

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

30-10 8/19/11

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)	Total	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
Total Revenues Available (Inflated)	1,488.5	51.9	52.9	53.9	54.9	56.0	57.1	58.3	59.4	60.7	61.9	63.0
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>												
Regional Administration	10.1	-	-	-	-	-	-	-	-	-	-	-
Agencywide Capital	111.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
<b>Regional Administration Total</b>	<b>121.2</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>	<b>4.1</b>
<b>Bus Operations</b>												
MTA Operations	385.3	9.9	10.2	10.5	10.7	11.0	11.3	11.6	12.0	12.3	12.6	12.9
Municipal Operators	146.6	5.1	5.2	5.3	5.4	5.5	5.7	5.8	5.9	6.0	6.1	6.2
ADA/Paratransit	45.6	1.6	1.6	1.7	1.7	1.7	1.8	1.8	1.8	1.9	1.9	1.9
<b>Bus Operations Total</b>	<b>577.4</b>	<b>16.7</b>	<b>17.1</b>	<b>17.5</b>	<b>17.9</b>	<b>18.3</b>	<b>18.8</b>	<b>19.2</b>	<b>19.7</b>	<b>20.2</b>	<b>20.7</b>	<b>21.1</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>802.9</b>	<b>31.1</b>	<b>31.7</b>	<b>32.3</b>	<b>32.9</b>	<b>33.6</b>	<b>34.3</b>	<b>34.9</b>	<b>35.7</b>	<b>36.4</b>	<b>37.1</b>	<b>37.8</b>	<b>37.8</b>
<b>Rail Capital Totals</b>												
<b>1,501.6</b>	<b>51.9</b>	<b>52.9</b>	<b>53.9</b>	<b>54.9</b>	<b>56.0</b>	<b>57.1</b>	<b>58.3</b>	<b>59.4</b>	<b>60.7</b>	<b>61.9</b>	<b>63.0</b>	<b>63.0</b>
Beginning Balance	13.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Surplus/(Shortfall)	(13.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cumulative Ending Balance	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**NOTES:**

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

# LACMTA Financial Forecasting Model

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

30-10 8/19/11

	Total '10-'40	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				
Repayment of Capital Project Loans Fund 3562	11.4	11.4	-	-	11.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Revenues Available</b>	<b>11.4</b>	<b>11.4</b>	-	-	<b>11.4</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>ALLOCATION OF FUNDS</b>																			
<b>RAIL CAPITAL</b>																			
Regional Connector	91.6	-	-	-	9.7	14.3	39.1	4.8	23.6	-	-	-	-	-	-	-	-	-	-
East San Fernando Valley North-South Corridor	0.5	-	-	-	0.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
West Santa Ana Branch Line	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastside Extension Phase II	6.9	-	-	-	-	4.0	2.8	-	-	-	-	-	-	-	-	-	-	-	-
South Bay Green Line Extension	5.2	-	-	-	-	1.5	3.6	-	-	-	-	-	-	-	-	-	-	-	-
Rail Maintenance Facility contingency	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Westside Subway Extension Segment 1	120.3	120.3	-	-	11.1	30.9	44.5	33.8	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Total</b>	<b>224.3</b>	<b>224.3</b>	-	-	<b>21.3</b>	<b>50.8</b>	<b>90.0</b>	<b>38.6</b>	<b>23.6</b>	-	-	-	-	-	-	-	-	-	-
<b>BUS CAPITAL</b>																			
MTA Bus Fleet	35.0	-	-	-	-	14.9	2.1	18.0	-	-	-	-	-	-	-	-	-	-	-
MTA CRD	1.2	-	-	-	-	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	2.0	-	-	-	-	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Total</b>	<b>38.2</b>	<b>38.2</b>	-	-	-	<b>18.1</b>	<b>2.1</b>	<b>18.0</b>	-	-	-	-	-	-	-	-	-	-	-
<b>BUS OPERATIONS LOAN</b>																			
Future Call Reserve	81.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Highway Capital Projects Total</b>	<b>82.3</b>	<b>82.3</b>	-	-	-	<b>0.5</b>	<b>27.0</b>	<b>14.9</b>	<b>(27.0)</b>	<b>39.9</b>	<b>0.5</b>	<b>14.9</b>	<b>27.0</b>	<b>39.9</b>	<b>0.5</b>	<b>14.9</b>	<b>27.0</b>	<b>39.9</b>	<b>0.5</b>
<b>Total</b>	<b>344.9</b>	<b>344.9</b>	-	-	<b>61.2</b>	<b>69.4</b>	<b>119.1</b>	<b>56.6</b>	<b>38.5</b>	-	-	-	-	-	-	-	-	-	-
<b>Beginning Balance</b>	<b>333.5</b>	<b>333.5</b>	<b>0.0</b>	<b>0.0</b>	<b>333.5</b>	<b>283.7</b>	<b>214.3</b>	<b>95.1</b>	<b>38.5</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>	<b>0.0</b>
<b>Total Surplus/(Shortfall)</b>	<b>(333.5)</b>	<b>(333.5)</b>	-	-	<b>(49.8)</b>	<b>(69.4)</b>	<b>(119.1)</b>	<b>(56.6)</b>	<b>(38.5)</b>	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>283.7</b>	<b>214.3</b>	<b>95.1</b>	<b>38.5</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>	<b>0.0</b>	<b>0.0</b>

**NOTES:**

1. MTA buses \$150.0 approved LONP reimbursement.
2. Eastside \$164.9 LONP reimbursement.
3. Expo \$14.0 (of \$30.7) LONP reimbursement.



**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**

30-10 8/19/11

(\$ in millions)	Total '10-'40	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>Total Revenues Available</b>	18.0		-	2.0	-	-	2.0	-	-	2.0	-	-	-
<b>ALLOCATION OF FUNDS:</b>													
<b>Bus Capital</b>													
MTA Bus Fleet	18.0	100.0%	-	2.0	-	-	2.0	-	-	2.0	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	18.0	0.0%	-	2.0	-	-	2.0	-	-	2.0	-	-	-
<b>Sub-Total Allocated</b>	18.0	0.0%	-	2.0	-	-	2.0	-	-	2.0	-	-	-
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model**  
**Air Quality Vehicle Registration Fee (AB 2766)**

30-10 8/19/11

(\$ in millions)	Total '10-'40	Alloc %	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
			2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available</b>	18.0		2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>ALLOCATION OF FUNDS:</b>													
<b>Bus Capital</b>													
MTA Bus Fleet	18.0	100.0%	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>Bus Capital Totals</b>	18.0	0.0%	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>Sub-Total Allocated</b>	18.0	0.0%	2.0	-	-	2.0	-	-	2.0	-	-	2.0	-
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Also includes SCAQMD Carl Moyer funds.

