

**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	2010	2011		2012	2013	2014	2015	2016	2017	2018			
<b>Freeway Projects Detail:</b>																	
Interchng SB-L.A. St. to Center St.(\$9.1 overpass/\$1.2 I-5/US-101	12.3	-	-	-	12.3	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405	0.5	-	-	-	0.5	-	-	0.5	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10	0.2	-	-	-	0.2	-	-	0.1	0.04	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sound I-5	77.3	-	-	-	77.3	-	-	10.0	6.0	1.5	40.8	19.0	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90	6.5	-	-	-	6.5	-	-	-	6.5	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	48.4	-	-	-	48.4	-	-	21.0	2.3	0.04	25.0	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118	19.9	-	-	-	19.9	-	-	6.0	-	-	13.9	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB	213.9	-	-	-	213.9	-	-	5.0	5.5	1.5	104.3	65.6	32.0	-	-	-	-
Carmenita Road Interchange	81.4	-	-	-	81.4	-	-	-	32.8	15.0	25.0	4.4	4.2	-	-	-	-
Carpool Lane Direct Connectors (N to/from S)	10.9	-	-	-	10.9	-	-	9.0	0.9	1.0	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	265.7	-	-	-	265.7	-	-	5.2	39.3	15.0	116.5	53.4	36.3	-	-	-	-
Carpool Lanes from Citrus to SR-57	50.7	-	-	-	50.7	-	-	-	-	-	-	-	20.0	26.0	4.7	-	-
Carpool Lanes from Puente to Citrus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd.	-	104.2	-	-	-	104.2	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd.	-	102.0	-	-	-	102.0	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-10 to US-101 over Sepulveda Pk I-405	11.0	-	-	-	11.0	-	-	-	-	5.0	6.0	-	-	-	-	-	-
Mixed Flow Interchange	-	47.1	-	-	-	47.1	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector	-	70.1	-	-	-	70.1	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Ave P-8 to Ave L	-	120.0	-	-	-	120.0	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange	2.7	-	-	-	2.7	-	-	0.6	0.6	0.1	1.4	-	-	-	-	-	-
Van Nuys Blvd. Off Ramps (Interchange)	0.8	-	-	-	0.8	-	-	-	-	0.8	-	-	-	-	-	-	-
Carpool and Truck Lanes	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Improvement	1.9	-	-	131.1	133.0	-	-	-	-	1.9	-	-	-	-	-	-	-
Operational Improvements - Las Virgenes/Maitbu	-	43.1	-	35.2	78.3	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements	-	89.4	-	268.9	358.3	-	-	-	-	-	-	-	-	-	-	-	-
Hot Spot Interchanges	-	143.0	-	79.8	222.8	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	4.5	-	-	-	4.5	-	-	2.8	1.7	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	<b>808.5</b>	<b>718.9</b>	<b>515.0</b>	<b>2,042.4</b>	<b>60.2</b>	<b>108.0</b>	<b>41.9</b>	<b>332.9</b>	<b>142.3</b>	<b>92.5</b>	<b>26.0</b>	<b>4.7</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)												
<b>Proposition 25% Direct (Less Metro Administration)</b>	<b>230.4</b>	<b>242.1</b>	<b>254.4</b>	<b>265.3</b>	<b>276.6</b>	<b>287.9</b>	<b>300.0</b>	<b>312.1</b>	<b>324.0</b>	<b>336.3</b>	<b>348.2</b>	
<b>Direct Cash Commitments</b>												
Freeway Service Patrol (300070) (Highway Operations)	17.9	18.2	18.6	19.0	19.3	19.7	20.1	20.4	20.8	21.2	21.7	
Regional Administration (Hwy Planning 405522) (no project sheet)	7.9	8.0	8.2	8.3	8.5	8.6	8.8	9.0	9.1	9.3	9.5	
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	4.2	4.3	4.4	4.5	4.6	4.6	4.7	4.8	4.9	5.0	5.1	
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Rideshare (405547)	14.2	14.8	15.4	16.0	18.5	17.4	18.1	18.8	19.6	22.3	21.3	
<b>Financing Payments:</b>												
Sr. Lien Bonds (Prop C 25%)	37.9	37.4	37.4	37.4	37.4	37.4	37.4	37.4	37.4	37.4	37.4	
Add'l Sr. Lien Bonds (from Model)	118.6	125.4	136.5	146.6	158.4	171.8	186.5	204.2	223.5	244.5	264.4	
Subtotal Financing Payments	156.5	162.9	173.8	184.0	195.8	209.3	224.9	241.6	260.9	281.9	301.8	
<b>Subtotal Direct Commitments</b>	<b>200.7</b>	<b>208.3</b>	<b>220.5</b>	<b>231.9</b>	<b>246.8</b>	<b>260.7</b>	<b>277.4</b>	<b>295.8</b>	<b>318.3</b>	<b>346.8</b>	<b>370.6</b>	
<b>Subtotal Prop C 25% Direct Available</b>	<b>29.6</b>	<b>33.9</b>	<b>33.9</b>	<b>33.4</b>	<b>29.9</b>	<b>47.2</b>	<b>43.3</b>	<b>41.0</b>	<b>31.8</b>	<b>19.7</b>	<b>12.6</b>	
<b>Proposition C 25% Financing Revenues</b>												
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-	-
Add'l Sr. Lien Bonds (Gross from Model)	48.9	159.6	169.9	124.6	217.5	174.0	251.6	262.6	299.3	311.2	266.7	
Issuance Expense	(0.7)	(2.2)	(2.4)	(1.7)	(3.0)	(2.4)	(3.5)	(3.7)	(4.2)	(4.4)	(3.7)	
Bond Reserve Fund	(3.2)	(10.4)	(11.7)	(8.6)	(15.0)	(12.0)	(17.3)	(18.1)	(20.6)	(21.4)	(18.4)	
<b>Subtotal Net Financing Revenues</b>	<b>45.0</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>Bond Eligible Commitments</b>												
Freeway Interchanges (410001)	-	-	-	-	5.5	17.0	27.3	29.9	62.5	85.6	94.9	
HOV Lanes (410001)	-	-	-	-	-	15.0	40.0	35.0	60.0	34.7	5.4	
Gap Closures (410001)	-	-	-	16.4	10.0	15.0	15.0	95.0	47.0	7.8	-	
Subtotal Freeway Projects (see detail below)	-	-	-	16.4	15.5	47.0	82.3	159.9	169.5	128.1	100.3	
CFP - Freeway Traffic System Management (410001)	-	-	-	-	-	-	-	-	-	-	-	
CFP - RSTI-Regional Surface Transp. Improvements (410002)	30.0	34.1	28.0	31.3	-	-	-	-	-	-	-	
CFP - RSTI SR-138 Widening (7 of 13 segments)	-	-	-	-	-	-	-	-	-	-	-	
CFP - RSTI I-5/SR-126 Interchg Phases I & II (Magic Mtn Parkwa	-	-	-	-	-	-	-	-	-	-	-	
CFP - Signal Synch. & Bus Speed Improvements (410007)	33.0	20.0	15.0	22.1	-	-	-	-	-	-	-	
CFP - Transit Capital/Park & Ride (410010 & 33)	-	-	-	-	-	-	-	-	-	-	-	
CFP - Regional Bikeways & Pedestrian Improvements (410008)	-	-	-	-	-	-	-	-	-	-	-	
CFP - Regionally Significant (420002 & 420004)	-	-	-	-	-	-	-	-	-	-	-	
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	-	-	-	-	-	-	-	-	-	-	-	
CFP - Future Call for Projects	9.9	77.3	107.0	73.0	212.0	158.0	190.0	120.0	135.0	175.0	155.0	

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(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls (410040, 405516)	-	47.7	38.0	3.2	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects (405598)	-	-	-	-	-	-	-	-	-	-	-	-
Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-	-
MTA CRD Project	-	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	-	-	-	-	-	-	-	-	-	-	-	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	1.9	2.0	2.0	2.0
<b>Subtotal Bond Eligible Commitments</b>	<b>74.6</b>	<b>180.8</b>	<b>189.7</b>	<b>147.8</b>	<b>229.3</b>	<b>206.8</b>	<b>274.1</b>	<b>281.7</b>	<b>306.4</b>	<b>305.1</b>	<b>257.3</b>	
<b>Beginning Balance</b>	(0.0)	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1
<b>Annual Surplus/&lt;Shortfall&gt;</b>	0.0	0.1	(0.0)	(0.0)	0.1	(0.0)	0.0	0.0	(0.1)	0.1	(0.1)	
<b>Ending Balance</b>	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.0	0.1	0.0
Subtotal Call for Projects (CFP) Bond Eligible	63.0	54.1	43.0	86.2	31.0	94.0	164.5	319.7	339.0	256.2	200.6	
<b>Debt Service % of Revenue (85% maximum assumed)</b>	<b>67.93%</b>	<b>67.27%</b>	<b>68.33%</b>	<b>69.35%</b>	<b>70.78%</b>	<b>66.10%</b>	<b>68.30%</b>	<b>69.86%</b>	<b>73.34%</b>	<b>76.90%</b>	<b>79.82%</b>	
<b>Rail Capital Projects Detail:</b>												
Expo Phase I	-	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-	-
East SFV N-S	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit	-	-	-	-	-	-	-	-	-	-	-	-
Green Line to LAX	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	-	-	-	-	-	-	-	-	-	-	-	-
P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Lankershim Depot Restoration	-	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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(\$ in millions)	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>Freeway Projects Detail:</b>												
Interchg SB-L.A. St. to Center St.(\$9.1 overpass)\$1.2 I-5 US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 south I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90 I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd. SR-60	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118 I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	-	-	-	16.4	10.0	15.0	15.0	30.0	12.0	5.8	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	-	-	-	-	-	-	-	65.0	35.0	2.0	-	-
Carpool Lanes from I-10 to US-101 over Sepulveda Pt I-405	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-60	-	-	-	-	-	-	-	-	47.1	-	-	-
Carpool Lane Partial Connector I-5 / I-405	-	-	-	-	-	-	-	-	30.0	34.7	5.4	-
Carpool Lane Ave P-8 to Ave L SR-14	-	-	-	-	-	15.0	40.0	35.0	30.0	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-	-
Van Nuys Blvd. Off Ramps (Interchange) US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool and Truck Lanes I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Improvement I-710 South	-	-	-	-	-	-	-	-	-	-	-	-
Operational Improvements - Las Virgenes/Malibu	-	-	-	-	-	5.4	6.6	7.1	7.5	8.0	8.5	-
South Bay Ramp and Interchange Improvements	-	-	-	-	5.5	11.6	20.7	22.8	7.9	9.6	11.4	-
Hot Spot Interchanges	-	-	-	-	-	-	-	-	-	-	68.0	75.0
Miscellaneous Project Balances (HOV) I-605	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	-	-	-	<b>16.4</b>	<b>15.5</b>	<b>47.0</b>	<b>82.3</b>	<b>159.9</b>	<b>169.5</b>	<b>128.1</b>	<b>100.3</b>	-

