

# Long Range Transportation Plan Financial Forecast Assumptions

Metro Board Workshop  
May 14, 2009

# 2008 Long Range Transportation Plan Financial Forecast

- Review January 2009 LRTP staff recommendation
  - Pulled from January 2009 agenda
- Review forecast changes since January analysis
- Discuss assumptions going forward
- Review Measure R Attachment A

# 2008 LRTP Measure R Transit Project Schedule Comparison

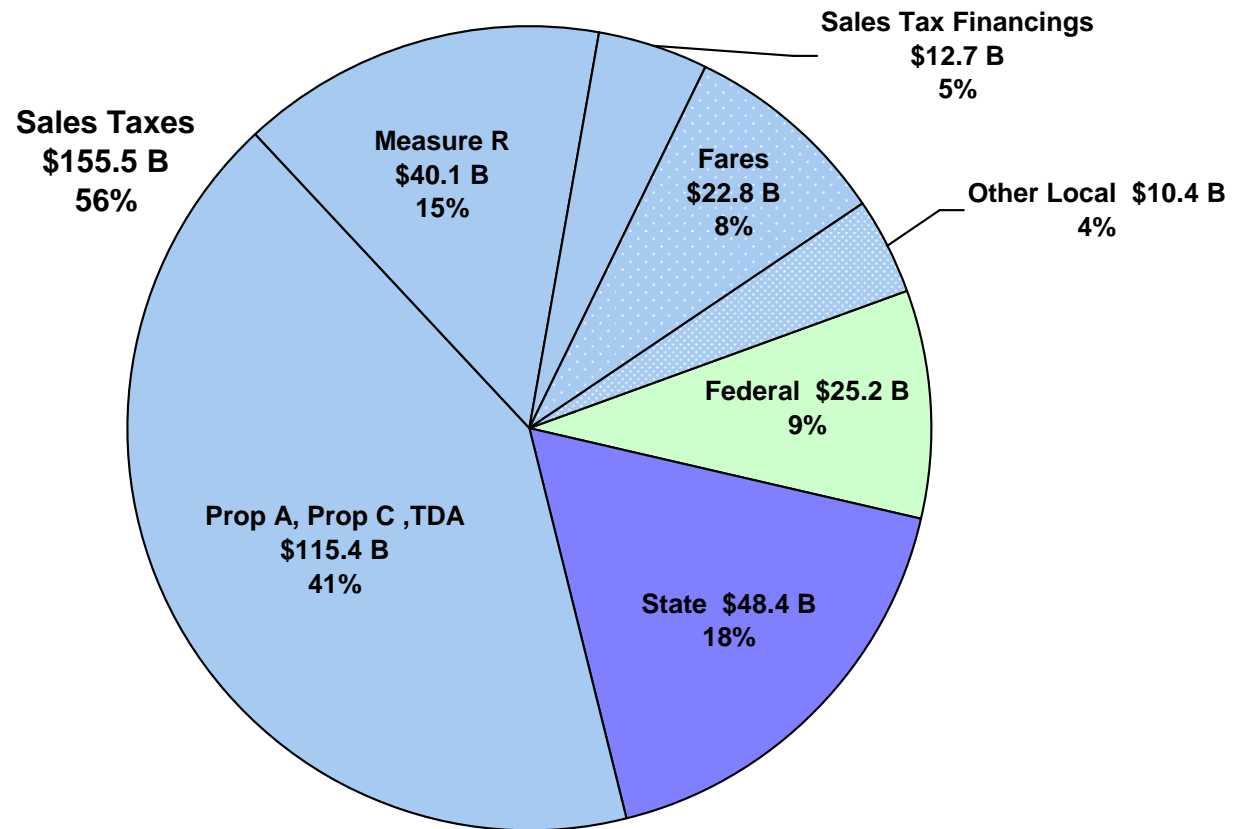
| Project Description (Alphabetical Order)  | Opening Fiscal Year |  |
|---|---------------------|--|
|   | Measure R           | 1 <sup>st</sup> Attempt<br>(Jan '09)           |
| Crenshaw Transit Corridor BRT or LRT (mode is TBD)<br>Seg 1- 1 mile, Green Line to LAX<br>Seg 2- 7.3 mile | 2016-18             | 2018<br>2029                                   |
| Eastside Light Rail Pedestrian Access and Linkages  | 2013                | 2013   |
| Exposition LRT Phase II to Santa Monica (alternative is TBD, cost will depend on alternative selected)    | 2013-15             | 2015   |
| Gold Line Eastside Extension  | 2033-35             | 2035   |
| Gold Line Foothill Extension  | 2015-17             | 2017   |
| Green Line Extension to LAX (assumes first segment completed as part of the Crenshaw Corridor project)    | 2015-28             | 2018 – 2022<br>(depending on LAX contribution) |
| Green Line Extension: Redondo Beach Station to South Bay Corridor   | 2033-35             | 2035   |

# 2008 LRTP Measure R Transit Project Schedule Comparison

| Project Description (Alphabetical Order)      | Opening Fiscal Year           |                                      |
|---|-------------------------------|--------------------------------------|
|   | Measure R                     | 1 <sup>st</sup> Attempt<br>(Jan '09) |
| Regional Connector                            | 2023-25                       | 2018                                 |
| San Fernando Valley I-405 Corridor Connection | 2038-39                       | 2038                                 |
| San Fernando Valley North/South               | 2014-16                       | 2013                                 |
| Phase I (Canoga)                              |                               | 2013                                 |
| Phase II (East)                               |                               |                                      |
| West Santa Ana Branch Corridor                | 2025-27                       | TBD                                  |
| Westside Subway Extension                     | "To be opened in<br>segments" | 2019                                 |
| Segment 1 to Fairfax                          |                               | 2026                                 |
| Segment 2 to Century City                     |                               | 2032                                 |
| Segment 3 to Westwood                         |                               |                                      |

# 2008 Long Range Transportation Plan Financial Forecast

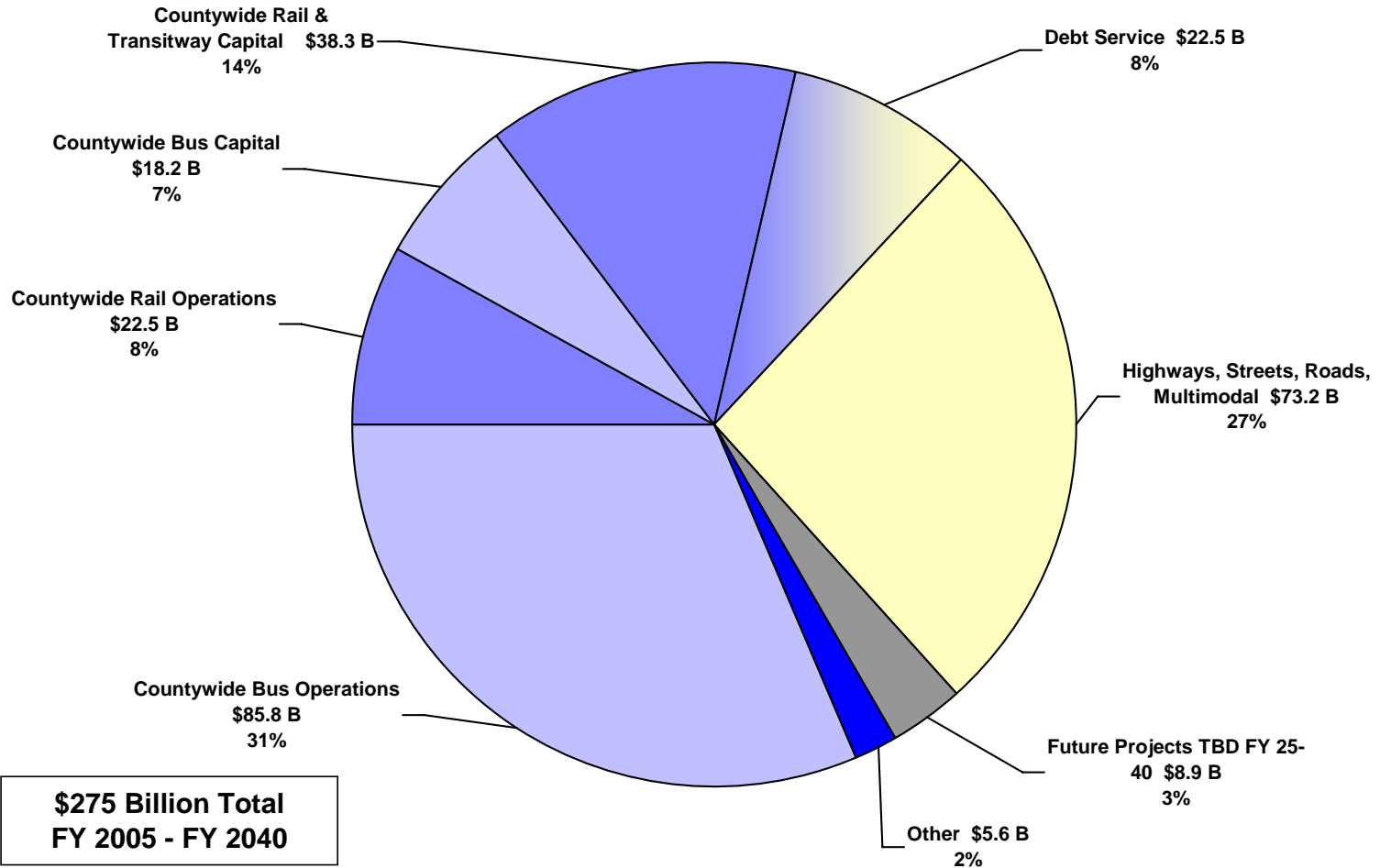
**Federal, State and Local Revenue Forecast**  
Based on UCLA September 2008 Taxable Sales Forecast  
(Actual receipts through June 2008)



