>	<b>25.0%</b>	<b>28.0%</b>									
<b>Proposition C.10%</b>																			
Projected Revenues	729.2	1,178.8	1,839.8	3,747.8	55.7	58.8	62.5	66.2	70.1	74.3	78.7	83.2	87.6	92.2					
Policy Maximum	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%					
Maximum Available for Debt Service	364.6	589.4	919.9	1,873.9	27.9	29.4	31.3	33.1	35.0	37.1	39.4	41.6	43.8	46.1					
Less: Existing Debt Service (Treasury)	127.3	64.9	2.2	194.4	11.9	11.7	12.9	12.9	13.2	13.1	13.0	13.0	12.9	12.8					
Available for Future Issuance	237.3	524.4	917.7	1,679.5	16.0	17.7	18.4	20.2	21.8	24.1	26.3	28.6	30.9	33.3					
Less: Projected Payment (Financial Model)	76.5	380.1	730.7	1,187.3	0.0	1.2	2.6	3.4	5.4	8.5	11.2	13.4	14.9	16.0					
<b>Available DS Capacity (Overutilization)</b>	<b>160.9</b>	<b>144.3</b>	<b>187.1</b>	<b>492.3</b>	<b>16.0</b>	<b>16.5</b>	<b>15.8</b>	<b>16.9</b>	<b>16.4</b>	<b>15.6</b>	<b>15.1</b>	<b>15.3</b>	<b>16.1</b>	<b>17.2</b>					
Annual DSCR: Minimum 2.00	4.69	4.57	4.04	4.08	3.76	3.45	3.24	3.16	3.16	3.16									
<b>Annual Debt Service % of Rev (50% max)</b>	<b>21.3%</b>	<b>21.9%</b>	<b>24.8%</b>	<b>24.5%</b>	<b>26.6%</b>	<b>29.0%</b>	<b>30.8%</b>	<b>31.6%</b>	<b>31.7%</b>	<b>31.3%</b>									

LACMTA Financial Forecasting Model  
Debt Policy Conformance

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	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Proposition A 35%</b>											
Projected Revenues	326.9	343.4	358.2	373.5	388.7	405.1	421.4	437.4	454.0	470.2	
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	
Maximum Available for Debt Service	284.4	298.8	311.6	324.9	338.2	352.4	366.6	380.5	395.0	409.1	
Less: Existing Debt Service (not incl CP or fees)	145.4	145.4	142.9	54.2	53.9	53.7	53.4	53.1	37.1	24.3	
Available for Future Issuance	139.0	153.4	168.8	270.8	284.3	298.8	313.2	327.5	357.9	384.7	
Less: Projected Payment (Model) (not incl CP)	68.9	91.9	114.9	133.1	152.0	179.9	204.3	223.7	245.2	268.3	
<b>Available DS Capacity (Overutilization)</b>	<b>70.1</b>	<b>61.5</b>	<b>53.8</b>	<b>137.6</b>	<b>132.3</b>	<b>118.9</b>	<b>108.9</b>	<b>103.8</b>	<b>112.7</b>	<b>116.4</b>	
Annual DSCR: Minimum 1.15	1.53	1.45	1.39	1.99	1.89	1.73	1.64	1.58	1.61	1.61	
Annual Debt Service % of Rev (87% max)	65.6%	69.1%	72.0%	50.2%	53.0%	57.6%	61.2%	63.3%	62.2%	62.2%	
<b>Proposition C 25%</b>											
Projected Revenues	242.1	254.4	265.3	276.6	287.9	300.0	312.1	324.0	336.3	348.2	
Policy Maximum	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	
Maximum Available for Debt Service	205.8	216.2	225.5	235.1	244.7	255.0	265.3	275.4	285.8	296.0	
Less: Existing Debt Service (Treasury)	37.4	37.4	37.4	37.4	18.5	18.4	13.9	14.1	14.1	13.6	
Available for Future Issuance	168.4	178.9	188.1	197.7	226.3	236.6	251.4	261.3	271.7	282.4	
Less: Projected Payment (Financial Model)	125.4	136.5	146.6	158.4	171.8	186.5	204.2	223.5	244.5	264.4	
<b>Available DS Capacity (Overutilization)</b>	<b>42.9</b>	<b>42.4</b>	<b>41.5</b>	<b>39.3</b>	<b>54.4</b>	<b>50.1</b>	<b>47.2</b>	<b>37.8</b>	<b>27.2</b>	<b>18.0</b>	
Annual DSCR: Minimum 1.176	1.49	1.46	1.44	1.41	1.51	1.46	1.43	1.36	1.30	1.25	
Annual Debt Service % of Rev (85% max)	67.3%	68.3%	69.4%	70.8%	66.1%	68.3%	69.9%	73.3%	76.9%	79.8%	
<b>Proposition C 40%</b>											
Projected Revenues	367.4	407.0	424.4	442.6	460.7	480.1	499.4	518.3	538.0	557.2	
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	
Maximum Available for Debt Service	155.0	162.8	169.8	177.0	184.3	192.0	199.8	207.3	215.2	222.9	
Less: Existing Debt Service (not incl CP or fees)	67.2	63.3	63.3	63.7	28.0	27.9	15.2	18.1	18.1	10.5	
Less: Pending Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	
Available for Future Issuance	87.8	99.5	106.5	113.3	156.3	164.2	184.6	189.2	197.1	212.4	
Less: Projected Payment (Financial Model)	27.3	30.6	34.7	40.0	42.2	49.7	61.0	67.0	72.2	77.5	
Rail Capital	18.4	22.9	25.9	40.0	42.2	47.0	53.6	57.6	59.0	59.1	
Bus Capital	-	-	-	-	-	-	-	-	-	-	
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	
<b>Available DS Capacity (Overutilization)</b>	<b>42.0</b>	<b>45.9</b>	<b>45.8</b>	<b>33.4</b>	<b>71.9</b>	<b>67.5</b>	<b>70.0</b>	<b>64.6</b>	<b>65.8</b>	<b>75.8</b>	
Annual DSCR: Minimum 2.50	3.43	3.48	3.42	3.08	4.10	3.85	3.85	3.63	3.60	3.79	
Annual Debt Service % of Rev (40% max)	29.2%	28.7%	29.2%	32.5%	24.4%	25.9%	26.0%	27.5%	27.8%	26.4%	
<b>Proposition C 10%</b>											
Projected Revenues	96.8	101.7	106.1	110.6	115.2	120.0	124.8	129.6	134.5	139.3	
Policy Maximum	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	
Maximum Available for Debt Service	48.4	50.9	53.1	56.3	57.6	60.0	62.4	64.8	67.3	69.6	
Less: Existing Debt Service (Treasury)	12.7	12.0	12.0	12.1	5.5	3.5	3.4	1.2	1.2	1.2	
Available for Future Issuance	35.7	38.9	41.1	43.2	52.1	56.5	59.0	63.6	66.0	68.4	
Less: Projected Payment (Financial Model)	18.9	23.6	28.7	33.4	37.2	40.7	44.3	48.0	51.3	54.1	
<b>Available DS Capacity (Overutilization)</b>	<b>16.8</b>	<b>15.3</b>	<b>12.3</b>	<b>9.8</b>	<b>14.9</b>	<b>15.8</b>	<b>14.7</b>	<b>15.6</b>	<b>14.7</b>	<b>14.3</b>	
Annual DSCR: Minimum 2.00	3.06	2.86	2.61	2.43	2.70	2.71	2.62	2.63	2.56	2.52	
Annual Debt Service % of Rev (50% max)	32.6%	35.0%	38.4%	41.1%	37.1%	36.9%	38.2%	38.0%	39.1%	39.7%	

