

Metropolitan Transit Authority of Harris County
HIGH SCENARIO:
GENERAL MOBILITY PROGRAM ENDS
See attached assumptions.

6/29/2012

(\$ in Thousands)

| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
|--|--------------|--------------|--------------|------------|------------|--------------|--------------|--------------|
| Population (000s) | 5,436 | 5,546 | 5,662 | 5,807 | 5,961 | 6,115 | 6,260 | 6,396 |
| Beginning Balance | \$ 69,798 | \$ 183,207 | \$ 112,911 | \$ 72,683 | \$ 74,837 | \$ 76,595 | \$ 79,950 | \$ 83,323 |
| Revenues | | | | | | | | |
| Sales Tax | \$ 572,645 | \$ 598,414 | \$ 627,336 | \$ 663,157 | \$ 706,527 | \$ 752,239 | \$ 799,781 | \$ 850,405 |
| Farebox | 64,816 | 65,464 | 66,118 | 69,424 | 73,590 | 77,269 | 80,360 | 81,164 |
| HOT Lanes | 1,000 | 2,000 | 3,000 | 5,000 | 5,000 | 5,000 | 5,141 | 5,286 |
| City Contribution to Harrisburg | - | 5,699 | 9,301 | 1,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Miscellaneous Revenue | 1,501 | 2,542 | 2,604 | 2,677 | 2,764 | 2,844 | 2,924 | 3,007 |
| Total Revenues | \$ 639,962 | \$ 674,119 | \$ 708,359 | \$ 741,258 | \$ 788,881 | \$ 838,352 | \$ 889,206 | \$ 940,862 |
| Grant Funds | | | | | | | | |
| ARRA Stimulus | \$ 11,869 | \$ 25,056 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Formula SEC 5307 | 64,151 | 65,434 | 66,742 | 68,077 | 69,439 | 70,828 | 72,244 | 73,689 |
| Fixed Guideway | 12,339 | 12,586 | 12,837 | 13,094 | 13,356 | 13,623 | 13,896 | 14,174 |
| Misc and Bus Facility Grants | 8,295 | 19,229 | 7,974 | 8,055 | 4,527 | 4,617 | 4,710 | 4,804 |
| Total Grants | \$ 96,653 | \$ 122,304 | \$ 87,554 | \$ 89,227 | \$ 87,322 | \$ 89,068 | \$ 90,849 | \$ 92,666 |
| FFGA Funds | | | | | | | | |
| North | \$ 169,884 | \$ 110,912 | \$ 49,000 | \$ 11,375 | \$ 7,599 | \$ 19,472 | \$ 11,975 | \$ 10,678 |
| Southeast | 182,549 | 105,345 | 50,500 | 15,000 | 519 | - | 3,364 | 14,271 |
| Total FFGA | \$ 352,433 | \$ 216,257 | \$ 99,500 | \$ 26,375 | \$ 8,118 | \$ 19,472 | \$ 15,340 | \$ 24,949 |
| Bond Proceed Draws | | | | | | | | |
| Sales Tax - 2011A | \$ 180,000 | \$ 160,132 | \$ 42,142 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Contractual Obligations | 46,135 | 95,000 | 115,000 | 58,000 | - | - | - | - |
| Commercial Paper Notes | - | - | - | - | - | - | - | - |
| Total Proceeds | \$ 226,135 | \$ 255,132 | \$ 157,142 | \$ 58,000 | \$ - | \$ - | \$ - | \$ - |
| Total Sources of Funds | \$ 1,384,981 | \$ 1,451,019 | \$ 1,165,466 | \$ 987,543 | \$ 959,158 | \$ 1,023,487 | \$ 1,075,345 | \$ 1,141,800 |
| Operating Expenses | | | | | | | | |
| General Bus Current Service | \$ 345,555 | \$ 349,011 | \$ 352,501 | \$ 356,026 | \$ 359,586 | \$ 366,135 | \$ 383,205 | \$ 400,243 |
| Bus Service - New Service | - | - | - | - | - | - | - | - |
| Traffic Management | 3,535 | 3,631 | 3,719 | 3,824 | 3,949 | 4,063 | 4,177 | 4,295 |
| Metrolift | 43,191 | 45,268 | 47,341 | 49,913 | 52,913 | 55,855 | 58,788 | 61,784 |
| Star Van Pool | 6,430 | 6,605 | 6,765 | 6,956 | 7,183 | 7,390 | 7,598 | 7,814 |
| Rail - Main | 27,537 | 28,572 | 28,572 | 22,614 | 23,351 | 24,026 | 24,701 | 25,402 |
| Rail - North | - | - | - | 15,592 | 16,101 | 16,566 | 17,032 | 17,515 |