**\$275 Billion Total**  
**FY 2005 - FY 2040**

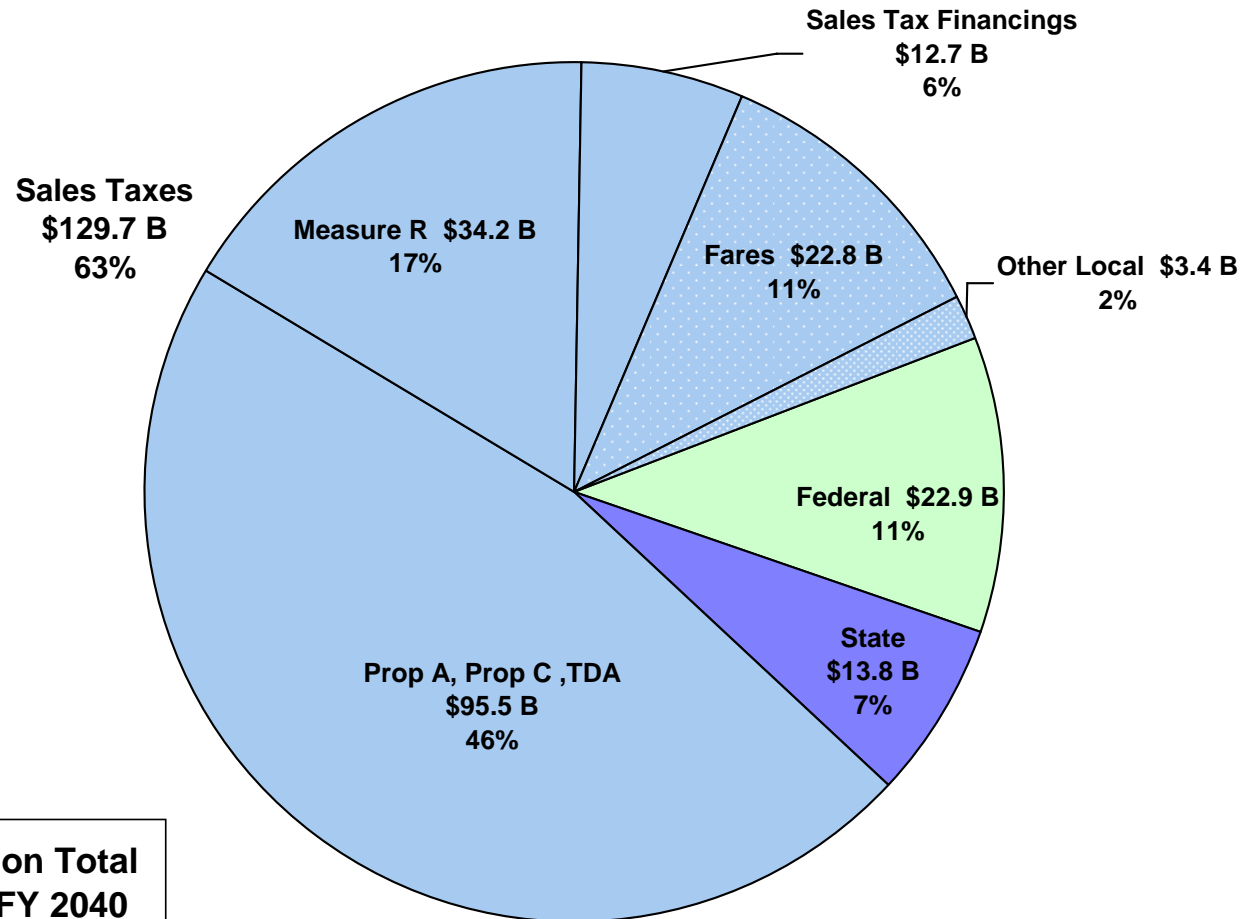
# 2008 Long Range Transportation Plan Financial Forecast

## Summary of Forecasted Uses by Mode



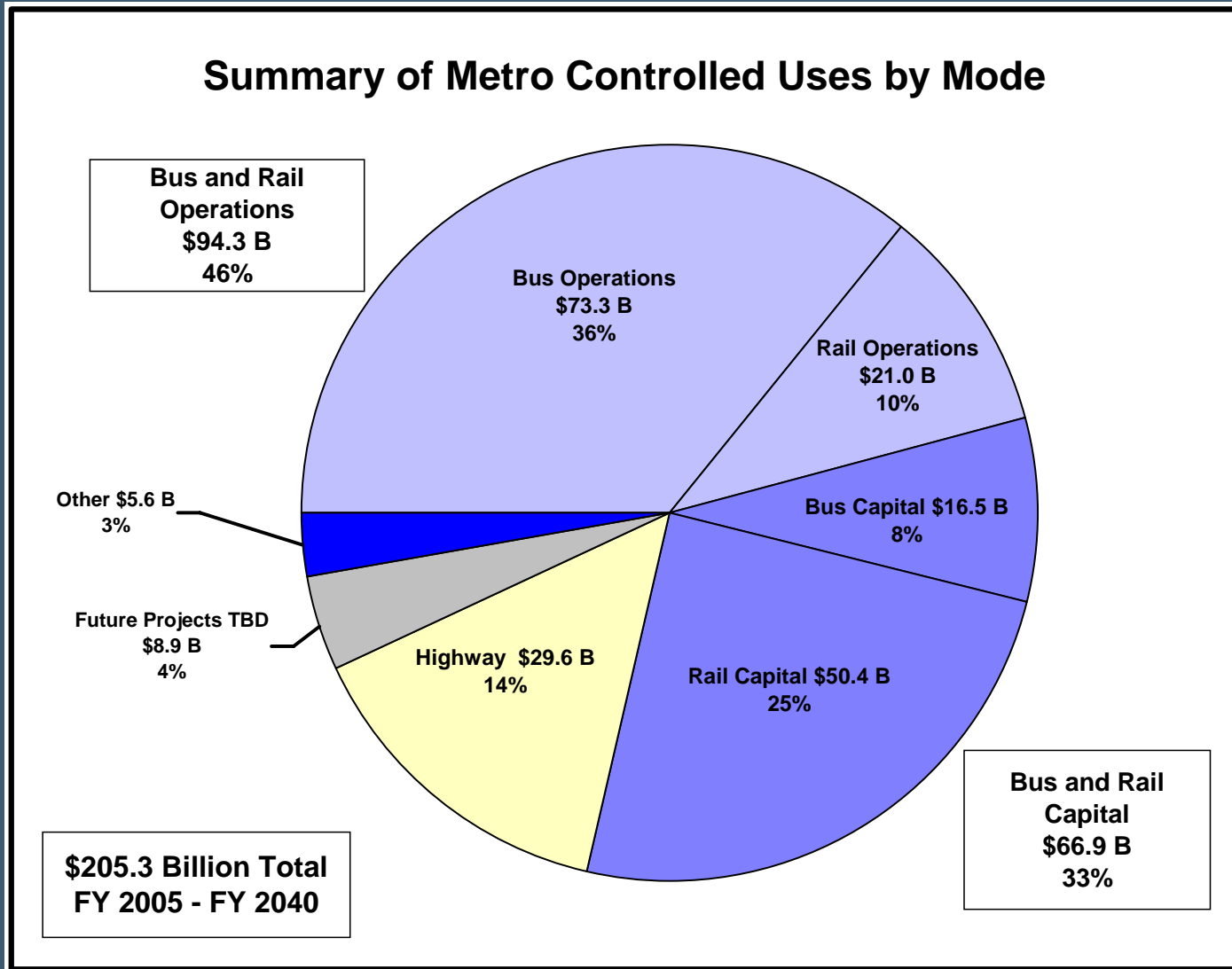
# 2008 Long Range Transportation Plan Financial Forecast

## Metro Controlled Federal, State and Local Revenue Forecast



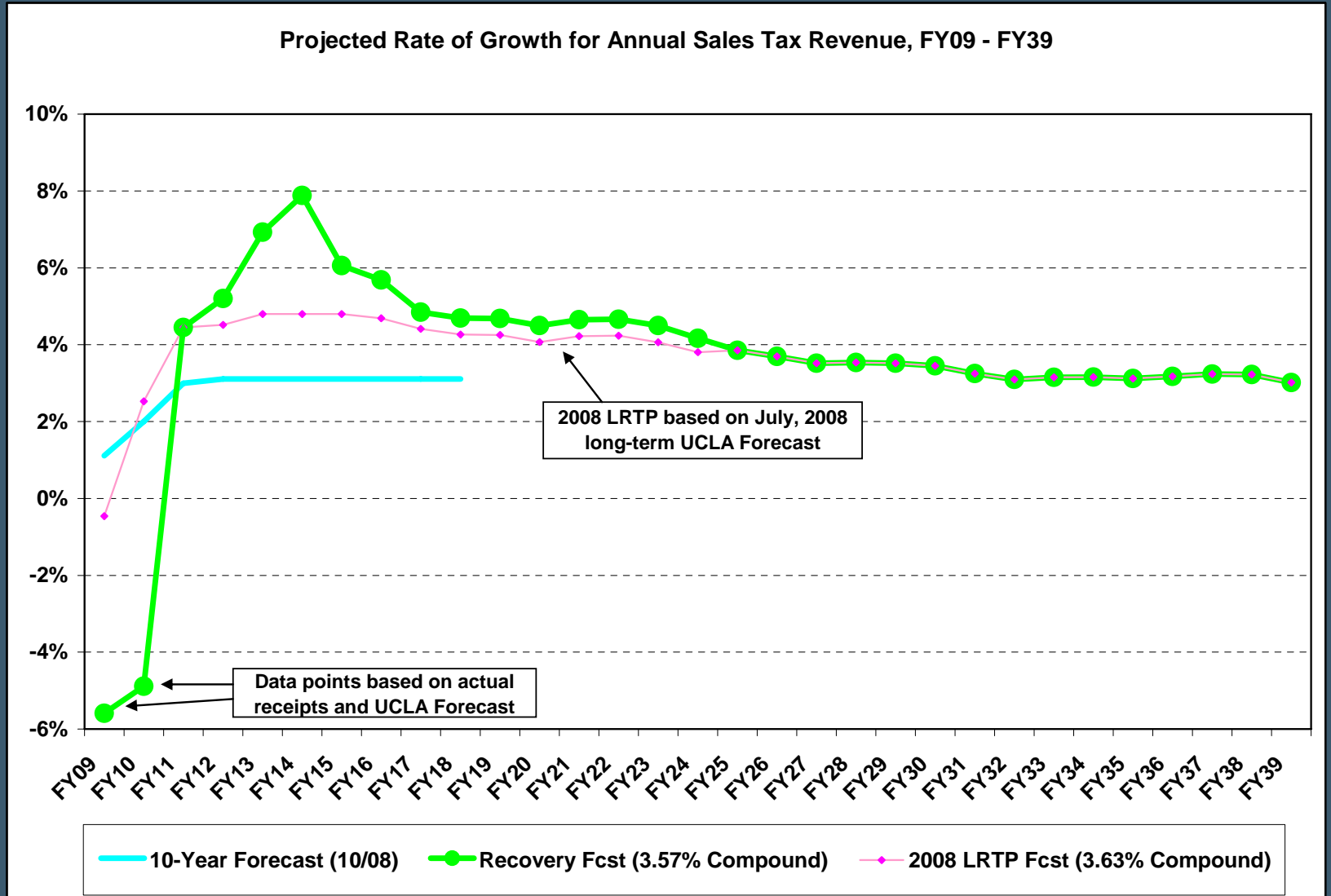
# 2008 Long Range Transportation Plan Financial Forecast

With Measure R, 75% of LA County's entire public transportation investment is Metro controlled.