LACMTA Financial Forecasting Model  
Debt Policy Conformance

30-10 8/19/11

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
<b>Proposition A 35%</b>											
Projected Revenues	486.3	500.9	515.4	530.9	547.2	563.7	579.5	596.5	613.5	629.7	646.6
Policy Maximum	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%	87.0%
Maximum Available for Debt Service	423.1	435.8	448.4	461.9	476.1	490.4	504.2	518.9	533.8	547.8	562.5
Less: Existing Debt Service (not incl CP or fees)	15.3	15.3	15.2	11.7	11.6	11.6	11.5	0.0	0.0	0.0	0.0
Available for Future Issuance	407.7	420.5	433.2	450.2	464.5	478.8	492.7	518.9	533.8	547.8	562.5
Less: Projected Payment (Model) (not incl CP)	285.9	303.0	327.9	360.2	391.6	424.3	453.7	472.0	487.9	506.3	524.7
<b>Available DS Capacity (Overutilization)</b>	<b>121.8</b>	<b>117.5</b>	<b>105.3</b>	<b>90.0</b>	<b>72.9</b>	<b>54.5</b>	<b>38.9</b>	<b>47.0</b>	<b>45.8</b>	<b>41.5</b>	<b>37.8</b>
<b>Annual DSCR: Minimum 1.15</b>	<b>1.61</b>	<b>1.57</b>	<b>1.50</b>	<b>1.43</b>	<b>1.36</b>	<b>1.29</b>	<b>1.25</b>	<b>1.26</b>	<b>1.26</b>	<b>1.24</b>	<b>1.23</b>
<b>Annual Debt Service % of Rev (87% max)</b>	<b>62.0%</b>	<b>63.5%</b>	<b>66.6%</b>	<b>70.1%</b>	<b>73.7%</b>	<b>77.3%</b>	<b>80.3%</b>	<b>79.1%</b>	<b>79.5%</b>	<b>80.4%</b>	<b>81.1%</b>
<b>Proposition C 25%</b>											
Projected Revenues	350.2	371.0	381.7	393.2	405.3	417.5	429.2	441.8	454.4	466.4	478.9
Policy Maximum	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%	85.0%
Maximum Available for Debt Service	306.1	315.4	324.5	334.2	344.5	354.9	364.9	375.5	386.3	396.4	407.0
Less: Existing Debt Service (Treasury)	13.5	10.6	10.6	10.6	10.6	0.1	0.1	0.1	0.1	0.1	0.0
Available for Future Issuance	292.7	304.7	313.8	323.6	333.9	354.8	364.8	375.4	386.2	396.3	407.0
Less: Projected Payment (Financial Model)	283.5	294.6	298.0	301.7	305.6	308.0	308.1	308.1	308.1	308.1	308.1
<b>Available DS Capacity (Overutilization)</b>	<b>9.2</b>	<b>10.1</b>	<b>15.8</b>	<b>21.9</b>	<b>28.3</b>	<b>46.8</b>	<b>56.7</b>	<b>67.4</b>	<b>78.1</b>	<b>88.3</b>	<b>99.0</b>
<b>Annual DSCR: Minimum 1.176</b>	<b>1.21</b>	<b>1.22</b>	<b>1.24</b>	<b>1.26</b>	<b>1.28</b>	<b>1.36</b>	<b>1.39</b>	<b>1.43</b>	<b>1.47</b>	<b>1.51</b>	<b>1.55</b>
<b>Annual Debt Service % of Rev (85% max)</b>	<b>82.4%</b>	<b>82.3%</b>	<b>80.9%</b>	<b>79.4%</b>	<b>78.0%</b>	<b>73.8%</b>	<b>71.8%</b>	<b>69.8%</b>	<b>67.8%</b>	<b>66.1%</b>	<b>64.3%</b>
<b>Proposition C 40%</b>											
Projected Revenues	576.3	593.6	610.8	629.1	648.5	668.0	686.8	706.8	727.1	746.2	766.2
Policy Maximum	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%	40.0%
Maximum Available for Debt Service	230.5	237.4	244.3	251.6	259.4	267.2	274.7	282.7	290.8	298.5	306.5
Less: Existing Debt Service (not incl CP or fees)	8.3	0.7	0.6	0.6	0.6	0.2	0.2	0.2	0.2	0.2	0.0
Less: Pending Debt Service (Treasury)	-	-	-	-	-	-	-	-	-	-	-
Available for Future Issuance	222.2	236.8	243.7	251.0	258.8	267.0	274.5	282.6	290.7	298.3	306.5
Less: Projected Payment (Financial Model)	81.6	87.6	91.7	99.2	110.5	129.2	151.0	161.5	165.3	176.5	196.8
Rail Capital	59.2	56.6	52.7	50.1	50.1	39.4	39.4	35.4	28.7	24.7	20.7
Bus Capital	-	-	-	-	-	-	-	-	-	-	-
Administration/Agencywide	-	-	-	-	-	-	-	-	-	-	-
<b>Available DS Capacity (Overutilization)</b>	<b>81.3</b>	<b>92.6</b>	<b>99.2</b>	<b>101.7</b>	<b>98.2</b>	<b>98.4</b>	<b>84.1</b>	<b>85.6</b>	<b>96.7</b>	<b>97.0</b>	<b>89.0</b>
<b>Annual DSCR: Minimum 2.50</b>	<b>3.86</b>	<b>4.10</b>	<b>4.21</b>	<b>4.19</b>	<b>4.02</b>	<b>3.96</b>	<b>3.60</b>	<b>3.59</b>	<b>3.74</b>	<b>3.70</b>	<b>3.52</b>
<b>Annual Debt Service % of Rev (40% max)</b>	<b>25.9%</b>	<b>24.4%</b>	<b>23.8%</b>	<b>23.8%</b>	<b>24.9%</b>	<b>25.3%</b>	<b>27.8%</b>	<b>27.9%</b>	<b>26.7%</b>	<b>27.0%</b>	<b>28.4%</b>
<b>Proposition C 10%</b>											
Projected Revenues	144.1	148.4	152.7	157.3	162.1	167.0	171.7	176.7	181.8	186.5	191.6
Policy Maximum	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Maximum Available for Debt Service	72.0	74.2	76.3	78.6	81.1	83.5	85.8	88.4	90.9	93.3	95.8
Less: Existing Debt Service (Treasury)	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.9
Available for Future Issuance	72.0	74.2	76.3	78.6	81.0	82.5	85.8	88.3	90.9	93.2	94.9
Less: Projected Payment (Financial Model)	57.1	60.2	62.5	64.6	66.7	69.0	70.1	70.1	70.1	70.1	70.1
<b>Available DS Capacity (Overutilization)</b>	<b>14.9</b>	<b>14.0</b>	<b>13.8</b>	<b>14.0</b>	<b>14.3</b>	<b>13.6</b>	<b>15.7</b>	<b>18.2</b>	<b>20.7</b>	<b>23.1</b>	<b>24.7</b>
<b>Annual DSCR: Minimum 2.00</b>	<b>2.52</b>	<b>2.47</b>	<b>2.44</b>	<b>2.43</b>	<b>2.43</b>	<b>2.39</b>	<b>2.45</b>	<b>2.52</b>	<b>2.59</b>	<b>2.66</b>	<b>2.70</b>
<b>Annual Debt Service % of Rev (50% max)</b>	<b>39.6%</b>	<b>40.6%</b>	<b>41.0%</b>	<b>41.1%</b>	<b>41.2%</b>	<b>41.9%</b>	<b>40.9%</b>	<b>39.7%</b>	<b>38.6%</b>	<b>37.6%</b>	<b>37.1%</b>



LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 30-10 8/19/11

	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>Growth Rate:</b>	5.98%	5.63%	5.35%	5.19%	5.09%	5.06%	4.29%	4.27%	4.09%	4.21%	4.02%	3.79%	3.80%
<b>Props A and C Combined</b>	1,598.5	1,688.5	1,778.7	1,871.1	1,966.4	2,065.9	2,154.5	2,246.4	2,338.4	2,436.9	2,534.9	2,631.0	2,730.9
<b>Prop. A Forecast</b>	799.2	844.2	889.3	935.5	983.1	1,032.9	1,077.2	1,123.2	1,169.2	1,218.4	1,267.4	1,315.5	1,365.4
<b>Prop. C Forecast</b>	799.3	844.3	889.4	935.6	983.2	1,033.0	1,077.3	1,123.3	1,169.2	1,218.5	1,267.5	1,315.6	1,365.5
<b>Measure R Sales Tax</b>	799.2	844.2	889.3	935.5	983.1	1,032.9	1,077.2	1,123.2	1,169.2	1,218.4	1,267.4	1,315.5	1,365.4
<b>Subtotal A, C, R</b>	2,397.7	2,532.7	2,668.1	2,806.6	2,949.5	3,098.8	3,231.7	3,369.6	3,507.6	3,655.2	3,802.4	3,946.5	4,096.4
<b>TDA Forecast</b>	403.0	425.7	448.4	471.7	495.7	520.8	543.2	566.3	589.5	614.4	639.1	663.3	688.5
<b>Total Sales Tax Forecast</b>	2,800.7	2,958.4	3,116.5	3,278.3	3,445.2	3,619.6	3,774.9	3,936.0	4,097.1	4,269.6	4,441.4	4,609.8	4,784.9
Total Actual Annual Change Prop A Annual Change	5.98%	5.63%	5.35%	5.19%	5.09%	5.06%	4.29%	4.27%	4.09%	4.21%	4.02%	3.79%	3.80%

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

5.68%

5.25%

LACMTA Financial Forecasting Model  
**Local Sales Tax Revenues**  
 30-10 & 19/11

	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Growth Rate:</b>	3.56%	3.42%	3.01%	2.89%	3.01%	3.08%	3.01%	2.81%	2.92%	2.86%	2.63%	-26.62%
<b>Props A and C Combined</b>	2,828.3	2,925.1	3,013.2	3,100.2	3,193.4	3,291.8	3,390.8	3,486.1	3,587.9	3,690.6	3,787.6	3,889.2
<b>Prop. A Forecast</b>	1,414.1	1,462.5	1,506.5	1,550.0	1,596.6	1,645.8	1,695.3	1,743.0	1,793.9	1,845.2	1,893.7	1,944.5
<b>Prop. C Forecast</b>	1,414.2	1,462.6	1,506.7	1,550.2	1,596.7	1,646.0	1,695.5	1,743.1	1,794.0	1,845.4	1,893.9	1,944.7
<b>Measure R Sales Tax</b>	1,414.1	1,462.5	1,506.5	1,550.0	1,596.6	1,645.8	1,695.3	1,743.0	1,793.9	1,845.2	1,893.7	
<b>Subtotal A, C, R</b>	4,242.3	4,387.6	4,519.7	4,650.2	4,790.0	4,937.6	5,086.1	5,229.1	5,381.7	5,535.9	5,681.4	3,889.2
<b>TDA Forecast</b>	713.0	737.4	759.7	781.6	805.1	829.9	854.8	878.9	904.5	930.4	954.9	980.5
<b>Total Sales Tax Forecast</b>	4,955.4	5,125.0	5,279.4	5,431.8	5,595.1	5,767.5	5,941.0	6,108.0	6,286.3	6,466.3	6,636.2	4,869.8
<b>Total Actual Annual Change Prop A Annual Change</b>	3.56%	3.42%	3.01%	2.89%	3.01%	3.08%	3.01%	2.81%	2.92%	2.86%	2.63%	-26.62%
<b>Props A and C Compound Growth: from FY 10 to the year indicated-----&gt;</b>		4.86%										4.20%

