

Metro

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
3rd Floor Board Room*



Agenda - Final

Wednesday, September 19, 2018

2:00 PM

**One Gateway Plaza, Los Angeles, CA 90012,
3rd Floor, Metro Board Room**

Planning and Programming Committee

Jacquelyn Dupont-Walker, Chair

Mark Ridley-Thomas, Vice Chair

Mike Bonin

Janice Hahn

Ara Najarian

Shirley Choate, non-voting member

Phillip A. Washington, Chief Executive Officer

METROPOLITAN TRANSPORTATION AUTHORITY BOARD RULES

(ALSO APPLIES TO BOARD COMMITTEES)

PUBLIC INPUT

A member of the public may address the Board on agenda items, before or during the Board or Committee's consideration of the item for one (1) minute per item, or at the discretion of the Chair. A request to address the Board should be submitted in person at the meeting to the Board Secretary. Individuals requesting to speak on more than three (3) agenda items will be allowed to speak up to a maximum of three (3) minutes per meeting. For individuals requiring translation service, time allowed will be doubled.

Notwithstanding the foregoing, and in accordance with the Brown Act, this agenda does not provide an opportunity for members of the public to address the Board on any Consent Calendar agenda item that has already been considered by a Committee, composed exclusively of members of the Board, at a public meeting wherein all interested members of the public were afforded the opportunity to address the Committee on the item, before or during the Committee's consideration of the item, and which has not been substantially changed since the Committee heard the item.

The public may also address the Board on non-agenda items within the subject matter jurisdiction of the Board during the public comment period, which will be held at the beginning and/or end of each meeting. Each person will be allowed to speak for up to three (3) minutes per meeting and may speak no more than once during the Public Comment period. Speakers will be called according to the order in which the speaker request forms are received. Elected officials, not their staff or deputies, may be called out of order and prior to the Board's consideration of the relevant item.

In accordance with State Law (Brown Act), all matters to be acted on by the MTA Board must be posted at least 72 hours prior to the Board meeting. In case of emergency, or when a subject matter arises subsequent to the posting of the agenda, upon making certain findings, the Board may act on an item that is not on the posted agenda.

CONDUCT IN THE BOARD ROOM - The following rules pertain to conduct at Metropolitan Transportation Authority meetings:

REMOVAL FROM THE BOARD ROOM The Chair shall order removed from the Board Room any person who commits the following acts with respect to any meeting of the MTA Board:

- a. Disorderly behavior toward the Board or any member of the staff thereof, tending to interrupt the due and orderly course of said meeting.
- b. A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting.
- c. Disobedience of any lawful order of the Chair, which shall include an order to be seated or to refrain from addressing the Board; and
- d. Any other unlawful interference with the due and orderly course of said meeting.

INFORMATION RELATING TO AGENDAS AND ACTIONS OF THE BOARD

Agendas for the Regular MTA Board meetings are prepared by the Board Secretary and are available prior to the meeting in the MTA Records Management Department and on the Internet. Every meeting of the MTA Board of Directors is recorded on CD's and as MP3's and can be made available for a nominal charge.

DISCLOSURE OF CONTRIBUTIONS

The State Political Reform Act (Government Code Section 84308) requires that a party to a proceeding before an agency involving a license, permit, or other entitlement for use, including all contracts (other than competitively bid, labor, or personal employment contracts), shall disclose on the record of the proceeding any contributions in an amount of more than \$250 made within the preceding 12 months by the party, or his or her agent, to any officer of the agency, additionally PUC Code Sec. 130051.20 requires that no member accept a contribution of over ten dollars (\$10) in value or amount from a construction company, engineering firm, consultant, legal firm, or any company, vendor, or business entity that has contracted with the authority in the preceding four years. Persons required to make this disclosure shall do so by filling out a "Disclosure of Contribution" form which is available at the LACMTA Board and Committee Meetings. Failure to comply with this requirement may result in the assessment of civil or criminal penalties.

ADA REQUIREMENTS

Upon request, sign language interpretation, materials in alternative formats and other accommodations are available to the public for MTA-sponsored meetings and events. All requests for reasonable accommodations must be made at least three working days (72 hours) in advance of the scheduled meeting date. Please telephone (213) 922-4600 between 8 a.m. and 5 p.m., Monday through Friday. Our TDD line is (800) 252-9040.

LIMITED ENGLISH PROFICIENCY

A Spanish language interpreter is available at all Committee and Board Meetings. All other languages must be requested 72 hours in advance of the meeting by calling (213) 922-4600 or (323) 466-3876.



323.466.3876 x2

Español

323.466.3876 x3

한국어

日本語

中文

русский

ភាសាខ្មែរ

ภาษาไทย

Tiếng Việt

မြန်မာစာ

HELPFUL PHONE NUMBERS

Copies of Agendas/Record of Board Action/Recordings of Meetings - (213) 922-4880 (Records Management Department)

General Information/Rules of the Board - (213) 922-4600

Internet Access to Agendas - www.metro.net

TDD line (800) 252-9040

NOTE: ACTION MAY BE TAKEN ON ANY ITEM IDENTIFIED ON THE AGENDA

CALL TO ORDER

ROLL CALL

11. SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT [2018-0140](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

Attachments: [Attachment A - Site Map](#)
[Attachment B - Development Progress Summary](#)
[Presentation](#)

(CARRIED OVER FROM JULY BOARD CYCLE)

12. SUBJECT: QUARTERLY STATUS DASHBOARD OF COUNTYWIDE PLANNING & DEVELOPMENTS' STRATEGIC PROJECTS AND PROGRAMS [2018-0145](#)

RECOMMENDATION

~~WITHDRAWN: RECEIVE AND FILE the Quarterly Status Dashboard of Countywide Planning and Developments' Strategic Projects and Programs (Dashboard).~~

Attachments: [Attachment A - Dashboard Pie Chart_v7.pdf](#)
[Attachment B - CPD Dashboard](#)

13. SUBJECT: SHORT RANGE FINANCIAL FORECAST [2018-0292](#)

RECOMMENDATION

RECEIVE AND FILE the Short Range Financial Forecast (Attachment A) and financial outlook.

Attachments: [Attachment A - Short Range Financial Forecast \(FY 2019 to FY 2028\)](#)
[Attachment B - Project Profiles](#)
[Presentation](#)

14. SUBJECT: GREEN LINE EXTENSION TO TORRANCE

[2018-0317](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Green Line Extension to Torrance Supplemental Alternative Analysis (SAA) Report; and
- B. AUTHORIZING the CEO to carry forward the following two build alternatives (modified):
 - 1. Alternative 1: Metro right-of-way (ROW) and overcrossing, without a station at Manhattan/Inglewood
 - 2. Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th Street; and
- C. AUTHORIZING the CEO to initiate the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the two build alternatives as modified.

Attachments: [Attachment A - SAA Executive Summary](#)
 [Attachment B - SAA Alternatives](#)
 [Attachment C - Summary of Project Goals Results](#)
 [Attachment D - Summary of Performance Measurements](#)
 [Attachment E - Comment Letters](#)
 [Attachment F - Recommended Alternatives](#)
 [Presentation](#)

15. SUBJECT: INGLEWOOD FIRST/LAST MILE PLAN

[2018-0407](#)

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS45023000 with Here Design Studio, LLC, to provide consultant services to develop a funding plan for the Aviation/96th St. station in the amount of \$15,769, increasing the total contract value from \$307,864 to \$323,633; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS45023000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

Attachments: [Attachment A - Board Motion 14.1](#)
 [Attachment B - Board Motion 14.2](#)
 [Attachment C - Procurement Summary](#)
 [Attachment D - Contract Modification Change Order Log](#)
 [Attachment E - DEOD Summary](#)

16. SUBJECT: OPEN STREETS GRANT PROGRAM

[2018-0410](#)

RECOMMENDATION

CONSIDER:

- A. AWARDING \$4 million to 15 new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$447,000 from two cancellations of Open Street Cycle Two events, Meet the Hollywoods and Burbank on the Boulevard, towards Cycle Three; and
- C. AMENDING the award amount of the lowest scored event application (Paramount & Bellflower Open Streets Neighborhood Connectivity Event) to \$161,000 per Cycle Three Application and Guidelines (Attachment C).

Attachments: [Attachment A - June 2013 Metro Board Motion 72](#)
 [Attachment B-1 - Open Streets Cycle Three Scoring and Funding Recommendations](#)
 [Attachment B-2 - Open Streets Cycle Three Recommended Events \(Map\)](#)
 [Attachment C - Open Streets Cycle Three Application & Guidelines Presentation](#)

**17. SUBJECT: PROGRAMMING FOR FEDERALLY MANDATED
PARATRANSIT SERVICES**

[2018-0478](#)

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$281.5 million in federal Surface Transportation Block Grant Program (STBGP) funds for Access Services as shown in Attachment A for Fiscal Years (FY) 2020 through FY 2023; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute funding agreements between Metro and Access Services.

Attachments: [Attachment A - Funding Programming for Access Services \(FY2020 - FY2023\)](#)

43. **SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE** [2018-0591](#)

RECOMMENDATION

AUTHORIZE the CEO to support the State's intention to reprogram \$74 million from Raymer to Bernson Double Track and suspend the project.

Attachments: [Attachment A - Letter from SCRRA CEO to Metro CEO](#)

44. **SUBJECT: METRO BIKE SHARE PROGRAM** [2018-0479](#)

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on the status of performance of the new fare structure for the Metro Bike Share Program and potential integration with other Bike Share programs in Los Angeles County, and
- B. DIRECTING the CEO to complete an evaluation of the feasibility of continuing the Metro Bike Share Program after 12 months of performance data under the new fare structure authorized in May 2018.

Attachments: [Attachment A - Motion 58](#)
[Presentation](#)

- SUBJECT: GENERAL PUBLIC COMMENT** [2018-0605](#)

RECEIVE General Public Comment

Consideration of items not on the posted agenda, including: items to be presented and (if requested) referred to staff; items to be placed on the agenda for action at a future meeting of the Committee or Board; and/or items requiring immediate action because of an emergency situation or where the need to take immediate action came to the attention of the Committee subsequent to the posting of the agenda.

COMMENTS FROM THE PUBLIC ON ITEMS OF PUBLIC INTEREST WITHIN COMMITTEE'S SUBJECT MATTER JURISDICTION

Adjournment



Board Report

File #: 2018-0140, File Type: Agreement

Agenda Number: 11.

REVISED
PLANNING AND PROGRAMMING COMMITTEE
SEPTEMBER 19, 2018

SUBJECT: EXPO/CRENSHAW STATION JOINT DEVELOPMENT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the Chief Executive Officer (CEO) to execute an Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, doing business as WIP-A, LLC (Developer) and the County of Los Angeles (County) for the development of 1.77 acres of Metro-owned property and 1.66 acres of County-owned property at the Expo/Crenshaw Station (Site), for 18 months with the option to extend up to 30 months.

ISSUE

Following Metro Board of Directors (Metro Board) and County Board of Supervisors (County Board) authorization, on February 5, 2018, Metro and the County entered into a six-month Short Term Exclusive Negotiation Agreement and Planning Document (Short Term ENA) with the Developer for the Expo/Crenshaw Joint Development Project (Project). The Short Term ENA provided an interim period before executing a full term ENA so that the community could provide input on the Project and refinements could be considered. The Developer was also required to identify and enter into a letter of intent (LOI) with a community-based organization for its participation in the development of the Project.

In the Short Term ENA period, the Developer worked in good faith with Metro and County staff and performed pursuant to the requirements of the Short Term ENA, including executing a LOI with the West Angeles Community Development Corporation (WACDC). Staff is now recommending entering into a full term ENA, which will enable the Developer to continue outreach and project scoping, advance Project design, pursue entitlements/California Environmental Quality Act clearance, and negotiate key terms of Joint Development Agreements and Ground Leases with Metro and the County.

BACKGROUND

In January 2017, Metro and the County released a Request for Proposals (RFP) for joint development of Metro- and County-owned parcels at the Expo/Crenshaw Station. On April 20, 2017,

Metro and the County received four proposals, and following evaluations, staff recommended entering into a Short Term ENA with WIP-A, LLC, a wholly-owned subsidiary of Watt Companies, a Southern California-based owner/manager/developer with over 70 years of real estate experience. The Short Term ENA was approved by the Metro Board in November 2017 and the County Board of Supervisors in January 2018 and was executed on February 5, 2018.

Expo/Crenshaw Station Opportunity Site

The Site incorporates two properties in the City of Los Angeles: (1) a County Probation Department facility located at 3606 W. Exposition Boulevard (southwest corner of Exposition and Crenshaw Boulevards) which the County plans to vacate to repurpose for transit-oriented development; and (2) a Metro-owned property on the southeast corner of Exposition and Crenshaw Boulevards that currently serves as construction staging for the Crenshaw/LAX Transit Project (see Attachment A - Site Map). The community-driven Development Guidelines for the Site identify the opportunity for a culturally distinct gateway destination and pedestrian-scaled community serving residents and visitors with high quality and local-serving retail uses and a range of housing types, both market rate and affordable. It also identifies opportunities to foster job growth with attractive retail and/or business incubator space, among other goals.

DISCUSSION

Community-Based Partner

In March 2018, the Developer and WACDC (collectively, the “Development Team”) executed an LOI which outlines WACDC’s equity position in the Project and funds a WACDC staff position to support the Project. WACDC is a respected and established non-profit organization with strong ties to the local community. As they have done for other affordable housing projects in the Crenshaw area, WACDC will assist in outreach, marketing, and lease-up of the Project’s affordable component, and will deliver social services for the affordable housing units once the Project is operational. WACDC will also help the Developer identify opportunities for local job seekers and contractors in the construction and operation of the Project.

Community Outreach and Input

In March 2018, the Development Team and Metro staff hosted two community roundtable discussions with key Expo/Crenshaw stakeholder representatives from resident and homeowners associations, business groups, faith-based organizations, and other community-based organizations. Two larger community workshops were held in April 2018, and were promoted through the distribution of 5,000 flyers within one-half mile of the Site, e-blasts, social media, phone calls, and a Project website. Collectively, these four meetings attracted over 325 participants who engaged with the Development Team and Metro staff and provided input on the Project.

The Developer’s original proposal contemplated a total of 492 residential units dispersed over both sites, with 15% of those units restricted to households earning 50% or less of area median income (AMI). In the community meetings, many stakeholders expressed a desire for an increase in the number of affordable housing units in the Project. They also requested that the Project serve a greater range of household incomes. In response, the Developer has committed to providing a minimum of 400 total units in the Project, and 20-25% of the units will be restricted to households earning between 30-80% of AMI. Consistent with the original proposal, a minimum of 15% of the

Project's units will be restricted to households earning 50% of AMI or less (see Attachment B - Development Program Summary). During the ENA period, the Development Team will pursue affordable housing financing sources to support the additional income-restricted units. One goal of the Metro Joint Development Program is that 35% of all residential units built on Metro-owned land are affordable to households earning 60% of AMI or less. Assuming the minimum number of total units (400) and the minimum affordable housing commitment (20%) for the Expo/Crenshaw Site, 38% of the total units completed, in construction and/or in negotiations in the Joint Development portfolio would be affordable.

The Developer's proposal also includes a minimum of approximately 40,000 square feet of commercial and retail space, envisioned with a grocery store and locally-owned and -operated restaurants identified as potential tenants. In the community workshops, stakeholders shared their priorities on the types of businesses they would like to see in the Project, opportunities for activating public space around the Site, and ideas on community programming and public art in these spaces. The commercial/restaurant and community uses in the Project will be further defined during the term of the ENA.

The Developer's proposal also preserves the opportunity for an additional station entrance on the County property to facilitate efficient connections between the Crenshaw/LAX and Expo lines. Under the terms of the ENA, the Developer, Metro, and the County will continue to work together to identify strategies for realizing the additional station entrance. The Developer has also agreed to contribute \$50,000 in funding for an Expo/Crenshaw Station First/Last Mile Plan, which will identify opportunities to improve multi-modal access to the Station.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no adverse impact on safety. Metro's operations staff will continue to review and comment on the proposed development to ensure that the Project will have no adverse impact on the station, portal and public areas on Metro's property. The eventual implementation of this joint development project at the Expo/Crenshaw Station will offer opportunities to improve safety for transit riders through better pedestrian and bicycle connections and transfers between the Crenshaw/LAX and Expo lines.

FINANCIAL IMPACT

Funding for joint development activities related to the ENA and the proposed Project is included in the FY19 budget in Cost Center 2210, Project 401045. In addition, the ENA will require a non-refundable fee of \$25,000 as well as a \$50,000 deposit to cover third party expenses during the negotiation, to be provided 90 to 150 days after the ENA execution.

Impact to Budget

Metro project planning activities and related costs will be funded from General Fund local right-of-way lease revenues and any deposits secured from the Developer, as appropriate. Local right-of-way lease revenues are eligible for bus/rail operating and capital expenses. Execution of the ENA will not impact FY 2019 bus and rail operating and capital budget, Proposition A and C, TDA, Measure R or

M administration budget.

ALTERNATIVES CONSIDERED

The Board could choose not to proceed with the recommended action and could direct staff to (a) not enter into an ENA with the Developer, or (b) ~~continue communications regarding refinement of the Project with the Developer by extending the existing Short Term ENA,~~ or (c) not proceed with the proposed Project and seek new development options via a new competitive process. Staff does not recommend proceeding with these alternatives because the recommended action builds upon the significant community input and procurement process that has transpired thus far. The Short Term ENA will expired on August 5, 2018. A new RFP process would delay the development of the Site, and Metro and the County may fail to take advantage of currently favorable conditions in the real estate market. Further, if the outcome of the discussion during the ENA process does not create a project proposal suitable to the community, Metro, or the County, other options could still be considered.

NEXT STEPS

Upon Board approval of the recommended action and corresponding authorization by the County, the ENA will be executed. The Development Team, together with Metro and County staff, will continue to solicit community input to refine the Project. The Developer will advance Project design, begin the environmental clearance and entitlement process, and will pursue and begin to assemble financing for the Project including affordable housing resources. The Ground Lease terms under the initial proposal will likely be revised in order to accommodate the revised Project scope. Metro staff, with support from a financial consultant and County Counsel, will negotiate a term sheet for a Joint Development Agreement and Ground Lease. Staff will return to the Board with the terms of a recommended Joint Development Agreement and Ground Lease at the end of the ENA negotiation period.

ATTACHMENTS

Attachment A - Site Map

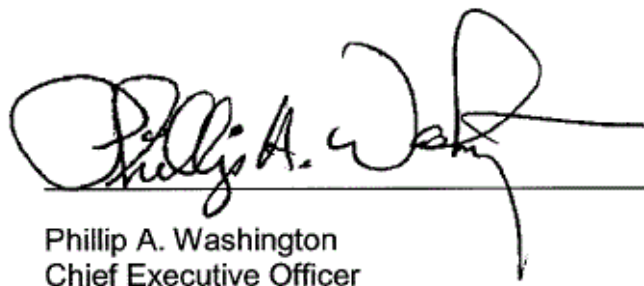
Attachment B - Development Program Summary

Prepared by: Nicole Velasquez, Manager - Transportation Planning, Countywide Planning & Development, (213) 922-7439

Nick Saponara, Deputy Executive Officer, Countywide Planning & Development, (213) 922-4313

Jenna Hornstock, Executive Officer, Countywide Planning & Development, (213) 922-7437

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

SITE MAP



SITE A

Owner: Los Angeles County
Site: 1.66 acres
Use: County Probation Department

SITE B

Owner: Metro
Site: 1.77 acres
Use: Construction staging

ATTACHMENT B

DEVELOPMENT PROGRAM SUMMARY*

| | |
|------------------------------------|------------------------------------|
| Total Residential Units (#) | At least 400 |
| <30-80% AMI | 5-10% of total units |
| <50% AMI | At least 15% of total units |
| Total Affordable Units | 20-25% of units |
| Commercial/Community Space | At least 40,000 square feet |

* The Development Program is preliminary and subject to change during additional community outreach and scoping as well as the financial negotiation. The Board will consider final terms as part of the proposed Joint Development Agreement and Ground Lease approval.

Expo/Crenshaw Joint Development Project



Planning and Programming Committee

September 19, 2018

Agenda Item 11



Metro

Recommendation

- **Enter into a full term Exclusive Negotiation Agreement and Planning Document (ENA) with Watt Companies, dba WIP-A, LLC**
 - 18 months with an option to extend up to 30 months

Expo/Crenshaw Joint Development Site

County Property

Site: 1.66 acres

Use: County Probation
Department

Metro Property

Site: 1.77 acres

Use: Construction
Staging



Background

- **Late 2017/Early 2018** – Metro and County Boards approved Short-Term Exclusive Negotiation Agreement (ENA) with Watt Companies
 - Perform community outreach on proposed project and refine as necessary
 - Identify additional community-based partnerships and enter into a Letter of Intent (LOI) with community-based organization

Community Partner

- **March 2018** – Watt entered into an LOI with West Angeles Community Development Corporation (WACDC)
 - Outlines WACDC equity position
 - Funds a WACDC staff position to support project
 - Outreach, market, lease-up and social services for affordable housing units

Community Outreach

- **March 2018** – 2 roundtable discussions
- **April 2018** – 2 community workshops
- 325+ community stakeholders participated



Project Refinement

| Uses | Original Proposal | Revised Proposal |
|-------------------------------|--------------------|-------------------------------|
| Residential | 492 units | Minimum of 400 units |
| ≤50% Area Median Income (AMI) | 15% of total units | 15% of total units |
| 30-80% AMI | 0 | 5-10% of total units |
| Non-residential uses | 47,500 square feet | Minimum of 40,000 square feet |

- \$50,000 in developer funding for Metro First/Last Mile Plan

Next Steps

- **September 2018** – County Board to consider ENA
- **Late 2018/early 2019** – Additional outreach and project scope refinement
- **On-going through 2019**
 - Negotiate term sheet for Joint Development Agreements and Ground Leases with Metro and County
 - Environmental clearance and entitlements approval
 - Community engagement
- **Spring 2020** – Return to Metro and County Boards for consideration of final transaction terms



Board Report

File #: 2018-0292, File Type: Plan

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: SHORT RANGE FINANCIAL FORECAST

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Short Range Financial Forecast (Attachment A) and financial outlook.

ISSUE

The Financial Forecast is Metro's financial plan for capital and operating costs, which is updated and presented to the Board annually for approval of the "fund type assignments," or allocation of Metro funds among projects and programs. The Financial Forecast has historically been presented with a 20- to 40-year horizon. This Board report introduces the Short Range Financial Forecast (SRFF) as a focused plan for the first 10 years of the Financial Forecast (FY 2019 to FY 2028). Over the next 10 years, Metro has an ambitious \$71.1 billion transportation capital and operating program.

BACKGROUND

Metro maintains a 40-year long-range Financial Forecast, which is Metro's mechanism to identify funding for all Board-approved projects and programs. The Financial Forecast is a financial strategy for all capital and operating costs, and the fund assignments, or the allocation of funding among projects and programs. It determines the needed resources to deliver Metro's commitments on schedule and the direction for Metro staff to pursue the funding on the approved uses.

DISCUSSION

Metro staff last provided a Financial Forecast update to the Board in October 2017 and, prior to this, in June 2016 as part of the Board's consideration of the Measure M Ballot Measure. Metro staff now recommends the companion preparation of a SRFF which represents the first 10 years of the Financial Forecast. A 10-year forecast focuses on Metro's more refined financial estimates - the Metro annual budget, detailed project cost estimates, awarded grant receipts, and approved contract expenditures. Metro's longer term financial projections, although necessary for planning purposes, are subject to greater variability, which increases the longer the term of the projection. There is still a need for the 40-year forecast, as this supports Metro's LRTP and identifies a viable framework for funding Metro's long-term goals. The 40-year Financial Forecast will continue to be prepared by

Metro staff and presented to the Board as part of the next LRTP update.

The SRFF includes prior Board-approved spending that has been submitted in Metro's adopted transportation plans (LRTP and Short Range Transportation Plan), sales tax ordinance expenditure plans, annual budgets, capital life-of-project budgets and other Board actions. Operating costs for bus and rail are based on projections by Metro staff. Revenues from Metro's local sales tax measures, state and federal formula programs, and state and federal discretionary grants, are also based on Metro staff projections (which may rely on state, federal, or other third-party information). The SRFF includes state SB-1 grant awards that were announced in April and May 2018.

The SRFF, including the fund assignments, are provided in Attachment A. It presents the 10-year projections of sales tax, operating revenue, grant revenue, and debt financing; expenditures by major cost category; grant receipts by grant program and Metro project; Enterprise Fund cash flows; annual capital project expenditures; Metro subsidies to sub-recipients; and Metro fund balances. It thus provides a critical benchmark for identifying financial resources in aggregate, by fund type, for specific programs, projects and services. Funding actions such as grant applications, state and federal program development, and proposals for project acceleration should align with the SRFF to ensure funding decisions are sound, and their impacts sufficiently vetted. The recommended annual update of the SRFF will allow adjustments to be made over time as new financial information is available. Attachment B provides project profiles for key Metro projects.

Financial Outlook

Metro's financial outlook benefits from continued robust sales tax receipts. Metro's relatively large capital program and bus and rail operations are primarily funded from the four existing 0.5% sales taxes. The FY 2019 budget has a 5.2% increase (Proposition A and C, Measure R) in comparison to the FY 2018 adopted budget, and should this growth occur, it will provide a higher base for future sales tax receipts. Metro's 2017 economic forecast (provided by UCLA) has an average 3.8% growth in taxable sales over the next 10 years. The strong sales tax growth is expected to fund its share of Metro's capital and operating commitments, as planned and on schedule.

Other Metro financial indicators also demonstrate a strong financial position. Cash balances are stable and increasing due to the recently implemented Measure M sales tax, and the amount of debt and debt service has been moderate over the most recent five years. Outside reviewers of Metro's financial condition - the bond rating agencies and the Federal Transit Administration (as part of Metro's grant applications) - continue to give the agency high marks. However, as Metro implements the Measure R and Measure M capital plans, the SRFF shows a growing issuance of debt and use of cash balances, which will reduce Metro's liquidity and perceived financial strength. In addition, Metro continues to experience cost pressures from higher bus and rail operating expenses, increases in the estimated cost of major capital projects, the acceleration of existing projects, and the addition of new projects, which all require additional funding resources.

Ridership and Operating Expenses

Ridership continued to decline in FY 2018 (down 3.1% for the period July 2017 through June 2018) which reduced Metro's operating revenue. Concurrently, Metro's budgeted operating costs increased

by \$90.4 million (5.3%) in FY 2019 vs FY 2018. Both factors result in an increase in the sales tax subsidy - the amount of sales tax that funds bus and rail operations, in order to maintain current levels of service. Should this trend continue, operations will require an increasing share of Metro's funding resources that will leave less available for Metro's current commitments and any additional new projects and programs.

Capital Costs

Metro experienced cost increases on two major transit projects in FY 2018 that each exceeded \$100 million. The higher costs will divert funding from other Metro uses and potentially require additional Metro debt financing. In addition, Metro is developing several other major transit and highway projects, and the ultimate cost for the projects may be higher than the planned cost and allocated funding in the LRTP, as updated. As Metro does not have unlimited financial capacity, it must responsibly plan within a funding envelope of reasonably available funds. Since Metro has allocated much of that funding for Board-approved projects and programs, future cost increases will similarly stress the funding envelope capacity and could result in additional debt financing that was not planned.

In addition to Board-approved projects and programs, Metro continues to identify new capital needs. These potential new capital projects may enhance the transportation system, address inadequate existing infrastructure, or be essential to our operations or regulatory compliance. Projects that have been identified in concept and may be presented to the Board for funding include: a re-scoped Division 20 turnback facility, electrification of the bus system, Link US, additional Tier 1 Express Lanes, Rail Operations Center (ROC) expansion, and I-210 Median Barrier. Metro has not allocated all funding for these projects in the LRTP, as updated, and the projects will require additional funding, which may be available from new or discretionary local, state, and federal sources, additional debt financing, or reprioritizing spending on other planned Metro projects.

State and Federal Grants

Metro benefits from state and federal grant funding and has historically been successful in competing for the discretionary components of this funding. Metro received state and federal grant awards in April and May 2018 of \$1.7 billion through the SB-1 and INFRA grant programs. However, Metro does face a tenuous state and federal grant funding environment. The SRFF assumes ongoing receipts (of Metro's "fair share") over the next 10 years from the relatively new SB-1 grant programs and the longstanding federal New Starts programs. SB-1 is subject to a repeal vote in November and, if passed, would eliminate approximately \$4.9 billion of Metro grant receipts from the SRFF. The New Starts program does not currently have unanimous federal support, yet Metro anticipates \$1.3 billion of funding for Westside Purple Line Section 3. A loss of the New Starts funding will require supplemental funding, which may be available from new or discretionary local, state, and federal sources, additional debt financing, or reprioritizing spending on other planned Metro projects.

Risk Assessment

Metro staff can quantify the impact of Metro's primary financial risks that would aid the Board's evaluation of future decisions, and prepare hypothetical scenarios of potential downside outcomes of our revenues and costs.

- If sales tax over the next 10 years falls by \$1.8 billion (which would occur if receipts in FY 2020 decreased by 1% in comparison to the prior year), this could delay the delivery of 10 capital projects up to 3 years, and require a diversion of sales tax for bus and rail operations.
- If our ridership or fare revenue does not improve from FY 2019 levels, and costs moderately increase over the next 10 years, Metro's operating subsidy from sales tax will increase by \$1.0 billion.
- If SB-1 grant programs are eliminated in FY 2019, Metro will forego \$4.9 billion of capital funding over the next 10 years, and this could delay the delivery of 10 to 12 major capital projects by 3 to 5 years.

Metro faces both revenue and cost risks that could have a significant impact on Metro's ability to deliver projects and operate the transit system. As a capital-intensive entity, Metro has the potential to address revenue and cost risks by deferring the delivery of projects or not implementing new projects, versus reduction in ongoing operations and administrative costs.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no negative impact to the safety standards of Metro.

FINANCIAL IMPACT

Impact to Budget

This item does not involve the expenditure of funds and has no impact to the FY 2019 budget. The SRFF fund assignments are generally consistent with the adopted FY 2019 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports the adopted Metro Vision 2028 Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." The SRFF helps ensure fiscal responsibility in how fund assignments are made and transparency in the agency's investment decisions.

NEXT STEPS

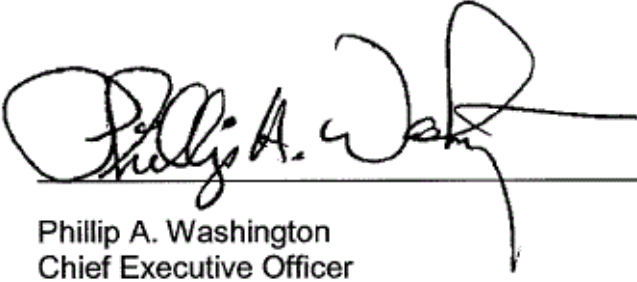
The fund assignments in the SRFF will be the basis for grant funding to Metro projects and programs, and Metro staff will include the assignments in the federally-mandated Transportation Improvement Program (TIP). The projects must be included in the TIP to be eligible for federal grant assistance.

ATTACHMENTS

Attachment A - Short Range Financial Forecast (FY 2019 to FY 2028)
Attachment B - Project Profiles

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 418-3384
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Countywide Financial Forecasting Model

**Short Range Financial Forecast
FY 2019 – FY 2028**

September 2018

For Planning Purposes Only

**Countywide Planning and Development
Strategic Financial Planning and Programming**

TABLE OF CONTENTS

| | |
|---|----|
| Metro's Long Range Financial Outlook..... | 1 |
| State and Federal Grants | 1 |
| Transit Operations | 2 |
| State of Good Repair | 2 |
| Debt Financing | 2 |
| Financial Capacity..... | 2 |
| Table 1: 10-Year Funding for Metro Capital Projects | 3 |
| Table 2: Revenues by Major Category..... | 7 |
| Table 3: Expenditures by Major Category | 8 |
| Table 4: Grant Receipts by Program | 9 |
| Table 5: Funding by Project – Local Revenue..... | 11 |
| Table 6: Grant Receipts by Project – State Revenue | 20 |
| Table 7: Grant Receipts by Project – Federal Revenue..... | 23 |
| Table 8: Enterprise Fund | 26 |
| Table 9: Capital Program Expenditures | 27 |
| Table 10: Regional Subsidy Programs | 31 |
| Table 11: Fund Balances – Sales Tax..... | 33 |

Short Range Financial Forecast 10-Year Strategy September 2018

METRO'S LONG RANGE FINANCIAL OUTLOOK

The September 2018 Short Range Financial Forecast (the Forecast) is Metro's financial plan for operation and capital investments of the Los Angeles County transportation system. The Forecast focuses on the next decade – FY2019 to FY2028 – and identifies a strategy to fund our identified costs from future transportation revenues.

The Forecast identifies the "fund assignments," or the allocation of Metro's local, State, and federal funding to specific projects and programs, and serves as a benchmark against which related funding actions will align. The assigned funding will be included (i.e., programmed) in the federally-required Transportation Improvement Program in order that the funds are eligible for use on the projects.

The Metro projects and programs funded in the Forecast are in strict accordance with the funding levels and delivery schedules identified in the voter-approved sales tax ordinances, and result from prior Board action, including the adoption of the 2009 Long Range Transportation Plan (LRTP), as updated, 2014 Short Range Transportation Plan (SRTP), and Board-adopted policies and guidelines.

This Forecast includes a financial baseline that addresses Metro's current and known future operations, maintenance, and capital financial commitments under a set of growth assumptions. The financial baseline fully funds Metro priorities: operation of bus and rail, state of good repair (SGR) needs, and commitments in our Measure R and Measure M sales tax ordinances. In addition to the financial baseline, the Forecast includes a risk analysis of key variables that can affect our finances and potential strategies to react to the outcomes.

In summary, over the next 10 years, funding appears sufficient to meet estimated system-wide operating and capital costs (on their planned schedule), based on the assumption of ongoing stable growth in local sales tax, no significant additions to our projects or programs, receipt of planned State (SB1) and federal grant funding, and action by Metro to address the subsidy of transit operating costs.

STATE AND FEDERAL GRANTS

The State-approved increase in fuel and other transportation taxes is expected to direct over \$4 billion of SB1 funding to Metro over the next 10 years (based on State forecasts). The SB1 funds provide for both operating and capital costs, and are allocated to Metro by formula and

through competitive, discretionary programs. Metro's capture of State discretionary programs includes grant awards announced in spring 2018 of \$1.7 billion, of which \$700 million is from SB1 and \$1.0 billion is from the "cap and trade" Transit and Intercity Rail Capital Program.

The financial baseline includes \$3.1 billion of federal funding from the "New Starts" program in FY19-FY28 for Metro's major rail projects – Regional Connector, Purple Line Section 1, Purple Line Section 2, and new anticipated funding for Purple Line Section 3.

TRANSIT OPERATIONS

The Forecast funds bus service at current levels (as measured by revenue service hours) and rail, based on current service plans for existing and future lines. The farebox recovery – Metro's fare revenue as a percent of operating expenses – is estimated at 16.9% in the FY19 budget. The Forecast assumes the ratio and fare revenue will increase over time. Fare revenues are projected to grow from \$302 million to \$506 million over the next 10 years. Farebox recovery is related to both ridership and fare revenue, and higher fare revenue can come from both an improved ridership trend and a "right-sized" fare structure.

STATE OF GOOD REPAIR

The Forecast includes \$3.4 billion of "state of good repair" (i.e., replacement and repair) costs. The costs are comprised of approved projects, replacement schedules for rolling stock, and estimated needs from the Metro Transit Asset Management (TAM) database (for existing assets in service).

DEBT FINANCING

The financial baseline includes \$8.7 billion of sales tax-and grant-backed debt financing over the ten years. Future debt service is expected to increase steadily over time to fund current project delivery schedules. Debt service is capped by Metro's Debt Policy maximums. The retirement of existing Proposition A and Proposition C debt offsets the future cash flow impact of new debt.

FINANCIAL CAPACITY

The Forecast includes all Board-approved projects and programs at their reported cost, including inflation. However, any addition of new projects or acceleration of existing projects or programs will require one or more trade-offs: additional debt financing; cost offsets through innovations, scope changes, or delivery efficiencies; re-ordering of investment priorities; or new, unanticipated revenues.

| Table 1 10-Year Funding for Metro Capital Projects | | | | | |
|---|--|-------------------|-----------------|-----------------|-------------------|
| (\$ in millions) | | Total | State | Federal | Local/Other |
| BUS CAPITAL | | | | | |
| 1 | BRT Connector Orange-Red Line to Gold Line - AV/SF | \$ 316.9 | 50.0 | - | 266.9 |
| 2 | Bus Capital - Metro Bus Fleet Replacement | \$ 1,460.3 | 265.8 | 553.7 | 640.8 |
| 3 | Bus Capital - Metro El Monte Transit Center Improvements | \$ 0.6 | - | - | 0.6 |
| 4 | Bus Capital - Metro Patsaouras Plaza Improvements | \$ 13.6 | - | 1.2 | 12.4 |
| 5 | Bus Capital - Metro SGR Buses and Bus Facilities | \$ 543.3 | 185.3 | 214.9 | 143.1 |
| 6 | Bus Capital - Metro SGR Needs (TAM Database) | \$ 75.7 | - | 75.7 | - |
| 7 | Bus System Improvement Program | \$ 8.3 | - | - | 8.3 |
| 8 | North San Fernando Valley Bus Rapid Transit Improvements | \$ 179.1 | - | - | 179.1 |
| 9 | Orange Line BRT Improvements - SF | \$ 311.6 | 75.0 | - | 236.6 |
| 10 | Vermont Transit Corridor - CC | \$ 521.9 | 322.6 | - | 199.3 |
| Subtotal, Bus Capital | | \$ 3,431.4 | \$ 898.7 | \$ 845.5 | \$ 1,687.2 |
| RAIL CAPITAL | | | | | |
| 11 | AB3090 Rail Reimbursements | \$ 27.5 | 27.5 | - | - |
| 12 | Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | \$ 504.4 | 189.8 | 14.0 | 300.6 |
| 13 | Blue Line Pedestrian Active Grade Crossing | \$ 1.5 | - | - | 1.5 |
| 14 | Blue Line Track and System Refurbishment | \$ 102.3 | - | - | 102.3 |
| 15 | Business Interruption Fund Program | \$ 36.0 | - | - | 36.0 |
| 16 | Brighton to Roxford Double Track | \$ 10.4 | - | - | 10.4 |
| 17 | Crenshaw/LAX Locally Funded Activities Project | \$ 120.0 | - | 60.8 | 59.2 |
| 18 | Crenshaw/LAX Transit Corridor | \$ 342.7 | 17.2 | - | 325.5 |
| 19 | Crenshaw-LAX Track Enhancement Project - SC | \$ 55.8 | - | - | 55.8 |
| 20 | Crenshaw Northern Extension - CC/W | \$ 0.5 | - | - | 0.5 |
| 21 | Division 20 | \$ 258.8 | 169.7 | 9.9 | 79.2 |
| 22 | East SF Valley Transit Corridor Project - SF | \$ 1,549.4 | 407.1 | 61.7 | 1,080.6 |
| 23 | Eastside Light Rail Access (pedestrian) | \$ 18.6 | - | 3.9 | 14.7 |
| 24 | Exposition LRT - Phase I | \$ 2.0 | - | - | 2.0 |
| 25 | Exposition LRT - Phase II | \$ 18.8 | - | - | 18.8 |
| 26 | Fare Gates (210090) | \$ 3.2 | 3.2 | - | 0.0 |
| 27 | Gold Line Eastside Extension (One Alignment) - GC/SG | \$ 297.9 | 86.1 | 24.3 | 187.6 |
| 28 | Gold Line Foothill Extension to Claremont (2B) - SG | \$ 1,351.2 | 249.2 | - | 1,102.0 |
| 29 | Green Line Extension to Crenshaw Blvd in Torrance - SB | \$ 556.0 | 231.3 | - | 324.7 |
| 30 | Green Line Train Control Track Circuits | \$ 28.8 | - | - | 28.8 |

| Table 1 10-Year Funding for Metro Capital Projects | | | | | |
|---|---|--------------------|-------------------|-------------------|--------------------|
| (\$ in millions) | | Total | State | Federal | Local/Other |
| 31 | Heavy Rail Vehicles | \$ 552.7 | - | - | 552.7 |
| 32 | Light Rail Vehicles | \$ 469.5 | 59.0 | 21.7 | 388.8 |
| 33 | Link Union Station (formerly SCRIP) | \$ 29.7 | - | 4.0 | 25.7 |
| 34 | North Hollywood Pedestrian Connector | \$ 2.4 | - | - | 2.4 |
| 35 | Orange Line Canoga Extension (SFV North-South) | \$ 0.7 | - | - | 0.7 |
| 36 | Rail System Improvements, Yards, Cars - Future | \$ 126.2 | - | - | 126.2 |
| 37 | Red-Purple Line System Improvements | \$ 457.5 | 250.0 | 10.0 | 197.5 |
| 38 | Regional Connector | \$ 738.7 | 14.4 | 449.3 | 274.9 |
| 39 | Regional Connector Concurrent non-FFGA Activities | \$ 17.1 | - | - | 17.1 |
| 40 | Regional Rail Projects (Measure M 1%) | \$ 90.4 | - | - | 90.4 |
| 41 | Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 747.3 | 375.0 | - | 372.3 |
| 42 | SGR-Blue Line Signal System Improvements | \$ 89.7 | 31.0 | - | 58.7 |
| 43 | SGR-Heavy and Light Rail Needs (TAM Database) | \$ 107.8 | - | - | 107.8 |
| 44 | SGR-Heavy Rail Vehicle Midlife | \$ 69.0 | - | 35.5 | 33.5 |
| 45 | SGR-Light Rail Vehicle Midlife | \$ 320.2 | - | 35.3 | 284.9 |
| 46 | SGR-Rail Facilities | \$ 12.0 | 10.4 | - | 1.6 |
| 47 | Southwestern Light Rail Yard (not in project budgets) | \$ 41.5 | - | - | 41.5 |
| 48 | Transit Oriented Development Planning Grants | \$ 3.5 | - | - | 3.5 |
| 49 | West Santa Ana Transit Corridor LRT FY28 | \$ 1,251.5 | 323.9 | 1.3 | 926.3 |
| 50 | Westside Purple Line Extension Section 1 | \$ 1,897.2 | - | 1,239.2 | 658.0 |
| 51 | Westside Purple Line Extension Section 2 | \$ 1,836.6 | - | 1,135.0 | 701.6 |
| 52 | Westside Purple Line Extension Section 3 - W | \$ 3,546.5 | 31.8 | 1,669.2 | 1,845.4 |
| 53 | Willowbrook-Rosa Parks Station | \$ 42.3 | - | 2.4 | 39.9 |
| Subtotal, Rail Capital | | \$ 17,736.0 | \$ 2,476.8 | \$ 4,777.5 | \$ 10,481.8 |
| REGIONAL RAIL | | | | | |
| 54 | Metrolink - Capital Projects | \$ 345.2 | 60.8 | - | 284.4 |
| 55 | Metrolink - Rehab | \$ 90.7 | - | - | 90.7 |
| Subtotal, Regional Rail | | \$ 435.9 | \$ 60.8 | \$ - | \$ 375.0 |
| HIGHWAY | | | | | |
| 56 | ATP Policy (450006) | \$ 0.5 | - | - | 0.5 |
| 57 | Complete LA River Bikepath - SF | \$ 69.6 | 9.6 | - | 60.0 |
| 58 | Environmental Enhancement & Mitigation Projects | \$ 7.6 | 7.6 | - | - |
| 59 | High Desert Multi-Purpose Corridor (HDMC) - NC | \$ 269.3 | - | - | 269.3 |