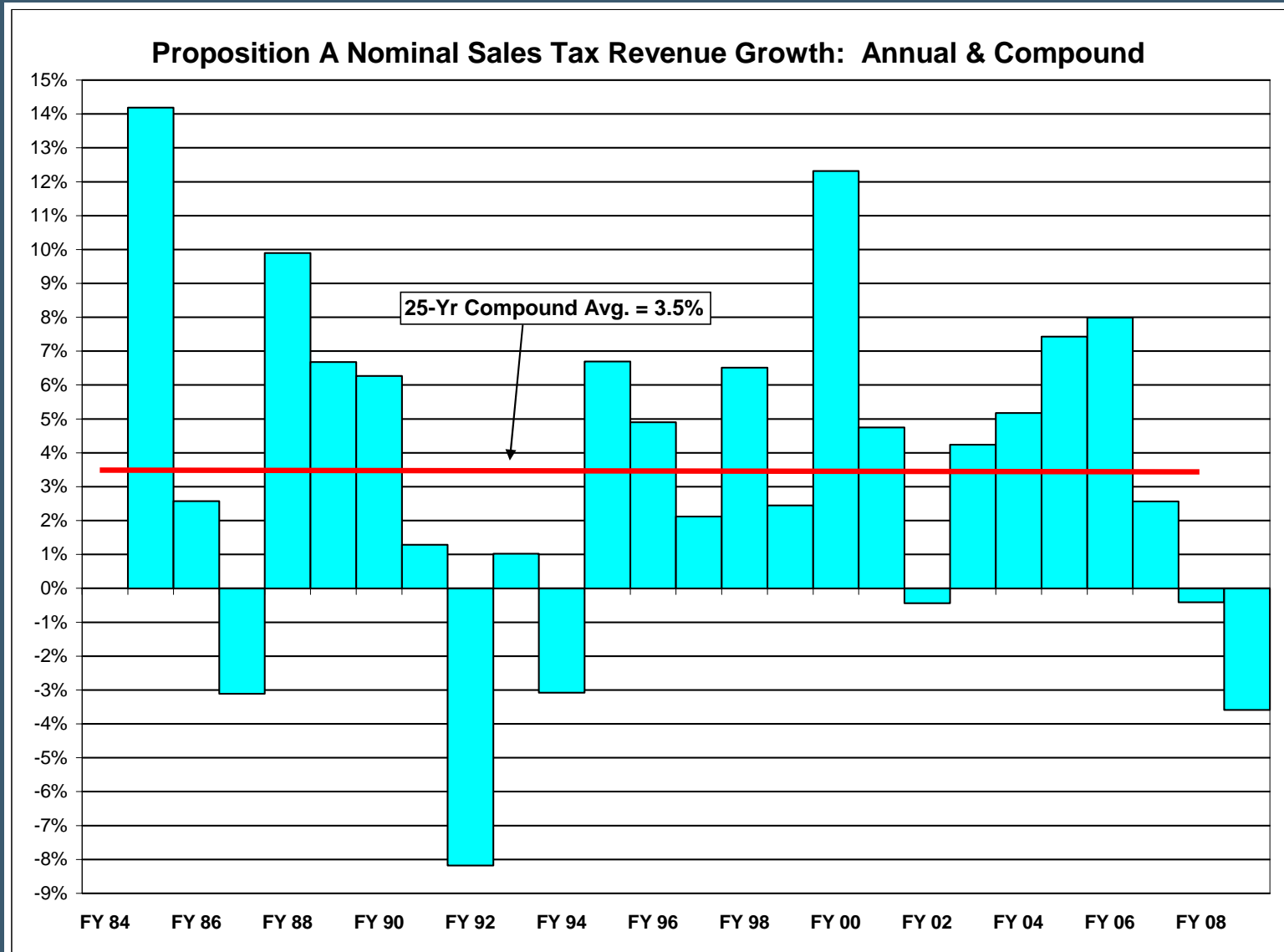




# Sales Tax Growth Forecast

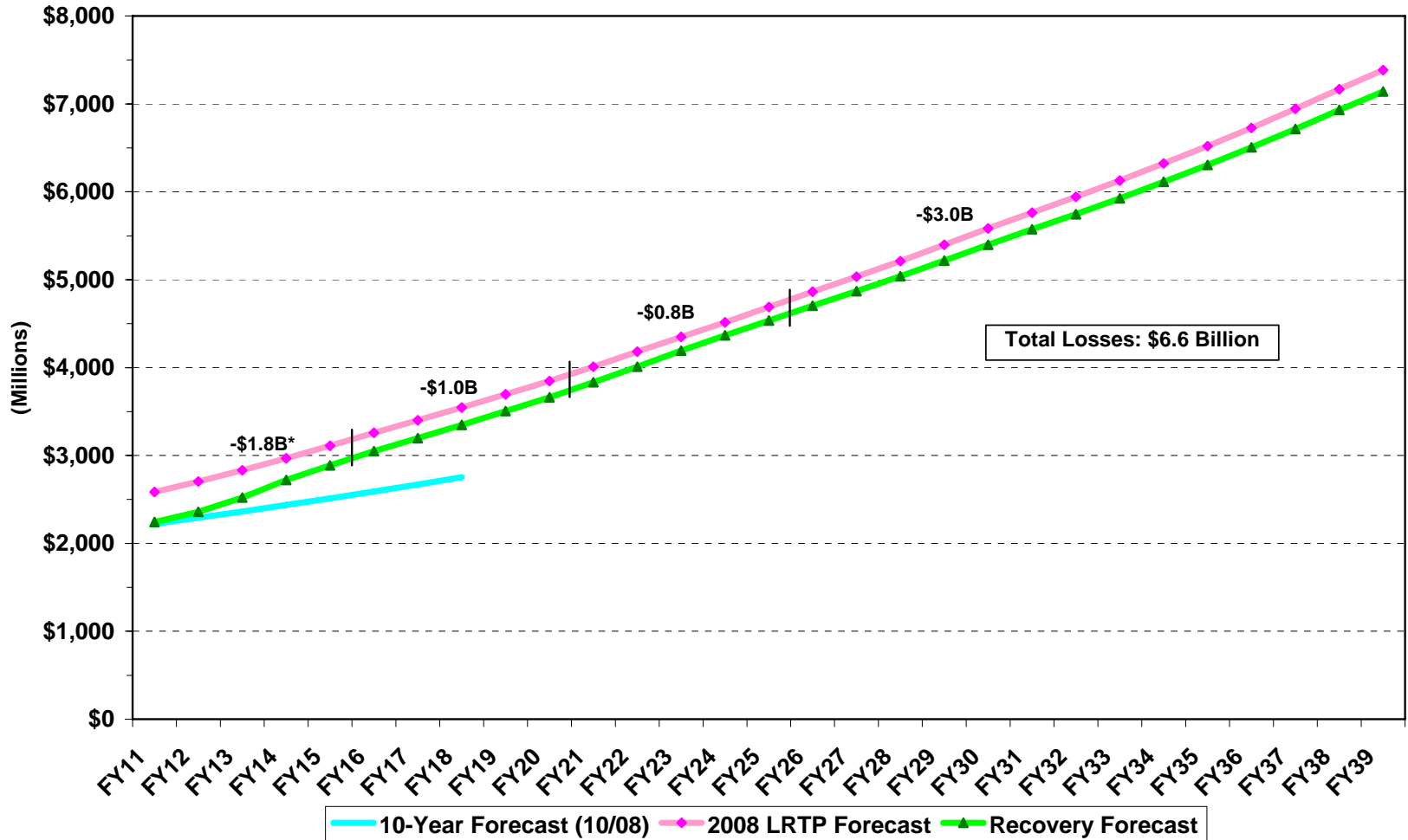


# Sales Tax Revenues Historical Growth Rates



# Sales Tax Revenues Forecast

Sales Tax Revenue Forecast Comparison, FY11-FY39



\* Numbers are cumulative losses between the 2008 LRTP Forecast and Recovery Forecast. FY10 losses are included in the first period.