**LACMTA Financial Forecasting Model**  
**Proposition A**  
**30-10 & 19/11**

	Years '10-'19		Years '20-'29		Years '30-'40		Plan Total	%	2009		2010		2011		2012		2013		2014		2015		2016	
	7,402.7	7.0	11,966.3	-	18,677.2	38,046.3			7.0	565.7	7.0	596.9	634.5	671.9	711.3	754.1	799.2							
One-half cent permanent countywide sales tax.																								
<b>Total Revenue Pool</b>																								
Admin Carry-In Balance																								
Less: MTA Admin Charge (5%)	370.1		598.3		933.9	1,902.3			28.3		29.8		31.7		33.6		35.6		37.7		40.0		40.0	
<b>Amount Available (not incl carry in)</b>	<b>7,032.6</b>		<b>11,368.0</b>		<b>17,743.4</b>	<b>36,144.0</b>			<b>537.5</b>		<b>567.0</b>		<b>602.8</b>		<b>638.3</b>		<b>675.7</b>		<b>716.4</b>		<b>759.3</b>		<b>759.3</b>	
<b>Ordinance Allocation</b>																								
<b>Rail Development Account (35%)</b>																								
Carry-In Balance	57.3					57.3			57.3															
Rail Capital	2,161.6		2,781.1		4,844.2	9,786.8		27.1%	204.5		171.6		187.3		194.4		207.1		216.4		223.7		223.7	
Rail Operations	357.2		1,197.7		1,366.0	2,920.9		8.1%	41.0		26.8		23.7		29.0		29.4		34.3		42.0		42.0	
<b>Total Rail Development Account</b>	<b>2,518.8</b>		<b>3,978.8</b>		<b>6,210.2</b>	<b>12,707.8</b>		<b>35.2%</b>	<b>245.5</b>		<b>198.5</b>		<b>211.0</b>		<b>223.4</b>		<b>236.5</b>		<b>250.8</b>		<b>265.7</b>		<b>265.7</b>	
<b>Discretionary Account (40%)</b>																								
Plus: Interest	65.1		35.0		38.5	138.6		0.4%	33.6		3.5		3.5		3.5		3.5		3.5		3.5		3.5	
Bus Operations (95% of 40%)																								
MTA Operations	1,583.6		1,901.8		2,554.8	6,040.2		16.3%	166.2		146.1		147.5		149.7		153.3		156.9		160.6		160.6	
Municipal Operators	551.3		670.3		900.0	2,121.6		5.9%	55.9		48.3		50.7		52.8		54.1		55.3		56.7		56.7	
MTA Expansion								0.0%																
Municipal Operators Expansion								0.0%																
Alloc. to Other Eligible Operators (no proj sh)	250.4		284.3		382.9	917.5		2.5%	21.1		27.4		27.9		28.6		22.8		23.4		24.0		24.0	
Growth above CPI	352.2		1,498.3		2,943.3	4,793.9		13.3%	(5.5)		(2.8)		6.4		15.0		30.1		40.1		50.8		50.8	
Less - Prop A 40% Debt Service	23.4		20.0		11.7	55.1		0.2%	2.3		2.3		2.3		2.3		2.3		2.3		2.3		2.3	
Growth above CPI (Transfer to Prop C 40%)	328.9		1,478.4		2,931.6	4,738.8		13.1%	(7.8)		(5.1)		4.1		12.7		27.8		37.8		48.4		48.4	
<b>Subtotal Bus Operations</b>	<b>2,737.4</b>		<b>4,354.9</b>		<b>6,781.0</b>	<b>13,873.3</b>		<b>38.0%</b>	<b>237.8</b>		<b>219.0</b>		<b>232.5</b>		<b>246.1</b>		<b>260.3</b>		<b>275.7</b>		<b>292.0</b>		<b>292.0</b>	
<b>Bus Incentive Program (5% of 40%)</b>																								
Incentive Program Carry-in Balance	17.3					17.3			17.3															
Bus Incentive Program (5% of Prop C 40%)	158.0		227.4		354.9	740.2		2.0%	28.1		11.3		12.1		12.8		13.5		14.3		15.2		15.2	
<b>Total Discretionary Account</b>	<b>2,895.4</b>		<b>4,582.2</b>		<b>7,135.9</b>	<b>14,613.5</b>		<b>40.0%</b>	<b>265.9</b>		<b>230.3</b>		<b>244.6</b>		<b>258.8</b>		<b>273.8</b>		<b>290.1</b>		<b>307.2</b>		<b>307.2</b>	
<b>Local Return Account (25%)</b>																								
Local Return - Cities/County Highway	263.7		426.3		665.4	1,355.4		3.8%	20.2		21.3		22.6		23.9		25.3		26.9		28.5		28.5	
Local Return - Muni Bus Capital	373.6		603.9		942.6	1,920.2		5.3%	28.6		30.1		32.0		33.9		35.9		38.1		40.3		40.3	
Local Return - Muni Bus Operations	1,120.8		1,811.8		2,827.9	5,760.5		15.9%	85.7		90.4		96.1		101.7		107.7		114.2		121.0		121.0	
<b>Total Local Return Account</b>	<b>1,758.2</b>		<b>2,842.0</b>		<b>4,435.8</b>	<b>9,036.0</b>		<b>25.0%</b>	<b>134.4</b>		<b>141.8</b>		<b>150.7</b>		<b>159.6</b>		<b>168.9</b>		<b>179.1</b>		<b>189.8</b>		<b>189.8</b>	
<b>Total Prop A Without Local Return-OTHER)</b>	<b>5,414.2</b>		<b>8,561.0</b>		<b>13,346.0</b>	<b>27,321.3</b>			<b>511.3</b>		<b>428.8</b>		<b>455.6</b>		<b>482.3</b>		<b>510.3</b>		<b>540.8</b>		<b>572.9</b>		<b>572.9</b>	
<b>Modal Allocation</b>																								
Rail Capital	2,161.6		2,781.1		4,844.2	9,786.8		28.0%	204.5		171.6		187.3		194.4		207.1		216.4		223.7		223.7	
Rail Operations	357.2		1,197.7		1,366.0	2,920.9		8.3%	41.0		26.8		23.7		29.0		29.4		34.3		42.0		42.0	
Bus Capital	373.6		603.9		942.6	1,920.2		5.5%	28.6		30.1		32.0		33.9		35.9		38.1		40.3		40.3	
Bus Operations	3,858.3		6,166.6		9,608.8	19,633.7		56.1%	323.4		309.3		328.6		347.8		368.0		389.9		413.0		413.0	
Bus Incentive Program	158.0		227.4		354.9	740.2		2.1%	28.1		11.3		12.1		12.8		13.5		14.3		15.2		15.2	
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	<b>6,908.6</b>		<b>10,976.7</b>		<b>17,116.5</b>	<b>35,001.9</b>		<b>100.0%</b>	<b>625.5</b>		<b>549.3</b>		<b>583.7</b>		<b>617.9</b>		<b>653.9</b>		<b>693.1</b>		<b>734.3</b>		<b>734.3</b>	

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	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
One-half cent permanent countywide sales tax.													
<b>Total Revenue Pool</b>													
Admin Carry-In Balance													
Less: MTA Admin Charge (5%)													
<b>Amount Available (not incl carry in)</b>	844.2	889.3	935.5	983.1	1,032.9	1,077.2	1,123.2	1,169.2	1,218.4	1,267.4	1,315.5	1,365.4	1,414.1
<b>Ordinance Allocation</b>													
<b>Rail Development Account (35%)</b>													
Carry-In Balance													
Rail Capital	229.2	262.7	264.6	259.5	275.4	296.9	223.5	238.7	268.1	285.4	305.4	311.0	317.2
Rail Operations	51.5	33.0	46.5	67.4	68.0	61.3	150.0	150.0	137.0	136.0	132.0	143.0	153.0
<b>Total Rail Development Account</b>	280.7	295.7	311.1	326.9	343.4	358.2	373.5	388.7	405.1	421.4	437.4	454.0	470.2
<b>Discretionary Account (40%)</b>													
Plus: Interest	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
<b>Bus Operations (95% of 40%)</b>													
MTA Operations	164.3	167.8	171.2	174.5	177.9	181.4	184.8	188.1	191.6	195.2	198.8	202.8	206.7
Municipal Operators	57.9	59.2	60.4	61.5	62.7	64.0	65.1	66.3	67.5	68.8	70.1	71.5	72.8
MTA Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	-	-	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj sh)	24.5	25.0	25.6	26.1	26.6	27.1	27.6	28.1	28.6	29.2	29.7	30.3	30.9
Growth above CPI	61.5	72.5	84.1	96.3	109.1	119.9	131.4	143.0	155.6	167.8	179.8	191.9	203.5
Less - Prop A 40% Debt Service	2.3	2.3	2.3	2.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Growth above CPI (Transfer to Prop C 40%)	59.1	70.2	81.7	93.9	107.2	117.9	129.5	141.1	153.6	165.9	177.8	189.9	201.5
<b>Subtotal Bus Operations</b>	308.3	324.5	341.2	358.4	376.4	392.4	409.0	425.6	443.3	461.0	478.4	496.4	514.0
<b>Bus Incentive Program (5% of 40%)</b>													
Incentive Program Carry-In Balance	16.0	16.9	17.8	18.7	19.6	20.5	21.3	22.2	23.1	24.1	25.0	25.9	26.9
Bus Incentive Program (5% of Prop C 40%)	324.3	341.4	359.0	377.1	396.0	412.8	430.3	447.8	466.5	485.1	503.4	522.4	540.8
<b>Total Discretionary Account</b>													
<b>Local Return Account (25%)</b>													
Local Return - Cities/County Highway	30.1	31.7	33.3	35.0	36.8	38.4	40.0	41.7	43.4	45.2	46.9	48.6	50.4
Local Return - Muni Bus Capital	42.6	44.9	47.2	49.6	52.1	54.4	56.7	59.0	61.5	64.0	66.4	68.9	71.4
Local Return - Muni Bus Operations	127.8	134.7	141.6	148.9	156.4	163.1	170.1	177.0	184.5	191.9	199.2	206.7	214.1
<b>Total Local Return Account</b>	200.5	211.2	222.2	233.5	245.3	255.8	266.8	277.7	289.4	301.0	312.4	324.3	335.8
<b>Total Prop A Without Local Return-OTHER</b>	605.0	637.2	670.0	704.0	739.4	771.0	803.8	836.5	871.6	906.5	940.8	976.4	1,011.0
<b>Modal Allocation</b>													
Rail Capital	229.2	262.7	264.6	259.5	275.4	296.9	223.5	238.7	268.1	285.4	305.4	311.0	317.2
Rail Operations	51.5	33.0	46.5	67.4	68.0	61.3	150.0	150.0	137.0	136.0	132.0	143.0	153.0
Bus Capital	42.6	44.9	47.2	49.6	52.1	54.4	56.7	59.0	61.5	64.0	66.4	68.9	71.4
Bus Operations	436.1	459.2	482.9	507.3	532.8	555.5	579.0	602.6	627.8	652.9	677.6	703.2	728.1
Bus Incentive Program	16.0	16.9	17.8	18.7	19.6	20.5	21.3	22.2	23.1	24.1	25.0	25.9	26.9
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	775.4	816.7	858.9	902.5	948.0	988.5	1,030.5	1,072.6	1,117.6	1,162.4	1,206.3	1,252.0	1,296.5