| Table 1 10-Year Funding for Metro Capital Projects | | | | | |
|---|--|----------|-------|---------|-------------|
| (\$ in millions) | | Total | State | Federal | Local/Other |
| 60 | I-10 Carpool Lane - Puente to Citrus | \$ 15.4 | 2.3 | 13.1 | - |
| 61 | I-10 Carpool Lanes-Citrus to SR-57 | \$ 79.0 | 8.1 | 70.9 | - |
| 62 | I-105 Express Lane from I-405 to I-605 - SC | \$ 348.9 | - | 82.6 | 266.3 |
| 63 | I-210 Barrier Replacement Project | \$ 4.2 | - | - | 4.2 |
| 64 | I-405 Carpool Lanes - I-10 to US-101 | \$ 3.6 | - | - | 3.6 |
| 65 | I-5 - SR-14 Capacity Enhancement | \$ 3.0 | - | - | 3.0 |
| 66 | I-5 - SR-14 Capacity Enhancement Subregional Repayment | \$ 82.1 | - | - | 82.1 |
| 67 | I-5 and I-405 Carpool Lane Connector | \$ 185.7 | 166.7 | - | 19.0 |
| 68 | I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC | \$ 14.7 | - | - | 14.7 |
| 69 | I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC | \$ 505.9 | 247.0 | 47.0 | 211.9 |
| 70 | I-5 North Carpool Lanes - SR-118 to SR-14 | \$ 24.3 | - | 24.3 | - |
| 71 | I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB | \$ 32.5 | - | - | 32.5 |
| 72 | I-5 North from SR-134-SR-170 Enhancements | \$ 8.8 | - | - | 8.8 |
| 73 | I-5 North Carpool Lanes - SR-170 to SR-118 | \$ 2.8 | - | - | 2.8 |
| 74 | I-5 South Carmenita Rd. Interchange | \$ 46.7 | 41.0 | - | 5.7 |
| 75 | I-5 South Carpool and Mixed Flow Lanes I-605 to OCL | \$ 82.9 | 25.1 | 10.0 | 47.8 |
| 76 | I-5 South Corridor Improvements - I-605 to I-710 - GC | \$ 17.5 | - | - | 17.5 |
| 77 | I-710 South Corridor Project (Ph 1) - GC | \$ 635.8 | 198.7 | - | 437.1 |
| 78 | LA River Waterway & System Bikepath - CC | \$ 432.3 | 67.3 | - | 365.1 |
| 79 | LA Union Station Forecourt & Esplanade Improvements | \$ 19.8 | 17.6 | - | 2.2 |
| 80 | Metro Bicycle & Pedestrian Programs | \$ 12.7 | - | - | 12.7 |
| 81 | Metro Bike Share | \$ 158.9 | - | - | 158.9 |
| 82 | Motorist Services Improvements | \$ 18.2 | 18.2 | - | - |
| 83 | Rail to Rail/River Active Transportation Corridor | \$ 52.8 | 8.3 | 15.0 | 29.5 |
| 84 | Regional Admin (Highway Planning 405522) | \$ 48.3 | - | - | 48.3 |
| 85 | Regional Admin (Mobility - Air Quality 405544) | \$ 7.6 | - | - | 7.6 |
| 86 | Retrofit Soundwalls Phase 1 | \$ 181.8 | - | - | 181.8 |
| 87 | Rideshare-Vanpools | \$ 113.2 | - | - | 113.2 |
| 88 | RIITS-Regional Integration of ITS (405526) | \$ 22.0 | - | - | 22.0 |
| 89 | Rosecrans-Marquardt grade separation | \$ 137.1 | 97.2 | 15.0 | 24.9 |
| 90 | SAFE Program Administration | \$ 20.1 | 20.1 | - | - |
| 91 | Sepulveda Pass Transit Corridor (Ph 1) - SF/W | \$ 310.5 | - | - | 310.5 |
| 92 | SR-138 Capacity Enhancements | \$ 211.3 | 42.6 | 10.9 | 157.9 |

| Table 1 10-Year Funding for Metro Capital Projects | | | | | |
|---|---|-------------|------------|------------|-------------|
| (\$ in millions) | | Total | State | Federal | Local/Other |
| 93 | SR-138 Widening (remaining 7 segments) | \$ 130.7 | 111.0 | 19.8 | - |
| 94 | SR-14 Carpool Lane Ave P-8 to Ave L | \$ 120.0 | - | - | 120.0 |
| 95 | SR-57 - SR-60 Interchange Improvements - SG | \$ 264.7 | 22.0 | 98.0 | 144.7 |
| 96 | SR-60 Carpool Lanes I-605 to Brea Cyn Rd | \$ 5.0 | - | - | 5.0 |
| 97 | SR-71 Gap-I-10 to Rio Rancho Rd. - SG | \$ 289.0 | 64.7 | 50.4 | 173.9 |
| 98 | SR-710 North | \$ 296.5 | 1.8 | 84.4 | 210.3 |
| 99 | Traveler Info (#511) net of rev offset | \$ 32.0 | 32.0 | - | - |
| Subtotal, Highway | | \$ 5,325.2 | \$ 1,208.7 | \$ 541.3 | \$ 3,575.2 |
| Total | | \$ 26,928.5 | \$ 4,644.9 | \$ 6,164.3 | \$ 16,119.3 |

| Table 2 Revenues by Major Category ⁽¹⁾ | | | | | | | | | | | |
|---|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| SALES TAX, TDA, STA REVENUES | | | | | | | | | | | |
| Proposition A | \$ 7,640.5 | 643.6 | 666.3 | 692.9 | 718.5 | 744.9 | 773.2 | 802.9 | 834.2 | 865.4 | 898.6 |
| Proposition C | \$ 8,086.8 | 701.3 | 701.7 | 730.4 | 756.8 | 785.1 | 815.6 | 848.0 | 881.5 | 914.2 | 952.2 |
| Measure R | \$ 8,557.8 | 737.3 | 744.7 | 774.4 | 803.1 | 832.6 | 864.2 | 897.4 | 932.4 | 967.2 | 1,004.4 |
| Measure M | \$ 8,441.1 | 711.0 | 736.1 | 765.5 | 793.8 | 823.0 | 854.2 | 887.1 | 921.6 | 956.0 | 992.8 |
| Transportation Development Act (TDA) | \$ 4,598.2 | 386.3 | 401.2 | 417.2 | 432.6 | 448.5 | 465.4 | 483.3 | 502.1 | 520.8 | 540.8 |
| State Transit Assistance (STA) | \$ 1,899.5 | 167.2 | 169.7 | 179.6 | 186.2 | 189.3 | 193.4 | 198.3 | 202.7 | 206.9 | 206.3 |
| Subtotal, Sales Tax, TDA, STA Revenues | \$ 39,224.0 | \$ 3,346.6 | \$ 3,419.6 | \$ 3,560.1 | \$ 3,691.0 | \$ 3,823.5 | \$ 3,966.1 | \$ 4,117.0 | \$ 4,274.5 | \$ 4,430.6 | \$ 4,595.1 |
| OPERATING & OTHER REVENUE | | | | | | | | | | | |
| Passenger Fares | \$ 3,973.2 | 302.6 | 320.7 | 340.8 | 361.3 | 377.4 | 413.2 | 425.1 | 451.6 | 474.4 | 506.2 |
| ExpressLanes Tolls | \$ 657.0 | 62.8 | 63.4 | 64.1 | 64.7 | 65.3 | 66.0 | 66.7 | 67.3 | 68.0 | 68.7 |
| Advertising | \$ 304.1 | 24.7 | 25.5 | 26.5 | 27.1 | 28.7 | 34.2 | 34.2 | 34.3 | 34.3 | 34.4 |
| Other Revenue | \$ 1,217.3 | 147.9 | 109.3 | 81.6 | 117.7 | 144.4 | 222.0 | 124.6 | 88.5 | 72.8 | 108.5 |
| Subtotal, Operating & Other Revenue | \$ 6,151.5 | \$ 538.0 | \$ 519.0 | \$ 512.9 | \$ 570.8 | \$ 615.9 | \$ 735.3 | \$ 650.6 | \$ 641.7 | \$ 649.5 | \$ 717.8 |
| CAPITAL & DEBT FINANCING RESOURCES | | | | | | | | | | | |
| Grant Receipts | \$ 17,389.9 | 1,799.2 | 1,828.7 | 2,247.2 | 1,656.7 | 1,582.6 | 1,484.8 | 1,864.9 | 1,879.4 | 1,682.9 | 1,363.6 |
| Bond Proceeds and TIFIA | \$ 7,809.1 | 759.1 | 1,504.5 | 855.6 | 684.9 | 504.6 | 1,022.0 | 961.6 | 777.0 | 613.7 | 126.0 |
| Prior Year Carryover | \$ 492.2 | 322.1 | 220.7 | 196.8 | 86.8 | 16.2 | (43.4) | (66.1) | (64.5) | (150.3) | (26.1) |
| Subtotal, Capital & Debt Financing Resources | \$ 25,691.2 | \$ 2,880.4 | \$ 3,553.9 | \$ 3,299.6 | \$ 2,428.5 | \$ 2,103.4 | \$ 2,463.4 | \$ 2,760.4 | \$ 2,591.9 | \$ 2,146.3 | \$ 1,463.5 |
| TOTAL REVENUES | \$ 71,066.7 | \$ 6,765.1 | \$ 7,492.5 | \$ 7,372.7 | \$ 6,690.3 | \$ 6,542.7 | \$ 7,164.8 | \$ 7,527.9 | \$ 7,508.1 | \$ 7,226.4 | \$ 6,776.4 |

Notes:

1. Excludes local return sales tax, and non-Metro fares and advertising.

| Table 3 Expenditures by Major Category | | | | | | | | | | | | |
|---|----|------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | | <i>Years</i> 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| METRO OPERATIONS | | | | | | | | | | | | |
| Bus | \$ | 14,225.2 | 1,225.3 | 1,263.5 | 1,325.9 | 1,400.2 | 1,429.8 | 1,459.4 | 1,487.5 | 1,515.1 | 1,544.3 | 1,574.1 |
| Rail | \$ | 7,967.1 | 568.5 | 631.8 | 683.6 | 733.4 | 728.6 | 816.0 | 855.7 | 892.2 | 991.6 | 1,065.9 |
| Regional Rail | \$ | 846.1 | 78.0 | 73.7 | 77.8 | 81.1 | 84.3 | 86.4 | 88.3 | 90.2 | 92.1 | 94.1 |
| Subtotal, Metro Operations | | \$ 23,038.4 | \$ 1,871.9 | \$ 1,969.0 | \$ 2,087.4 | \$ 2,214.6 | \$ 2,242.7 | \$ 2,361.7 | \$ 2,431.4 | \$ 2,497.5 | \$ 2,628.1 | \$ 2,734.0 |
| METRO CAPITAL | | | | | | | | | | | | |
| Bus Capital | \$ | 3,431.4 | 217.8 | 387.4 | 369.1 | 253.5 | 223.8 | 324.1 | 476.9 | 344.1 | 461.5 | 373.1 |
| Rail Capital | \$ | 17,736.0 | 2,198.0 | 2,703.7 | 2,238.1 | 1,654.0 | 1,528.1 | 1,665.5 | 1,579.3 | 1,883.8 | 1,412.0 | 873.5 |
| Regional Rail | \$ | 435.9 | 18.3 | 26.1 | 90.0 | 30.2 | 31.3 | 40.6 | 43.6 | 47.0 | 52.6 | 56.2 |
| Highway | \$ | 5,325.2 | 494.4 | 469.5 | 573.0 | 529.4 | 496.9 | 725.0 | 852.2 | 541.2 | 366.2 | 277.5 |
| Subtotal, Metro Capital | | \$ 26,928.5 | \$ 2,928.6 | \$ 3,586.6 | \$ 3,270.3 | \$ 2,467.1 | \$ 2,280.1 | \$ 2,755.2 | \$ 2,952.0 | \$ 2,816.0 | \$ 2,292.2 | \$ 1,580.3 |
| SUBSIDY FUNDING PROGRAMS | | | | | | | | | | | | |
| Bus Operations | \$ | 6,301.5 | 541.9 | 567.0 | 585.7 | 603.6 | 621.0 | 639.0 | 657.3 | 676.4 | 695.3 | 714.3 |
| Bus Capital | \$ | 1,253.6 | 111.7 | 132.7 | 132.0 | 136.6 | 117.5 | 122.1 | 121.5 | 125.7 | 124.7 | 129.0 |
| Rail Capital | \$ | 170.9 | 13.6 | 16.0 | 20.1 | 27.8 | 17.2 | 9.8 | 11.5 | 10.3 | 10.5 | 34.1 |
| Highway | \$ | 3,841.5 | 410.6 | 382.2 | 410.2 | 376.7 | 354.2 | 391.8 | 383.2 | 340.0 | 354.5 | 438.2 |
| Subtotal, Subsidy Funding Programs | | \$ 11,567.6 | \$ 1,077.8 | \$ 1,097.8 | \$ 1,147.9 | \$ 1,144.7 | \$ 1,109.9 | \$ 1,162.8 | \$ 1,173.5 | \$ 1,152.4 | \$ 1,185.1 | \$ 1,315.6 |
| CONGESTION MANAGEMENT | | \$ 732.8 | 90.4 | 67.4 | 68.3 | 69.4 | 70.4 | 71.4 | 72.4 | 73.4 | 74.4 | 75.4 |
| AGENCY WIDE | | | | | | | | | | | | |
| Administration | \$ | 1,486.5 | 231.1 | 124.5 | 119.7 | 129.5 | 127.6 | 142.0 | 146.3 | 150.7 | 155.1 | 159.8 |
| Capital | \$ | 386.1 | 97.0 | 41.1 | 24.7 | 9.7 | 13.3 | 12.2 | 32.2 | 40.2 | 70.2 | 45.2 |
| Subtotal, Agency-wide | | \$ 1,872.6 | \$ 328.2 | \$ 165.6 | \$ 144.5 | \$ 139.3 | \$ 140.8 | \$ 154.2 | \$ 178.6 | \$ 191.0 | \$ 225.4 | \$ 205.0 |
| OTHER | | \$ 19.7 | 2.8 | - | 0.8 | 0.1 | 0.6 | 1.3 | 2.4 | 3.0 | 2.9 | 5.9 |
| DEBT SERVICE | | \$ 6,907.2 | 465.4 | 606.0 | 653.5 | 655.1 | 698.2 | 658.1 | 717.6 | 774.8 | 818.3 | 860.2 |
| TOTAL EXPENDITURES | | \$ 71,066.7 | \$ 6,765.1 | \$ 7,492.5 | \$ 7,372.7 | \$ 6,690.3 | \$ 6,542.7 | \$ 7,164.8 | \$ 7,527.9 | \$ 7,508.1 | \$ 7,226.4 | \$ 6,776.4 |

| Table 4 Grant Receipts by Program | | | | | | | | | | | | |
|---|--|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| STATE REVENUE | | | | | | | | | | | | |
| Air Quality Vehicle Registration Fee (AB 2766) (MSRC) | | \$ 5.5 | - | - | 1.5 | - | - | - | 2.0 | - | 2.0 | - |
| Environmental Enhancement and Mitigation (Revenue) | | \$ 7.6 | 1.3 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| Interregional Improvement Program Funds (IIP) | | \$ 70.1 | 2.3 | 7.0 | 60.8 | - | - | - | - | - | - | - |
| Low Carbon Transit Operations Program (LCTOP) | | \$ 158.2 | 29.3 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 | 14.3 |
| Other State Revenue | | \$ 121.1 | 12.8 | 48.9 | 37.0 | 19.6 | 2.8 | - | - | - | - | - |
| Prop 1B - Transit System Safety and Security | | \$ 37.7 | 9.6 | 28.1 | - | - | - | - | - | - | - | - |
| Regional Improvement Program Funds (RIP) | | \$ 1,297.1 | 85.9 | 91.2 | 100.4 | 76.1 | 254.9 | 55.5 | 102.5 | 172.8 | 165.1 | 192.8 |
| SAFE-Service Authority for Freeway Emergencies Vehicle Registration Revenue | | \$ 77.3 | 7.9 | 7.8 | 7.8 | 7.8 | 7.6 | 7.7 | 7.7 | 7.7 | 7.7 | 7.7 |
| Active Transportation Program | | \$ 583.0 | 58.3 | 58.3 | 58.3 | 58.3 | 58.3 | 58.3 | 58.3 | 58.3 | 58.3 | 58.3 |
| SB1 - Freeway Service Patrol | | \$ 96.7 | 8.6 | 8.9 | 9.1 | 9.3 | 9.6 | 9.8 | 10.0 | 10.2 | 10.5 | 10.7 |
| SB1 - Local Partnership Program | | \$ 538.8 | 24.9 | 31.6 | 74.0 | 62.0 | 67.5 | - | 132.9 | 66.2 | 49.2 | 30.4 |
| SB1 - Solutions for Congested Corridors Program | | \$ 374.8 | - | - | 47.1 | 82.2 | 20.6 | - | - | 125.0 | 50.0 | 50.0 |
| SB1 - Trade Corridors Program | | \$ 690.9 | 85.1 | 67.3 | 158.0 | 72.2 | 57.2 | 64.1 | 93.1 | 37.5 | 32.5 | 23.9 |
| STA--State Transit Assistance TIF | | \$ 431.0 | 149.1 | 28.5 | 29.0 | 29.7 | 30.3 | 31.4 | 32.2 | 33.0 | 33.6 | 34.2 |
| Traffic Congestion Relief Program Funds (TCRP) | | \$ 0.7 | 0.7 | - | - | - | - | - | - | - | - | - |
| Transit and Intercity Rail Capital Program (TIRCP) | | \$ 1,724.5 | 18.7 | 77.5 | 65.8 | 59.2 | 79.2 | 341.4 | 364.6 | 350.8 | 302.3 | 65.0 |
| Subtotal, State Revenue | | \$ 6,215.1 | \$ 494.6 | \$ 470.1 | \$ 663.7 | \$ 491.4 | \$ 603.0 | \$ 583.2 | \$ 818.3 | \$ 876.6 | \$ 726.2 | \$ 488.0 |
| FEDERAL REVENUE | | | | | | | | | | | | |
| Capital Grant Receipt Revenue Bonds | | \$ 989.6 | 48.9 | 110.2 | 431.0 | 232.9 | 166.6 | - | - | - | - | - |
| Congestion Mitigation & Air Quality Program (CMAQ) | | \$ 1,526.0 | 183.0 | 254.6 | 224.0 | 91.3 | 29.4 | 76.5 | 151.3 | 165.8 | 193.9 | 156.2 |
| FASTLANE/INFRA Grants | | \$ 127.0 | - | 12.0 | 18.7 | 16.3 | - | 25.6 | 54.4 | - | - | - |
| Homeland Security Grants | | \$ 18.0 | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| Other Federal Funds | | \$ 15.2 | 15.2 | - | - | - | - | - | - | - | - | - |
| Section 5307 Urbanized Formula | | \$ 2,529.8 | 239.3 | 244.5 | 246.9 | 249.4 | 251.9 | 254.4 | 257.0 | 259.5 | 262.1 | 264.7 |
| Section 5309 New Starts | | \$ 3,099.6 | 400.0 | 400.0 | 400.0 | 314.9 | 300.0 | 300.0 | 300.0 | 285.0 | 200.0 | 199.7 |
| Section 5309 Small Starts & Very Small Starts | | \$ 1.2 | 1.2 | - | - | - | - | - | - | - | - | - |
| Section 5337 State of Good Repair - Fixed Guideway | | \$ 914.2 | 115.4 | 119.0 | 82.0 | 82.9 | 83.7 | 84.5 | 85.4 | 86.2 | 87.1 | 88.0 |
| Section 5339 Bus and Bus Facilities | | \$ 332.2 | 62.6 | 29.0 | 29.0 | 29.3 | 29.6 | 29.9 | 30.2 | 30.5 | 30.8 | 31.1 |
| Section 5340 Growing States - High Density Formula | | \$ 87.4 | 8.3 | 8.4 | 8.5 | 8.6 | 8.7 | 8.8 | 8.9 | 9.0 | 9.1 | 9.1 |
| Surface Transportation Block Grant Program (STBGP) formerly RSTP | | \$ 1,500.6 | 225.6 | 173.9 | 127.4 | 127.6 | 107.8 | 119.7 | 157.4 | 164.8 | 171.7 | 124.6 |
| TIGER Grants | | \$ 33.9 | 5.0 | 5.0 | 13.9 | 10.0 | - | - | - | - | - | - |

| Table 4 Grant Receipts by Program | | | | | | | | | | | | |
|--------------------------------------|--|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | <i>Years</i> 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Subtotal, Federal Revenue | | \$ 11,174.8 | \$ 1,304.6 | \$ 1,358.6 | \$ 1,583.4 | \$ 1,165.3 | \$ 979.6 | \$ 901.6 | \$ 1,046.5 | \$ 1,002.8 | \$ 956.7 | \$ 875.5 |
| TOTAL GRANT RECEIPTS | | \$ 17,389.9 | \$ 1,799.2 | \$ 1,828.7 | \$ 2,247.2 | \$ 1,656.7 | \$ 1,582.6 | \$ 1,484.8 | \$ 1,864.9 | \$ 1,879.4 | \$ 1,682.9 | \$ 1,363.6 |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Proposition A | | | | | | | | | | | |
| Agency Wide - Administration | \$ 524.9 | 70.6 | 44.2 | 45.4 | 47.1 | 43.8 | 50.7 | 52.7 | 54.7 | 56.7 | 58.9 |
| Agency Wide - Capital | \$ 4.4 | 4.4 | - | - | - | - | - | - | - | - | - |
| Blue Line Track and System Refurbishment | \$ 22.0 | 22.0 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | \$ 34.9 | 4.0 | 4.0 | 3.7 | 3.7 | 3.6 | 3.6 | 3.6 | 3.6 | 3.6 | 1.5 |
| Bus Operations - Metro Operations | \$ 2,236.4 | 178.3 | 189.8 | 199.1 | 208.6 | 217.5 | 226.9 | 236.8 | 248.0 | 259.8 | 271.6 |
| Crenshaw/LAX Locally Funded Activities Project | \$ 22.2 | 7.2 | 15.0 | - | - | - | - | - | - | - | - |
| Existing CP Debt Service | \$ 76.7 | 8.0 | 7.9 | 7.8 | 7.8 | 7.7 | 7.6 | 7.6 | 7.5 | 7.5 | 7.4 |
| Existing Debt Service | \$ 1,136.2 | 161.3 | 161.7 | 159.2 | 131.0 | 131.4 | 85.8 | 86.2 | 86.6 | 72.9 | 60.2 |
| Exposition LRT - Phase II | \$ 8.7 | 8.7 | - | - | - | - | - | - | - | - | - |
| Growth Above CPI | \$ 19.7 | 2.8 | - | 0.8 | 0.1 | 0.6 | 1.3 | 2.4 | 3.0 | 2.9 | 5.9 |
| Heavy Rail Vehicles | \$ 467.7 | 9.4 | 11.7 | 38.5 | 10.9 | 26.8 | 110.7 | 105.2 | 44.5 | 75.5 | 34.6 |
| Incentive Program (Seniors & Disabled) | \$ 190.4 | 16.0 | 16.6 | 17.3 | 17.9 | 18.6 | 19.3 | 20.0 | 20.8 | 21.6 | 22.4 |
| Light Rail Vehicles | \$ 388.8 | 96.5 | 161.1 | 64.3 | - | - | 42.2 | 24.8 | - | - | - |
| Municipal and Non-Metro Operators | \$ 1,344.6 | 120.2 | 123.3 | 126.5 | 129.8 | 133.0 | 136.2 | 139.3 | 142.4 | 145.4 | 148.5 |
| North Hollywood Pedestrian Connector | \$ 2.4 | - | 2.4 | - | - | - | - | - | - | - | - |
| Orange Line Canoga Extension (SFV North-South) | \$ 0.7 | 0.7 | - | - | - | - | - | - | - | - | - |
| Proposed Debt Service | \$ 257.9 | - | - | 11.8 | 17.3 | 18.0 | 27.0 | 36.7 | 45.5 | 48.3 | 53.3 |
| Rail Operations | \$ 1,686.6 | 101.7 | 116.5 | 121.4 | 146.2 | 191.1 | 186.2 | 185.0 | 186.3 | 231.8 | 220.4 |
| Rail System Improvements, Yards, Cars - Future | \$ 87.3 | 70.7 | 1.2 | 4.4 | 4.9 | 1.0 | 3.5 | 1.6 | - | - | - |
| Rapid Bus Phase II Subsidy Projects | \$ 0.2 | 0.2 | - | - | - | - | - | - | - | - | - |
| Red-Purple Line System Improvements | \$ 110.1 | - | - | - | - | - | 4.4 | 13.1 | 49.9 | 31.9 | 10.8 |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 23.7 | - | 0.7 | - | - | 11.0 | 6.0 | 6.0 | - | - | - |
| SGR-Blue Line Signal System Improvements | \$ 58.7 | 25.1 | 16.8 | 16.8 | - | - | - | - | - | - | - |
| SGR-Heavy Rail Vehicle Midlife | \$ 11.7 | 0.8 | - | 11.0 | - | - | - | - | - | - | - |
| SGR-Light Rail Vehicle Midlife | \$ 20.2 | 3.0 | 1.4 | - | - | 5.8 | - | 10.0 | - | - | - |
| SGR-Rail Facilities | \$ 0.1 | 0.1 | - | - | - | - | - | - | - | - | - |
| Southwestern Light Rail Yard (not in project budgets) | \$ 41.5 | 11.2 | 30.3 | - | - | - | - | - | - | - | - |
| Street Car and Circulator Projects | \$ 2.6 | - | - | - | - | 2.6 | - | - | - | - | - |
| Transit Program | \$ 4.2 | - | - | - | - | - | - | - | - | - | 4.2 |
| Willowbrook-Rosa Parks Station | \$ 20.3 | - | 20.3 | - | - | - | - | - | - | - | - |
| Wilshire BRT (Bus Only Lane) Phase I | \$ 0.0 | 0.0 | - | - | - | - | - | - | - | - | - |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | | |
|--|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Proposition C | | | | | | | | | | | | |
| 2009 & Prior Call for Projects - Signal Synch Mode | | \$ 49.8 | 14.8 | 20.0 | 15.0 | - | - | - | - | - | - | - |
| 2013 Call for Projects | | \$ 38.8 | 30.7 | 2.2 | 5.9 | - | - | - | - | - | - | - |
| 2015 Call for Projects | | \$ 118.6 | - | 13.1 | 23.1 | 31.8 | 8.1 | 26.6 | 15.9 | - | - | - |
| Agency Wide - Administration | | \$ 196.3 | 35.8 | 15.9 | 16.1 | 16.6 | 17.2 | 17.7 | 18.3 | 18.9 | 19.5 | 20.2 |
| Agency Wide - Capital | | \$ 111.5 | 32.7 | 2.8 | - | - | 3.5 | 2.5 | 2.5 | 22.5 | 22.5 | 22.5 |
| ATP Policy (450006) | | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Blue Line Pedestrian Active Grade Crossing | | \$ 1.5 | 0.3 | 1.2 | - | - | - | - | - | - | - | - |
| Blue Line Track and System Refurbishment | | \$ 80.3 | - | 80.3 | - | - | - | - | - | - | - | - |
| BRT Connector Orange-Red Line to Gold Line - AV/SF | | \$ 0.8 | - | - | - | - | - | - | - | 0.8 | - | - |
| Bus Capital - Metro Bus Fleet Replacement | | \$ 624.5 | 28.1 | 265.3 | 129.1 | 25.8 | - | - | - | - | 72.5 | 103.8 |
| Bus Capital - Metro El Monte Transit Center Improvements | | \$ 0.2 | 0.2 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Patsaouras Plaza Improvements | | \$ 12.4 | 7.7 | 4.7 | - | - | - | - | - | - | - | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | | \$ 17.3 | 17.3 | - | - | - | - | - | - | - | - | - |
| Bus Operations - ADA-Paratransit | | \$ 913.1 | 66.6 | 86.1 | 88.1 | 90.2 | 92.3 | 94.3 | 96.2 | 98.0 | 99.8 | 101.5 |
| Bus Operations - Metro Operations | | \$ 688.7 | 69.5 | 35.4 | 65.7 | 112.5 | 84.4 | 119.1 | 73.3 | 42.0 | 42.9 | 43.8 |
| Business Interruption Fund Program | | \$ 16.2 | 3.0 | 3.2 | 5.0 | 5.0 | - | - | - | - | - | - |
| Crenshaw/LAX Locally Funded Activities Project | | \$ 37.0 | - | 37.0 | - | - | - | - | - | - | - | - |
| Crenshaw/LAX Transit Corridor | | \$ 212.5 | 237.5 | - | (20.0) | (5.0) | - | - | - | - | - | - |
| Crenshaw-LAX Track Enhancement Project - SC | | \$ 6.2 | - | - | - | 6.2 | - | - | - | - | - | - |
| Earmark Exchange Program for Cities | | \$ 53.7 | 5.0 | 10.0 | 10.0 | 10.0 | 6.4 | 12.3 | - | - | - | - |
| East SF Valley Transit Corridor Project - SF | | \$ 172.2 | - | - | - | - | - | - | - | 82.9 | 89.4 | - |
| Existing CP Debt Service | | \$ 13.3 | 6.2 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 |
| Existing Debt Service | | \$ 1,244.8 | 165.1 | 160.4 | 155.7 | 155.7 | 156.3 | 99.3 | 99.2 | 84.3 | 84.4 | 84.4 |
| Exposition LRT - Phase I | | \$ 2.0 | 2.0 | - | - | - | - | - | - | - | - | - |
| Exposition LRT - Phase II | | \$ 8.1 | 8.1 | - | - | - | - | - | - | - | - | - |
| Freeway Service Patrol | | \$ 138.1 | 12.3 | 12.7 | 13.0 | 13.3 | 13.7 | 14.0 | 14.3 | 14.6 | 14.9 | 15.2 |
| Gold Line Eastside Extension (One Alignment) - GC/SG | | \$ 180.6 | - | - | - | - | 23.2 | 29.8 | 33.8 | 47.5 | 22.6 | 23.8 |
| High Desert Multi-Purpose Corridor (HDMC) - NC | | \$ 98.1 | - | - | - | - | - | 40.6 | 57.5 | - | - | - |
| I-210 Barrier Replacement Project | | \$ 4.2 | 4.2 | - | - | - | - | - | - | - | - | - |
| I-405 Carpool Lanes - I-10 to US-101 | | \$ 3.6 | 3.6 | - | - | - | - | - | - | - | - | - |
| I-5 and I-405 Carpool Lane Connector | | \$ 19.0 | - | - | - | - | - | - | - | - | 19.0 | - |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | | |
|--|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| I-5 South Carpool and Mixed Flow Lanes I-605 to OCL | | \$ 6.4 | 6.4 | - | - | - | - | - | - | - | - | - |
| Metro Bike Share | | \$ 34.4 | 4.2 | 0.2 | 0.4 | 0.5 | 4.6 | 4.7 | 4.8 | 4.9 | 5.0 | 5.1 |
| Metrolink - Operations | | \$ 830.2 | 68.7 | 73.0 | 77.1 | 80.4 | 83.6 | 85.6 | 87.6 | 89.5 | 91.4 | 93.3 |
| Metrolink - Rehab | | \$ 90.7 | - | 5.4 | 2.3 | 2.4 | 2.4 | 10.6 | 12.5 | 14.7 | 19.0 | 21.4 |
| Municipal and Non-Metro Operators | | \$ 589.8 | 51.7 | 53.2 | 54.8 | 56.4 | 58.0 | 59.7 | 61.4 | 63.1 | 64.9 | 66.7 |
| Proposed Debt Service | | \$ 838.7 | 20.0 | 36.2 | 59.9 | 66.2 | 74.0 | 100.6 | 107.2 | 116.7 | 122.8 | 135.2 |
| Rail Operations | | \$ 1,243.1 | 3.5 | 92.4 | 117.2 | 169.0 | 108.5 | 108.2 | 125.4 | 130.0 | 169.9 | 219.0 |
| Rail System Improvements, Yards, Cars - Future | | \$ 1.1 | 0.1 | 1.0 | - | - | - | - | - | - | - | - |
| Rail to Rail/River Active Transportation Corridor | | \$ 29.5 | - | 16.1 | 13.4 | - | - | - | - | - | - | - |
| Rapid Bus Phase II Subsidy Projects | | \$ 0.7 | 0.7 | - | - | - | - | - | - | - | - | - |
| Regional Admin (Highway Planning 405522) | | \$ 48.3 | 4.3 | 4.4 | 4.5 | 4.7 | 4.8 | 4.9 | 5.0 | 5.1 | 5.2 | 5.3 |
| Regional Admin (Mobility - Air Quality 405544) | | \$ 7.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 |
| Retrofit Soundwalls Phase 1 | | \$ 22.7 | - | - | - | - | - | - | 2.7 | 20.0 | - | - |
| Rideshare-Vanpools | | \$ 113.2 | 10.1 | 10.4 | 10.7 | 10.9 | 11.2 | 11.5 | 11.7 | 12.0 | 12.2 | 12.5 |
| RIITS-Regional Integration of ITS (405526) | | \$ 22.0 | 5.1 | 1.7 | 1.7 | 1.8 | 1.8 | 1.9 | 1.9 | 2.0 | 2.0 | 2.1 |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | | \$ 67.0 | - | - | - | - | 14.7 | 14.0 | 18.3 | 20.0 | - | - |
| South Bay Highway Operational Improvements | | \$ 79.8 | - | 7.5 | 7.7 | 7.8 | 8.0 | 5.8 | 5.1 | 7.3 | 7.5 | 23.1 |
| South Bay Ramp and Interchange | | \$ 28.9 | - | - | - | - | - | - | 0.6 | 10.8 | 7.9 | 9.6 |
| SR-14 Carpool Lane Ave P-8 to Ave L | | \$ 120.0 | - | - | - | - | - | 15.0 | 40.0 | 35.0 | 30.0 | - |
| SR-57 - SR-60 Interchange Improvements - SG | | \$ 12.3 | - | - | - | - | - | - | - | - | - | 12.3 |
| SR-60 Carpool Lanes I-605 to Brea Cyn Rd | | \$ 5.0 | - | 5.0 | - | - | - | - | - | - | - | - |
| Transit Program | | \$ 71.1 | 6.1 | 6.3 | 6.4 | 6.5 | 6.7 | 5.8 | 5.9 | 6.1 | 6.2 | 15.1 |
| Vermont Transit Corridor - CC | | \$ 157.7 | - | - | 3.1 | 3.6 | 9.0 | 22.2 | 23.5 | 0.2 | 93.8 | 2.3 |
| Wayfinding Signage Grant Program | | \$ 0.1 | 0.1 | - | - | - | - | - | - | - | - | - |
| West Santa Ana Transit Corridor LRT FY28 | | \$ 12.0 | - | - | 12.0 | - | - | - | - | - | - | - |
| Willowbrook-Rosa Parks Station | | \$ 19.6 | 9.7 | 9.9 | - | - | - | - | - | - | - | - |
| Wilshire BRT (Bus Only Lane) Phase I | | \$ 0.4 | 0.4 | - | - | - | - | - | - | - | - | - |
| Measure R | | | | | | | | | | | | |
| Agency Wide - Administration | | \$ 151.8 | 26.2 | 13.1 | 11.7 | 9.1 | 9.7 | 15.2 | 15.8 | 16.4 | 17.0 | 17.7 |
| Agency Wide - Capital | | \$ 61.1 | 14.1 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 10.0 | 10.0 | 15.0 |
| Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | | \$ 6.1 | - | - | - | - | 6.1 | - | - | - | - | - |
| Alameda Corridor East | | \$ 178.3 | 15.3 | 39.4 | 40.2 | 30.1 | 30.0 | 23.3 | - | - | - | - |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | |
|---|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Brighton to Roxford Double Track | \$ 10.4 | 5.3 | 5.1 | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Bus Fleet Replacement | \$ 0.1 | 0.1 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Municipal and Non-Metro Operators | \$ 13.0 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 | - | 2.6 |
| Bus Operations - Metro Operations | \$ 1,451.0 | 113.2 | 127.4 | 132.5 | 137.4 | 142.4 | 147.8 | 153.5 | 159.5 | 165.4 | 171.8 |
| Business Interruption Fund Program | \$ 19.9 | 4.0 | 5.9 | 5.0 | 5.0 | - | - | - | - | - | - |
| Crenshaw/LAX Transit Corridor | \$ (21.0) | - | 9.0 | - | (15.0) | - | (3.0) | (3.0) | (3.0) | (3.0) | (3.0) |
| Division 20 | \$ 60.3 | 60.3 | - | - | - | - | - | - | - | - | - |
| DSRF Deposit | \$ 94.4 | 23.1 | 40.9 | 30.4 | - | - | - | - | - | - | - |
| East SF Valley Transit Corridor Project - SF | \$ 58.5 | 10.5 | 48.0 | - | - | - | - | - | - | - | - |
| Eastside Light Rail Access (pedestrian) | \$ 14.7 | 10.1 | 2.3 | 2.3 | - | - | - | - | - | - | - |
| Existing Debt Service | \$ 816.5 | 81.6 | 81.6 | 81.6 | 81.6 | 81.6 | 81.6 | 81.6 | 81.6 | 81.6 | 81.7 |
| Gold Line Foothill Extension to Claremont (2B) - SG | \$ 65.2 | - | 35.2 | 9.9 | 1.8 | 1.8 | 9.5 | 7.0 | - | - | - |
| Green Line Extension to Crenshaw Blvd in Torrance - SB | \$ 57.1 | - | - | - | - | - | - | - | - | - | 57.1 |
| Heavy Rail Vehicles | \$ 85.0 | - | 5.0 | 10.0 | 10.0 | 10.0 | - | - | - | 25.0 | 25.0 |
| High Desert Multi-Purpose Corridor (HDMC) - NC | \$ 1.2 | 1.2 | - | - | - | - | - | - | - | - | - |
| Highway Operational Improvements in Arroyo Verdugo Subregion | \$ 84.1 | 13.9 | 7.3 | 8.0 | 6.5 | 8.3 | 7.0 | 7.0 | 8.5 | 8.5 | 9.0 |
| Highway Operational Improvements in Las Virgenes-Malibu Subregion | \$ 75.3 | 13.8 | 9.6 | 8.5 | 8.5 | 7.2 | 8.0 | 7.0 | 8.2 | 4.7 | - |
| I-5 - SR-14 Capacity Enhancement | \$ 3.0 | 3.0 | - | - | - | - | - | - | - | - | - |
| I-5 - SR-14 Capacity Enhancement Subregional Repayment | \$ 82.1 | 2.6 | 12.4 | 11.7 | 9.7 | 11.8 | 10.0 | 2.5 | 8.6 | 6.9 | 6.0 |
| I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC | \$ 14.7 | - | - | - | - | - | - | - | - | - | 14.7 |
| I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB | \$ 32.5 | 24.3 | 8.1 | - | - | - | - | - | - | - | - |
| I-5 North Carpool Lanes - SR-170 to SR-118 | \$ 2.8 | 2.8 | - | - | - | - | - | - | - | - | - |
| I-5 North from SR-134-SR-170 Enhancements | \$ 8.8 | 5.0 | 3.8 | - | - | - | - | - | - | - | - |
| I-5 South Carmenita Rd. Interchange | \$ 5.7 | 1.3 | 4.4 | - | - | - | - | - | - | - | - |
| I-5 South Carpool and Mixed Flow Lanes I-605 to OCL | \$ 41.4 | - | 14.8 | 16.2 | 10.4 | - | - | - | - | - | - |
| I-605 Corridor 'Hot Spot' Interchange Improvements | \$ 546.8 | 27.8 | 37.7 | 56.9 | 49.2 | 43.2 | 76.1 | 107.7 | 107.1 | 41.2 | - |
| I-710 South Corridor Project (Ph 1) - GC | \$ 206.8 | 18.7 | 21.1 | - | - | - | 37.0 | - | 33.7 | 45.6 | 50.8 |
| Link Union Station (formerly SCRIP) | \$ 25.7 | 25.7 | - | - | - | - | - | - | - | - | - |
| Metrolink - Capital Projects | \$ 284.4 | 18.3 | 20.7 | 26.9 | 27.8 | 28.9 | 30.0 | 31.1 | 32.3 | 33.5 | 34.8 |
| Municipal Operators Expansion | \$ 514.1 | 44.0 | 44.8 | 46.5 | 48.3 | 50.0 | 51.9 | 53.9 | 56.0 | 58.1 | 60.4 |
| Proposed Debt Service | \$ 456.5 | - | - | 22.9 | 43.5 | 56.5 | 60.9 | 68.1 | 68.2 | 68.2 | 68.2 |
| Rail Operations | \$ 520.0 | 68.1 | 43.0 | 44.8 | 46.4 | 48.1 | 49.9 | 51.9 | 53.9 | 55.9 | 58.0 |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Rail System Improvements, Yards, Cars - Future | \$ 11.7 | 0.2 | - | - | - | - | - | 2.7 | 2.6 | 2.7 | 3.5 |
| Red-Purple Line System Improvements | \$ 42.3 | - | - | - | - | - | 32.8 | 3.3 | 4.2 | 1.0 | 1.0 |
| Regional Connector | \$ 42.7 | 18.7 | 17.3 | 6.6 | - | - | - | - | - | - | - |
| Regional Connector Concurrent non-FFGA Activities | \$ 2.5 | - | 2.5 | - | - | - | - | - | - | - | - |
| Retrofit Soundwalls Phase 1 | \$ 159.1 | 37.3 | 49.7 | 37.3 | - | - | 17.6 | 17.3 | - | - | - |
| Rosecrans-Marquardt grade separation | \$ 17.9 | 17.9 | - | - | - | - | - | - | - | - | - |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 23.6 | 4.3 | 4.3 | 5.0 | 5.0 | 5.0 | - | - | - | - | - |
| South Bay Ramp and Interchange | \$ 246.5 | 21.1 | 22.8 | 29.1 | 30.0 | 27.4 | 0.0 | 21.2 | 25.1 | 26.7 | 43.0 |
| SR-138 Capacity Enhancements | \$ 157.9 | 50.5 | 30.9 | 19.7 | 15.0 | 13.1 | - | 28.6 | - | - | - |
| SR-710 North | \$ 210.3 | 5.8 | 7.5 | 14.7 | 22.0 | 12.5 | 14.5 | 77.2 | 34.1 | 10.0 | 12.0 |
| TIFIA Debt Service Existing | \$ 1,132.6 | 0.1 | 116.6 | 105.9 | 114.6 | 114.7 | 114.7 | 122.1 | 134.9 | 147.8 | 161.3 |
| West Santa Ana Transit Corridor LRT FY28 | \$ 341.5 | 0.5 | - | - | - | - | 1.3 | - | - | 171.1 | 168.6 |
| Westside Purple Line Extension Section 1 | \$ 622.1 | 212.3 | 194.2 | 17.5 | 275.9 | 90.9 | 23.5 | (107.2) | (85.0) | - | - |
| Westside Purple Line Extension Section 2 | \$ 701.6 | 269.6 | 210.4 | 145.8 | 145.9 | 103.9 | 23.2 | 4.3 | (1.8) | (100.0) | (99.7) |
| Westside Purple Line Extension Section 3 - W | \$ 763.6 | - | 153.4 | 109.1 | - | - | 169.3 | 199.8 | 117.2 | 14.8 | - |
| Measure M | | | | | | | | | | | |
| Agency Wide - Administration | \$ 248.8 | 20.8 | 21.7 | 22.6 | 23.4 | 24.3 | 25.2 | 26.2 | 27.2 | 28.2 | 29.3 |
| Active Transportation 1st-Last Mile Connections Prog. | \$ 54.4 | 4.4 | 4.5 | 4.6 | 4.7 | 4.8 | 4.2 | 4.3 | 4.4 | 4.5 | 13.9 |
| Active Transportation Program | \$ 39.8 | 3.2 | 3.3 | 3.4 | 3.4 | 3.5 | 3.1 | 3.1 | 3.2 | 3.3 | 10.2 |
| Active Transportation Program (Including Greenway Proj.) | \$ 34.8 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 | 2.7 | 2.7 | 2.8 | 2.9 | 8.9 |
| Active Transportation, 1st-Last Mile, & Mobility Hubs | \$ 32.4 | 2.6 | 2.7 | 2.7 | 2.8 | 2.9 | 2.5 | 2.6 | 2.6 | 2.7 | 8.3 |
| Active Transportation, Transit, and Tech. Program | \$ 26.7 | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 | 2.5 | 2.5 | 2.6 | 2.7 | 2.7 |
| Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | \$ 277.3 | 46.2 | - | - | - | 159.3 | 71.8 | - | - | - | - |
| BRT Connector Orange-Red Line to Gold Line - AV/SF | \$ 266.1 | 2.0 | - | - | - | 4.9 | 67.5 | 127.1 | 64.6 | - | - |
| Bus Operations - ADA-Paratransit | \$ 204.7 | 24.0 | 17.2 | 17.9 | 18.6 | 19.2 | 20.0 | 20.7 | 21.6 | 22.4 | 23.2 |
| Bus Operations - Metro Operations | \$ 1,456.2 | 114.3 | 127.8 | 132.9 | 137.8 | 142.9 | 148.3 | 154.0 | 160.0 | 166.0 | 172.3 |
| Bus System Improvement Program | \$ 8.3 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.6 | 0.7 | 0.7 | 0.7 | 2.1 |
| Complete LA River Bikepath - SF | \$ 60.0 | - | - | - | - | 10.7 | 27.8 | 21.5 | - | - | - |
| Countywide BRT Projects Ph 1 (All Subregions) | \$ 53.1 | - | 17.2 | 17.7 | 18.2 | - | - | - | - | - | - |
| Crenshaw-LAX Track Enhancement Project - SC | \$ 49.6 | - | - | - | 11.8 | 18.6 | 19.2 | - | - | - | - |
| Crenshaw Northern Extension - CC/W | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Division 20 | \$ 16.5 | 2.9 | 13.7 | - | - | - | - | - | - | - | - |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| East SF Valley Transit Corridor Project - SF | \$ 810.5 | - | 9.7 | 67.4 | 46.5 | - | 119.0 | 233.5 | 277.9 | 56.6 | - |
| First-Last Mile and Complete Streets | \$ 29.8 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.3 | 2.4 | 2.4 | 2.5 | 7.6 |
| Gold Line Foothill Extension to Claremont (2B) - SG | \$ 994.6 | 37.5 | 130.5 | 185.1 | 153.0 | 128.0 | 103.4 | 121.3 | 52.8 | 51.8 | 31.2 |
| Green Line Extension to Crenshaw Blvd in Torrance - SB | \$ 230.4 | - | - | 0.6 | 2.0 | 2.1 | 4.0 | 7.3 | 4.9 | 66.6 | 143.0 |
| High Desert Multi-Purpose Corridor (HDMC) - NC | \$ 170.0 | - | 6.0 | 20.0 | 58.5 | 58.5 | 22.0 | 5.0 | - | - | - |
| Highway Demand Based Prog. (HOV Ext. & Connect.) | \$ 34.8 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 | 2.7 | 2.7 | 2.8 | 2.9 | 8.9 |
| Highway Efficiency Program | \$ 110.8 | 10.9 | 11.1 | 11.3 | 11.6 | 11.8 | 10.3 | 10.5 | 10.8 | 11.1 | 11.4 |
| I-105 Express Lane from I-405 to I-605 - SC | \$ 212.7 | 0.4 | 8.3 | 20.3 | 19.7 | - | - | - | - | 164.0 | - |
| I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC | \$ 211.9 | 21.7 | 2.5 | 58.8 | 114.3 | 14.5 | - | - | - | - | - |
| I-5 South Corridor Improvements - I-605 to I-710 - GC | \$ 17.5 | 6.0 | 7.5 | 2.8 | 1.2 | - | - | - | - | - | - |
| I-605 Corridor 'Hot Spot' Interchange Improvements | \$ 149.6 | - | - | - | 1.9 | - | - | - | 9.6 | 66.3 | 71.8 |
| I-710 South Corridor Project (Ph 1) - GC | \$ 230.3 | - | - | 34.0 | 32.0 | 39.9 | 23.2 | 23.9 | 24.6 | 25.3 | 27.5 |
| LA River Waterway & System Bikepath - CC | \$ 365.1 | 3.3 | 11.0 | 13.0 | 15.0 | 13.0 | 70.5 | 97.3 | 76.4 | 65.5 | - |
| Metro Active Transport, Transit 1st-Last Mile Program | \$ 106.6 | - | 5.9 | 6.4 | 6.5 | 11.8 | 11.7 | 10.2 | 10.4 | 10.7 | 33.1 |
| Metro Bicycle & Pedestrian Programs | \$ 11.9 | 4.8 | 2.3 | 2.4 | 2.5 | - | - | - | - | - | - |
| Metro Bike Share | \$ 20.1 | 8.0 | 4.0 | 4.0 | 4.0 | - | - | - | - | - | - |
| Metrolink - Operations | \$ 8.3 | 8.3 | - | - | - | - | - | - | - | - | - |
| Modal Connectivity and Complete Streets Projects | \$ 30.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.3 | 2.4 | 2.5 | 2.5 | 7.8 |
| Municipal Operators Expansion | \$ 508.7 | 42.8 | 44.4 | 46.1 | 47.8 | 49.6 | 51.5 | 53.5 | 55.5 | 57.6 | 59.8 |
| North San Fernando Valley Bus Rapid Transit Improvements | \$ 179.1 | 2.1 | 2.7 | 3.0 | 17.1 | 51.4 | 68.5 | 34.2 | - | - | - |
| Orange Line BRT Improvements - SF | \$ 227.7 | 13.9 | 3.6 | 17.9 | 18.1 | 20.3 | 106.8 | 47.1 | - | - | - |
| Proposed Debt Service | \$ 839.6 | - | - | 17.5 | 36.6 | 57.2 | 79.7 | 108.0 | 148.6 | 184.1 | 207.9 |
| Rail Operations | \$ 506.6 | 54.6 | 43.0 | 44.8 | 46.4 | 48.1 | 49.9 | 51.9 | 53.9 | 55.9 | 58.0 |
| Rail System Improvements, Yards, Cars - Future | \$ 10.5 | 10.5 | - | - | - | - | - | - | - | - | - |
| Regional Rail Projects (Measure M 1%) | \$ 90.4 | - | 8.6 | 9.0 | 9.3 | 9.6 | 10.0 | 10.4 | 10.8 | 11.2 | 11.6 |
| Sepulveda Pass Transit Corridor (Ph 1) - SF/W | \$ 260.0 | - | - | - | - | - | 100.5 | 103.5 | 56.0 | - | - |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 257.9 | - | - | - | - | - | - | 63.7 | 123.8 | 53.8 | 16.6 |
| SGR-Heavy and Light Rail Needs (TAM Database) | \$ 107.8 | - | - | - | - | - | 20.0 | 20.7 | 21.6 | 22.4 | 23.2 |
| SGR-Heavy Rail Vehicle Midlife | \$ 8.7 | - | - | 5.0 | 3.7 | - | - | - | - | - | - |
| SGR-Light Rail Vehicle Midlife | \$ 52.7 | 2.2 | 3.6 | 12.9 | 14.8 | 19.2 | - | - | - | - | - |
| SGR-Rail Facilities | \$ 1.0 | 1.0 | - | - | - | - | - | - | - | - | - |
| South Bay Highway Operational Improvements | \$ 81.1 | - | 8.3 | 8.4 | 8.4 | 7.7 | 6.8 | 6.9 | 7.1 | 7.2 | 20.3 |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| SR-57 - SR-60 Interchange Improvements - SG | \$ 132.4 | 12.4 | - | - | - | - | - | 30.0 | 30.0 | 30.0 | 30.0 |
| SR-71 Gap-I-10 to Rio Rancho Rd. - SG | \$ 173.9 | - | 0.5 | - | 31.9 | 39.8 | 77.4 | 24.3 | - | - | - |
| Street Car and Circulator Projects | \$ 35.0 | 1.8 | 5.4 | 9.3 | 15.3 | 3.3 | - | - | - | - | - |
| Transit Program | \$ 13.3 | 1.1 | 1.1 | 1.1 | 1.1 | 1.2 | 1.0 | 1.0 | 1.1 | 1.1 | 3.4 |
| Transit Projects | \$ 38.7 | 3.2 | 3.2 | 3.3 | 3.4 | 3.4 | 3.0 | 3.1 | 3.1 | 3.2 | 9.9 |
| Transportation System and Mobility Improve. Program | \$ 52.7 | 4.3 | 4.4 | 4.5 | 4.6 | 4.7 | 4.1 | 4.2 | 4.3 | 4.4 | 13.5 |
| Transportation System and Mobility Improve. Program(a) | \$ 244.5 | 24.0 | 24.5 | 25.0 | 25.5 | 26.1 | 22.7 | 23.3 | 23.8 | 24.4 | 25.1 |
| Vermont Transit Corridor - CC | \$ 24.2 | 1.0 | 8.9 | 7.9 | 3.4 | 3.0 | - | - | - | - | - |
| Visionary Project Seed Funding | \$ 6.0 | 1.5 | - | - | 1.5 | - | - | 1.5 | - | - | 1.5 |
| West Santa Ana Transit Corridor LRT FY28 | \$ 535.0 | 10.6 | 24.5 | 25.1 | 40.7 | 62.9 | 6.7 | 29.0 | 129.1 | 182.9 | 23.4 |
| Westside Purple Line Extension Section 3 - W | \$ 985.4 | 114.3 | 410.9 | 258.2 | 103.8 | 8.1 | - | 7.3 | 82.7 | - | - |
| Transportation Development Act (TDA) | | | | | | | | | | | |
| Agency Wide - Administration | \$ 126.6 | 14.1 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 | 12.5 |
| Agency Wide - Capital | \$ 32.6 | 32.6 | - | - | - | - | - | - | - | - | - |
| Blue Line Track and System Refurbishment | \$ - | - | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Bus Fleet Replacement | \$ 16.2 | 16.2 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro El Monte Transit Center Improvements | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | \$ 89.3 | 31.0 | 10.1 | 21.2 | 9.3 | - | - | 17.8 | - | - | - |
| Bus Capital - Municipal and Non-Metro Operators | \$ 254.7 | 22.7 | 23.1 | 23.5 | 24.1 | 24.8 | 25.8 | 26.8 | 27.4 | 28.0 | 28.6 |
| Bus Operations - Metro Operations | \$ 2,963.4 | 205.2 | 280.0 | 276.7 | 296.3 | 303.9 | 241.1 | 314.2 | 352.4 | 347.5 | 346.2 |
| Division 20 | \$ 2.4 | - | - | - | - | - | 2.4 | - | - | - | - |
| Green Line Train Control Track Circuits | \$ 28.8 | 4.3 | 8.2 | 8.3 | 5.3 | 2.6 | - | - | - | - | - |
| Metro Bike Share | \$ 0.6 | 0.6 | - | - | - | - | - | - | - | - | - |
| Municipal and Non-Metro Operators | \$ 511.5 | 39.2 | 41.6 | 44.2 | 46.6 | 49.1 | 51.7 | 54.7 | 58.0 | 61.4 | 65.0 |
| Municipal Operators Expansion | \$ 400.7 | 35.8 | 36.9 | 38.0 | 39.0 | 39.9 | 40.6 | 41.3 | 42.2 | 43.1 | 44.0 |
| Rail System Improvements, Yards, Cars - Future | \$ 13.6 | 1.7 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 4.4 | - | - | - |
| Rapid Bus Phase II Subsidy Projects | \$ 0.0 | 0.0 | - | - | - | - | - | - | - | - | - |
| Red-Purple Line System Improvements | \$ - | - | - | - | - | - | - | - | - | - | - |
| SGR-Heavy Rail Vehicle Midlife | \$ 13.0 | 3.5 | 4.6 | - | 5.0 | - | - | - | - | - | - |
| SGR-Light Rail Vehicle Midlife | \$ 211.9 | 6.3 | 25.6 | 30.2 | 7.4 | 20.4 | 56.1 | 36.6 | 22.0 | 7.5 | - |
| SGR-Rail Facilities | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Wayfinding Signage Grant Program | \$ 0.0 | 0.0 | - | - | - | - | - | - | - | - | - |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | |
| Wilshire BRT (Bus Only Lane) Phase I | \$ 0.0 | 0.0 | - | - | - | - | - | - | - | - | - | |
| State Transit Assistance (STA) | | | | | | | | | | | | |
| Bus Operations - Metro Operations | \$ 787.9 | 58.4 | 73.4 | 75.7 | 78.3 | 79.6 | 81.2 | 83.2 | 85.0 | 86.7 | 86.5 | |
| Municipal and Non-Metro Operators | \$ 277.4 | 24.6 | 25.0 | 26.3 | 27.2 | 27.6 | 28.2 | 28.9 | 29.5 | 30.1 | 30.0 | |
| Rail Operations | \$ 775.3 | 23.8 | 72.8 | 77.6 | 80.7 | 82.1 | 84.0 | 86.2 | 88.2 | 90.1 | 89.7 | |
| Fare Gates (210090) | \$ 3.2 | 3.2 | - | - | - | - | - | - | - | - | - | |
| SGR-Rail Facilities | \$ 10.4 | 10.4 | - | - | - | - | - | - | - | - | - | |
| Passenger Fares | | | | | | | | | | | | |
| Bus Operations - Metro Operations | \$ 2,675.4 | 216.9 | 225.4 | 237.7 | 251.0 | 264.1 | 277.8 | 283.4 | 297.4 | 303.3 | 318.5 | |
| Rail Operations | \$ 1,297.8 | 85.7 | 95.3 | 103.1 | 110.3 | 113.3 | 135.3 | 141.7 | 154.2 | 171.1 | 187.7 | |
| ExpressLanes Tolls | | | | | | | | | | | | |
| Bus Operations - Metro Operations | \$ 126.8 | 14.4 | 12.0 | 12.1 | 12.2 | 12.4 | 12.5 | 12.6 | 12.7 | 12.9 | 13.0 | |
| Municipal and Non-Metro Operators | \$ 77.4 | 7.4 | 7.5 | 7.5 | 7.6 | 7.7 | 7.8 | 7.9 | 7.9 | 8.0 | 8.1 | |
| ExpressLanes Toll Collection Costs | \$ 469.0 | 52.2 | 44.5 | 44.9 | 45.4 | 45.8 | 46.3 | 46.8 | 47.2 | 47.7 | 48.2 | |
| ExpressLanes Improvements in Eligible Corridors | \$ 15.9 | 15.9 | - | - | - | - | - | - | - | - | - | |
| I-105 Express Lane from I-405 to I-605 - SC | \$ - | - | - | - | - | 94.7 | 6.8 | 2.2 | - | (103.8) | - | |
| Advertising | | | | | | | | | | | | |
| Bus Operations - Metro Operations | \$ 262.0 | 23.3 | 23.5 | 23.5 | 23.5 | 23.5 | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | |
| Rail Operations | \$ 42.0 | 1.4 | 2.0 | 3.0 | 3.6 | 5.2 | 5.2 | 5.3 | 5.3 | 5.4 | 5.5 | |
| Other Revenue | | | | | | | | | | | | |
| 2013 Call for Projects | \$ 6.7 | - | - | - | - | - | 6.7 | - | - | - | - | |
| 2015 Call for Projects | \$ 8.6 | 1.5 | - | - | - | - | 6.3 | 0.9 | - | - | - | |
| Agency Wide - Administration | \$ 276.3 | 50.8 | 23.4 | 16.4 | 26.0 | 25.8 | 25.7 | 26.3 | 26.8 | 27.3 | 27.8 | |
| Agency Wide - Capital | \$ 55.1 | 3.0 | 6.2 | 5.7 | 5.7 | 5.7 | 5.7 | 5.7 | 5.7 | 5.7 | 5.7 | |
| Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | \$ 17.2 | - | - | - | 17.2 | - | - | - | - | - | - | |
| Bus Capital - Metro SGR Buses and Bus Facilities | \$ 1.5 | 1.5 | - | - | - | - | - | - | - | - | - | |
| Bus Operations - Metro Operations | \$ 23.6 | 23.6 | - | - | - | - | - | - | - | - | - | |
| Call Box Programs | \$ 1.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | |
| Call for Projects Fund Swap Reserve | \$ 11.9 | - | - | - | - | - | 11.9 | - | - | - | - | |
| Crenshaw/LAX Transit Corridor | \$ 134.0 | 55.2 | 23.8 | 20.0 | 20.0 | - | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| East SF Valley Transit Corridor Project - SF | \$ 39.3 | 1.7 | 0.2 | - | (0.6) | - | 38.1 | - | - | - | - | |
| Exposition LRT - Phase II | \$ 2.0 | 2.0 | - | - | - | - | - | - | - | - | - | |