# Impact of Sales Tax Decline by Program

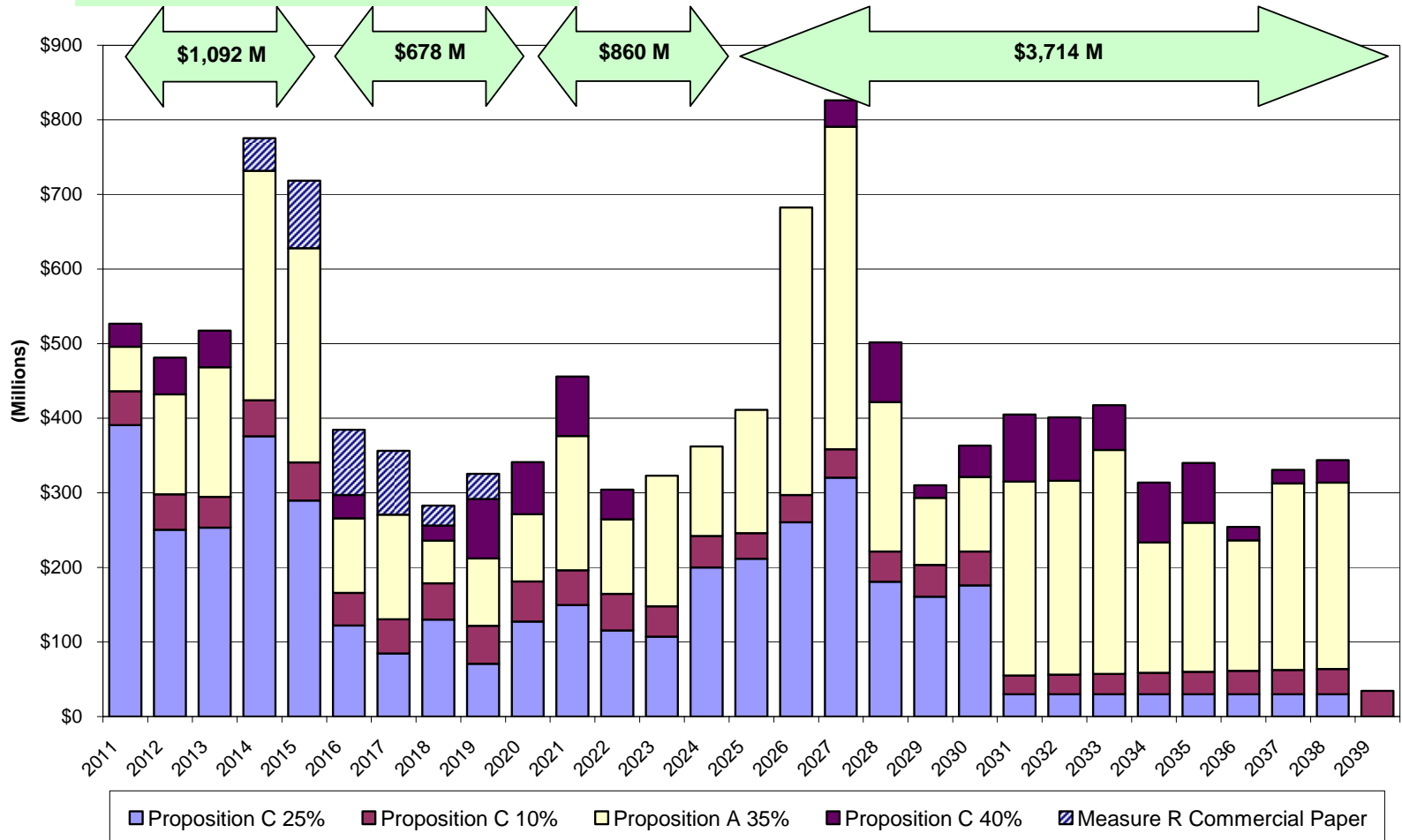
|  | % of Sales Tax<br>(net of<br>administration) | 2008 LRTP<br>Forecast<br>FY 10-39 | Recovery<br>Forecast<br>FY 10-39 | Difference        |
|--|--|-----------------------------------|----------------------------------|-------------------|
| <b>Measure R Programs</b>  |  |                                   |                                  |                   |
| New Rail and/or Bus Rapid Transit Capital Projects                         | 35%  | \$ 13,828                         | \$ 13,221                        | \$ (607)          |
| Metrolink Capital Improvement Projects within Los Angeles County           | 3%   | \$ 1,185                          | \$ 1,133                         | \$ (52)           |
| Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars        | 2%   | \$ 790                            | \$ 755                           | \$ (35)           |
| Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls | 20%  | \$ 7,902                          | \$ 7,555                         | \$ (347)          |
| Rail Operations (New Transit Projects)                                     | 5%   | \$ 1,975                          | \$ 1,889                         | \$ (87)           |
| Bus Operations   | 20%  | \$ 7,902                          | \$ 7,555                         | \$ (347)          |
| <b>Subtotal</b>  |  | <b>\$ 33,582</b>                  | <b>\$ 32,107</b>                 | <b>\$ (1,474)</b> |
| <b>Prop A Programs</b>   |  |                                   |                                  |                   |
| Rail Development Program   | 35%  | \$ 13,400                         | \$ 12,807                        | \$ (593)          |
| Discretionary  | 40%  | \$ 15,315                         | \$ 14,636                        | \$ (678)          |
| <b>Subtotal</b>  |  | <b>\$ 28,715</b>                  | <b>\$ 27,443</b>                 | <b>\$ (1,271)</b> |
| <b>Prop C Programs</b>   |  |                                   |                                  |                   |
| Transit Construction and Operations  | 40%  | \$ 15,882                         | \$ 15,180                        | \$ (702)          |
| Rail and Bus Security  | 5%   | \$ 1,985                          | \$ 1,897                         | \$ (88)           |
| Commuter Rail  | 10%  | \$ 3,971                          | \$ 3,795                         | \$ (176)          |
| Transit Improvements to Highways   | 25%  | \$ 9,926                          | \$ 9,487                         | \$ (439)          |
| <b>Subtotal</b>  |  | <b>\$ 31,764</b>                  | <b>\$ 30,359</b>                 | <b>\$ (1,405)</b> |
| <b>TDA Programs</b>  |  | <b>\$ 20,246</b>                  | <b>\$ 19,015</b>                 | <b>\$ (1,231)</b> |
| <b>TOTAL</b>   |  | <b>\$ 114,306</b>                 | <b>\$ 108,925</b>                | <b>\$ (5,381)</b> |
| <b>Local Return</b>  |  |                                   |                                  |                   |
| Measure R  | 15%  | \$ 5,926                          | \$ 5,666                         | \$ (260)          |
| Prop A   | 25%  | \$ 9,572                          | \$ 9,148                         | \$ (424)          |
| Prop C   | 20%  | \$ 7,941                          | \$ 7,590                         | \$ (351)          |
| <b>TOTAL</b>   |  | <b>\$ 23,439</b>                  | <b>\$ 22,404</b>                 | <b>\$ (1,035)</b> |
| <b>Administration</b>  |  | <b>\$ 3,401</b>                   | <b>\$ 3,259</b>                  | <b>\$ (142)</b>   |
| <b>GRAND TOTAL</b>   |  | <b>\$ 141,147</b>                 | <b>\$ 134,588</b>                | <b>\$ (6,559)</b> |
|  |  |                                   | Change                           | -4.6%             |



# Declining Sales Taxes Also Limit Proceeds from Financings

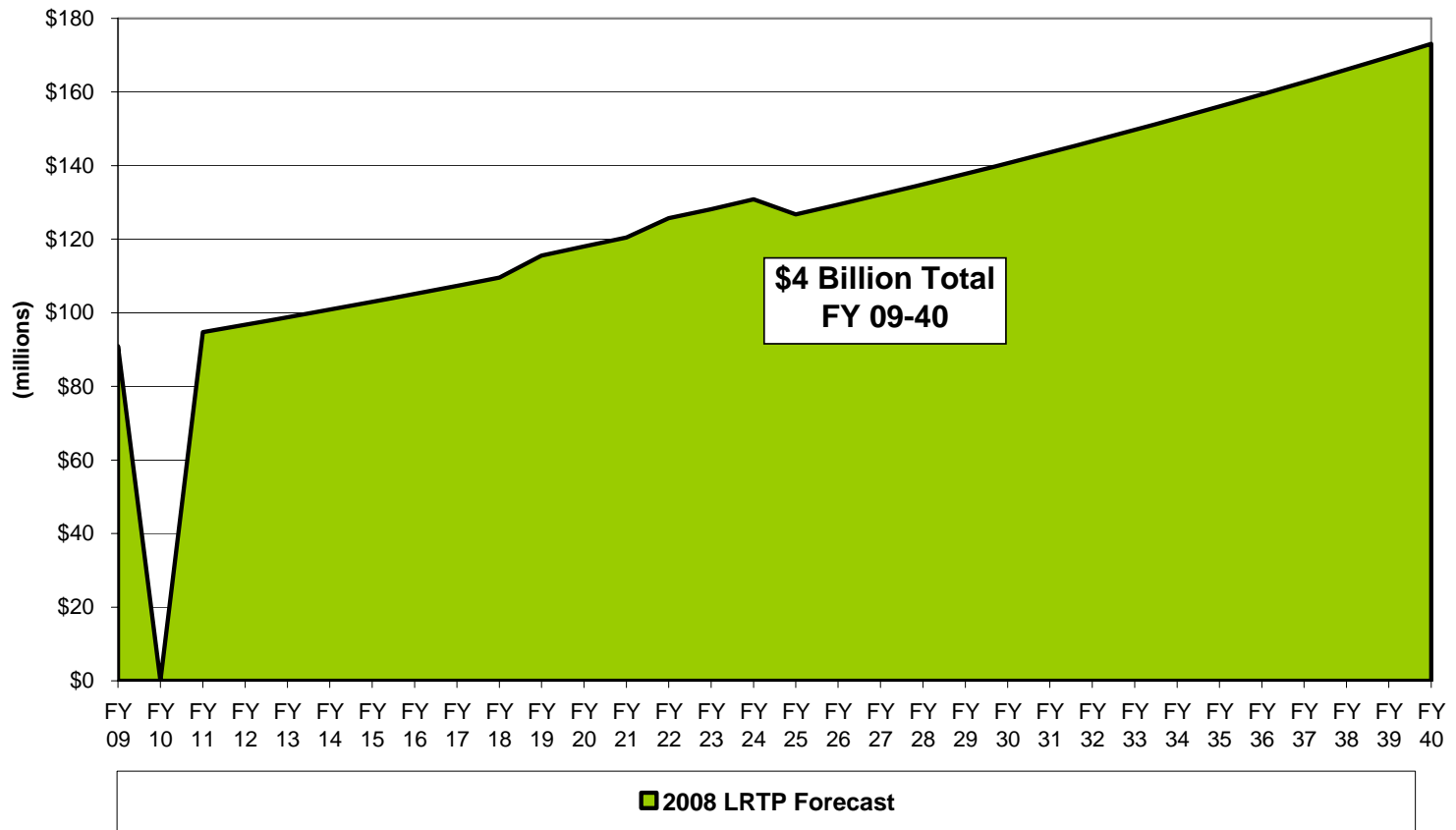
Proceeds from Financings Assumed in 2008 LRTP Forecast, FY11- FY39