| Rail - Southeast | - | - | - | 14,748 | 15,228 | 15,668 | 16,109 | 16,566 |
| Rail - East End | - | - | - | 5,378 | 11,106 | 11,427 | 11,748 | 12,082 |
| HOT Lanes | 4,151 | 5,000 | 7,200 | 5,000 | 5,000 | 5,000 | 5,141 | 5,286 |
| Additional Expenses | - | 4,500 | 4,500 | 4,500 | 4,500 | 4,500 | 4,500 | 4,500 |
| Total Operating Expenses | \$ 430,399 | \$ 442,587 | \$ 450,598 | \$ 484,550 | \$ 498,917 | \$ 510,630 | \$ 532,998 | \$ 555,487 |
| General Mobility | | | | | | | | |
| General Mobility (01- Continues at 25%) (No Fare Increase) | \$ 143,161 | \$ 149,604 | \$ 156,834 | - | - | - | - | - |
| General Mobility Carryover | 39,000 | 19,374 | - | - | - | - | - | - |
| MultiCities | (6,003) | (6,408) | (6,764) | - | - | - | - | - |
| Total General Mobility | \$ 176,158 | \$ 162,570 | \$ 150,070 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital & Other Expenses | | | | | | | | |
| North | \$ 136,253 | \$ 184,853 | \$ 61,385 | \$ 3,855 | \$ 12,665 | \$ 32,454 | \$ 19,959 | \$ 17,796 |
| Southeast | 155,965 | 191,536 | 99,437 | 8,286 | - | - | 6,117 | 25,947 |
| East End | 108,100 | 140,273 | 112,792 | 20,963 | - | - | - | - |
| University | 2,180 | - | - | - | - | - | - | - |
| Uptown | 3,049 | - | - | - | - | - | - | - |
| LPRR Test Track | - | - | 1,550 | - | - | - | - | - |
| Facility Provider and O&M | - | - | - | - | - | - | - | - |
| CBD Intermodal Transit Terminal (Burnett) | - | 5,831 | 4,831 | 4,823 | 2,000 | - | - | - |
| Main Street Upgrades and Expansion | 30,030 | 40,546 | 10,726 | 6,039 | 4,002 | - | - | - |
| US 90A Rail Project | 600 | - | - | - | - | - | - | - |
| HOT/HOV Improvements & Access Improvements | 22,534 | 20,434 | - | - | - | - | - | - |
| Clear Lake Park & Ride | 4,511 | 989 | 9,088 | - | - | - | - | - |
| SH 288 Park & Ride - Phase 2 | 4,298 | 1,103 | 9,193 | - | - | - | - | - |
| Missouri City Park & Ride | 37 | 38 | 5,147 | 8,208 | - | - | - | - |
| Bus shelters, lanes, pads, curb cuts - Phase 2 | 1,901 | 3,327 | 2,922 | 2,110 | 2,110 | 1,800 | 1,854 | 1,910 |
| Total MRE & Other Capital Expenses | \$ 469,458 | \$ 588,930 | \$ 317,071 | \$ 54,284 | \$ 20,777 | \$ 34,254 | \$ 27,930 | \$ 45,653 |
| Capital Investment State of Good Repair | | | | | | | | |
| Main Street | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 2,500 | \$ 3,000 | \$ 3,500 |
| North | - | - | - | - | - | - | - | - |
| Southeast | - | - | - | - | - | - | - | - |
| East End | - | - | - | - | - | - | - | - |
| Rail Vehicle Replacement | - | - | - | - | - | - | - | - |
| IT Projects | 1,000 | 1,541 | 1,657 | 7,789 | 1,940 | 2,096 | 8,262 | 2,443 |
| Facilities Maintenance | 5,243 | 9,246 | 8,417 | 9,736 | 10,054 | 10,344 | 11,817 | 12,152 |
| HOT Lanes | - | 500 | 527 | 558 | 594 | 629 | 3,731 | 3,951 |
| Bus Replacement | 46,135 | 68,348 | 60,962 | 62,681 | 60,757 | 61,668 | 62,593 | 63,532 |
| Bus Improvement and Support Vehicles | 25,080 | 11,302 | 7,445 | 8,048 | 17,640 | 9,000 | 9,360 | 9,734 |
| Total | \$ 77,458 | \$ 90,937 | \$ 79,008 | \$ 88,812 | \$ 90,985 | \$ 86,237 | \$ 98,763 | \$ 95,313 |
| Debt Service Expense | | | | | | | | |
