



December 8, 2000

Metropolitan  
Transportation  
Authority

One Gateway Plaza  
Los Angeles, CA  
90012-2952

**TO: MTA BOARD OF DIRECTORS**

**FROM: JAMES L. de la LOZA, EXECUTIVE OFFICER**  
**COUNTYWIDE PLANNING AND DEVELOPMENT**

**SUBJECT: YEAR 2000 LONG RANGE TRANSPORTATION PLAN**

In response to the request of the MTA Board at the November 15 Long Range Transportation Plan Board Workshop, I have attached three slides that were contained in the presentation but not included in the staff report that was handed out.

If you have any questions or need additional information, please contact Brad McAllester at 213-922-2814.

Attachments

## MAJOR REVENUE FORECASTING ASSUMPTIONS

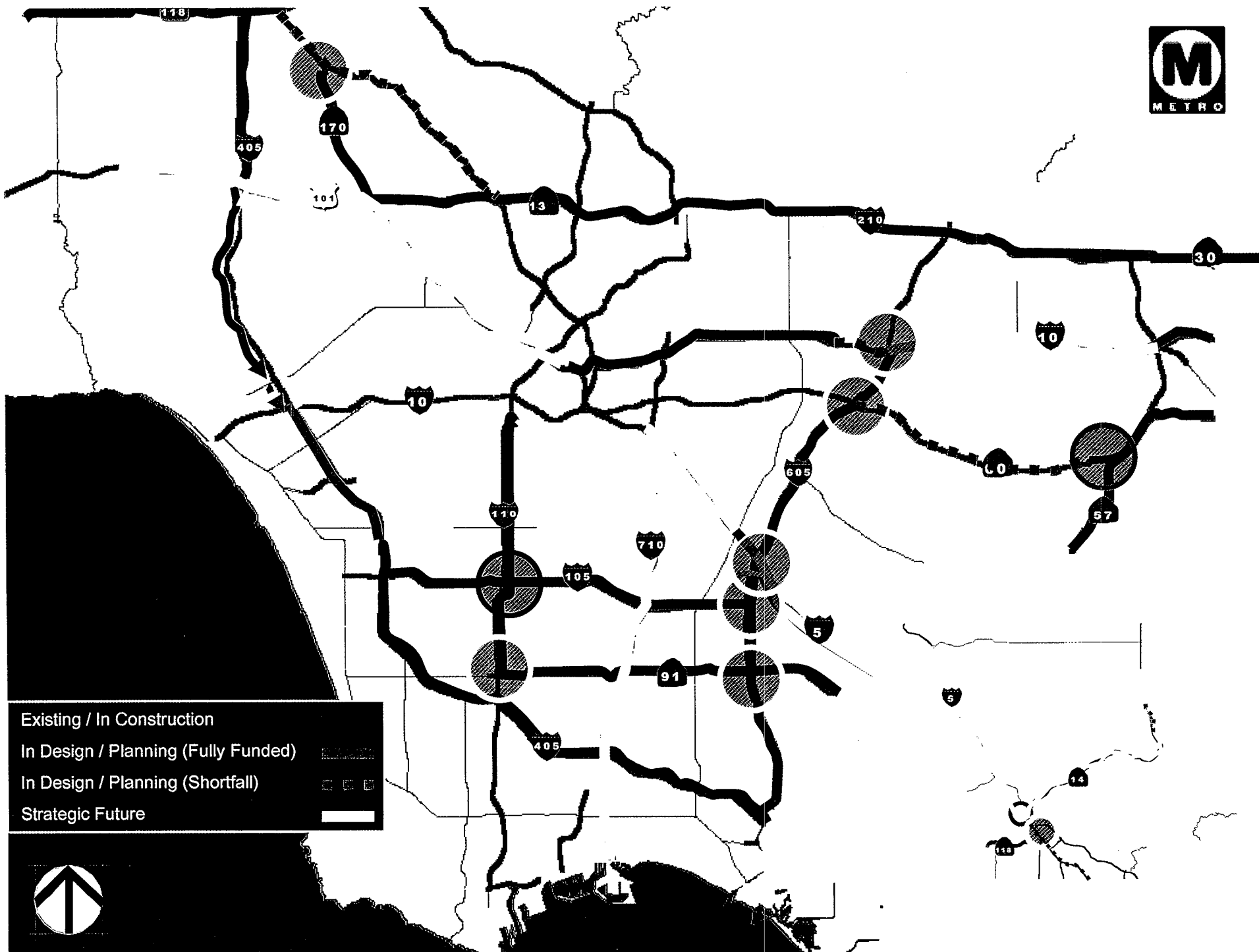
### FINANCIAL PLAN FORECASTING MODEL

Funding Category	Historical Growth Trend	MTA Annual Growth Assumptions	Comments
<b><u>Federal</u></b>			
Section 5309 (3) New Starts	Annual Appropriations	\$60-65 Million Annually	Funds Remaining FFGA Annual Limit
Section 5307 (9) Formula	Guaranteed Minimum TEA-21	1.4% Growth of HTF after FY-03	Federal Highway Trust Fund (HTF)
CMAQ	Guaranteed Minimum TEA-21	1.4% Growth of HTF after FY-03	annual projected growth serves
RSTP	Guaranteed Minimum TEA-21	1.4% Growth of HTF after FY-03	as basis for projection
<b><u>State</u></b>			
1998 STIP	STIP Fund estimate	STIP Fund est.+1.4% outyears	Gasoline tax primary source of funds
Trans. Dev. Act (TDA)	3-7% varies	4.09% increasing to 5% in FY-07	Five-Year Forecast plus limited growth
Traffic Congestion Relief	Legislative Allocation	None Assumed	Funds Available through FY-10
<b><u>Local</u></b>			
Propositions A/C	3-7% varies	4.09% increasing to 5% in FY-07	Five-Year Forecast plus limited growth
Fares—Bus/Rail <sup>1</sup>	Consumer Price Index/3 Year	Consumer Price Index/3 Years	Consent Decree Applies/Bus Increases
City of Los Angeles <sup>2</sup>	7% of Metro Rail costs	7% of Metro Rail costs	MOS-1, 2 and 3 agreements

**Notes:**

Abbreviations Used Above: FFGA= Full Funding Grant Agreement; STIP= State Transportation Improvement Program

1. Rail fares are not governed by the Consent Decree and are currently assumed to escalate at CPI every three years until fare policy completed.
2. Agreements with Los Angeles City have entailed contributions of approximately 7% of Metro Rail Red Line costs.



# L RTP - Sub-Regional Elements

- **Sub-Regional Profiles**
  - Population and Employment
  - Mobility Challenges
  - Transportation Needs Assessment
- **Funded Projects**
  - Construction
  - Project Development
- **Transportation Improvements Beyond Available Funding**