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	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Proposition 25% Direct (Less Metro Administration)</b>	360.2	371.0	381.7	393.2	405.3	417.5	429.2	441.8	454.4	466.4	478.9
<b>Direct Cash Commitments</b>											
Freeway Service Patrol (300070) (Highway Operations)	22.1	22.5	22.9	23.4	23.8	24.3	24.8	25.3	25.8	26.3	26.8
Regional Administration (Hwy Planning 405522) (no project sheet)	9.7	9.9	10.1	10.3	10.5	10.7	10.9	11.1	11.3	11.6	11.8
Regional Administration (Mobility/Air Quality 405544) (no project sheet)	5.2	5.3	5.4	5.5	5.6	5.7	5.8	6.0	6.1	6.2	6.3
MIS Studies (400020, 405519, 407001, 407004) (no project sheet)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Rideshare (405547)	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1	22.1
<b>Financing Payments:</b>											
Sr. Lien Bonds (Prop C 25%)	13.5	10.6	10.6	10.6	10.6	0.1	0.1	0.1	0.1	0.1	-
Add'l Sr. Lien Bonds (from Model)	283.5	294.6	298.0	301.7	305.6	308.0	308.1	308.1	308.1	308.1	308.1
Subtotal Financing Payments	296.9	305.3	308.6	312.3	316.3	308.1	308.1	308.1	308.1	308.1	308.1
<b>Subtotal Direct Commitments</b>	<b>356.1</b>	<b>365.1</b>	<b>369.2</b>	<b>373.6</b>	<b>378.3</b>	<b>370.9</b>	<b>371.8</b>	<b>372.7</b>	<b>373.6</b>	<b>374.4</b>	<b>375.2</b>
<b>Subtotal Prop C 25% Direct Available</b>	<b>4.1</b>	<b>5.9</b>	<b>12.5</b>	<b>19.6</b>	<b>27.0</b>	<b>46.6</b>	<b>57.4</b>	<b>69.1</b>	<b>80.9</b>	<b>92.0</b>	<b>103.7</b>
<b>Proposition C 25% Financing Revenues</b>											
Sr. Lien Bonds (Actual Carry-in balance)	-	-	-	-	-	-	-	-	-	-	-
Add'l Sr. Lien Bonds (Gross from Model)	287.8	37.4	60.5	47.0	66.7	2.0	-	-	-	-	-
Issuance Expense	(4.0)	(0.5)	(0.8)	(0.7)	(0.9)	-	-	-	-	-	-
Bond Reserve Fund	(19.8)	(2.6)	(4.2)	(3.2)	(4.6)	(0.1)	-	-	-	-	-
<b>Subtotal Net Financing Revenues</b>	<b>264.0</b>	<b>34.3</b>	<b>55.5</b>	<b>43.1</b>	<b>61.2</b>	<b>1.9</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Bond Eligible Commitments</b>											
Freeway Interchanges (410001)	102.1	22.0	40.9	36.1	34.0	43.6	30.3	25.0	25.0	25.0	-
HOV Lanes (410001)	-	18.2	27.2	26.5	54.3	4.9	-	-	-	-	-
Gap Closures (410001)	-	-	-	-	-	-	-	-	-	-	-
Subtotal Freeway Projects (see detail below)	102.1	40.2	68.1	62.6	88.2	48.5	30.3	25.0	25.0	25.0	-
CFP - Freeway Traffic System Management (410001)	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI-Regional Surface Transp. Improvements (410002)	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI SR-138 Widening (7 of 13 segments)	-	-	-	-	-	-	-	-	-	-	-
CFP - RSTI I-5/SR-126 Interchng Phases I & II (Magic Mtn Parkwa	-	-	-	-	-	-	-	-	-	-	-
CFP - Signal Synch. & Bus Speed Improvements (410007)	-	-	-	-	-	-	-	-	-	-	-
CFP - Transit Capital/Park & Ride (410010 & 33)	-	-	-	-	-	-	-	-	-	-	-
CFP - Regional Bikeways & Pedestrian Improvements (410008)	-	-	-	-	-	-	-	-	-	-	-
CFP - Regionally Significant (420002 & 420004)	-	-	-	-	-	-	-	-	-	-	-
CFP - TDM (Transportation Demand Mgt)-Cap. (410009 & 29)	-	-	-	-	-	-	-	-	-	-	-
CFP - Future Call for Projects	163.9	-	-	-	-	-	-	-	-	-	-

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

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
Gerald Desmond Bridge	-	-	-	-	-	-	-	-	-	-	-	-
Alameda Corridor East	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls (410040, 405516)	-	-	-	-	-	-	-	-	-	-	-	-
Rapid Bus Subsidy Projects (405598)	-	-	-	-	-	-	-	-	-	-	-	-
Wilshire Bus Only Lane	-	-	-	-	-	-	-	-	-	-	-	-
MTA CRD Project	-	-	-	-	-	-	-	-	-	-	-	-
Rail Capital (see detail below)	-	-	-	-	-	-	-	-	-	-	-	-
RIITS-Regional Integration of ITS (405526, No Project Sheet)	2.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Bond Eligible Commitments</b>	<b>268.0</b>	<b>40.2</b>	<b>68.1</b>	<b>62.6</b>	<b>88.2</b>	<b>48.5</b>	<b>30.3</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	0.0	0.1	0.1	0.0	0.1	0.0	0.0	27.1	71.2	127.1	194.0	194.0
<b>Annual Surplus/Shortfall</b>	0.1	0.0	(0.1)	0.1	(0.0)	(0.0)	27.1	44.1	55.9	67.0	103.7	103.7
<b>Ending Balance</b>	0.1	0.1	0.0	0.1	0.0	0.0	27.1	71.2	127.1	194.0	297.7	297.7
Subtotal Call for Projects (CFP) Bond Eligible	204.2	80.4	136.2	125.2	176.5	97.0	60.6	50.0	50.0	50.0	50.0	0.0
<b>Debt Service % of Revenue (85% maximum assumed)</b>	<b>82.44%</b>	<b>82.28%</b>	<b>80.86%</b>	<b>79.44%</b>	<b>78.03%</b>	<b>73.79%</b>	<b>71.79%</b>	<b>69.75%</b>	<b>67.81%</b>	<b>66.07%</b>	<b>64.33%</b>	<b>64.33%</b>
<b>Rail Capital Projects Detail:</b>												
Expo Phase I	-	-	-	-	-	-	-	-	-	-	-	-
Expo Phase II	-	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX	-	-	-	-	-	-	-	-	-	-	-	-
East SFV N-S	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Pasadena	-	-	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension	-	-	-	-	-	-	-	-	-	-	-	-
SFV N-S Canoga	-	-	-	-	-	-	-	-	-	-	-	-
SFV I-405 Transit	-	-	-	-	-	-	-	-	-	-	-	-
Green Line to LAX	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Corridor	-	-	-	-	-	-	-	-	-	-	-	-
P3010 Light Rail Vehicles	-	-	-	-	-	-	-	-	-	-	-	-
Lankershim Depot Restoration	-	-	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital Projects</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

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

(\$ in millions)	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>Freeway Projects Detail:</b>												
Interching SB-L.A. St. to Center St.(\$9.1 overpass)\$1.2 US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Waterford to I-10, SB Auxiliary La I-405	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 sou n I-5	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Century Blvd to SR-90	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Brea Canyon Rd.	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-170 to SR-118	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-134 to SR-170, NB & SB	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S)	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd.	-	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd.	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-10 to US-101 over Sepulveda Pt I-405	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Ave P-8 to Ave L	-	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange	-	-	-	-	-	-	-	-	-	-	-	-
Van Nuys Blvd. Off Ramps (Interchange)	-	-	-	-	-	-	-	-	-	-	-	-
Carpool and Truck Lanes	-	-	-	-	-	-	-	-	-	-	-	-
Improvement	-	18.2	27.2	26.5	54.3	4.9	-	-	-	-	-	-
Operational Improvements - Las Virgenes/Malibu	9.1	10.5	11.2	4.4	-	-	-	-	-	-	-	-
South Bay Ramp and Interchange Improvements	13.2	11.5	29.7	31.7	34.0	43.6	30.3	25.0	25.0	25.0	-	-
Hot Spot Interchanges	79.8	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances (HOV)	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Freeway Projects</b>	<b>102.1</b>	<b>40.2</b>	<b>68.1</b>	<b>62.6</b>	<b>88.2</b>	<b>48.5</b>	<b>30.3</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>25.0</b>	<b>-</b>

**LACMTA Financial Forecasting Model**  
**Measure R Sales Tax (FY 10-FY 39)**  
**30-10 8/19/11**

30-year 1/2 cent sales tax approved by voters on 11/4/08		Years		Years		Years		Plan		%		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	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019			
1	<b>Total Revenue Pool</b>	7,382.9	11,966.3	16,732.7	36,081.9							551.5	634.5	671.9	711.3	754.1	799.2	844.2	889.3	935.5														
2	Less: Metro Admin Charge (1.5%)	110.7	179.5	251.0	541.2							8.3	8.9	9.5	10.1	10.7	11.3	12.0	12.7	13.3	14.0													
3	<b>Amount Available</b>	7,272.1	11,786.9	16,481.7	35,540.7							543.2	625.0	661.9	700.6	742.8	787.2	831.5	876.0	921.5														
4	<b>Ordinance Allocation</b>																																	
5	<b>Local Return (15%) - Highway assumed</b>	1,090.8	1,768.0	2,472.3	5,331.1							81.5	93.7	99.3	105.1	111.4	118.1	124.7	131.4	138.2														
6																																		
7	<b>Metrolink (3%) gross rev (cap imprv in LA Cnty) (460064)</b>	218.2	353.6	494.5	1,066.2							16.3	17.5	18.7	19.9	21.0	22.3	23.6	24.9	26.3	27.6													
8	Positive Train Control	20.0	-	-	20.0									20.0																				
9	Doran Street	6.6	-	-	6.6									6.6																				
10	Match for Van Nuys N. platform & Raymer-Bemson ARRA pro	0.6	-	-	0.6									0.6																				
11	Rotem 20-car option (loan, repaid in 7 years)	-	-	-	-									18.0																				
12	<b>Annual balance avail-capital improv (PTC 1st priority)</b>	191.0	353.6	494.5	1,039.0							16.3	17.5	19.9	21.0	22.3	23.6	24.9	26.3	27.6														
13	<b>Cumulative bal avail-capital improve (PTC 1st priority)</b>	191.0	544.6	1,039.0								16.3	33.8	7.3	27.2	48.2	70.5	94.1	119.0	145.3	181.0													
14																																		
15	<b>Rail Capital - General Improvements (2%) Revenue</b>	145.4	235.7	329.6	710.8							10.9	11.6	12.5	13.2	14.0	14.9	15.7	16.6	17.5	18.4													
16	P3010 Rail Vehicles	-	-	-	-																													
17	Eastside Quad Gates Study and Installation	10.4	-	-	10.4							0.5	8.6	1.4	-	-	-	-	-	-	-													
18	Buena Vista Yard Improvement (Midway Yard)	0.3	-	-	0.3									0.3	-	-	-	-	-	-	-													
19	Light Rail Yards (not in project budgets)	13.4	-	-	13.4									13.4	-	-	-	-	-	-	-													
20	Red/Purple Line System Improvements	165.5	142.4	31.7	339.6									1.4	0.2	0.4	5.6	29.9	67.7	60.4														
21	Subtotal Uses	189.7	142.4	31.7	363.8							0.5	8.6	16.6	0.2	0.4	5.6	29.9	67.7	60.4														
22	Rail 2% Annual Balance before commercial paper	(30.5)	93.3	297.9	360.7							10.4	3.1	(4.1)	13.0	13.6	9.3	(14.1)	(51.0)	(42.8)	18.4													
23	Rail 2% Cumulative Balance before commercial paper	(30.5)	62.8	360.7								10.4	13.5	9.4	22.4	36.0	45.3	31.2	(19.8)	(62.6)	(44.2)													
24	Measure R 2% Commercial Paper Proceeds/(Repayment)	53.6	(44.4)	(9.2)	0.0									(0.8)	(0.8)	-	-	25.1	44.3	(15.7)														
25	Financing Interest and Fees	(9.3)	(35.0)	(1.1)	(45.4)									(0.8)	(0.8)	(0.8)	(0.8)	(1.5)	(2.7)	(2.7)														
26	Rail 2% Annual Balance after commercial paper	0.0	14.0	287.6	301.6							10.4	3.1	(4.9)	12.3	12.9	8.5	(14.9)	(27.4)	(0.0)	0.0													
27	<b>Rail 2% Cumulative Balance after commercial paper</b>	0.0	14.0	301.6								10.4	13.5	8.6	20.9	33.8	42.3	27.5	0.0	0.0														
28																																		
29	<b>Rail Operations (5%)</b>	363.6	589.3	824.1	1,777.0							27.2	29.1	31.2	33.1	35.0	37.1	39.4	41.6	43.8	46.1													
30																																		
31	<b>Bus Operations (20%)</b>	1,454.4	2,357.4	3,296.3	7,108.1							108.6	116.5	125.0	132.4	140.1	148.6	157.4	166.3	175.2	184.3													
32	MTA bus operations	1,080.5	1,744.5	2,439.3	5,264.2							82.5	87.7	93.1	98.0	103.7	109.9	116.5	123.1	129.6	136.4													
33	Municipal Operators	373.9	612.9	857.0	1,843.9							26.1	28.8	31.9	34.4	36.4	38.6	40.9	43.2	45.6	47.9													
34																																		
35	<b>Transit Capital - (35%) Gross incl Bus Capital</b>	2,545.2	4,125.4	5,768.6	12,439.2							190.1	203.8	218.7	231.7	245.2	260.0	275.5	291.0	306.6	322.5													
36	<b>Bus Capital (\$150)</b>	50.0	50.0	50.0	150.0							6.4	3.6	5.6	-	14.4	-	10.0	-	10.0	-													
37	Bus Capital - MTA CRD Project	3.6	-	-	3.6									3.6	-	-	-	-	-	-	-													
38	Bus Capital - MTA balance of 75% estimate (460054)	33.4	37.0	37.0	107.4							3.8	-	3.0	-	11.8	-	7.4	-	7.4	-													
39	Bus Capital - Munis 25% estimate	13.0	13.0	13.0	39.0							2.6	-	2.6	-	2.6	-	2.6	-	2.6	-													