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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
One-half cent permanent countywide sales tax.	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenue Pool</b>	1,462.5	1,506.5	1,550.0	1,596.6	1,645.8	1,695.3	1,743.0	1,793.9	1,845.2	1,893.7	1,944.5
Admin Carry-in Balance											
Less: MTA Admin Charge (5%)	73.1	75.3	77.5	79.8	82.3	84.8	87.1	89.7	92.3	94.7	97.2
<b>Amount Available (not incl carry in)</b>	1,389.4	1,431.2	1,472.5	1,516.8	1,563.5	1,610.6	1,655.8	1,704.2	1,753.0	1,799.1	1,847.3
<b>Ordinance Allocation</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	268.2	0.0
<b>Rail Development Account (35%)</b>											
Carry-in Balance											
Rail Capital	330.3	350.9	373.4	392.9	412.2	448.7	474.5	481.5	503.5	527.7	548.6
Rail Operations	156.0	150.0	142.0	138.0	135.0	115.0	105.0	115.0	110.0	102.0	98.0
<b>Total Rail Development Account</b>	486.3	500.9	515.4	530.9	547.2	563.7	579.5	596.5	613.5	629.7	646.6
<b>Discretionary Account (40%)</b>	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
Plus: Interest	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
<b>Bus Operations (95% of 40%)</b>											
MTA Operations	210.7	214.6	218.6	222.8	227.1	231.6	236.2	241.0	246.0	250.7	255.5
Municipal Operators	74.2	75.6	77.0	78.5	80.0	81.6	83.2	84.9	86.6	88.3	90.0
MTA Expansion	-	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	-	-	-	-	-	-	-	-	-	-	-
Alloc. to Other Eligible Operators (no proj she	31.5	32.1	32.7	33.4	34.0	34.7	35.4	36.1	36.9	37.6	38.3
Growth above CPI	215.0	225.0	234.7	245.2	256.5	267.6	277.9	289.1	300.2	310.5	321.7
Less - Prop A 40% Debt Service	2.0	2.0	2.0	2.0	2.0	2.0	-	-	-	-	-
Growth above CPI (Transfer to Prop C 40%)	213.1	223.0	232.7	243.3	254.5	265.7	277.9	289.1	300.2	310.5	321.7
<b>Subtotal Bus Operations</b>	531.5	547.4	563.1	579.9	597.6	615.5	632.7	651.1	669.6	687.1	705.5
<b>Bus Incentive Program (5% of 40%)</b>											
Incentive Program Carry-in Balance											
Bus Incentive Program (5% of Prop C 40%)	27.8	28.6	29.5	30.3	31.3	32.2	33.1	34.1	35.1	36.0	36.9
<b>Total Discretionary Account</b>	559.2	576.0	592.5	610.2	628.9	647.7	665.8	685.2	704.7	723.1	742.4
<b>Local Return Account (25%)</b>											
Local Return - Cities/County Highway	52.1	53.7	55.2	56.9	58.6	60.4	62.1	63.9	65.7	67.5	69.3
Local Return - Muni Bus Capital	73.8	76.0	78.2	80.6	83.1	85.6	88.0	90.5	93.1	95.6	98.1
Local Return - Muni Bus Operations	221.4	228.1	234.7	241.7	249.2	256.7	263.9	271.6	279.4	286.7	294.4
<b>Total Local Return Account</b>	347.3	357.8	368.1	379.2	390.9	402.6	414.0	426.0	438.2	449.8	461.8
<b>Total Prop A Without Local Return-OTHER)</b>	1,045.5	1,076.9	1,107.9	1,141.1	1,176.2	1,211.4	1,245.4	1,281.6	1,318.2	1,352.8	1,389.0
<b>Modal Allocation</b>											
Rail Capital	330.3	350.9	373.4	392.9	412.2	448.7	474.5	481.5	503.5	527.7	548.6
Rail Operations	156.0	150.0	142.0	138.0	135.0	115.0	105.0	115.0	110.0	102.0	98.0
Bus Capital	73.8	76.0	78.2	80.6	83.1	85.6	88.0	90.5	93.1	95.6	98.1
Bus Operations	752.9	775.5	797.8	821.6	846.8	872.2	896.6	922.7	949.0	973.9	999.9
Bus Incentive Program	27.8	28.6	29.5	30.3	31.3	32.2	33.1	34.1	35.1	36.0	36.9
<b>Total Prop. A (w/o Other Local Return/Admin)</b>	1,340.8	1,381.0	1,420.8	1,463.4	1,508.4	1,553.7	1,597.2	1,643.8	1,690.7	1,735.1	1,781.5

**LACMTA Financial Forecasting Model**  
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One-half cent permanent countywide sales tax for transit		Years	Years	Years	Plan	%	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
		'10-'19	'20-'29	'30-'40	Total		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
1	<b>Total Revenue Pool</b>	7,403.3	11,967.2	18,678.6	38,049.1	-	565.8	596.9	634.5	672.0	711.4	754.2	799.3	844.3	889.4	935.6	
2	Admin. Carry-In Balance	1.0			1.0		1.0										
3	Less: Metro Admin Charge (1.5%)	111.0	179.5	280.2	570.7	-	8.5	9.0	9.5	10.1	10.7	11.3	12.0	12.7	13.3	14.0	
4	<b>Amount Available</b>	7,292.2	11,787.7	18,398.4	37,478.4	-	557.3	588.0	625.0	661.9	700.7	742.9	787.3	831.6	876.1	921.5	
5																	
6	<b>Ordinance Allocation</b>																
7																	
8	<b>Local Return (20%)</b>																
9	Local Return - Muni Bus Operations	143.5	232.0	362.1	737.6	2.0%	11.0	11.6	12.3	13.0	13.8	14.6	15.5	16.4	17.2	18.1	
10	Local Return - Muni Bus Capital	206.5	333.8	521.0	1,061.4	2.8%	15.8	16.7	17.7	18.7	19.8	21.0	22.3	23.6	24.8	26.1	
11	Local Return - Highway	1,108.4	1,791.7	2,796.6	5,696.7	15.2%	84.7	89.4	95.0	100.6	106.5	112.9	119.7	126.4	133.2	140.1	
12	<b>Subtotal Local Return</b>	1,458.4	2,357.5	3,679.7	7,495.7	20.0%	111.5	117.6	125.0	132.4	140.1	148.6	157.5	166.3	175.2	184.3	
13	Commuter (10%)	0.0			0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
14	<b>Revenue - 10% of Amount Available</b>	729.2	1,178.8	1,839.8	3,747.8		55.7	58.8	62.5	66.2	70.1	74.3	78.7	83.2	87.6	92.2	
15	Rail Cap: Prior Year Metrolink Obligations	34.0	0.0	0.0	34.0	0.1%	23.4	10.6									
16	Prop C 10% Debt Service	203.7	445.1	732.9	1,381.6	3.7%	11.9	12.9	15.5	16.2	18.6	21.5	24.3	26.3	27.8	28.9	
17	LOSSAN	0.4	0.3	0.3	1.0	0.003%	0.1	0.2	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.01	
18	Rail Cap: Westlake/MacArthur Joint Devel (401001)	6.7	0.0	0.0	6.7	0.018%	2.8	3.3	0.7								
19	Rail Cap: Eastside LRT Enhancements	4.4	0.0	0.0	4.4	0.012%	3.8	0.6									
20	SCRRA relocation	0.5	0.0	0.0	0.5	0.001%	0.5										
21	ROW Security contract w/SCRRA (no sheet) (405533)	23.0	28.4	38.2	89.6	0.2%	2.0	2.1	2.2	2.2	2.3	2.3	2.4	2.4	2.5	2.6	
22	Pomona Station Improvements (CRD Project)	1.1	0.0	0.0	1.1	0.003%	-	1.1	-	-	-	-	-	-	-	-	
23	Metrolink - Operations	429.4	593.3	890.9	1,913.6	5.1%	39.9	32.3	38.9	40.5	42.1	43.8	45.5	47.4	48.8	50.2	
24	Subtotal Cash Commitments	703.3	1,067.0	1,662.2	3,432.6	9.1%	84.4	63.0	57.3	58.9	63.0	67.7	72.2	76.1	79.0	81.7	
25	Cash Commitments % of PC 10% Revenue						109.5%	89.1%	91.7%	89.0%	89.9%	91.1%	91.7%	91.6%	90.2%	88.6%	
26	Prop C 10% Cash Available	25.9	111.8	177.6	315.3		(28.6)	(4.2)	5.2	7.3	7.1	6.6	6.5	7.0	8.6	10.5	
27	Bond Proceeds (new, net)	238.1	520.0	197.9	955.9		-	35.8	6.7	16.2	42.9	43.4	35.2	25.0	17.7	15.4	
28	2009 & Prior CFP Park & Ride/Transit Capital, etc.	38.6	0.0	0.0	38.6		11.0	4.0	3.9	2.2	7.7	7.8	2.0	-	-	-	
29	Future Call for Projects	34.5	137.6	15.0	187.1		-	-	-	-	-	-	7.0	7.5	10.0	10.0	
30	Local Transportation Projects	0.0	0.0	0.0	0.0		-	-	-	-	-	-	-	-	-	-	
31	Metrolink - Capital and Rehab	254.3	494.1	263.4	1,011.8		23.8	27.5	8.0	21.3	42.2	42.2	32.7	24.5	16.2	15.9	
32	Subtotal Bond Eligible Commitments	327.3	631.7	278.4	1,237.4		34.7	31.5	11.9	23.5	49.9	50.0	41.7	32.0	26.2	25.9	
33	Beginning Balance	63.4	0.0	0.0	63.4		63.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
34	Annual Surplus/(Shortfall)	(63.3)	0.0	97.1	33.8		(63.4)	0.0	(0.0)	0.0	0.0	0.0	(0.0)	0.0	0.0	(0.0)	
35	Ending Balance	0.0	0.0	97.1	97.1		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
36	<b>Security (5%)</b>																
37	Carry-in Balance				0.0												
38	Municipal Operators Security (Calderon Bill)	62.0	100.3	156.5	318.8	0.9%	4.7	5.0	5.3	5.6	6.0	6.3	6.7	7.1	7.5	7.8	
39	MTA Bus Security	284.3	371.0	499.5	1,154.7	3.1%	23.1	24.4	20.4	27.5	29.1	30.5	31.3	32.0	32.7	33.3	
40	MTA Rail Security	18.3	118.2	263.9	400.4	1.1%	-	-	5.5	-	-	0.3	1.4	2.5	3.7	4.9	
41	MTA Other Security Costs				0.0	0.0%	-	-	-	-	-	-	-	-	-	-	
42		364.6	589.4	919.9	1,873.9	5.0%	27.9	29.4	31.3	33.1	35.0	37.1	39.4	41.6	43.8	46.1	
43																	
44	<b>Transit-Related Hwy Improv (25%) (see sep pg)</b>	1,823.1	2,946.9	4,599.6	9,369.6	25.0%	139.3	147.0	156.3	165.5	175.2	185.7	196.8	207.9	219.0	230.4	
45													0.0	0.0	0.0	0.0	