| Existing Debt Service | \$ 41,661 | \$ 47,445 | \$ 64,856 | \$ 64,213 | \$ 71,680 | \$ 69,989 | \$ 69,983 | \$ 69,991 |
| Contractual Obligations | - | - | 11,211 | 24,300 | 31,667 | 31,667 | 31,664 | 31,666 |
| Commercial Paper Interest | 5,640 | 5,640 | 5,640 | 5,640 | 4,620 | 3,570 | 2,340 | 1,140 |
| Commercial Paper Principal | 1,000 | - | - | 35,000 | 35,000 | 40,000 | 40,000 | 38,000 |
| Total D/S Expense | \$ 48,301 | \$ 53,085 | \$ 81,707 | \$ 129,153 | \$ 142,967 | \$ 145,226 | \$ 143,987 | \$ 140,797 |
| Total Uses of Funds | \$ 1,201,774 | \$ 1,338,109 | \$ 1,078,454 | \$ 756,799 | \$ 753,645 | \$ 776,348 | \$ 803,678 | \$ 837,250 |
| Ending Balance | \$ 183,207 | \$ 112,911 | \$ 87,012 | \$ 230,743 | \$ 205,512 | \$ 247,140 | \$ 271,667 | \$ 304,549 |
| Fund Balance - 15% Minimum Operating Reserves | \$ 66,388 | \$ 67,590 | \$ 72,683 | \$ 74,837 | \$ 76,595 | \$ 79,950 | \$ 83,323 | \$ 86,759 |
| Potential Carryforward Balance To 2030: | \$ 183,207 | \$ 112,911 | \$ 87,012 | \$ 230,743 | \$ 205,512 | \$ 247,140 | \$ 271,667 | \$ 304,549 |
| Net Revenues Available for New Projects (\$6.01 billion) | \$ - | \$ - | \$ 14,330 | \$ 155,906 | \$ 128,918 | \$ 167,190 | \$ 188,344 | \$ 217,634 |
| Additional Programs from Low Scenario. Update | | | | | | | | |
| Additional Bus Service (new and enhanced) | - | - | \$ 5,000 | \$ 10,000 | \$ 20,000 | \$ 30,000 | \$ 40,000 | \$ 50,000 |
| Capital Project for buses - PnRs(6), TCs(6), and Signature Service infrastructure(4) | - | - | - | 1,500 | 6,000 | 6,000 | 6,000 | 10,000 |
| Bus Operating Facility (2 new) | - | - | - | 7,000 | 30,000 | 35,000 | 10,000 | - |
| Transit Center Conversions (4) | - | - | - | - | 1,000 | 1,000 | 1,000 | 1,000 |
| System Signage Improvement | - | - | - | 500 | 500 | 500 | 500 | 500 |
| Additional Shelters | - | - | - | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 |
| Additional Maintenance Costs for new facilities | - | - | - | 345 | 1,200 | 1,350 | 600 | 405 |
| Total Improvements to Bus Service | \$ - | \$ - | \$ 5,000 | \$ 21,845 | \$ 61,200 | \$ 76,350 | \$ 60,600 | \$ 63,905 |
| Available for Major Capital Project | \$ - | \$ - | \$ 9,330 | \$ 134,061 | \$ 67,718 | \$ 90,840 | \$ 127,744 | \$ 153,729 |
| Additional Bus Service (\$1739.41 million) | | | | | | | | |
| New Bus Service as % of Current Scheduled Bus Service | - | - | - | 2.8% | 5.6% | 8.2% | 10.4% | 12.5% |
| Assumptions for Additional Programs | | | | | | | | |
| Additional Bus Service includes capital and operating costs (Additional Bus Service in Revenue Miles) | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 |
| | | | | 83 | 166 | 250 | 333 | 416 |
| Shelters assume an average cost of \$25,000 per shelter providing 100 new shelters each year including maintenance cost. | | | | | | | | |
| P&Rs assume an average cost of \$5M per P&R | | | | | | | | |
| Transit Centers (TC) assume an average cost of \$5M per TC | | | | | | | | |
| Signature Service Infrastructure includes stations and station amenities | | | | | | | | |
| TC Conversions assume an average cost of \$2M | | | | | | | | |
| Bus Operating Facility assumes an average cost of \$83M per BOF | | | | | | | | |