LACMTA Financial Forecasting Model  
Measure R Sales Tax (FY 10-FY 39)  
30-10 & 19/11

	30-year 1/2 cent sales tax approved by voters on 11/4/08		Plan Total	%	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019					
	Years '10-19	Years '20-29			Years '30-40	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019				
88	1,454.4	2,357.4	3,296.3	7,108.1	20.0%	108.6	116.5	125.0	132.4	140.1	148.6	157.4	166.3	175.2	184.3															
89	400.0	-	-	400.0	1.1%	34.0	40.1	22.1	60.0	54.9	79.1	59.8	50.0	-	-															
90	35.0	-	-	35.0	0.1%	0.1	-	3.9	3.0	3.0	8.0	8.0	9.0	-	-															
91	17.0	103.0	130.0	250.0	0.7%	10.0	7.0	-	-	-	-	-	-	-	-															
92	33.0	-	-	33.0	0.1%	0.3	12.5	11.5	8.8	-	-	-	-	-	-															
93	2.0	-	-	2.0	0.0%	-	-	2.0	-	-	-	-	-	-	-															
94	-	-	88.8	88.8	0.2%	-	-	-	-	-	0.3	20.2	25.0	24.5	-															
95	70.0	-	-	70.0	0.2%	-	-	-	-	-	-	-	-	-	-															
96	18.0	194.8	-	194.8	0.5%	-	-	-	-	-	-	-	-	-	-															
97	-	-	253.5	253.5	0.7%	-	-	-	-	-	-	-	-	-	-															
98	-	-	-	-	0.0%	-	-	-	-	-	-	-	-	-	-															
99	5.0	-	-	5.0	0.0%	-	-	5.0	-	-	-	-	-	-	-															
100	-	-	133.0	133.0	0.4%	-	-	-	-	-	-	-	-	-	-															
101	57.0	86.1	27.0	170.0	0.5%	-	-	17.7	9.2	4.7	0.9	6.5	6.0	6.0	6.0															
102	91.8	53.7	29.5	175.0	0.5%	0.1	18.0	17.7	14.0	10.8	13.0	18.2	-	-	-															
103	237.2	388.8	280.0	906.0	2.5%	-	2.1	35.9	35.9	35.9	52.5	18.7	18.7	18.7	18.8															
104	139.1	270.9	-	410.0	1.2%	-	8.0	35.0	31.7	12.0	12.1	11.7	11.4	11.0	6.2															
105	165.0	324.0	101.0	590.0	1.7%	0.1	10.6	4.2	21.1	16.9	18.1	17.6	17.9	17.4	41.0															
106	80.0	700.0	-	780.0	2.2%	0.1	3.1	13.5	14.6	20.5	17.3	10.9	-	-	-															
107	14.9	108.4	339.7	463.0	1.3%	-	-	-	14.9	-	-	-	-	-	-															
108	87.0	40.0	-	127.0	0.4%	2.0	9.2	8.0	6.4	10.5	14.7	14.2	3.8	13.5	4.7															
109	150.0	50.0	-	200.0	0.6%	0.1	18.0	0.1	27.4	19.4	13.0	13.0	13.0	13.0	33.0															
110	1,601.8	2,319.6	1,382.5	5,303.9		46.7	128.6	176.5	247.0	188.6	229.0	198.8	163.8	113.1	109.7															
111	(147.4)	37.7	1,913.8	1,804.2		61.9	(12.1)	(51.5)	(114.6)	(48.5)	(80.4)	(41.4)	2.5	62.1	74.6															
112	(147.4)	(109.6)	1,804.2	1,804.2		61.9	49.9	(1.7)	(116.3)	(164.8)	(245.2)	(286.6)	(284.0)	(221.9)	(147.4)															
113	373.5	554.7	-	928.2		-	-	43.0	79.5	62.0	101.0	64.0	24.0	-	-															
114	(145.5)	(616.5)	(877.5)	(1,639.5)		-	-	(1.5)	(5.9)	(11.1)	(17.5)	(24.1)	(27.8)	(28.8)	(28.8)															
115	80.7	(24.1)	1,036.3	1,092.9		61.9	(12.1)	(10.0)	(41.0)	2.4	3.0	(1.5)	(1.2)	33.3	45.8															
116	80.7	56.6	1,092.9	1,092.9		61.9	49.9	39.8	(1.2)	1.2	4.2	2.7	1.5	34.8	60.7															
117	3.0	2.3	85.6	90.9		-	0.2	0.6	0.3	0.0	0.1	0.1	0.1	0.4	1.2															
118	83.7	(21.7)	1,121.9	1,183.9		61.9	(11.8)	(9.4)	(40.7)	2.4	3.1	(1.4)	(1.2)	33.7	47.0															
119	83.7	61.9	1,183.9	1,183.9		61.9	50.1	40.7	0.0	2.4	5.5	4.1	2.9	36.7	63.7															
120	(147.4)	37.7	1,913.8	1,804.2		61.9	(12.1)	(51.5)	(114.6)	(48.5)	(80.4)	(41.4)	2.5	62.1	74.6															
121	(228.0)	61.8	877.5	711.3		-	-	(41.5)	(73.6)	(50.9)	(83.5)	(39.9)	3.8	28.8	28.8															
122	7,272.1	11,786.9	16,481.7	35,540.7	100.0%	543.2	582.4	625.0	661.9	700.6	742.8	787.2	831.5	876.0	921.5															

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

LACMTA Financial Forecasting Model  
Measure R Sales Tax (FY 10-FY 39)

30-10 &/19/11

	30-year 1/2 cent sales tax approved by voters on 11/4/08											
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
1	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		
2	14.7	15.5	16.2	16.8	17.5	18.3	19.0	19.7	20.5	21.2		
3	968.4	1,017.4	1,061.0	1,106.3	1,151.6	1,200.1	1,248.4	1,295.7	1,344.9	1,392.9		
4												
5	145.3	152.6	159.2	166.0	172.7	180.0	187.3	194.4	201.7	208.9		
6												
7	29.1	30.5	31.8	33.2	34.5	36.0	37.5	38.9	40.3	41.8		
8												
9												
10												
11												
12	29.1	30.5	31.8	33.2	34.5	36.0	37.5	38.9	40.3	41.8		
13	220.0	250.5	282.4	315.6	350.1	386.1	423.6	462.4	502.8	544.6		
14												
15	19.4	20.3	21.2	22.1	23.0	24.0	25.0	25.9	26.9	27.9		
16	-	-	-	-	-	-	-	-	-	-		
17	-	-	-	-	-	-	-	-	-	-		
18	-	-	-	-	-	-	-	-	-	-		
19	-	-	-	-	-	-	-	-	-	-		
20	69.1	34.9	28.5	-	-	-	-	-	-	-	9.9	-
21	69.1	34.9	28.5	-	-	-	-	-	-	-	9.9	-
22	(49.8)	(14.5)	(7.3)	22.1	23.0	24.0	25.0	25.9	26.9	27.9		
23	(94.0)	(108.5)	(115.8)	(93.7)	(70.7)	(46.6)	(21.7)	4.2	21.2	49.1		
24	52.0	18.8	12.2	(16.8)	(18.4)	(19.9)	(21.5)	(23.2)	(15.0)	(12.4)		
25	(2.3)	(4.2)	(4.9)	(5.3)	(4.7)	(4.1)	(3.4)	(2.7)	(2.0)	(1.5)		
26	(0.0)	(0.0)	0.0	0.0	(0.0)	0.0	0.0	(0.0)	(0.0)	14.0		
27	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.0		
28												
29	48.4	50.9	53.1	55.3	57.6	60.0	62.4	64.8	67.2	69.6		
30												
31	193.7	203.5	212.2	221.3	230.3	240.0	249.7	259.1	269.0	278.6		
32	143.3	150.6	157.0	163.7	170.4	177.6	184.8	191.8	198.1	206.1		
33	50.4	52.9	55.2	57.5	59.9	62.4	64.9	67.4	69.9	72.4		
34												
35	338.9	356.1	371.4	387.2	403.1	420.0	436.9	453.5	470.7	487.5		
36	10.0	-	10.0	-	10.0	-	10.0	-	10.0	-		
37	-	-	-	-	-	-	-	-	-	-		
38	7.4	-	7.4	-	7.4	-	7.4	-	7.4	-		
39	2.6	-	2.6	-	2.6	-	2.6	-	2.6	-		

LACMTA Financial Forecasting Model  
Measure R Sales Tax (FY 10-FY 39)  
30-10 8/19/11

30-year 1/2 cent sales tax approved by voters on 11/4/08		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
40	Transit Capital - (35%) Net After Bus Capital	328.9	356.1	361.4	387.2	393.1	420.0	426.9	453.5	460.7	487.5	
41	Measure R 35% 2010 Tax Exempt Debt Service	(21.9)										
42	Measure R 35% Tax Exempt Debt Service		(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)
43	Measure R 35% 2010 BABs Debt Service Net of Subsidy	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)
44	Measure R 35% - QTIB Debt Service		(17.6)	(38.2)	(52.3)	(55.0)	(63.7)	(79.0)	(94.1)	(109.9)	(125.3)	(125.3)
45	TIFIA Loan Debt Service											
46	TIFIA Future Loan Debt Service		(42.3)	(3.8)	(3.8)	(108.8)	(9.1)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)
47	Commercial Paper Debt Service	(369.7)	(351.8)	(333.9)	(348.0)	(455.7)	(364.8)	(370.9)	(386.0)	(401.8)	(417.2)	(417.2)
48	Subtotal Debt Service	(40.7)	4.3	27.4	39.2	(82.7)	55.3	56.0	57.5	58.9	70.3	70.3
49	Annual Balance net of Bus Capital After Debt Service	848.1	852.4	879.8	919.0	856.3	911.6	967.6	1,035.0	1,093.9	1,164.2	1,164.2
50	Cumulative Balance net of Bus Capital After Debt Service											
51	Eastside Light Rail Access (\$30)											
52	Exposition Blvd Light Rail Transit (Phase II) (\$925) (FY10-12/FY13-15)											
53	Subregional payback for TBD from Expo II (remainder from \$925 FY14-16/FY23-25)											
54	Regional Connector (\$160)											
55	Crenshaw Transit Corridor (\$1207)											
56	Gold Line Eastside Extension (\$1,271)											
57	Gold Line Foothill Exten. (\$735 incl cars)											
58	Gold Line Foothill Exten. P3010 Light Rail Vehicles											
59	Green Line Extension to LAX (\$200)											
60	Green Line Extension - South Bay (\$272)											
61	San Fern. Valley I-405 Corridor (\$1,000)											
62	San Fernando Valley N-S Canoga (\$182)											
63	Subregional payback for TBD from San Fern. Val. N-S Canoga											
64	East San Fernando Valley N-S (\$68.5)											
65	Subregional payback for TBD from E. San Fernando Valley N-S											
66	West Santa Ana Branch Corridor (\$240)											
67	Balance of Westside Subway Extension Minimum for TBD	161.8	97.6	39.7	36.4	30.3	24.2	18.2	12.1	6.1		
68	Westside Subway Extension Segment 1											
69	Westside Subway Extension Segment 2											
70	Westside Subway Extension Seg 3 (\$4,074)											
71	Subtotal Projects from Measure R Cash, Bonds, TIFIA	161.8	97.6	39.7	36.4	30.3	24.2	18.2	12.1	6.1		
72	Measure R 35% 2010 Tax Exempt Bond Proceeds											
73	Measure R 35% Tax Exempt Bond Proceeds (net)											
74	Measure R 35% 2010 BABs Proceeds											
75	Measure R 35% QTIB Proceeds											
76	TIFIA Loan Proceeds	63.5										
77	Commercial Paper Proceeds											
78	Subtotal Bond Proceeds	63.5										
79	Annual Balance After Bonding	(139.0)	(93.3)	(12.3)	2.8	(93.0)	31.0	37.8	55.3	52.8	70.3	70.3
80	Cumulative Balance After Bonding	165.0	71.7	59.4	62.2	(30.7)	0.3	38.1	93.5	146.3	216.6	216.6
81	Interest Earnings on average of beg and ending balances	6.8	5.9	4.8	4.8	3.8	3.1	4.1	5.3	6.8	8.4	8.4
82	Annual Balance including interest earnings	(132.2)	(87.3)	(7.5)	7.6	(89.2)	34.1	41.9	60.6	59.6	78.7	78.7
83	Cumulative Balance including interest earnings	288.1	200.7	193.2	200.9	111.7	145.8	187.7	248.4	308.0	386.7	386.7
84	Contingency Gross	167.1	258.5	321.6	350.9	362.8	396.8	408.8	441.4	454.7	487.5	487.5
85	Contingency Used (see line 84 for Contingency balance)	299.3	345.9	329.1	343.2	451.9	361.7	366.9	380.7	395.1	408.8	408.8
86	*Per MR Expend Plan note, I-5 South MR funds are transferred											
87	to West Santa Ana Branch, assuming Bd approval after 10 yrs.											