| Table 5 Funding by Project - Local Revenue ⁽¹⁾ | | | | | | | | | | | |
|--|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Freeway Service Patrol | \$ 5.0 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Revenue Delta | \$ 4.2 | - | - | - | - | - | - | 4.2 | - | - | - |
| Gold Line Eastside Extension (One Alignment) - GC/SG | \$ 6.9 | 6.9 | - | - | - | - | - | - | - | - | - |
| Gold Line Foothill Extension to Claremont (2B) - SG | \$ 42.2 | - | 12.2 | 3.0 | 9.2 | 6.1 | 3.1 | 1.5 | 7.1 | - | - |
| Green Line Extension to Crenshaw Blvd in Torrance - SB | \$ 37.2 | 0.7 | 1.2 | 0.3 | - | - | - | - | - | - | 35.0 |
| LA Union Station Forecourt & Esplanade Improvements | \$ 2.2 | 1.5 | 0.8 | - | - | - | - | - | - | - | - |
| Metro Bicycle & Pedestrian Programs | \$ 0.8 | 0.8 | - | - | - | - | - | - | - | - | - |
| Metro Bike Share | \$ 103.9 | 14.0 | 9.0 | 9.3 | 9.5 | 9.8 | 10.0 | 10.2 | 10.4 | 10.7 | 10.9 |
| Orange Line BRT Improvements - SF | \$ 8.9 | - | - | - | - | 8.9 | - | - | - | - | - |
| Rail Operations | \$ 119.9 | 4.8 | 14.1 | 14.1 | 12.4 | 12.4 | 12.4 | 12.4 | 12.4 | 12.4 | 12.4 |
| Rail System Improvements, Yards, Cars - Future | \$ 2.0 | 2.0 | - | - | - | - | - | - | - | - | - |
| Red-Purple Line System Improvements | \$ 45.2 | - | - | - | - | 45.2 | - | - | - | - | - |
| Regional Connector | \$ 232.2 | 53.5 | 76.9 | 89.7 | 11.0 | 1.1 | - | - | - | - | - |
| Regional Connector Concurrent non-FFGA Activities | \$ 14.6 | 10.9 | 3.1 | 0.6 | - | - | - | - | - | - | - |
| Rosecrans-Marquardt grade separation | \$ 7.0 | - | - | - | 4.4 | 2.6 | - | - | - | - | - |
| Sepulveda Pass Transit Corridor (Ph 1) - SF/W | \$ 50.5 | - | - | - | - | - | - | - | 50.5 | - | - |
| STPL Program | \$ 6.0 | 6.0 | - | - | - | - | - | - | - | - | - |
| Transit Oriented Development Planning Grants | \$ 3.5 | 0.4 | 3.1 | - | - | - | - | - | - | - | - |
| Vermont Transit Corridor - CC | \$ 17.4 | - | - | - | - | - | - | - | 17.4 | - | - |
| West Santa Ana Transit Corridor LRT FY28 | \$ 37.8 | - | - | - | - | - | - | 37.8 | - | - | - |
| Westside Purple Line Extension Section 1 | \$ 35.9 | 1.3 | - | - | (19.7) | 28.3 | 8.9 | 17.2 | - | - | - |
| Westside Purple Line Extension Section 3 - W | \$ 96.4 | - | - | - | - | - | 96.4 | - | - | - | - |
| TOTAL FUNDING - LOCAL REVENUE | \$ 53,717.8 | \$ 4,970.1 | \$ 5,672.4 | \$ 5,134.4 | \$ 5,042.9 | \$ 4,969.7 | \$ 5,576.1 | \$ 5,673.5 | \$ 5,639.4 | \$ 5,614.9 | \$ 5,424.4 |

Notes:

1. Includes expenditures funded from debt payable and interest earnings from the local revenue source.
2. Includes 1% pass-through for Local Return funding.

| Table 6 Grant Receipts by Project - State Revenue | | | | | | | | | | | | |
|--|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| <u>Air Quality Vehicle Registration Fee (AB 2766) (MSRC)</u> | | | | | | | | | | | | |
| Bus Capital - Metro Bus Fleet Replacement | | \$ 5.5 | - | - | 1.5 | - | - | - | 2.0 | - | 2.0 | - |
| <u>Environmental Enhancement and Mitigation (Revenue)</u> | | | | | | | | | | | | |
| Environmental Enhancement & Mitigation Projects | | \$ 7.6 | 1.3 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| <u>Interregional Improvement Program Funds (IIP)</u> | | | | | | | | | | | | |
| Metrolink - Capital Projects | | \$ 60.8 | - | - | 60.8 | - | - | - | - | - | - | - |
| I-10 Carpool Lane - Puente to Citrus | | \$ 2.3 | 2.3 | - | - | - | - | - | - | - | - | - |
| Rosecrans-Marquardt grade separation | | \$ 7.0 | - | 7.0 | - | - | - | - | - | - | - | - |
| <u>Low Carbon Transit Operations Program (LCTOP)</u> | | | | | | | | | | | | |
| Metrolink - Operations | | \$ 21.0 | 3.5 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |
| Municipal and Non-Metro Operators | | \$ 7.5 | 1.1 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| Rail Operations | | \$ 129.7 | 24.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 | 11.7 |
| <u>Other State Revenue</u> | | | | | | | | | | | | |
| Agency Wide - Capital | | \$ 0.1 | 0.1 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Bus Fleet Replacement | | \$ 38.4 | - | 38.4 | - | - | - | - | - | - | - | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Rosecrans-Marquardt grade separation | | \$ 81.2 | 12.2 | 9.7 | 37.0 | 19.6 | 2.8 | - | - | - | - | - |
| I-5 South Carmenita Rd. Interchange | | \$ 0.9 | - | 0.9 | - | - | - | - | - | - | - | - |
| Safe Routes to Schools (400233) | | \$ - | - | - | - | - | - | - | - | - | - | - |
| <u>Prop 1B - Transit System Safety and Security</u> | | | | | | | | | | | | |
| Agency Wide - Capital | | \$ 37.7 | 9.6 | 28.1 | - | - | - | - | - | - | - | - |
| <u>Regional Improvement Program Funds (RIP)</u> | | | | | | | | | | | | |
| AB3090 Rail Reimbursements | | \$ 27.5 | 17.2 | 10.3 | - | - | - | - | - | - | - | - |
| Agency Wide - Administration | | \$ 49.1 | 9.8 | 2.3 | 4.0 | 4.0 | 4.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Bus Capital - Metro Bus Fleet Replacement | | \$ 222.0 | - | - | 17.5 | 12.7 | 17.1 | - | 27.9 | 46.7 | 50.0 | 50.0 |
| Crenshaw/LAX Transit Corridor | | \$ 17.2 | 17.2 | - | - | - | - | - | - | - | - | - |
| East SF Valley Transit Corridor Project - SF | | \$ 202.1 | - | - | 34.6 | 32.7 | 134.8 | - | - | - | - | - |
| Revenue Delta | | \$ - | - | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension (One Alignment) - GC/SG | | \$ 86.1 | - | - | - | - | - | - | - | - | 36.1 | 50.0 |
| I-10 Carpool Lanes-Citrus to SR-57 | | \$ 8.1 | 8.1 | - | - | - | - | - | - | - | - | - |
| I-5 and I-405 Carpool Lane Connector | | \$ 78.4 | - | - | - | - | - | - | - | 39.2 | 24.0 | 15.2 |
| I-5 South Carmenita Rd. Interchange | | \$ 40.1 | - | 4.7 | - | - | - | - | 35.4 | - | - | - |

| Table 6 Grant Receipts by Project - State Revenue | | | | | | | | | | | | |
|--|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| I-5 South Carpool and Mixed Flow Lanes I-605 to OCL | | \$ 25.1 | 18.3 | 6.8 | - | - | - | - | - | - | - | - |
| I-605 Corridor 'Hot Spot' Interchange Improvements | | \$ 22.0 | 1.0 | 0.9 | 12.4 | 7.7 | - | - | - | - | - | - |
| I-710 South Corridor Project (Ph 1) - GC | | \$ 14.0 | - | 14.0 | - | - | - | - | - | - | - | - |
| Light Rail Vehicles | | \$ 59.0 | - | 31.2 | 27.8 | - | - | - | - | - | - | - |
| Regional Connector | | \$ 14.4 | 14.4 | - | - | - | - | - | - | - | - | - |
| South Bay Highway Operational Improvements | | \$ 3.2 | - | - | - | - | - | 1.2 | 2.0 | - | - | - |
| South Bay Ramp and Interchange | | \$ 49.1 | - | - | - | - | 12.0 | 31.6 | 5.5 | - | - | - |
| SR-138 Capacity Enhancements | | \$ 42.6 | - | - | - | - | - | 17.7 | 24.9 | - | - | - |
| SR-138 Widening (remaining 7 segments) | | \$ 111.0 | - | 21.0 | 4.0 | 19.0 | 67.0 | - | - | - | - | - |
| SR-71 Gap-I-10 to Rio Rancho Rd. - SG | | \$ 20.0 | - | - | - | - | 20.0 | - | - | - | - | - |
| SR-710 North | | \$ 1.8 | - | - | - | - | - | - | 1.8 | - | - | - |
| Vermont Transit Corridor - CC | | \$ 172.6 | - | - | - | - | - | - | - | 50.0 | 50.0 | 72.6 |
| Westside Purple Line Extension Section 3 - W | | \$ 31.8 | - | - | - | - | - | - | - | 31.8 | - | - |
| <u>SAFE-Service Authority for Freeway Emergencies Vehicle Registration Revenue</u> | | | | | | | | | | | | |
| Call Box Programs | | \$ 7.1 | 0.8 | 0.8 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| Traveler Info (#511) net of rev offset | | \$ 32.0 | 3.8 | 3.3 | 3.3 | 3.3 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Motorist Services Improvements | | \$ 18.2 | 1.5 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |
| SAFE Program Administration | | \$ 20.1 | 1.8 | 1.9 | 1.9 | 2.0 | 2.0 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 |
| <u>Active Transportation Program</u> | | | | | | | | | | | | |
| Complete LA River Bikepath - SF | | \$ 9.6 | - | - | - | - | 9.6 | - | - | - | - | - |
| LA River Waterway & System Bikepath - CC | | \$ 67.3 | - | - | - | - | - | 30.4 | 9.0 | 27.9 | - | - |
| Active Transportation Projs - Local Agencies | | \$ 480.3 | 48.0 | 52.3 | 48.8 | 58.3 | 48.7 | 28.0 | 49.3 | 30.4 | 58.3 | 58.3 |
| LA Union Station Forecourt & Esplanade Improvements | | \$ 17.6 | 2.0 | 6.0 | 9.6 | - | - | - | - | - | - | - |
| Rail to Rail/River Active Transportation Corridor | | \$ 8.3 | 8.3 | - | - | - | - | - | - | - | - | - |
| <u>SB1 - Freeway Service Patrol</u> | | | | | | | | | | | | |
| Freeway Service Patrol | | \$ 96.7 | 8.6 | 8.9 | 9.1 | 9.3 | 9.6 | 9.8 | 10.0 | 10.2 | 10.5 | 10.7 |
| <u>SB1 - Local Partnership Program</u> | | | | | | | | | | | | |
| Agency Wide - Capital | | \$ 65.0 | - | - | 15.0 | - | - | - | 20.0 | - | 30.0 | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | | \$ 184.8 | 12.5 | 10.1 | 49.0 | 37.0 | - | - | 46.0 | 22.3 | 8.0 | - |
| Division 20 | | \$ 101.7 | - | - | - | - | 37.5 | - | 21.3 | 42.9 | - | - |
| I-5 and I-405 Carpool Lane Connector | | \$ 88.3 | - | - | - | - | - | - | 45.6 | 1.0 | 11.2 | 30.4 |
| Orange Line BRT Improvements - SF | | \$ 75.0 | - | 10.0 | 10.0 | 25.0 | 30.0 | - | - | - | - | - |

| Table 6 Grant Receipts by Project - State Revenue | | | | | | | | | | | |
|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| West Santa Ana Transit Corridor LRT FY28 | \$ 23.9 | 12.4 | 11.6 | - | - | - | - | - | - | - | - |
| SB1 - Solutions for Congested Corridors Program | | | | | | | | | | | |
| Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | \$ 149.8 | - | - | 47.1 | 82.2 | 20.6 | - | - | - | - | - |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 225.0 | - | - | - | - | - | - | - | 125.0 | 50.0 | 50.0 |
| SB1 - Trade Corridors Program | | | | | | | | | | | |
| Alameda Corridor East | \$ 78.0 | 78.0 | - | - | - | - | - | - | - | - | - |
| I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC | \$ 247.0 | - | 33.9 | 116.2 | 63.0 | 33.9 | - | - | - | - | - |
| I-605 Corridor 'Hot Spot' Interchange Improvements | \$ 106.2 | 2.3 | 2.1 | 5.6 | 6.5 | 23.3 | 37.7 | 27.3 | 1.4 | - | - |
| I-710 South Corridor Project (Ph 1) - GC | \$ 184.7 | - | - | - | - | - | 26.4 | 65.8 | 36.0 | 32.5 | 23.9 |
| Rosecrans-Marquardt grade separation | \$ 9.0 | - | 9.0 | - | - | - | - | - | - | - | - |
| SR-57 - SR-60 Interchange Improvements - SG | \$ 22.0 | 4.8 | 17.2 | - | - | - | - | - | - | - | - |
| SR-71 Gap-I-10 to Rio Rancho Rd. - SG | \$ 44.0 | - | 5.1 | 36.2 | 2.7 | - | - | - | - | - | - |
| STA--State Transit Assistance TIF | | | | | | | | | | | |
| Bus Capital - Municipal and Non-Metro Operators | \$ 42.2 | 4.7 | 3.8 | 3.8 | 3.9 | 4.0 | 4.2 | 4.3 | 4.4 | 4.5 | 4.6 |
| Bus Operations - Metro Operations | \$ 166.7 | 69.0 | 10.4 | 10.5 | 10.6 | 10.8 | 10.9 | 11.0 | 11.1 | 11.2 | 11.3 |
| Rail Operations | \$ 222.1 | 75.5 | 14.3 | 14.6 | 15.1 | 15.5 | 16.4 | 16.9 | 17.5 | 17.9 | 18.3 |
| Traffic Congestion Relief Program Funds (TCRP) | | | | | | | | | | | |
| SR-71 Gap-I-10 to Rio Rancho Rd. - SG | \$ 0.7 | 0.7 | - | - | - | - | - | - | - | - | - |
| Transit and Intercity Rail Capital Program (TIRCP) | | | | | | | | | | | |
| Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | \$ 40.0 | - | 21.3 | 18.7 | - | - | - | - | - | - | - |
| BRT Connector Orange-Red Line to Gold Line - AV/SF | \$ 50.0 | - | - | - | - | 25.0 | 25.0 | - | - | - | - |
| Division 20 | \$ 68.0 | 18.7 | - | - | - | - | 29.0 | 20.2 | - | - | - |
| East SF Valley Transit Corridor Project - SF | \$ 205.0 | - | - | - | - | - | 51.3 | 51.3 | 51.3 | 51.3 | - |
| Gold Line Foothill Extension to Claremont (2B) - SG | \$ 249.2 | - | 36.2 | 36.1 | 54.2 | 54.2 | 36.1 | 18.1 | 9.0 | 5.4 | - |
| Green Line Extension to Crenshaw Blvd in Torrance - SB | \$ 231.3 | - | - | - | - | - | - | 5.0 | 65.6 | 120.7 | 40.0 |
| Red-Purple Line System Improvements | \$ 250.0 | - | - | - | - | - | 25.0 | 50.0 | 75.0 | 75.0 | 25.0 |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 150.0 | - | - | - | - | - | 75.0 | 75.0 | - | - | - |
| SGR-Blue Line Signal System Improvements | \$ 31.0 | - | 20.0 | 11.0 | - | - | - | - | - | - | - |
| Vermont Transit Corridor - CC | \$ 150.0 | - | - | - | 5.0 | - | - | 45.0 | 50.0 | 50.0 | - |
| West Santa Ana Transit Corridor LRT FY28 | \$ 300.0 | - | - | - | - | - | 100.0 | 100.0 | 100.0 | - | - |
| TOTAL GRANT RECEIPTS - STATE REVENUE | \$ 6,215.1 | \$ 494.6 | \$ 470.1 | \$ 663.7 | \$ 491.4 | \$ 603.0 | \$ 583.2 | \$ 818.3 | \$ 876.6 | \$ 726.2 | \$ 488.0 |

| Table 7 Grant Receipts by Project - Federal Revenue | | | | | | | | | | | | |
|--|------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------|
| (\$ in millions) | <i>Years</i> 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | |
| Capital Grant Receipt Revenue Bonds Westside Purple Line Extension Section 1 Westside Purple Line Extension Section 3 - W Congestion Mitigation & Air Quality Program (CMAQ) 2011 Call for Projects 2013 Call for Projects 2015 Call for Projects Agency Wide - Administration Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC Bus Capital - Metro Bus Fleet Replacement Division 20 East SF Valley Transit Corridor Project - SF Gold Line Eastside Extension (One Alignment) - GC/SG I-10 Carpool Lane - Puente to Citrus I-10 Carpool Lanes-Citrus to SR-57 I-105 Express Lane from I-405 to I-605 - SC I-5 North Carpool Lanes - SR-118 to SR-14 I-5 South Carpool and Mixed Flow Lanes I-605 to OCL Light Rail Vehicles Rail Operations Rapid Bus Phase II Subsidy Projects Regional Connector Revenue Delta SR-710 North Westside Purple Line Extension Section 2 Westside Purple Line Extension Section 3 - W FASTLANE/INFRA Grants I-105 Express Lane from I-405 to I-605 - SC I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC Homeland Security Grants Agency Wide - Capital Other Federal Funds | | | | | | | | | | | | |
| | \$ | 454.2 | 48.9 | 110.2 | 286.5 | 8.5 | - | - | - | - | - | - |
| | \$ | 535.4 | - | - | 144.5 | 224.4 | 166.6 | - | - | - | - | - |
| | | | | | | | | | | | | |
| | \$ | 1.3 | - | - | 1.3 | - | - | - | - | - | - | - |
| | \$ | 33.4 | - | 6.4 | 8.0 | 6.4 | 12.6 | - | - | - | - | - |
| | \$ | 47.1 | 9.7 | 13.7 | 15.2 | 8.6 | - | - | - | - | - | - |
| | \$ | 2.0 | 2.0 | - | - | - | - | - | - | - | - | - |
| | \$ | 14.0 | 0.5 | - | - | 13.4 | - | - | - | - | - | - |
| | \$ | 260.8 | - | - | 75.0 | 33.0 | 5.6 | - | 41.8 | 7.2 | 50.0 | 48.2 |
| | \$ | 9.9 | - | - | - | - | 1.2 | 8.7 | - | - | - | - |
| | \$ | 61.7 | - | - | - | - | - | - | 1.3 | 30.0 | 30.4 | - |
| | \$ | 13.0 | - | 7.6 | 5.5 | - | - | - | - | - | - | - |
| | \$ | 13.1 | 13.1 | - | - | - | - | - | - | - | - | - |
| | \$ | 70.9 | 70.9 | - | - | - | - | - | - | - | - | - |
| | \$ | 2.6 | 2.6 | - | - | - | - | - | - | - | - | - |
| | \$ | 3.8 | - | 3.8 | - | - | - | - | - | - | - | - |
| | \$ | 10.0 | 10.0 | - | - | - | - | - | - | - | - | - |
| | \$ | 21.7 | 21.7 | - | - | - | - | - | - | - | - | - |
| | \$ | 493.3 | 32.0 | 38.9 | 40.8 | - | - | 63.4 | 73.1 | 83.6 | 73.5 | 88.0 |
| | \$ | 0.9 | 0.9 | - | - | - | - | - | - | - | - | - |
| | \$ | 134.4 | 9.4 | 89.9 | 18.5 | 16.7 | - | - | - | - | - | - |
| | \$ | 80.0 | - | - | - | - | - | - | 20.0 | 20.0 | 20.0 | 20.0 |
| | \$ | 71.8 | - | 16.4 | 15.8 | 10.0 | 10.0 | 4.5 | 15.1 | - | - | - |
| | \$ | 135.3 | 10.0 | 78.0 | 44.0 | 3.3 | - | - | - | - | - | - |
| | \$ | 45.0 | - | - | - | - | - | - | - | 25.0 | 20.0 | - |
| | | | | | | | | | | | | |
| | \$ | 80.0 | - | - | - | - | - | 25.6 | 54.4 | - | - | - |
| | \$ | 47.0 | - | 12.0 | 18.7 | 16.3 | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| | \$ | 18.0 | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| | | | | | | | | | | | | |

| Table 7 Grant Receipts by Project - Federal Revenue | | | | | | | | | | | | |
|---|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Agency Wide - Administration | | \$ 6.4 | 6.4 | - | - | - | - | - | - | - | - | - |
| Link Union Station (formerly SCRIP) | | \$ 4.0 | 4.0 | - | - | - | - | - | - | - | - | - |
| Willowbrook-Rosa Parks Station | | \$ 2.4 | 2.4 | - | - | - | - | - | - | - | - | - |
| West Santa Ana Transit Corridor LRT FY28 | | \$ 1.3 | 1.3 | - | - | - | - | - | - | - | - | - |
| Wilshire BRT (Bus Only Lane) Phase I | | \$ 1.2 | 1.2 | - | - | - | - | - | - | - | - | - |
| Section 5307 Urbanized Formula | | | | | | | | | | | | |
| Agency Wide - Administration | | \$ 0.8 | 0.8 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Bus Fleet Replacement | | \$ 254.0 | 17.6 | - | 0.4 | 29.8 | 14.7 | - | 30.0 | 50.0 | 50.1 | 61.5 |
| Bus Capital - Municipal and Non-Metro Operators | | \$ 890.7 | 84.4 | 86.1 | 86.9 | 87.8 | 88.7 | 89.6 | 90.5 | 91.4 | 92.3 | 93.2 |
| Bus Operations - Metro Operations | | \$ 1,383.1 | 135.4 | 158.4 | 159.6 | 131.8 | 148.5 | 164.8 | 136.5 | 118.2 | 119.7 | 110.1 |
| Bus Capital - Metro Patsaouras Plaza Improvements | | \$ 1.2 | 1.2 | - | - | - | - | - | - | - | - | - |
| Section 5309 New Starts | | | | | | | | | | | | |
| Regional Connector | | \$ 314.9 | 100.0 | 100.0 | 100.0 | 14.9 | - | - | - | - | - | - |
| Westside Purple Line Extension Section 1 | | \$ 785.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 85.0 | - | - |
| Westside Purple Line Extension Section 2 | | \$ 999.7 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 99.7 |
| Westside Purple Line Extension Section 3 - W | | \$ 1,000.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Section 5309 Small Starts & Very Small Starts | | | | | | | | | | | | |
| Rapid Bus Phase II Subsidy Projects | | \$ 1.2 | 1.2 | - | - | - | - | - | - | - | - | - |
| Section 5337 State of Good Repair - Fixed Guideway | | | | | | | | | | | | |
| Rail Operations | | \$ 843.3 | 84.3 | 79.3 | 82.0 | 82.9 | 83.7 | 84.5 | 85.4 | 86.2 | 87.1 | 88.0 |
| SGR-Heavy Rail Vehicle Midlife | | \$ 35.5 | 14.0 | 21.5 | - | - | - | - | - | - | - | - |
| SGR-Light Rail Vehicle Midlife | | \$ 35.3 | 17.2 | 18.2 | - | - | - | - | - | - | - | - |
| Section 5339 Bus and Bus Facilities | | | | | | | | | | | | |
| Agency Wide - Administration | | \$ 2.3 | 2.3 | - | - | - | - | - | - | - | - | - |
| Agency Wide - Capital | | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Bus Fleet Replacement | | \$ 38.8 | 34.8 | 4.0 | - | - | - | - | - | - | - | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | | \$ 214.9 | 25.0 | 25.0 | 29.0 | 29.3 | - | 15.0 | 30.2 | 30.5 | 30.8 | - |
| Bus Capital - Metro SGR Needs (TAM Database) | | \$ 75.7 | - | - | - | - | 29.6 | 15.0 | - | - | - | 31.1 |
| Section 5340 Growing States - High Density Formula | | | | | | | | | | | | |
| Rail Operations | | \$ 87.4 | 8.3 | 8.4 | 8.5 | 8.6 | 8.7 | 8.8 | 8.9 | 9.0 | 9.1 | 9.1 |
| Surface Transportation Block Grant Program (STBGP) formerly RSTP | | | | | | | | | | | | |
| 2009 & Prior Call for Projects - RSTI Mode | | \$ 20.2 | 5.0 | 15.2 | - | - | - | - | - | - | - | - |

| Table 7 Grant Receipts by Project - Federal Revenue | | | | | | | | | | | | |
|--|--|--------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-----------------|-------------------|-------------------|-----------------|-----------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| 2011 Call for Projects | | \$ 12.6 | 5.9 | 3.9 | 2.8 | - | - | - | - | - | - | - |
| 2013 Call for Projects | | \$ 19.7 | 11.5 | 8.2 | - | 0.0 | - | - | - | - | - | - |
| Bus Operations - ADA-Paratransit | | \$ 748.0 | 66.0 | 68.7 | 70.5 | 72.3 | 74.1 | 75.9 | 77.6 | 79.3 | 81.0 | 82.7 |
| Crenshaw/LAX Locally Funded Activities Project | | \$ 60.8 | 60.8 | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension (One Alignment) - GC/SG | | \$ 11.2 | - | - | - | 11.2 | - | - | - | - | - | - |
| I-5 North Carpool Lanes - SR-118 to SR-14 | | \$ 20.5 | - | 20.5 | - | - | - | - | - | - | - | - |
| Red-Purple Line System Improvements | | \$ 10.0 | - | - | - | - | - | 10.0 | - | - | - | - |
| SR-138 Capacity Enhancements | | \$ 10.9 | - | 10.4 | 0.5 | - | - | - | - | - | - | - |
| SR-138 Widening (remaining 7 segments) | | \$ 19.8 | 19.8 | - | - | - | - | - | - | - | - | - |
| SR-57 - SR-60 Interchange Improvements - SG | | \$ 98.0 | - | 9.1 | 11.1 | - | - | 0.1 | 22.5 | 22.5 | 22.5 | 10.2 |
| SR-71 Gap-I-10 to Rio Rancho Rd. - SG | | \$ 50.4 | 25.0 | 6.2 | 8.8 | 10.4 | - | - | - | - | - | - |
| SR-710 North | | \$ 12.6 | - | - | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.6 | - | - |
| STPL Program | | \$ 317.0 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| Westside Purple Line Extension Section 3 - W | | \$ 88.9 | - | - | - | - | - | - | 23.7 | 28.7 | 36.5 | - |
| TIGER Grants | | | | | | | | | | | | |
| Rosecrans-Marquardt grade separation | | \$ 15.0 | - | - | 5.0 | 10.0 | - | - | - | - | - | - |
| Eastside Light Rail Access (pedestrian) | | \$ 3.9 | - | - | 3.9 | - | - | - | - | - | - | - |
| Rail to Rail/River Active Transportation Corridor | | \$ 15.0 | 5.0 | 5.0 | 5.0 | - | - | - | - | - | - | - |
| TOTAL GRANT RECEIPTS - FEDERAL REVENUE | | \$ 11,174.8 | \$ 1,304.6 | \$ 1,358.6 | \$ 1,583.4 | \$ 1,165.3 | \$ 979.6 | \$ 901.6 | \$ 1,046.5 | \$ 1,002.8 | \$ 956.7 | \$ 875.5 |