**Metropolitan Transit Authority of Harris
HIGH SCENARIO:
GENERAL MOBILITY PROGRAM ENDS
See attached assumptions.**

(\$ in Thousands)

| | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
|---|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Population (000s) | 6,531 | 6,667 | 6,798 | 6,926 | 7,050 | 7,175 | 7,298 | 7,419 |
| Beginning Balance | \$ 86,915 | \$ 90,208 | \$ 93,758 | \$ 97,262 | \$ 100,800 | \$ 104,379 | \$ 108,146 | \$ 111,804 |
| Revenues | | | | | | | | |
| Sales Tax | \$ 902,410 | \$ 956,094 | \$ 1,010,707 | \$ 1,066,805 | \$ 1,124,292 | \$ 1,182,695 | \$ 1,242,873 | \$ 1,305,436 |
| Farebox | 81,975 | 82,795 | 83,623 | 84,459 | 85,304 | 86,157 | 87,018 | 87,889 |
| HOT Lanes | 5,446 | 5,607 | 5,773 | 5,947 | 6,127 | 6,314 | 6,509 | 6,711 |
| City Contribution to Harrisburg | - | - | - | - | - | - | - | - |
| Miscellaneous Revenue | 3,098 | 3,189 | 3,284 | 3,383 | 3,486 | 3,591 | 3,699 | 3,811 |
| Total Revenues | \$ 992,929 | \$ 1,047,685 | \$ 1,103,387 | \$ 1,160,594 | \$ 1,219,209 | \$ 1,281,847 | \$ 1,343,193 | \$ 1,406,943 |
| Grant Funds | | | | | | | | |
| ARRA Stimulus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Formula SEC 5307 | 75,163 | 76,666 | 78,199 | 79,763 | 81,359 | 82,986 | 84,645 | 86,338 |
| Fixed Guideway | 14,457 | 14,746 | 15,041 | 15,342 | 15,649 | 15,962 | 16,281 | 16,607 |
| Misc and Bus Facility Grants | 4,900 | 4,998 | 5,098 | 5,200 | 5,304 | 5,410 | 5,518 | 5,628 |
| Total Grants | \$ 94,520 | \$ 96,410 | \$ 98,338 | \$ 100,305 | \$ 102,311 | \$ 104,357 | \$ 106,445 | \$ 108,573 |
| FFGA Funds | | | | | | | | |
| North | \$ 11,977 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Southeast | 16,008 | - | - | - | - | - | - | - |
| Total FFGA | \$ 27,985 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bond Proceed Draws | | | | | | | | |
| Sales Tax - 2011A | - | - | - | - | - | - | - | - |
| Contractual Obligations | - | - | - | - | - | - | - | - |
| Commercial Paper Notes | - | - | - | - | - | - | - | - |
| Total Proceeds | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Sources of Funds | \$ 1,202,349 | \$ 1,234,303 | \$ 1,295,483 | \$ 1,358,161 | \$ 1,422,320 | \$ 1,490,584 | \$ 1,557,784 | \$ 1,627,321 |
| Operating Expenses | | | | | | | | |
| General Bus Current Service | \$ 417,250 | \$ 434,225 | \$ 451,169 | \$ 468,081 | \$ 484,961 | \$ 501,810 | \$ 518,627 | \$ 535,413 |
| Bus Service - New Service | - | - | - | - | - | 5,130 | 5,288 | 5,453 |
| Traffic Management | 4,425 | 4,556 | 4,691 | 4,832 | 4,978 | 5,130 | 5,288 | 5,453 |
| Metrolift | 64,996 | 68,308 | 71,728 | 75,264 | 78,941 | 82,797 | 86,821 | 91,014 |
| Star Van Pool | 8,050 | 8,287 | 8,533 | 8,789 | 9,055 | 9,333 | 9,620 | 9,919 |
| Rail - Main | 26,169 | 26,941 | 27,741 | 28,574 | 29,440 | 30,340 | 31,275 | 32,247 |
| Rail - North | 18,044 | 18,577 | 19,128 | 19,702 | 20,299 | 20,920 | 21,565 | 22,235 |
| Rail - Southeast | 17,066 | 17,570 | 18,092 | 18,635 | 19,199 | 19,787 | 20,396 | 21,030 |