**LACMTA Financial Forecasting Model  
Environmental Enhancement & Mitigation**

**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	
		10.0	10.0	10.0	11.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Total Revenues Available</b>	<b>31.0</b>							1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
<b>ALLOCATION OF FUNDS:</b>																		
Enviro Enhancement & Mitigation Projects	31.0	10.0	10.0	11.0				1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
<b>Subtotal Allocated</b>	<b>31.0</b>	<b>10.0</b>	<b>10.0</b>	<b>11.0</b>				<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	
Beginning Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Annual Surplus/<Shortfall>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cumulative Ending Balance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

(\$ in millions)	Plan		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	Total		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
<b>Total Revenues Available</b>	31.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>ALLOCATION OF FUNDS:</b>													
Enviro Enhancement & Mitigation Projects	31.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Allocated</b>	<b>31.0</b>		<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-		-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Projects are awarded on a discretionary basis.

**LACMTA Financial Forecasting Model**  
**Environmental Enhancement & Mitigation**  
**30-10 8/19/11**

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)												
<b>Total Revenues Available</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>ALLOCATION OF FUNDS:</b>												
Enviro Enhancement & Mitigation Projects	31.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
<b>Subtotal Allocated</b>	<b>31.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. Projects are awarded on a discretionary basis.

# LACMTA Financial Forecasting Model

## High Speed Rail Bonds

30-10 8/19/11

	Total '10-'40	Alloc %	Years			2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019	
			'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	
Total Revenues Available	178.5	0.0%	178.5	-	-	0.0	18.0	0.0	18.0	0.0	15.0	25.5	50.0	70.0	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>ALLOCATION OF FUNDS</b>																											
<b>RAIL CAPITAL</b>																											
Regional Connector	114.9		114.9	-	-	-	-	-	-	-	-	10.5	34.4	70.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Metrolink (LA County 51.4% share)	63.6		63.6	-	-	-	18.0	-	18.0	-	15.0	15.0	15.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Total</b>	<b>178.5</b>		<b>178.5</b>	-	-	-	<b>18.0</b>	-	<b>18.0</b>	-	<b>15.0</b>	<b>25.5</b>	<b>50.0</b>	<b>70.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>178.5</b>	<b>100.0%</b>	<b>178.5</b>	-	-	-	<b>18.0</b>	-	<b>18.0</b>	-	<b>15.0</b>	<b>25.5</b>	<b>50.0</b>	<b>70.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
Beginning Balance	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Surplus/(Shortfall)	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative Ending Balance	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

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

LACMTA Financial Forecasting Model  
 Interregional Improvement Program Funds (IIP)

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	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009
Interregional Improvement Program Funds (IIP)	153.8	153.8	-	-	-	40.3	5.7	14.4	81.4	7.1	4.9	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Revenues Available</b>	<b>153.8</b>	<b>153.8</b>	-	-	-	<b>40.3</b>	<b>5.7</b>	<b>14.4</b>	<b>81.4</b>	<b>7.1</b>	<b>4.9</b>	<b>0.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>ALLOCATION OF FUNDS</b>																											
<b>Highways</b>																											
HOV Lanes	41.1	41.1	-	-	-	8.3	4.0	4.7	15.6	5.4	3.2	0.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gap Closures	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Interchanges	12.0	12.0	-	-	-	3.4	-	-	8.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR-138 Widening	23.2	23.2	-	-	-	23.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Imprvmnts (RSTI)	64.9	64.9	-	-	-	1.4	-	8.0	55.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Imprv)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Enhancements	2.4	2.4	-	-	-	2.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transportation Demand Management (TDM)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Imprvmnts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (IIP share) thru FY15 (no share)	10.2	10.2	-	-	-	1.7	1.7	1.7	1.7	1.7	1.7	1.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highways</b>	<b>153.8</b>	<b>153.8</b>	-	-	-	<b>40.3</b>	<b>5.7</b>	<b>14.4</b>	<b>81.4</b>	<b>7.1</b>	<b>4.9</b>	<b>0.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail and Transitways Capital</b>	<b>-</b>	<b>-</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>153.8</b>	<b>153.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>40.3</b>	<b>5.7</b>	<b>14.4</b>	<b>81.4</b>	<b>7.1</b>	<b>4.9</b>	<b>0.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/Shortfall</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

1. Includes Intercity Rail projects.

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**30-10 8/19/11**

(\$ in millions)	Total '10-'40	Years				Since Inception	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019			
		'10-'19	'20-'29	'30-'40	Years		2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010	2009	2010
Corridor Mobility Improvement Account (CMIA)	1,080.1	1,080.1	-	-	-	1,100.1	24.3	99.2	550.8	281.8	51.0	23.7	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9	21.9		
Ports - Trade Corridors Improvement	737.0	737.0	-	-	-	998.3	150.0	150.0	150.0	150.0	137.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Ports - State Air Resources Board	360.0	360.0	-	-	-	-	70.0	70.0	70.0	75.0	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Transit Modernization - Intercity Rail	30.0	30.0	-	-	-	-	10.0	10.0	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
State-Local Partnership-SLPP	276.9	276.9	-	-	-	277.8	40.0	30.0	40.9	136.2	27.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Transit System Safety, Security	128.7	128.7	-	-	-	161.0	16.0	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1		
Highway-Railroad Crossing Safety	38.6	38.6	-	-	-	-	25.0	13.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Highway Safety - SHOPP	25.0	25.0	-	-	-	-	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Highway Safety - Signal Synchronization LA City local streets	90.0	90.0	-	-	-	-	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Street and Road Improvement - county, cities	430.0	430.0	-	-	-	-	50.0	100.0	90.0	75.0	75.0	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Total Revenues Available (plus \$509.6 in STIP Augmentation)</b>	<b>3,196.3</b>	<b>3,196.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>440.3</b>	<b>518.9</b>	<b>957.8</b>	<b>734.1</b>	<b>381.2</b>	<b>79.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>	<b>38.0</b>	<b>40.8</b>
<b>ALLOCATION OF FUNDS</b>																														
SLPP - Bus Capital - Bus Procurement	38.6	38.6	-	-	-	-	-	-	3.6	17.0	18.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SLPP - Transit Projs-CRD	20.0	20.0	-	-	-	-	20.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal SLPP - Bus Capital</b>	<b>58.6</b>	<b>58.6</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>20.0</b>	<b>3.6</b>	<b>17.0</b>	<b>18.0</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>
SLPP - Transit Projs-MetroLink	20.0	20.0	-	-	-	-	-	10.0	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SLPP - Transit Projs-SFV N-S Canoga	61.8	61.8	-	-	-	-	-	-	7.4	45.3	9.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
SLPP - Transit Projs-East SFV	2.8	2.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal SLPP - Rail Capital</b>	<b>84.5</b>	<b>84.5</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0</b>	<b>10.0</b>	<b>17.4</b>	<b>45.3</b>	<b>9.1</b>	<b>0.0</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>2.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
Transit Modernization - Intercity Rail (no project sheet)	30.0	30.0	-	-	-	-	10.0	10.0	10.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transit System Safety, Security (no project sheet)	128.7	128.7	-	-	-	-	16.0	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	16.1	
<b>Transit Capital Projects Total</b>	<b>301.8</b>	<b>301.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>		<b>26.0</b>	<b>56.1</b>	<b>47.0</b>	<b>78.4</b>	<b>43.2</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	<b>16.1</b>	