**LACMTA Financial Forecasting Model**  
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One-half cent permanent countywide sales tax for transit		Years	Years	Years	Plan	%		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
		'10-'19	'20-'29	'30-'40	Total			2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
46	Discretionary (40%)	328.9	1,478.4	2,931.6	4,738.8	11.1%	(7.8)	4.1	12.7	27.8	37.8	48.4	59.1	70.2	81.7			
47	Plus: Prop A 40% Growth over CPI transferred in	-	-	-	0.0	0.0%	39.9	27.0				(27.0)						
48	Plus LONP Reimbursement Fund Loan	-	-	-	389.5	0.9%	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	
49	Plus: Interest Earnings	119.2	119.2	131.1	919.3	2.2%	27.8	22.8	29.6	34.4	34.3	12.3	15.2	15.5	15.8			
50	Agencywide Administration and Capital	235.6	266.9	416.8	24.5	0.1%	14.2	3.3				7.0						
51	Rapid Bus Phase II Subsidy Projects	24.5	-	-	13.0	0.0%	-	13.0										
52	CRDP Local Match	13.0	-	-	3,104.3	7.3%	63.6	70.3	70.2	72.2	71.7	71.5	71.2	78.8	91.1			
53	Rail Capital - MTA Debt Service	730.8	900.9	1,472.6	167.9	0.4%	12.2	1.5						37.7	1.1			
54	Rail Capital - Specific Projects (see detail below)	52.6	115.3	-	486.7	1.1%	-	35.9	10.9	3.9	4.8	13.7	17.5	4.8	8.0			
55	Rail Capital - General Improvements (no proj sheet)	113.8	113.7	259.3	4,818.6	11.3%	78.3	14.5	19.1	11.3	15.1	20.5	20.5	36.0	80.1			
56	Rail Operations	295.2	1,751.7	2,771.6	923.0	2.2%	-	-	0.3	1.4	2.1	4.7	7.2	10.5	13.8			
57	Bus Capital - MTA Debt Service	40.0	425.8	457.2	841.4	2.0%	3.9	3.0	18.7	18.9	15.2	32.4	39.7	15.6	36.7			
58	Bus Capital - MTA Bus Fleet Acquisition	184.1	144.4	513.0	376.3	0.9%	3.3	5.0	2.0	14.1	16.1	3.4	4.0	6.0	20.3			
59	Bus Capital - MTA Facilities and Repair	82.8	61.2	232.2	33.9	0.1%	8.3	8.5	8.5									
60	Muni Bus Capital Prop 1B Bond Mitigation Allocation	33.9	-	-	11.8	0.0%	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5			
61	Muni Security Capital Prop 1B Bond Mitigation Alloc	11.8	-	-	363.8	0.9%	8.5	8.8	9.0	9.2	9.5	9.7	9.9	10.1	10.3			
62	Bus Ops: TSE, Base Bus (Munis)	93.8	115.0	154.9	1,811.7	4.3%	34.2	44.5	50.0	44.9	46.0	47.1	48.2	49.4	50.4			
63	Bus: ADA/Paratransit (Access Services)	466.2	572.5	772.9	5,838.8	13.7%	88.1	76.2	81.0	81.7	72.8	74.1	78.9	88.7	69.6			
64	Bus Operations	805.6	1,490.4	3,542.8	0.0	0.0%	-	-	-	-	-	-	-	-	-	-	-	
65	Labor Negotiations/Regional Activities	-	-	-	18.4	0.0%	4.4	3.5	8.1	1.6	0.7	-	-	-	-	-	-	
66	MTA Security Shortfall	18.4	-	-	1,062.9	2.5%	22.6	23.2	23.8	24.4	25.0	25.7	26.3	27.0	27.7	28.4		
67	Municipal Operators (MOSIP and interest alloc)	254.2	329.1	479.6	208.9	0.5%	7.2	7.1	7.1	7.1	7.1	7.0	7.0	6.9	6.9			
68	MTA bus operations (mostly interest alloc)	70.5	67.7	70.7	3,313.6	7.8%	27.8	12.9	12.0	17.8	8.5	9.1	12.5	21.0	0.4	24.0		
69	MTA bus ops (MOSIP and gap filling)	146.2	702.1	2,465.4	226.7	0.5%	5.3	5.4	5.5	5.6	5.8	5.9	6.0	6.2	6.3	6.4		
70	Municipal Operators - Shuttles	58.5	71.7	96.5	448.7	1.1%	9.8	10.7	10.9	11.1	11.4	11.7	12.0	12.3	12.5	12.8		
71	Bus Service Improvement Program (BSIP) - MTA	115.2	142.1	191.4	143.3	0.3%	3.4	3.4	3.5	3.6	3.6	3.7	3.8	3.9	4.0	4.1		
72	Bus Service Improvement Program (BSIP) - Munis	36.9	45.3	61.0	319.8	0.8%	5.4	7.7	7.8	8.0	8.2	8.4	8.6	8.8	9.0	9.2		
73	Foothill Mitigation - MTA	80.9	101.8	137.1	96.5	0.2%	2.3	2.3	2.3	2.4	2.5	2.5	2.6	2.6	2.7	2.7		
74	Foothill Mitigation - Munis	24.9	30.5	41.1	143.7		143.7	66.8	38.6	28.5	9.4	41.7	82.9	114.0	191.1	274.3		
75	Carry-in Balance	143.7	354.8	(171.2)	508.4		66.8	38.6	28.5	9.4	41.7	82.9	114.0	191.1	274.3	324.8		
76	Contingency Fund/Unallocated	324.8	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	
77	Less: Prop C 40% Balance Carryover	(0.0)	6,312.6	10,422.1	20,243.4	46.3%	410.7	308.8	331.6	317.9	329.4	361.6	418.3	517.8	623.6	736.5		
78	Bus Operations - MTA	3,508.7	6,312.6	10,422.1	4,309.4													
79	Bus Operations - Municipal Operators	431.1	1,013.7	2,864.6	1,529.4													
80	Bus Operations - Municipal Operators	374.5	476.7	678.2	5,638.8													
81	Total	805.6	1,490.4	3,542.8														
82	Rail Capital Project and Debt Service Detail																	
83	Walshire BRT	-	115.3	-	115.3													
84	Eastside LRT	1.5	-	-	1.5													
85	Green Line to LAX	-	-	-	0.0													
86	Crenshaw/LAX	-	-	-	0.0													
87	South Bay Green Line	38.8	-	-	38.8										37.7	1.1		
88	West Santa Ana Branch	-	-	-	0.0													
89	Rail System Improvements	12.2	-	-	12.2													
90	Subtotal Projects	52.6	115.3	-	167.9													
91	Existing Rail Capital Debt Service	702.3	398.6	21.7	1,122.5													
92	New Rail Capital Debt Service	28.6	502.3	1,451.0	1,981.9													
93	Subtotal Debt Service	730.8	900.9	1,472.6	3,104.3													
94	Subtotal Debt Service	730.8	900.9	1,472.6	3,104.3													