| | | | | | | | | | | | | |
|--|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--|
| Table 8 | | | | | | | | | | | | |
| Enterprise Fund | | | | | | | | | | | | |
| Bus & Rail Operations | | | | | | | | | | | | |
| | <i>Years</i> | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | |
| Resources and Expenses (\$ in millions) | 19-'28 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | |
| BUS OPERATIONS REVENUES | | | | | | | | | | | | |
| Federal Revenue | \$ 1,383.1 | \$ 135.4 | \$ 158.4 | \$ 159.6 | \$ 131.8 | \$ 148.5 | \$ 164.8 | \$ 136.5 | \$ 118.2 | \$ 119.7 | \$ 110.1 | |
| Local Revenue | \$ 11,887.5 | 962.6 | 1,021.3 | 1,080.1 | 1,179.4 | 1,190.9 | 1,202.5 | 1,256.8 | 1,300.9 | 1,326.7 | 1,366.2 | |
| State Revenue | \$ 954.6 | 127.3 | 83.8 | 86.3 | 89.0 | 90.3 | 92.1 | 94.2 | 96.0 | 97.9 | 97.8 | |
| Subtotal, Bus Operations Resources | \$ 14,225.2 | \$ 1,225.3 | \$ 1,263.5 | \$ 1,325.9 | \$ 1,400.2 | \$ 1,429.8 | \$ 1,459.4 | \$ 1,487.5 | \$ 1,515.1 | \$ 1,544.3 | \$ 1,574.1 | |
| RAIL OPERATIONS RESOURCES | | | | | | | | | | | | |
| Federal Revenue | \$ 1,424.0 | \$ 124.5 | \$ 126.6 | \$ 131.4 | \$ 91.5 | \$ 92.4 | \$ 156.7 | \$ 167.4 | \$ 178.8 | \$ 169.6 | \$ 185.2 | |
| Local Revenue | \$ 5,416.1 | 319.9 | 406.4 | 448.3 | 534.4 | 526.8 | 547.2 | 573.5 | 596.0 | 702.3 | 761.1 | |
| State Revenue | \$ 1,127.1 | 124.0 | 98.8 | 103.9 | 107.5 | 109.3 | 112.1 | 114.8 | 117.4 | 119.7 | 119.7 | |
| Subtotal, Rail Operations Resources | \$ 7,967.1 | \$ 568.5 | \$ 631.8 | \$ 683.6 | \$ 733.4 | \$ 728.6 | \$ 816.0 | \$ 855.7 | \$ 892.2 | \$ 991.6 | \$ 1,065.9 | |
| TOTAL TRANSIT OPERATIONS RESOURCES | \$ 22,192.3 | \$ 1,793.8 | \$ 1,895.3 | \$ 2,009.6 | \$ 2,133.6 | \$ 2,158.3 | \$ 2,275.3 | \$ 2,343.1 | \$ 2,407.3 | \$ 2,536.0 | \$ 2,640.0 | |
| TRANSIT OPERATIONS EXPENSES | | | | | | | | | | | | |
| Bus Operations | \$ 14,225.2 | \$ 1,225.3 | \$ 1,263.5 | \$ 1,325.9 | \$ 1,400.2 | \$ 1,429.8 | \$ 1,459.4 | \$ 1,487.5 | \$ 1,515.1 | \$ 1,544.3 | \$ 1,574.1 | |
| Rail Operations | \$ 7,967.1 | \$ 568.5 | \$ 631.8 | \$ 683.6 | \$ 733.4 | \$ 728.6 | \$ 816.0 | \$ 855.7 | \$ 892.2 | \$ 991.6 | \$ 1,065.9 | |
| Subtotal, Transit Operations Expenses | \$ 22,192.3 | \$ 1,793.8 | \$ 1,895.3 | \$ 2,009.6 | \$ 2,133.6 | \$ 2,158.3 | \$ 2,275.3 | \$ 2,343.1 | \$ 2,407.3 | \$ 2,536.0 | \$ 2,640.0 | |
| Transit Operations (Deficit)/Surplus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| EXPRESSLANES TOLL REVENUES | | | | | | | | | | | | |
| Tolls & Related Fees | \$ 657.0 | \$ 62.8 | \$ 63.4 | \$ 64.1 | \$ 64.7 | \$ 65.3 | \$ 66.0 | \$ 66.7 | \$ 67.3 | \$ 68.0 | \$ 68.7 | |
| Subtotal, Express Lanes Toll Revenues | \$ 657.0 | \$ 62.8 | \$ 63.4 | \$ 64.1 | \$ 64.7 | \$ 65.3 | \$ 66.0 | \$ 66.7 | \$ 67.3 | \$ 68.0 | \$ 68.7 | |
| TRANSIT OTHER OPERATIONS EXPENSES | | | | | | | | | | | | |
| Bus Operations | \$ 204.2 | \$ 21.8 | \$ 19.5 | \$ 19.7 | \$ 19.9 | \$ 20.1 | \$ 20.3 | \$ 20.5 | \$ 20.7 | \$ 20.9 | \$ 21.1 | |
| ExpressLanes Operations | \$ 484.9 | \$ 68.1 | \$ 44.5 | \$ 44.9 | \$ 45.4 | \$ 140.6 | \$ 53.1 | \$ 49.0 | \$ 47.2 | \$ (56.0) | \$ 48.2 | |
| Subtotal, Other Operations Expenses | \$ 689.1 | \$ 89.8 | \$ 64.0 | \$ 64.6 | \$ 65.3 | \$ 160.7 | \$ 73.4 | \$ 69.4 | \$ 67.9 | \$ (35.2) | \$ 69.3 | |
| ExpressLanes Beginning Balance | | \$ 143.9 | \$ 116.9 | \$ 116.3 | \$ 115.8 | \$ 115.2 | \$ 19.9 | \$ 12.5 | \$ 9.8 | \$ 9.2 | \$ 112.3 | |
| ExpressLanes Toll Revenues (Deficit)/Surplus | | \$ (27.0) | \$ (0.5) | \$ (0.6) | \$ (0.6) | \$ (95.3) | \$ (7.4) | \$ (2.8) | \$ (0.6) | \$ 103.2 | \$ (0.6) | |
| ExpressLanes Ending Balance | | \$ 116.9 | \$ 116.3 | \$ 115.8 | \$ 115.2 | \$ 19.9 | \$ 12.5 | \$ 9.8 | \$ 9.2 | \$ 112.3 | \$ 111.8 | |

| Table 9 Capital Program Expenditures | | | | | | | | | | | |
|--|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| BUS CAPITAL | | | | | | | | | | | |
| BRT Connector Orange-Red Line to Gold Line - AV/SF | \$ 316.9 | 2.0 | - | - | - | 29.9 | 92.5 | 127.1 | 65.4 | - | - |
| Bus Capital - Metro Bus Fleet Replacement | \$ 1,460.3 | 96.7 | 307.7 | 223.6 | 101.3 | 37.3 | - | 101.7 | 104.0 | 224.6 | 263.5 |
| Bus Capital - Metro El Monte Transit Center Improvements | \$ 0.6 | 0.6 | - | - | - | - | - | - | - | - | - |
| Bus Capital - Metro Patsaouras Plaza Improvements | \$ 13.6 | 8.9 | 4.7 | - | - | - | - | - | - | - | - |
| Bus Capital - Metro SGR Buses and Bus Facilities | \$ 543.3 | 91.9 | 49.1 | 103.0 | 79.3 | 3.6 | 18.6 | 97.6 | 56.4 | 42.4 | 1.5 |
| Bus Capital - Metro SGR Needs (TAM Database) | \$ 75.7 | - | - | - | - | 29.6 | 15.0 | - | - | - | 31.1 |
| Bus System Improvement Program | \$ 8.3 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.6 | 0.7 | 0.7 | 0.7 | 2.1 |
| North San Fernando Valley Bus Rapid Transit Improvements | \$ 179.1 | 2.1 | 2.7 | 3.0 | 17.1 | 51.4 | 68.5 | 34.2 | - | - | - |
| Orange Line BRT Improvements - SF | \$ 311.6 | 13.9 | 13.6 | 27.9 | 43.1 | 59.2 | 106.8 | 47.1 | - | - | - |
| Vermont Transit Corridor - CC | \$ 521.9 | 1.0 | 8.9 | 11.0 | 12.0 | 12.0 | 22.2 | 68.5 | 117.6 | 193.8 | 74.9 |
| Subtotal, Bus Capital | \$ 3,431.4 | \$ 217.8 | \$ 387.4 | \$ 369.1 | \$ 253.5 | \$ 223.8 | \$ 324.1 | \$ 476.9 | \$ 344.1 | \$ 461.5 | \$ 373.1 |
| RAIL CAPITAL | | | | | | | | | | | |
| AB3090 Rail Reimbursements | \$ 27.5 | 17.2 | 10.3 | - | - | - | - | - | - | - | - |
| Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC | \$ 504.4 | 46.7 | 21.3 | 65.7 | 112.8 | 186.0 | 71.8 | - | - | - | - |
| Blue Line Pedestrian Active Grade Crossing | \$ 1.5 | 0.3 | 1.2 | - | - | - | - | - | - | - | - |
| Blue Line Track and System Refurbishment | \$ 102.3 | 22.0 | 80.3 | - | - | - | - | - | - | - | - |
| Brighton to Roxford Double Track | \$ 10.4 | 5.3 | 5.1 | - | - | - | - | - | - | - | - |
| Business Interruption Fund Program | \$ 36.0 | 7.0 | 9.0 | 10.0 | 10.0 | - | - | - | - | - | - |
| Crenshaw/LAX Locally Funded Activities Project | \$ 120.0 | 68.0 | 52.0 | - | - | - | - | - | - | - | - |
| Crenshaw/LAX Transit Corridor | \$ 342.7 | 309.9 | 32.8 | - | - | - | - | - | - | - | - |
| Crenshaw-LAX Track Enhancement Project - SC | \$ 55.8 | - | - | - | 18.1 | 18.6 | 19.2 | - | - | - | - |
| Crenshaw Northern Extension - CC/W | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Division 20 | \$ 258.8 | 81.9 | 13.7 | - | - | 38.7 | 40.1 | 41.5 | 42.9 | - | - |
| East SF Valley Transit Corridor Project - SF | \$ 1,549.4 | 12.2 | 57.9 | 102.0 | 78.5 | 134.8 | 208.3 | 286.1 | 442.0 | 227.6 | - |
| Eastside Light Rail Access (pedestrian) | \$ 18.6 | 10.1 | 2.3 | 6.2 | - | - | - | - | - | - | - |
| Exposition LRT - Phase I | \$ 2.0 | 2.0 | - | - | - | - | - | - | - | - | - |
| Exposition LRT - Phase II | \$ 18.8 | 18.8 | - | - | - | - | - | - | - | - | - |
| Fare Gates (210090) | \$ 3.2 | 3.2 | - | - | - | - | - | - | - | - | - |
| Gold Line Eastside Extension (One Alignment) - GC/SG | \$ 297.9 | 6.9 | 7.6 | 5.5 | 11.2 | 23.2 | 29.8 | 33.8 | 47.5 | 58.7 | 73.8 |
| Gold Line Foothill Extension to Claremont (2B) - SG | \$ 1,351.2 | 37.5 | 214.1 | 234.2 | 218.2 | 190.1 | 152.1 | 147.9 | 68.8 | 57.2 | 31.2 |
| Green Line Extension to Crenshaw Blvd in Torrance - SB | \$ 556.0 | 0.7 | 1.2 | 0.9 | 2.0 | 2.1 | 4.0 | 12.3 | 70.5 | 187.3 | 275.1 |

| Table 9 Capital Program Expenditures | | | | | | | | | | | |
|---|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|
| (\$ in millions) | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Green Line Train Control Track Circuits | \$ 28.8 | 4.3 | 8.2 | 8.3 | 5.3 | 2.6 | - | - | - | - | - |
| Heavy Rail Vehicles | \$ 552.7 | 9.4 | 16.7 | 48.5 | 20.9 | 36.8 | 110.7 | 105.2 | 44.5 | 100.5 | 59.6 |
| Light Rail Vehicles | \$ 469.5 | 118.2 | 192.3 | 92.1 | - | - | 42.2 | 24.8 | - | - | - |
| Link Union Station (formerly SCRIP) | \$ 29.7 | 29.7 | - | - | - | - | - | - | - | - | - |
| North Hollywood Pedestrian Connector | \$ 2.4 | - | 2.4 | - | - | - | - | - | - | - | - |
| Orange Line Canoga Extension (SFV North-South) | \$ 0.7 | 0.7 | - | - | - | - | - | - | - | - | - |
| Rail System Improvements, Yards, Cars - Future | \$ 126.2 | 85.2 | 3.7 | 5.9 | 6.4 | 2.5 | 5.0 | 8.6 | 2.6 | 2.7 | 3.5 |
| Red-Purple Line System Improvements | \$ 457.5 | - | - | - | - | 45.2 | 72.2 | 66.4 | 129.1 | 107.9 | 36.8 |
| Regional Connector | \$ 738.7 | 196.0 | 284.1 | 214.8 | 42.6 | 1.1 | - | - | - | - | - |
| Regional Connector Concurrent non-FFGA Activities | \$ 17.1 | 10.9 | 5.6 | 0.6 | - | - | - | - | - | - | - |
| Regional Rail Projects (Measure M 1%) | \$ 90.4 | - | 8.6 | 9.0 | 9.3 | 9.6 | 10.0 | 10.4 | 10.8 | 11.2 | 11.6 |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W | \$ 747.3 | 4.3 | 5.0 | 5.0 | 5.0 | 30.7 | 95.0 | 163.1 | 268.8 | 103.8 | 66.6 |
| SGR-Blue Line Signal System Improvements | \$ 89.7 | 25.1 | 36.8 | 27.8 | - | - | - | - | - | - | - |
| SGR-Heavy and Light Rail Needs (TAM Database) | \$ 107.8 | - | - | - | - | - | 20.0 | 20.7 | 21.6 | 22.4 | 23.2 |
| SGR-Heavy Rail Vehicle Midlife | \$ 69.0 | 18.2 | 26.1 | 16.0 | 8.7 | - | - | - | - | - | - |
| SGR-Light Rail Vehicle Midlife | \$ 320.2 | 28.6 | 48.8 | 43.1 | 22.2 | 45.4 | 56.1 | 46.6 | 22.0 | 7.5 | - |
| SGR-Rail Facilities | \$ 12.0 | 12.0 | - | - | - | - | - | - | - | - | - |
| Southwestern Light Rail Yard (not in project budgets) | \$ 41.5 | 11.2 | 30.3 | - | - | - | - | - | - | - | - |
| Transit Oriented Development Planning Grants | \$ 3.5 | 0.4 | 3.1 | - | - | - | - | - | - | - | - |
| West Santa Ana Transit Corridor LRT FY28 | \$ 1,251.5 | 24.8 | 36.0 | 37.1 | 40.7 | 62.9 | 108.0 | 166.8 | 229.1 | 354.0 | 192.0 |
| Westside Purple Line Extension Section 1 | \$ 1,897.2 | 362.6 | 404.5 | 404.0 | 364.7 | 219.2 | 132.3 | 10.0 | - | - | - |
| Westside Purple Line Extension Section 2 | \$ 1,836.6 | 379.6 | 388.4 | 289.8 | 249.2 | 203.9 | 123.2 | 104.3 | 98.2 | - | - |
| Westside Purple Line Extension Section 3 - W | \$ 3,546.5 | 214.3 | 664.3 | 611.8 | 428.2 | 274.7 | 365.7 | 330.8 | 385.4 | 171.3 | 100.0 |
| Willowbrook-Rosa Parks Station | \$ 42.3 | 12.1 | 30.2 | - | - | - | - | - | - | - | - |
| Subtotal, Rail Capital | \$ 17,736.0 | \$ 2,198.0 | \$ 2,703.7 | \$ 2,238.1 | \$ 1,654.0 | \$ 1,528.1 | \$ 1,665.5 | \$ 1,579.3 | \$ 1,883.8 | \$ 1,412.0 | \$ 873.5 |
| REGIONAL RAIL | | | | | | | | | | | |
| Metrolink - Capital Projects | \$ 345.2 | 18.3 | 20.7 | 87.7 | 27.8 | 28.9 | 30.0 | 31.1 | 32.3 | 33.5 | 34.8 |
| Metrolink - Rehab | \$ 90.7 | - | 5.4 | 2.3 | 2.4 | 2.4 | 10.6 | 12.5 | 14.7 | 19.0 | 21.4 |
| Subtotal, Regional Rail | \$ 435.9 | \$ 18.3 | \$ 26.1 | \$ 90.0 | \$ 30.2 | \$ 31.3 | \$ 40.6 | \$ 43.6 | \$ 47.0 | \$ 52.6 | \$ 56.2 |
| HIGHWAY | | | | | | | | | | | |
| ATP Policy (450006) | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - |
| Complete LA River Bikepath - SF | \$ 69.6 | - | - | - | - | 20.3 | 27.8 | 21.5 | - | - | - |

| Table 9 Capital Program Expenditures | | | | | | | | | | | | |
|--|--|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| Environmental Enhancement & Mitigation Projects | | \$ 7.6 | 1.3 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 | 0.7 |
| High Desert Multi-Purpose Corridor (HDMC) - NC | | \$ 269.3 | 1.2 | 6.0 | 20.0 | 58.5 | 58.5 | 62.6 | 62.5 | - | - | - |
| I-10 Carpool Lane - Puente to Citrus | | \$ 15.4 | 15.4 | - | - | - | - | - | - | - | - | - |
| I-10 Carpool Lanes-Citrus to SR-57 | | \$ 79.0 | 79.0 | - | - | - | - | - | - | - | - | - |
| I-105 Express Lane from I-405 to I-605 - SC | | \$ 348.9 | 3.0 | 8.3 | 20.3 | 19.7 | 94.7 | 146.4 | 56.5 | - | - | - |
| I-210 Barrier Replacement Project | | \$ 4.2 | 4.2 | - | - | - | - | - | - | - | - | - |
| I-405 Carpool Lanes - I-10 to US-101 | | \$ 3.6 | 3.6 | - | - | - | - | - | - | - | - | - |
| I-5 - SR-14 Capacity Enhancement | | \$ 3.0 | 3.0 | - | - | - | - | - | - | - | - | - |
| I-5 - SR-14 Capacity Enhancement Subregional Repayment | | \$ 82.1 | 2.6 | 12.4 | 11.7 | 9.7 | 11.8 | 10.0 | 2.5 | 8.6 | 6.9 | 6.0 |
| I-5 and I-405 Carpool Lane Connector | | \$ 185.7 | - | - | - | - | - | - | 45.6 | 40.2 | 54.2 | 45.6 |
| I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC | | \$ 14.7 | - | - | - | - | - | - | - | - | - | 14.7 |
| I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC | | \$ 505.9 | 21.7 | 48.4 | 193.7 | 193.6 | 48.4 | - | - | - | - | - |
| I-5 North Carpool Lanes - SR-118 to SR-14 | | \$ 24.3 | - | 24.3 | - | - | - | - | - | - | - | - |
| I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB | | \$ 32.5 | 24.3 | 8.1 | - | - | - | - | - | - | - | - |
| I-5 North Carpool Lanes - SR-170 to SR-118 | | \$ 2.8 | 2.8 | - | - | - | - | - | - | - | - | - |
| I-5 North from SR-134-SR-170 Enhancements | | \$ 8.8 | 5.0 | 3.8 | - | - | - | - | - | - | - | - |
| I-5 South Carmenita Rd. Interchange | | \$ 46.7 | 1.3 | 10.0 | - | - | - | - | 35.4 | - | - | - |
| I-5 South Carpool and Mixed Flow Lanes I-605 to OCL | | \$ 82.9 | 34.7 | 21.6 | 16.2 | 10.4 | - | - | - | - | - | - |
| I-5 South Corridor Improvements - I-605 to I-710 - GC | | \$ 17.5 | 6.0 | 7.5 | 2.8 | 1.2 | - | - | - | - | - | - |
| I-710 South Corridor Project (Ph 1) - GC | | \$ 635.8 | 18.7 | 35.1 | 34.0 | 32.0 | 39.9 | 86.6 | 89.7 | 94.3 | 103.4 | 102.2 |
| LA River Waterway & System Bikepath - CC | | \$ 432.3 | 3.3 | 11.0 | 13.0 | 15.0 | 13.0 | 100.9 | 106.4 | 104.3 | 65.5 | - |
| LA Union Station Forecourt & Esplanade Improvements | | \$ 19.8 | 3.5 | 6.8 | 9.6 | - | - | - | - | - | - | - |
| Metro Bicycle & Pedestrian Programs | | \$ 12.7 | 5.5 | 2.3 | 2.4 | 2.5 | - | - | - | - | - | - |
| Metro Bike Share | | \$ 158.9 | 26.8 | 13.3 | 13.7 | 14.0 | 14.4 | 14.7 | 15.0 | 15.4 | 15.7 | 16.0 |
| Motorist Services Improvements | | \$ 18.2 | 1.5 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 | 1.9 |
| Rail to Rail/River Active Transportation Corridor | | \$ 52.8 | 13.3 | 21.1 | 18.4 | - | - | - | - | - | - | - |
| Regional Admin (Highway Planning 405522) | | \$ 48.3 | 4.3 | 4.4 | 4.5 | 4.7 | 4.8 | 4.9 | 5.0 | 5.1 | 5.2 | 5.3 |
| Regional Admin (Mobility - Air Quality 405544) | | \$ 7.6 | 0.7 | 0.7 | 0.7 | 0.7 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 | 0.8 |
| Retrofit Soundwalls Phase 1 | | \$ 181.8 | 37.3 | 49.7 | 37.3 | - | - | 17.6 | 20.0 | 20.0 | - | - |
| Rideshare-Vanpools | | \$ 113.2 | 10.1 | 10.4 | 10.7 | 10.9 | 11.2 | 11.5 | 11.7 | 12.0 | 12.2 | 12.5 |
| RIITS-Regional Integration of ITS (405526) | | \$ 22.0 | 5.1 | 1.7 | 1.7 | 1.8 | 1.8 | 1.9 | 1.9 | 2.0 | 2.0 | 2.1 |
| Rosecrans-Marquardt grade separation | | \$ 137.1 | 30.1 | 25.7 | 42.0 | 34.0 | 5.4 | - | - | - | - | - |

| Table 9 Capital Program Expenditures | | | | | | | | | | | | |
|---|--|--------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| SAFE Program Administration | | \$ 20.1 | 1.8 | 1.9 | 1.9 | 2.0 | 2.0 | 2.1 | 2.1 | 2.1 | 2.1 | 2.1 |
| Sepulveda Pass Transit Corridor (Ph 1) - SF/W | | \$ 310.5 | - | - | - | - | - | 100.5 | 103.5 | 106.6 | - | - |
| SR-138 Capacity Enhancements | | \$ 211.3 | 50.5 | 41.3 | 20.2 | 15.0 | 13.1 | 17.7 | 53.5 | - | - | - |
| SR-138 Widening (remaining 7 segments) | | \$ 130.7 | 19.8 | 21.0 | 4.0 | 19.0 | 67.0 | - | - | - | - | - |
| SR-14 Carpool Lane Ave P-8 to Ave L | | \$ 120.0 | - | - | - | - | - | 15.0 | 40.0 | 35.0 | 30.0 | - |
| SR-57 - SR-60 Interchange Improvements - SG | | \$ 264.7 | 17.2 | 26.3 | 11.1 | - | - | 0.1 | 52.5 | 52.5 | 52.5 | 52.5 |
| SR-60 Carpool Lanes I-605 to Brea Cyn Rd | | \$ 5.0 | - | 5.0 | - | - | - | - | - | - | - | - |
| SR-71 Gap-I-10 to Rio Rancho Rd. - SG | | \$ 289.0 | 25.7 | 11.8 | 45.0 | 45.0 | 59.8 | 77.4 | 24.3 | - | - | - |
| SR-710 North | | \$ 296.5 | 5.8 | 23.9 | 32.5 | 34.0 | 24.5 | 21.1 | 96.1 | 36.7 | 10.0 | 12.0 |
| Traveler Info (#511) net of rev offset | | \$ 32.0 | 3.8 | 3.3 | 3.3 | 3.3 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 |
| Subtotal, Highway | | \$ 5,325.2 | \$ 494.4 | \$ 469.5 | \$ 573.0 | \$ 529.4 | \$ 496.9 | \$ 725.0 | \$ 852.2 | \$ 541.2 | \$ 366.2 | \$ 277.5 |
| TOTAL CAPITAL PROGRAM | | \$ 26,928.5 | \$ 2,928.6 | \$ 3,586.6 | \$ 3,270.3 | \$ 2,467.1 | \$ 2,280.1 | \$ 2,755.2 | \$ 2,952.0 | \$ 2,816.0 | \$ 2,292.2 | \$ 1,580.3 |

Notes:

Excludes subsidy programs and Congestion Management.

| Table 10 Regional Subsidy Programs | | | | | | | | | | | | |
|---|------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|
| (\$ in millions) | <i>Years</i> 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 | |
| CALL FOR PROJECTS 2009 & Prior Call for Projects - RSTI Mode 2009 & Prior Call for Projects - Signal Synch Mode 2011 Call for Projects 2013 Call for Projects 2015 Call for Projects Call for Projects Fund Swap Reserve Revenue Delta | | | | | | | | | | | | |
| | \$ 20.2 | 5.0 | 15.2 | - | - | - | - | - | - | - | - | |
| | \$ 49.8 | 14.8 | 20.0 | 15.0 | - | - | - | - | - | - | - | |
| | \$ 13.9 | 5.9 | 3.9 | 4.1 | - | - | - | - | - | - | - | |
| | \$ 98.6 | 42.2 | 16.8 | 13.9 | 6.4 | 12.6 | 6.7 | - | - | - | - | |
| | \$ 174.3 | 11.2 | 26.8 | 38.3 | 40.4 | 8.1 | 32.8 | 16.8 | - | - | - | |
| | \$ 11.9 | - | - | - | - | - | 11.9 | - | - | - | - | |
| | \$ 84.2 | - | - | - | - | - | - | 24.2 | 20.0 | 20.0 | 20.0 | |
| Subtotal, Call For Projects | \$ 452.9 | \$ 79.1 | \$ 82.7 | \$ 71.3 | \$ 46.7 | \$ 20.7 | \$ 51.5 | \$ 40.9 | \$ 20.0 | \$ 20.0 | \$ 20.0 | |
| REGIONAL SUBSIDY PROGRAMS - BUS CAPITAL Bus Capital - Municipal and Non-Metro Operators Countywide BRT Projects Ph 1 (All Subregions) | | | | | | | | | | | | |
| | \$ 1,200.6 | 111.7 | 115.5 | 114.3 | 118.4 | 117.5 | 122.1 | 121.5 | 125.7 | 124.7 | 129.0 | |
| | \$ 53.1 | - | 17.2 | 17.7 | 18.2 | - | - | - | - | - | - | |
| Subtotal, Regional Subsidy Programs - Bus Capital | \$ 1,253.6 | \$ 111.7 | \$ 132.7 | \$ 132.0 | \$ 136.6 | \$ 117.5 | \$ 122.1 | \$ 121.5 | \$ 125.7 | \$ 124.7 | \$ 129.0 | |
| REGIONAL SUBSIDY PROGRAMS - HIGHWAY Active Transportation 1st-Last Mile Connections Prog. Active Transportation Program Active Transportation Program (Including Greenway Proj.) Active Transportation Projs - Local Agencies Active Transportation, 1st-Last Mile, & Mobility Hubs Active Transportation, Transit, and Tech. Program Alameda Corridor East Earmark Exchange Program for Cities First-Last Mile and Complete Streets Highway Demand Based Prog. (HOV Ext. & Connect.) Highway Efficiency Program Highway Operational Improvements in Arroyo Verdugo Subregion Highway Operational Improvements in Las Virgenes-Malibu Subregion I-605 Corridor 'Hot Spot' Interchange Improvements Metro Active Transport, Transit 1st-Last Mile Program Modal Connectivity and Complete Streets Projects Rapid Bus Phase II Subsidy Projects South Bay Highway Operational Improvements | | | | | | | | | | | | |
| | \$ 54.4 | 4.4 | 4.5 | 4.6 | 4.7 | 4.8 | 4.2 | 4.3 | 4.4 | 4.5 | 13.9 | |
| | \$ 39.8 | 3.2 | 3.3 | 3.4 | 3.4 | 3.5 | 3.1 | 3.1 | 3.2 | 3.3 | 10.2 | |
| | \$ 34.8 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 | 2.7 | 2.7 | 2.8 | 2.9 | 8.9 | |
| | \$ 480.3 | 48.0 | 52.3 | 48.8 | 58.3 | 48.7 | 28.0 | 49.3 | 30.4 | 58.3 | 58.3 | |
| | \$ 32.4 | 2.6 | 2.7 | 2.7 | 2.8 | 2.9 | 2.5 | 2.6 | 2.6 | 2.7 | 8.3 | |
| | \$ 26.7 | 2.6 | 2.7 | 2.7 | 2.8 | 2.8 | 2.5 | 2.5 | 2.6 | 2.7 | 2.7 | |
| | \$ 256.3 | 93.3 | 39.4 | 40.2 | 30.1 | 30.0 | 23.3 | - | - | - | - | |
| | \$ 53.7 | 5.0 | 10.0 | 10.0 | 10.0 | 6.4 | 12.3 | - | - | - | - | |
| | \$ 29.8 | 2.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.3 | 2.4 | 2.4 | 2.5 | 7.6 | |
| | \$ 34.8 | 2.8 | 2.9 | 3.0 | 3.0 | 3.1 | 2.7 | 2.7 | 2.8 | 2.9 | 8.9 | |
| | \$ 110.8 | 10.9 | 11.1 | 11.3 | 11.6 | 11.8 | 10.3 | 10.5 | 10.8 | 11.1 | 11.4 | |
| | \$ 84.1 | 13.9 | 7.3 | 8.0 | 6.5 | 8.3 | 7.0 | 7.0 | 8.5 | 8.5 | 9.0 | |
| | \$ 75.3 | 13.8 | 9.6 | 8.5 | 8.5 | 7.2 | 8.0 | 7.0 | 8.2 | 4.7 | - | |
| | \$ 824.7 | 31.1 | 40.7 | 74.9 | 65.4 | 66.5 | 113.8 | 135.0 | 118.1 | 107.5 | 71.8 | |
| | \$ 106.6 | - | 5.9 | 6.4 | 6.5 | 11.8 | 11.7 | 10.2 | 10.4 | 10.7 | 33.1 | |
| | \$ 30.4 | 2.5 | 2.5 | 2.6 | 2.6 | 2.7 | 2.3 | 2.4 | 2.5 | 2.5 | 7.8 | |
| | \$ 3.2 | 3.2 | - | - | - | - | - | - | - | - | - | |
| | \$ 164.1 | - | 15.8 | 16.1 | 16.3 | 15.6 | 13.8 | 14.1 | 14.4 | 14.7 | 43.4 | |

| Table 10 Regional Subsidy Programs | | | | | | | | | | | | |
|--|--|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| (\$ in millions) | | Years 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| South Bay Ramp and Interchange | | \$ 324.5 | 21.1 | 22.8 | 29.1 | 30.0 | 39.4 | 31.6 | 27.3 | 35.9 | 34.6 | 52.6 |
| STPL Program | | \$ 323.0 | 37.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 | 31.7 |
| Transportation System and Mobility Improve. Program | | \$ 52.7 | 4.3 | 4.4 | 4.5 | 4.6 | 4.7 | 4.1 | 4.2 | 4.3 | 4.4 | 13.5 |
| Transportation System and Mobility Improve. Program(a) | | \$ 244.5 | 24.0 | 24.5 | 25.0 | 25.5 | 26.1 | 22.7 | 23.3 | 23.8 | 24.4 | 25.1 |
| Wayfinding Signage Grant Program | | \$ 0.2 | 0.2 | - | - | - | - | - | - | - | - | - |
| Wilshire BRT (Bus Only Lane) Phase I | | \$ 1.7 | 1.7 | - | - | - | - | - | - | - | - | - |
| Subtotal, Regional Subsidy Programs - Highway | | \$ 3,388.6 | \$ 331.5 | \$ 299.5 | \$ 338.9 | \$ 329.9 | \$ 333.5 | \$ 340.3 | \$ 342.2 | \$ 320.0 | \$ 334.5 | \$ 418.2 |
| REGIONAL SUBSIDY PROGRAMS - TRANSIT | | | | | | | | | | | | |
| Street Car and Circulator Projects | | \$ 37.6 | 1.8 | 5.4 | 9.3 | 15.3 | 5.9 | - | - | - | - | - |
| Transit Program | | \$ 88.6 | 7.2 | 7.4 | 7.5 | 7.7 | 7.8 | 6.8 | 7.0 | 7.2 | 7.3 | 22.7 |
| Transit Projects | | \$ 38.7 | 3.2 | 3.2 | 3.3 | 3.4 | 3.4 | 3.0 | 3.1 | 3.1 | 3.2 | 9.9 |
| Visionary Project Seed Funding | | \$ 6.0 | 1.5 | - | - | 1.5 | - | - | 1.5 | - | - | 1.5 |
| Subtotal, Regional Subsidy Programs - Transit | | \$ 170.9 | \$ 13.6 | \$ 16.0 | \$ 20.1 | \$ 27.8 | \$ 17.2 | \$ 9.8 | \$ 11.5 | \$ 10.3 | \$ 10.5 | \$ 34.1 |
| TOTAL REGIONAL SUBSIDY PROGRAMS | | \$ 5,266.1 | \$ 535.9 | \$ 530.8 | \$ 562.2 | \$ 541.1 | \$ 488.9 | \$ 523.7 | \$ 516.2 | \$ 476.0 | \$ 489.8 | \$ 601.3 |

| Table 11 Fund Balances Sales Tax | | | | | | | | | | | | |
|--|-----------|------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| (\$ in millions) | | <i>Years</i> 19-'28 | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
| REVENUE | | | | | | | | | | | | |
| Sales Tax ⁽¹⁾ | \$ | 47,668.7 | 4,177.7 | 4,145.7 | 4,313.5 | 4,473.5 | 4,634.0 | 4,807.5 | 4,990.5 | 5,182.1 | 5,371.9 | 5,572.3 |
| Proceeds from Financing | \$ | 7,674.0 | 759.1 | 1,502.7 | 854.6 | 682.2 | 501.8 | 904.9 | 957.9 | 722.0 | 668.8 | 120.0 |
| Subtotal, Revenue | \$ | 55,342.7 | \$ 4,936.8 | \$ 5,648.4 | \$ 5,168.1 | \$ 5,155.7 | \$ 5,135.8 | \$ 5,712.3 | \$ 5,948.4 | \$ 5,904.1 | \$ 6,040.7 | \$ 5,692.3 |
| EXPENDITURES | | | | | | | | | | | | |
| Operating Expenditures | \$ | 22,183.0 | 1,770.8 | 1,891.6 | 2,002.6 | 2,197.5 | 2,209.5 | 2,228.1 | 2,325.8 | 2,395.8 | 2,534.5 | 2,626.7 |
| Debt Service | \$ | 6,907.2 | 465.4 | 606.0 | 653.5 | 655.1 | 698.2 | 658.1 | 717.6 | 774.8 | 818.3 | 860.2 |
| Capital Expenditures | \$ | 22,195.2 | 2,405.9 | 2,951.7 | 2,264.5 | 2,036.2 | 1,759.7 | 2,350.4 | 2,406.5 | 2,194.2 | 2,156.4 | 1,669.5 |
| Metrolink | \$ | 1,213.6 | 95.3 | 99.0 | 106.3 | 110.6 | 114.9 | 126.2 | 131.2 | 136.6 | 144.0 | 149.6 |
| Agency Wide | \$ | 1,359.2 | 242.9 | 103.6 | 101.4 | 101.5 | 103.3 | 115.8 | 119.5 | 151.4 | 155.3 | 164.5 |
| Other | \$ | 1,697.6 | 144.1 | 146.3 | 152.9 | 157.9 | 164.2 | 171.1 | 178.7 | 186.2 | 193.0 | 203.2 |
| Subtotal, Expenditures | \$ | 55,555.8 | \$ 5,124.4 | \$ 5,798.3 | \$ 5,281.2 | \$ 5,258.8 | \$ 5,049.8 | \$ 5,649.8 | \$ 5,879.4 | \$ 5,839.0 | \$ 6,001.5 | \$ 5,673.6 |
| Net Change in Fund Balance | | | (187.6) | (149.9) | (113.1) | (103.1) | 86.0 | 62.5 | 69.0 | 65.1 | 39.2 | 18.7 |
| Fund Balance - Beginning of Year | | | 1,201.1 | 1,013.5 | 863.6 | 750.5 | 647.4 | 733.4 | 796.0 | 865.0 | 930.1 | 969.3 |
| Fund Balance - End of Year | | | 1,013.5 | 863.6 | 750.5 | 647.4 | 733.4 | 796.0 | 865.0 | 930.1 | 969.3 | 988.0 |

Notes:

1. Includes local return sales tax, Propositions A and C, Measures R and M, TDA, and STA.

Countywide Financial Forecasting Model

**Short Range Financial Forecast
Project Profiles – 10 Largest Projects
FY 2019 – FY 2028**

September 2018

For Planning Purposes Only

**Countywide Planning and Development
Strategic Financial Planning and Programming**

Westside Purple Line Extension Section 3

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Design/Construction | \$ 3,211.9 | 53.5 | 214.1 | 664.3 | 611.8 | 410.2 | 256.6 | 329.6 | 295.9 | 304.7 | 71.3 | - |
| Planning/Environmental | \$ 1.1 | 0.9 | 0.3 | | | | | | | | | |
| TOTAL USES | \$ 3,213.0 | \$ 54.3 | \$ 214.3 | \$ 664.3 | \$ 611.8 | \$ 410.2 | \$ 256.6 | \$ 329.6 | \$ 295.9 | \$ 304.7 | \$ 71.3 | \$ - |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5309 New Starts | \$ 1,000.0 | - | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Capital Grant Receipt Revenue Bonds | \$ 147.6 | - | - | - | 144.5 | 224.4 | 166.6 | - | - | - | - | - |
| Surface Transportation Block Grant Program (STBGP) | \$ 88.8 | - | - | - | - | - | - | - | - | 52.3 | 36.5 | - |
| Congestion Mitigation & Air Quality Program (CMAQ) | \$ 45.0 | - | - | - | - | - | - | - | - | 25.0 | 20.0 | - |
| Federal Revenue Subtotal | \$ 1,281.4 | \$ - | \$ 100.0 | \$ 100.0 | \$ 244.5 | \$ 324.4 | \$ 266.6 | \$ 100.0 | \$ 100.0 | \$ 177.3 | \$ 156.5 | \$ 100.0 |
| Local Revenue | | | | | | | | | | | | |
| Measure R - Transit Capital (35%) | \$ 799.1 | 35.5 | - | 153.4 | 109.1 | - | - | 169.3 | 223.5 | 93.5 | 14.8 | - |
| Local Agency Transit Project Contributions | \$ 96.4 | - | - | - | - | - | - | 96.4 | - | - | - | - |
| Repayment of Capital Project Loans (Fund 3562) | \$ 10.0 | 10.0 | - | - | - | - | - | - | - | - | - | - |
| Measure M - Transit Construction (35%) | \$ 994.3 | 8.8 | 161.9 | 403.2 | 233.7 | 109.0 | 6.6 | 17.0 | 2.3 | 51.8 | - | - |
| Local Revenue Subtotal | \$ 1,899.7 | \$ 54.3 | \$ 161.9 | \$ 556.5 | \$ 342.8 | \$ 109.0 | \$ 6.6 | \$ 282.7 | \$ 225.7 | \$ 145.3 | \$ 14.8 | \$ - |
| State Revenue | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | \$ 31.8 | - | - | - | - | - | - | - | - | \$ 31.8 | - | - |
| State Revenue Subtotal | \$ 31.8 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 31.8 | \$ - | \$ - |
| TOTAL SOURCES | \$ 3,213.0 | \$ 54.3 | \$ 261.9 | \$ 656.5 | \$ 587.3 | \$ 433.3 | \$ 273.2 | \$ 382.7 | \$ 325.7 | \$ 354.4 | \$ 171.3 | \$ 100.0 |

| | |
|------------------------------|--|
| Total Project Cost: | \$3,213.0 million FTA project cost, excluding finance charges. Life of Project budget pending. |
| Description: | Section 3 will add 2.56 miles of new rail to Metro's Rail system and connect downtown LA to the Westside. The new stations will be added at Wilshire/Westwood and Wilshire/Veteran Administration property. Section 3 was approved by Metro's board in 2016 and will begin construction in 2019 to be open for operations in 2026. |
| Funding Status: | Measure M funding of \$994.251 million. Measure R funding of \$4,074 million, less allocations to Sections 1, 2, and Division 20. New Starts funding of \$1,300 million pending Full Funding Grant Agreement. |
| Subregion: | Westside |
| Metro Project Number: | # 865523 |



Westside Purple Line Extension Section 1

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|-------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|--------------|--------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Design/Construction | \$ 2,739.5 | 1,357.8 | 347.7 | 304.5 | 304.0 | 264.7 | 119.2 | 32.3 | 9.3 | - | - | - |
| Planning/Environmental | \$ 39.4 | 39.4 | - | - | - | - | - | - | - | - | - | - |
| TOTAL USES | \$ 2,778.9 | \$ 1,397.2 | \$ 347.7 | \$ 304.5 | \$ 304.0 | \$ 264.7 | \$ 119.2 | \$ 32.3 | \$ 9.3 | \$ - | \$ - | \$ - |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5309 New Starts | \$ 1,250.0 | 465.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 85.0 | - | - |
| Capital Grant Receipt Revenue Bonds | \$ (61.3) | - | 48.9 | 110.2 | 286.5 | 8.5 | - | - | - | - | - | - |
| Surface Transportation Block Grant Program (STBGP) | \$ 0.5 | 0.5 | - | - | - | - | - | - | - | - | - | - |
| Congestion Mitigation & Air Quality Program (CMAQ) | \$ 12.2 | 12.2 | - | - | - | - | - | - | - | - | - | - |
| Federal Revenue Subtotal | \$ 1,201.4 | \$ 477.7 | \$ 148.9 | \$ 210.2 | \$ 386.5 | \$ 108.5 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 85.0 | \$ - | \$ - |
| Local Revenue | | | | | | | | | | | | |
| Measure R - Transit Capital (35%) | \$ 1,488.1 | 866.0 | 212.3 | 194.2 | 17.5 | 275.9 | 90.9 | 23.5 | (107.2) | (85.0) | - | - |
| Local Agency Transit Project Contributions | \$ 75.3 | - | 1.3 | - | - | 5.0 | 25.0 | 22.0 | 22.0 | - | - | - |
| Repayment of Capital Project Loans (Fund 3562) | \$ 5.6 | 45.0 | - | - | - | (24.7) | 3.3 | (13.1) | (4.9) | - | - | - |
| LTF General Revenues | \$ 1.9 | 1.9 | - | - | - | - | - | - | - | - | - | - |
| Transportation Development Act (TDA) - Admin | \$ 4.1 | 4.1 | - | - | - | - | - | - | - | - | - | - |
| Local Revenue Subtotal | \$ 1,574.9 | \$ 917.0 | \$ 213.6 | \$ 194.2 | \$ 17.5 | \$ 256.1 | \$ 119.2 | \$ 32.3 | \$ (90.0) | \$ (85.0) | \$ - | \$ - |
| State Revenue | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | \$ 2.6 | \$ 2.6 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Revenue Subtotal | \$ 2.6 | \$ 2.6 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL SOURCES | \$ 2,778.9 | \$ 1,397.2 | \$ 362.6 | \$ 404.5 | \$ 404.0 | \$ 364.7 | \$ 219.2 | \$ 132.3 | \$ 10.0 | \$ - | \$ - | \$ - |

| | |
|------------------------------|--|
| Total Project Cost: | \$2,778.9 million Life of Project budget (excluding finance charges) |
| Description: | Section 1 will add three stations and 3.92 miles of new rail to Metro's Rail system. They will be located at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. The project will extend the current Purple Line from Koreatown through Miracle Mile and is expected to begin operations in 2023. |
| Funding Status: | Measure R funding of \$1,488.1 million (of \$4,200 million allocated to Sections 1, 2, 3, and Division 20) and Section 5309 New Starts funding of \$1,250.0 million (grant agreement in May 2014), accounting for 83% of total project cost. |
| Subregion: | Central City, Westside |
| Metro Project Number: | #865518, #465518 |