**LACMTA Financial Forecasting Model**  
**Prop 1B State Infrastructure Bond Proceeds**  
**Other than PTMISEA**  
**30-10 & 19/11**

(\$ in millions)	Total '10-'40	Years				2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019	
		'10-'19	'20-'29	'30-'40	Years	2009	2010	2010	2011	2011	2012	2012	2013	2013	2014	2014	2015	2015	2016	2016	2017	2017	2018	2018	2019	2019	
<b>HIGHWAY PROJECTS</b>																											
State-Local Partnership-SLPP - Freeway Projects																											
I-5 South from OCL to SR-605	62.7	62.7	-	-	-	-	-	-	-	-	-	62.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I-5 South Carmentita Interchange	14.9	14.9	-	-	-	14.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I-5 North Carpool Lanes from SR-134 to SR-170	31.2	31.2	-	-	-	-	-	-	20.0	-	-	11.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
I-5 North Carpool Lanes from SR-118- to SR-170	25.1	25.1	-	-	-	25.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Subtotal SLPP - Freeway Projects	133.9	133.9	-	-	-	40.0	-	20.0	20.0	73.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
State-Local Partnership-SLPP - Call for Projects	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Highway-Railroad Crossing Safety (no proj sheet)	13.0	13.0	-	-	-	13.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Highway-Railroad Crossing Safety - ACE Nogales St Grade Separation	25.6	25.6	-	-	-	12.0	13.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Highway Safety - SHOPP (no proj sheet)	25.0	25.0	-	-	-	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Highway Safety - Signal Synchronization LA City local streets (no proj sheet)	90.0	90.0	-	-	-	30.0	30.0	30.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Trade Corridors/Port Infrastructure - Goods Movement (no proj sheet)	822.0	822.0	-	-	-	220.0	170.0	70.0	150.0	212.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Trade Corridors/Port Infrastructure - Goods Movement Gerald Desmond Bridge	275.0	275.0	-	-	-	-	50.0	150.0	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Street and Road Improvement - county (no proj sheet)	165.0	165.0	-	-	-	25.0	50.0	40.0	25.0	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Street and Road Improvement - cities (no proj sheet)	265.0	265.0	-	-	-	25.0	50.0	50.0	50.0	50.0	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal</b>	<b>1,814.5</b>	<b>1,814.5</b>	-	-	-	<b>390.0</b>	<b>363.6</b>	<b>360.0</b>	<b>373.9</b>	<b>287.0</b>	<b>40.0</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CMIA - I-5 South OCL to I-605	387.0	387.0	-	-	-	-	72.3	314.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CMIA - I-405 over Sepulveda Pass	594.0	594.0	-	-	-	24.3	26.9	210.0	281.8	51.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CMIA - I-10 from Puente to Citrus	26.1	26.1	-	-	-	-	-	-	26.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
CMIA - I-5 from SR-134 to SR-170	73.0	73.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Subtotal CMIA</b>	<b>1,080.1</b>	<b>1,080.1</b>	-	-	-	<b>24.3</b>	<b>99.2</b>	<b>550.8</b>	<b>281.8</b>	<b>51.0</b>	<b>23.7</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	
<b>Highway Capital Projects Total</b>	<b>2,894.6</b>	<b>2,894.6</b>	-	-	-	<b>414.3</b>	<b>462.8</b>	<b>910.8</b>	<b>655.7</b>	<b>338.0</b>	<b>63.7</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>	<b>21.9</b>		
<b>Total</b>	<b>3,196.3</b>	<b>3,196.3</b>	-	-	-	<b>440.3</b>	<b>518.9</b>	<b>957.8</b>	<b>734.1</b>	<b>361.2</b>	<b>79.8</b>	<b>38.0</b>	<b>40.8</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>	<b>5.5</b>		
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Annual Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

**NOTES:**

- Prop 1B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2005 (SB 1266), passed 11/7/06. LA County transportation estimate.
- Plus STIP Augmentation.

**LACMTA Financial Forecasting Model  
Prop 1B State Infrastructure Bond Proceeds  
PTMISEA  
30-10 8/19/11**

	Total '10-'40	Years			Years '30-'40	Since Inception	2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		
		'10-'19	'20-'29	'30-'40			2010	2011	2012	2013	2014	2015	2016	2017	2018	2019													
(S in millions)																													
Transit Modernization - STA population (\$494.7 since inception)	365.0					494.7	46.9	207.4	55.3	55.3																			
Transit Modernization - STA operator revenue (\$597.0 since inception)	440.5					597.0	56.7	250.3	66.8	66.8																			
<b>Total Revenues Available (\$1,091.7 since inception)</b>	<b>805.5</b>	<b>805.5</b>	<b>0.0</b>	<b>0.0</b>	<b>1,091.7</b>	<b>103.6</b>	<b>457.7</b>	<b>122.1</b>	<b>122.1</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>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>ALLOCATION OF FUNDS</b>																													
<b>BUS CAPITAL</b>																													
MTA Bus Procurement (\$49.2 since inception)	0.0					49.2																							
MTA Bus Procurement (\$168.7 since inception)	148.7					168.7					1.1	55.0	65.7	26.8															
MTA Division 13 (\$36.6 since inception)	36.6					36.6	17.7	5.4	13.5																				
Bus rehab, mid-life rebuild (\$72.7 since inception)	27.6					72.7			26.7	0.9																			
<b>Subtotal MTA Bus Capital</b>	<b>212.9</b>	<b>212.9</b>				<b>327.2</b>	<b>17.7</b>	<b>5.4</b>	<b>41.4</b>	<b>55.9</b>	<b>65.7</b>	<b>26.8</b>																	
Muni Operators (\$93.9 since inception)	70.1					93.9	11.7	11.7	11.7	11.7																			
<b>Bus Capital Total</b>	<b>283.0</b>	<b>283.0</b>				<b>421.1</b>	<b>29.4</b>	<b>17.1</b>	<b>53.1</b>	<b>67.6</b>	<b>77.4</b>	<b>38.4</b>																	
<b>RAIL CAPITAL</b>																													
MetroLink (\$36.6 since inception)	27.0					36.6	3.5	3.9	3.9	3.9																			
Expo Phase I P3010 Light Rail Vehicles (\$5.2)	5.2					5.2		1.8		2.8																			
Expo Phase I (\$118.4+\$20.1 safety enhance less \$5.2 LRV=\$133.3 since inception)	99.3					133.3		61.6	37.7																				
Expo Phase II (\$48.9)	48.9					48.9	12.8		36.1																				
Crenshaw/LAX Corridor (\$201.1)	201.2					201.1			38.3	150.3	12.5																		
SFV N-S Canoga (\$70 since inception)	68.3					70.0	3.0		50.8																				
Regional Connector (\$175.5)	175.5					175.5																							
<b>Rail Capital Total</b>	<b>625.3</b>	<b>625.3</b>				<b>670.6</b>	<b>19.3</b>	<b>67.3</b>	<b>166.8</b>	<b>176.7</b>	<b>33.5</b>	<b>22.7</b>	<b>18.8</b>	<b>31.1</b>	<b>50.8</b>	<b>52.5</b>													
<b>Total</b>	<b>908.3</b>	<b>908.3</b>				<b>1,091.7</b>	<b>48.7</b>	<b>84.4</b>	<b>219.8</b>	<b>244.3</b>	<b>111.0</b>	<b>61.1</b>	<b>35.7</b>	<b>50.8</b>	<b>52.5</b>														
Beginning Balance	102.9						102.9	157.7	531.0	433.3	311.0	200.1	139.0	103.3	52.5														
Annual Surplus/(Shortfall)	(102.9)						54.9	373.3	(97.8)	(122.2)	(111.0)	(61.1)	(35.7)	(50.8)	(52.5)														
<b>Cumulative Ending Balance</b>	<b>-</b>	<b>-</b>				<b>-</b>	<b>157.7</b>	<b>531.0</b>	<b>433.3</b>	<b>311.0</b>	<b>200.1</b>	<b>139.0</b>	<b>103.3</b>	<b>52.5</b>	<b>-</b>														