Prop C 40% and Prop A 35% Amounts:



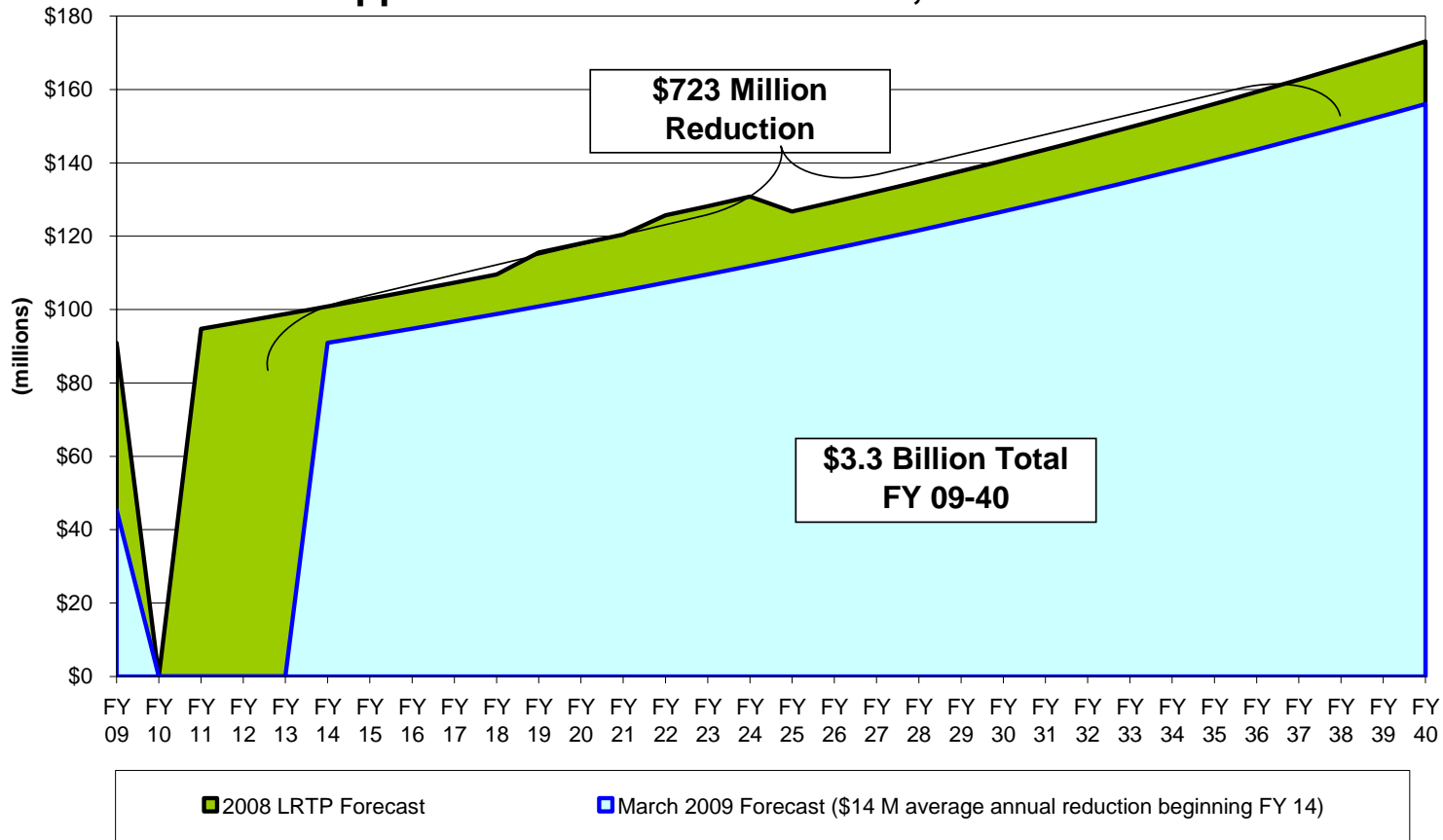
# State Transit Assistance

**State Transit Assistance (STA) Funds to Los Angeles County**  
**2008 LRTP Forecast: FY 09-40**  
**Approximate Share: 75% Metro, 25% Munis**



# State Transit Assistance March 2009 Forecast

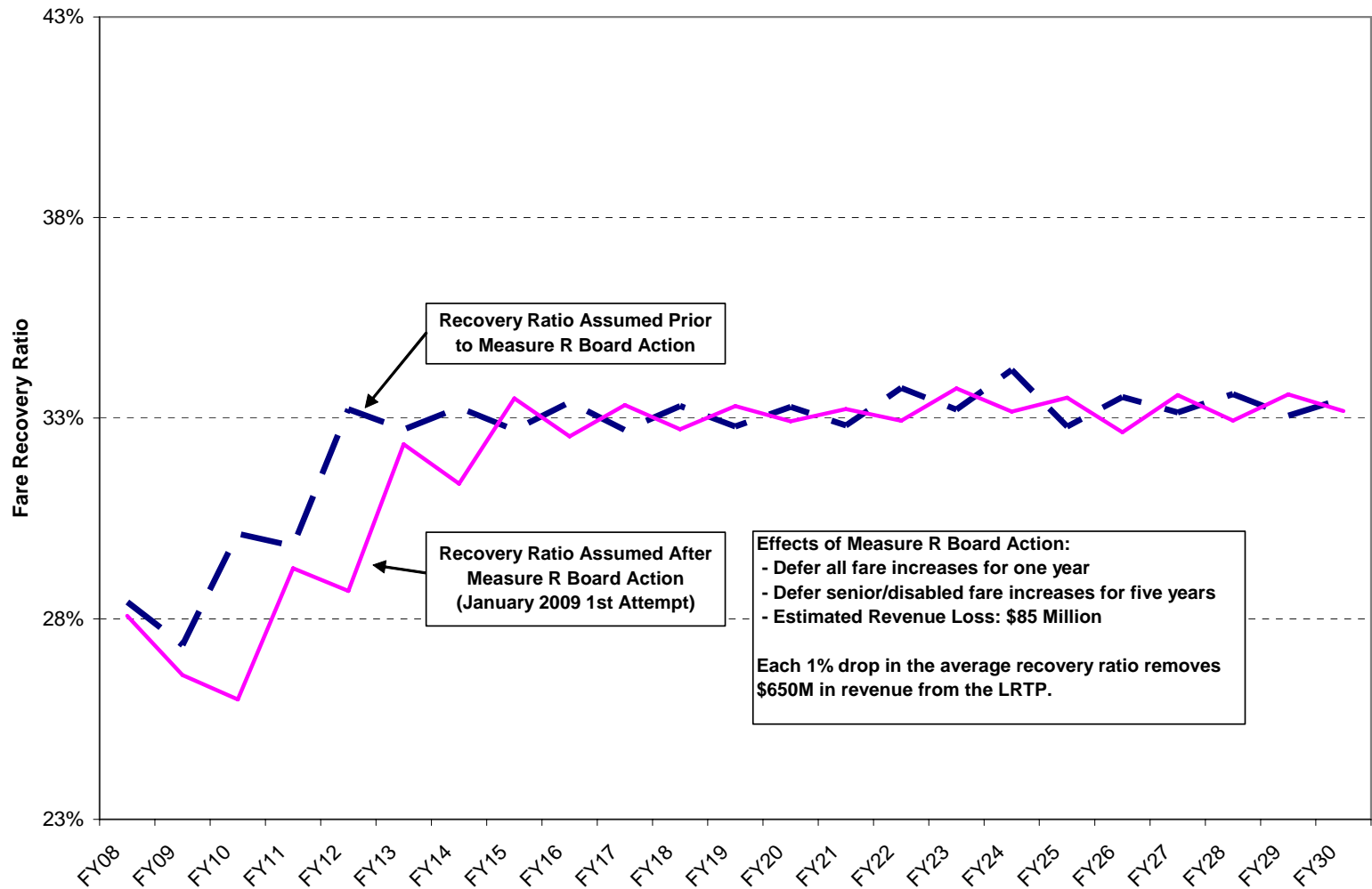
**State Transit Assistance (STA) Funds to Los Angeles County  
2008 LRTP Forecast Compared to March 2009 Forecast  
Approximate Share: 75% Metro, 25% Munis**



Senate Bill X3 7, chaptered 2/20/09, suspends STA for FY 10 through FY 13. Forecast beginning FY 14 assumes same \$306.4 million statewide level as original FY 09 State Budget.