LACMTA Financial Forecasting Model  
Measure R Sales Tax (FY 10-FY 39)  
30-10 & 19/11

30-year 1/2 cent sales tax approved by voters on 11/4/08		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
88	Highway Projects (20%)	193.7	203.5	212.2	221.3	230.3	240.0	249.7	259.1	269.0	278.6
89	Alameda Corridor East Grade Separations Phase II (\$400)	-	-	-	-	-	-	-	-	-	-
90	BNSF Grade Separations in Gateway Cities (\$35)	-	-	-	-	-	-	-	-	-	-
91	Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)	23.0	20.0	20.0	20.0	20.0	-	-	-	-	-
92	High Desert Corridor environmental (\$33)	-	-	-	-	-	-	-	-	-	-
93	I-5/SR-14 Enhancements	-	-	-	-	-	-	-	-	-	-
94	I-5/SR-14 Capacity (\$90.8 incl enhancements) \$88.8 to TBD	-	-	-	-	-	-	-	-	-	-
95	I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhance	15.8	23.7	83.6	61.5	-	3.6	3.9	2.8	-	-
96	I-5 S. funds to be transferred to W. Santa Ana Branch above	-	-	-	-	-	-	-	-	-	-
97	I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancement)	-	-	-	-	-	-	-	-	-	-
98	I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancement)	-	-	-	-	-	-	-	-	-	-
99	I-5 Carmentia Interchange Enhancements (\$138 incl enhance	-	-	-	-	-	-	-	-	-	-
100	I-5 Carmentia Intchg (\$138 incl enhance) (\$133 to 710-South	-	-	-	-	-	-	-	-	-	-
101	Operational Improvements in Arroyo Verdugo subregion (\$170)	7.0	7.0	9.0	8.3	9.0	9.0	9.8	9.0	9.0	9.0
102	Operational Improvemnt in Las Virgenes/Malibu subregion (\$17	-	-	-	-	6.7	9.0	9.5	9.5	9.5	9.5
103	I-405, I-110, I-105, SR-91 Ramps & Intchgs, South Bay (\$906)	3.8	35.0	35.0	35.0	35.0	35.0	35.0	35.0	70.0	70.0
104	I-5 N. Capacity Enhance, SR-14-Kern Cty (Truck Lanes) (\$410)	56.0	70.0	58.6	40.0	35.0	11.3	-	-	-	-
105	I-605 Corridor "Hot Spot" Interchanges (\$590)	45.0	45.0	45.0	45.0	45.0	45.0	40.0	14.0	-	-
106	SR-710 North Extension (tunnel) (\$780)	22.2	15.8	15.4	-	100.0	200.0	200.0	100.0	46.6	-
107	I-710 South (\$590 incl I-710 Early Action projects)	-	-	-	-	-	-	8.4	20.0	30.0	50.0
108	I-710 Early Action Projects (\$590 incl I-710 South)	13.5	13.1	13.4	-	-	-	-	-	-	-
109	SR-138 Capacity Enhancements (\$200)	50.0	-	-	-	-	-	-	-	-	-
110	Subtotal Highway Subfund Allocated	236.3	229.6	280.0	209.8	250.7	312.9	306.6	190.3	165.1	138.5
111	Highway Cap Projs Annual Bal before bonding	(42.6)	(26.1)	(67.8)	11.5	(20.3)	(72.9)	(56.9)	68.8	103.9	140.1
112	Highway Capital Projects Cumulative Balance before bonding	(189.9)	(216.0)	(283.8)	(272.3)	(292.6)	(365.5)	(422.4)	(353.6)	(249.7)	(108.6)
113	Measure R 20% Long-term Bond Proceeds	-	46.5	104.4	33.7	73.0	136.0	138.0	23.1	-	-
114	Measure R 20% Debt Service	(28.8)	(31.1)	(38.7)	(45.9)	(51.8)	(64.0)	(80.7)	(90.8)	(92.4)	(92.4)
115	Hwy Capital Projects Annual Balance After Bonding	(71.3)	(10.7)	(2.1)	(0.7)	0.8	(0.9)	0.4	1.1	11.5	47.7
116	Hwy Cap Projs Cumulative Bal after Bonding (Contingency Bala	9.4	(1.3)	(3.4)	(4.1)	(3.3)	(4.1)	(3.7)	(2.6)	8.9	56.6
117	Interest Earnings on average of beg and ending balances	0.9	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.9
118	Annual Balance including interest earnings	(70.4)	(10.5)	(2.1)	(0.7)	0.9	(0.8)	0.4	1.1	11.7	48.6
119	Cumulative Balance including interest earnings	13.3	2.8	0.7	0.0	0.9	0.0	0.5	1.6	13.3	61.9
120	Contingency Gross	(42.6)	(26.1)	(67.8)	11.5	(20.3)	(72.9)	(56.9)	68.8	103.9	140.1
121	Contingency Used (see line 117 for Contingency balance)	28.8	(15.4)	(65.7)	12.2	(21.2)	(72.0)	(57.3)	67.7	92.4	92.4
122	TOTAL MEASURE R ALLOCATION (net of administration)	988.4	1,017.4	1,061.0	1,106.3	1,151.6	1,200.1	1,248.4	1,295.7	1,344.9	1,392.9

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

LACMTA Financial Forecasting Model  
Measure R Sales Tax (FY 10-FY 39)  
30-10 8/19/11

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
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	0.0
2	21.9	22.6	23.3	23.9	24.7	25.4	26.1	26.9	27.7	28.4	0.0
3	1,440.5	1,483.9	1,526.8	1,572.7	1,621.1	1,669.9	1,716.8	1,767.0	1,817.6	1,865.3	0.0
4	216.1	222.6	229.0	235.9	243.2	250.5	257.5	265.0	272.6	279.8	
5	43.2	44.5	45.8	47.2	48.6	50.1	51.5	53.0	54.5	56.0	
6											
7	43.2	44.5	45.8	47.2	48.6	50.1	51.5	53.0	54.5	56.0	
8	587.8	632.3	678.1	725.3	773.9	824.0	875.5	928.5	983.1	1,039.0	
9											
10											
11											
12											
13											
14											
15	28.8	29.7	30.5	31.5	32.4	33.4	34.3	35.3	36.4	37.3	
16											
17											
18											
19											
20											
21	28.7	3.0									
22	0.1	26.7	30.5	31.5	32.4	33.4	34.3	35.3	36.4	37.3	
23	49.2	75.9	106.4	137.8	170.3	203.7	238.0	273.3	309.7	347.0	
24	(9.2)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
25	(1.1)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
26	(10.2)	26.7	30.5	31.5	32.4	33.4	34.3	35.3	36.4	37.3	
27	3.8	30.5	61.0	92.5	124.9	158.3	192.6	228.0	264.3	301.6	
28											
29	72.0	74.2	76.3	78.6	81.1	83.5	85.8	88.3	90.9	93.3	
30											
31	288.1	296.8	305.4	314.5	324.2	334.0	343.4	353.4	363.5	373.1	
32	213.2	219.6	226.0	232.8	239.9	247.1	254.1	261.5	269.0	276.1	
33	74.9	77.2	79.4	81.8	84.3	86.8	89.3	91.9	94.5	97.0	
34											
35	504.2	519.4	534.4	550.4	567.4	584.5	600.9	618.4	636.1	652.9	
36	10.0		10.0		10.0		10.0		10.0		
37											
38	7.4		7.4		7.4		7.4		7.4		
39	2.6		2.6		2.6		2.6		2.6		

LACMTA Financial Forecasting Model  
Measure R Sales Tax (FY 10-FY 39)  
30-10 8/19/11

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
30-year 1/2 cent sales tax approved by voters on 11/4/08	494.2	519.4	524.4	550.4	557.4	584.5	590.9	618.4	626.1	652.9	
<b>Transit Capital - (35%) Net After Bus Capital</b>											
41 Measure R 35% 2010 Tax Exempt Debt Service	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	(42.6)	
42 Measure R 35% Tax Exempt Debt Service	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	(249.4)	
43 Measure R 35% 2010 BABS Debt Service Net of Subsidy	(91.0)	(108.1)	(125.1)	(143.2)	(162.3)	(181.4)	(200.5)	(229.6)	(248.7)	(267.8)	
44 Measure R 35% - QTIB Debt Service											
45 TIFIA Loan Debt Service											
46 TIFIA Future Loan Debt Service											
47 Commercial Paper Debt Service	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	(0.0)	
48 Subtotal Debt Service	(382.9)	(400.0)	(417.0)	(435.1)	(454.2)	(473.3)	(492.4)	(511.5)	(530.6)	(549.7)	
49 Annual Balance net of Bus Capital After Debt Service	111.2	119.3	107.3	115.3	103.2	244.4	230.9	88.9	126.6	58.3	
50 Cumulative Balance net of Bus Capital After Debt Service	1,275.4	1,394.8	1,502.1	1,617.4	1,720.6	1,965.0	2,195.8	2,284.7	2,411.3	2,469.7	
51 Eastside Light Rail Access (\$30)											
52 Exposition Blvd Light Rail Transit (Phase II) (\$825) (FY10-12/FY13-15)											
53 Subregional payback for TBD from Expo II (remainder from \$92 FY14-16/FY23-25)										111.3	
54 Regional Connector (\$160)											
55 Crenshaw Transit Corridor (\$1207) (FY10-12/FY16-18)											
56 Gold Line Eastside Extension (\$1,271) (FY22-24/FY33-35)											
57 Gold Line Foothill Exten. (\$735 incl cars) (FY10-12/FY15-17)											
58 Gold Line Foothill Exten. P3010 Light Rail Vehicles											
59 Green Line Extension to LAX (\$200) (FY10-12/FY15-28)											
60 Green Line Extension - South Bay (\$272) FY28-30/FY33-35)											
61 San Fern. Valley I-405 Corridor (\$1,000) (FY30-32/FY38-39)											
62 San Fernando Valley N-S Canoga (\$182) (FY10-12/FY14-16)											
63 Subregional payback for TBD from San Fern. Val. N-S Canoga										180.2	
64 East San Fernando Valley N-S (\$68.5)											
65 Subregional payback for TBD from E. San Fernando Valley N-S										1.0	
66 West Santa Ana Branch Corridor (\$240) (FY15-17/FY25-27)											
67 Balance of Westside Subway Extension Minimum for TBD										1,125.3	
68 Westside Subway Extension Segment 1											
69 Westside Subway Extension Segment 2											
70 Westside Subway Extension Seg 3 (\$4,074) (FY13-15/FY34-3)											
71 Subtotal Projects from Measure R Cash, Bonds, TIFIA											1,417.8
72 Measure R 35% 2010 Tax Exempt Bond Proceeds											
73 Measure R 35% Tax Exempt Bond Proceeds (net)											
74 Measure R 35% 2010 BABS Proceeds											
75 Measure R 35% QTIB Proceeds											
76 TIFIA Loan Proceeds											
77 Commercial Paper Proceeds											
78 Subtotal Bond Proceeds											
79 Annual Balance After Bonding	111.2	119.3	107.3	115.3	103.2	244.4	230.9	88.9	126.6	(1,359.4)	
80 Cumulative Balance After Bonding	327.8	447.2	554.5	669.8	773.0	1,017.4	1,248.2	1,337.1	1,463.7	104.3	
81 Interest Earnings on average of beg and ending balances	10.9	14.0	17.1	20.3	23.5	26.3	34.9	39.6	43.3	29.2	
82 Annual Balance including interest earnings	122.1	133.3	124.5	135.6	126.6	272.7	265.7	128.5	169.9	(1,330.3)	
83 Cumulative Balance including interest earnings	508.8	642.1	766.6	902.1	1,028.8	1,301.5	1,567.2	1,695.7	1,865.6	535.3	
84 Contingency Gross	494.2	519.4	524.4	550.4	557.4	584.5	590.9	618.4	626.1	(764.9)	
85 Contingency Used (see line 84 for Contingency balance)	372.1	366.1	399.9	414.9	430.8	311.7	325.2	489.9	456.3	565.4	
86 *Per MR Expend Plan note, I-5 South MR funds are transferred											
87 to West Santa Ana Branch, assuming Bd approval after 10 yrs.											