**NOTES:**  
1. Prop 1B, The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (SB 1266), passed 11/7/06. LA County transportation estimate.  
2. Public Transportation Modernization, Improvement, and Service Enhancement Account.

**LACMTA Financial Forecasting Model  
Regional Improvement Program Funds (RIP) --  
Highway (with Transit Summary)  
30-10 8/19/11**

	Plan Total	Years '10-'19		Years '20-'29		Years '30-'40		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019	
		'10-'19	'20-'29	'30-'40	'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	
Regional Improvement Program Funds (RIP) Revenues	4,136.7	986.7	1,500.0	1,650.0	6.9	91.4	177.6	60.1	53.9	113.6	129.6	150.0	150.0																
<b>TOTAL REVENUES</b>	<b>4,136.7</b>	<b>986.7</b>	<b>1,500.0</b>	<b>1,650.0</b>	<b>6.9</b>	<b>91.4</b>	<b>177.6</b>	<b>60.1</b>	<b>53.9</b>	<b>113.6</b>	<b>129.6</b>	<b>150.0</b>	<b>150.0</b>																
Metro Admin Planning, Programming & Monitoring (PPM)	218.8	61.3	75.0	82.5	7.5	7.6	7.5	7.8	3.3	3.3	3.3	6.1	7.5																
Planning for SFV I-405 Transit Corridor	1.0	1.0	-	-	0.0	1.0	0.0	0.0	0.0	0.0	-	-	-																
MIS Studies (400020, no project sheet) (from PPM)	-	-	-	-	-	-	-	-	-	-	-	-	-																
Net PPM for Highway Admin	217.8	60.3	75.0	82.5	7.5	7.6	6.5	7.8	3.3	3.3	3.3	6.1	7.5																
<b>Total Revenues Avail. - Hwy &amp; Transit</b>	<b>3,919.0</b>	<b>926.5</b>	<b>1,425.0</b>	<b>1,567.5</b>	<b>(0.6)</b>	<b>83.7</b>	<b>171.1</b>	<b>52.3</b>	<b>50.7</b>	<b>110.4</b>	<b>126.3</b>	<b>47.5</b>	<b>142.5</b>																
Less: amount transferred to RIP- Transit page	1,438.4	719.3	219.2	500.0	170.5	64.1	38.4	21.9	27.8	122.1	50.2	46.9	136.0																
<b>Net Hwy Revenue</b>	<b>2,480.6</b>	<b>207.2</b>	<b>1,205.8</b>	<b>1,067.6</b>	<b>(171.1)</b>	<b>19.6</b>	<b>132.7</b>	<b>30.4</b>	<b>22.9</b>	<b>(11.7)</b>	<b>76.2</b>	<b>0.5</b>	<b>101.2</b>																
<b>ALLOCATION OF FUNDS</b>																													
<b>Highways</b>																													
HOV Lanes - FY20-30 is not yet programmed	566.4	458.3	56.5	51.6	23.7	97.5	194.3	66.1	54.9	21.6	0.2	-	-																
Gap Closures - FY20-30 is not yet programmed	328.2	1.6	207.7	118.9	1.6	-	-	-	-	-	-	-	-																
Freeway Interchanges - FY20-30 is not yet programmed	598.3	80.7	373.8	143.7	43.7	37.0	-	-	-	-	-	-	-																
Freeway Projects Subtotal (see detail below)	1,492.8	540.6	638.0	314.2	69.0	134.5	194.3	66.1	54.9	21.6	0.2	-	-																
SR-138 Widening	101.0	101.0	-	-	15.3	9.2	-	-	-	-	75.9	0.5	-																
Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-	-																
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-	-																
Retrofit Soundwalls	691.4	-	-	691.4	-	-	-	-	-	-	-	-	-																
Park & Ride/Transit Centers	1.0	1.0	-	-	-	1.0	-	-	-	-	-	-	-																
Rideshare	-	-	-	-	-	-	-	-	-	-	-	-	-																
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-	-																
Future Call for Projects - not yet programmed	-	-	-	-	-	-	-	-	-	-	-	-	-																
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	675.5	40.6	634.9	-	-	-	-	-	-	-	-	-	-																
AB 3090 Replacement Projects	41.4	41.4	-	-	6.9	6.9	6.9	6.9	6.9	6.9	-	-	34.1																
<b>Subtotal Highways Allocated</b>	<b>3,003.1</b>	<b>724.6</b>	<b>1,272.9</b>	<b>1,005.6</b>	<b>91.2</b>	<b>151.7</b>	<b>201.2</b>	<b>73.0</b>	<b>61.8</b>	<b>28.5</b>	<b>76.1</b>	<b>0.5</b>	<b>34.1</b>																
<b>Beginning Balance</b>	<b>584.6</b>	<b>584.6</b>	<b>67.1</b>	<b>0.0</b>	<b>584.6</b>	<b>322.3</b>	<b>190.2</b>	<b>121.7</b>	<b>79.2</b>	<b>40.2</b>	<b>(0.0)</b>	<b>0.0</b>	<b>-</b>																
<b>Annual Surplus/(Shortfall)</b>	<b>(522.5)</b>	<b>(517.4)</b>	<b>(67.1)</b>	<b>62.0</b>	<b>(262.3)</b>	<b>(132.1)</b>	<b>(68.5)</b>	<b>(42.6)</b>	<b>(38.9)</b>	<b>(40.3)</b>	<b>0.0</b>	<b>0.0</b>	<b>67.1</b>																
<b>Cumulative Ending Balance</b>	<b>62.0</b>	<b>67.1</b>	<b>0.0</b>	<b>62.0</b>	<b>322.3</b>	<b>190.2</b>	<b>121.7</b>	<b>79.2</b>	<b>40.2</b>	<b>(0.0)</b>	<b>(0.0)</b>	<b>0.0</b>	<b>67.1</b>																

**NOTES:**  
1. Administration is CFP 8401, PPNO 9001.  
2. Beginning balance represents funds allocated in prior years not yet spent.