**LACMTA Financial Forecasting Model**  
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		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
One-half cent permanent countywide sales tax for trans		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
1	<b>Total Revenue Pool</b>	983.2	1,033.0	1,077.3	1,123.3	1,169.2	1,218.5	1,267.5	1,315.6	1,365.5	1,414.2	1,462.6
2	Admin. Carry-In Balance											
3	Less: Metro Admin Charge (1.5%)	14.7	15.5	16.2	16.8	17.5	18.3	19.0	19.7	20.5	21.2	21.9
4	<b>Amount Available</b>	968.5	1,017.5	1,061.1	1,106.4	1,151.7	1,200.2	1,248.5	1,295.8	1,345.0	1,393.0	1,440.7
5												
6	<b>Ordinance Allocation</b>											
7												
8	<b>Local Return (20%)</b>											
9	Local Return - Muni Bus Operations	19.1	20.0	20.9	21.8	22.7	23.6	24.6	25.5	26.5	27.4	28.4
10	Local Return - Muni Bus Capital	27.4	28.8	30.1	31.3	32.6	34.0	35.4	36.7	38.1	39.4	40.8
11	Local Return - Highway	147.2	154.7	161.3	168.2	175.1	182.4	189.8	197.0	204.4	211.7	219.0
12	<b>Subtotal Local Return</b>	193.7	203.5	212.2	221.3	230.3	240.0	249.7	259.2	269.0	278.6	288.1
13	<b>Commuter (10%)</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
14	<b>Revenue - 10% of Amount Available</b>	96.8	101.7	106.1	110.6	115.2	120.0	124.8	129.6	134.5	139.3	144.1
15	Rail Cap: Prior Year Metrolink Obligations											
16	Prop C 10% Debt Service	31.6	35.6	40.7	45.5	42.7	44.2	47.7	49.2	52.6	55.3	57.1
17	LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
18	Rail Cap: Westlake/MacArthur Joint Devel (401001)											
19	Rail Cap: Eastside LRT Enhancements											
20	SCRRA relocation											
21	ROW Security contract w/SCRRA (no sheet) (405533)	2.6	2.7	2.7	2.8	2.8	2.9	2.9	3.0	3.0	3.1	3.1
22	Pomona Station Improvements (CRD Project)											
23	Metrolink - Operations	51.8	53.3	54.9	56.6	58.3	60.0	61.8	63.7	65.6	67.5	69.6
24	Subtotal Cash Commitments	86.0	91.6	98.4	104.8	103.8	107.1	112.4	115.8	121.2	125.9	129.8
25	Cash Commitments % of PC 10% Revenue	88.8%	90.0%	92.7%	94.7%	90.1%	89.2%	90.1%	89.4%	90.1%	90.4%	90.1%
26	Prop C 10% Cash Available	10.9	10.2	7.7	5.8	11.4	12.9	12.4	13.7	13.3	13.4	14.2
27	Bond Proceeds (new, net)	64.7	65.9	71.1	52.7	48.1	46.2	49.2	49.0	41.1	32.2	47.3
28	2009 & Prior CFP Park & Ride/Transit Capital, etc.											
29	Future Call for Projects	13.4	12.9	12.8	14.2	14.1	12.6	13.9	13.8	15.0	15.0	15.0
30	Local Transportation Projects											
31	Metrolink - Capital and Rehab	62.1	63.2	66.0	44.4	45.4	46.5	47.7	48.9	39.4	30.5	46.5
32	Subtotal Bond Eligible Commitments	75.5	76.1	78.8	58.6	59.5	59.1	61.6	62.7	54.4	45.5	61.5
33	Beginning Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
34	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)
35	Ending Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
36												
37	<b>Security (5%)</b>											
38	Carry-in Balance											
39	Municipal Operators Security (Calderon Bill)	8.2	8.7	9.0	9.4	9.8	10.2	10.6	11.0	11.4	11.8	12.3
40	MTA Bus Security	34.0	34.7	35.4	36.0	36.7	37.4	38.1	38.8	39.6	40.4	41.1
41	MTA Rail Security	6.2	7.5	8.7	9.9	11.1	12.4	13.7	15.0	16.2	17.4	18.6
42	MTA Other Security Costs											
43		48.4	50.9	53.1	55.3	57.6	60.0	62.4	64.8	67.3	69.6	72.0
44	<b>Transit-Related Hwy Improv (25%) (see sep pg)</b>	242.1	254.4	265.3	276.6	287.9	300.0	312.1	324.0	336.3	348.2	360.2
45		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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One-half cent permanent countywide sales tax for trans		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
46	<b>Discretionary (40%)</b>												
47	Plus: Prop A 40% Growth over CPI transferred in	93.9	107.2	117.9	129.5	141.1	153.6	165.9	177.8	189.9	201.5	213.1	
48	Plus LONP Reimbursement Fund Loan												
49	Plus Interest Earnings	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9
50	Agencywide Administration and Capital	16.1	16.5	16.8	27.1	27.5	31.5	32.0	32.5	33.1	33.7	34.3	
51	Rapid Bus Phase II Subsidy Projects	-	-	-	-	-	-	-	-	-	-	-	-
52	CRDP Local Match	-	-	-	-	-	-	-	-	-	-	-	-
53	Rail Capital - MTA Debt Service	96.3	95.7	99.8	105.5	72.0	80.5	79.0	88.0	93.2	90.9	92.8	
54	Rail Capital - Specific Projects (see detail below)	30.0	50.3	20.0	15.0	-	-	-	-	-	-	-	-
55	Rail Capital - General Improvements (no proj sheet)	4.4	4.7	12.2	7.4	10.4	8.3	11.4	8.1	4.3	42.5	6.7	
56	Rail Operations	85.7	155.8	228.0	136.1	165.0	191.4	188.7	209.1	198.6	193.4	190.3	
57	Bus Capital - MTA Debt Service	18.4	22.9	25.9	40.0	42.2	47.0	53.6	57.6	59.0	59.1	59.2	
58	Bus Capital - MTA Bus Fleet Acquisition	3.5	4.4	1.4	31.1	2.9	18.7	34.1	23.2	12.0	13.1	30.1	
59	Bus Capital - MTA Facilities and Repair	25.3	0.3	2.5	3.7	3.3	5.5	4.6	5.0	5.4	5.6	5.7	
60	Muni Bus Capital Prop 1B Bond Mitigation Allocation												
61	Muni Security Capital Prop 1B Bond Mitigation Alloc												
62	Bus Ops: TSE, Base Bus (Munis)	10.5	10.8	11.0	11.2	11.4	11.6	11.8	12.0	12.3	12.5	12.8	
63	Bus: ADA/Paratransit (Access Services)	52.5	53.5	54.6	55.6	56.6	57.7	58.8	59.9	61.1	62.3	63.5	
64	Bus Operations	86.2	107.0	76.1	105.6	113.5	159.5	178.9	215.0	215.0	233.6	239.3	
65	Labor Negotiations/Regional Activities												
66	MTA Security Shortfall												
67	Municipal Operators (MOSIP and interest alloc)	29.2	29.9	30.7	31.5	32.4	33.2	34.1	35.0	36.0	37.0	38.0	
68	MTA bus operations (mostly interest alloc)	6.9	6.9	6.8	6.8	6.8	6.8	6.7	6.7	6.7	6.6	6.6	
69	MTA bus ops (MOSIP and gap filling)	14.2	33.6	1.2	29.2	35.6	80.0	97.9	132.4	130.6	147.4	151.3	
70	Municipal Operators - Shuttles	6.6	6.7	6.8	7.0	7.1	7.2	7.4	7.5	7.6	7.8	8.0	
71	Bus Service Improvement Program (BSIP) - MTA	13.0	13.3	13.6	13.8	14.1	14.3	14.6	14.9	15.2	15.5	15.8	
72	Bus Service Improvement Program (BSIP) - Munis	4.2	4.2	4.3	4.4	4.5	4.6	4.7	4.7	4.8	4.9	5.0	
73	Foothill Mitigation - MTA	9.3	9.5	9.7	9.9	10.1	10.3	10.5	10.6	10.9	11.1	11.3	
74	Foothill Mitigation - Munis	2.8	2.9	2.9	3.0	3.0	3.1	3.1	3.2	3.3	3.3	3.4	
75	Carry-in Balance	324.8	389.0	393.3	399.5	445.2	554.0	588.1	612.2	609.8	655.6	679.6	
76	Contingency Fund/Unallocated	389.0	393.3	399.5	445.2	554.0	588.1	612.2	609.8	655.6	679.6	746.2	
77	<b>Less: Prop C 40% Balance Carryover</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	
78		<b>818.0</b>	<b>915.1</b>	<b>947.6</b>	<b>983.4</b>	<b>1,058.8</b>	<b>1,199.6</b>	<b>1,265.3</b>	<b>1,320.3</b>	<b>1,349.7</b>	<b>1,426.3</b>	<b>1,480.8</b>	
79	Bus Operations - MTA												
80	Bus Operations - Municipal Operators												
81	Total												
82	Rail Capital Project and Debt Service Detail												
83	Wilshire BRT	30.0	50.3	20.0	15.0	-	-	-	-	-	-	-	-
84	Eastside LRT	-	-	-	-	-	-	-	-	-	-	-	-
85	Green Line to LAX	-	-	-	-	-	-	-	-	-	-	-	-
86	Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-	-
87	South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-
88	West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-	-	-
89	Rail System Improvements	-	-	-	-	-	-	-	-	-	-	-	-
90	Subtotal Projects	30.0	50.3	20.0	15.0	-	-	-	-	-	-	-	-
91	Existing Rail Capital Debt Service	69.0	65.1	65.1	65.5	29.8	30.8	18.1	21.0	21.0	13.4	11.2	
92	New Rail Capital Debt Service	27.3	30.6	34.7	40.0	42.2	49.7	61.0	67.0	72.2	77.5	81.6	
93	Subtotal Debt Service	96.3	95.7	99.8	105.5	72.0	80.5	79.0	88.0	93.2	90.9	92.8	

**LACMTA Financial Forecasting Model**  
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	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
One-half cent permanent countywide sales tax for transit										
<b>1 Total Revenue Pool</b>	<b>1,506.7</b>	<b>1,550.2</b>	<b>1,596.7</b>	<b>1,646.0</b>	<b>1,695.5</b>	<b>1,743.1</b>	<b>1,794.0</b>	<b>1,845.4</b>	<b>1,893.9</b>	<b>1,944.7</b>
2 Admin. Carry-in Balance										
3 Less: Metro Admin Charge (1.5%)	22.6	23.3	24.0	24.7	25.4	26.1	26.9	27.7	28.4	29.2
<b>4 Amount Available</b>	<b>1,484.1</b>	<b>1,526.9</b>	<b>1,572.8</b>	<b>1,621.3</b>	<b>1,670.0</b>	<b>1,717.0</b>	<b>1,767.1</b>	<b>1,817.7</b>	<b>1,865.5</b>	<b>1,915.5</b>
<b>5</b>										
<b>6 Ordinance Allocation</b>										
<b>7 Local Return (20%)</b>										
8 Local Return - Muni Bus Operations	29.2	30.0	31.0	31.9	32.9	33.8	34.8	35.8	36.7	37.7
9 Local Return - Muni Bus Capital	42.0	43.2	44.5	45.9	47.3	48.6	50.0	51.5	52.8	54.2
10 Local Return - Highway	225.6	232.1	239.1	246.4	253.8	261.0	268.6	276.3	283.6	291.2
<b>11 Subtotal Local Return</b>	<b>296.8</b>	<b>305.4</b>	<b>314.6</b>	<b>324.3</b>	<b>334.0</b>	<b>343.4</b>	<b>353.4</b>	<b>363.5</b>	<b>373.1</b>	<b>383.1</b>
12 Commuter (10%)	0.0	0.0	0.0	0.0	0.0	0.0	14.9	32.3	52.1	73.9
<b>14 Revenue - 10% of Amount Available</b>	<b>148.4</b>	<b>152.7</b>	<b>157.3</b>	<b>162.1</b>	<b>167.0</b>	<b>171.7</b>	<b>176.7</b>	<b>181.8</b>	<b>186.5</b>	<b>191.6</b>
15 Rail Cap: Prior Year Metrolink Obligations										
16 Prop C 10% Debt Service	60.2	62.5	64.6	66.8	70.0	70.2	70.2	70.2	70.2	71.0
17 LOSSAN	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
18 Rail Cap: Westlake/MacArthur Joint Devel (401001)										
19 Rail Cap: Eastside LRT Enhancements										
20 SCRRA relocation										
21 ROW Security contract w/SCRRA (no sheet) (405533)	3.2	3.3	3.3	3.4	3.5	3.5	3.6	3.7	3.8	3.8
22 Pomona Station Improvements (CRD Project)										
23 Metrolink - Operations	71.6	73.8	76.0	78.3	80.6	83.1	85.5	88.1	90.8	93.5
24 Subtotal Cash Commitments	135.1	139.6	144.0	148.5	154.1	156.8	159.3	162.0	164.7	168.4
25 Cash Commitments % of PC 10% Revenue	91.0%	91.4%	91.5%	91.6%	92.3%	91.3%	90.2%	89.1%	88.3%	87.9%
26 Prop C 10% Cash Available	13.3	13.1	13.3	13.7	12.9	14.9	17.4	19.8	21.8	23.2
27 Bond Proceeds (new, net)	35.4	27.1	28.2	29.3	30.8	-	-	-	-	-
28 2009 & Prior CFP Park & Ride/Transit Capital, etc.										
29 Future Call for Projects										
30 Local Transportation Projects										
31 Metrolink - Capital and Rehab	48.7	40.1	41.5	42.9	43.7	-	-	-	-	-
32 Subtotal Bond Eligible Commitments	48.7	40.1	41.5	42.9	43.7	0.0	0.0	0.0	0.0	0.0
33 Beginning Balance	0.0	0.0	0.0	0.0	0.0	0.0	14.9	32.3	52.1	73.9
34 Annual Surplus/(Shortfall)	(0.0)	0.0	0.0	0.0	(0.0)	14.9	17.4	19.8	21.8	23.2
35 Ending Balance	0.0	0.0	0.0	0.0	0.0	14.9	32.3	52.1	73.9	97.1
<b>36 Security (5%)</b>										
37 Carry-in Balance										
38 Municipal Operators Security (Calderon Bill)	12.6	13.0	13.4	13.8	14.2	14.6	15.0	15.5	15.9	16.3
39 MTA Bus Security	41.9	42.7	43.5	44.4	45.3	46.2	47.1	48.1	49.1	50.0
40 MTA Rail Security	19.7	20.6	21.7	22.9	24.0	25.1	26.2	27.3	28.4	29.5
41 MTA Other Security Costs										
42	74.2	76.3	78.6	81.1	83.5	85.8	88.4	90.9	93.3	95.8
43										
44 Transit-Related Hwy Improv (25%) (see sep pg)	371.0	381.7	393.2	405.3	417.5	429.2	441.8	454.4	466.4	478.9
45	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	268.2	0.0