**LACMTA Financial Forecasting Model**  
**Measure R Sales Tax (FY 10-FY 39)**  
**30-10 8/19/11**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
30-year 1/2 cent sales tax approved by voters on 11/4/08	288.1	296.8	305.4	314.5	324.2	334.0	343.4	353.4	363.5	373.1	
<b>Highway Projects (20%)</b>											
88 Alameda Corridor East Grade Separations Phase II (\$400)	-	-	-	-	-	-	-	-	-	-	-
89 BNSF Grade Separations in Gateway Cities (\$35)	-	-	-	-	-	-	-	-	-	-	-
90 Soundwalls-Metro Regional List & Monterey Park/SR-60 (\$250)	35.0	35.0	30.0	30.0	-	-	-	-	-	-	-
91 High Desert Corridor environmental (\$33)	-	-	-	-	-	-	-	-	-	-	-
92 I-5/SR-14 Enhancements	-	-	-	-	-	-	-	-	-	-	-
93 I-5/SR-14 Enhancements	-	-	-	-	-	-	-	-	-	-	-
94 I-5/SR-14 Capacity (\$90.8 incl enhancements) \$68.8 to TBD	-	-	-	-	88.8	-	-	-	-	-	-
95 I-5 S. from I-605 to OCL-Enhancements (\$264.8 incl enhance	-	-	-	-	-	-	-	-	-	-	-
96 I-5 S. funds to be transferred to W. Santa Ana Branch above	-	-	-	-	-	-	-	-	-	-	-
97 I-5, SR-134-SR-170 Enhancements (\$271.5 incl enhancement	-	-	-	-	-	-	-	-	184.9	68.6	-
98 I-5, SR-134-SR-170 (\$253.5: 1/3 to A-V, 2/3 to SFV)	-	-	-	-	-	-	-	-	-	-	-
99 I-5 Carmelita Interchange Enhancements (\$138 incl enhance	-	-	-	-	-	-	-	-	-	-	-
100 I-5 Carmelita Interchng (\$138 incl enhance) (\$133 to 710-South	-	-	-	-	-	-	133.0	-	-	-	-
101 Operational Improvements in Arroyo Verdugo subregion (\$170)	9.0	9.0	9.0	-	-	-	-	-	-	-	-
102 Operational Improvment in Las Virgenes/Malibu subregion (\$17	9.3	9.0	9.0	2.2	-	-	-	-	-	-	-
103 I-405, I-110, I-105, SR-91 Ramps & Interchgs. South Bay (\$906)	50.0	50.0	70.0	70.0	40.0	-	-	-	-	-	-
104 I-5 N. Capacity Enhance, SR-14-Kern City (Truck Lanes) (\$410)	-	-	-	-	-	-	-	-	-	-	-
105 I-605 Corridor "Hot Spot" Interchanges (\$590)	51.0	50.0	-	-	-	-	-	-	-	-	-
106 SR-710 North Extension (tunnel) (\$780)	-	-	-	-	-	-	-	-	-	-	-
107 I-710 South (\$590 incl I-710 Early Action projects)	50.0	95.0	97.0	60.0	23.0	14.7	-	-	-	-	-
108 I-710 Early Action Projects (\$590 incl I-710 South)	-	-	-	-	-	-	-	-	-	-	-
109 SR-138 Capacity Enhancements (\$200)	-	-	-	-	-	-	-	-	-	-	-
110 Subtotal Highway Subfund Allocated	204.3	248.0	215.0	162.2	151.8	14.7	133.0	-	184.9	68.6	-
111 Highway Cap Projs Annual Bal before bonding	83.8	48.8	90.4	152.3	172.4	319.3	210.4	353.4	178.6	304.5	-
112 Highway Capital Projects Cumulative Balance before bonding	(25.8)	23.0	113.3	265.7	438.1	757.4	967.7	1,321.1	1,499.7	1,804.2	-
113 Measure R 20% Long-term Bond Proceeds	-	-	-	-	-	-	-	-	-	-	-
114 Measure R 20% Debt Service	(92.4)	(92.4)	(92.4)	(92.4)	(92.4)	(92.4)	(92.4)	(92.4)	(92.4)	(92.4)	(46.2)
115 Hwy Capital Projects Annual Balance After Bonding	(8.6)	(43.6)	(2.0)	60.0	80.1	226.9	118.0	261.0	86.2	258.3	-
116 Hwy Cap Projs Cumulative Bal after Bonding (Contingency Balan	48.1	4.5	2.5	62.4	142.5	369.4	487.4	748.4	834.6	1,092.9	-
117 Interest Earnings on average of beg and ending balances	1.4	0.8	0.3	1.0	2.7	6.6	11.0	15.9	20.6	25.3	-
118 Annual Balance including interest earnings	(7.1)	(42.8)	(1.7)	61.0	82.8	233.5	129.0	276.9	106.8	283.6	-
119 Cumulative Balance including interest earnings	54.8	12.0	10.3	71.2	154.0	387.5	516.5	793.4	900.3	1,183.9	-
120 Contingency Gross	83.8	48.8	90.4	152.3	172.4	319.3	210.4	353.4	178.6	304.5	-
121 Contingency Used (see line 117 for Contingency balance)	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	92.4	46.2	-
122 TOTAL MEASURE R ALLOCATION (net of administration)	1,440.5	1,483.9	1,526.8	1,572.7	1,621.1	1,669.9	1,716.8	1,767.0	1,817.6	1,865.3	-

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

LACMTA Financial Forecasting Mode  
Transportation Development Act (TDA)

30-10 8/19/11

TDA is a statewide 1/4-cent retail sales tax.																	
(\$ in millions)																	
Plan Total	Alloc. %	Years '10-'19	Years '20-'29	Years '30-'40	2009 2010	2011 2012	2013 2014	2014 2015	2015 2016	2016 2017	2017 2018	2018 2019					
19,184.4		3,732.7	6,033.9	9,417.8	285.3	319.9	338.8	358.7	380.3	403.0	425.7	448.4	471.7				
186.0		60.0	60.0	66.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
18,998.4		3,672.7	5,973.9	9,351.8	279.3	313.9	332.8	352.7	374.3	397.0	419.7	442.4	465.7				
<b>ALLOCATION OF FUNDS</b>																	
<b>Article 3</b>																	
Pedestrian & Bicycle Facilities (County & Cities)																	
380.0	2.0%	73.5	119.5	187.0	5.6	5.9	6.3	6.7	7.1	7.5	7.9	8.4	8.8				
380.0	2.0%	73.5	119.5	187.0	5.6	5.9	6.3	6.7	7.1	7.5	7.9	8.4	8.8				
<b>Article 4</b>																	
<b>Plus: Interest</b>																	
83.9	0.4%	24.4	26.8	32.7	2.4	2.4	2.4	2.4	2.4	2.5	2.5	2.5	2.5				
<b>Bus Operations</b>																	
9,417.6	49.4%	1,746.1	2,616.6	5,054.9	191.8	169.4	137.2	165.0	159.9	168.7	171.7	183.1	192.7				
3,011.1	15.8%	563.6	909.1	1,538.4	49.7	45.3	66.3	59.5	49.8	52.7	56.5	59.2	59.9				
828.9	4.3%	171.2	280.3	377.4	10.9	12.2	13.3	14.1	15.2	17.0	18.1	20.4	24.7				
13,257.6	69.5%	2,480.9	3,806.0	6,970.7	252.5	226.9	216.9	238.6	224.9	238.4	246.3	262.7	277.3				
<b>Subtotal Bus Operations</b>																	
<b>Bus Capital</b>																	
656.4	3.4%	253.4	353.4	49.6	13.9	-	5.1	20.4	48.5	16.0	106.8	38.1					
3,229.5	16.9%	751.5	1,164.1	1,313.9	48.7	46.0	71.9	98.3	92.8	100.6	68.6	102.4					
811.9	4.3%	209.5	256.8	345.7	19.1	19.3	19.7	20.1	20.6	21.1	21.6	22.1	22.6				
4,697.8	24.6%	1,214.3	1,774.2	1,709.3	81.7	65.3	62.7	97.1	104.3	139.8	163.0	198.0	163.6				
<b>Subtotal Bus Capital</b>																	
<b>Rail Operations</b>																	
Rail Operations																	
<b>Subtotal Rail Operations</b>																	
<b>Rail Capital</b>																	
Westside Subway Extension																	
Rehab and Replacement																	
<b>Subtotal Rail Capital</b>																	
<b>Agency-wide Capital</b>																	
41.8	0.2%	10.7	12.9	18.1	5.4	-	-	-	1.0	1.1	1.1	1.1					
41.8	0.2%	10.7	12.9	18.1	5.4	-	-	-	1.0	1.1	1.1	1.1					
17,997.1	94.7%	3,705.9	5,593.2	8,698.0	339.5	292.3	279.6	335.8	329.2	379.2	410.3	402.5	476.5				
<b>Subtotal Agency-wide Capital</b>																	
<b>Article 4.5</b>																	
Access Services																	
<b>Article 4.5</b>																	
Transit & Paratransit																	
1,014.1	5.3%	195.7	319.0	499.4	14.9	14.6	17.5	17.8	18.8	20.0	21.2	22.4	23.6				
1,014.1	5.3%	195.7	319.0	499.4	14.9	14.6	17.5	17.8	18.8	20.0	21.2	22.4	23.6				
19,391.2	100.0%	3,975.1	6,031.6	9,384.5	360.0	312.8	303.4	360.2	355.1	406.7	439.5	433.3	508.9				
309.0		309.0	31.0	0.0	309.0	230.6	215.2	228.1	203.1	203.1	173.1	133.1	122.0				
83.9		24.4	26.8	32.7	2.4	2.4	2.4	2.4	2.4	2.4	2.5	2.5	2.5				
(309.0)		(278.0)	(31.0)	-	(78.4)	(15.4)	13.0	(25.0)	-	(30.0)	(40.0)	(11.1)	(64.0)				
0.0		31.0	0.0	0.0	230.6	215.2	228.1	203.1	203.1	173.1	133.1	122.0	58.0				
0.0		31.0	0.0	0.0	230.6	215.2	228.1	203.1	203.1	173.1	133.1	122.0	58.0				

NOTES:

**LACMTA Financial Forecasting Mode  
Transportation Development Act (TDA)**

30-10 8/19/11

TDA is a statewide 1/4-cent retail sales tax.		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029
<b>Total Revenue Pool</b>		495.7	520.8	543.2	566.3	589.5	614.4	639.1	663.3	688.5	713.0	
Less: Metro Admin Charge		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
<b>Amount Available</b>		489.7	514.8	537.2	560.3	583.5	608.4	633.1	657.3	682.5	707.0	
<b>ALLOCATION OF FUNDS</b>												
<b>Article 3</b>		9.8	10.3	10.7	11.2	11.7	12.2	12.7	13.1	13.6	14.1	
Pedestrian & Bicycle Facilities (County & Cities)		9.8	10.3	10.7	11.2	11.7	12.2	12.7	13.1	13.6	14.1	
<b>Total Article 3</b>		9.8	10.3	10.7	11.2	11.7	12.2	12.7	13.1	13.6	14.1	
<b>Article 4</b>		2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.8	2.8	
<b>Plus: Interest</b>		2.6	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.8	2.8	
<b>Bus Operations</b>		205.7	188.2	254.7	205.2	293.4	259.8	303.2	301.2	317.1	348.1	
MTA Operations		69.4	74.5	78.9	83.5	88.2	93.2	98.1	102.9	107.8	112.6	
Municipal Operators		25.7	26.2	26.7	27.2	27.7	28.2	28.8	29.3	29.9	30.5	
Municipal Operators - Expansion		300.8	288.9	360.3	315.9	349.3	381.2	430.1	433.4	454.9	491.2	
<b>Subtotal Bus Operations</b>		300.8	288.9	360.3	315.9	349.3	381.2	430.1	433.4	454.9	491.2	
<b>Bus Capital</b>		83.9	55.3	-	64.4	57.3	44.0	4.7	21.2	20.2	2.4	
MTA Bus Fleet		78.0	110.3	114.3	115.3	110.1	114.0	126.8	128.9	131.3	134.9	
MTA Facilities		23.5	24.0	24.5	24.9	25.4	25.9	26.4	26.9	27.4	27.9	
Municipal Operators		185.4	189.6	138.8	204.7	192.8	183.9	157.9	177.0	178.9	165.3	
<b>Subtotal Bus Capital</b>		185.4	189.6	138.8	204.7	192.8	183.9	157.9	177.0	178.9	165.3	
<b>Rail Operations</b>		-	-	-	-	-	-	-	-	-	-	
Rail Operations		-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Rail Operations</b>		-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital</b>		-	-	-	-	-	-	-	-	-	-	
Westside Subway Extension		-	-	-	-	-	-	-	-	-	-	
Rehab and Replacement		-	-	-	-	-	-	-	-	-	-	
<b>Subtotal Rail Capital</b>		-	-	-	-	-	-	-	-	-	-	
<b>Agency-wide Capital</b>		41.8	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.4	
Agency-wide Capital		41.8	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.4	
<b>Subtotal Agency-wide Capital</b>		41.8	1.2	1.2	1.2	1.3	1.3	1.3	1.4	1.4	1.4	
<b>Subtotal Article 4</b>		17,997.1	487.3	479.6	500.3	521.9	543.4	566.4	589.3	611.8	635.2	657.9
<b>Article 4.5</b>		-	-	-	-	-	-	-	-	-	-	
Access Services		-	-	-	-	-	-	-	-	-	-	
<b>Article 8</b>		-	-	-	-	-	-	-	-	-	-	
Transit & Paratransit		1,014.1	26.2	27.5	28.7	29.9	31.2	32.5	33.8	35.1	36.4	37.8
<b>Total Article 8</b>		1,014.1	26.2	27.5	28.7	29.9	31.2	32.5	33.8	35.1	36.4	37.8
<b>Total TDA Allocated</b>		19,391.2	523.3	517.4	539.8	563.0	586.2	611.0	635.8	660.0	685.3	709.8
Beginning Balance		309.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest Income		83.9	2.6	2.6	2.6	2.7	2.7	2.7	2.7	2.7	2.8	2.8
Annual Surplus/(Shortfall)		(309.0)	(31.0)	-	-	-	-	-	-	-	-	-
Cumulative Ending Balance		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTES:

**LACMTA Financial Forecasting Mode  
Transportation Development Act (TDA)**

**30-10 & 19/11**

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
TDA is a statewide 1/4-cent retail sales tax.												
<b>Total Revenue Pool</b>	19,184.4	737.4	759.7	781.6	805.1	829.9	854.8	878.9	904.5	930.4	954.9	980.5
Less: Metro Admin Charge	186.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
<b>Amount Available</b>	18,998.4	731.4	753.7	775.6	799.1	823.9	848.8	872.9	898.5	924.4	948.9	974.5
<b>ALLOCATION OF FUNDS</b>												
<b>Article 3</b>												
Pedestrian & Bicycle Facilities (County & Cities)	380.0	14.6	15.1	15.5	16.0	16.5	17.0	17.5	18.0	18.5	19.0	19.5
<b>Total Article 3</b>	380.0	14.6	15.1	15.5	16.0	16.5	17.0	17.5	18.0	18.5	19.0	19.5
<b>Article 4</b>												
<b>Plus: Interest</b>	83.9	2.8	2.9	2.9	2.9	2.9	3.0	3.0	3.0	3.1	3.1	3.1
<b>Bus Operations</b>												
MTA Operations	9,417.6	374.2	342.2	391.6	389.4	451.2	477.0	448.2	535.5	562.1	533.1	560.4
Municipal Operators	3,011.1	117.4	121.6	125.8	130.2	135.0	139.7	144.2	149.0	153.9	158.4	163.2
Municipal Operators - Expansion	828.9	31.1	31.7	32.3	32.9	33.5	34.2	34.9	35.6	36.4	37.1	37.8
<b>Subtotal Bus Operations</b>	13,257.6	522.6	495.5	549.7	552.5	619.7	650.9	627.3	720.2	742.3	728.5	761.4
<b>Bus Capital</b>												
MTA Bus Fleet	656.4	-	35.0	-	14.6	-	-	-	-	-	-	-
MTA Facilities	3,229.5	128.0	140.1	140.8	144.5	114.3	105.6	150.8	81.1	82.3	118.1	108.3
Municipal Operators	811.9	28.5	29.0	29.5	30.1	30.7	31.3	32.0	32.6	33.3	34.0	34.6
<b>Subtotal Bus Capital</b>	4,697.8	156.5	204.2	170.3	189.3	145.0	137.0	182.8	113.7	115.6	152.0	142.9
<b>Rail Operations</b>	-	-	-	-	-	-	-	-	-	-	-	-
Rail Operations	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Operations</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital</b>												
Westside Subway Extension Rehab and Replacement	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Rail Capital</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Agency-wide Capital</b>												
Agency-wide Capital	41.8	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.8	1.8	1.8
<b>Subtotal Agency-wide Capital</b>	41.8	1.5	1.5	1.5	1.6	1.6	1.6	1.7	1.7	1.8	1.8	1.8
<b>Subtotal Article 4</b>	17,997.1	680.6	701.2	721.5	743.3	766.4	789.5	811.8	835.6	859.6	882.3	906.1
<b>Article 4.5</b>												
Access Services	-	-	-	-	-	-	-	-	-	-	-	-
<b>Article 8</b>												
Transit & Paratransit	1,014.1	39.1	40.2	41.4	42.7	44.0	45.3	46.6	48.0	49.4	50.7	52.0
<b>Total Article 8</b>	1,014.1	39.1	40.2	41.4	42.7	44.0	45.3	46.6	48.0	49.4	50.7	52.0
<b>Total TDA Allocated</b>	19,391.2	734.3	756.5	778.5	802.0	826.8	851.8	875.9	901.6	927.5	952.0	977.6
<b>Beginning Balance</b>	309.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Interest Income</b>	83.9	2.8	2.9	2.9	2.9	2.9	3.0	3.0	3.0	3.1	3.1	3.1
<b>Annual Surplus/(Shortfall)</b>	(309.0)	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

NOTES:



**LACMTA Financial Forecasting Mode**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30-10 8/19/11**

(\$ in millions)	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>Metro Rail Fares</b>											
Red/Purple Lines	51.8	52.4	70.7	71.7	75.4	76.4	80.8	81.8	86.1	87.2	
Blue Line (incl Expo & Reg'l Connector)	55.2	55.9	58.9	59.6	62.7	63.5	67.2	68.0	71.6	72.5	
Green Line	17.6	17.8	18.7	19.0	19.9	20.2	21.4	21.6	22.8	23.0	
Gold Line (including Eastside and Foothill)	22.2	29.4	30.8	31.1	32.8	33.2	35.1	35.5	37.4	37.9	
Crenshaw Line	12.5	12.6	13.3	13.4	14.2	14.3	15.2	15.3	16.1	16.3	
West Santa Ana Line	0.0	10.0	10.2	10.3	10.8	11.0	11.6	11.8	12.4	12.5	
<b>Subtotal, Metro Rail Fares</b>	<b>159.3</b>	<b>178.2</b>	<b>202.5</b>	<b>205.1</b>	<b>215.9</b>	<b>218.6</b>	<b>231.2</b>	<b>234.1</b>	<b>246.4</b>	<b>249.4</b>	
<b>Metro Bus Fares</b>											
Operations	386.1	388.8	407.0	409.9	429.1	432.1	454.6	457.8	479.3	482.7	
Reduction for Fare Freeze	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>Subtotal, Metro Bus Fares</b>	<b>386.1</b>	<b>388.8</b>	<b>407.0</b>	<b>409.9</b>	<b>429.1</b>	<b>432.1</b>	<b>454.6</b>	<b>457.8</b>	<b>479.3</b>	<b>482.7</b>	
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>545.3</b>	<b>566.9</b>	<b>609.5</b>	<b>615.0</b>	<b>645.0</b>	<b>650.8</b>	<b>685.8</b>	<b>691.9</b>	<b>725.7</b>	<b>732.1</b>	
Annual % Change (Metro Fares)	5.46%	3.97%	7.51%	0.90%	4.88%	0.88%	5.38%	0.89%	4.89%	0.89%	
<b>Other Bus Operators</b>											
ADA-Paratransit (Access Services)	8.0	8.1	8.3	8.4	8.6	8.7	8.9	9.1	9.3	9.4	
Municipal Operations	86.9	88.6	90.4	92.1	93.7	95.5	97.3	99.1	101.1	103.1	
Municipal Expansion	25.0	25.5	26.0	26.5	27.0	27.5	28.0	28.5	29.1	29.7	
Subtotal Municipal Operators	111.9	114.1	116.3	118.5	120.7	123.0	125.3	127.6	130.2	132.8	
<b>Subtotal, Other Bus Operators Fares</b>	<b>119.8</b>	<b>122.2</b>	<b>124.6</b>	<b>127.0</b>	<b>129.3</b>	<b>131.7</b>	<b>134.2</b>	<b>136.7</b>	<b>139.5</b>	<b>142.2</b>	
Annual % Change (Other Operator Fares)	1.97%	1.97%	1.99%	1.89%	1.82%	1.87%	1.91%	1.86%	2.03%	1.97%	
<b>Subtotal, All Bus Fares</b>	<b>505.9</b>	<b>510.9</b>	<b>531.6</b>	<b>536.8</b>	<b>558.4</b>	<b>563.8</b>	<b>588.8</b>	<b>594.5</b>	<b>618.8</b>	<b>624.9</b>	
Percent Change Metrolink Fares	1.97%	1.97%	1.99%	1.89%	1.82%	1.87%	1.91%	1.86%	2.03%	1.97%	
<b>Metrolink Rail Fares</b>	<b>56.2</b>	<b>57.3</b>	<b>58.4</b>	<b>59.5</b>	<b>60.6</b>	<b>61.7</b>	<b>62.9</b>	<b>64.1</b>	<b>65.4</b>	<b>66.7</b>	
<b>Total Fares</b>	<b>721.3</b>	<b>746.4</b>	<b>792.6</b>	<b>801.5</b>	<b>834.9</b>	<b>844.2</b>	<b>882.9</b>	<b>892.7</b>	<b>930.5</b>	<b>941.0</b>	

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

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

3. Fare Recovery Ratios:

Countywide Bus and Metro Rail	29.7%	28.8%	29.1%	28.7%	28.9%	28.2%	28.4%	28.0%	28.3%	28.0%	
Countywide Bus including Access Services	27.1%	26.1%	26.4%	26.0%	26.1%	25.1%	25.2%	24.9%	24.9%	24.5%	
Metro Bus	33.5%	31.9%	32.6%	32.0%	32.2%	30.7%	30.8%	30.5%	30.6%	30.0%	
Metro Rail	28.5%	28.1%	28.4%	28.2%	29.1%	29.0%	30.1%	29.5%	30.3%	30.2%	
Metro Bus and Metro Rail	31.9%	30.6%	31.1%	30.7%	31.1%	30.1%	30.6%	30.1%	30.6%	30.2%	

**LACMTA Financial Forecasting Model**  
**Fare Revenues - Metro Bus and Rail,**  
**Other Bus Operators, Metrolink**  
**30-10 & 19/11**