Westside Purple Line Extension Section 2

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------|------------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Project Costs | \$ 2,410.6 | 588.9 | 378.3 | 384.8 | 287.4 | 245.5 | 201.7 | 121.5 | 104.3 | 98.2 | - | - |
| Concurrent non-FFGA Activities | \$ 30.4 | 15.5 | 1.3 | 3.6 | 2.4 | 3.7 | 2.3 | 1.6 | - | - | - | - |
| TOTAL USES | \$ 2,441.0 | \$ 604.4 | \$ 379.6 | \$ 388.4 | \$ 289.8 | \$ 249.2 | \$ 203.9 | \$ 123.2 | \$ 104.3 | \$ 98.2 | \$ - | \$ - |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5309 New Starts | \$ 1,187.0 | 187.3 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 99.7 |
| Congestion Mitigation & Air Quality Program (CMAQ) | \$ 169.0 | 33.7 | 10.0 | 78.0 | 44.0 | 3.3 | - | - | - | - | - | - |
| Federal Revenue Subtotal | \$ 1,356.0 | \$ 221.0 | \$ 110.0 | \$ 178.0 | \$ 144.0 | \$ 103.3 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ 99.7 |
| Local Revenue | | | | | | | | | | | | |
| Prop A - Rail Development Account (35%) | \$ 91.1 | - | - | 20.0 | 20.0 | 27.9 | 23.2 | - | - | - | - | - |
| Measure R - Transit Capital (35%) | \$ 837.7 | 328.6 | 269.6 | 160.4 | 74.4 | 125.9 | 76.0 | - | 4.3 | (1.8) | (100.0) | (99.7) |
| Prop C - Transit-Related Highway (25%) | \$ 101.4 | - | - | 50.0 | 51.4 | - | - | - | - | - | - | - |
| Repayment of Capital Project Loans (Fund 3562) | \$ 54.8 | 54.8 | - | - | - | - | - | - | - | - | - | - |
| Local Revenue Subtotal | \$ 1,085.0 | \$ 383.4 | \$ 269.6 | \$ 230.4 | \$ 145.8 | \$ 153.9 | \$ 99.2 | \$ - | \$ 4.3 | \$ (1.8) | \$ (100.0) | \$ (99.7) |
| TOTAL SOURCES | \$ 2,441.0 | \$ 604.4 | \$ 379.6 | \$ 408.4 | \$ 289.8 | \$ 257.2 | \$ 199.2 | \$ 100.0 | \$ 104.3 | \$ 98.2 | \$ - | \$ - |

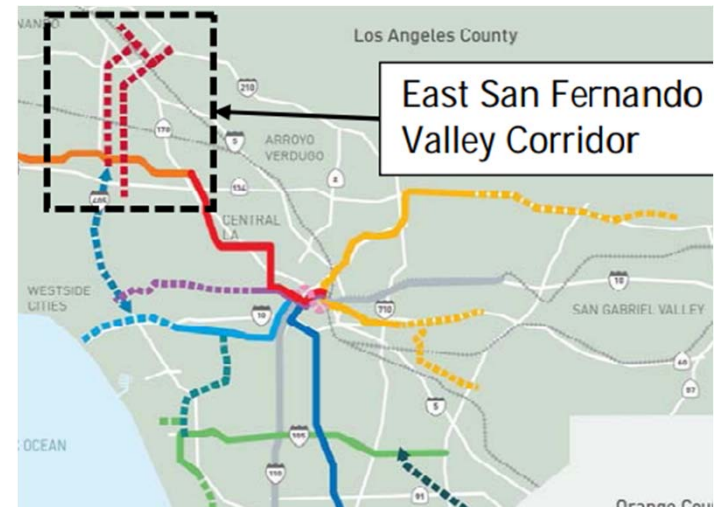
| | |
|------------------------------|---|
| Total Project Cost: | \$2,441.0 million Life of Project budget. |
| Description: | Section 2 adds 2.59 miles of tracks to Metro's Rail system and two new stations at Wilshire/Rodeo and Century City/Constellation. Project received full Federal funding from the U.S. Department of Transportation in January 2017 and is currently under construction. Expected to begin operations by 2025 and will continue the Purple Line from Miracle Mile through Beverly Hills and into Century City. |
| Funding Status: | Section 5309 New Starts funding of \$1,187.0 million. Measure R Transit Capital 35% funding of \$837.0 million. |
| Subregion: | Westside |
| Metro Project Number: | #465522, #865522 |



East SF Valley Transit Corridor Project

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|----------------|----------------|----------------|-----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Construction costs | \$ 1,428.2 | - | - | - | 50.8 | 78.5 | 134.8 | 208.3 | 286.1 | 442.0 | 227.6 | - |
| Preconstruction costs | \$ 134.8 | 13.6 | 12.2 | 57.9 | 51.2 | - | - | - | - | - | - | - |
| TOTAL USES | \$ 1,563.0 | \$ 13.6 | \$ 12.2 | \$ 57.9 | \$ 102.0 | \$ 78.5 | \$ 134.8 | \$ 208.3 | \$ 286.1 | \$ 442.0 | \$ 227.6 | \$ - |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5339 Alternatives Analysis | \$ 1.0 | 1.0 | - | - | - | - | - | - | - | - | - | - |
| Congestion Mitigation & Air Quality Program (CMAQ) | \$ 61.7 | - | - | - | - | - | - | - | 1.3 | 30.0 | 30.4 | - |
| Federal Revenue Subtotal | \$ 62.6 | \$ 1.0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 1.3 | \$ 30.0 | \$ 30.4 | \$ - |
| Local Revenue | | | | | | | | | | | | |
| Prop A - Rail Development Account (35%) | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Measure R - Transit Capital (35%) | \$ 68.5 | 10.0 | 10.5 | 48.0 | - | - | - | - | - | - | - | - |
| Prop C - Transit-Related Highway (25%) | \$ 173.5 | 1.3 | - | - | - | - | - | - | - | 82.9 | 89.4 | - |
| Local Agency Transit Project Contributions | \$ 39.9 | - | 1.7 | 0.2 | - | - | - | 38.1 | - | - | - | - |
| Repayment of Capital Project Loans (Fund 3562) | \$ - | 0.6 | - | - | - | (0.6) | - | - | - | - | - | - |
| Measure M -Transit Construction (35%) | \$ 810.5 | - | - | 9.7 | 67.4 | 46.5 | - | 119.0 | 233.5 | 277.9 | 56.6 | - |
| Local Revenue Subtotal | \$ 1,092.5 | \$ 11.9 | \$ 12.2 | \$ 57.9 | \$ 67.4 | \$ 45.9 | \$ - | \$ 157.1 | \$ 233.5 | \$ 360.7 | \$ 146.0 | \$ - |
| State Revenue | | | | | | | | | | | | |
| Traffic Congestion Relief Program Funds (TCRP) | \$ 0.8 | \$ 0.8 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transit and Intercity Rail Capital Program (TIRCP) | \$ 205.0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 51.3 | \$ 51.3 | \$ 51.3 | \$ 51.3 | \$ - |
| Regional Improvement Program Funds (RIP) | \$ 202.1 | \$ - | \$ - | \$ - | \$ 34.6 | \$ 32.7 | \$ 134.8 | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Revenue Subtotal | \$ 407.9 | \$ 0.8 | \$ - | \$ - | \$ 34.6 | \$ 32.7 | \$ 134.8 | \$ 51.3 | \$ 51.3 | \$ 51.3 | \$ 51.3 | \$ - |
| TOTAL SOURCES | \$ 1,563.0 | \$ 13.6 | \$ 12.2 | \$ 57.9 | \$ 102.0 | \$ 78.5 | \$ 134.8 | \$ 208.3 | \$ 286.1 | \$ 442.0 | \$ 227.6 | \$ - |

| | |
|------------------------------|---|
| Total Project Cost: | \$1,563.0 million per Ordinance, including inflation. |
| Description: | Metro and the Federal Transit Administration (FTA), in coordination with the cities of Los Angeles and San Fernando, are evaluating this transit project that would operate in the center of Van Nuys Bl from the Van Nuys Metro Orange Line Station north to San Fernando Rd where it would proceed northwest along San Fernando Rd to the Sylmar/San Fernando Metrolink station – a distance of 9.2 miles. Metro Board selected the Locally Preferred Alternative in June 2018. |
| Funding Status: | A Measure R project, "San Fernando Valley East North-South Rapidways.", receives \$64.0 million in Measure R 35%. Measure M funding of \$810.5 million starting FY21 (expenditures for preconstruction costs may commence sooner). TIRCP award of \$205.0 million in April 2018. RIP award of \$202.1 million. |
| Subregion: | San Fernando Valley |
| Metro Project Number: | #465521 |



Gold Line Foothill Extension to Claremont (2B)

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|---|-------------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Authority Costs incl \$15.3 for share of Eastern Yard | \$ 1,141.5 | 31.3 | 17.5 | 164.1 | 173.2 | 198.2 | 160.1 | 132.1 | 127.9 | 48.8 | 57.2 | 31.2 |
| Right of Way | \$ 71.0 | | | 30.0 | 41.0 | - | - | - | - | - | - | - |
| Metro Costs incl 15 vehicles | \$ 170.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 30.0 | 20.0 | 20.0 | 20.0 | | - |
| TOTAL USES | \$ 1,382.5 | \$ 31.3 | \$ 37.5 | \$ 214.1 | \$ 234.2 | \$ 218.2 | \$ 190.1 | \$ 152.1 | \$ 147.9 | \$ 68.8 | \$ 57.2 | \$ 31.2 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local Revenue | | | | | | | | | | | | |
| Measure R - Transit Capital (35%) | \$ 61.7 | 31.3 | - | 30.4 | - | - | - | - | - | - | - | - |
| Local Agency Transit Project Contributions | \$ 36.0 | - | - | 12.2 | 3.0 | 9.2 | 6.1 | 3.1 | 1.5 | 0.9 | - | - |
| Measure M -Transit Construction (35%) | \$ 994.6 | - | 37.5 | 130.5 | 185.1 | 153.0 | 128.0 | 103.4 | 100.8 | 67.9 | 57.2 | 31.2 |
| Local Revenue Subtotal | \$ 1,092.3 | \$ 31.3 | \$ 37.5 | \$ 173.1 | \$ 188.2 | \$ 162.2 | \$ 134.1 | \$ 106.5 | \$ 102.3 | \$ 68.8 | \$ 57.2 | \$ 31.2 |
| State Revenue | | | | | | | | | | | | |
| Transit and Intercity Rail Capital Program (TIRCP) | \$ 290.2 | | - | 41.0 | 46.0 | 56.0 | 56.0 | 45.6 | 45.6 | \$ - | - | - |
| State Revenue Subtotal | \$ 290.2 | \$ - | \$ - | \$ 41.0 | \$ 46.0 | \$ 56.0 | \$ 56.0 | \$ 45.6 | \$ 45.6 | \$ - | \$ - | \$ - |
| TOTAL SOURCES | \$ 1,382.5 | \$ 31.3 | \$ 37.5 | \$ 214.1 | \$ 234.2 | \$ 218.2 | \$ 190.1 | \$ 152.1 | \$ 147.9 | \$ 68.8 | \$ 57.2 | \$ 31.2 |

| | |
|------------------------------|---|
| Total Project Cost: | \$1,406.9 million Life of Project budget. |
| Description: | The Metro Gold Line Foothill Extension has extended the Gold Line east from Pasadena. The first phase now travels more than 11 miles from Sierra Madre Villa Station to Azusa. Phase 2B of the Gold Line Foothill Extension Project will continue the line for 12 miles east from Azusa to Montclair. |
| Funding Status: | 72% of total project cost is funded by Measure M, totaling \$994.6 million. Awarded TIRCP funding of \$290.2 million in April 2018. |
| Subregion: | San Gabriel Valley |
| Metro Project Number: | #465202, #865202 |



Bus Capital - Metro Bus Fleet Replacement

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|---|--------------------|----------------|----------------|-----------------|-----------------|-----------------|----------------|--------------|-----------------|-----------------|-----------------|-----------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Replacement 40' Buses (Group A) (201057) | \$ 205.3 | 24.1 | 16.9 | 164.3 | | | | | | | | |
| 30 Zero Emission Bus/SLEB Buy (201057) | \$ 0.0 | 0.0 | | | | | 0.0 | | | | | |
| 35 60' Articulated Zero Emission Bus (Group D) (201073) | \$ 80.5 | 0.5 | 41.2 | 38.8 | | | | | | | | |
| 65 CNG 60' (Group B) (201076) | \$ 72.2 | - | 23.8 | 48.4 | | | | | | | | |
| 5 60' Articulated Zero Emission Bus (201074) | \$ 5.1 | - | 0.1 | 5.0 | | | | | | | | |
| 60 Zero Emission 40' Bus (Group C) (201077) | \$ 65.9 | - | 14.8 | 51.1 | | | | | | | | |
| Future Bus Replacements | \$ 1,055.9 | - | | | 223.6 | 101.3 | 37.3 | - | 101.7 | 104.0 | 224.6 | 263.5 |
| TOTAL USES | \$ 1,485.0 | \$ 24.7 | \$ 96.7 | \$ 307.7 | \$ 223.6 | \$ 101.3 | \$ 37.4 | \$ - | \$ 101.7 | \$ 104.0 | \$ 224.6 | \$ 263.5 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5307 Urbanized Formula | \$ 271.6 | 17.6 | 17.6 | - | 0.4 | 29.8 | 14.7 | - | 30.0 | 50.0 | 50.1 | 61.5 |
| Section 5339 Bus and Bus Facilities | \$ 38.8 | - | 34.8 | 4.0 | - | - | - | - | - | - | - | - |
| Congestion Mitigation & Air Quality Program (CMAQ) | \$ 261.4 | 0.5 | - | - | 75.0 | 33.0 | 5.6 | - | 41.8 | 7.2 | 50.0 | 48.2 |
| Federal Revenue Subtotal | \$ 571.8 | \$ 18.1 | \$ 52.4 | \$ 4.0 | \$ 75.4 | \$ 62.8 | \$ 20.2 | \$ - | \$ 71.8 | \$ 57.2 | \$ 100.1 | \$ 109.7 |
| Local Revenue | | | | | | | | | | | | |
| Measure R - Transit Capital (35%) | \$ 0.1 | 0.0 | 0.1 | - | - | - | - | - | - | - | - | - |
| Prop C - Discretionary (40%) | \$ 625.7 | 1.2 | 28.1 | 265.3 | 129.1 | 25.8 | - | - | - | - | 72.5 | 103.8 |
| Transportation Development Act (TDA) - Article 4 | \$ 21.6 | 5.4 | 16.2 | - | - | - | - | - | - | - | - | - |
| Local Revenue Subtotal | \$ 647.4 | \$ 6.6 | \$ 44.3 | \$ 265.3 | \$ 129.1 | \$ 25.8 | \$ - | \$ - | \$ - | \$ - | \$ 72.5 | \$ 103.8 |
| State Revenue | | | | | | | | | | | | |
| Air Quality Vehicle Registration Fee (AB 2766) (MSRC) | \$ 5.5 | \$ - | \$ - | \$ - | \$ 1.5 | \$ - | \$ - | \$ - | \$ 2.0 | \$ - | \$ 2.0 | \$ - |
| STA-State Transit Assistance TIF | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prop 1B - PTMISEA | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other State Revenue | \$ 38.4 | \$ - | \$ - | \$ 38.4 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Regional Improvement Program Funds (RIP) | \$ 222.0 | \$ - | \$ - | \$ - | \$ 17.5 | \$ 12.7 | \$ 17.1 | \$ - | \$ 27.9 | \$ 46.7 | \$ 50.0 | \$ 50.0 |
| SB1 - Local Partnership Program | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| State Revenue Subtotal | \$ 265.8 | \$ - | \$ - | \$ 38.4 | \$ 19.0 | \$ 12.7 | \$ 17.1 | \$ - | \$ 29.9 | \$ 46.7 | \$ 52.0 | \$ 50.0 |
| TOTAL SOURCES | \$ 1,485.0 | \$ 24.7 | \$ 96.7 | \$ 307.7 | \$ 223.6 | \$ 101.3 | \$ 37.3 | \$ - | \$ 101.7 | \$ 104.0 | \$ 224.6 | \$ 263.5 |

| | |
|------------------------------|---|
| Total Project Cost: | \$425.7 million Life of Project budget for Groups A, B, C, and D |
| Description: | Metro Bus capital improvement program FY19 to FY28 from Bus 10-Year CIP. Future Bus Replacements based on 12-year replacement cycle. |
| Funding Status: | Funding determined annually as part of budget process. Estimated Proposition C Discretionary funding of \$624.5 million for first ten years. Awarded RIP funding through FY 23 in April 2018. |
| Subregion: | Countywide |
| Metro Project Number: | #20105, #201057, #201073, #201076, #201074, #201077 |



West Santa Ana Transit Corridor LRT FY28

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Construction costs | \$ 1,162.4 | 8.8 | - | - | - | 40.7 | 62.9 | 108.0 | 166.8 | 229.1 | 354.0 | 192.0 |
| Preconstruction costs | \$ 97.9 | - | 24.8 | 36.0 | 37.1 | - | - | - | - | - | - | - |
| TOTAL USES | \$ 1,260.3 | \$ 8.8 | \$ 24.8 | \$ 36.0 | \$ 37.1 | \$ 40.7 | \$ 62.9 | \$ 108.0 | \$ 166.8 | \$ 229.1 | \$ 354.0 | \$ 192.0 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Other Federal Funds | \$ 1.3 | - | 1.3 | - | - | - | - | - | - | - | - | - |
| Federal Revenue Subtotal | \$ 1.3 | \$ - | \$ 1.3 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Revenue | | | | | | | | | | | | |
| Prop A - Rail Development Account (35%) | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Measure R - Transit Capital (35%) | \$ 240.0 | 7.4 | - | - | - | - | - | 1.3 | - | - | 117.1 | 114.2 |
| Measure R - Highway Projects (20%) | \$ 108.4 | - | - | - | - | - | - | - | - | - | 54.0 | 54.4 |
| Prop C - Transit-Related Highway (25%) | \$ 13.3 | 1.4 | - | - | 12.0 | - | - | - | - | - | - | - |
| Local Agency Transit Project Contributions | \$ 37.8 | - | - | - | - | - | - | - | 37.8 | - | - | - |
| Grade Crossing Improvements | \$ 535.0 | - | 10.6 | 24.5 | 25.1 | 40.7 | 62.9 | 6.7 | 29.0 | 129.1 | 182.9 | 23.4 |
| Measure R - Admin (1.5%) | \$ 0.5 | - | 0.5 | - | - | - | - | - | - | - | - | - |
| Local Revenue Subtotal | \$ 935.1 | \$ 8.8 | \$ 11.2 | \$ 24.5 | \$ 37.1 | \$ 40.7 | \$ 62.9 | \$ 8.0 | \$ 66.8 | \$ 129.1 | \$ 354.0 | \$ 192.0 |
| State Revenue | | | | | | | | | | | | |
| Transit and Intercity Rail Capital Program (TIRCP) | \$ 300.0 | - | - | - | - | - | - | 100.0 | 100.0 | \$ 100.0 | - | - |
| SB1 - Local Partnership Program | \$ 23.9 | - | 12.4 | 11.6 | - | - | - | - | - | \$ - | - | - |
| State Revenue Subtotal | \$ 323.9 | \$ - | \$ 12.4 | \$ 11.6 | \$ - | \$ - | \$ - | \$ 100.0 | \$ 100.0 | \$ 100.0 | \$ - | \$ - |
| TOTAL SOURCES | \$ 1,260.3 | \$ 8.8 | \$ 24.8 | \$ 36.0 | \$ 37.1 | \$ 40.7 | \$ 62.9 | \$ 108.0 | \$ 166.8 | \$ 229.1 | \$ 354.0 | \$ 192.0 |

| | |
|--|--|
| Total Project Cost (First Phase): | \$1,260.3 million per Ordinance, including inflation. Life of Project budget pending. Combination of two phases totaling \$4 billion per Ordinance. |
| Description: | Project of new light rail transit line that would connect downtown Los Angeles to southeast LA County, serving Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos and Artesia. Transit Corridor Project is a 20-mile corridor. There are two phases in Measure M. The FY28 project is the first phase. |
| Funding Status: | 42% of total project cost is funded by Measure M, totaling \$535 million. Measure R funding of \$240 million, plus \$108 million that was not used on the I-5 South HOV Lanes from I-605 to Orange County Line. Awarded TIRCP funding of \$300 million in April 2018. |
| Subregion: | Gateway Cities |
| Metro Project Number: | #460201 |



I-605 Corridor "Hot Spot" Interchange Improvements

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|----------------|
| USES OF FUNDS | | | | | | | | | | | | |
| I-605 / I-5 INTERCHANGE IMPROVEMENTS | \$ 258.5 | 9.8 | 5.4 | 3.7 | 10.0 | 10.0 | 8.5 | 16.5 | 53.3 | 62.4 | 78.9 | - |
| I-605 / SR-91 INTERCHANGE IMPROVEMENTS | \$ 187.8 | 5.2 | 3.3 | 3.0 | 8.0 | 8.0 | 23.3 | 42.0 | 39.0 | 34.0 | 22.0 | - |
| I-605 / SR-60 INTERCHANGE IMPROVEMENTS | \$ 37.0 | 13.8 | 8.4 | 7.0 | 5.5 | 2.3 | - | - | - | - | - | - |
| I-710 / SR-91 INTERCHANGE IMPROVEMENTS | \$ 3.3 | 2.8 | 0.5 | - | - | - | - | - | - | - | - | - |
| EB SR-91 Aux Lane (Atlantic to Cherry) | \$ 78.0 | - | 0.3 | 2.5 | 4.3 | 6.3 | 8.6 | 18.7 | 18.7 | 14.0 | 4.6 | - |
| Central Ave Int. Improvements | \$ 45.0 | - | 0.3 | 3.6 | 3.3 | 8.7 | 9.0 | 13.0 | 7.2 | - | - | - |
| Wilmington Ave. Int. Improvements | \$ 45.0 | - | 0.3 | 3.6 | 3.3 | 8.7 | 9.0 | 13.0 | 7.2 | - | - | - |
| I-605 HOTSPOTS - EARLY ACTION BEVERLY STREET | \$ 13.4 | 1.5 | 1.5 | 2.5 | 3.5 | 4.4 | - | - | - | - | - | - |
| I-605 HOTSPOTS - EARLY ACTION SOUTH STREET | \$ 35.1 | 2.7 | 2.3 | 2.5 | 9.5 | 10.0 | 5.0 | 3.1 | - | - | - | - |
| I-605 HOTSPOTS - EARLY ACTION SR-60 - Aux Lane | \$ 12.2 | - | 0.2 | 2.3 | 6.0 | 3.8 | - | - | - | - | - | - |
| I-605 HOTSPOTS - EARLY ACTION - Valley Blvd. | \$ 4.6 | - | 0.2 | 1.9 | 2.6 | - | - | - | - | - | - | - |
| I-605 HOTSPOTS - ARTERIALS PROJECT-CERRITOS | \$ 3.0 | 0.6 | 2.4 | - | - | - | - | - | - | - | - | - |
| I-605 HOTSPOTS - ARTERIALS PROJECT-SANTA FE SPRING | \$ 4.2 | 1.1 | 1.5 | 1.6 | - | - | - | - | - | - | - | - |
| I-605 HOTSPOTS - ARTERIALS PROJECT-WHITTIER | \$ 5.6 | 1.0 | 1.0 | 2.6 | 1.0 | - | - | - | - | - | - | - |
| I-605 "HOT SPOT" - NON FREEWAY PROJECTS | \$ 63.3 | 4.6 | 3.7 | 4.0 | 17.9 | 3.2 | 3.1 | 7.5 | 9.6 | 7.7 | 2.0 | - |
| Future Projects | \$ 71.8 | - | - | - | - | - | - | - | - | - | - | 71.8 |
| TOTAL USES | \$ 867.8 | \$ 43.1 | \$ 31.1 | \$ 40.7 | \$ 74.9 | \$ 65.4 | \$ 66.5 | \$ 113.8 | \$ 135.0 | \$ 118.1 | \$ 107.5 | \$ 71.8 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Local Revenue | | | | | | | | | | | | |
| Measure R - Highway Projects (20%) | \$ 589.9 | 43.1 | 27.8 | 37.7 | 56.9 | 49.2 | 43.2 | 76.1 | 107.7 | 107.1 | 41.2 | - |
| Prop C - Transit-Related Highway (25%) | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Measure M -Highway Construction (17%) | \$ 149.6 | - | - | - | - | 1.9 | - | - | - | 9.6 | 66.3 | 71.8 |
| Local Revenue Subtotal | \$ 739.5 | \$ 43.1 | \$ 27.8 | \$ 37.7 | \$ 56.9 | \$ 51.1 | \$ 43.2 | \$ 76.1 | \$ 107.7 | \$ 116.7 | \$ 107.5 | \$ 71.8 |
| State Revenue | | | | | | | | | | | | |
| Regional Improvement Program Funds (RIP) | \$ 22.0 | - | 1.0 | 0.9 | 12.4 | 7.7 | - | - | - | \$ - | - | - |
| SB1 - Trade Corridors Program | \$ 106.2 | - | 2.3 | 2.1 | 5.6 | 6.5 | 23.3 | 37.7 | 27.3 | \$ 1.4 | - | - |
| State Revenue Subtotal | \$ 128.2 | \$ - | \$ 3.3 | \$ 3.0 | \$ 18.0 | \$ 14.2 | \$ 23.3 | \$ 37.7 | \$ 27.3 | \$ 1.4 | \$ - | \$ - |
| TOTAL SOURCES | \$ 867.8 | \$ 43.1 | \$ 31.1 | \$ 40.7 | \$ 74.9 | \$ 65.4 | \$ 66.5 | \$ 113.8 | \$ 135.0 | \$ 118.1 | \$ 107.5 | \$ 71.8 |

| | |
|------------------------------|--|
| Total Project Cost: | Funding limit of \$590 million in Measure R, \$240 million of federal, state, and other local, and \$1,000 million in Measure M plus inflation. |
| Description: | The proposed project will consider multiple alternatives. The proposed improvements will evaluate adding auxiliary lanes, a general purpose lane, one HOV and/or Express lanes, direct connectors at the I-605/I-10 and I-605/I-105 interchanges, and other improvements that enhance freeway safety and operations. |
| Funding Status: | Total funding extends beyond this 10 year window. Includes a portion of Measure R funding of \$590 million for "Interstate 605 'Hot Spots' Interchanges" and Measure M funding of \$1.0 billion plus inflation adjustments. |
| Subregion: | Gateway Cities/ San Gabriel Valley |
| Metro Project Number: | #461314, #462314, #463314, #464314, #467314, #468314, #469314, #460314. |



Sepulveda Pass Transit Corridor Project (Ph 2) - SF/W

| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|----------------|---------------|---------------|---------------|---------------|----------------|----------------|-----------------|-----------------|-----------------|----------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Construction costs | \$ 66.6 | - | - | - | - | - | - | - | - | - | - | 66.6 |
| Preconstruction costs | \$ 682.0 | 1.3 | 4.3 | 5.0 | 5.0 | 5.0 | 30.7 | 95.0 | 163.1 | 268.8 | 103.8 | - |
| TOTAL USES | \$ 748.6 | \$ 1.3 | \$ 4.3 | \$ 5.0 | \$ 5.0 | \$ 5.0 | \$ 30.7 | \$ 95.0 | \$ 163.1 | \$ 268.8 | \$ 103.8 | \$ 66.6 |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5309 New Starts | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Federal Revenue Subtotal | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Revenue | | | | | | | | | | | | |
| Prop A - Rail Development Account (35%) | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Measure R - Transit Capital (35%) | \$ 0.5 | 0.3 | - | 0.2 | - | - | - | - | - | - | - | - |
| Prop C - Discretionary (40%) | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Local Agency Transit Project Contributions | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Measure M -Transit Construction (35%) | \$ 364.5 | - | - | 1.5 | 5.0 | 5.0 | 30.7 | 20.0 | 88.1 | 143.8 | 53.8 | 16.6 |
| Toll Revenue -Sepulveda Pass | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Transportation Development Act (TDA) - Admin | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Measure R - Admin (1.5%) | \$ 6.8 | \$ - | \$ 4.3 | \$ 2.5 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Prop A - Admin (5%) | \$ 0.8 | - | - | 0.8 | - | - | - | - | - | - | - | - |
| Prop C - Admin (1.5%) | \$ - | - | - | - | - | - | - | - | - | - | - | - |
| Local Revenue Subtotal | \$ 372.6 | \$ 0.3 | \$ 4.3 | \$ 5.0 | \$ 5.0 | \$ 5.0 | \$ 30.7 | \$ 20.0 | \$ 88.1 | \$ 143.8 | \$ 53.8 | \$ 16.6 |
| State Revenue | | | | | | | | | | | | |
| Transit and Intercity Rail Capital Program (TIRCP) | \$ 150.0 | - | - | - | - | - | - | 75.0 | 75.0 | \$ - | - | - |
| Regional Improvement Program Funds (RIP) | \$ 1.0 | \$ 1.0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| SB1 - Solutions for Congested Corridors Program | \$ 225.0 | - | - | - | - | - | - | - | - | \$ 125.0 | 50.0 | 50.0 |
| State Revenue Subtotal | \$ 376.0 | \$ 1.0 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 75.0 | \$ 75.0 | \$ 125.0 | \$ 50.0 | \$ 50.0 |
| TOTAL SOURCES | \$ 748.6 | \$ 1.3 | \$ 4.3 | \$ 5.0 | \$ 5.0 | \$ 5.0 | \$ 30.7 | \$ 95.0 | \$ 163.1 | \$ 268.8 | \$ 103.8 | \$ 66.6 |

| | |
|------------------------------|--|
| Total Project Cost: | Funding limit of \$1,000 million in Measure R for "San Fernando Valley I-405 Corridor Connection," \$3,134 million in LRTP revenue, and \$2,540 million in Measure M plus inflation; Life of Project budget pending. |
| Description: | Connections to existing and planned Metro bus and rail lines, including the Orange, Purple and Expo Lines. A feasibility study to identify rail alternatives is underway and is expected to take approximately 20 months, with work beginning in December 2017 and concluding in Summer/ Fall 2019. |
| Funding Status: | Total funding extends beyond this 10 year window. Measure R funding of \$1,000 million beginning FY 30 for prior project "San Fernando Valley I-405 Corridor Connection." Allocated to Sepulveda Pass Ph 1, Ph 2, and Ph 3. Measure M funding of \$2,540 million plus inflation starting in FY24 (spending for preconstruction costs can commence sooner). |
| Subregion: | Valley, Westside |
| Metro Project Number: | #460305 |



Regional Connector

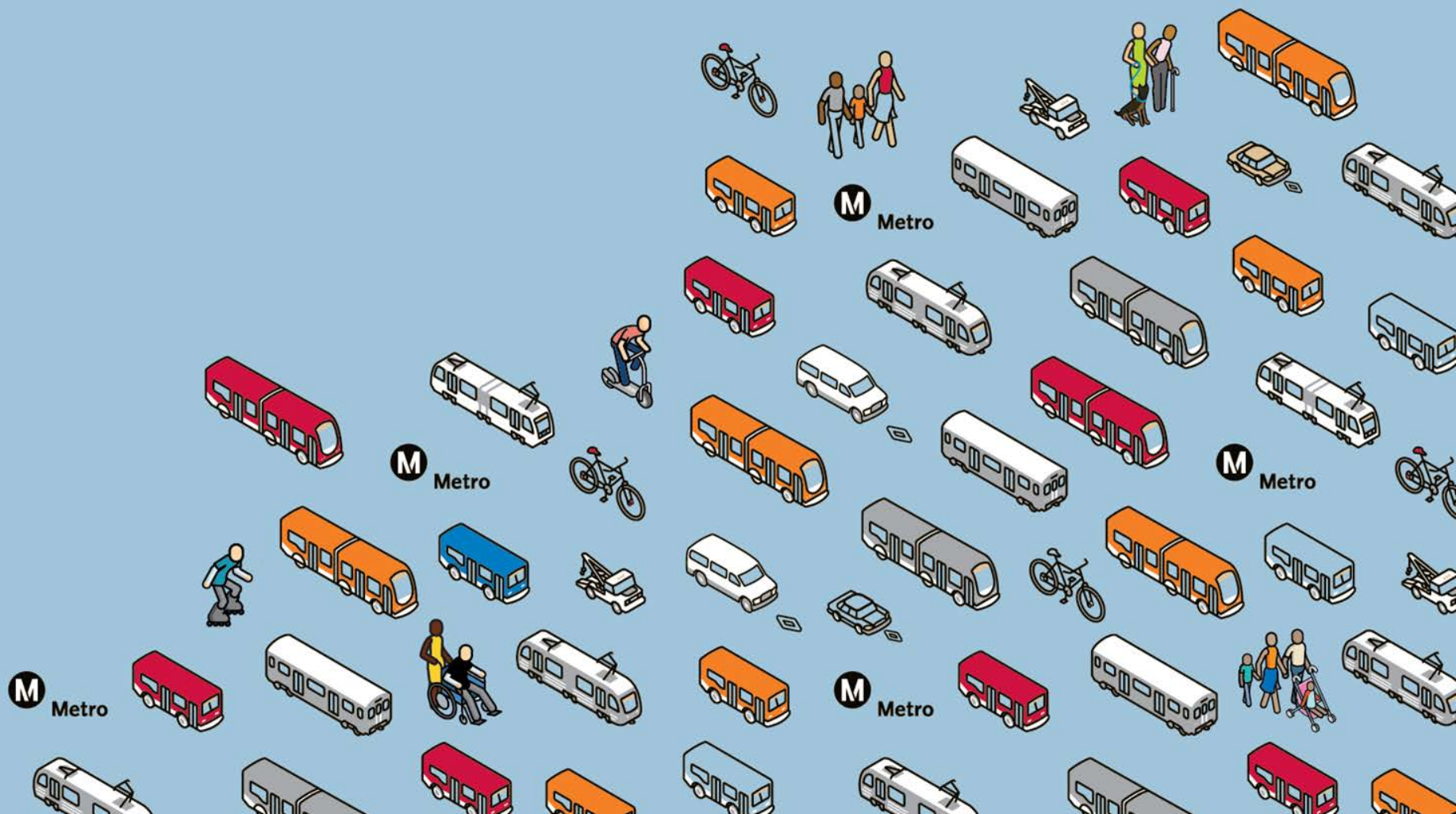
| 10-YEAR CASH FLOW (\$ in millions) | Years Prior-'28 | Prior Years | 2018 2019 | 2019 2020 | 2020 2021 | 2021 2022 | 2022 2023 | 2023 2024 | 2024 2025 | 2025 2026 | 2026 2027 | 2027 2028 |
|--|--------------------|-------------------|-----------------|-----------------|-----------------|----------------|---------------|--------------|--------------|--------------|--------------|--------------|
| USES OF FUNDS | | | | | | | | | | | | |
| Project Costs Subtotal | \$ 1,730.6 | 992.2 | 195.0 | 284.9 | 214.8 | 42.6 | 1.1 | - | - | - | - | - |
| Planning/Environmental | \$ 25.3 | 25.0 | 0.3 | (0.0) | (0.0) | (0.0) | - | - | - | - | - | - |
| TOTAL USES | \$ 1,755.8 | \$ 1,017.2 | \$ 195.2 | \$ 284.9 | \$ 214.8 | \$ 42.6 | \$ 1.1 | \$ - | \$ - | \$ - | \$ - | \$ - |
| SOURCES OF FUNDS | | | | | | | | | | | | |
| Federal Revenue | | | | | | | | | | | | |
| Section 5309 New Starts | \$ 669.9 | 355.0 | 100.0 | 100.0 | 100.0 | 14.9 | - | - | - | - | - | - |
| Surface Transportation Block Grant Program (STBGP) formerly RSTP | \$ 1.0 | 1.0 | - | - | - | - | - | - | - | - | - | - |
| Congestion Mitigation & Air Quality Program (CMAQ) | \$ 218.5 | 84.1 | 9.4 | 89.9 | 18.5 | 16.7 | - | - | - | - | - | - |
| Federal Revenue Subtotal | \$ 750.3 | \$ 300.9 | \$ 109.4 | \$ 189.9 | \$ 118.5 | \$ 31.6 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Revenue | | | | | | | | | | | | |
| Measure R - Transit Capital (35%) | \$ 160.0 | 117.4 | 17.9 | 18.1 | 6.6 | - | - | - | - | - | - | - |
| Lease Revenues | \$ 79.1 | 6.0 | - | 20.1 | 53.0 | - | - | - | - | - | - | - |
| Local Agency Transit Project Contributions | \$ 42.0 | 18.0 | 10.0 | 14.0 | - | - | - | - | - | - | - | - |
| Repayment of Capital Project Loans (Fund 3562) | \$ 274.6 | 182.9 | - | 42.9 | 36.8 | 11.0 | 1.1 | - | - | - | - | - |
| General Fund - Metro | \$ 43.5 | - | 43.5 | - | - | - | - | - | - | - | - | - |
| Transportation Development Act (TDA) - Admin | \$ 0.3 | 0.3 | - | - | - | - | - | - | - | - | - | - |
| Local Revenue Subtotal | \$ 599.4 | \$ 243.1 | \$ 152.8 | \$ 95.0 | \$ 96.4 | \$ 11.0 | \$ 1.1 | \$ - | \$ - | \$ - | \$ - | \$ - |
| State Revenue | | | | | | | | | | | | |
| Prop 1B - PTMISEA | \$ 135.2 | 135.2 | - | - | - | - | - | - | - | \$ - | - | - |
| High Speed Rail Bonds (State) | \$ 114.9 | 114.9 | - | - | - | - | - | - | - | \$ - | - | - |
| Regional Improvement Program Funds (RIP) | \$ 17.0 | 2.6 | 14.4 | - | - | - | - | - | - | \$ - | - | - |
| State Revenue Subtotal | \$ 267.0 | \$ 252.6 | \$ 14.4 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| TOTAL SOURCES | \$ 1,755.8 | \$ 796.7 | \$ 415.7 | \$ 284.9 | \$ 214.8 | \$ 42.6 | \$ 1.1 | \$ - | \$ - | \$ - | \$ - | \$ - |

| | |
|------------------------------|---|
| Total Project Cost: | \$1,755.8 million Life of Project budget |
| Description: | The Metro Regional Connector Project extends from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles, allowing passengers to transfer to Blue, Expo, Red and Purple Lines, bypassing Union Station. The 1.9-mile alignment will serve Little Tokyo, the Arts District, Civic Center, The Historic Core, Broadway, Grand Av, Bunker Hill, Flower St and the Financial District. |
| Funding Status: | Measure R funding of \$160 million and TIFIA loan. New Starts grant agreement in February 2014. LOP of \$1755.8 per Bd Rept #49, Jan 2017, as amended to include \$5M to match FTA requested amount. |
| Subregion: | Central LA |
| Metro Project Number: | #860228, #460228 |



Short Range Financial Forecast

As of August 2018



Overview

- Metro maintains a 40-year LRTP Financial Forecast that is updated each year
- The Financial Forecast:
 - is a projection of all Metro capital and operating costs
 - identifies fund assignments, or how we plan to allocate Metro's funds among projects and programs

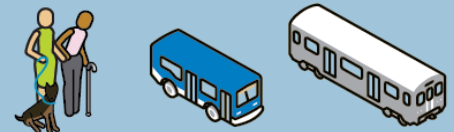


Short Range Financial Forecast

- In September 2018, we propose that a 10-Year “Short Range Financial Forecast” be submitted to the Board.
 - A subset of the 40-year forecast
 - Cash flows and financial tables of Metro projects and programs
 - Serves as a benchmark for related funding actions (e.g., state and federal programs, discretionary grant applications, project acceleration proposals)

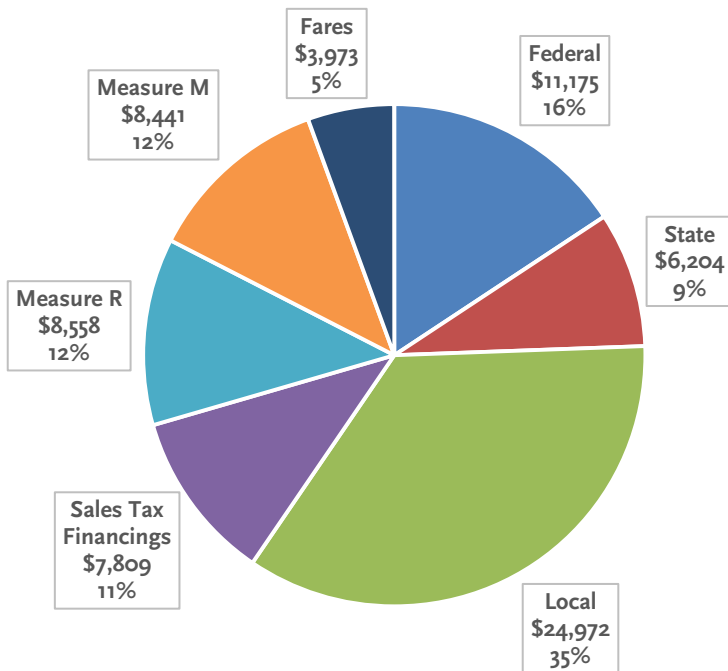
Funding Requirements

- The financial forecast includes **Board-approved** spending
 - Sales tax ordinance Expenditure Plans and schedules
 - adopted transportation plans (LRTP and SRTP)
 - separate Board action (e.g., contract awards, “life of project” budgets)
 - adopted FY19 budget
- Bus and rail operations as projected by Metro staff
- Therefore, no accelerated project schedules included

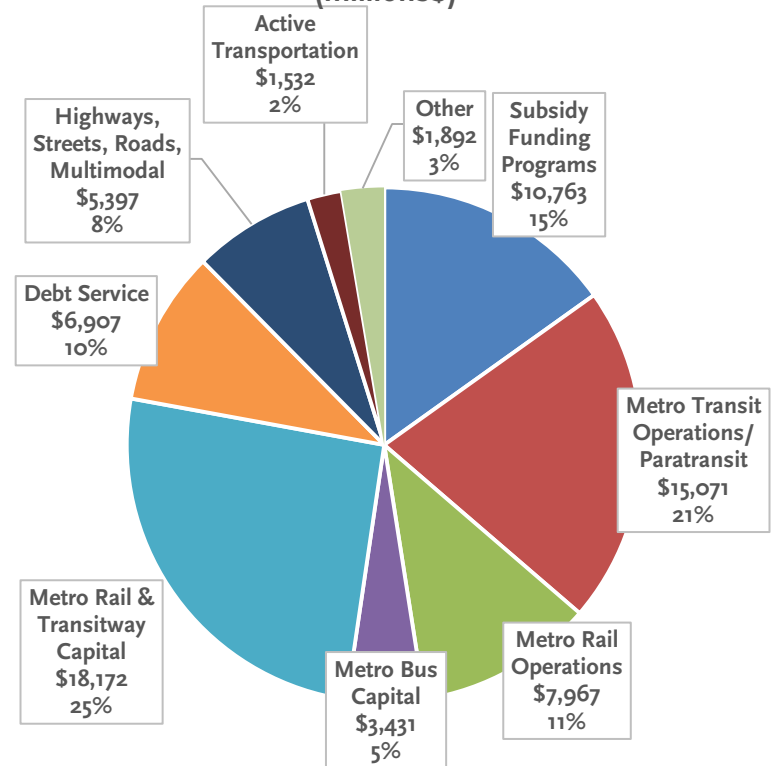


Funding and Uses (10-year) - \$71B Total

Metro-Controlled Revenues FY 2019 - FY 2028
(millions\$)



Metro-Controlled Expenditures FY 2019 - FY 2028
(millions\$)