**LACMTA Financial Forecasting Model  
Regional Improvement Program Funds (RIP) --  
Highway (with Transit Summary)  
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	2010	2011	2011	2012	2012	2013	2013	2014	2014	2015	2015	2016	2016	2017	2017	2018	2018	2019	2019		
<b>Freeway Projects Detail:</b>																											
Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Col US-101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw/ I-5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	116.4	116.4	-	-	-	-	-	-	-	116.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente I-10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	80.7	80.7	-	-	-	43.7	37.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	271.5	271.5	-	-	-	23.7	30.8	74.2	66.1	54.9	21.6	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	27.8	27.8	-	-	-	-	24.2	3.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	17.4	17.4	-	-	-	-	17.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	1.6	1.6	-	-	-	1.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	202.9	-	177.9	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-14	427.9	-	373.8	54.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	56.5	-	56.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	25.1	25.1	-	-	-	-	25.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gap - North Extension (tunnel) SR-710	123.7	-	29.8	93.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
I-710 South I-710 South	51.6	-	-	51.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Operational Improvements in Arroyo Verdugo Subregion A-V	89.6	-	-	89.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Project Subtotal	1,492.8	540.6	638.0	314.2	69.0	134.5	194.3	66.1	54.9	21.6	0.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - I-405 / Arbor Vitae Interchange	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Mission Blvd. / SR-71 Interchange	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Corridor Widening (only 7 of 13 segments assume-	101.0	101.0	-	-	-	15.3	9.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - I-5 / Western Avenue Access	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Interchange Phases I & II (Magic Mountain Parkwa	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model  
Regional Improvement Program Funds (RIP) --  
Highway (with Transit Summary)  
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	
<b>Regional Improvement Program Funds (RIP) Revenues</b>	<b>4,136.7</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
<b>TOTAL REVENUES</b>	<b>4,136.7</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
Metro Admin Planning, Programming & Monitoring (PPM)	218.8	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Planning for SFV I-405 Transit Corridor	1.0	-	-	-	-	-	-	-	-	-	-	-
MIS Studies (400020, no project sheet) (from PPM)	-	-	-	-	-	-	-	-	-	-	-	-
Net PPM for Highway Admin	217.8	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
<b>Total Revenues Avail.- Hwy &amp; Transit</b>	<b>3,919.0</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
Less: amount transferred to RIP- Transit page	1,438.4	81.2	6.0	6.1	26.1	26.2	26.4	26.4	6.8	7.0	7.2	7.2
<b>Net Hwy Revenue</b>	<b>2,480.6</b>	<b>61.3</b>	<b>136.5</b>	<b>136.4</b>	<b>116.4</b>	<b>116.3</b>	<b>116.1</b>	<b>116.1</b>	<b>135.8</b>	<b>135.5</b>	<b>135.5</b>	<b>135.3</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Highways</b>												
HOV Lanes - FY20-30 is not yet programmed	566.4	-	-	-	26.5	-	10.3	19.7	-	-	-	-
Gap Closures - FY20-30 is not yet programmed	328.2	-	-	-	-	28.7	63.6	-	-	47.5	67.9	-
Freeway Interchanges - FY20-30 is not yet programmed	598.3	-	-	-	85.5	50.1	37.1	52.9	63.8	63.0	21.4	-
Freeway Projects Subtotal (see detail below)	1,492.8	-	-	-	112.0	78.8	111.0	72.6	63.8	110.5	89.3	-
SR-138 Widening	101.0	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	691.4	-	-	-	-	-	-	-	-	-	-	-
Park & Ride/Transit Centers	1.0	-	-	-	-	-	-	-	-	-	-	-
Rideshare	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	-	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	675.5	128.4	136.5	136.4	4.4	37.5	5.2	43.6	71.9	25.0	46.0	-
AB 3090 Replacement Projects	41.4	-	-	-	-	-	-	-	-	-	-	-
	0.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highways Allocated</b>	<b>3,003.1</b>	<b>128.4</b>	<b>136.5</b>	<b>136.4</b>	<b>116.4</b>	<b>116.3</b>	<b>116.1</b>	<b>116.1</b>	<b>135.8</b>	<b>135.5</b>	<b>135.5</b>	<b>135.3</b>
<b>Beginning Balance</b>	<b>584.6</b>	<b>67.1</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>Annual Surplus/Shortfall</b>	<b>(522.5)</b>	<b>(67.1)</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>62.0</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. Administration is CFP 8401, PPNO 9001.  
2. Beginning balance represents funds allocated in prior years not yet spent.

**LACMTA Financial Forecasting Model**  
**Regional Improvement Program Funds (RIP) --**  
**Highway (with Transit Summary)**  
**30-10 8/19/11**

(\$ in millions)	Plan Total	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
		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 Cov US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw/ I-5	-	-	-	-	-	-	-	-	-	-	-	-
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	116.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente I-10	-	-	-	-	-	-	-	-	-	-	-	-
Carmentia Road Interchange I-5	80.7	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	271.5	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	27.8	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	17.4	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	1.6	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	202.9	-	-	-	28.7	63.6	-	-	-	47.5	38.1	-
Mixed Flow Interchange SR-57 / SR-71	427.9	-	-	-	85.5	50.1	37.1	52.9	63.8	63.0	21.4	-
Carpool Lane Partial Connector I-5 / I-405	56.5	-	-	-	26.5	-	10.3	19.7	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	25.1	-	-	-	-	-	-	-	-	-	-	-
Gap - North Extension (tunnel) SR-710	123.7	-	-	-	-	-	-	-	-	-	-	29.8
I-710 South I-710 South	51.6	-	-	-	-	-	-	-	-	-	-	-
Operational Improvements in Arroyo Verdugo Subregion A-V	89.6	-	-	-	-	-	-	-	-	-	-	-
Miscellaneous Project Balances	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Project Subtotal	1,492.8	-	-	-	112.0	78.8	111.0	72.6	63.8	110.5	89.3	-
RSTI - I-405 / Arbor Vitae Interchange	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Mission Blvd. / SR-71 Interchange	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Corridor Widening (only 7 of 13 segments assume SR-138	101.0	-	-	-	-	-	-	-	-	-	-	-
RSTI - I-5 / Western Avenue Access	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Interchange Phases I & II (Magic Mountain Parkw/ I-5 / SR-12	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model  
Regional Improvement Program Funds (RIP) --  
Highway (with Transit Summary)  
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>Regional Improvement Program Funds (RIP) Revenues</b>	<b>4,136.7</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
<b>TOTAL REVENUES</b>	<b>4,136.7</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>	<b>150.0</b>
Metro Admin Planning, Programming & Monitoring (PPM)	218.8	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Planning for SFV I-405 Transit Corridor	1.0											
MIS Studies (400020, no project sheet) (from PPM)	-											
Net PPM for Highway Admin	217.8	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
<b>Total Revenues Avail. - Hwy &amp; Transit</b>	<b>3,919.0</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>	<b>142.5</b>
Less: amount transferred to RIP- Transit page	1,438.4	11.1	12.9	19.4	32.4	45.0	26.8	14.2	14.7	100.5	142.5	80.5
<b>Net Hwy Revenue</b>	<b>2,480.6</b>	<b>131.4</b>	<b>129.6</b>	<b>123.1</b>	<b>110.1</b>	<b>97.5</b>	<b>115.7</b>	<b>128.3</b>	<b>127.8</b>	<b>42.1</b>	<b>0.0</b>	<b>62.0</b>
<b>ALLOCATION OF FUNDS</b>												
<b>Highways</b>												
HOV Lanes - FY20-30 is not yet programmed	566.4	-	-	10.1	27.9	13.6	-	-	-	-	-	-
Gap Closures - FY20-30 is not yet programmed	328.2	73.6	25.0	20.3	-	-	-	-	-	-	-	-
Freeway Interchanges - FY20-30 is not yet programmed	598.3	57.8	5.6	5.8	-	39.6	16.2	-	7.3	11.4	-	-
Freeway Projects Subtotal (see detail below)	1,492.8	131.4	30.6	26.1	10.1	67.5	29.8	-	7.3	11.4	-	-
SR-138 Widening	101.0	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation Improvements (RSTI)	-	-	-	-	-	-	-	-	-	-	-	-
TSM-Local (Signal Synch, Bus Speed Improvements)	-	-	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls	691.4	-	99.0	97.0	100.0	30.0	85.9	128.3	120.5	30.7	-	-
Park & Ride/Transit Centers	1.0	-	-	-	-	-	-	-	-	-	-	-
Rideshare	-	-	-	-	-	-	-	-	-	-	-	-
Regional Bikeways & Pedestrian Improvements	-	-	-	-	-	-	-	-	-	-	-	-
Future Call for Projects - not yet programmed	-	-	-	-	-	-	-	-	-	-	-	-
GARVEE Bond Debt Serv (RIP share) thru FY15 (no proj sheet)	675.5	-	-	-	-	-	-	-	-	-	-	-
AB 3090 Replacement Projects	41.4	-	-	-	-	-	-	-	-	-	-	-
	0.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Highways Allocated</b>	<b>3,003.1</b>	<b>131.4</b>	<b>129.6</b>	<b>123.1</b>	<b>110.1</b>	<b>97.5</b>	<b>115.7</b>	<b>128.3</b>	<b>127.8</b>	<b>42.1</b>	<b>0.0</b>	<b>0.0</b>
<b>Beginning Balance</b>	<b>584.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/(Shortfall)</b>	<b>(522.5)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>62.0</b>
<b>Cumulative Ending Balance</b>	<b>62.0</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>62.0</b>