| Rail - East End | 12,447 | 12,814 | 13,195 | 13,590 | 14,002 | 14,431 | 14,875 | 15,338 |
| HOT Lanes | 5,446 | 5,607 | 5,773 | 5,947 | 6,127 | 6,314 | 6,509 | 6,711 |
| Additional Expenses | 4,500 | 4,500 | 5,000 | 5,000 | 5,000 | 5,000 | 6,000 | 6,000 |
| Total Operating Expenses | \$ 578,393 | \$ 601,385 | \$ 625,050 | \$ 648,414 | \$ 672,002 | \$ 695,861 | \$ 720,976 | \$ 745,361 |
| General Mobility | | | | | | | | |
| General Mobility (01- Continues at 25%) (No Fare Increase) | - | - | - | - | - | - | - | - |
| General Mobility Carryover | - | - | - | - | - | - | - | - |
| MultiCities | - | - | - | - | - | - | - | - |
| Total General Mobility | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Capital & Other Expenses | | | | | | | | |
| North | \$ 19,962 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Southeast | 29,105 | - | - | - | - | - | - | - |
| East End | - | - | - | - | - | - | - | - |
| University | - | - | - | - | - | - | - | - |
| Uptown | - | - | - | - | - | - | - | - |
| LPRR Test Track | - | - | - | - | - | - | - | - |
| Facility Provider and O&M | - | - | - | - | - | - | - | - |
| CBD Intermodal Transit Terminal (Burnett) | - | - | - | - | - | - | - | - |
| Main Street Upgrades and Expansion | - | - | - | - | - | - | - | - |
| US 90A Rail Project | - | - | - | - | - | - | - | - |
| HOT/HOV Improvements & Access Improvements | - | - | - | - | - | - | - | - |
| Clear Lake Park & Ride | - | - | - | - | - | - | - | - |
| SH 288 Park & Ride - Phase 2 | - | - | - | - | - | - | - | - |
| Missouri City Park & Ride | - | - | - | - | - | - | - | - |
| Bus shelters, lanes, pads, curb cuts - Phase 2 | 1,967 | 2,026 | 2,087 | 2,149 | 2,214 | 2,280 | 2,349 | 2,419 |
| Total MRE & Other Capital Expenses | \$ 51,034 | \$ 2,026 | \$ 2,087 | \$ 2,149 | \$ 2,214 | \$ 2,280 | \$ 2,349 | \$ 2,419 |
| Capital Investment State of Good Repair | | | | | | | | |
| Main Street | \$ 4,000 | \$ 4,500 | \$ 5,000 | \$ 7,888 | \$ 8,204 | \$ 8,532 | \$ 8,873 | \$ 9,228 |
| North | - | - | - | 7,997 | 8,317 | 8,649 | 8,995 | 9,355 |
| Southeast | - | - | - | 9,019 | 9,380 | 9,755 | 10,145 | 10,551 |
| East End | - | - | - | 6,803 | 7,075 | 7,358 | 7,652 | 7,958 |
| Rail Vehicle Replacement | - | - | - | - | - | - | - | - |
| IT Projects | 2,642 | 8,856 | 3,088 | 3,340 | 9,613 | 3,910 | 4,232 | 10,582 |
| Facilities Maintenance | 12,519 | 12,889 | 14,599 | 15,037 | 15,492 | 15,966 | 17,954 | 18,513 |
| HOT Lanes | 4,193 | 4,446 | 4,715 | 5,002 | 5,309 | 5,635 | 5,983 | 6,354 |
| Bus Replacement | 64,803 | 66,099 | 67,421 | 68,769 | 70,145 | 72,951 | 75,869 | 78,903 |
| Bus Improvement and Support Vehicles | 10,124 | 10,529 | 10,950 | 11,388 | 11,843 | 12,317 | 12,810 | 13,322 |
| Total | \$ 98,281 | \$ 107,319 | \$ 105,773 | \$ 135,243 | \$ 145,378 | \$ 145,073 | \$ 152,512 | \$ 164,767 |
| Debt Service Expense | | | | | | | | |
| Existing Debt Service | \$ 69,986 | \$ 69,986 | \$ 63,257 | \$ 54,342 | \$ 49,889 | \$ 44,617 | \$ 44,614 | \$ 44,620 |
