

Scenario D - Proposed Measure R Highway Detail
For the First 10 Years (If Borrowing Is Required to Meet this Schedule)

DRAFT

(\$ in millions)

Meas R Ref #	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	Subtotal Escalated
												FY 10-19
22	ACE Projects	42.0	50.0	50.0	50.0	50.0	50.0	50.0	58.0	-	-	\$ 400
23	BNSF Grade Separations	-	2.0	2.0	3.0	3.0	8.0	8.0	9.0	-	-	\$ 35
24	Soundwalls	10.0	52.0	77.2	43.5	32.1	4.7	0.5	-	-	-	\$ 220
25	High Desert Corridor (PPP)	5.0	10.0	10.0	8.0	-	-	-	-	-	-	\$ 33
26	I-5/SR-14 Capacity Enhancement (1)	-	-	2.0	-	-	-	-	-	-	-	\$ 2.0
27	I-5 South (1)	-	6.2	6.2	6.2	6.2	-	30.0	25.0	-	-	\$ 79.8
28	I-5 from SR-134 to SR-170 (1)	-	-	-	-	9.0	9.0	-	-	-	-	\$ 18.0
29	I-5 Carmenita Interchange (1)	-	5.0	5.0	5.0	5.0	12.0	-	-	-	-	\$ 32.0
	SUBTOTAL	57.0	125.2	152.4	115.7	105.3	83.7	88.5	92.0	-	-	\$ 820
30												Escalated \$
31	Arroyo Verdugo Operations	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	7.0	7.0	\$ 57.0
32	Las Virgenes Operations	6.9	10.3	9.6	13.1	14.7	13.9	19.4				\$ 88.0
33	Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	10.0	10.0	10.0	20.0	20.0	33.0	33.0	33.0	34.0	34.0	\$ 237.0
34	I-5 North Truck Lane Phase I - from SR-14 to Pico Cyn	-	-	17.0	30.6	13.5	-	-	-	-	-	\$ 61.1
34	I-5 North Truck Lane Phase II - from Pico Cyn to Parker Road	-	-	4.0	4.0	-	14.0	14.0	14.0	14.0	14.0	\$ 78.0
34	I-5 North Truck Lane Phase III	-	-	-	-	-	-	-	-	-	-	\$ -
34	Total I-5 North Truck Lane (Construction) (PPP)	-	-	21.0	34.6	13.5	14.0	14.0	14.0	14.0	14.0	\$ 139.1
35	I-605 Hot Spots (Gateway Cities) [requests \$305 M additional in 1st decade - assumed to be federal & state]	5.0	10.0	9.0	14.0	19.0	21.0	21.0	22.0	22.0	22.0	\$ 165.0
36	I-710 North Extension (PPP)	-	9.0	17.0	16.0	14.0	20.0	20.0	20.0	20.0	20.0	\$ 156.0
37	I-710 Early Action Projects	5.0	10.0	15.0	7.0	5.0	17.0	17.0	17.0	17.0	17.0	\$ 127.0
37	I-710 South (PPP)	15.0	-	-	-	-	-	-	-	-	-	\$ 15.0
37	Total I-710 South (PPP) and/or Early Action	20.0	10.0	15.0	7.0	5.0	17.0	17.0	17.0	17.0	17.0	\$ 142.0
38	Rt 138 Segment 9	2.0	4.1	5.3	-	-	-	-	-	-	-	\$ 11.4
38	Rt 138 Segment 13	4.0	6.2	7.4	19.7	21.4	-	-	-	-	-	\$ 58.7
38	Rt 138 Other Segs	-	-	-	-	-	15.1	15.5	16.0	16.5	17.0	\$ 80.1
38	Total Route 138	6.0	10.3	12.7	19.7	21.4	15.1	15.5	16.0	16.5	17.0	\$ 150.2
	SUBTOTAL	53.0	64.6	99.3	129.4	112.6	140.1	145.8	128.0	130.4	131.1	\$ 1,134.3
39	Escalation Allowance (adjusted for decreased revenue)											
	TOTAL	110.0	189.8	251.6	245.1	217.9	223.8	234.3	220.0	130.4	131.1	\$ 1,953.9
	Revenue Estimate	\$ 88	\$ 126	\$ 133	\$ 142	\$ 153	\$ 163	\$ 172	\$ 180	\$ 189	\$ 197	\$ 1,542.2
	Annual Balance	\$ (22)	\$ (64)	\$ (119)	\$ (103)	\$ (65)	\$ (61)	\$ (63)	\$ (40)	\$ 58	\$ 66	\$ (411.7)
	Cumulative Balance	\$ (22)	\$ (86)	\$ (205)	\$ (308)	\$ (372)	\$ (434)	\$ (496)	\$ (536)	\$ (478)	\$ (412)	\$ 750 M+

Interest and fees will be determined on a project-specific basis when bonding is determined. Bond interest and fees will be allocated against each project's escalation reserve.

- (1) Measure R reserve for potential costs increases and/or enhancements.
- (2) Aggressive Measure R Soundwall funding schedule is based on project readiness and would require Board approval for individual construction packages subject to cash flow needs of other projects.