**NOTES:**

1. Administration is CFP 8401, PPNO 9001.
2. Beginning balance represents funds allocated in prior years not yet spent.

**LACMTA Financial Forecasting Model  
Regional Improvement Program Funds (RIP) --  
Highway (with Transit Summary)  
30-10 8/19/11**

	Plan Total	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>												
Interchg SB-L.A. St. to Center St. (\$9.1 overpass/\$1.2 Col US-101	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-118 to SR-14 (incl \$17.6 soundw/ I-5	-	-	-	-	-	-	-	-	-	-	-	-
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	116.4	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from I-605 to Puente I-10	-	-	-	-	-	-	-	-	-	-	-	-
Carmenita Road Interchange I-5	80.7	-	-	-	-	-	-	-	-	-	-	-
Carpool Lane Direct Connectors (N to/from S) I-5 / SR-14	-	-	-	-	-	-	-	-	-	-	-	-
Carpool & Mixed Flow Lanes, OCL to Rosemead I-5 South	271.5	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Puente to Citrus I-10	27.8	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from Citrus to SR-57 I-10	17.4	-	-	-	-	-	-	-	-	-	-	-
Gap from I-10 to Mission Blvd. SR-71	1.6	-	-	-	-	-	-	-	-	-	-	-
Gap from Mission Blvd. to Rio Rancho Rd. SR-71	202.9	25.0	-	-	-	-	-	-	-	-	-	-
Mixed Flow Interchange SR-57 / SR-71	427.9	54.1	-	-	-	-	-	-	-	-	-	-
Carpool Lane Partial Connector I-5 / I-405	56.5	-	-	-	-	-	-	-	-	-	-	-
Hollywood Way Interchange SR-134	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes and Truck Lanes I-5 North	-	-	-	-	-	-	-	-	-	-	-	-
Carpool Lanes from SR-90 to I-10 I-405	25.1	-	-	-	-	-	-	-	-	-	-	-
Gap - North Extension (tunnel) SR-710	123.7	48.6	25.0	20.3	-	-	-	-	-	-	-	-
I-710 South I-710 South	51.6	-	-	-	10.1	27.9	13.6	-	-	-	-	-
Operational Improvements in Arroyo Verdugo Subregion A-V	89.6	3.7	5.6	5.8	-	39.6	16.2	-	7.3	11.4	-	-
Miscellaneous Project Balances	-	-	-	-	-	-	-	-	-	-	-	-
Freeway Project Subtotal	1,492.8	131.4	30.6	26.1	10.1	67.5	29.8	-	7.3	11.4	-	-
RSTI - I-405 / Arroyo Vieja Interchange	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Mission Blvd. / SR-71 Interchange	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Corridor Widening (only 7 of 13 segments assume SR-138	101.0	-	-	-	-	-	-	-	-	-	-	-
RSTI - I-5 / Western Avenue Access	-	-	-	-	-	-	-	-	-	-	-	-
RSTI - Interchange Phases I & II (Magic Mountain Parkw/ I-5 / SR-12	-	-	-	-	-	-	-	-	-	-	-	-

**LACMTA Financial Forecasting Model**  
Regional Improvement Prog Funds-Transit  
30-10 & 19/11

(\$ in millions)	Total '10-'14	Alloc %	Years '10-'19		Years '20-'29		Years '30-'40		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
			719.3	219.2	500.0	170.5	64.1	38.4	21.9	27.8	122.1	50.2	46.9	136.0	41.3	81.2	6.0	6.1				
<b>Total Revenues Available</b> (Revenues are on Reg. Improv-Hwy page)	<b>1,438.4</b>																					
<b>Total Revenues Available</b>	<b>1,438.4</b>																					
<b>ALLOCATION OF FUNDS:</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>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Rail Capital</b>																						
Crenshaw/LAX Corridor	49.7	3.5%	45.6	4.1	-	-	-	-	1.8	-	-	-	-	-	31.3	-	-	12.5	4.1	-	-	-
Exposition Corridor - Phase I	180.5	12.5%	180.5	-	-	-	-	159.0	21.3	0.2	-	-	-	-	-	-	-	-	-	-	-	-
Exposition Corridor - Phase II	47.8	3.3%	47.8	-	-	-	-	-	12.5	35.3	-	-	-	-	-	-	-	-	-	-	-	-
Rehab and Replacement	533.9	37.1%	19.0	72.4	442.6	-	-	-	-	-	-	-	-	-	-	-	19.0	-	72.4	-	-	-
Light Rail Vehicles Procurement P2550	25.9	1.8%	25.9	-	-	-	-	11.3	14.5	-	-	-	-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement P3010	174.9	12.2%	174.9	-	-	-	-	0.1	-	2.9	21.9	27.8	122.1	-	-	-	-	-	-	-	-	-
Light Rail Vehicles Procurement Future	284.6	19.8%	168.2	59.0	57.4	-	-	-	-	-	-	-	-	-	18.9	46.9	97.9	4.5	-	6.0	6.1	
Rail System Improvements	32.1	2.2%	27.3	4.8	-	-	-	-	-	-	-	-	-	-	-	-	3.0	24.3	4.8	-	-	-
MetroLink	14.0	1.0%	14.0	-	-	-	-	-	14.0	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Rail costs	79.0	5.5%	-	79.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Rail Capital Totals</b>	<b>1,438.4</b>	<b>100.0%</b>	<b>719.3</b>	<b>219.2</b>	<b>500.0</b>	<b>170.5</b>	<b>64.1</b>	<b>38.4</b>	<b>21.9</b>	<b>27.8</b>	<b>122.1</b>	<b>50.2</b>	<b>46.9</b>	<b>136.0</b>	<b>41.3</b>	<b>81.2</b>	<b>6.0</b>	<b>6.1</b>				
<b>Agency-wide Capital Total</b>																						
<b>Sub-Total Allocated</b>	<b>1,438.4</b>	<b>100.0%</b>	<b>719.3</b>	<b>219.2</b>	<b>500.0</b>	<b>170.5</b>	<b>64.1</b>	<b>38.4</b>	<b>21.9</b>	<b>27.8</b>	<b>122.1</b>	<b>50.2</b>	<b>46.9</b>	<b>136.0</b>	<b>41.3</b>	<b>81.2</b>	<b>6.0</b>	<b>6.1</b>				
<b>Beginning Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Surplus/(Shortfall)</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**  
1. Some MTA uses represent carry overs from prior years.