| Contractual Obligations | 31,659 | 31,666 | 31,667 | 31,658 | 31,659 | 22,981 | 15,249 | 15,249 |
| Commercial Paper Interest | - | - | - | - | - | - | - | - |
| Commercial Paper Principal | - | - | - | - | - | - | - | - |
| Total D/S Expense | \$ 101,645 | \$ 101,652 | \$ 94,924 | \$ 86,000 | \$ 81,548 | \$ 67,598 | \$ 59,863 | \$ 59,869 |
| Total Uses of Funds | \$ 829,353 | \$ 812,382 | \$ 827,834 | \$ 871,806 | \$ 901,143 | \$ 910,812 | \$ 935,700 | \$ 972,415 |
| Ending Balance | \$ 372,996 | \$ 421,921 | \$ 467,649 | \$ 486,355 | \$ 521,178 | \$ 579,771 | \$ 622,083 | \$ 654,906 |
| Fund Balance - 15% Minimum Operating Reserves | \$ 90,208 | \$ 93,758 | \$ 97,262 | \$ 100,800 | \$ 104,379 | \$ 108,146 | \$ 111,804 | \$ 115,506 |
| Potential Carryforward Balance | \$ 372,996 | \$ 421,921 | \$ 467,649 | \$ 486,355 | \$ 521,178 | \$ 579,771 | \$ 622,083 | \$ 654,906 |
| To 2030: | | | | | | | | |
| Net Revenues Available for New Projects (\$6.01 billion) | \$ 282,789 | \$ 328,163 | \$ 370,387 | \$ 385,554 | \$ 416,799 | \$ 471,625 | \$ 510,279 | \$ 539,400 |
| Additional Programs from Low Scenario. Update | | | | | | | | |
| Additional Bus Service (new and enhanced) | \$ 60,000 | \$ 70,000 | \$ 80,000 | \$ 90,000 | \$ 100,000 | \$ 110,000 | \$ 120,000 | \$ 130,000 |
| Capital Project for buses - PnRs(6), TCs(6), and Signature Service infrastructure(4) | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Bus Operating Facility (2 new) | - | - | - | - | - | 33,000 | 33,000 | 34,000 |
| Transit Center Conversions (4) | 1,000 | 1,000 | 1,000 | 1,000 | - | - | - | - |
| System Signage Improvement | - | - | - | - | - | - | - | - |
| Additional Shelters | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 |
| Additional Maintenance Costs for new facilities | 405 | 405 | 405 | 405 | 375 | 1,365 | 1,365 | 1,395 |
| Total Improvements to Bus Service | \$ 73,905 | \$ 83,905 | \$ 93,905 | \$ 103,905 | \$ 112,875 | \$ 156,865 | \$ 166,865 | \$ 177,895 |
| Available for Major Capital Project | \$ 208,884 | \$ 244,258 | \$ 276,482 | \$ 281,649 | \$ 303,924 | \$ 314,760 | \$ 343,414 | \$ 361,505 |
| Additional Bus Service (\$1739.41 million) | | | | | | | | |
| New Bus Service as % of Current Scheduled Bus Service | 14.4% | 16.1% | 17.7% | 19.2% | 20.6% | 21.9% | 23.1% | 24.3% |
| Assumptions for Additional Programs | | | | | | | | |
| Additional Bus Service includes capital and operating costs (Additional Bus Service in Revenue Miles) | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 |
| | 499 | 582 | 666 | 749 | 832 | 915 | 998 | 1,081 |
| Shelters assume an average cost of \$25,000 per shelter providing P&Rs assume an average cost of \$5M per P&R | | | | | | | | |
| Transit Centers (TC) assume an average cost of \$5M per TC | | | | | | | | |
| Signature Service Infrastructure includes stations and station TC Conversions assume an average cost \$2M | | | | | | | | |
| Bus Operating Facility assumes an average cost of \$83M pe | | | | | | | | |