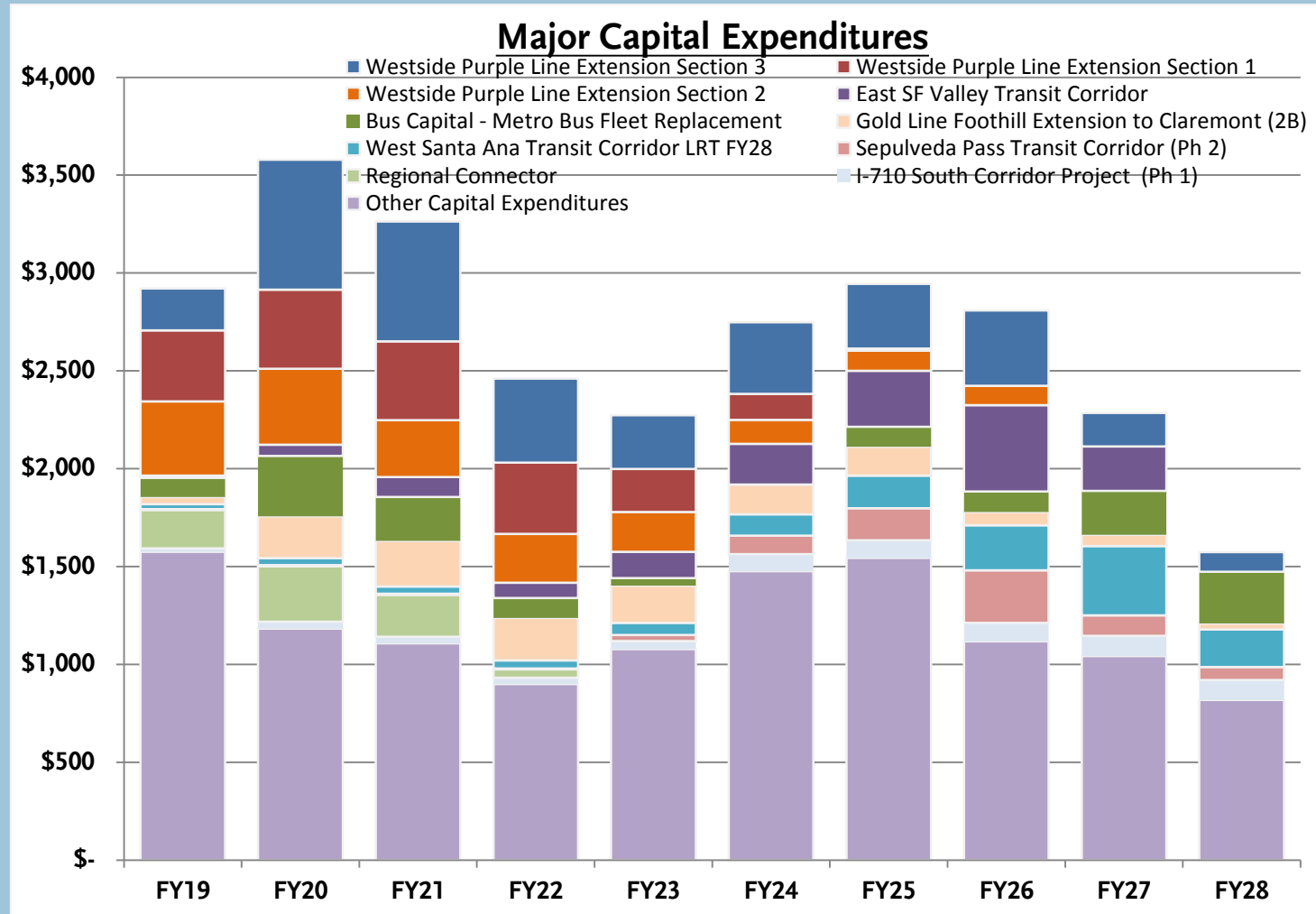
Estimated Revenue (Major Sources)

| Local |
|------------------------------|
| Prop A |
| Prop C |
| Measure R |
| Measure M |
| TDA |
| State Transit Assistance |
| State Transit Assistance SB1 |
| Fares |
| Tolls |
| Advertising |
| Property Leases |

| State/Federal – Formula |
|-------------------------------|
| Section 5307 |
| CMAQ |
| STBGP |
| RIP |
| Section 5337 |
| SB1 Local Partnership |
| State/Federal – Discretionary |
| FTA New Starts |
| TIRCP |
| SB1 Trade Corridors |
| SB1 Congested Corridors |

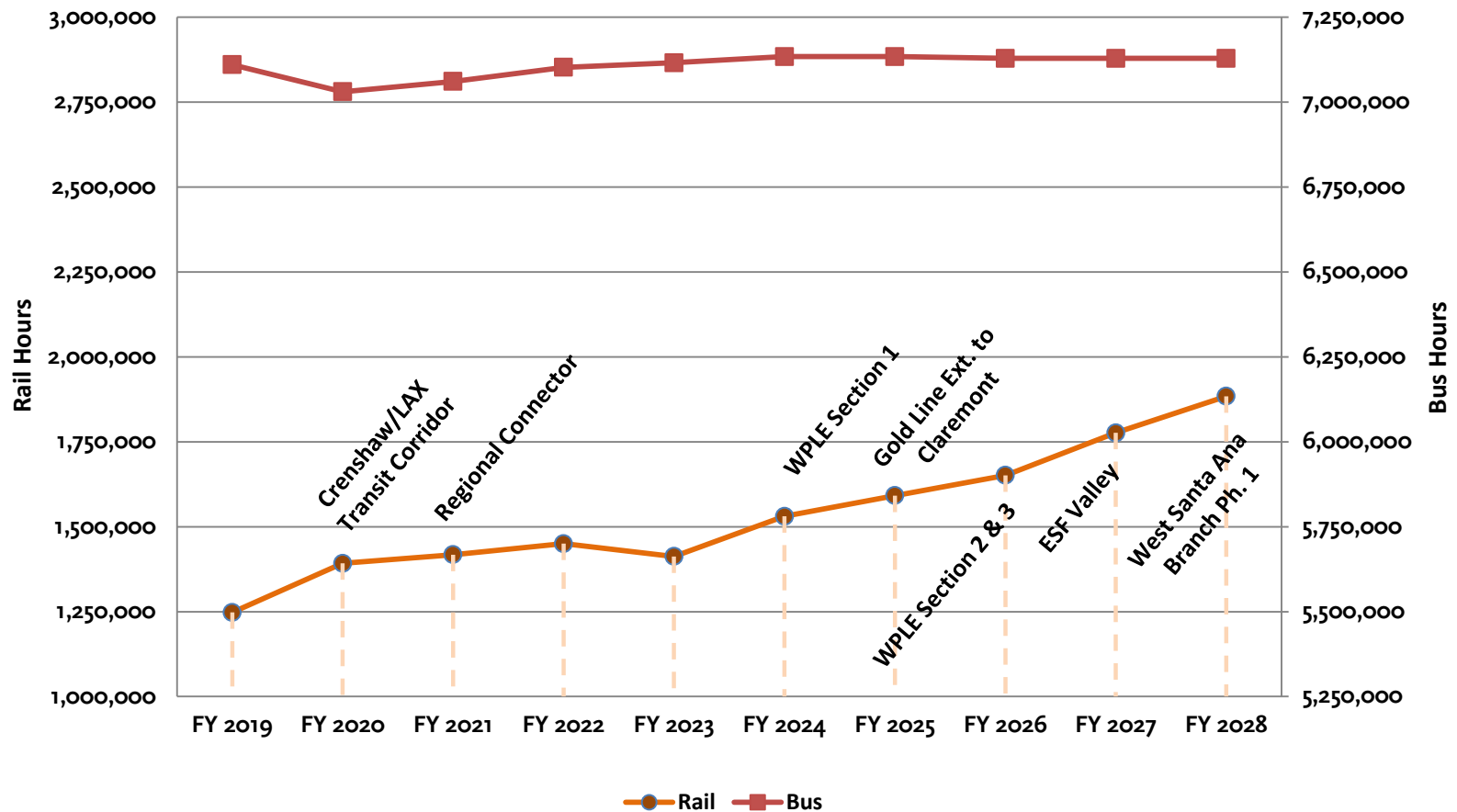
SRFF Capital Projects and Programs

- Funding for \$26.9 billion of new infrastructure (10-year window)
 - Transit
 - State of Good Repair
 - Highways
 - Subsidies
- Twenty-seven projects in planning
- Debt service is separate



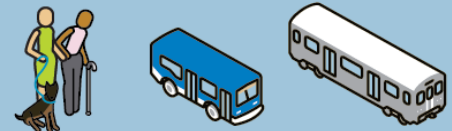
Bus and Rail Operations Fund Drivers

Revenue Service Hours

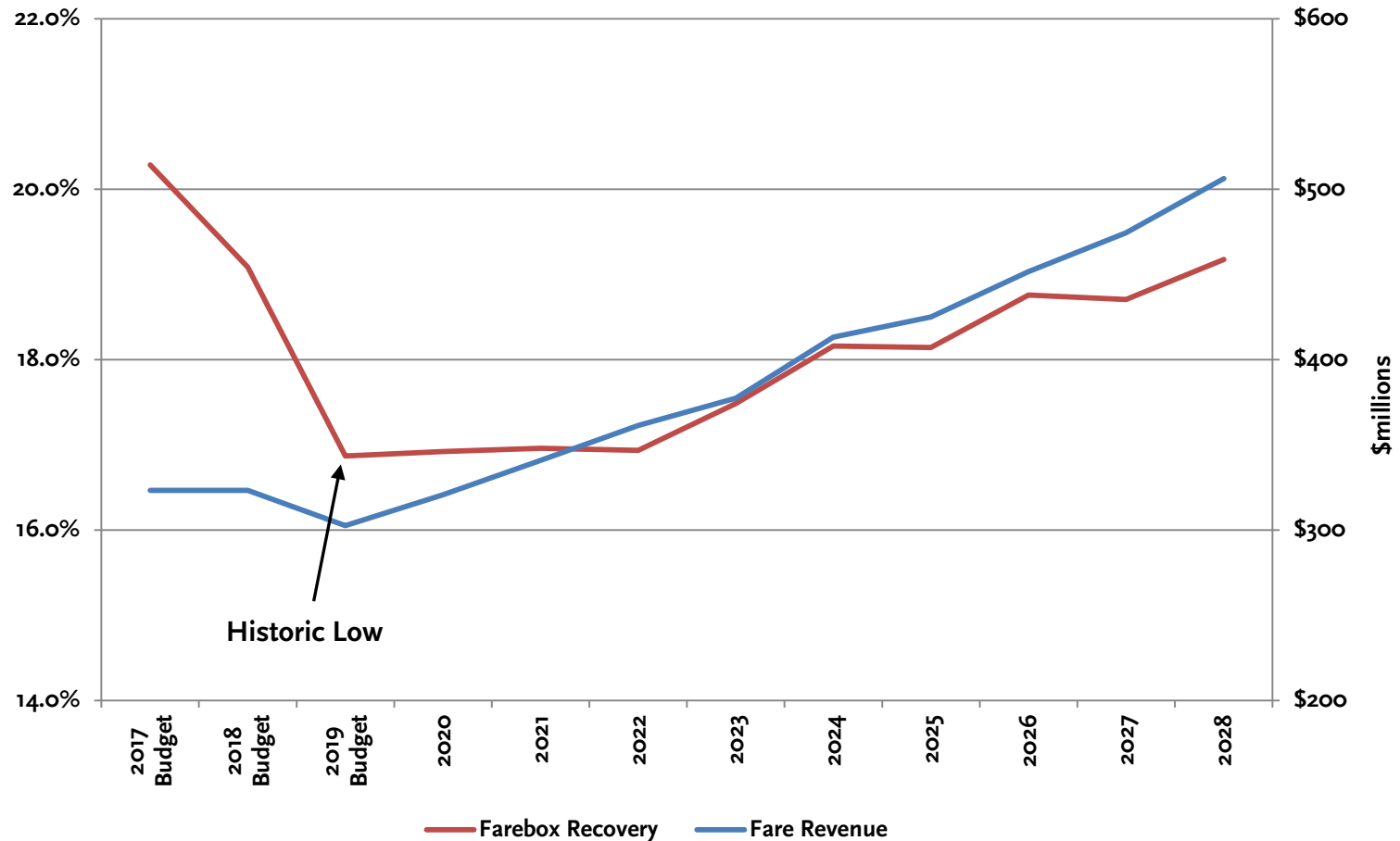


Current Financial Outlook

- Continued strong economy and related sales tax receipts
- Increased spending on bus and rail service
- Capital projects advanced or requested as a new commitment
- Grant funding from Metro's State and federal partners yet to be awarded
- Potentially higher than expected project costs

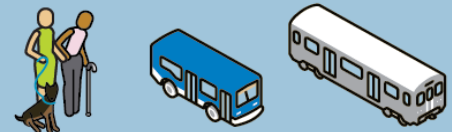


Fares and Farebox Recovery



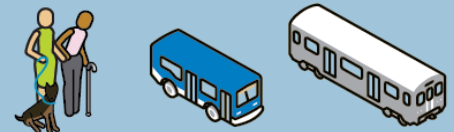
Potential New Projects and Costs

- Not included are projects that are currently under evaluation (partial list)
 - Re-scoped Division 20 turnback facility
 - Electrification of bus system
 - Link US Phase 4
 - Additional Tier 1 Express Lanes
 - Rail Operations Center (ROC) expansion
 - I-210 Median Barrier
- If approved by the Board, these projects must be accommodated into the 10-year revenue envelope



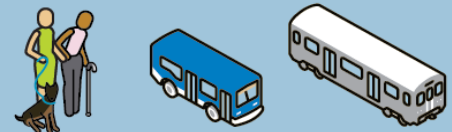
Project Acceleration Impacts

- Not included are accelerated project schedules
- 28 by 2028 “aspirational” schedule requires advancing \$24B in capital expenses over Measure M schedule
 - Accelerating operating and maintenance costs would be an additional draw on revenues
- Other acceleration requests have been proposed
- Board-adopted Early Project Delivery Strategy requires financial assessment of any acceleration



State and Federal Grant Funding Exposure

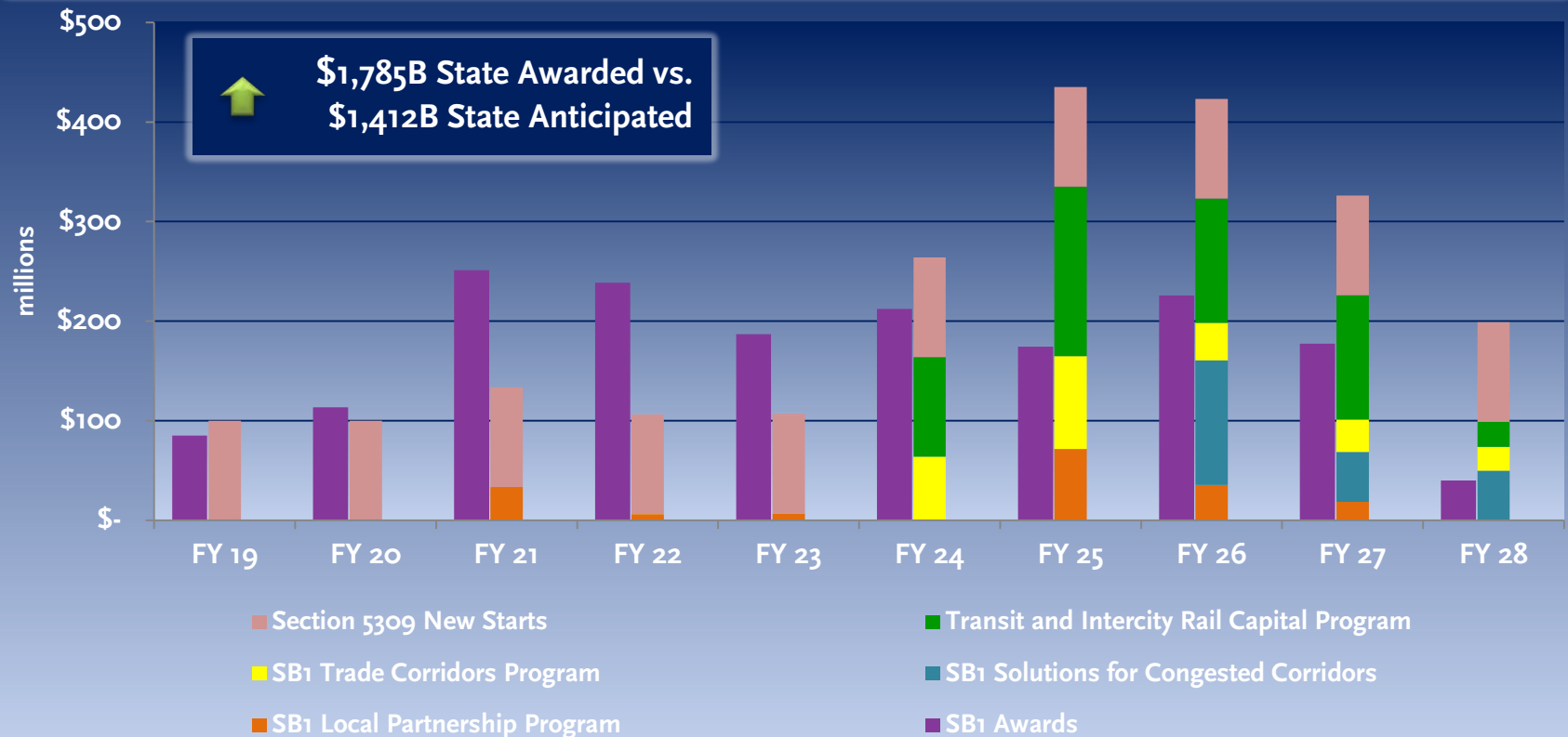
- The Short Range Financial Forecast includes 2018 State grant awards for Metro projects
- Ongoing receipts are assumed over the next 10 years, despite facing a tenuous grant funding environment
- Metro continues to be at-risk from loss of planned SB1 and Federal New Starts funding (if current legislative authorizations are fundamentally changed)
 - SB1 repeal effort
 - Uncertain federal funding policies



Estimated Future Grant Funding

LA Metro Anticipated Grants

SB1 Discretionary & New Starts



Risk Assessment

- If sales tax falls \$1.8 billion over the next 10 years, 10 capital projects could be delayed up to 3 years
- A strong economy can put upward cost pressures on projects, e.g. higher bid prices
- If ridership or fare revenue does not improve and costs increase moderately, Metro's operating subsidy from sales tax will increase by \$1.0 billion

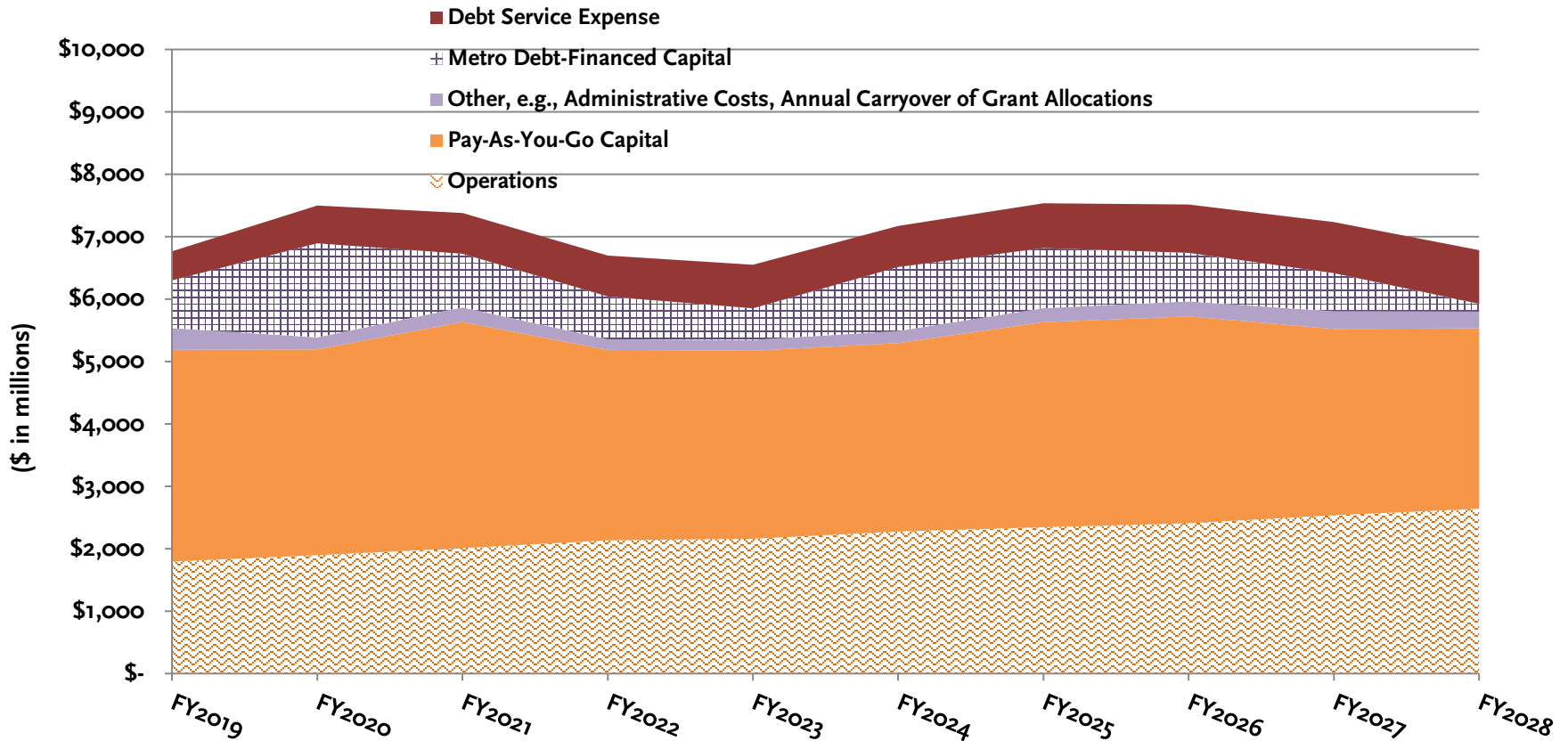
Risk Assessment (cont.)

- Metro's current capital rehabilitation and replacement backlog grows over the 10-year period from \$2.1 billion to \$2.7 billion
- If SB-1 grants are repealed in FY 2019, Metro will forego \$4.9 billion in capital funding over the next 10 years, delaying the delivery of 10 to 12 major projects by 3 to 5 years

Baseline Funding Capacity Takeaway

- All Measure R and M commitments can be fulfilled under baseline assumptions
- However, any addition of new projects or acceleration of existing projects or programs will require one or more of the following trade-offs:
 - Additional debt financing
 - Cost offsets through innovations, scope changes, or delivery efficiencies
 - Reassessment of investment priorities
 - New, unanticipated revenues

SRFF Baseline Expenditure Forecast



Summary

- The 10-Year “Short Range Financial Forecast” provides the basis for investment priorities
 - Updated annually
 - Ensures financial transparency required by Measure M
- SRFF will assign funds to specific Metro projects and programs
 - Assignments will be re-affirmed or adjusted via annual update



Board Report

File #: 2018-0292, File Type: Plan

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: SHORT RANGE FINANCIAL FORECAST

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Short Range Financial Forecast (Attachment A) and financial outlook.

ISSUE

The Financial Forecast is Metro's financial plan for capital and operating costs, which is updated and presented to the Board annually for approval of the "fund type assignments," or allocation of Metro funds among projects and programs. The Financial Forecast has historically been presented with a 20- to 40-year horizon. This Board report introduces the Short Range Financial Forecast (SRFF) as a focused plan for the first 10 years of the Financial Forecast (FY 2019 to FY 2028). Over the next 10 years, Metro has an ambitious \$71.1 billion transportation capital and operating program.

BACKGROUND

Metro maintains a 40-year long-range Financial Forecast, which is Metro's mechanism to identify funding for all Board-approved projects and programs. The Financial Forecast is a financial strategy for all capital and operating costs, and the fund assignments, or the allocation of funding among projects and programs. It determines the needed resources to deliver Metro's commitments on schedule and the direction for Metro staff to pursue the funding on the approved uses.

DISCUSSION

Metro staff last provided a Financial Forecast update to the Board in October 2017 and, prior to this, in June 2016 as part of the Board's consideration of the Measure M Ballot Measure. Metro staff now recommends the companion preparation of a SRFF which represents the first 10 years of the Financial Forecast. A 10-year forecast focuses on Metro's more refined financial estimates - the Metro annual budget, detailed project cost estimates, awarded grant receipts, and approved contract expenditures. Metro's longer term financial projections, although necessary for planning purposes, are subject to greater variability, which increases the longer the term of the projection. There is still a need for the 40-year forecast, as this supports Metro's LRTP and identifies a viable framework for funding Metro's long-term goals. The 40-year Financial Forecast will continue to be prepared by

Metro staff and presented to the Board as part of the next LRTP update.

The SRFF includes prior Board-approved spending that has been submitted in Metro's adopted transportation plans (LRTP and Short Range Transportation Plan), sales tax ordinance expenditure plans, annual budgets, capital life-of-project budgets and other Board actions. Operating costs for bus and rail are based on projections by Metro staff. Revenues from Metro's local sales tax measures, state and federal formula programs, and state and federal discretionary grants, are also based on Metro staff projections (which may rely on state, federal, or other third-party information). The SRFF includes state SB-1 grant awards that were announced in April and May 2018.

The SRFF, including the fund assignments, are provided in Attachment A. It presents the 10-year projections of sales tax, operating revenue, grant revenue, and debt financing; expenditures by major cost category; grant receipts by grant program and Metro project; Enterprise Fund cash flows; annual capital project expenditures; Metro subsidies to sub-recipients; and Metro fund balances. It thus provides a critical benchmark for identifying financial resources in aggregate, by fund type, for specific programs, projects and services. Funding actions such as grant applications, state and federal program development, and proposals for project acceleration should align with the SRFF to ensure funding decisions are sound, and their impacts sufficiently vetted. The recommended annual update of the SRFF will allow adjustments to be made over time as new financial information is available. Attachment B provides project profiles for key Metro projects.

Financial Outlook

Metro's financial outlook benefits from continued robust sales tax receipts. Metro's relatively large capital program and bus and rail operations are primarily funded from the four existing 0.5% sales taxes. The FY 2019 budget has a 5.2% increase (Proposition A and C, Measure R) in comparison to the FY 2018 adopted budget, and should this growth occur, it will provide a higher base for future sales tax receipts. Metro's 2017 economic forecast (provided by UCLA) has an average 3.8% growth in taxable sales over the next 10 years. The strong sales tax growth is expected to fund its share of Metro's capital and operating commitments, as planned and on schedule.

Other Metro financial indicators also demonstrate a strong financial position. Cash balances are stable and increasing due to the recently implemented Measure M sales tax, and the amount of debt and debt service has been moderate over the most recent five years. Outside reviewers of Metro's financial condition - the bond rating agencies and the Federal Transit Administration (as part of Metro's grant applications) - continue to give the agency high marks. However, as Metro implements the Measure R and Measure M capital plans, the SRFF shows a growing issuance of debt and use of cash balances, which will reduce Metro's liquidity and perceived financial strength. In addition, Metro continues to experience cost pressures from higher bus and rail operating expenses, increases in the estimated cost of major capital projects, the acceleration of existing projects, and the addition of new projects, which all require additional funding resources.

Ridership and Operating Expenses

Ridership continued to decline in FY 2018 (down 3.1% for the period July 2017 through June 2018) which reduced Metro's operating revenue. Concurrently, Metro's budgeted operating costs increased

by \$90.4 million (5.3%) in FY 2019 vs FY 2018. Both factors result in an increase in the sales tax subsidy - the amount of sales tax that funds bus and rail operations, in order to maintain current levels of service. Should this trend continue, operations will require an increasing share of Metro's funding resources that will leave less available for Metro's current commitments and any additional new projects and programs.

Capital Costs

Metro experienced cost increases on two major transit projects in FY 2018 that each exceeded \$100 million. The higher costs will divert funding from other Metro uses and potentially require additional Metro debt financing. In addition, Metro is developing several other major transit and highway projects, and the ultimate cost for the projects may be higher than the planned cost and allocated funding in the LRTP, as updated. As Metro does not have unlimited financial capacity, it must responsibly plan within a funding envelope of reasonably available funds. Since Metro has allocated much of that funding for Board-approved projects and programs, future cost increases will similarly stress the funding envelope capacity and could result in additional debt financing that was not planned.

In addition to Board-approved projects and programs, Metro continues to identify new capital needs. These potential new capital projects may enhance the transportation system, address inadequate existing infrastructure, or be essential to our operations or regulatory compliance. Projects that have been identified in concept and may be presented to the Board for funding include: a re-scoped Division 20 turnback facility, electrification of the bus system, Link US, additional Tier 1 Express Lanes, Rail Operations Center (ROC) expansion, and I-210 Median Barrier. Metro has not allocated all funding for these projects in the LRTP, as updated, and the projects will require additional funding, which may be available from new or discretionary local, state, and federal sources, additional debt financing, or reprioritizing spending on other planned Metro projects.

State and Federal Grants

Metro benefits from state and federal grant funding and has historically been successful in competing for the discretionary components of this funding. Metro received state and federal grant awards in April and May 2018 of \$1.7 billion through the SB-1 and INFRA grant programs. However, Metro does face a tenuous state and federal grant funding environment. The SRFF assumes ongoing receipts (of Metro's "fair share") over the next 10 years from the relatively new SB-1 grant programs and the longstanding federal New Starts programs. SB-1 is subject to a repeal vote in November and, if passed, would eliminate approximately \$4.9 billion of Metro grant receipts from the SRFF. The New Starts program does not currently have unanimous federal support, yet Metro anticipates \$1.3 billion of funding for Westside Purple Line Section 3. A loss of the New Starts funding will require supplemental funding, which may be available from new or discretionary local, state, and federal sources, additional debt financing, or reprioritizing spending on other planned Metro projects.

Risk Assessment

Metro staff can quantify the impact of Metro's primary financial risks that would aid the Board's evaluation of future decisions, and prepare hypothetical scenarios of potential downside outcomes of our revenues and costs.

- If sales tax over the next 10 years falls by \$1.8 billion (which would occur if receipts in FY 2020 decreased by 1% in comparison to the prior year), this could delay the delivery of 10 capital projects up to 3 years, and require a diversion of sales tax for bus and rail operations.
- If our ridership or fare revenue does not improve from FY 2019 levels, and costs moderately increase over the next 10 years, Metro's operating subsidy from sales tax will increase by \$1.0 billion.
- If SB-1 grant programs are eliminated in FY 2019, Metro will forego \$4.9 billion of capital funding over the next 10 years, and this could delay the delivery of 10 to 12 major capital projects by 3 to 5 years.

Metro faces both revenue and cost risks that could have a significant impact on Metro's ability to deliver projects and operate the transit system. As a capital-intensive entity, Metro has the potential to address revenue and cost risks by deferring the delivery of projects or not implementing new projects, versus reduction in ongoing operations and administrative costs.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no negative impact to the safety standards of Metro.

FINANCIAL IMPACT

Impact to Budget

This item does not involve the expenditure of funds and has no impact to the FY 2019 budget. The SRFF fund assignments are generally consistent with the adopted FY 2019 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports the adopted Metro Vision 2028 Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." The SRFF helps ensure fiscal responsibility in how fund assignments are made and transparency in the agency's investment decisions.

NEXT STEPS


The fund assignments in the SRFF will be the basis for grant funding to Metro projects and programs, and Metro staff will include the assignments in the federally-mandated Transportation Improvement Program (TIP). The projects must be included in the TIP to be eligible for federal grant assistance.

ATTACHMENTS

Attachment A - Short Range Financial Forecast (FY 2019 to FY 2028)
Attachment B - Project Profiles

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 418-3384
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0292, File Type: Plan

Agenda Number: 13.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: SHORT RANGE FINANCIAL FORECAST

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE the Short Range Financial Forecast (Attachment A) and financial outlook.

ISSUE

The Financial Forecast is Metro's financial plan for capital and operating costs, which is updated and presented to the Board annually for approval of the "fund type assignments," or allocation of Metro funds among projects and programs. The Financial Forecast has historically been presented with a 20- to 40-year horizon. This Board report introduces the Short Range Financial Forecast (SRFF) as a focused plan for the first 10 years of the Financial Forecast (FY 2019 to FY 2028). Over the next 10 years, Metro has an ambitious \$71.1 billion transportation capital and operating program.

BACKGROUND

Metro maintains a 40-year long-range Financial Forecast, which is Metro's mechanism to identify funding for all Board-approved projects and programs. The Financial Forecast is a financial strategy for all capital and operating costs, and the fund assignments, or the allocation of funding among projects and programs. It determines the needed resources to deliver Metro's commitments on schedule and the direction for Metro staff to pursue the funding on the approved uses.

DISCUSSION

Metro staff last provided a Financial Forecast update to the Board in October 2017 and, prior to this, in June 2016 as part of the Board's consideration of the Measure M Ballot Measure. Metro staff now recommends the companion preparation of a SRFF which represents the first 10 years of the Financial Forecast. A 10-year forecast focuses on Metro's more refined financial estimates - the Metro annual budget, detailed project cost estimates, awarded grant receipts, and approved contract expenditures. Metro's longer term financial projections, although necessary for planning purposes, are subject to greater variability, which increases the longer the term of the projection. There is still a need for the 40-year forecast, as this supports Metro's LRTP and identifies a viable framework for funding Metro's long-term goals. The 40-year Financial Forecast will continue to be prepared by

Metro staff and presented to the Board as part of the next LRTP update.

The SRFF includes prior Board-approved spending that has been submitted in Metro's adopted transportation plans (LRTP and Short Range Transportation Plan), sales tax ordinance expenditure plans, annual budgets, capital life-of-project budgets and other Board actions. Operating costs for bus and rail are based on projections by Metro staff. Revenues from Metro's local sales tax measures, state and federal formula programs, and state and federal discretionary grants, are also based on Metro staff projections (which may rely on state, federal, or other third-party information). The SRFF includes state SB-1 grant awards that were announced in April and May 2018.

The SRFF, including the fund assignments, are provided in Attachment A. It presents the 10-year projections of sales tax, operating revenue, grant revenue, and debt financing; expenditures by major cost category; grant receipts by grant program and Metro project; Enterprise Fund cash flows; annual capital project expenditures; Metro subsidies to sub-recipients; and Metro fund balances. It thus provides a critical benchmark for identifying financial resources in aggregate, by fund type, for specific programs, projects and services. Funding actions such as grant applications, state and federal program development, and proposals for project acceleration should align with the SRFF to ensure funding decisions are sound, and their impacts sufficiently vetted. The recommended annual update of the SRFF will allow adjustments to be made over time as new financial information is available. Attachment B provides project profiles for key Metro projects.

Financial Outlook

Metro's financial outlook benefits from continued robust sales tax receipts. Metro's relatively large capital program and bus and rail operations are primarily funded from the four existing 0.5% sales taxes. The FY 2019 budget has a 5.2% increase (Proposition A and C, Measure R) in comparison to the FY 2018 adopted budget, and should this growth occur, it will provide a higher base for future sales tax receipts. Metro's 2017 economic forecast (provided by UCLA) has an average 3.8% growth in taxable sales over the next 10 years. The strong sales tax growth is expected to fund its share of Metro's capital and operating commitments, as planned and on schedule.

Other Metro financial indicators also demonstrate a strong financial position. Cash balances are stable and increasing due to the recently implemented Measure M sales tax, and the amount of debt and debt service has been moderate over the most recent five years. Outside reviewers of Metro's financial condition - the bond rating agencies and the Federal Transit Administration (as part of Metro's grant applications) - continue to give the agency high marks. However, as Metro implements the Measure R and Measure M capital plans, the SRFF shows a growing issuance of debt and use of cash balances, which will reduce Metro's liquidity and perceived financial strength. In addition, Metro continues to experience cost pressures from higher bus and rail operating expenses, increases in the estimated cost of major capital projects, the acceleration of existing projects, and the addition of new projects, which all require additional funding resources.

Ridership and Operating Expenses

Ridership continued to decline in FY 2018 (down 3.1% for the period July 2017 through June 2018) which reduced Metro's operating revenue. Concurrently, Metro's budgeted operating costs increased

by \$90.4 million (5.3%) in FY 2019 vs FY 2018. Both factors result in an increase in the sales tax subsidy - the amount of sales tax that funds bus and rail operations, in order to maintain current levels of service. Should this trend continue, operations will require an increasing share of Metro's funding resources that will leave less available for Metro's current commitments and any additional new projects and programs.

Capital Costs

Metro experienced cost increases on two major transit projects in FY 2018 that each exceeded \$100 million. The higher costs will divert funding from other Metro uses and potentially require additional Metro debt financing. In addition, Metro is developing several other major transit and highway projects, and the ultimate cost for the projects may be higher than the planned cost and allocated funding in the LRTP, as updated. As Metro does not have unlimited financial capacity, it must responsibly plan within a funding envelope of reasonably available funds. Since Metro has allocated much of that funding for Board-approved projects and programs, future cost increases will similarly stress the funding envelope capacity and could result in additional debt financing that was not planned.

In addition to Board-approved projects and programs, Metro continues to identify new capital needs. These potential new capital projects may enhance the transportation system, address inadequate existing infrastructure, or be essential to our operations or regulatory compliance. Projects that have been identified in concept and may be presented to the Board for funding include: a re-scoped Division 20 turnback facility, electrification of the bus system, Link US, additional Tier 1 Express Lanes, Rail Operations Center (ROC) expansion, and I-210 Median Barrier. Metro has not allocated all funding for these projects in the LRTP, as updated, and the projects will require additional funding, which may be available from new or discretionary local, state, and federal sources, additional debt financing, or reprioritizing spending on other planned Metro projects.

State and Federal Grants

Metro benefits from state and federal grant funding and has historically been successful in competing for the discretionary components of this funding. Metro received state and federal grant awards in April and May 2018 of \$1.7 billion through the SB-1 and INFRA grant programs. However, Metro does face a tenuous state and federal grant funding environment. The SRFF assumes ongoing receipts (of Metro's "fair share") over the next 10 years from the relatively new SB-1 grant programs and the longstanding federal New Starts programs. SB-1 is subject to a repeal vote in November and, if passed, would eliminate approximately \$4.9 billion of Metro grant receipts from the SRFF. The New Starts program does not currently have unanimous federal support, yet Metro anticipates \$1.3 billion of funding for Westside Purple Line Section 3. A loss of the New Starts funding will require supplemental funding, which may be available from new or discretionary local, state, and federal sources, additional debt financing, or reprioritizing spending on other planned Metro projects.

Risk Assessment

Metro staff can quantify the impact of Metro's primary financial risks that would aid the Board's evaluation of future decisions, and prepare hypothetical scenarios of potential downside outcomes of our revenues and costs.

- If sales tax over the next 10 years falls by \$1.8 billion (which would occur if receipts in FY 2020 decreased by 1% in comparison to the prior year), this could delay the delivery of 10 capital projects up to 3 years, and require a diversion of sales tax for bus and rail operations.
- If our ridership or fare revenue does not improve from FY 2019 levels, and costs moderately increase over the next 10 years, Metro's operating subsidy from sales tax will increase by \$1.0 billion.
- If SB-1 grant programs are eliminated in FY 2019, Metro will forego \$4.9 billion of capital funding over the next 10 years, and this could delay the delivery of 10 to 12 major capital projects by 3 to 5 years.

Metro faces both revenue and cost risks that could have a significant impact on Metro's ability to deliver projects and operate the transit system. As a capital-intensive entity, Metro has the potential to address revenue and cost risks by deferring the delivery of projects or not implementing new projects, versus reduction in ongoing operations and administrative costs.

DETERMINATION OF SAFETY IMPACT

Approval of this item will have no negative impact to the safety standards of Metro.

FINANCIAL IMPACT

Impact to Budget

This item does not involve the expenditure of funds and has no impact to the FY 2019 budget. The SRFF fund assignments are generally consistent with the adopted FY 2019 budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

This item supports the adopted Metro Vision 2028 Strategic Plan Goal #5, which seeks to "Provide responsive, accountable, and trustworthy governance within the Metro organization." The SRFF helps ensure fiscal responsibility in how fund assignments are made and transparency in the agency's investment decisions.

NEXT STEPS

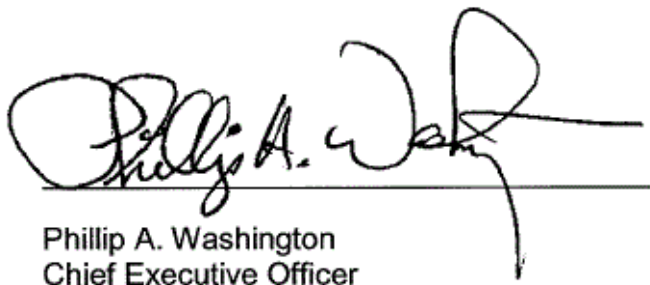
The fund assignments in the SRFF will be the basis for grant funding to Metro projects and programs, and Metro staff will include the assignments in the federally-mandated Transportation Improvement Program (TIP). The projects must be included in the TIP to be eligible for federal grant assistance.

ATTACHMENTS

Attachment A - Short Range Financial Forecast (FY 2019 to FY 2028)
Attachment B - Project Profiles

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 418-3384
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer



Board Report

File #: 2018-0317, **File Type:** Project

Agenda Number: 14.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: GREEN LINE EXTENSION TO TORRANCE

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING the Green Line Extension to Torrance Supplemental Alternative Analysis (SAA) Report; and
- B. AUTHORIZING the CEO to carry forward the following two build alternatives (modified):
 - 1. Alternative 1: Metro right-of-way (ROW) and overcrossing, without a station at Manhattan/Inglewood
 - 2. Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th Street; and
- C. AUTHORIZING the CEO to initiate the Draft Environmental Impact Statement/ Environmental Impact Report (EIS/EIR) for the two build alternatives as modified.

ISSUE

With the passage of Measure M in November 2016, which included funding for the Green Line Extension to Torrance Project (Project), Metro reinitiated the planning studies for the Project in spring 2017 with this SAA. The SAA is focused on a 4.5-mile segment of the Harbor Subdivision ROW from the existing Redondo Beach (Marine Avenue) Station to the Torrance Transit Center (TC), currently under construction by City of Torrance.

Its goal was to gain consensus on a revised Alternative(s) for presentation to and approval by the Metro Board to be carried forward in the next phase of environmental studies. Attachment A contains the Executive Summary, inclusive of goals, performance, travel and cost information. The full report is available on the project website: <https://www.metro.net/projects/green-line-extension/> The SAA recommends two alternatives to be carried forward for environmental analysis. Board action is needed in order to proceed forward with the environmental analysis. The Measure M groundbreaking date is Fiscal Year (FY) 2026.

BACKGROUND

Measure M Project Description

The Project is identified in Measure M as an extension of the existing Metro Green Line light rail transit (LRT) to Crenshaw Boulevard in Torrance. The exact project description of all projects set forth in the Measure M ordinance are to be defined by the environmental process, which includes features such as termini, alignment and stations. Per Measure M and Metro's 2009 Long-Range Transportation Plan (as amended), the Project has an \$891 million (2015\$) allocation based on the cost estimate that was current at the time that the Measure M Expenditure Plan was approved.

Relatedly, the Project is also included in Metro's "Twenty-Eight by '28 Initiative" project list as an aspirational project schedule to be completed in time for the 2028 Olympic and Paralympic Games in Los Angeles. Therefore, efforts are being made to achieve an early project delivery; this July 2018 Board action would facilitate efforts for project acceleration.

History

Metro completed an Alternatives Analysis (AA) Study in 2009, which studied transit alternatives along the Metro ROW between downtown Los Angeles, Los Angeles International Airport (LAX) and the Ports of Los Angeles and Long Beach. The AA identified the Green Line Extension from Redondo Beach to Torrance, utilizing the Metro ROW, as the highest-priority project. Light rail transit (LRT) was identified as the preferred mode. Metro initiated a Draft EIS/EIR in 2010, studying the potential environmental benefits and impacts of the alternatives prioritized in the AA. The Draft EIS/EIR studied No Build, Transportation Systems Management, and LRT Alternative along the ROW. After the failure of Measure J in 2012, this Draft EIS/EIR was put on hold due to funding concerns.

After the passage of Measure M, Metro reinitiated the planning studies for the Green Line Extension to Torrance Project in spring 2017 with the SAA. This SAA study focused on soliciting feedback from corridor cities and stakeholders to refine and update alternatives previously identified in the 2009 Alternatives Analysis and 2010 to 2012 Draft EIR/EIS.