# Fare Recovery Ratio

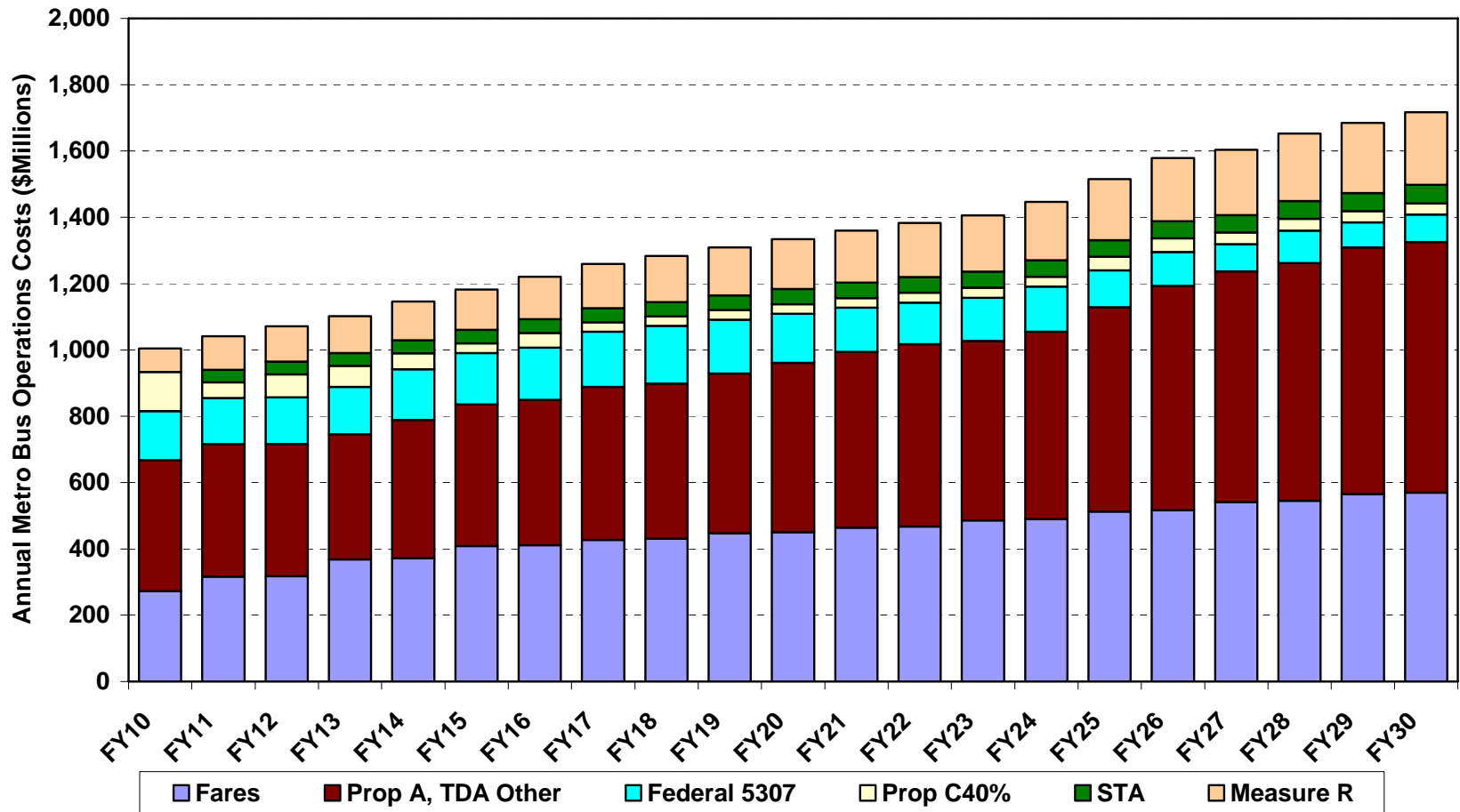
## Fare Recovery Ratio - 33% Target





# Metro Bus Operations Costs

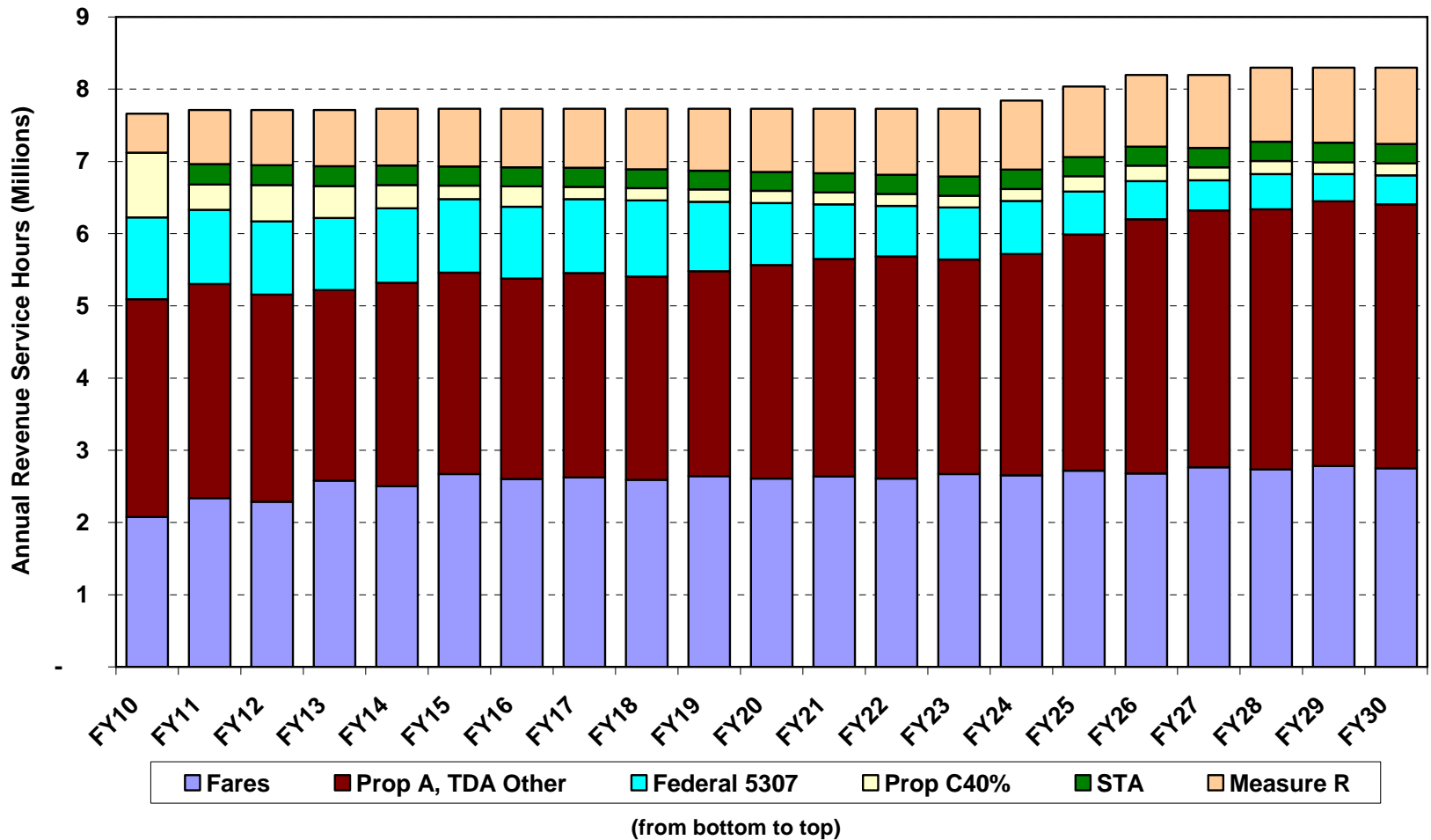
Metro Bus Operations Costs FY10-30  
by Funding Source



(from bottom to top)

# Metro Bus Revenue Service Hours

Metro Bus Revenue Service Hours FY10-30  
by Funding Source

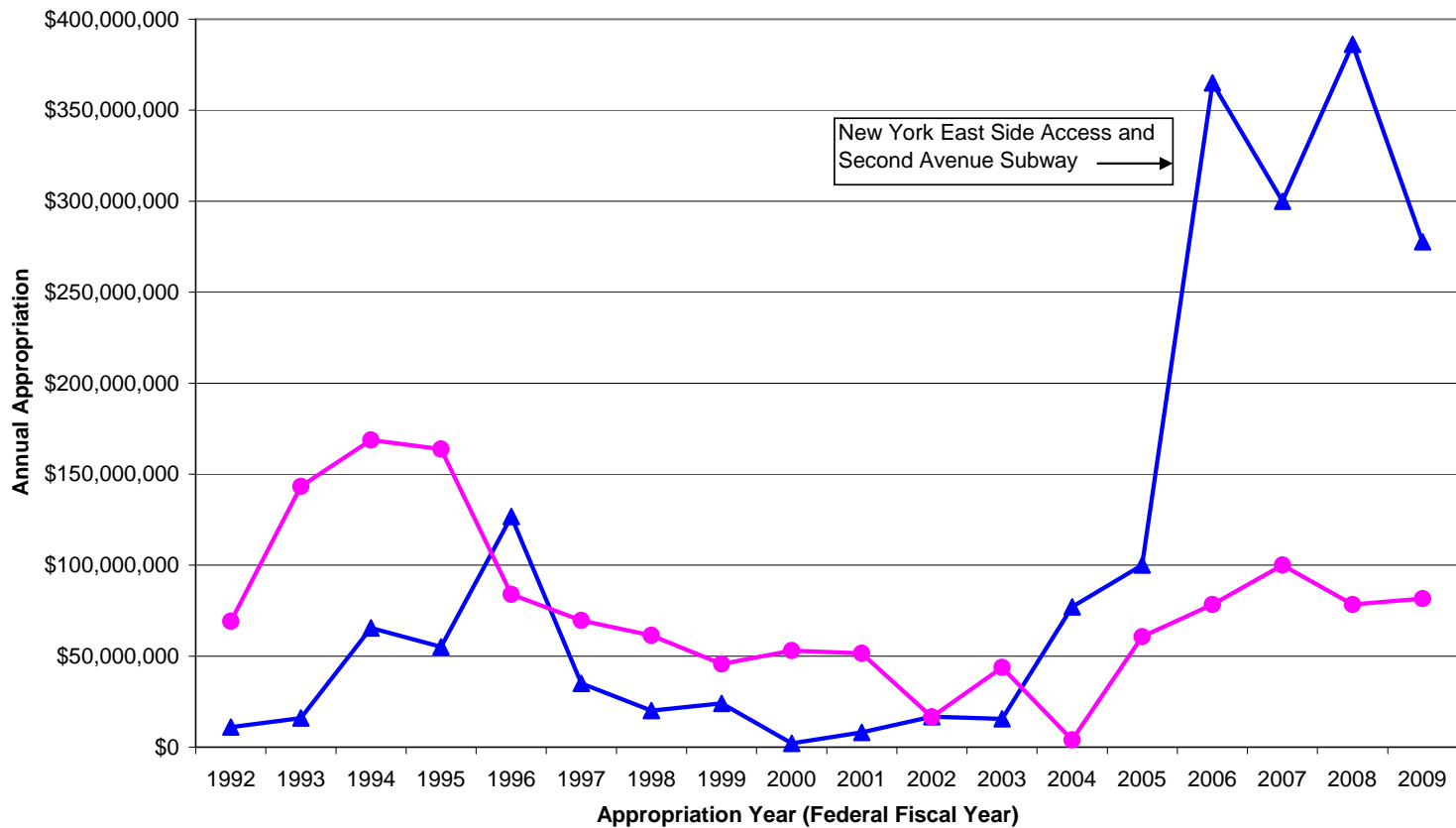


# Transit Capital Project Costs Escalation Options

| Option             | FY 10 | FY 11 | FY 12 | FY 13 | FY 14 | Beyond | Total Cost Estimate | Cumulative Cost Savings |
|--------------------|-------|-------|-------|-------|-------|--------|---------------------|-------------------------|
| 2008 LRTP          | 4%    | 4%    | 4%    | 4%    | 4%    | 3%     | \$19.4 B            | N.A.                    |
| 1<br>(Recommended) | 1%    | 2%    | 3%    | →     |       |        | \$18.0 B            | \$ 1.4 B                |
| 2                  | 1%    | 1.5%  | 3%    | →     |       |        | \$17.9 B            | \$ 1.5 B                |
| 3                  | 0%    | 1%    | 2%    | 3%    | →     |        | \$17.5 B            | \$ 1.9 B                |

# New Starts for NY MTA vs LA Metro

## New Starts Appropriations by Federal Fiscal Year



▲ New York
 ● Los Angeles

Through FY 05, Los Angeles averaged \$74 M per year compared to New York's average of \$41 M.  
 Beginning FY 06, however, Los Angeles averaged \$85 M per year compared to New York's average of \$332 M.