# LACMTA Financial Forecasting Model

Regional Improvement Prog Funds-Transit

30-10 8/19/11

	Total	2022	2023	2024	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
(\$ in millions)	'10-'40	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2032	2033	2034	2035	2036	2037	2038	2039	2040	
<b>Total Revenues Available</b> (Revenues are on Reg. Improv-Hwy page)	1,438.4	26.1	26.2	26.4	26.4	6.8	7.0	7.2	11.1	12.9	19.4	32.4	45.0	26.8	14.2	14.7	100.5	142.5	80.5		
<b>Total Revenues Available</b>	1,438.4	26.1	26.2	26.4	26.4	6.8	7.0	7.2	11.1	12.9	19.4	32.4	45.0	26.8	14.2	14.7	100.5	142.5	80.5		
<b>ALLOCATION OF FUNDS:</b>																					
<b>Bus Capital</b>																					
MTA Bus Fleet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
MTA Facilities	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Bus Capital Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital</b>																					
Crenshaw/LAX Corridor	49.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exposition Corridor - Phase I	180.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Exposition Corridor - Phase II	47.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Rehab and Replacement	593.9	-	-	-	-	-	3.7	5.5	12.0	39.7	19.4	14.2	7.3	93.1	137.0	80.1	-	-	-	-	
Light Rail Vehicles Procurement P2550	25.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Light Rail Vehicles Procurement P3010	174.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Light Rail Vehicles Procurement Future	284.6	6.3	6.4	6.6	6.6	6.8	7.0	7.2	7.4	7.4	7.4	1.8	5.3	7.4	7.4	7.4	7.4	5.5	0.4	-	
Rail System Improvements	32.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Metrolink	14.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other Rail costs	79.0	19.8	19.8	19.8	19.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Rail Capital Totals</b>	1,438.4	26.1	26.2	26.4	26.4	6.8	7.0	7.2	11.1	12.9	19.4	32.4	45.0	26.8	14.2	14.7	100.5	142.5	80.5		
<b>Agency-wide Capital Total</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Sub-Total Allocated</b>	1,438.4	26.1	26.2	26.4	26.4	6.8	7.0	7.2	11.1	12.9	19.4	32.4	45.0	26.8	14.2	14.7	100.5	142.5	80.5		
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Surplus/(Shortfall)</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

**NOTES:**

- 1. Some MTA uses represent carry overs from prior years.

LACMTA Financial Forecasting Model

SAFE

30-10 8/19/11

	Plan Total	Years		Years		2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
		'10-'19	'20-'29	'30-'40	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019		
<b>Total Revenues Available</b>	224.5	77.5	70.0	77.0	9.2	9.0	7.9	7.7	7.6	7.5	7.4	7.2	7.0	7.0	7.0	7.0
<b>ALLOCATION OF FUNDS:</b>																
Freeway Service Patrol	46.5	15.0	15.0	16.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Call Box Programs (Freeway and #399)	9.7	9.7	-	-	1.3	1.3	1.3	1.2	1.2	1.2	1.2	1.2	1.2	-	-	-
Traveler Info (#511) net of rev offset (no proj)	112.3	50.3	29.5	32.5	6.6	7.5	5.7	5.5	5.5	5.3	5.1	5.0	6.6	6.6	3.0	3.0
Motorist Services Improvements (no proj she	19.2	8.7	5.0	5.5	0.5	1.7	1.3	1.3	1.3	1.0	1.0	1.0	0.5	0.5	0.5	0.5
Administration (no project sheet)	60.2	17.2	20.5	22.5	1.2	2.0	1.9	1.9	1.9	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Highway Allocated</b>	<b>247.8</b>	<b>100.8</b>	<b>70.0</b>	<b>77.0</b>	<b>2.8</b>	<b>11.1</b>	<b>14.0</b>	<b>11.7</b>	<b>11.4</b>	<b>10.9</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>7.0</b>
Bus Capital CRD Project	4.0	4.0	-	-	-	-	2.0	2.0	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>251.8</b>	<b>104.8</b>	<b>70.0</b>	<b>77.0</b>	<b>2.8</b>	<b>11.1</b>	<b>16.0</b>	<b>13.7</b>	<b>11.4</b>	<b>10.9</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>10.7</b>	<b>7.0</b>
Beginning Balance	27.3	27.3	0.0	0.0	27.3	33.7	31.7	23.6	17.6	13.8	10.4	7.1	3.7	-	-	-
Annual Surplus/Shortfall	(27.3)	(27.3)	0.0	(0.0)	6.4	(2.0)	(8.1)	(6.0)	(3.8)	(3.4)	(3.3)	(3.5)	(3.7)	0.0	0.0	0.0
Cumulative Ending Balance	(0.0)	0.0	0.0	(0.0)	33.7	31.7	23.6	17.6	13.8	10.4	7.1	3.7	-	-	-	0.0

NOTES:

1. SAFE = Service Authority for Freeway Emergencies.

LACMTA Financial Forecasting Model  
SAFE

30-10 8/19/11

(\$ in millions)	Plan		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
	Total	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029		
<b>Total Revenues Available</b>	224.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
<b>ALLOCATION OF FUNDS:</b>													
Freeway Service Patrol	46.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Call Box Programs (Freeway and #399)	9.7	-	-	-	-	-	-	-	-	-	-	-	-
Traveler Info (#511) net of rev offset (no proj she	112.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Motorist Services Improvements (no proj she	19.2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Administration (no project sheet)	60.2	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Highway Allocated</b>	<b>247.8</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
Bus Capital CRD Project	4.0	-	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>251.8</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
<b>Beginning Balance</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/&lt;Shortfall&gt;</b>	<b>(27.3)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>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>	<b>0.0</b>