Metro reviewed the conditions described in the earlier analysis and began an outreach process to stakeholders and cities in the South Bay to identify and evaluate any major new changes, opportunities or concerns since the Project was paused in 2012 before initiating the environmental analysis. To address these, Metro agreed to conduct an SAA, expanding the range of alternatives under consideration beyond the single Right-of-Way (ROW) Alternative. This SAA also allowed Metro to update existing conditions of the Project area, which have changed since the earlier analysis began in 2010.

Throughout 2017, the Metro project team used multiple iterations of feedback from cities and stakeholders to guide the evaluation of additional light rail alternatives for consideration. As a result, the Metro project team proposed various alignment and design options between the existing Redondo Beach Station and the Torrance Transit Center (TC). Based on that iterative outreach process and further technical analysis, four Build Alternatives were prepared for analysis in the SAA.

DISCUSSION

As part of the SAA, the four alternatives were analyzed, two of which are within Metro's existing

ROW. These four Build Alternatives are shown in Attachment B. Alternatives under consideration include:

- Alternatives within the existing Metro ROW
 - Alternative 1: Metro ROW and Overcrossing
 - Alternative 2: Metro ROW and Undercrossing
- Alternatives that travel down the median of Hawthorne Boulevard for various lengths:
 - Alternative 3: Hawthorne to 190th Street
 - Alternative 4: Hawthorne to Artesia

Each alternative would share the same alignment approximately south of 190th Street and terminate at a station serving the Torrance TC.

Community Engagement

Outreach efforts conducted throughout the SAA process included stakeholder meetings; tours for residents and elected officials to experience areas of the Metro Rail system similar to the proposed Project; and community meetings. Community input received from each of these outreach efforts is summarized in the SAA document, and all public comments received are included in Appendix B of the SAA report. These comments have been reviewed by Metro staff and are an important factor in the recommendations to the Metro Board of Directors regarding which alternative(s) to advance to the environmental review phase. Outreach conducted during this period included the following:

1. **Stakeholder meetings:** Two rounds of stakeholder meetings were conducted to seek feedback on alternatives.
2. **Community Tours:** In spring 2018, Metro invited residents, stakeholders, and elected officials from the Project area to tour the Metro Rail system. Three tours were conducted that focused on locations along the Metro Gold Line and Expo Line. The tours highlighted stations or segments of rail lines which have similar local conditions to the proposed Project. Attendees expressed interest in Metro rail projects, community integration, and environmental impacts such as safety and noise.
3. **Community Meetings:** In April-May 2018, Metro held four community meetings. These workshops included a presentation from Metro, a public comment period, and an open house where attendees could speak with project team staff, write comments directly on a roll-plot map of the alternatives, and submit comment cards.

Throughout the duration of the SAA study, a total of 580 comments were collected. A breakdown of the number of comments collected via each method is included in Appendix B of the SAA. Not all comments received expressed a preference for a specific alternative. Attendees generally expressed support for Alternatives 1 and 3, and voiced concerns over a station in City of Lawndale. The community showed limited support for Lawndale Station at Manhattan/Inglewood due to its proximity to Redondo Beach/Marine Station, impact to business, lack of parking and traffic concerns. The community expressed similar concerns for station at Hawthorne/166th Street and its proximity to South Bay Galleria Station. Other concerns included aesthetics, noise, property impacts, safety, and traffic. Attachment E includes comment letters received from Cities of Lawndale and Redondo and

South Bay Service Council.

Recommended Alignments

Based on the technical evaluation in the SAA and public/stakeholder input, staff recommends two alternatives to be carried forward into the EIR/EIS for further analysis and refinement.

The four alternatives were evaluated based on how well they addressed the qualitative Project goals as well as key, quantitative performance factors. The Project goals are intended to qualitatively guide the overall planning process and serve as one of several performance measurement tools.

Attachment C summarizes how each alignment qualitatively performed when compared to the goals. The Project goals are:

- provide mobility improvements;
- minimize environmental impacts;
- support local and regional land use plans and policies;
- ensure cost effectiveness and financial feasibility; and
- ensure equity.

In addition to the Project goals, staff also quantitatively evaluated each alternative against key performance factors (Attachment D). These factors, which aim to capture the customer impact and experience, are compared for each alignment below.

| | Daily Boardings | New Riders | Travel Time (min) | ROM* Cost Estimate (2017 \$ M) | Cost per New Rider (2017 \$)*** |
|--|--|------------|-------------------|--------------------------------|---------------------------------|
| Alt 1: ROW Overcrossing | 10,340 | 4,570 | 7 | \$893 | \$614 |
| Alt 2: ROW Undercrossing | 10,340 | 4,570 | 7 | \$1,094 | \$753 |
| Alt 3: Hawthorne to 190th St | 10,640 | 4,400 | 9 | \$1,003 to 1,220** | \$717 |
| Alt 4: Hawthorne to Artesia | 10,630 | 4,590 | 8.5 | \$1,123 | \$769 |
| | * Rough Order of Magnitude Cost Estimate **Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required) *** Cost per new rider = Project Cost/New Riders | | | | |

Attachment F includes a map of the two recommended alternatives. These alignments also represent a reasonable range of alternatives to be evaluated as required by the state and federal environmental

process.

- Alternative 1: Metro ROW and overcrossing, without a station at Manhattan/Inglewood
 - Reasoning: This alternative makes efficient and effective use of the existing Metro ROW and straightforwardly extends the existing aerial structure across Manhattan Beach Boulevard, which is a necessary grade separation, before returning to grade. It provides the fastest travel time. The rough order of magnitude cost estimate is within the Measure M funding allocation.
- Alternative 3: Hawthorne to 190th Street, without a station at Hawthorne/166th
 - Reasoning: This alternative serves more commercial land uses and may have the highest potential for new transit-oriented communities land use planning, should local cities choose to update their plans. It is superior to Alternative 4 because it does not have sharp turns to degrade performance. This alternative was prepared in response to public and stakeholder input. Its rough order of magnitude cost exceeds the Measure M funding allocation.

How these alternatives connect with the planned Redondo Beach Transit Center and the proposed South Bay Galleria Improvement Project (a private project within the City of Redondo Beach) will be further studied during the environmental review process.

Alternative 2: ROW with Overcrossing and Alternative 4: Hawthorne to Artesia will not be carried forward for further consideration as these alternatives do not perform as well in advancing the goals of the Project and have limited community support, as further discussed below.

Cost Estimates

All project cost estimates are rough order of magnitude. Significant project design development remains. Cost estimates are expected to increase resulting from further defining the project during the environmental review and public, stakeholder and partner engagement processes.

Consistency with Metro's Equity Platform Framework

The Project is consistent with the recently-adopted Metro Equity Platform Framework and will provide new benefits of enhanced mobility and regional access to minority and/or low-income populations within the Project area. The Project would run primarily through Environmental Justice (EJ) communities, which the SAA defines as populations of over 50% minority, low-income, or limited-English proficiency. These communities are burdened by existing land use and transportation issues within the Project area. Further, the South Bay as a whole is not well connected to the regional transit system. According to the 2016 Southern California Association of Governments Regional Transportation Plan/ Sustainable Communities Strategy, population and employment within the Project area are projected to grow by 8% and 21%, respectively, by 2040.

The Project will improve access to these jobs, as well as to major activity centers, including educational and medical institutions, and recreational opportunities within the Project area and across the Los Angeles region. All of the aforementioned Project benefits will collectively expand access to opportunities for residents of the Project area. Metro staff will ensure that Metro's Equity Platform Framework will guide the process for evaluating the recommended alternatives in the Draft EIS/EIR.

DETERMINATION OF SAFETY IMPACT

This action will not have any impact on the safety of our customers and/or employees because this Project is at the study phase and no capital or operational impacts results from this Board action.

FINANCIAL IMPACT

There is no financial impact to this action.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendation supports strategic plan goal 1: provide high quality mobility options that enable people to spend less time traveling. The Project area currently faces a number of interrelated land use and transportation issues. Major arterial roadways are congested throughout much of the day. Consequently, bus routes in the South Bay experience slow travel speeds and a high variation in travel times. There are numerous transit operators in the Project area but poor connections between local and regional systems. Additionally, there is a lack of high-quality, frequent transit services that connect to key destinations and employment centers locally and outside the Project area.

A more convenient and reliable connection between the Metro rail system and South Bay communities would reduce transit travel times and provide a viable alternative to driving. The project aims at providing a reliable, high-frequency transit service and improving mobility in southwestern Los Angeles County by enhancing the regional transit network in the South Bay.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the recommended alternatives to be carried forward into the environmental. This would not be consistent with prior Board direction to advance the Project and Measure M. This alternative is not recommended as this would impact the Project's environmental clearance schedule. The narrowing of the alternatives will ensure the Project remains on schedule and will also support the procurement of a contractor to deliver the Project. The Board could decide to instead carry forward either or both Alternatives 2 and 4. This is not recommended either because both have operational challenges and limited community support:

Alternative 2 has design challenges associated with transition from aerial station at Redondo/Marine to a trench segment before Manhattan/Inglewood Boulevards.

Alternative 4 has operational challenges due to geometry, including multiple sharp turns. Requires more ROW acquisitions from the adjacent commercial, industrial, utility, and residential properties, particularly in the segment along I-405 between Inglewood Avenue and Hawthorne Boulevard.

NEXT STEPS

Upon Board approval, staff will initiate the procurement of consultant services to prepare the environmental analysis, advanced conceptual engineering and conduct community outreach. Staff

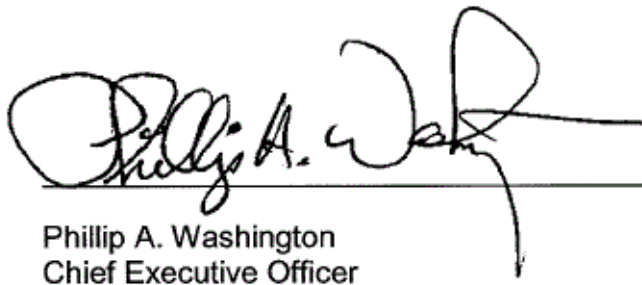
will return to the Board for approval of a contract award of this work.

ATTACHMENTS

Attachment A - SAA Executive Summary
Attachment B - SAA Alternatives
Attachment C - Summary of Project Goals Results
Attachment D - Summary of Performance Measures
Attachment E - Recommended Alternatives
Attachment F - Comment Letters

Prepared by: Meghna Khanna, Senior Director, Countywide Planning & Development (213) 922-3931
Laura Cornejo, DEO, Countywide Planning & Development
(213) 922-2885
David Mieger, EO, Countywide Planning & Development
(213) 922-3040
Manjeet Ranu, SEO, Countywide Planning & Development
(213) 418-3157

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

Attachment A

http://libraryarchives.metro.net/DB_Attachments/Attachment%20A_SAA%20Executive%20Summary.pdf

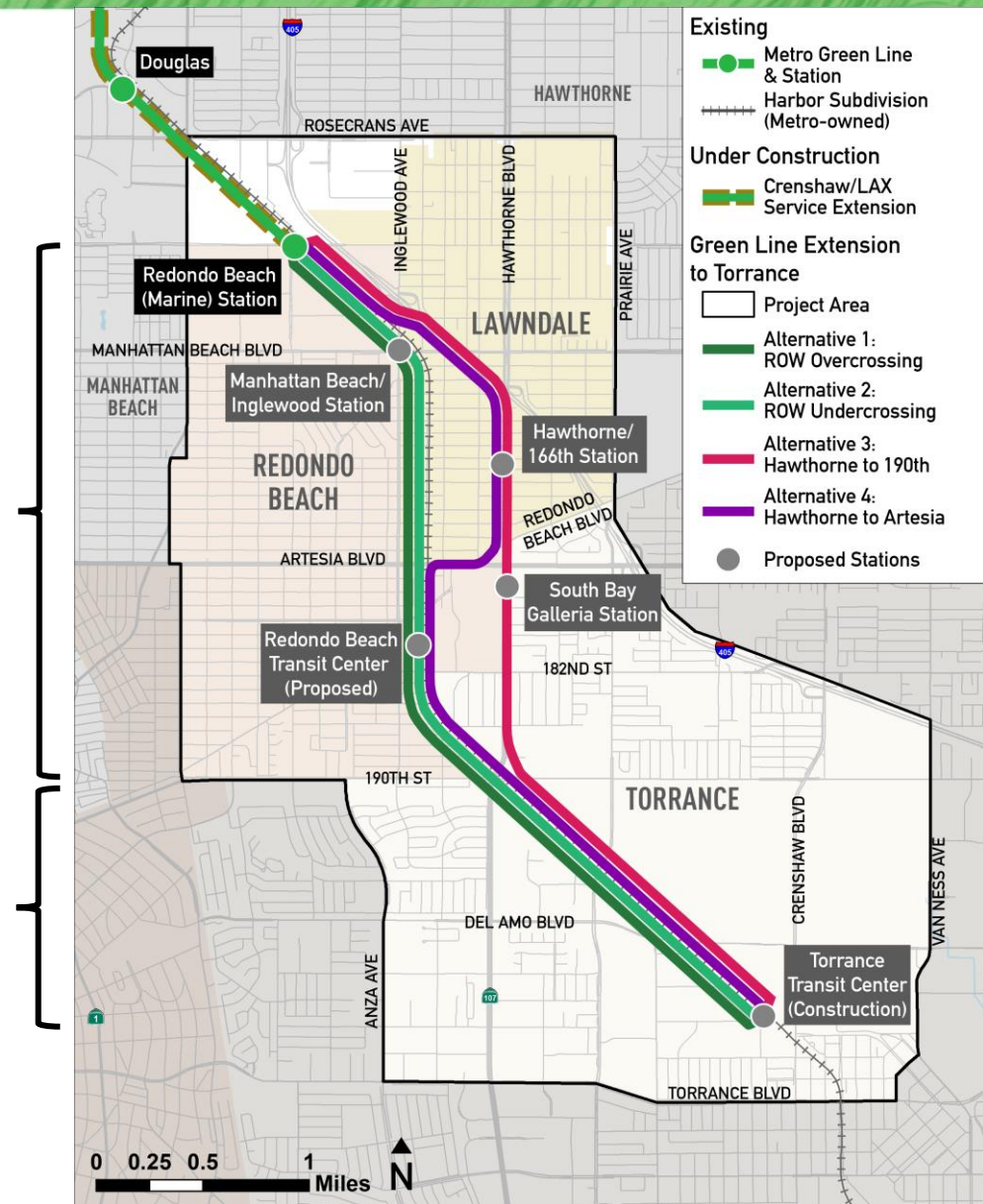
SAA Alternatives

Redondo Beach Station to 190th St












- **Metro ROW**
 - Alt 1: ROW Overcrossing
 - Alt 2: ROW Undercrossing
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th
 - Alt 4: Hawthorne to Artesia

190th to Torrance TC

- All Alternatives Identical



Summary of Project Goals Results

| Project Goals | Alternative 1: ROW Overcrossing | Alternative 2: ROW Undercrossing | Alternative 3: Hawthorne to 190th | Alternative 4: Hawthorne to Artesia |
|--|---|--|---|---|
| 1. Improve Mobility |  |  |  |  |
| 2. Minimize Env. Impacts |  |  |  |  |
| 3. Ensure Cost Effectiveness and Financial Feasibility |  |  |  |  |
| 4. Ensure Equity |  |  |  |  |
| 5. Support Local and Regional Land Use and Policies |  |  |  |  |
| Overall Rating | High | Medium | Medium | Medium/Low |

Summary of Performance Measurements

| Alternatives | Daily Boardings | New Riders | Travel Time (min) | ROM Cost Estimate (2017 \$ M) | Cost per New Rider (2017 \$) ** |
|---------------------------------------|-----------------|------------|-------------------|-------------------------------|---------------------------------|
| Alt 1: ROW Overcrossing | 10,340 | 4,570 | 7 | \$893 | \$21.01 |
| Alt 2: ROW Undercrossing | 10,340 | 4,570 | 7 | \$1,094 | \$24.25 |
| Alt 3: Hawthorne to 190 th | 10,640 | 4,400 | 9 | \$1,003 to 1,220* | \$24.23 |
| Alt 4: Hawthorne to Artesia | 10,630 | 4,590 | 8.5 | \$1,123 | \$25.15 |

* Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required)

**Cost per new rider = Project Cost/New riders



CITY OF LAWDALE

Office of the Mayor

ROBERT PULLEN-MILES
Mayor

July 19, 2018

Chairperson Mayor Eric Garcetti and Members of the Metro Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Mail Stop 99-22-3
Los Angeles, CA 90012

Re: Metro South Bay Green Line Extension – Proposed Transit Station in Lawndale

Dear Chairperson Mayor Eric Garcetti and Members of the Metro Board,

One July 16, 2018 the Lawndale City Council approved sending this letter to the Metro Board to communicate the City's opposition to a planned Transit Station on or near the north-east corner of Inglewood Avenue and Manhattan Beach Boulevard. This action was prompted at this time due to a request from Metro staff for such a letter.

The proposed Transit Station is part of the planned Metro Green Line Extension through the City of Lawndale. Since the inception of the Green Line Extension by Metro, the City of Lawndale has been opposing any route of the Green Line through the City of Lawndale due to the negative and harsh impacts the project will have on thousands of residents and many businesses. In addition, the proposed location at the north-east corner of Inglewood Avenue and Manhattan Beach Boulevard is approximately 3,600 rail feet from the existing Metro Transit Station at Marine Avenue.

While opposed to the project, mitigation measures such as undergrounding and residential retro-fitting and sound-proofing have previously been communicated to the Metro Board and staff by the City. With this letter the City of Lawndale is on record as opposing the proposed Transit Station that is only two-thirds (2/3) of a mile from an existing Metro transit station.

Sincerely,

Robert Pullen-Miles
Mayor

cc: Meghna Khanna, Metro
Members of the Lawndale City Council
Sean Moore, Lawndale Community Development Director



Bill Brand
Mayor

415 Diamond Street, P.O. BOX 270
Redondo Beach, California 90277-0270
www.redondo.org

tel 310 372-1171
ext. 2260
fax 310 374-2039

July 18, 2018

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Washington:

The Green Line extension to Torrance will bring much needed transportation infrastructure to our region. Each day thousands of commuters leave the South Bay and travel North for work or leisure, creating the congestion that consequently affects quality of life for all residing in the greater Los Angeles area.

On July 17, 2018, the Redondo Beach City Council received a report and voted unanimously supporting the submittal of this letter to your offices.

On behalf of the Redondo Beach City Council, we urge you and the Metro Board to proceed with a full project Environmental Impact Report (EIR) studying Alternative 3 in an elevated position. This would address many of our residents' concerns and allow the line to traverse a popular commercial corridor.

In the event the Metro Board chooses to study Alternatives 1 or 2, we would furthermore urge that the EIR address trenching in Redondo Beach, south of Grant Avenue, through the future RB transit center, under 182nd Street and along the existing Right of Way until it needs to ascend back up to the elevated track crossing Hawthorne/190th Street. While this is not the preferred route for our residents, we believe these suggested mitigations would be most beneficial to their quality of life and future traffic patterns along 182nd Street. Lastly, the City Council opposed and did not support further consideration of Alternative 4.

I would be happy to discuss the concerns and suggestions with you, staff and the Board Members. Thank you for your consideration.

Sincerely,

William C. Brand



Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 99-3-1
Los Angeles, CA 90012

August 10, 2018

Dear Metro Board of Directors:

In October 2017, the South Bay Service Council received a South Bay Light Rail Extension Project update; multiple public comments on the project have been received at subsequent Council meetings.

At our July 13, 2018 meeting, the South Bay Service Council voted to formally express support for the South Bay Light Rail Extension project to move forward. More specifically, we urge the Metro Board to authorize moving this project forward into the Environmental Impact Study phase inclusive of all alternatives to be considered.

The South Bay Service Council recognizes that neighboring communities have their individual concerns regarding this project; we encourage Metro to continue its extensive community outreach efforts and to work through those concerns with the local municipalities and community groups. This letter evidences our strong support for advancement of the Green Line Extension to Torrance Project.

The members of the South Bay Service Council respectfully request that the Board direct staff to recommend alternatives for consideration and further review through the Environmental Impact Study process. We will continue to work with Metro to address community concerns and support the project's outreach efforts, and look forward to the provision of expanded transit access for our region's constituents through the eventual completion of this project.

Sincerely,

Ralph Franklin
Chair
South Bay Cities Service Council

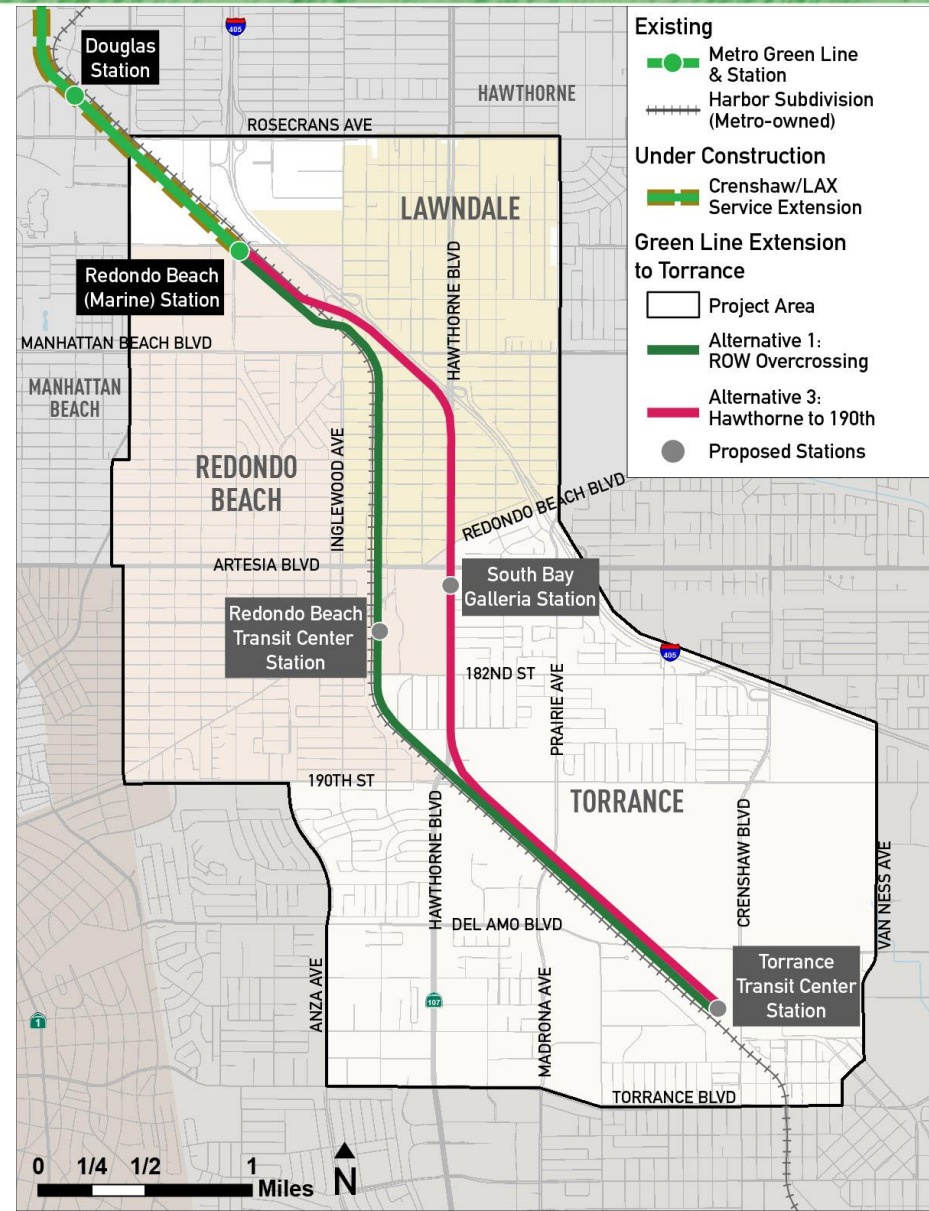
Recommended Alternatives

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing, without a station at Manhattan/Inglewood
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th, without a station at Hawthorne/166th Street

190th to Torrance TC

- All Alternatives Identical



Next stop: more rail in the South Bay.

GREEN LINE EXTENSION TO TORRANCE

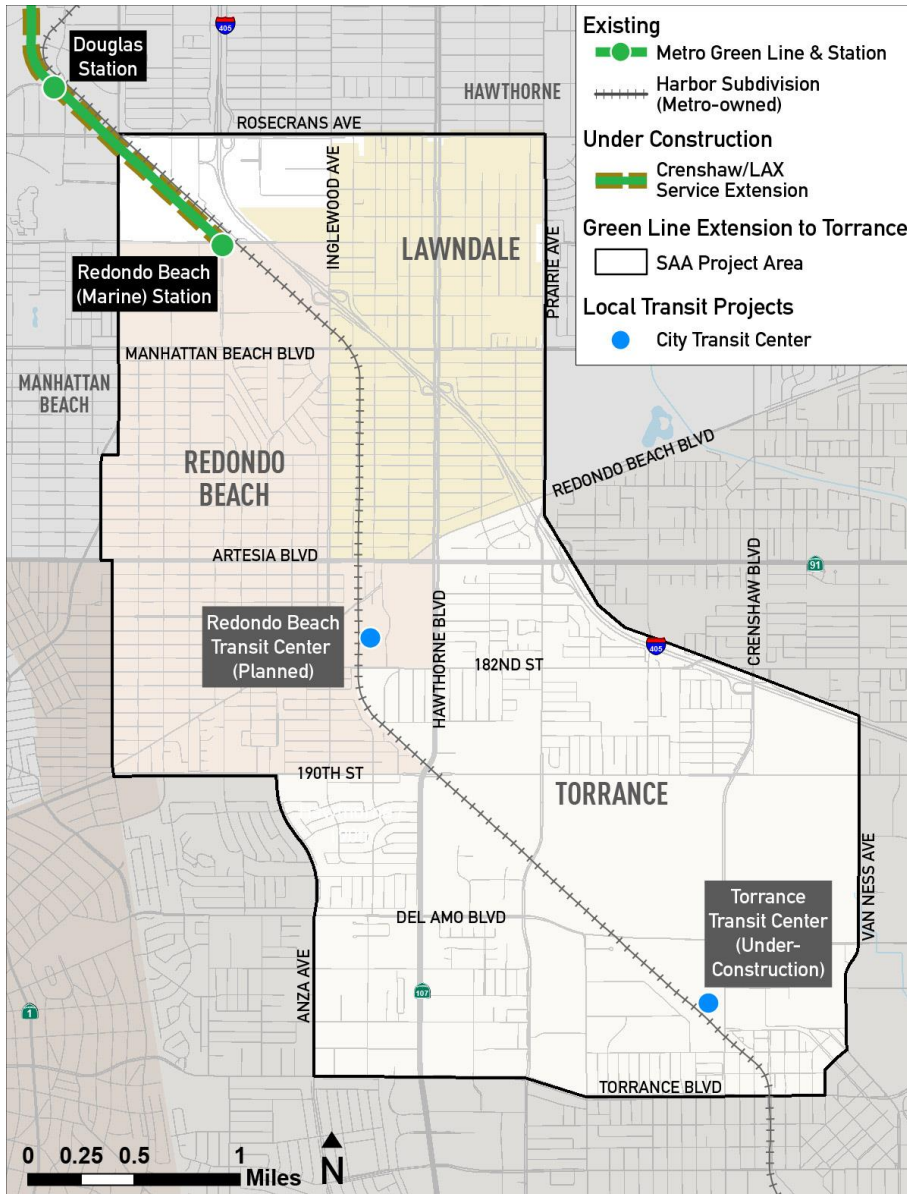


Recommendation

AUTHORIZING:

1. Carrying forward two build alternatives (modified) into Draft EIS/EIR:
 - **Alternative 1:** Metro right-of-way (ROW) Overcrossing, without a station at Manhattan/Inglewood
 - **Alternative 3:** Hawthorne to 190th Street without a station at Hawthorne/166th Street
2. Initiating the Draft EIS/EIR.

Green Line Extension to Torrance (GLET) Project Goals



- Improve **mobility**
- Minimize **environmental** Impacts
- Ensure **cost** effectiveness and financial feasibility
- Support local and regional **land use** plans and policies
- Ensure **equity**

Supplemental Alternative Analysis (AA)

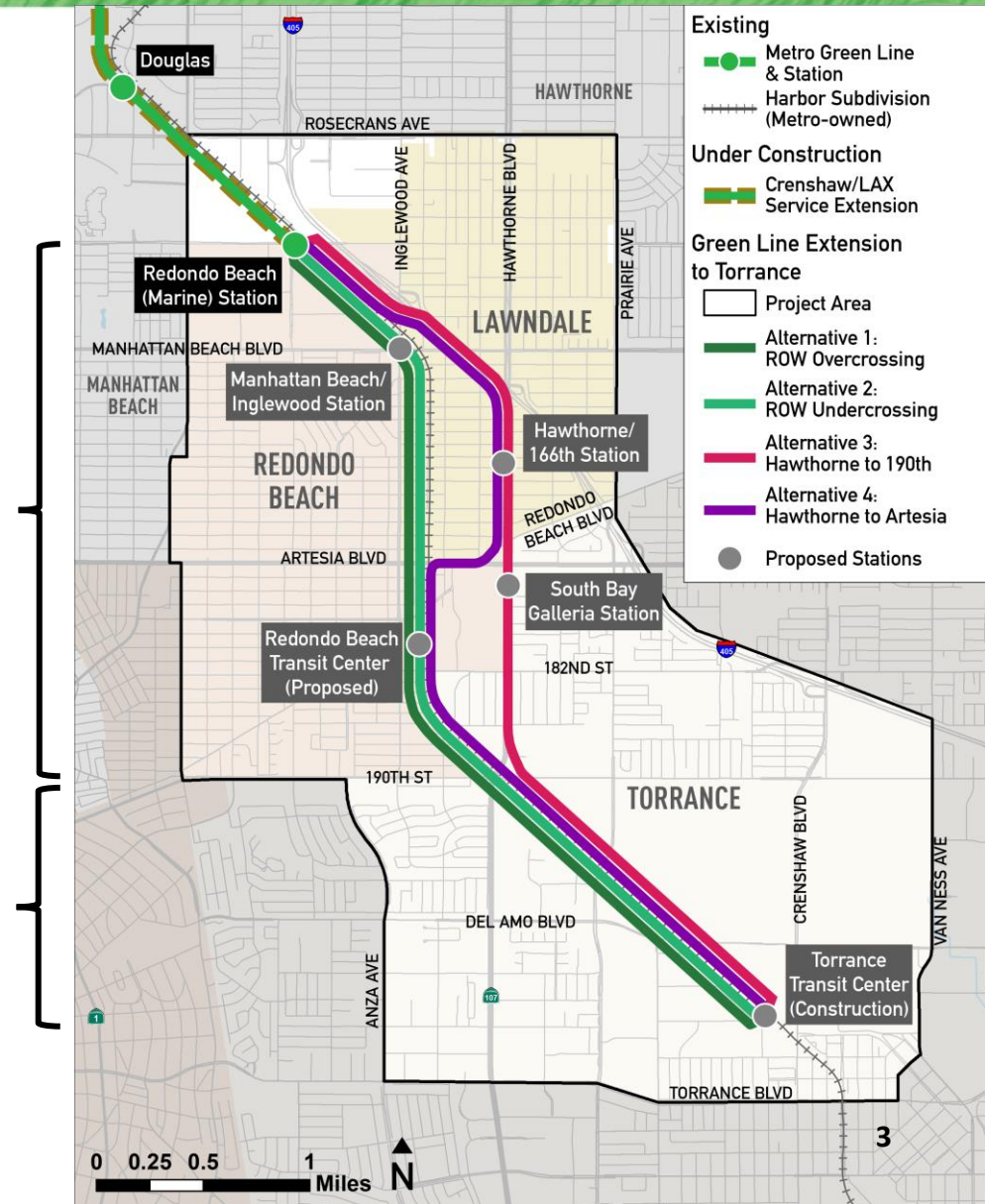
Alternatives Considered

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing
 - Alt 2: ROW Undercrossing
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th
 - Alt 4: Hawthorne to Artesia

190th to Torrance Transit Center

- All Alternatives Identical



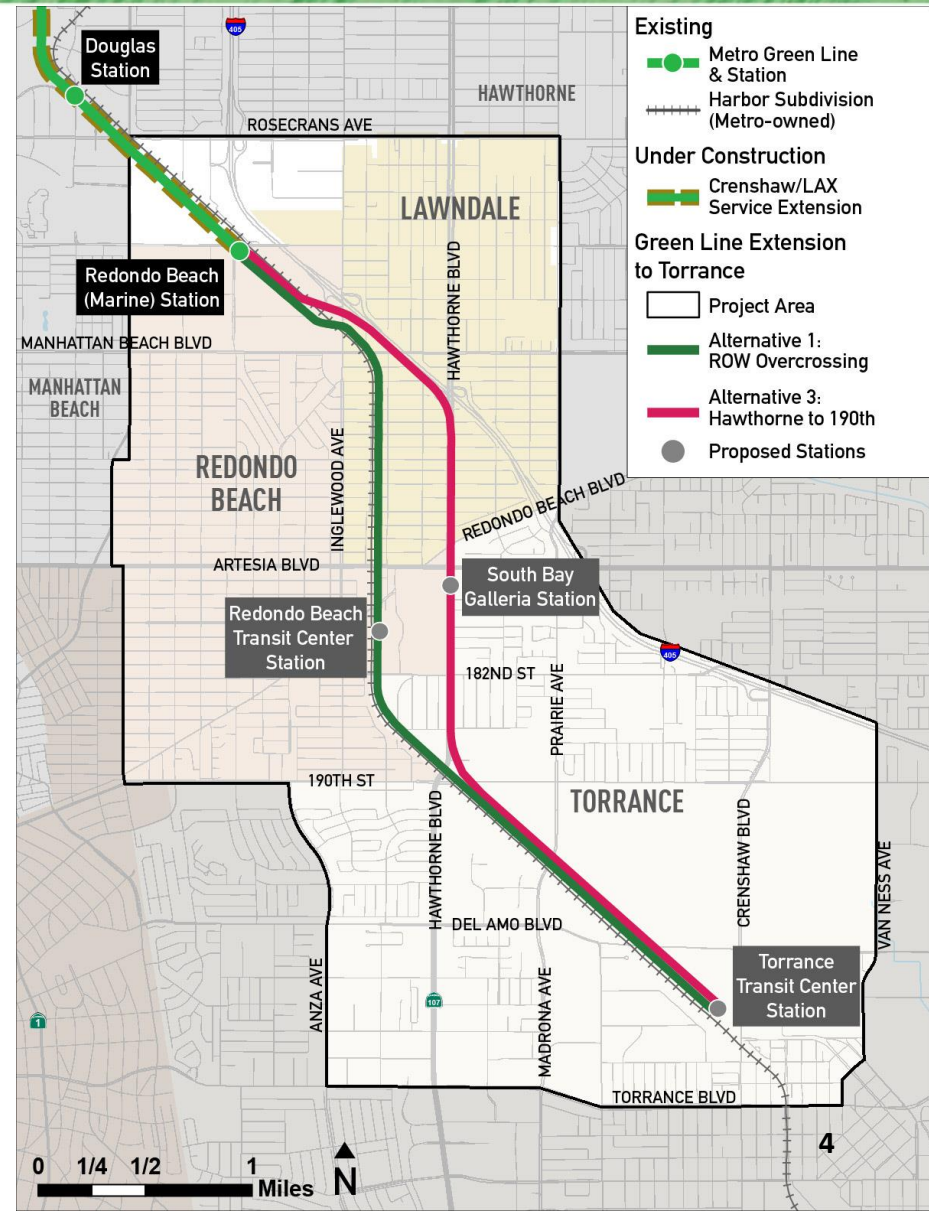
Recommended Alternatives

Redondo Beach Station to 190th St

- **Metro ROW**
 - Alt 1: ROW Overcrossing, without a station at Manhattan/Inglewood.
- **Hawthorne Blvd**
 - Alt 3: Hawthorne to 190th, without a station at Hawthorne/166th Street

190th to Torrance Transit Center

- All Alternatives Identical



Performance Compared to Project Goals

| Project Goals | Alternative 1: ROW Overcrossing | Alternative 2: ROW Undercrossing | Alternative 3: Hawthorne to 190th | Alternative 4: Hawthorne to Artesia |
|--|---------------------------------|----------------------------------|-----------------------------------|-------------------------------------|
| 1. Improve Mobility | ● | ● | ◐ | ◐ |
| 2. Minimize Env. Impacts | ◐ | ◐ | ◐ | ◐ |
| 3. Ensure Cost Effectiveness and Financial Feasibility | ● | ◐ | ◐ | ○ |
| 4. Support Local and Regional Land Use and Policies | ◐ | ◐ | ● | ◐ |
| 5. Ensure Equity | ◐ | ◐ | ◐ | ◐ |
| Overall Rating | High | Medium | Medium | Medium/Low |

Summary of Performance Measurements

| Alternatives | Daily Boardings | New Riders | Travel Time (min) | ROM Cost Estimate*** (2017 \$ M) | Cost per New Rider (2017 \$)** |
|---------------------------------------|-----------------|------------|-------------------|----------------------------------|--------------------------------|
| Alt 1: ROW Overcrossing | 10,340 | 4,570 | 7 | \$893 | \$614 |
| Alt 2: ROW Undercrossing | 10,340 | 4,570 | 7 | \$1,094 | \$753 |
| Alt 3: Hawthorne to 190 th | 10,640 | 4,400 | 9 | \$1,003 to 1,220* | \$717 |
| Alt 4: Hawthorne to Artesia | 10,630 | 4,590 | 8.5 | \$1,123 | \$769 |

* Additional cost of grade separation at Redondo Beach Blvd and Artesia Blvd (further analysis required)

** Cost per new rider = Capital Cost/new riders

*** ROM = Rough Order of Magnitude

Community Outreach

- **Meetings**
 - Agency Consultation Meetings: May - Sep. 2017
 - Stakeholder Meetings: 27 meetings
 - Three (3) Tours of Gold & Expo Lines: March 2018 (73 attendees)
 - Four (4) Community Outreach Meetings: April - May 2018 (416 attendees)
 - Two (2) Leadership Workshops led by Sup. Janice Hahn
- **580 comments received**
 - Alternative 1 & Alternative 3 received most support
- **Other Comments**
 - Limited support for Lawndale Station
 - Property Values & Impacts
 - Safety & Security
 - Parking



Conceptual Sketch: Alt 1 ROW Undercrossing



Conceptual Sketch: Alt 3 Hawthorne to 190th





Board Report

File #: 2018-0407, **File Type:** Contract

Agenda Number: 15.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: INGLEWOOD FIRST/LAST MILE PLAN

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

AUTHORIZE the Chief Executive Officer to:

- A. EXECUTE Modification No. 3 to Contract No. PS45023000 with Here Design Studio, LLC, to provide consultant services to develop a funding plan for the Aviation/96th St. station in the amount of \$15,769, increasing the total contract value from \$307,864 to \$323,633; and
- B. INCREASE Contract Modification Authority (CMA) specific to Contract No. PS45023000 in the amount of \$100,000, increasing the CMA amount from \$100,000 to \$200,000, in support of additional services related to the Project.

ISSUE

The Inglewood First/Last Mile Plan (Plan) documents community-identified First/Last Mile (FLM) improvements around four Crenshaw/LAX Line stations (Fairview Heights, Downtown Inglewood, Westchester/Veterans, Aviation/96th St.) and one Green Line station (Crenshaw).

The City of Inglewood has committed their 3% local contribution funds to implement FLM improvements to stations in the Plan, except for the Aviation/96th St. station. FLM improvements for Aviation/96th St. station are subject to Metro Board Motions 14.1 (Attachment A) and 14.2 (Attachment B) requiring integration of FLM planning and delivery within the transit capital project. Contract Modification No. 3 is necessary in order to develop a funding plan for this station which will provide further analysis and information to prompt Board consideration on next steps.

BACKGROUND

On May 26, 2016, the Metro Board passed Motion 14.1 on FLM implementation. Motion 14.1 was subsequently amended on June 23, 2016 by Motion 14.2 to allow local jurisdictions to count FLM implementation toward meeting the 3% local funding requirement for major transit capital expansion projects.

The Plan has an anticipated completion in the second quarter of FY19 with a report to the Board

expected in the following quarter. The original contract includes planning-level, community-identified pedestrian and bicycle improvements within walking (1/2-mile) and biking (3-mile) distance of three Crenshaw/LAX Line stations (Fairview Heights, Downtown Inglewood, Westchester/Veterans) and one Green Line station (Crenshaw).

DISCUSSION

Through the Metro First/Last Mile Policy (Board Motion Items 14.1 and 14.2), the Aviation/96th St. station is required to integrate FLM improvements in project planning and delivery. The Inglewood-focused planning contract was augmented to include the Aviation/96th St. station as an expeditious way to advance FLM planning for the station. Contract Modification No. 3 and the increase in CMA to prepare a funding plan for the Aviation/96th St. station will position this project comparably to other transit corridor projects subject to FLM policy such as Purple Line Sections 2 and 3.

DETERMINATION OF SAFETY IMPACT

One key objective of the Plan is to improve safety for transit riders and non-riders alike who walk, bike, or roll near the station through pedestrian and bicycle infrastructure improvements, with a focus on transit riders transferring between modes at the station.

Exploration of implementation strategies can assist in further closing potential infrastructure gaps to address safety issues for users.

FINANCIAL IMPACT

There will be no overall financial impacts to the FY19 budget. The FY19 budget in Cost Center 4340, Project 405306, Countywide First/Last Mile Plan, has sufficient funds available to accommodate Modification No. 3 and CMA for Here Design Studio, LLC.

Impact to Budget

The source of funds is Measure M 2% Active Transportation Project funds which are not eligible for bus and rail operating and capital expenditures. The Measure M 2% Active Transportation Program is subject to finalization of administrative procedures. However, budget for this project for FY19 will not be affected by consideration of the administrative procedures.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommendations to prepare a funding plan for the Aviation/96th St. station supports Metro's Vision 2028 Strategic Plan, Goal 1: To provide high-quality mobility options that enable people to spend less time traveling.

ALTERNATIVES CONSIDERED

The Board could decide not to approve the contract modification. This alternative is not recommended because a funding plan for Aviation/96th St. station is needed to be responsive to

Board Motions 14.1 and 14.2.

NEXT STEPS

Upon Board approval, staff will execute Modification No. 3 and continue working with the consultant team to develop a funding plan for the identified FLM improvements for the Aviation/96th St. station. The Plan has an anticipated completion in the second quarter of FY19 with a report to the Board expected in the following quarter.

ATTACHMENTS

Attachment A - Board Motion 14.1
Attachment B - Board Motion 14.2
Attachment C - Procurement Summary
Attachment D - Contract Modification/Change Order Log
Attachment E - DEOD Summary

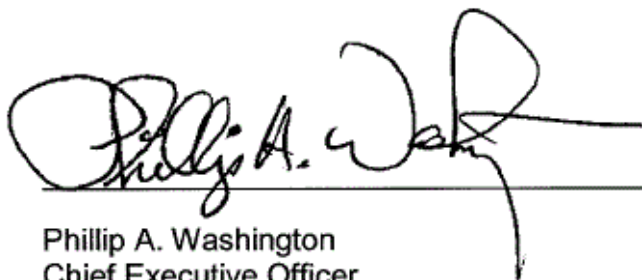
Prepared by: Joanna Chan, Senior Transportation Planner, Countywide Planning & Development,
(213) 418-3006

Jacob Lieb, Senior Director, Countywide Planning & Development, (213) 922-4132

Nick Saponara, DEO, Countywide Planning & Development, (213) 922-4313

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077

Debra Avila, Chief Vendor/Contract Management Officer, (213) 418-3051


Phillip A. Washington
Chief Executive Officer



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #:2016-0442, **File Type:**Motion / Motion
Response

Agenda Number:14.1

PLANNING AND PROGRAMMING COMMITTEE MAY 18, 2016

Motion by:

Directors Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian

May 18, 2016

Item 14, File ID 2016-0108; First-Last Mile

According to MTA data, 76 percent of Metro Rail customers and 88 percent of Metro Bus customers arrive at their station or stop by walking, biking, or rolling. To support these customers, MTA staff prepared an Active Transportation Strategic Plan which contains many First-Last Mile improvements that will connect people to MTA's transit network and maximize the benefits from transit investments being made across Los Angeles County.