# New Starts Funding Assumption - \$200 M

## New Starts Funds by Federal Transportation Act

(millions)

|  | ISTEA through SAFETEA-LU FFY 1992-2009 | ISTEA FFY 1992-1997 | TEA-21 FFY 1998-2003* | SAFETEA-LU FFY 2005-2009 | APTA Proposal Less 30% | APTA Proposal Less 20% | APTA Proposal FFY 2010-2015 |
|--|--|---------------------|-----------------------|--------------------------|------------------------|------------------------|-----------------------------|
| National Authorization Total           | \$ 18,477                              | \$ 4,969            | \$ 6,092              | \$ 7,416                 | \$ 14,840              | \$ 16,960              | \$ 21,200                   |
| National Authorization Annual Average  | \$ 1,087                               | \$ 828              | \$ 1,015              | \$ 1,483                 | \$ 2,473               | \$ 2,827               | \$ 3,533                    |
| LA Appropriation Total                 | \$ 1,369                               | \$ 698              | \$ 272                | \$ 399                   |                        |                        |                             |
| LA Appropriation Annual Average        | \$ 81                                  | \$ 116              | \$ 45                 | \$ 80                    |                        |                        |                             |
| LA % of Total Authorization            | 7.4%                                   | 14.1%               | 4.5%                  | 5.4%                     |                        |                        |                             |
| Annual Amount If LA % were 4.5%        |  |                     |                       |                          | \$ 110                 | \$ 126                 | \$ 158                      |
| Annual Amount If LA % were 5.4%        |  |                     |                       |                          | \$ 133                 | \$ 152                 | \$ 190                      |
| <b>Annual Amount If LA % were 7.4%</b> |  |                     |                       |                          | \$ 183                 | <b>\$ 209</b>          | \$ 262                      |

\*In FFY 2004, Congress simply extended TEA-21 for one year. Los Angeles County did not receive an appreciable amount of New Starts funds in that year, so the data is omitted.

# Next Steps

- **Confirm assumptions**
- **Begin re-running financial forecast**
- **Review financial assumptions at Board Workshop on May 14, 2009**
- **Complete financial forecast revision**
- **Present revised forecast in June, 2009**

# Measure R

**Proposed One-Half Cent Sales Tax for Transportation**  
**Outline of Expenditure Categories**  
**Sunsets in 30-Years: Fiscal Year (FY ) 2010 - 2039**  
(millions)

**ATTACHMENT A**

| <b>Subfund</b>          | <b>Program</b>  | <b>% of Sales Tax<br/>(net of<br/>administration)</b> | <b>First Year<br/>Amount</b> | <b>10-Year<br/>Amount</b> | <b>30-Year<br/>Amount</b> |
|-------------------------|---|---|------------------------------|---------------------------|---------------------------|
| Transit Capital         | New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process   | 35%   | \$ 241                       | \$ 2,930                  | \$ 13,790                 |
| Transit Capital         | Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)   | 3%  | \$ 21                        | \$ 251                    | \$ 1,182                  |
| Transit Capital         | Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars   | 2%  | \$ 14                        | \$ 167                    | \$ 788                    |
| Highway Capital         | Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls  | 20%   | \$ 138                       | \$ 1,675                  | \$ 7,880                  |
| Operations              | Rail Operations (New Transit Project Operations and Maintenance)  | 5%  | \$ 34                        | \$ 419                    | \$ 1,970                  |
| Operations              | Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)                                 | 20%   | \$ 138                       | \$ 1,675                  | \$ 7,880                  |
| Local Return            | Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.<br>(Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.) | 15%   | \$ 103                       | \$ 1,256                  | \$ 5,910                  |
| <b>TOTAL PROGRAMS</b>   |   | <b>100%</b>   | <b>\$ 689</b>                | <b>\$ 8,373</b>           | <b>\$ 39,400</b>          |
| 1.5% for Administration |   |   | \$ 11                        | \$ 127                    | \$ 600                    |
| <b>GRAND TOTAL</b>      |   |   | <b>\$ 700</b>                | <b>\$ 8,500</b>           | <b>\$ 40,000</b>          |

# Measure R (cont.)

## Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

ATTACHMENT A

30 Years, Fiscal Year (FY) 2010 - 2039

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008

(\$ in millions)

for reference  
only - not  
priority order

| Subfund | Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)   | Cost Estimate                 | New Sales Tax (Assembly Bill 2321) |                    |                  | Other Funds      |                 |  | Funds Available Beginning | Expected Completion     |
|---------|---|-------------------------------|------------------------------------|--------------------|------------------|------------------|-----------------|--|---------------------------|-------------------------|
|         |   |                               | Minimum                            | Additional         | Total            | Federal Funding  | State Funding   | Local Funding (Rail is 3% except as noted) |                           |                         |
| 1       | <b>Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.</b> |                               |                                    |                    |                  |                  |                 |  |                           |                         |
| 2       |   | Escalated \$                  |                                    |                    |                  |                  |                 |  |                           |                         |
| 3       | Eastside Light Rail Access (Gold Line)  | \$ 30                         | \$ 30                              | \$ -               | \$ 30            | \$ -             | \$ -            | \$ -                                       | FY 2010                   | FY 2013                 |
| 4       | Exposition Boulevard Light Rail Transit   | \$ 1,632 <sup>a</sup>         | \$ 925                             | \$ -               | \$ 925           | \$ -             | \$ 353          | \$ 354                                     | FY 2010-12                | FY 2013-15              |
| 5       | Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses)  | \$ 150                        | \$ 150                             | \$ -               | \$ 150           | \$ -             | \$ -            | \$ -                                       | FY 2010                   | FY 2039                 |
| 6       | Regional Connector (links local rail lines)   | \$ 1,320                      | \$ 160                             | \$ -               | \$ 160           | \$ 708           | \$ 186          | \$ 266 <sup>b</sup>                        | FY 2014-16                | FY 2023-25              |
| 7       |   | Current 2008 \$               |                                    |                    |                  |                  |                 |  |                           |                         |
| 8       | Crenshaw Transit Corridor - <b>project acceleration</b>   | \$ 1,470                      | \$ 235.5                           | \$ 971.5           | \$ 1,207         | To be determined |                 | \$ 263 <sup>c</sup>                        | FY 2010-12                | FY 2016-18              |
| 9       | Gold Line Eastside Extension  | \$ 1,310                      | \$ -                               | \$ 1,271           | \$ 1,271         |                  |                 | \$ 39                                      | FY 2022-24                | FY 2033-35              |
| 10      | Gold Line Foothill Light Rail Transit Extension   | \$ 758                        | \$ 735                             |                    | \$ 735           |                  |                 | \$ 23                                      | FY 2010-12                | FY 2015-17              |
| 11      | Green Line Extension to Los Angeles International Airport   | \$ 200                        | \$ -                               | \$ 200             | \$ 200           |                  |                 | TBD <sup>d</sup>                           | FY 2010-12                | FY 2015-28 <sup>d</sup> |
| 12      | Green Line Extension: Redondo Beach Station to South Bay Corridor   | \$ 280                        | \$ -                               | \$ 272             | \$ 272           |                  |                 | \$ 8                                       | FY 2028-30                | FY 2033-35              |
| 13      | San Fernando Valley I-405 Corridor Connection (match to total project cost)   | TBD                           | \$ -                               | \$ 1,000           | \$ 1,000         |                  |                 | \$ 31                                      | FY 2030-32                | FY 2038-39              |
| 14      | San Fernando Valley North-South Rapidways (Canoga Corridor) - <b>project acceleration</b>   | \$ 188                        | \$ 32 <sup>e</sup>                 | \$ 150             | \$ 182           |                  |                 | \$ 6                                       | FY 2010-12                | FY 2014-16              |
| 15      | San Fernando Valley East North-South Rapidways - <b>project acceleration</b>  | \$ 70                         | \$ 68.5 <sup>e</sup>               | \$ -               | \$ 68.5          |                  |                 | \$ 2                                       | FY 2013-15                | FY 2016-18              |
| 16      | West Santa Ana Branch Corridor (match to total project cost)  | TBD                           | \$ -                               | \$ 240             | \$ 240           |                  |                 | \$ 7                                       | FY 2015-17*               | FY 2025-27*             |
| 17      | Westside Subway Extension - to be opened in segments  | \$ 4,200 <sup>f</sup>         | \$ 900                             | \$ 3,174           | \$ 4,074         |                  |                 | \$ 126                                     | FY 2013-15                | FY 2034-36              |
| 18      | Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction   | \$ 7,331                      | \$ 173                             | \$ 3,103           | \$ 3,276         | \$ 2,200         | \$ 1,015        | \$ 840 <sup>g</sup>                        | FY 2010                   | FY 2039                 |
| 19      | <b>Total New Rail and/or Bus Rapid Transit Capital Projects</b>   | <b>\$ 18,939 <sup>h</sup></b> | <b>\$ 3,408.5</b>                  | <b>\$ 10,381.5</b> | <b>\$ 13,790</b> | <b>\$ 2,908</b>  | <b>\$ 1,554</b> | <b>\$ 1,965</b>                            | FY 2010                   | FY 2039                 |