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One-half cent permanent countywide sales tax for transit		2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
		2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
46	Discretionary (40%)	223.0	232.7	243.3	254.5	265.7	277.9	289.1	300.2	310.5	321.7
47	Plus: Prop A 40% Growth over CPI transferred in										
48	Plus LONP Reimbursement Fund Loan										
49	Plus: Interest Earnings	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9	11.9
50	Agencywide Administration and Capital	34.9	35.6	36.3	37.0	37.8	38.6	39.4	40.2	41.0	41.8
51	Rapid Bus Phase II Subsidy Projects	-	-	-	-	-	-	-	-	-	-
52	CRDP Local Match	-	-	-	-	-	-	-	-	-	-
53	Rail Capital - MTA Debt Service	91.1	95.2	99.9	111.1	130.3	151.2	161.7	165.4	176.7	197.1
54	Rail Capital - Specific Projects (see detail below)	-	-	-	-	-	-	-	-	-	-
55	Rail Capital - General Improvements (no proj sheet)	36.2	17.0	17.1	11.0	12.2	16.3	10.1	14.0	35.1	83.5
56	Rail Operations	203.8	214.4	220.2	223.1	251.8	265.3	262.0	267.8	285.3	387.6
57	Bus Capital - MTA Debt Service	56.6	52.7	50.1	50.1	39.4	35.4	28.7	24.7	20.7	20.7
58	Bus Capital - MTA Bus Fleet Acquisition	51.6	19.1	21.3	5.9	2.2	95.3	5.1	23.4	74.7	184.3
59	Bus Capital - MTA Facilities and Repair	5.9	6.1	6.3	14.3	6.9	6.8	23.4	63.2	40.4	53.3
60	Muni Bus Capital Prop 1B Bond Mitigation Allocation										
61	Muni Security Capital Prop 1B Bond Mitigation Alloc										
62	Bus Ops: TSE, Base Bus (Munis)	13.0	13.2	13.5	13.8	14.0	14.3	14.6	14.9	15.2	15.5
63	Bus: ADA/Paratransit (Access Services)	64.7	65.9	67.2	68.5	69.9	71.3	72.8	74.3	75.7	79.2
64	Bus Operations	398.0	275.0	321.7	278.5	302.5	352.6	322.0	329.4	322.4	491.5
65	Labor Negotiations/Regional Activities										
66	MTA Security Shortfall										
67	Municipal Operators (MOSIP and interest alloc)	39.0	40.0	41.1	42.3	43.4	44.6	45.8	47.1	48.4	49.8
68	MTA bus operations (mostly interest alloc)	6.6	6.5	6.5	6.5	6.4	6.4	6.4	6.3	6.3	6.2
69	MTA bus ops (MOSIP and gap filling)	218.2	183.3	228.1	182.9	204.8	252.8	220.0	225.2	215.9	362.8
70	Municipal Operators - Shuttles	8.1	8.3	8.4	8.6	8.7	8.9	9.1	9.3	9.5	9.7
71	Bus Service Improvement Program (BSIP) - MTA	16.1	16.4	16.7	17.0	17.4	17.7	18.1	18.4	18.8	19.2
72	Bus Service Improvement Program (BSIP) - Munis	5.1	5.2	5.3	5.4	5.5	5.6	5.8	5.9	6.1	6.1
73	Foothill Mitigation - MTA	11.5	11.7	12.0	12.2	12.4	12.7	12.9	13.2	13.5	13.7
74	Foothill Mitigation - Munis	3.5	3.5	3.6	3.7	3.7	3.8	3.9	4.0	4.0	4.1
75	Carry-in Balance	746.2	708.8	770.0	800.9	902.4	981.1	906.6	968.0	965.8	963.2
76	Contingency Fund/Unallocated	708.8	770.0	800.9	902.4	981.1	906.6	968.0	965.8	963.2	508.4
77	Less: Prop C 40% Balance Carryover	0.0	0.0	(0.0)	0.0	0.0	0.0	(0.0)	0.0	0.0	(0.0)
78		1,574.7	1,564.2	1,654.3	1,715.8	1,848.0	1,957.7	1,914.4	2,007.1	2,054.5	2,063.0
79	Bus Operations - MTA										
80	Bus Operations - Municipal Operators										
81	Total										
82	Rail Capital Project and Debt Service Detail										
83	Wilshire BRT	-	-	-	-	-	-	-	-	-	-
84	Eastside LRT	-	-	-	-	-	-	-	-	-	-
85	Green Line to LAX	-	-	-	-	-	-	-	-	-	-
86	Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-
87	South Bay Green Line	-	-	-	-	-	-	-	-	-	-
88	West Santa Ana Branch	-	-	-	-	-	-	-	-	-	-
89	Rail System Improvements	-	-	-	-	-	-	-	-	-	-
90	Subtotal Projects	-	-	-	-	-	-	-	-	-	-
91	Existing Rail Capital Debt Service	3.5	3.5	0.6	0.6	1.0	0.2	0.2	0.2	0.2	0.4
92	New Rail Capital Debt Service	87.6	91.7	99.2	110.5	129.2	151.0	161.5	165.3	176.5	196.8
93	Subtotal Debt Service	91.1	95.2	99.9	111.1	130.3	151.2	161.7	165.4	176.7	197.1