	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Metro Rail Fares</b>											
Red/Purple Lines	90.9	92.0	95.9	97.1	101.2	102.5	106.8	108.2	112.8	114.2	119.0
Blue Line (incl Expo & Reg'l Connector)	75.6	76.5	79.8	80.8	84.2	85.3	88.9	90.0	93.8	95.0	99.0
Green Line	24.0	24.3	25.4	25.7	26.8	27.1	28.2	28.6	29.8	30.2	31.5
Gold Line (including Eastside and Foothill)	39.5	40.0	41.7	42.2	44.0	44.5	46.4	47.0	49.0	49.6	51.7
Crenshaw Line	17.0	17.3	18.0	18.2	19.0	19.2	20.0	20.3	21.2	21.4	22.3
West Santa Ana Line	13.1	13.2	13.8	14.0	14.5	14.7	15.4	15.5	16.2	16.4	17.1
<b>Subtotal, Metro Rail Fares</b>	<b>260.0</b>	<b>263.3</b>	<b>274.5</b>	<b>277.9</b>	<b>289.7</b>	<b>293.3</b>	<b>305.8</b>	<b>309.6</b>	<b>322.8</b>	<b>326.8</b>	<b>340.7</b>
<b>Metro Bus Fares</b>											
Operations	500.5	504.0	522.7	526.3	545.8	549.6	570.0	574.0	595.2	599.4	621.5
Reduction for Fare Freeze	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Subtotal, Metro Bus Fares</b>	<b>500.5</b>	<b>504.0</b>	<b>522.7</b>	<b>526.3</b>	<b>545.8</b>	<b>549.6</b>	<b>570.0</b>	<b>574.0</b>	<b>595.2</b>	<b>599.4</b>	<b>621.5</b>
<b>Subtotal, Metro Bus &amp; Rail Fares</b>	<b>760.6</b>	<b>767.3</b>	<b>797.2</b>	<b>804.2</b>	<b>835.5</b>	<b>843.0</b>	<b>875.8</b>	<b>883.6</b>	<b>918.0</b>	<b>926.2</b>	<b>962.3</b>
Annual % Change (Metro Fares)	3.89%	0.89%	3.89%	0.89%	3.89%	0.89%	3.89%	0.89%	3.89%	0.89%	3.89%
<b>Other Bus Operators</b>											
ADA-Paratransit (Access Services)	9.6	9.8	10.0	10.2	10.4	10.6	10.8	11.0	11.3	11.5	11.7
Municipal Operations	105.1	107.1	109.1	111.2	113.4	115.7	118.0	120.4	122.9	125.3	127.7
Municipal Expansion	30.2	30.8	31.4	32.0	32.6	33.3	33.9	34.6	35.4	36.0	36.7
Subtotal Municipal Operators	135.4	137.9	140.5	143.2	146.1	149.0	152.0	155.1	158.3	161.4	164.5
<b>Subtotal, Other Bus Operators Fares</b>	<b>145.0</b>	<b>147.7</b>	<b>150.5</b>	<b>153.4</b>	<b>156.4</b>	<b>159.6</b>	<b>162.8</b>	<b>166.1</b>	<b>169.6</b>	<b>172.9</b>	<b>176.2</b>
Annual % Change (Other Operator Fares)	1.94%	1.89%	1.89%	1.94%	1.96%	1.99%	2.02%	2.05%	2.07%	1.95%	1.92%
<b>Subtotal, All Bus Fares</b>	<b>645.5</b>	<b>651.8</b>	<b>673.2</b>	<b>679.8</b>	<b>702.3</b>	<b>709.2</b>	<b>732.8</b>	<b>740.1</b>	<b>764.8</b>	<b>772.2</b>	<b>797.7</b>
Percent Change Metrolink Fares	1.94%	1.89%	1.89%	1.94%	1.96%	1.99%	2.02%	2.05%	2.07%	1.95%	1.92%
<b>Metrolink Rail Fares</b>	<b>68.0</b>	<b>69.3</b>	<b>70.6</b>	<b>71.9</b>	<b>73.3</b>	<b>74.8</b>	<b>76.3</b>	<b>77.9</b>	<b>79.5</b>	<b>81.0</b>	<b>82.6</b>
<b>Total Fares</b>	<b>973.5</b>	<b>984.3</b>	<b>1,018.2</b>	<b>1,029.6</b>	<b>1,065.3</b>	<b>1,077.3</b>	<b>1,114.9</b>	<b>1,127.6</b>	<b>1,167.0</b>	<b>1,180.1</b>	<b>1,221.0</b>

1. Metro incr every even FY begin 7/1/13 (FY 14).
2. Sr. student, disabled fares frozen until 7/1/14.
3. Fare Recovery Ratios:

Countywide Bus and Metro Rail	28.0%	27.7%	27.9%	27.6%	27.9%	27.6%	27.8%	27.5%	27.7%	27.4%	28.3%
Countywide Bus including Access Services	24.4%	24.1%	24.2%	23.9%	24.0%	23.7%	23.8%	23.5%	23.6%	23.3%	24.1%
Metro Bus	29.9%	29.3%	29.7%	29.2%	29.5%	28.9%	29.2%	28.7%	28.9%	28.4%	28.7%
Metro Rail	30.9%	30.7%	31.3%	31.3%	32.0%	31.8%	32.4%	32.3%	32.9%	32.7%	33.4%
Metro Bus and Metro Rail	30.3%	29.9%	30.3%	30.0%	30.4%	30.0%	30.4%	29.9%	30.3%	29.9%	30.3%

## LACMTA Financial Forecasting Model Lease Revenues

**30-10 8/19/11**

	Plan Total	Years		Years		Years		Years		Years		Years		Years		Years		Years							
		'10-'19	'20-'29	'30-'40	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	455.1	173.3	136.7	145.1	16.5	16.2	16.2	16.6	17.0	17.4	17.8	18.2	18.6	19.0	16.2	16.2	16.6	17.0	17.4	17.8	18.2	18.6	19.0	19.0	
Annual Percent Change								2.21%	2.43%	2.41%	2.42%	2.31%	2.06%	-1.97%	-0.06%	2.21%	2.43%	2.41%	2.42%	2.31%	2.16%	2.06%	2.06%	2.06%	
<b>ALLOCATION OF FUNDS:</b>																									
<b>Regional Administration</b>																									
Agencywide Capital	71.8	42.8	29.0	0.0	-	5.9	0.7	0.1	0.1	0.1	8.7	8.9	9.1	9.3	-	5.9	0.7	0.1	0.1	8.7	8.9	9.1	9.3	9.3	
Transit Corridor Development Plans (405511)	35.0	35.0	-	-	-	-	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	-	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Regional Administration	321.3	68.5	107.8	145.1	10.0	8.8	12.0	0.1	0.1	0.0	9.1	9.3	9.5	9.7	10.0	8.8	12.0	0.1	0.1	9.1	9.3	9.5	9.7	9.7	
<b>Regional Administration Total</b>	<b>428.1</b>	<b>146.3</b>	<b>136.7</b>	<b>145.1</b>	<b>10.0</b>	<b>14.6</b>	<b>17.7</b>	<b>5.2</b>	<b>5.2</b>	<b>5.1</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>19.0</b>	<b>10.0</b>	<b>14.6</b>	<b>17.7</b>	<b>5.2</b>	<b>5.2</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>19.0</b>	<b>19.0</b>	
<b>Bus Operations</b>																									
MTA Operations	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Bus Capital</b>																									
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	40.6	40.6	-	-	-	27.1	13.5	-	-	-	-	-	-	-	-	27.1	13.5	-	-	-	-	-	-	-	
<b>Bus Capital Total</b>	<b>40.6</b>	<b>40.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27.1</b>	<b>13.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>27.1</b>	<b>13.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Rail Capital</b>																									
Regional Connector	89.8	89.8	-	-	-	-	-	-	42.6	47.2	-	-	-	-	-	-	-	-	42.6	47.2	-	-	-	-	-
Heavy Rail Vehicles	14.6	-	14.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>104.5</b>	<b>89.8</b>	<b>14.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>42.6</b>	<b>47.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>42.6</b>	<b>47.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Allocated</b>	<b>573.2</b>	<b>276.7</b>	<b>151.3</b>	<b>145.1</b>	<b>10.0</b>	<b>41.7</b>	<b>31.2</b>	<b>5.2</b>	<b>47.8</b>	<b>52.3</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>19.0</b>	<b>10.0</b>	<b>41.7</b>	<b>31.2</b>	<b>5.2</b>	<b>47.8</b>	<b>52.3</b>	<b>22.8</b>	<b>23.2</b>	<b>23.6</b>	<b>19.0</b>	
<b>Beginning Balance</b>	<b>118.0</b>	<b>118.0</b>	<b>14.6</b>	<b>(0.0)</b>	<b>118.0</b>	<b>124.5</b>	<b>99.0</b>	<b>84.0</b>	<b>95.4</b>	<b>64.6</b>	<b>29.6</b>	<b>24.6</b>	<b>19.6</b>	<b>14.6</b>	<b>118.0</b>	<b>124.5</b>	<b>99.0</b>	<b>84.0</b>	<b>95.4</b>	<b>64.6</b>	<b>29.6</b>	<b>24.6</b>	<b>19.6</b>	<b>14.6</b>	
<b>Total Surplus/(Shortfall)</b>	<b>(118.0)</b>	<b>(103.4)</b>	<b>(14.6)</b>	<b>-</b>	<b>6.5</b>	<b>(25.5)</b>	<b>(15.0)</b>	<b>11.4</b>	<b>(30.8)</b>	<b>(35.0)</b>	<b>(5.0)</b>	<b>(5.0)</b>	<b>(5.0)</b>	<b>-</b>	<b>6.5</b>	<b>(25.5)</b>	<b>(15.0)</b>	<b>11.4</b>	<b>(30.8)</b>	<b>(35.0)</b>	<b>(5.0)</b>	<b>(5.0)</b>	<b>(5.0)</b>	<b>-</b>	
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>14.6</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>124.5</b>	<b>99.0</b>	<b>84.0</b>	<b>95.4</b>	<b>64.6</b>	<b>29.6</b>	<b>24.6</b>	<b>19.6</b>	<b>14.6</b>	<b>14.6</b>	<b>124.5</b>	<b>99.0</b>	<b>84.0</b>	<b>95.4</b>	<b>64.6</b>	<b>29.6</b>	<b>24.6</b>	<b>19.6</b>	<b>14.6</b>	<b>14.6</b>	

**NOTES:**

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

## LACMTA Financial Forecasting Model Lease Revenues

**30-10 8/19/11**

	Plan Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
<b>(\$ in millions)</b>											
<b>Total Revenues Available</b>	<b>455.1</b>	<b>19.3</b>	<b>19.7</b>	<b>20.1</b>	<b>10.5</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.5</b>	<b>11.7</b>
Annual Percent Change		1.97%	1.97%	1.99%	-47.97%	1.82%	1.87%	1.91%	1.86%	2.03%	1.97%
<b>ALLOCATION OF FUNDS:</b>											
<b>Regional Administration</b>											
Agencywide Capital	71.8	9.5	9.7	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Corridor Development Plans (405511)	35.0										
Regional Administration	321.3	9.9	10.1	10.3	10.5	10.7	10.9	11.1	11.3	11.5	11.7
<b>Regional Administration Total</b>	<b>428.1</b>	<b>19.3</b>	<b>19.7</b>	<b>20.1</b>	<b>10.5</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.5</b>	<b>11.7</b>
<b>Bus Operations</b>											
MTA Operations	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>											
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	40.6										
<b>Bus Capital Total</b>	<b>40.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>											
Regional Connector	89.8	-	-	-	-	-	-	-	-	-	-
Heavy Rail Vehicles	14.6	2.0	6.2	6.3	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>104.5</b>	<b>2.0</b>	<b>6.2</b>	<b>6.3</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>573.2</b>	<b>21.4</b>	<b>26.0</b>	<b>26.5</b>	<b>10.5</b>	<b>10.7</b>	<b>10.9</b>	<b>11.1</b>	<b>11.3</b>	<b>11.5</b>	<b>11.7</b>
<b>Beginning Balance</b>	<b>118.0</b>	<b>14.6</b>	<b>12.5</b>	<b>6.3</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>
<b>Total Surplus/(Shortfall)</b>	<b>(118.0)</b>	<b>(2.0)</b>	<b>(6.2)</b>	<b>(6.3)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>12.5</b>	<b>6.3</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>