# Measure R (cont.)

## Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

30 Years, Fiscal Year (FY) 2010 - 2039

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008

(\$ in millions)

ATTACHMENT A

| for reference only - not priority order | Subfund                  | Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)        | Cost Estimate    | New Sales Tax (Assembly Bill 2321) |                   |                 | Other Funds      |               |  | Funds Available Beginning | Expected Completion |
|---|--------------------------|--|------------------|------------------------------------|-------------------|-----------------|------------------|---------------|--|---------------------------|---------------------|
|   |                          |  |                  | Minimum                            | Additional        | Total           | Federal Funding  | State Funding | Local Funding (Rail is 3% except as noted) |                           |                     |
| 20                                      |                          | <b>Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls</b> |                  |                                    |                   |                 |                  |               |  |                           |                     |
| 21                                      |                          |  | Escalated \$     |                                    |                   |                 |                  |               |  |                           |                     |
| 22                                      |                          | Alameda Corridor East Grade Separations Phase II   | \$ 1,123         | \$ 200                             | \$ 200            | \$ 400          | \$ 200           | \$ 336        | \$ 187 <sup>i</sup>                        | As funds become available |                     |
| 23                                      |                          | BNSF Grade Separations in Gateway Cities   | \$ 35            | \$ -                               | \$ 35             | \$ 35           | \$ -             | \$ -          | \$ -                                       | As funds become available |                     |
| 24                                      |                          | Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)  | \$ 250           | \$ 250                             | \$ -              | \$ 250          | \$ -             | \$ -          | \$ -                                       | FY 2010   FY 2039         |                     |
| 25                                      |                          | High Desert Corridor (environmental)   | \$ 33            | \$ -                               | \$ 33             | \$ 33           | \$ -             | \$ -          | \$ -                                       | As funds become available |                     |
| 26                                      |                          | Interstate 5 / St. Route 14 Capacity Enhancement   | \$ 161           | \$ 90.8                            | \$ -              | 90.8            | \$ 15            | \$ 41         | \$ 14 <sup>j</sup>                         | FY 2010   FY 2013-15      |                     |
| 27                                      |                          | Interstate 5 Capacity Enhancement from I-605 to Orange County Line   | \$ 1,240         | \$ 264.8                           | \$ -              | \$ 264.8        | \$ 78            | \$ 834        | \$ 63 <sup>j</sup>                         | FY 2010   FY 2016-17      |                     |
| 28                                      |                          | I-5 Capacity Enhancement from SR-134 to SR-170   | \$ 610           | \$ 271.5                           | \$ -              | \$ 271.5        | \$ 50            | \$ 264        | \$ 24 <sup>j</sup>                         | FY 2010   FY 2013         |                     |
| 29                                      |                          | I-5 Carmenita Road Interchange Improvement   | \$ 389           | \$ 138                             | \$ -              | \$ 138          | \$ 97            | \$ 154        | \$ - <sup>j</sup>                          | FY 2010   FY 2015         |                     |
| 30                                      |                          |  | Current 2008 \$  |                                    |                   |                 |                  |               |  |                           |                     |
| 31                                      | Highway Capital Projects | Highway Operational Improvements in Arroyo Verdugo subregion   | \$ 170           | \$ -                               | \$ 170            | \$ 170          | To be determined |               |  | As funds become available |                     |
| 32                                      |                          | Highway Operational Improvements in Las Virgenes/Malibu subregion  | \$ 175           | \$ -                               | \$ 175            | \$ 175          |                  |               |  |                           |                     |
| 33                                      |                          | Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)                                  | \$ 906           | \$ -                               | \$ 906            | \$ 906          |                  |               |  |                           |                     |
| 34                                      |                          | Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)                                  | \$ 2,800         | \$ -                               | \$ 410            | \$ 410          |                  |               |  |                           |                     |
| 35                                      |                          | Interstate 605 Corridor "Hot Spot" Interchanges  | \$ 2,410         | \$ -                               | \$ 590            | \$ 590          |                  |               |  |                           |                     |
| 36                                      |                          | Interstate 710 North Gap Closure (tunnel)  | \$ 3,730         | \$ -                               | \$ 780            | \$ 780          |                  |               |  |                           |                     |
| 37                                      |                          | Interstate 710 South and/or Early Action Projects  | \$ 5,460         | \$ -                               | \$ 590            | \$ 590          |                  |               |  |                           |                     |
| 38                                      |                          | State Route 138 Capacity Enhancements  | \$ 270           | \$ -                               | \$ 200            | \$ 200          |                  |               |  |                           |                     |
| 39                                      |                          | Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction         | \$ 2,575         | \$ -                               | \$ 2,575.9        | \$ 2,576        |                  |               |  |                           |                     |
| 40                                      |                          | <b>Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls</b>     | <b>\$ 22,337</b> | <b>\$ 1,215.1</b>                  | <b>\$ 6,664.9</b> | <b>\$ 7,880</b> | <b>TBD</b>       | <b>TBD</b>    | <b>\$ 288</b>                              | FY 2010   FY 2039         |                     |



# Measure R (cont.)

## Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

ATTACHMENT A

30 Years, Fiscal Year (FY) 2010 - 2039

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008

(\$ in millions)

| for reference only - not priority order | Subfund  | Operating and Capital Programs  | Percent of New Sales Tax Net Revenues | New Sales Tax (Assembly Bill 2321) |                  |                       | Other Funds     |                 |  | Funds Available Beginning | Expected Completion |
|---|--|---|---------------------------------------|------------------------------------|------------------|-----------------------|-----------------|-----------------|--|---------------------------|---------------------|
|   |  |   |                                       | Minimum                            | Additional       | Total Escalated       | Federal Funding | State Funding   | Local Funding (Rail is 3% except as noted) |                           |                     |
| 41                                      | Ops  | Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.) | 20%                                   | \$ -                               | \$ 7,880         | \$ 7,880 <sup>k</sup> | Not Applicable  |                 | FY 2010                                    | FY 2039                   |                     |
| 42                                      | Ops  | Rail Operations (New Transit Project Operations and Maintenance)  | 5%                                    | \$ -                               | \$ 1,970         | \$ 1,970 <sup>k</sup> |                 |                 | FY 2010                                    | FY 2039                   |                     |
| 43                                      | Local Return   | Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.   | 15% <sup>l</sup>                      | \$ 250                             | \$ 5,660         | \$ 5,910 <sup>k</sup> |                 |                 | FY 2010                                    | FY 2039                   |                     |
| 44                                      | Tran. Cap.   | Metro Rail Capital Projects - System Improvements, Rail Yards, and Rail Cars  | 2%                                    | \$ -                               | \$ 788           | \$ 788 <sup>k</sup>   |                 |                 | FY 2010                                    | FY 2039                   |                     |
| 45                                      | Tran. Cap.   | Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)   | 3%                                    | \$ 70                              | \$ 1,112         | \$ 1,182 <sup>k</sup> |                 |                 | FY 2010                                    | FY 2039                   |                     |
| 46                                      | <b>Subtotal Transit and Highway Capital Projects</b> |   | <b>\$ 41,276<sup>m</sup></b>          | <b>\$ 4,623.6</b>                  | <b>\$ 17,046</b> | <b>\$ 21,670</b>      | <b>\$ 2,908</b> | <b>\$ 1,554</b> | <b>\$ 2,253</b>                            | FY 2010                   | FY 2039             |
| 47                                      | <b>Subtotal page 4</b>                               |   |                                       | <b>\$ 320.0</b>                    | <b>\$ 17,410</b> | <b>\$ 17,730</b>      |                 |                 |  |                           |                     |
| 48                                      | 1.5% for Administration                              |   | N/A                                   | \$ 10                              | \$ 590           | \$ 600                |                 |                 |  | FY 2010                   | FY 2039             |
| 49                                      | <b>Total</b>   |   |                                       | <b>\$ 4,953.6</b>                  | <b>\$ 35,046</b> | <b>\$ 40,000</b>      | <b>\$ 2,908</b> | <b>\$ 1,554</b> | <b>\$ 2,253</b>                            | FY 2010                   | FY 2039             |

**Notes:**

- The Exposition Blvd Light Rail Transit project includes the following funds: Prop 1B Transit Modernization funds (\$250 M), State Transportation Improvement Program funds (\$103 M), Metro Propositions A and C funds (\$354 M).
- Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.
- Local funding for the Crenshaw Transit Corridor assumes a 3% local contribution (\$44 M) and a Metro Long Range Transportation Plan contribution (\$219 M).
- Local funding target and project schedule to be determined due to potential LAX contribution. First segment is included in the Crenshaw project.
- The San Fernando Valley North-South Rapidways minimum of \$100 M is divided between the East and Canoga segments.
- Unescalated cost estimate to Westwood.
- Assumes a 3% local contribution to the Escalation Allowance (\$225 M) and a Metro Long Range Transportation Plan contribution for project scheduling risk (\$615 M).
- Total new rail and/or bus rapid transit capital projects cost estimate subject to change when cost estimates are developed for the San Fernando Valley I-405 Corridor Connection (line 13) and the West Santa Ana Branch Corridor (line 16).
- The precise amounts of Federal and local funding for the Alameda Corridor East Grade Separations Phase II project are subject to change.
- For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).
- Amounts are estimates. Actual amounts will be based on percentage of actual sales tax receipts net of administration.
- Local Return to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis per annual California Department of Finance population data.
- The total project cost estimate for the transit and highway capital projects of \$41.2 B includes \$12.9 B in as yet unidentified federal, state, local, and public-private partnership funds for highway projects.

Legend: Ops = Operations; Tran. Cap. = Transit Capital; SR = State Route; I = Interstate

\* The West Santa Ana Branch matching funds would be accelerated by utilizing Long Range Transportation Plan resources freed-up by the use of new sales tax funds on the Interstate 5 Capacity Enhancement from I-605 to Orange County Line project (line 27).