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

	Years '10-'19		Years '20-'29		Years '30-'40		Plan Total		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019									
	1,823.1	2,946.9	199.0	87.4	117.6	268.0	9,369.6	139.3	147.0	156.3	165.5	175.2	185.7	196.8	207.9	219.0	16.1	17.0	15.3	15.6	16.0	16.4	16.8	17.2	17.5	2.7	5.8	6.7	6.9	7.0	7.2	7.4	7.5	7.7				
<b>Proposition 25% Direct (Less Metro Administration)</b>	1,823.1	2,946.9	199.0	87.4	117.6	268.0	9,369.6	139.3	147.0	156.3	165.5	175.2	185.7	196.8	207.9	219.0	16.1	17.0	15.3	15.6	16.0	16.4	16.8	17.2	17.5	2.7	5.8	6.7	6.9	7.0	7.2	7.4	7.5	7.7				
<b>Direct Cash Commitments</b>																																						
Freeway Service Patrol (300070) (Highway Operations)	165.7	199.0	199.0	87.4	117.6	268.0	632.7	16.1	17.0	15.3	15.6	16.0	16.4	16.8	17.2	17.5	16.1	17.0	15.3	15.6	16.0	16.4	16.8	17.2	17.5	2.7	5.8	6.7	6.9	7.0	7.2	7.4	7.5	7.7				
Regional Administration (Hwy Planning 405522) (no project sheet)	66.7	87.4	87.4	87.4	117.6	268.0	271.7	2.7	5.8	6.7	6.9	7.0	7.2	7.4	7.5	7.7	2.7	5.8	6.7	6.9	7.0	7.2	7.4	7.5	7.7	2.7	5.8	6.7	6.9	7.0	7.2	7.4	7.5	7.7				
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	34.7	47.0	47.0	47.0	63.2	144.8	144.8	1.8	1.6	3.6	3.7	3.8	3.9	4.0	4.0	4.1	1.8	1.6	3.6	3.7	3.8	3.9	4.0	4.0	4.1	1.8	1.6	3.6	3.7	3.8	3.9	4.0	4.0	4.1				
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	1.0	0.8	0.8	0.8	1.1	2.9	2.9	0.33	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.33	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.33	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1				
Rideshare (405547)	102.6	182.1	182.1	182.1	242.8	527.5	527.5	6.7	6.7	7.9	8.7	8.9	8.9	12.4	13.0	15.1	6.7	6.7	7.9	8.7	8.9	8.9	12.4	13.0	15.1	6.7	6.7	7.9	8.7	8.9	8.9	12.4	13.0	15.1				
<b>Financing Payments:</b>																																						
Sr. Lien Bonds (Prop C 25%)	371.6	242.2	242.2	242.2	56.5	670.3	670.3	34.6	36.8	36.7	36.7	38.1	37.6	37.7	37.7	37.8	34.6	36.8	36.7	36.7	38.1	37.6	37.7	37.7	37.8	34.6	36.8	36.7	36.7	38.1	37.6	37.7	37.7	37.8				
Add'l Sr. Lien Bonds (from Model)	649.0	1,801.7	1,801.7	1,801.7	3,331.7	5,842.3	5,842.3	-	5.1	17.2	40.8	69.9	89.0	97.8	101.0	109.5	-	5.1	17.2	40.8	69.9	89.0	97.8	101.0	109.5	-	5.1	17.2	40.8	69.9	89.0	97.8	101.0	109.5				
Subtotal Financing Payments	1,020.6	2,103.9	2,103.9	2,103.9	3,388.1	6,512.7	6,512.7	34.6	42.0	54.0	77.5	108.0	126.6	135.5	138.8	147.3	34.6	42.0	54.0	77.5	108.0	126.6	135.5	138.8	147.3	34.6	42.0	54.0	77.5	108.0	126.6	135.5	138.8	147.3				
<b>Subtotal Direct Commitments</b>	1,391.2	2,620.2	2,620.2	2,620.2	4,081.0	8,092.4	8,092.4	62.1	73.1	87.5	112.4	143.7	163.0	176.0	180.6	191.9	62.1	73.1	87.5	112.4	143.7	163.0	176.0	180.6	191.9	62.1	73.1	87.5	112.4	143.7	163.0	176.0	180.6	191.9				
<b>Subtotal Prop C 25% Direct Available</b>	431.9	326.7	326.7	326.7	518.7	1,277.2	1,277.2	77.2	73.9	68.7	53.1	31.4	22.7	20.8	27.3	27.2	77.2	73.9	68.7	53.1	31.4	22.7	20.8	27.3	27.2	77.2	73.9	68.7	53.1	31.4	22.7	20.8	27.3	27.2				
<b>Proposition C 25% Financing Revenues</b>																																						
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Add'l Sr. Lien Bonds (Gross from Model)	1,900.8	2,237.0	2,237.0	2,237.0	501.4	4,639.2	4,639.2	-	167.1	227.3	538.9	387.2	199.9	70.3	30.3	230.9	-	167.1	227.3	538.9	387.2	199.9	70.3	30.3	230.9	-	167.1	227.3	538.9	387.2	199.9	70.3	30.3	230.9				
Issuance Expense	(26.5)	(31.2)	(31.2)	(31.2)	(6.9)	(64.6)	(64.6)	-	(2.3)	(3.2)	(7.5)	(5.4)	(2.8)	(1.0)	(0.4)	(3.2)	-	(2.3)	(3.2)	(7.5)	(5.4)	(2.8)	(1.0)	(0.4)	(3.2)	-	(2.3)	(3.2)	(7.5)	(5.4)	(2.8)	(1.0)	(0.4)	(3.2)				
Bond Reserve Fund	(120.4)	(153.5)	(153.5)	(153.5)	(34.5)	(308.4)	(308.4)	-	(10.3)	(14.0)	(33.1)	(25.2)	(13.0)	(4.6)	(2.0)	(15.0)	-	(10.3)	(14.0)	(33.1)	(25.2)	(13.0)	(4.6)	(2.0)	(15.0)	-	(10.3)	(14.0)	(33.1)	(25.2)	(13.0)	(4.6)	(2.0)	(15.0)				
<b>Subtotal Net Financing Revenues</b>	1,753.9	2,052.3	2,052.3	2,052.3	460.0	4,266.2	4,266.2	0.0	154.5	210.1	498.3	356.6	184.1	64.7	27.9	212.7	0.0	154.5	210.1	498.3	356.6	184.1	64.7	27.9	212.7	0.0	154.5	210.1	498.3	356.6	184.1	64.7	27.9	212.7				
<b>Bond Eligible Commitments</b>																																						
Freeway Interchanges (410001)	97.1	322.6	322.6	322.6	383.9	803.6	803.6	0.6	45.7	15.9	26.4	4.4	4.2	-	-	-	0.6	45.7	15.9	26.4	4.4	4.2	-	-	-	0.6	45.7	15.9	26.4	4.4	4.2	-	-	-	-	-	-	
HOV Lanes (410001)	711.4	190.1	190.1	190.1	131.1	1,032.6	1,032.6	59.6	62.3	26.0	306.5	138.0	88.3	26.0	4.7	-	59.6	62.3	26.0	306.5	138.0	88.3	26.0	4.7	-	59.6	62.3	26.0	306.5	138.0	88.3	26.0	4.7	-	-	-	-	
Gap Closures (410001)	-	206.2	206.2	206.2	-	206.2	206.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects (see detail below)	808.5	718.9	718.9	718.9	515.0	2,042.4	2,042.4	60.2	108.0	41.9	332.9	142.3	92.5	26.0	4.7	-	60.2	108.0	41.9	332.9	142.3	92.5	26.0	4.7	-	60.2	108.0	41.9	332.9	142.3	92.5	26.0	4.7	-	-	-	-	
CFP - Freeway Traffic System Management (410001)	1.7	-	-	-	-	1.7	1.7	1.7	-	-	-	-	-	-	-	-	1.7	-	-	-	-	-	-	-	-	-	1.7	-	-	-	-	-	-	-	-	-	-	
CFP - RSTI-Regional Surface Transp. Improvements (410002)	348.4	93.4	93.4	93.4	-	441.8	441.8	28.4	50.4	56.0	33.6	30.0	30.0	30.0	30.0	30.0	28.4	50.4	56.0	33.6	30.0	30.0	30.0	30.0	30.0	28.4	50.4	56.0	33.6	30.0	30.0	30.0	30.0	30.0				
CFP - RSTI SR-138 Widening (7 of 13 segments)	1.1	-	-	-	-	1.1	1.1	1.1	-	-	-	-	-	-	-	-	1.1	-	-	-	-	-	-	-	-	1.1	-	-	-	-	-	-	-	-	-	-	-	
CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa	2.4	-	-	-	-	2.4	2.4	1.2	1.0	0.1	0.1	-	-	-	-	-	1.2	1.0	0.1	0.1	-	-	-	-	-	1.2	1.0	0.1	0.1	-	-	-	-	-	-	-	-	
CFP - Signal Synch. & Bus Speed Improvements (410007)	167.0	57.1	57.1	57.1	-	224.1	224.1	28.6	9.1	23.8	17.4	30.0	-	-	-	-	28.6	9.1	23.8	17.4	30.0	-	-	-	-	28.6	9.1	23.8	17.4	30.0	-	-	-	-	-	-		
CFP - Transit Capital/Park & Ride (410010 & 33)	6.7	-	-	-	-	6.7	6.7	-	6.7	-	-	-	-	-	-	-	-	6.7	-	-	-	-	-	-	-	-	6.7	-	-	-	-	-	-	-	-	-		
CFP - Regional Bikeways & Pedestrian Improvements (410008)	0.1	-	-	-	-	0.1	0.1	0.1	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	-	-	0.1	-	-	-	-	-	-	-	-	-	-		
CFP - Regionally Significant (420002 & 420004)	12.6	-	-	-	-	12.6	12.6	3.4	3.5	5.7	-	-	-	-	-	-	3.4	3.5	5.7	-	-	-	-	-	-	3.4	3.5	5.7	-	-	-	-	-	-	-	-		
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	5.9	-	-	-	-	5.9	5.9	0.1	3.0	2.8	-	-	-	-	-	-	0.1	3.0	2.8	-	-	-	-	-	-	0.1	3.0	2.8	-	-	-	-	-	-	-			
CFP - Future Call for Projects	64.0	1,402.3	1,402.3	1,402.3	163.9	1,630.2	1,630.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

**LACMTA Financial Forecasting Model**  
**Proposition C 25% Transit-Related Highway**  
**30-10 8/19/11**

(\$ in millions)	Years '10-'19		Years '20-'29		Years '30-'40		Plan Total	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018									
	'10-'19	'20-'29	'20-'29	'30-'40	2009	2010		2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030							
Gerald Desmond Bridge	17.3	-	-	-	17.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Alameda Corridor East	169.4	-	-	-	169.4	-	169.4	28.5	26.0	28.0	54.0	25.1	7.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Retrofit Soundwalls (410040, 405516)	144.9	88.9	-	-	233.8	-	233.8	9.6	3.0	33.9	51.5	46.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Rapid Bus Subsidy Projects (405598)	23.5	-	-	-	23.5	-	23.5	2.0	1.4	14.1	-	-	6.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Wilshire Bus Only Lane	4.5	-	-	-	4.5	-	4.5	0.2	2.0	2.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
MTA CRD Project	28.4	-	-	-	28.4	-	28.4	-	1.8	26.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
Rail Capital (see detail below)	486.4	-	-	-	486.4	-	486.4	4.4	40.7	33.5	51.4	112.1	68.7	18.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-							
RIITS-Regional Integration of ITS (405526, No Project Sheet)	17.0	18.4	-	2.0	37.4	-	37.4	1.8	1.7	1.7	1.7	1.7	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8							
<b>Subtotal Bond Eligible Commitments</b>	<b>2,309.8</b>	<b>2,379.0</b>	<b>680.9</b>	<b>680.9</b>	<b>5,369.7</b>	<b>680.9</b>	<b>5,369.7</b>	<b>171.2</b>	<b>258.3</b>	<b>278.8</b>	<b>551.4</b>	<b>388.1</b>	<b>206.8</b>	<b>85.5</b>	<b>55.2</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>	<b>240.0</b>						
<b>Beginning Balance</b>	124.0	0.0	0.0	0.0	124.0	0.0	124.0	124.0	30.0	0.1	0.0	0.1	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0					
<b>Annual Surplus/Shortfall</b>	(124.0)	0.0	0.0	297.7	173.7	297.7	173.7	(94.0)	(29.9)	(0.0)	0.0	(0.0)	0.0	0.0	0.0	(0.1)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.1)					
<b>Ending Balance</b>	0.0	0.0	0.0	297.7	297.7	297.7	297.7	30.0	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	(0.0)					
Subtotal Call for Projects (CFP) Bond Eligible	2,162.8	1,588.3	1,030.0	1,030.0	4,781.1	1,030.0	4,781.1	184.9	289.7	172.1	717.0	344.6	215.1	82.0	39.4	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1	55.1					
<b>Debt Service % of Revenue (85% maximum assumed)</b>								<b>24.83%</b>	<b>28.56%</b>	<b>34.54%</b>	<b>46.81%</b>	<b>61.65%</b>	<b>68.18%</b>	<b>68.82%</b>	<b>66.75%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>	<b>67.26%</b>					
<b>Rail Capital Projects Detail:</b>																																			
Expo Phase I	32.2	-	-	-	32.2	-	32.2	0.6	28.8	2.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
Expo Phase II	115.3	-	-	-	115.3	-	115.3	2.7	-	9.5	2.4	100.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Crenshaw/LAX	92.8	-	-	-	92.8	-	92.8	-	3.6	-	-	2.2	68.7	18.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
East SFV N-S	0.8	-	-	-	0.8	-	0.8	-	-	0.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
Eastside Extension Phase II	157.4	-	-	-	157.4	-	157.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Gold Line Pasadena	1.5	-	-	-	1.5	-	1.5	0.6	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
SFV N-S Canoga	84.2	-	-	-	84.2	-	84.2	-	7.4	18.8	49.0	9.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
SFV I-405 Transit	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Green Line to LAX	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Santa Ana Branch Corridor	1.1	-	-	-	1.1	-	1.1	0.6	0.1	0.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
P3010 Light Rail Vehicles	0.1	-	-	-	0.1	-	0.1	-	0.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lankershim Depot Restoration	1.2	-	-	-	1.2	-	1.2	-	-	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>486.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>486.4</b>	<b>-</b>	<b>486.4</b>	<b>4.4</b>	<b>40.7</b>	<b>33.5</b>	<b>51.4</b>	<b>112.1</b>	<b>68.7</b>	<b>18.4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>