Metropolitan Transit Authority of Harris
HIGH SCENARIO:
GENERAL MOBILITY PROGRAM ENDS
See attached assumptions.

| (\$ in Thousands) | 2028 | 2029 | 2030 |
|---|--------------|--------------|--------------|
| Population (000s) | 7,539 | 7,657 | 7,773 |
| Beginning Balance | \$ 115,506 | \$ 119,254 | \$ 123,196 |
| Revenues | | | |
| Sales Tax | \$ 1,370,435 | \$ 1,437,922 | \$ 1,507,947 |
| Farebox | 88,767 | 89,655 | 90,552 |
| HOT Lanes | 6,922 | 7,141 | 7,369 |
| City Contribution to Harrisburg | - | - | - |
| Miscellaneous Revenue | 7,027 | 4,064 | 4,194 |
| Total Revenues | \$ 1,473,152 | \$ 1,538,782 | \$ 1,610,062 |
| Grant Funds | | | |
| ARRA Stimulus | \$ - | \$ - | \$ - |
| Formula SEC 5307 | 88,065 | 89,826 | 91,623 |
| Fixed Guideway | 16,939 | 17,278 | 17,623 |
| Misc and Bus Facility Grants | 5,741 | 5,856 | 5,973 |
| Total Grants | \$ 110,745 | \$ 112,960 | \$ 115,219 |
| FFGA Funds | | | |
| North | \$ - | \$ - | \$ - |
| Southeast | - | - | - |
| Total FFGA | \$ - | \$ - | \$ - |
| Bond Proceed Draws | | | |
| Sales Tax - 2011A | - | - | - |
| Contractual Obligations | - | - | - |
| Commercial Paper Notes | - | - | - |
| Total Proceeds | \$ - | \$ - | \$ - |
| Total Sources of Funds | \$ 1,699,402 | \$ 1,770,995 | \$ 1,848,477 |
| Operating Expenses | | | |
| General Bus Current Service | \$ 552,167 | \$ 568,889 | \$ 585,580 |
| Bus Service - New Service | - | - | - |
| Traffic Management | 5,624 | 5,802 | 5,988 |
| MetroLift | 95,390 | 99,963 | 104,722 |
| Star Van Pool | 10,231 | 10,555 | 10,892 |
| Rail - Main | 33,260 | 34,314 | 35,409 |
| Rail - North | 22,933 | 23,660 | 24,415 |
| Rail - Southeast | 21,691 | 22,378 | 23,092 |
| Rail - East End | 15,819 | 16,321 | 16,841 |
| HOT Lanes | 6,922 | 7,141 | 7,369 |
| Additional Expenses | 6,000 | 6,000 | 7,000 |
| Total Operating Expenses | \$ 770,037 | \$ 795,024 | \$ 821,308 |
| General Mobility | | | |
| General Mobility (01- Continues at 25%) (No Fare Increase) | - | - | - |
| General Mobility Carryover | - | - | - |
| MultiCities | - | - | - |
| Total General Mobility | \$ - | \$ - | \$ - |
| Capital & Other Expenses | | | |
| North | \$ - | \$ - | \$ - |
| Southeast | - | - | - |
| East End | - | - | - |
| University | - | - | - |
| Uptown | - | - | - |
| LPRR Test Track | - | - | - |
| Facility Provider and O&M | - | - | - |
| CBD Intermodal Transit Terminal (Burnett) | - | - | - |
| Main Street Upgrades and Expansion | - | - | - |
| US 90A Rail Project | - | - | - |
| HOT/HOV Improvements & Access Improvements | - | - | - |
| Clear Lake Park & Ride | - | - | - |
| SH 288 Park & Ride - Phase 2 | - | - | - |
| Missouri City Park & Ride | - | - | - |
| Bus shelters, lanes, pads, curb cuts - Phase 2 | 2,492 | 2,566 | 2,643 |
| Total MRE & Other Capital Expenses | \$ 2,492 | \$ 2,566 | \$ 2,643 |
| Capital Investment State of Good Repair | | | |
| Main Street | \$ 9,597 | \$ 18,000 | \$ 18,000 |
| North | 9,729 | 10,119 | 10,523 |
| Southeast | 10,973 | 11,412 | 11,869 |
| East End | 8,277 | 8,277 | 8,277 |
| Rail Vehicle Replacement | 9,238 | 9,607 | 9,992 |
| IT Projects | 4,962 | 5,375 | 5,824 |
| Facilities Maintenance | 19,094 | 19,699 | 22,022 |
| HOT Lanes | 6,750 | 7,173 | 7,624 |
| Bus Replacement | 82,848 | 86,991 | 91,340 |
| Bus Improvement and Support Vehicles | 13,855 | 14,409 | 14,986 |
| Total | \$ 175,324 | \$ 191,062 | \$ 200,457 |
| Debt Service Expense | | | |
| Existing Debt Service | \$ 44,619 | \$ 44,616 | \$ 44,618 |
| Contractual Obligations | 7,871 | 7,875 | 7,871 |
| Commercial Paper Interest | - | - | - |
| Commercial Paper Principal | - | - | - |
| Total D/S Expense | \$ 52,490 | \$ 52,491 | \$ 52,489 |
| Total Uses of Funds | \$ 1,000,342 | \$ 1,041,143 | \$ 1,076,898 |
| Ending Balance | \$ 699,060 | \$ 729,853 | \$ 771,579 |
| Fund Balance - 15% Minimum Operating Reserves | \$ 119,254 | \$ 123,196 | \$ 127,494 |
| Potential Carryforward Balance | \$ 699,060 | \$ 729,853 | \$ 771,579 |
| To 2030: | | | |
| Net Revenues Available for New Projects (\$6.01 billion) | \$ 579,806 | \$ 606,656 | \$ 644,085 |
| Additional Programs from Low Scenario. Update | | | |
| Additional Bus Service (new and enhanced) | \$ 140,000 | \$ 150,000 | \$ 160,000 |
| Capital Project for buses - PnRs(6), TCs(6), and Signature Service infrastructure(4) | 6,000 | 6,000 | 10,000 |
| Bus Operating Facility (2 new) | - | - | - |
| Transit Center Conversions (4) | - | - | - |
| System Signage Improvement | - | - | - |
| Additional Shelters | 2,500 | 2,500 | 2,500 |
| Additional Maintenance Costs for new facilities | 255 | 255 | 375 |
| Total Improvements to Bus Service | \$ 148,755 | \$ 158,755 | \$ 172,875 |
| Available for Major Capital Project | \$ 431,051 | \$ 447,901 | \$ 471,210 |
| Additional Bus Service (\$1739.41 million) | | | |
| New Bus Service as % of Current Scheduled Bus Service | 25.4% | 26.4% | 27.3% |
| Assumptions for Additional Programs | | | |
| Additional Bus Service includes capital and operating costs (Additional Bus Service in Revenue Miles) | 2028 | 2029 | 2030 |
| | 1,165 | 1,248 | 1,331 |
| Shelters assume an average cost of \$25,000 per shelter providing P&Rs assume an average cost of \$5M per P&R | | | |
| Transit Centers (TC) assume an average cost of \$5M per TC | | | |
| Signature Service Infrastructure includes stations and station TC Conversions assume an average cost \$2M | | | |
| Bus Operating Facility assumes an average cost of \$83M pe | | | |