**NOTES:**

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

# LACMTA Financial Forecasting Model

## Lease Revenues

30-10 8/19/11

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	455.1	12.0	12.2	12.4	12.6	12.9	13.2	13.4	13.7	14.0	14.2	14.5
Annual Percent Change		1.94%	1.89%	1.89%	1.94%	1.96%	1.99%	2.02%	2.05%	2.07%	1.95%	1.92%
<b>ALLOCATION OF FUNDS:</b>												
<b>Regional Administration</b>												
Agencywide Capital	71.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Transit Corridor Development Plans (405511)	35.0											
Regional Administration	321.3	12.0	12.2	12.4	12.6	12.9	13.2	13.4	13.7	14.0	14.2	14.5
<b>Regional Administration Total</b>	<b>428.1</b>	<b>12.0</b>	<b>12.2</b>	<b>12.4</b>	<b>12.6</b>	<b>12.9</b>	<b>13.2</b>	<b>13.4</b>	<b>13.7</b>	<b>14.0</b>	<b>14.2</b>	<b>14.5</b>
<b>Bus Operations</b>												
MTA Operations	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Operations Totals</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Bus Capital</b>												
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	40.6											
<b>Bus Capital Total</b>	<b>40.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>												
Regional Connector	89.8	-	-	-	-	-	-	-	-	-	-	-
Heavy Rail Vehicles	14.6											
<b>Rail Capital Totals</b>	<b>104.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Allocated</b>	<b>573.2</b>	<b>12.0</b>	<b>12.2</b>	<b>12.4</b>	<b>12.6</b>	<b>12.9</b>	<b>13.2</b>	<b>13.4</b>	<b>13.7</b>	<b>14.0</b>	<b>14.2</b>	<b>14.5</b>
<b>Beginning Balance</b>	<b>118.0</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>
<b>Total Surplus/(Shortfall)</b>	<b>(118.0)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>(0.0)</b>

**NOTES:**

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

**LACMTA Financial Forecasting Model**  
**Local Agency Funds-Highway Project Match**  
**30-10 8/19/11**

(\$ in millions)	Plan Total	Years '10-'19	Years '20-'29	Years '30-'40	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
					2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
<b>Total Revenues Available</b>	12.6	12.6	-	-	0.4	1.2	2.1	0.1	7.8	0.9	-	-	-	-	-
<b>ALLOCATION OF FUNDS</b>															
Carpool Lanes, Gap Closures, Interchanges	6.0	6.0	-	-	-	-	-	-	6.0	-	-	-	-	-	-
RSTI-Individual Project Sheets	0.2	0.2	-	-	0.2	-	-	-	-	-	-	-	-	-	-
Expo Phase II Bikeway	3.0	3.0	-	-	0.1	-	0.2	0.1	1.8	0.9	-	-	-	-	-
Wilshire Bus Only Lane	3.3	3.3	-	-	0.1	1.2	2.0	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>12.6</b>	<b>12.6</b>	-	-	<b>0.4</b>	<b>1.2</b>	<b>2.1</b>	<b>0.1</b>	<b>7.8</b>	<b>0.9</b>	-	-	-	-	-
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

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

30-10 8/19/11

(\$ in millions)	Plan Total	Alloc %	Years '10-'19		Years '20-'29		Years '30-'40		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
			479.5	-	-	-	1.1	15.3	26.8	2.8	27.8	19.9	125.5	61.2	56.8	142.2			
<b>Total Revenues Available</b>	<b>479.5</b>																		
<b>ALLOCATION OF FUNDS:</b>																			
Lankershim Depot Restoration	1.1	0.2%	1.1	-	-	-	-	1.1	-	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	51.4	10.7%	51.4	-	-	-	-	-	-	-	-	-	-	-	51.4	-	-	-	-
Exposition Corridor - Phase I	42.1	8.8%	42.1	-	-	-	-	-	15.3	26.8	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase II	45.3	9.5%	45.3	-	-	-	-	-	-	-	-	4.2	18.4	12.7	10.1	-	-	-	-
Gold Line Foothill Extension	25.5	5.3%	25.5	-	-	-	-	-	-	-	2.5	23.0	-	-	-	-	-	-	-
Gold Line Eastside Extension Phase II	45.9	9.6%	45.9	-	-	-	-	-	-	-	-	-	-	-	-	-	45.9	-	-
Green Line Extension - LAX	7.2	1.5%	7.2	-	-	-	-	-	-	-	-	-	-	-	-	-	7.2	-	-
South Bay Green Line Extension	10.0	2.1%	10.0	-	-	-	-	-	-	-	-	-	-	-	10.0	-	-	-	-
San Fernando Valley North-South - Canoga	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	5.0	1.1%	5.0	-	-	-	-	-	-	-	0.3	0.6	1.5	1.7	0.5	0.3	-	-	-
San Fernando Valley I-405 Corridor Connection	41.4	8.6%	41.4	-	-	-	-	-	-	-	-	-	-	-	41.4	-	-	-	-
Regional Connector	41.0	8.6%	41.0	-	-	-	-	-	-	-	-	-	-	-	41.0	-	-	-	-
West Santa Ana Branch Corridor	8.7	1.8%	8.7	-	-	-	-	-	-	-	-	-	-	-	8.7	-	-	-	-
Westside Subway Extension Segment 1	154.8	32.3%	154.8	-	-	-	-	-	-	-	-	-	-	-	-	9.2	3.4	142.2	-
Westside Subway Extension Segment 2	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 3	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles	0.04	0.0%	0.04	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-
Other Rail Costs	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>MTA Rail Capital</b>	<b>479.5</b>	<b>100.0%</b>	<b>479.5</b>	-	-	-	-	<b>1.1</b>	<b>15.3</b>	<b>26.8</b>	<b>2.8</b>	<b>27.8</b>	<b>19.9</b>	<b>125.5</b>	<b>61.2</b>	<b>56.8</b>	<b>142.2</b>		
<b>Sub-Total Allocated</b>	<b>479.5</b>	<b>100.0%</b>	<b>479.5</b>	-	-	-	-	<b>1.1</b>	<b>15.3</b>	<b>26.8</b>	<b>2.8</b>	<b>27.8</b>	<b>19.9</b>	<b>125.5</b>	<b>61.2</b>	<b>56.8</b>	<b>142.2</b>		
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

**LACMTA Financial Forecasting Model  
Other (General, Advertising, Other Misc.)**

**30-10 8/19/11**

	Plan Total	Alloc %	Years		Years		Years		Years		Years		Years		Years		Years	
			'10-'19	'20-'29	'30-'40	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
<b>Total Revenues Available (Inflated)</b>	<b>1,488.5</b>		<b>390.8</b>	<b>467.8</b>	<b>629.9</b>	<b>40.2</b>	<b>32.5</b>	<b>37.6</b>	<b>39.1</b>	<b>39.2</b>	<b>39.3</b>	<b>39.4</b>	<b>40.3</b>	<b>41.2</b>	<b>42.1</b>			
Annual Percent Change							-19.1%	15.53%	3.98%	0.30%	0.30%	0.31%	2.31%	2.16%	2.06%			
<b>ALLOCATION OF FUNDS:</b>																		
<b>Regional Administration</b>																		
Regional Administration	10.1	1.7%	10.1	-	-	10.1	-	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	111.1	19.2%	29.8	36.4	45.0	3.1	2.4	-	4.4	4.4	2.9	3.0	3.1	3.2	3.2			
<b>Regional Administration Total</b>	<b>121.2</b>	<b>21.0%</b>	<b>39.8</b>	<b>36.4</b>	<b>45.0</b>	<b>13.2</b>	<b>2.4</b>	<b>-</b>	<b>4.4</b>	<b>4.4</b>	<b>2.9</b>	<b>3.0</b>	<b>3.1</b>	<b>3.2</b>	<b>3.2</b>			
<b>Bus Operations</b>																		
MTA Operations	385.3	66.7%	170.1	90.0	125.2	23.4	33.7	30.3	27.2	21.6	6.4	5.7	5.8	8.0	8.1			
Municipal Operators	146.6	25.4%	37.8	46.4	62.4	3.4	3.5	3.6	3.6	3.7	3.8	3.9	4.0	4.1	4.2			
ADA/Paratransit	45.6	7.9%	11.8	14.4	19.4	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3			
<b>Bus Operations Total</b>	<b>577.4</b>	<b>100.0%</b>	<b>219.7</b>	<b>150.7</b>	<b>207.0</b>	<b>27.9</b>	<b>38.3</b>	<b>35.0</b>	<b>32.0</b>	<b>26.5</b>	<b>11.4</b>	<b>10.8</b>	<b>11.0</b>	<b>13.3</b>	<b>13.6</b>			
<b>Bus Capital</b>																		
MTA Bus Fleet	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>	<b>802.9</b>	<b>139.0%</b>	<b>144.3</b>	<b>280.7</b>	<b>377.9</b>	<b>1.6</b>	<b>2.4</b>	<b>2.6</b>	<b>2.7</b>	<b>8.3</b>	<b>25.0</b>	<b>25.6</b>	<b>26.2</b>	<b>24.7</b>	<b>25.2</b>			
<b>Rail Capital Totals</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Sub-Total Allocated</b>	<b>1,501.6</b>	<b>100.0%</b>	<b>403.9</b>	<b>467.8</b>	<b>629.9</b>	<b>42.7</b>	<b>43.0</b>	<b>37.6</b>	<b>39.1</b>	<b>39.2</b>	<b>39.3</b>	<b>39.4</b>	<b>40.3</b>	<b>41.2</b>	<b>42.1</b>			
<b>Beginning Balance</b>	<b>13.1</b>		<b>13.1</b>	<b>0.0</b>	<b>0.0</b>	<b>13.1</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Total Surplus/(Shortfall)</b>	<b>(13.0)</b>		<b>(13.0)</b>	<b>-</b>	<b>-</b>	<b>(2.5)</b>	<b>(10.5)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			
<b>Cumulative Ending Balance</b>	<b>0.0</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.5</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>			

**NOTES:**

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

**LACMTA Financial Forecasting Model  
Other (General, Advertising, Other Misc.)  
30-10 8/19/11**

	Plan	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2029
<b>Total Revenues Available (Inflated)</b>	<b>1,488.5</b>	<b>42.9</b>	<b>43.7</b>	<b>44.6</b>	<b>45.4</b>	<b>46.3</b>	<b>47.1</b>	<b>48.0</b>	<b>48.9</b>	<b>49.9</b>	<b>50.9</b>	<b>50.9</b>
Annual Percent Change		1.97%	1.97%	1.99%	1.89%	1.82%	1.87%	1.91%	1.86%	2.03%	1.97%	1.97%
<b>ALLOCATION OF FUNDS:</b>												
<b>Regional Administration</b>												
Regional Administration	10.1	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	111.1	3.3	3.4	3.4	3.5	3.6	3.7	3.7	3.8	3.9	4.0	4.0
<b>Regional Administration Total</b>	<b>121.2</b>	<b>3.3</b>	<b>3.4</b>	<b>3.4</b>	<b>3.5</b>	<b>3.6</b>	<b>3.7</b>	<b>3.7</b>	<b>3.8</b>	<b>3.9</b>	<b>4.0</b>	<b>4.0</b>
<b>Bus Operations</b>												
MTA Operations	385.3	8.3	8.4	8.6	8.8	8.9	9.1	9.2	9.4	9.6	9.8	9.8
Municipal Operators	146.6	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.8	4.9	5.0	5.0
ADA/Paratransit	45.6	1.3	1.3	1.4	1.4	1.4	1.5	1.5	1.5	1.5	1.6	1.6
<b>Bus Operations Total</b>	<b>577.4</b>	<b>13.8</b>	<b>14.1</b>	<b>14.4</b>	<b>14.7</b>	<b>14.9</b>	<b>15.2</b>	<b>15.5</b>	<b>15.7</b>	<b>16.1</b>	<b>16.4</b>	<b>16.4</b>
<b>Bus Capital</b>												
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Operations Total</b>												
<b>Rail Operations Total</b>	<b>802.9</b>	<b>25.7</b>	<b>26.2</b>	<b>26.8</b>	<b>27.3</b>	<b>27.8</b>	<b>28.3</b>	<b>28.8</b>	<b>29.4</b>	<b>29.9</b>	<b>30.5</b>	<b>30.5</b>
<b>Rail Capital Totals</b>												
<b>Sub-Total Allocated</b>	<b>1,501.6</b>	<b>42.9</b>	<b>43.7</b>	<b>44.6</b>	<b>45.4</b>	<b>46.3</b>	<b>47.1</b>	<b>48.0</b>	<b>48.9</b>	<b>49.9</b>	<b>50.9</b>	<b>50.9</b>
<b>Beginning Balance</b>	<b>13.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(13.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

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