NOTES:

1. SAFE = Service Authority for Freeway Emergencies.

LACMTA Financial Forecasting Model  
SAFE

30-10 8/19/11

	Plan	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
(\$ in millions)												
<b>Total Revenues Available</b>	<b>224.5</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
<b>ALLOCATION OF FUNDS:</b>												
Freeway Service Patrol	46.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Call Box Programs (Freeway and #399)	9.7	-	-	-	-	-	-	-	-	-	-	-
Traveler Info (#511) net of rev offset (no proj)	112.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Motorist Services Improvements (no proj she	19.2	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Administration (no project sheet)	60.2	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
<b>Subtotal Highway Allocated</b>	<b>247.8</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
Bus Capital CRD Project	4.0	-	-	-	-	-	-	-	-	-	-	-
<b>Subtotal Allocated</b>	<b>251.8</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>	<b>7.0</b>
<b>Beginning Balance</b>	<b>27.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Annual Surplus/(&lt;Shortfall&gt;</b>	<b>(27.3)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>Cumulative Ending Balance</b>	<b>(0.0)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

NOTES:

1. SAFE = Service Authority for Freeway Emergencies.

**LACMTA Financial Forecasting Model  
SHOPP --**

**Freeway Rehabilitation and Safety**

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

(\$ in millions)	Plan Total	%	Years		Years		2009		2010		2011		2012		2013		2014		2015		2016		2017		2018		2019		
			'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 (Inflated)</b>	5,178.0	-	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0
<b>Allocation of Funds</b>																													
Freeway Rehabilitation (SHOPP)	5,178.0	100.0%	1,618.0	1,690.0	1,870.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0
<b>Subtotal Allocated</b>	<b>5,178.0</b>	<b>100.0%</b>	<b>1,618.0</b>	<b>1,690.0</b>	<b>1,870.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>	<b>160.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

**NOTES:**

1. All revenues available are allocated totally to expenditures.
2. SHOPP = Caltrans' State Highway Operation and Protection Program.

**LACMTA Financial Forecasting Model  
SHOPP --  
Freeway Rehabilitation and Safety  
30-10 8/19/11**

	Plan Total	%	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
			2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
(\$ in millions)													
<b>Total Revenues Available (Inflated)</b>	5,178.0	-	165.0	165.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>Allocation of Funds</b>													
Freeway Rehabilitation (SHOPP)	5,178.0	100.0%	165.0	165.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>Subtotal Allocated</b>	<b>5,178.0</b>	<b>100.0%</b>	<b>165.0</b>	<b>165.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>
<b>Beginning Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Annual Surplus/&lt;Shortfall&gt;</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Cumulative Ending Balance</b>	-	-	-	-	-	-	-	-	-	-	-	-	-

**NOTES:**

1. All revenues available are allocated totally to expenditures.
2. SHOPP = Caltrans' State Highway Operation and Protection Program.

LACMTA Financial Forecasting Model  
SHOPP --

Freeway Rehabilitation and Safety

30-10 8/19/11

(\$ in millions)	Plan Total	%	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039
			2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040
<b>Total Revenues Available (Inflated)</b>	5,178.0	-	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>Allocation of Funds</b>													
Freeway Rehabilitation (SHOPP)	5,178.0	100.0%	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0	170.0
<b>Subtotal Allocated</b>	<b>5,178.0</b>	<b>100.0%</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>	<b>170.0</b>
Beginning Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Annual Surplus/<Shortfall>	-	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative Ending Balance	-	-	-	-	-	-	-	-	-	-	-	-	-

NOTES:

1. All revenues available are allocated totally to expenditures.
2. SHOPP = Caltrans' State Highway Operation and Protection Program.



**LACMTA Financial Forecasting Model**  
**STA--State Transit Assistance Operator Revenue Share**  
**30-10 8/19/11**

Operator Revenue Share PUC 99314	Total	Alloc %	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
(\$ in millions)	'10-'40		2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	
Interest on Oper Revenue Share	10.8		0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
<b>TOTAL REVENUES Incl Interest</b>	<b>1,770.3</b>		<b>55.3</b>	<b>55.8</b>	<b>56.4</b>	<b>57.0</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.3</b>	<b>59.8</b>	<b>60.4</b>	
Revenues Available excl interest	1,759.5		54.9	55.4	56.0	56.6	57.1	57.7	58.3	58.9	59.4	60.0	
Annual Percent Change			1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
<b>Allocation of Funds</b>													
<b>BUS OPERATIONS</b>	<b>1,763.8</b>	<b>99.6%</b>	<b>55.1</b>	<b>55.6</b>	<b>56.2</b>	<b>56.7</b>	<b>57.3</b>	<b>57.9</b>	<b>58.4</b>	<b>59.0</b>	<b>59.6</b>	<b>60.2</b>	
MTA Operations	1,304.5	73.7%	40.7	41.1	41.5	41.9	42.3	42.8	43.2	43.6	44.0	44.5	
Municipal Operators	459.2	25.9%	14.4	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	
<b>BUS CAPITAL - MTA</b>													
MTA Bus Acquisition	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
MTA Facilities	-	0.0%	-	-	-	-	-	-	-	-	-	-	-
<b>AGENCY-WIDE CAPITAL - MTA</b>	<b>6.5</b>	<b>0.4%</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	
<b>Bus Operations Total</b>	<b>1,763.8</b>	<b>99.6%</b>	<b>55.1</b>	<b>55.6</b>	<b>56.2</b>	<b>56.7</b>	<b>57.3</b>	<b>57.9</b>	<b>58.4</b>	<b>59.0</b>	<b>59.6</b>	<b>60.2</b>	
<b>Bus Capital Total</b>	<b>-</b>	<b>0.0%</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Agency-Wide Capital Total</b>	<b>6.5</b>	<b>0.4%</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	<b>0.2</b>	
<b>Subtotal Allocated</b>	<b>1,770.3</b>	<b>100.0%</b>	<b>55.3</b>	<b>55.8</b>	<b>56.4</b>	<b>57.0</b>	<b>57.5</b>	<b>58.1</b>	<b>58.7</b>	<b>59.3</b>	<b>59.8</b>	<b>60.4</b>	
<b>Beginning Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Surplus/(Shortfall)</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Cumulative Ending Balance</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
MTA Share \$	1,311.0		40.9	41.3	41.7	42.1	42.6	43.0	43.4	43.8	44.3	44.7	
Municipal Operators Share \$	459.2		14.4	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	
MTA Share %	74.1%		74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	74.0%	
Municipal Operators Share %	25.9%		26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	26.0%	

**NOTES:**

1. Public Transportation Account -- State Transit Assistance.
2. SBX3 7, 2/20/09, suspended STA for FY 10.
3. ABX8 9, 3/22/10, eliminated Prop 42 sales tax on gas and swapped it for an excise tax on gas which is not eligible for STA.  
 Estimated \$350 M statewide sales tax on diesel will fund STA.