Metropolitan Transit Authority of Harris County
HIGH SCENARIO GMP ENDS NO Fare increase
Barton Smith: JUNE 2012
(\$ in Thousands)

ASSUMPTIONS

- 1 General Mobility ends after 9/30/2014.
- 2 Cash basis. Barton Smith's assumptions for annual increases in sales taxes reduced by 2.5% for Comptroller fees and rebates; slight haircuts to FY12 and FY13.
- 3 No changes in fares.
- 4 Only minor increases in HOT lanes revenues.
- 5 Formula grants grow about 2% per year.
- 6 Full Funding Grant Agreements are appropriated according to schedule and funding is available as expenditures are incurred.
- 7 Buses and some rail cars are funded with contractual obligations through several years.
- 8 Operating expenses increase 2-3% per year.
- 9 Bus service at FY12 levels.
- 10 Rail lines are completed according to current schedules from Capital Programs.
- 11 Facilities maintained in current state.

ASSUMPTIONS FOR ADDITIONAL PROGRAMS

Additional Bus Service includes capital and operating costs
(Additional Bus Service in Revenue Miles)

Shelters assume an average cost of \$25,000 per shelter providing 100 new shelters each year including

P&Rs assume an average cost of \$5M per P&R

Transit Centers (TC) assume an average cost of \$5M per TC

Signature Service Infrastructure includes stations and station amenities

TC Conversions assume an average cost \$2M

Bus Operating Facility assumes an average cost of \$83M per BOF

| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---------------------|------|------|------|------|------|------|------|
| g maintenance cost. | | | | 83 | 166 | 250 | 333 |

| | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|
| 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| 416 | 499 | 582 | 666 | 749 | 832 | 915 | 998 | 1081 | 1165 |

| | |
|------|------|
| 2029 | 2030 |
| 1248 | 1331 |