First-Last Mile elements include, but are not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure, and signage/wayfinding. The Federal Transit Administration considers First-Last Mile infrastructure to be essential to providing safe, convenient, and practical access to public transportation.

So far, MTA has taken important preliminary steps to implement First-Last Mile projects, including the award-winning 2014 Complete Streets Policy, the Wayfinding Signage Grant Pilot Program, providing carshare vehicles at Metro Rail stations, and pilot First-Last Mile infrastructure at Arcadia, Duarte, Expo/Bundy, and 17th Street/SMC stations.

However, more can be done to support First-Last Mile facilities across all of Los Angeles County.

MTA's award-winning Complete Streets Policy stated that MTA would approach every project as an opportunity to improve the transportation network for all users. However, in practice, there is a needlessly narrow approach to major transit projects that has resulted in many missed opportunities to deliver First-Last Mile elements.

Outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means.

To support regional and local transit ridership across Los Angeles County, it is time for MTA to reaffirm its dedication to the delivery of First-Last Mile facilities across all of Los Angeles County.

APPROVE Motion by Garcetti, Bonin, Kuehl, Solis, DuBois and Najarian that the Board adopt the Active Transportation Strategic Plan (Item 14); and,

WE FURTHER MOVE that the Board direct the CEO to:

- A. Designate streets within the Active Transportation Strategic Plan's 661 transit station areas as the Countywide First-Last Mile Priority Network;
- B. To support regional and local transit ridership and facilitate build-out of the Countywide First-Last Mile Priority Network, including, but not limited to, ADA-compliant curb ramps, crosswalk upgrades, traffic signals, bus stops, carshare, bikeshare, bike parking, context-sensitive bike infrastructure (including Class IV and access points for Class I bike infrastructure), and signage/wayfinding:
 1. Provide technical and grant writing support for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network, including providing technical assistance and leadership to jurisdictions to help and encourage the implementation of subregional networks that serve the priority network;
 2. Prioritize funding for the Countywide First-Last Mile Priority Network in MTA grant programs, including, but not limited to, the creation of a dedicated First-Last Mile category in the Call for Projects;
 3. Create, and identify funding for, a Countywide First-Last Mile Priority Network Funding Match Program, separate from existing MTA funding and grant programs, for local jurisdictions wishing to deliver First-Last Mile projects on the Countywide First-Last Mile Priority Network;
 4. To support the Active Transportation Strategic Plan, dedicate funding for the Countywide First-Last Mile Priority Network in the ongoing Long-Range Transportation Plan update, including a review of First-Last Mile project eligibility for all Prop A, Prop C, and Measure R capital funding categories;
 5. Building on MTA's underway effort to conduct First-Last Mile studies for Blue Line stations, conduct First-Last Mile studies and preliminary design for First-Last Mile facilities for all MTA Metro Rail stations (existing, under construction, and planned), all busway stations, the top 100 ridership Los Angeles County bus stops, and all regional rail stations;
 6. Incorporate Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects ~~starting with the Purple Line Extension~~

~~Section 2~~ project. These Countywide First-Last Mile Priority Network elements shall not be value engineered out of any project; and staff to report back at the June Planning and Programming Committee on the Purple Line Extension Section 2 Project.

C. Report on all the above during the October 2016 MTA Board cycle.

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #:2016-0451, File Type:Motion / Motion
Response

Agenda Number:

PLANNING AND PROGRAMMING COMMITTEE MEETING MAY 18, 2016

Motion by:

Directors Butts, DuBois, Knabe and Solis

May 18, 2016

Relating to Item 14.1, File ID 2016-0442; Active Transportation Plan

The preamble of Motion 14.1 states an excellent case for how important the Active Transportation Strategic Plan will be for local jurisdictions, especially for those jurisdictions through which the rail system is running with stations lying therein.

The fact that half of all trips are three miles or less highlights the need to focus on enhancing access to and from Metro transit stations and Motion 14.1 underscores those issues.

The co-authors address the connection in Sections B-4 and B-6 in reaffirming Metro's dedication to the delivery of First-Last Mile facilities and the need to leverage funding opportunities and Metro resources by incorporating "...Countywide First-Last Mile Priority Network project delivery into the planning, design, and construction of all MTA transit projects..."

Motion 14.1 further points out that "...outside of major transit projects, it will typically not be MTA's role to deliver First-Last Mile projects that are the purview of local jurisdictions. However, MTA can take steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means."

We believe that the existing practice of encouraging local jurisdictions to contribute up to 3% of a rail project's budget should be included among that "variety of means" as an appropriate vehicle to facilitate the leveraging of Metro and local jurisdictions' resources towards the goals contained in the ATSP and section B-6 of Motion 14.1.

APPROVE Motion by Butts, DuBois, Knabe and Solis to amend Motion 14.1 under subsection B-6 to specify that, henceforth, Metro would negotiate in a standardized MOU with the respective contributing jurisdiction(s) that up to 100% 50% of a local jurisdiction's 3% local contribution can go towards underwriting ATP, First-Last Mile, bike and pedestrian and street safety projects that contribute to the accessibility and success of the stations in the respective jurisdictions.

File #:2016-0451, **File Type:**Motion / Motion
Response

Agenda Number:

AMENDMENT by Solis to include Foothill Gold Line Phase 2B Extension to Claremont.

PROCUREMENT SUMMARY

INGLEWOOD FIRST/LAST MILE PLAN / PS45023000

| | | | | |
|----|---|----------|---|-----------|
| 1. | Contract Number: PS45023000 | | | |
| 2. | Contractor: Here Design Studio, LLC | | | |
| 3. | Mod. Work Description: To provide consultant services to develop a funding plan for the Aviation/96th St. Station. | | | |
| 4. | Contract Work Description: Inglewood First Last Mile Project | | | |
| 5. | The following data is current as of: 8/6/18 | | | |
| 6. | Contract Completion Status | | Financial Status | |
| | | | | |
| | Contract Awarded: | 10/25/17 | Contract Award Amount: | \$208,164 |
| | Notice to Proceed (NTP): | 10/27/17 | Total of Modifications Approved: | \$99,700 |
| | Original Complete Date: | 7/25/18 | Pending Modifications (including this action): | \$15,769 |
| | Current Est. Complete Date: | 2/28/19 | Current Contract Value (with this action): | \$323,633 |
| | | | | |
| 7. | Contract Administrator: Angela Mukirae | | Telephone Number: (213) 922-4156 | |
| 8. | Project Manager: Joanna Chan | | Telephone Number: (213) 418-3006 | |

A. Procurement Background

This Board Action is to approve Contract Modification No. 3 to provide consultant services to develop a funding plan for the Aviation/96th St. Station. This Contract Modification also extends the period of performance by seven months through February 28, 2019.

This Contract Modification was processed in accordance with Metro's Acquisition Policy and the contract type is a firm fixed price.

On October 25, 2017, firm fixed price Contract No. PS45023000 was awarded to Here Design Studio, LLC (Here LA) in the amount of \$208,164 for the Inglewood First/Last Mile Project. The period of performance was nine months.

Refer to Attachment D – Contract Modification/Change Order Log.

B. Cost Analysis

The recommended price has been determined to be fair and reasonable based upon the existing contract rates, an independent cost estimate (ICE), technical analysis,

cost analysis and fact finding. All direct labor rates and fee remain unchanged from the original contract.

| Proposal Amount | Metro ICE | Negotiated Amount |
|------------------------|------------------|--------------------------|
| \$15,769 | \$17,182 | \$15,769 |

CONTRACT MODIFICATION/CHANGE ORDER LOG

INGLEWOOD FIRST/LAST MILE PROJECT/PS45023000

| Mod. No. | Description | Status (approved or pending) | Date | \$ Amount |
|-----------------|---|-------------------------------------|-----------------|------------------|
| 1 | Supplemental scope to gather data and develop first/last mile pathway maps for Aviation/96 St. Station for Tasks and extend the period of performance (POP) through 10/25/18. | Approved | 4/6/18 | \$96,907 |
| 2 | Supplemental scope for additional travel and other direct costs as a result of increased interest with project stakeholder involvement. | Approved | 6/18/18 | \$2,793 |
| 3 | Consultant services to develop a funding plan for Aviation/96th St. Station and POP extension through 2/28/19. | Pending | 9/27/18 | \$15,769 |
| | Modification Total: | | | \$115,469 |
| | Original Contract: | | 10/25/17 | \$208,164 |
| | Total: | | | \$323,633 |

DEOD SUMMARY

Inglewood First Last Mile Planning Project / PS45023000

A. Small Business Participation

Here Design Studio, LLC, (Here Design) an SBE Prime, made a 66.49% SBE commitment. The project is 56% complete and the current SBE participation is 64.16%, representing shortfall of 2.33%. Here Design explained that their recent payment was predominantly for data platform services by Steer Davies Gleave, a non-SBE. Here Design confirmed its plan to meet its SBE commitment during the term of the contract.

| | | | |
|----------------------------------|-------------------|-------------------------------------|-------------------|
| Small Business Commitment | 66.49% SBE | Small Business Participation | 64.16% SBE |
|----------------------------------|-------------------|-------------------------------------|-------------------|

SMALL BUSINESS PRIME (SET-ASIDE)

| | SBE Subcontractors | % Committed | Current Participation¹ |
|----|---------------------------------|--------------------|--|
| 1. | Here Design Studio, LLC (Prime) | 44.67% | 40.85% |
| 2. | The Robert Group, Inc. | 21.82% | 23.31% |
| | Total | 66.49% | 64.16% |

¹Current Participation = Total Actual amount Paid-to-Date to SBE/DBE firms ÷ Total Actual Amount Paid-to-date to Prime.

B. Living Wage and Service Contract Worker Retention Policy Applicability

The Living Wage and Service Contract Worker Retention Policy is not applicable to this modification.

C. Prevailing Wage Applicability

Prevailing Wage requirements are applicable to this project. DEOD will continue to monitor contractors' compliance with the State of California Department of Industrial Relations (DIR), California Labor Code, and, if federally funded, the U S Department of Labor (DOL) Davis Bacon and Related Acts (DBRA).

D. Project Labor Agreement/Construction Careers Policy

Project Labor Agreement/Construction Careers Policy is not applicable to this contract.



Board Report

File #: 2018-0410, File Type: Program

Agenda Number: 16.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: OPEN STREETS GRANT PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. AWARDING \$4 million to 15 new Open Streets events scheduled through December 2020 (Attachment B-1);
- B. REPROGRAMMING \$447,000 from two cancellations of Open Street Cycle Two events, Meet the Hollywoods and Burbank on the Boulevard, towards Cycle Three; and
- C. AMENDING the award amount of the lowest scored event application (Paramount & Bellflower Open Streets Neighborhood Connectivity Event) to \$161,000 per Cycle Three Application and Guidelines (Attachment C).

ISSUE

In September 2013 the Metro Board approved the Open Streets Competitive Grant Program framework to fund a series of regional car-free events in response to the June 2013 Board Motion 72. The approved framework includes the following:

- An annual allocation up to \$2 million.
- Competitive process and program.
- Technical process to collect data and evaluate the events.

In March 2018 The Metro Board approved initiation of Cycle Three of the Open Streets Grant Program (Attachment C). Per a Director Fasana and Garcetti motion the maximum funding ceiling per event was increased to \$500,000 and the funding ceiling per jurisdiction was removed. The Cycle Three recommendation includes funding for 15 new events and supplemental programmatic elements, for a total of \$4 million over 2 calendar years. This funding recommendation is within the approved framework of an annual allocation of up to \$2 million. Board approval is necessary to program the funds to 15 Cycle Three events and reprogram two (2) canceled Cycle Two events.

BACKGROUND

Open Street events are one-day occurrences funded by grants that close public streets to automobile traffic and open them for bicyclist and pedestrians to provide opportunities to experience walking, riding a bike, and riding transit possibly for the first time. In addition the program encourages future mode shift to walking, bicycling and public transportation, and promotes civic engagement to foster the development of multi-modal policies and infrastructure at the local level.

Open Streets Cycle One and Two Summary

Staff created a comprehensive framework and competitive grant process to solicit and evaluate applications for Open Street events throughout Los Angeles County.

At the June 2014 meeting, the Board awarded \$3.7 million to 12 jurisdictions for Cycle One of the Open Streets Grant Program. At the September 2016 meeting, the Board awarded \$4.14 million to 17 jurisdictions for Cycle Two. To date 23 events awarded funding in Cycle One and Cycle Two have been completed totaling nearly 150 miles of streets across 28 separate jurisdictions. By December 2018, 3 additional events in 5 jurisdictions covering more than 13 additional miles of car-free streets are expected to be delivered. Attendance from Cycle One events estimated at 459,000 people, and tabulation of Cycle Two attendance data is ongoing.

The Burbank on the Boulevard and Meet the Hollywoods events were cancelled at the request of the cities due to financial constraints. Staff recommends the \$447,000 grant award for these cancelled Cycle Two events to be reprogrammed in Cycle Three.

Open Streets Evaluation

Staff released a Request for Proposals Package (RFP) in the spring of 2016 seeking the professional services of a contractor to conduct an in-depth evaluation of the 11 implemented Cycle One events utilizing grantee's post-implementation reports, transit TAP data and other sources. The contractor will all also include an appendix of standardized data that the contractor collects at the Cycle Two events. The goal of the Evaluation Study is to determine the effectiveness of the program at providing opportunities for walking, riding transit and riding a bike on a city street, possibly for the first time; encouraging future mode-shift to more sustainable forms of transportation; and promoting civic engagement to foster the development of multi-modal policies and infrastructure at the local level. The initial event data shows the following:

- Similar to other large community events, Metro Rail system ridership increased by an average of 8% on the day of events compared to the average for non-event weekend day days during the previous month.
- Sales of new TAP Cards increased an average of 11% at Metro Rail system stations on the day of events which indicated introduction of new riders to experience riding Metro.
- 29% of Open Street participants arrive by bike, 18% by transit and 7% on foot, compared to

1%, 7% and 3% respectively for regular LA County travel.

- According to consultant's survey result 62% of participants attending an event for the first time report that they ride a bike regularly; whereas 80% of participants attending an event for the second time or more report that they ride a bike regularly.

Overall, the evaluation of Cycle One has shown that Open Street events provide opportunities for using non-automobile forms of transportation, attract new riders to experience the Metro system, and positively impact travel behavior of Los Angeles County residents on the day of events. However further evaluation is needed in order to determine whether the events have a lasting impact on travel behavior and meet the Board goals as listed above. The task can be completed by looking back at the impact that past events completed during Cycles One and Two created on travel behavior and infrastructure development. In addition, the assessment should also look forward at the impact of events during Cycle Three via the standardized data collection template discussed below. The final results of the Evaluation Study of Cycle One and appendix of data for Cycle Two will be delivered upon completion of Cycle Two events in December 2018.

DISCUSSION

Open Streets Cycle Three

Outreach

Following Board approval, staff conducted extensive outreach, presenting the program to the Councils of Governments (COG), the Technical Advisory Committee (TAC) and the Streets and Freeways Subcommittee. Staff released the Open Streets Grant Application online on April 11, 2018 and subsequently hosted an Open Streets Program Workshop on May 8, 2018. The workshop featured speakers from across the region that have implemented Open Street events sharing guidance on how to plan and implement an event and Metro staff providing instructions on how to apply for grant funding. Over 100 people representing cities and agencies across the Los Angeles region were in attendance at the events that Metro attended and hosted.

Application Review and Recommendation

Event applications have become more standardized in length and scope as the program has matured. Additional scoring criteria were added to applications for innovative scope, multi-jurisdictional events, and routes in disadvantaged communities as determined by the CalEnviroScreen Score. Separate criteria were added for new and existing applicants. The application evaluation was conducted by an internal and external technical team with experience in multi-modal transportation, including representatives from Metro Planning and Operations and the Southern California Association of Governments. The events were evaluated based on their ability to meet the project feasibility and route setting guidelines approved by the Board that stressed readiness, partnership expertise and connections to transit and existing active transportation infrastructure.

A total of 26 project applications were received on June 8, 2018 that included a total of \$7.2 million of

funding requests. Of the 26 applications received, 15 were for routes along disadvantaged communities, and 9 applications received were for multi-jurisdictional events. All of the 26 applications submitted received passing scores and the top 15 are recommended based on funding allocation (Attachment B-1). The total recommended events account for \$4.528 million of funding requests. We recommend that the top 14 applicants receive their full funding request, and that the 15th applicant receive an amended reduced award in order to use all available funding including funds reprogrammed from the two cancelled Cycle Two events. These recommended events are regionally diverse (Attachment B-2), connected to transit stations, regional bikeways and major activity centers.

Cycle Three includes 2 years of Open Street programming, with the first event being proposed for winter/spring 2019 and the final event being proposed for fall/winter 2020. The 2-year timeline will allow for the staging of events within the December 2020 deadline and ensure that events will maximize attendance and regional participation by not being held on consecutive dates.

Staff will utilize funds from the FY 18/19, 19/20 and 20/21 budget allocation to cover expenses for Metro Rail Operations, Marketing and Community Relations support for Open Streets events through December 2020. Operations are required to support the events with increased rail supervisors at grade crossings, at stations for crowd control, and to provide a bus and operator for community outreach on the day of events. Community Relations and Marketing is needed for day-of-event support, management and procurement of marketing materials, transport of marketing and outreach goods, staff training and TAP outreach and sales.

Cycle Three Evaluation

During Cycle Three, jurisdictions will be provided with a standardized data collection template developed by the Cycle One and Two Evaluation Study contractor. Additional reporting criteria will be added to the MOU and standardized data collection template to better evaluate the progress of the program toward achieving the objectives of the program goals presented in Board Motion 72 including providing post-implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.

DETERMINATION OF SAFETY IMPACT

The Open Streets Grant Program Cycle Three will not have any adverse safety impacts on our employees and patrons.

FINANCIAL IMPACT

The funding of \$2 million for the first year of the program is included in the FY 18/19 budget in cost center number 4320, under project number 410077, Open Street Grant Program. We expect \$2 million to cover anticipated invoices for events (including Cycle Two and Three) in this fiscal year. Since this is a multi-year program, the cost center manager and Chief Planning Officer will be responsible for budget the costs in future years.

Impact to Budget

A local funding source, Proposition C 25%, will be utilized for Open Streets. These funds are not eligible for Bus and Rail Operating and Capital expenses. Proposition C 25% funds are eligible for transportation system management/demand management (TSM/TDM) programs such as Open Streets events. SCAG identifies Open Street Events as Transportation System Management / Transportation Demand Management (TSM/TDM) programs in the 2012 RTP Congestion Management Appendix in the section titled Congestion Management Toolbox - Motor Vehicle Restriction Zones. Should other eligible funding sources become available, they may be used in place of the identified funds.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Open Streets Cycle Three aligns well with Strategic Plan Goal 3. By introducing local communities and stakeholders to the value of car-free and car-light mobility and providing opportunities to experience this mobility first hand and possibly for the first time, Metro is leveraging its investment through the Open Streets Grant Program to promote the development of communities that are not reliant on personal automobile. Metro outreach participation in Open Streets events, many of which are in disadvantaged communities, provides opportunities for Metro staff to discuss and answer questions about ongoing and planned initiatives with community members in the communities where they live.

ALTERNATIVES CONSIDERED

The Board may choose to not approve the recommended funding of Cycle Three of the Open Streets Grant Program. This alternative is not recommended as it is not in line with the June Board Motion 72 establishing the Metro Open Streets Grant Program.

NEXT STEPS

Upon approval, staff will notify project sponsors of the final funding award and proceed to initiate Memorandum of Understanding (MOU).

Staff will also follow up with grantees on post event implementation, per the Cycle Three evaluation requirements, which include enhancement efforts to invest on bicycle and pedestrian infrastructure and promoting public transportation mode shift.

ATTACHMENTS

Attachment A - June 2013 Metro Board Motion 72
Attachment B-1 - Open Streets Cycle Three Scoring and Funding Recommendations
Attachment B-2 - Open Streets Cycle Three Recommended Events (Map)
Attachment C - Open Streets Cycle Three Application Package & Guidelines

Prepared by: Brett Thomas, Sr. Transportation Planner, Countywide Planning & Development, (213) 922-7535

Dolores Roybal Saltarelli, Sr. Director, Countywide Planning & Development, (213) 922-3024

Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

**MOTION BY
MAYOR ANTONIO R. VILLARAIGOSA,
SUPERVISOR GLORIA MOLINA,
DIRECTOR ARA NAJARIAN, DIRECTOR MEL WILSON**

Planning and Programming Committee
June 19, 2013

Los Angeles County “Open Streets” Program

Across the nation, cities have begun hosting “open streets” events, which seek to close down streets to vehicular traffic so that residents can gather, exercise, and participate in pedestrian, bicycling, skating and other related activities.

These events are modeled after the “*Ciclovías*” started in Bogota, Colombia over thirty years ago in response to congestion and pollution in the city.

In 2010, Los Angeles held its first “open streets” event, called CicLAvia.

After six very successful events, CicLAvia has become a signature event for the Los Angeles region.

With over 100,000 in attendance at each event, CicLAvia continues to successfully bring participants of all demographics out to the streets.

This event offers LA County residents an opportunity to experience active transportation in a safe and more protected environment, and familiarizes them with MTA transit options and destinations along routes that can be accessed without an automobile.

The event also takes thousands of cars off the streets, thereby decreasing carbon emissions.

Bicycling, as a mode share, has increased dramatically within LA County in the last years, boosted largely by the awareness brought about by these “open streets” programs.

Over the past decade, LA County has seen a 90% increase in all bicycle trips.

CONTINUED

In response to this growing demand, many local jurisdictions have begun implementing robust bike infrastructure and operational programs that enhance the safety and convenience of bicycling as a mode of travel.

Seeing the success of CicLAvia in Los Angeles, these jurisdictions have expressed a desire to pursue their own “open streets” events to increase awareness for active transportation and reduced reliance on the private automobile.

MTA should partner alongside a regional “open streets” type program in order to coordinate, assist, and promote transit related options.

These events will become a significant contributor to MTA’s overall strategy to increase mobility and expand multi-modal infrastructure throughout the region.

They will also promote first-mile/last-mile solutions and fulfill the Sustainable Communities Strategy Plan, as proposed by the Southern California Association of Governments.

WE THEREFORE MOVE THAT the MTA Board of Directors direct the CEO to use the following framework in order to create an “open streets” program:

1. Identify an eligible source of funds to allocate annually up to \$2 million to support the planning, coordination, promotion and other related organizational costs.
2. Report back at the September 2013 Board meeting a recommended competitive process and program, working with the County Council of Governments and other interested cities, to implement and fund a series of regional “open streets” events throughout Los Angeles County.
3. Develop a technical process to collect data and evaluate the cost and benefits (e.g. transit use increases, reduction of air emissions, etc.) of these events.

###

Open Streets Cycle Three Scoring and Funding Recommendations

| | Date | Event Title | Applicant | Grant Request | Award Amount | Length Miles | Average Score | Disadvantaged | Multijurisdictional |
|----|--------------------|---|----------------|---------------|--------------|--------------|---------------|---------------|---------------------|
| 1 | November 8, 2020 | 626 Golden Streets ArroyoFest | South Pasadena | \$420,000 | \$420,000 | 7 | 90.5 | | X |
| 2 | May 19, 2019 | 626 Golden Streets Mission to Mission | South Pasadena | \$332,000 | \$332,000 | 5 | 88.3 | | X |
| 3 | August 11, 2019 | CicLAvia: Meet the Hollywoods | West Hollywood | \$500,000 | \$500,000 | 6.5 | 84.5 | X | X |
| 4 | March 3, 2019 | CicLAvia: Culver City and Palms | Culver City | \$300,000 | \$300,000 | 5.5 | 82.5 | | X |
| 5 | October 11, 2020 | CicLAvia: Heart of LA 2020 | Los Angeles | \$300,000 | \$300,000 | 8.25 | 80.8 | X | X |
| 6 | October 26, 2019 | 626 Golden Streets SGV Streets and Treats | SGVCOG | \$170,000 | \$170,000 | 4.5 | 80.8 | X | X |
| 7 | February 23, 2020 | CicLAvia: South LA - Space Shuttle Endeavour Route | Los Angeles | \$335,000 | \$335,000 | 5.5 | 80.3 | X | |
| 8 | November 2, 2019 | San Fernando Street Festival - Nocturnal Ride | San Fernando | \$144,000 | \$144,000 | 4.01 | 80.3 | X | |
| 9 | April 5, 2020 | CicLAvia to the Sea | Los Angeles | \$300,000 | \$300,000 | 9 | 79.3 | | |
| 10 | October 6, 2019 | CicLAvia: Heart of LA 2019 | Los Angeles | \$300,000 | \$300,000 | 6 | 79.0 | X | |
| 11 | December 2, 2020 | CicLAvia: South LA/Watts | Los Angeles | \$335,000 | \$335,000 | 5.8 | 78.8 | X | |
| 12 | April 19, 2020 | Heart of the Foothills | San Dimas | \$350,000 | \$350,000 | 4.7 | 78.3 | X | X |
| 13 | March 30, 2019 | Beach Streets West | Long Beach | \$200,000 | \$200,000 | 2.2 | 78.0 | X | |
| 14 | August 16, 2020 | CicLAvia: Northeast LA | Los Angeles | \$300,000 | \$300,000 | 5.5 | 78.0 | | |
| 15 | June 1, 2019 | Paramount & Bellflower Open Streets Neighborhood Connectivity Event | Paramount | \$242,000 | \$161,000 | 5.5 | 78.0 | X | X |
| 16 | October 13, 2019 | Downey Ride & Stride | Downey | \$129,361 | \$0 | 4.96 | 76.8 | X | |
| 17 | April 21, 2019 | CicLAvia: Glendale Meets Atwater Village | Glendale | \$264,800 | \$0 | 3.5 | 76.8 | X | X |
| 18 | March 21, 2020 | Beach Streets Downtown | Long Beach | \$216,000 | \$0 | 4 | 76.3 | | |
| 19 | December 2, 2019 | CicLAvia: West Valley | Los Angeles | \$335,000 | \$0 | 8 | 76.3 | | |
| 20 | May 2, 2020 | NorWALK, Run, Bike and Play Open Streets Event | Norwalk | \$152,640 | \$0 | 4.24 | 76.3 | X | |
| 21 | June 14, 2020 | CicLAvia: Iconic Wilshire Blvd | Los Angeles | \$300,000 | \$0 | 3.5 | 74.8 | X | |
| 22 | September 29, 2019 | COAST - City of Santa Monica's Open Streets Event 2019 | Santa Monica | \$300,000 | \$0 | 2.06 | 72.0 | | |
| 23 | September 27, 2020 | COAST - City of Santa Monica's Open Streets Event 2020 | Santa Monica | \$300,000 | \$0 | 2.06 | 71.8 | | |
| 24 | September 15, 2019 | Beach Streets University | Long Beach | \$216,000 | \$0 | 4.1 | 71.0 | | |
| 25 | May 30, 2020 | Beach Streets Midtown | Long Beach | \$200,000 | \$0 | 2.5 | 70.0 | | |
| 26 | June 30, 2019 | CicLAvia: Wilmington | Los Angeles | \$255,000 | \$0 | 2.5 | 70.0 | X | |

15 events in 18 cities

67% in disadvantaged communities

53% multijurisdictional

| | |
|---------------------------------|-------------|
| Total Grant Request | \$7,196,801 |
| Less scores under funding limit | \$2,668,801 |
| = | \$4,528,000 |

| | | | |
|--------|-----------|-------|-------|
| 126.38 | % All App | 57.7% | 34.6% |
| 41.42 | % Award | 66.7% | 53.3% |
| 84.96 | | | |

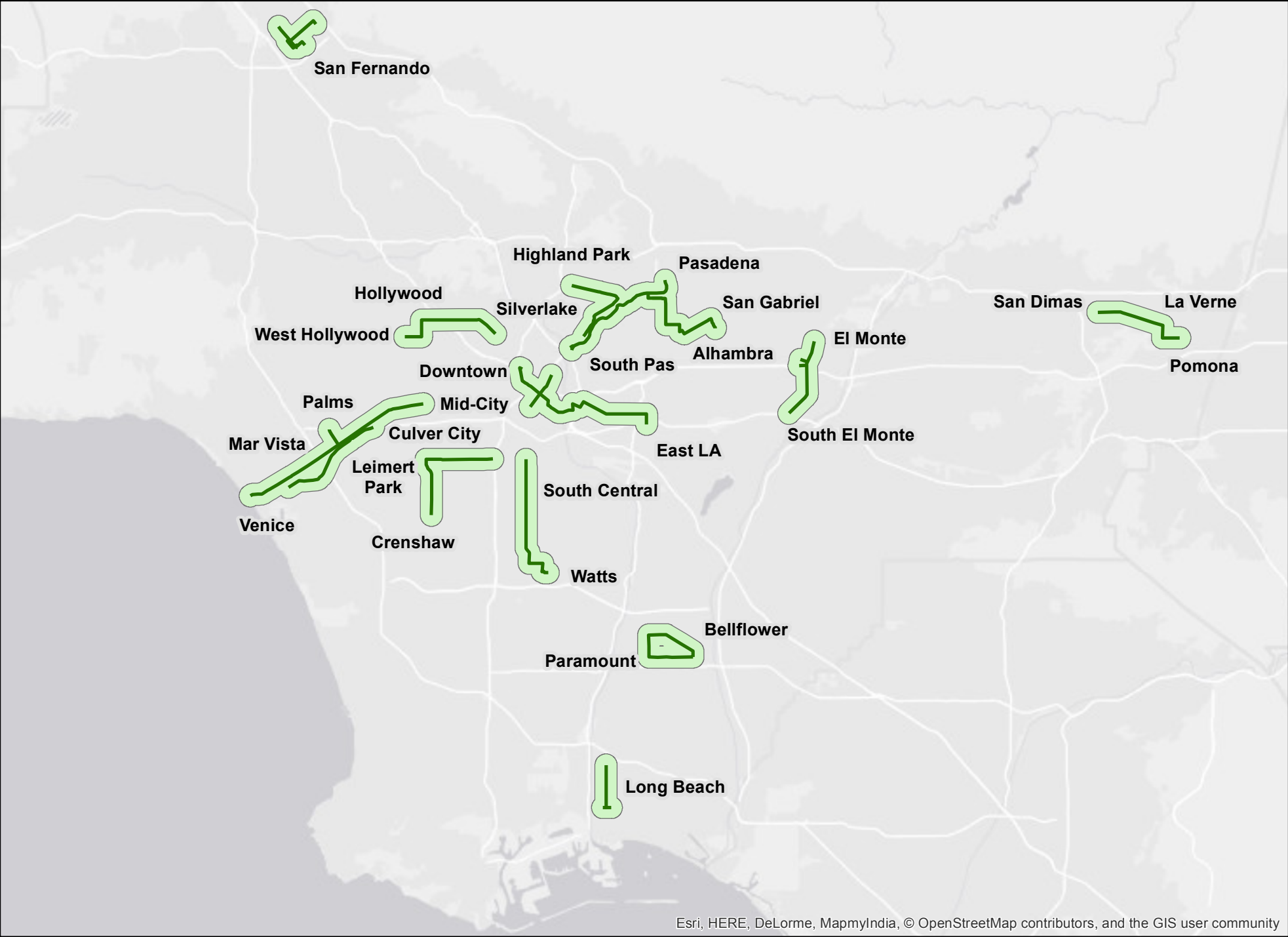
| | |
|------------------------------|-------------|
| Funding Cap | \$4,000,000 |
| Reprogrammed Cycle Two Funds | \$447,000 |
| Total Cycle Amount | \$4,447,000 |

** Per Cycle Two App and Guidelines Lapsing Policy

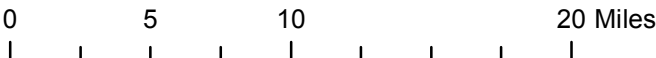
| | |
|-----------------------------|-----------|
| Paramount's award reduction | \$81,000 |
| Final Paramount award | \$161,000 |

* Per Cycle Three App and Guidelines Funding Section

Open Streets Cycle Three Recommended Events



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community




Metro

 Los Angeles County
 Metropolitan Transportation Authority

 One Gateway Plaza
 Los Angeles, CA 90012-2952

 213.922.2000 Tel
 metro.net

Open Streets Cycle Three Application Package & Guidelines

All fields are required for application submission unless noted.

Program Guidelines

Program Objectives

Open Streets are events which temporarily close the streets to automobiles and open them up to people to re-imagine their streets while walking, biking, rollerblading or pushing a stroller in a car-free environment. The goals of the program are to encourage sustainable modes of transportation (biking, walking and transit), provide an opportunity to take transit for the first time, and provide an opportunity for civic engagement that can foster the development of a city's multi-modal policies.

Eligibility

Applicants must be a city/county/council of government office within Los Angeles County. Funding may be distributed to more than one event per city/jurisdiction until the city/jurisdiction maximum funding allocation is reached. Applicants shall rank applications in order of priority with 1 being the most important, 2 being the second most important, etc.

Funding

There is up to \$4 million available for grants for the Open Streets Grant Cycle Three. There are no minimum funding guarantees per applicant jurisdiction or event. Any city/jurisdiction, or a combined multi-jurisdictional team, can apply for a maximum of \$500,000 per a single event. Any agreement on funding distributions among jurisdictions participating in a multijurisdictional event must be negotiated directly between the applicant and all other jurisdictions that are participating in the event. There is no guarantee that applicant will receive full funding request. If grant applicant is unable to accept amended award amount and commit to produce the event as scoped, award will be available to next highest scored application. Funds will be available starting in January 2019, pending Metro Board approval and events must be staged by December 31, 2020. Funding sources may be federal and cities/jurisdictions will be required to comply with all federal funding procedures and requirements.

Scoring

Project will be evaluated on the following criteria on a 100 point score. An event must receive a minimum of 70 points to be eligible for funding.

General Event Information – 10 points

Project Feasibility – 25 points

| | |
|--|----|
| Proposed partnerships and demonstration of potential for event success* | 10 |
| Event readiness (Funds will be required to be expended by December 31, 2020) | 4 |
| Agency's existing active transportation programs and policies | 4 |
| Community support | 4 |

| | |
|--------------------------|---|
| Matching funds committed | 3 |
|--------------------------|---|

* Partners may include but are not limited to COGs, community groups, event producers and non-profits. Previous grantees must demonstrate success with previous events and lessons learned. New applicants must demonstrate that they have the capacity to produce an Open Street event.

Route Setting – 35 points

| | |
|---|---|
| Route is innovative (Examples include evening events, events that encourage increased retail/stakeholder participation, and events that deviate from previous LA County Open Street events) | 5 |
| Event cost per mile and value of connections to destinations along the route | 5 |
| Proximity and access to commercial and retail corridors | 5 |
| Connections to cultural, architectural, historical and/or important destinations in the community | 4 |
| Route includes disadvantaged communities* | 4 |
| Route is along or intersects with existing bicycle infrastructure** | 3 |
| Activities for pedestrians (e.g. dance classes, yoga, concessions, information booths) | 3 |
| Topography - The route minimizes hilly terrain*** | 3 |
| Route length (industry standards recommend a minimum of between 4 and 6 miles in length) | 3 |

*Based on average of 70th percentile CalEnviroScreen Score for census tracts directly adjacent to the proposed route

(<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>)

**Will the route be on or intersect any existing bicycle infrastructure? Will the route encourage first time riders to modify their travel behavior in the future?

*** As an example see San Francisco's "Wiggle" - http://en.wikipedia.org/wiki/The_Wiggle

Transit and Community Connectivity - 30 points

| | |
|--|----|
| Route includes multiple jurisdictions | 10 |
| Ability to attract participants from surrounding and countywide jurisdictions | 5 |
| Accessibility to Metro Rail | 5 |
| Connections between multiple central business districts or retail corridors | 5 |
| Applicant jurisdiction has not had a previous Open Street event in their community | 5 |

Funding Eligibility

Funding may be used for pre-event planning & outreach costs in conjunction with implementing an event. Funding may be used for any operational or capital cost associated with the day-of event excluding activation/routing held off street unless approved in writing by the Open Streets Grant Program Manager. Funding may not be used for alcohol related activities. Funds awarded will not exceed the event cost in the original application and may be less if the key objectives can be achieved at lower costs. Scope and event day changes shall be handled administratively and be approved by Program Manager. Any cost overruns shall be the responsibility of the applicant. Both third party consulting costs and internal staff costs for staff directly providing services with respect to the project will be eligible for funding.

Data Collection and Reporting Requirements

Grantee shall collect data using Metro's selected data collection methodology and survey instrument as provided by the Metro's Open Street Evaluation Study contractor. Data should be provided to Metro in a post implementation report no later than three months after the event is executed. Metro will withhold ten percent (10%) of eligible expenditures per invoice as retainage. Metro will release retainage after Metro has evaluated Grantee's post implementation report and data collection performance

according to the criteria specified by Metro and its Evaluation Study contractor. Data collection will include at a minimum but not be limited to: participation counts of pedestrians and cyclists along the route; transportation use data and counts of individuals exiting Metro Rail Stations with bicycles where applicable; personal anecdotes, and economic impact on local retailers.

General and Administrative Conditions Lapsing Policy

Open Streets Cycle Three events must be staged by December 31, 2020 and funds not expended within this time will lapse. Lapsed funding will go towards the next grant cycle of the Open Streets Program. Applicants who have their funds lapse may reapply for funding in the next cycle -- however their requests will be prioritized after new applicants and previously successful applicants.

Grant Agreement

Each awarded applicant must execute a grant agreement with Metro. The agreement will include the event scope and a financial plan reflecting the grant amount, event partners and the local match. Funding will be disbursed on a reimbursement basis subject to satisfactory compliance with the original application cost and schedule as demonstrated in a quarterly report supported by a detailed invoice showing the staff and hours billed to the project, any consultant hours, etc. Final scheduled payment will be withheld until the event is staged and approved by Metro and all post implementation requirements have been satisfied.

Audits and Event Scheduling

All grant programs may be audited for conformance to their original application. Metro shall review event schedule and final date of the event to ensure regional and scheduling distribution. At Metro's Program Manager's request events may be rescheduled to avoid overlapping events.

Application

General Information

1. City/Government Agency Name:
2. Project Manager Name:
3. Project Manager Title and Department:
4. Project Manager Phone Number:
5. Project Manager E-mail Address:
6. City Manager Name:
7. City Manager Phone Number:
8. City Manager E-mail Address:

General Open Street Event Information

9. Open Street Event Name

(Example: Sunnyside Sunday Parkways Open Street Event.)

Maximum Allowed: 150 characters.

10. Event Description

(Example: Main Street, Flower Street, Spring Street, 7th

Street, 1st Street and Broadway Avenue in downtown Sunnyside will be closed to cars from downtown to Mid-Town to invite people on foot and on bikes to rediscover the streets of their community in a car-free environment. Local retailers and restaurants will be invited to expand their operation in to the street. A health fair, yoga in the street, booths from local community organizations, and an art show will be included in the route.)

Maximum Allowed: 500 characters.

11. Estimated Route Length (in miles):

Maximum Allowed: 4 digits.

12. Estimated Number of Signalized Intersections:

Maximum Allowed: 3 digits

13. Attach a map of the proposed route including a clear demarcation of event bounds by street name. A digital map made in Google maps or ArcGIS is preferred

14. Describe the pavement quality along the route and any considerations that will be made for poor quality pavement.

Maximum Allowed: 150 characters.

15. Does the event route cross any freeway on or off ramps? (Y/N)

If "YES" for Question 15

15A. How many freeway crossings exist along the proposed route and what are their locations? (NOTE: Additional coordination with CalTrans will be required for each freeway ramp crossing at the cost of grantee).

Maximum Allowed: 150 characters

16. Does the event include rail grade crossings? (Y/N)

If "YES" for Question 16

16A. How many grade crossing exist along the proposed route and what are their locations? (NOTE: Additional staff resources will be required for each grade crossing at the cost of grantee).

Maximum Allowed: 150 characters

17. Municipal and private motorized vehicles are prohibited from the route for the entirety of the event. List how your jurisdiction will monitor the route without motorized vehicles; what measures will be taken to ensure that vehicles do not enter the route, and any other safety measures that will be taken.

Maximum Allowed: 300 characters

Project Feasibility

18. Estimated Month & Year of Event (Funds will be available starting in January 2019, pending Metro Board approval. Event must be staged by December 31, 2020)
Maximum Allowed: 6 digits

19. Does your City's General Plan or other planning program support open street events and/or active transportation?

(Examples include: adopted a Complete Streets Policy or Updated Circulation Element to include Complete Streets, adopted a Bike Plan, adopted a Pedestrian Plan, Developing or implementing Bike Share Programs, adopted Climate Action Plans, and Implementation of Parking Management Programs to encourage more efficient use of parking resources)

Maximum Allowed: 500 characters

20. Would your jurisdiction be amenable to reduced scope or route length? (Y/N)

Demonstration of Event Success

21. Does your city plan to partner with any non-profits, event production companies and other community partners to assist in event implementation and planning? (Y/N)

If "YES" for question 21

21a. List your proposed partners and their role in the event planning and implementation:

Maximum Allowed: 600 Characters

If "NO" for question 21

21b. What is your city doing in lieu of partnerships with outside agencies (including non-profits and other community partners) to engage the community and make the event successful? *Maximum Allowed: 800 Characters*

22. Does your city have previous experience organizing open street events or other large public events (such as large city-wide or region-wide events related to transportation, athletics, cultural celebrations and/or events that require street closures)? List and describe.

Maximum Allowed: 800 Characters

If "YES" for question 22

22a. What lessons has your city learned from previous open street (or similar) events that will increase the success of the proposed event? *Maximum Allowed: 800 Characters*

Event Budget

23. What is the total estimated cost of the event?

Maximum Allowed: 10 characters.

24. What is the requested grant amount? *Maximum Allowed: 10 characters*

25. What is the proposed local match amount? (min 20% in-kind required)

Maximum Allowed: 10 characters.

26. What are the estimated outreach costs?

Maximum Allowed: 10 characters.

27. What are the estimated pre-event planning costs?

Maximum Allowed: 10 characters.

28. What are the estimated day(s) of event(s) staging costs (including staffing, rentals, permits, etc.)?

Maximum Allowed: 7 characters.

29. Agencies are required to provide a 20% match: Will you provide an in-kind or a local fund match?

1. In-kind
2. Local Fund Match

30. What is the event cost per mile (Answer to #23 / Answer #11)?

31. Attach completed Financial Plan and event Scope of Work templates provided at <https://www.metro.net/projects/active-transportation/metro-open-streets-grant-program/>

Route Setting

32. Will the route connect multiple cities? Y/N

List all partner cities.

If "YES" to question 32

32a. How will your city insure connectivity throughout the route, coordination between multiple agencies and a sense of one contiguous event?

Maximum Allowed: 1000 characters.

33. Will the route be along or connect to commercial corridors? Y/N Explain.

Maximum Allowed: 1000 characters.

34. Will the route be along any residential corridors? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 34

34a. How will your city ensure connectivity throughout the route, a sense of one contiguous event through residential areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

35. Will the route be along any industrial or institutional corridors (such as large medical centers, universities, or fairgrounds)? (Y/N)

Maximum Allowed: 1000 characters

If "YES" to question 35

35a. How will your city insure connectivity throughout the route, a sense of one contiguous event through industrial/institutional areas, and that participants do not feel isolated from the more active commercial areas of the event?

Maximum Allowed: 1000 characters.

36. Will the route be along or connect to cultural, architectural, recreational and/or historical destinations and events? Y/N Explain.

Maximum Allowed: 1000 characters.

37. List and describe the bicycle and off-street pedestrian infrastructure along or adjacent to the route. *Maximum Allowed: 1000 characters.*

38. What is the elevation change between the highest and lowest points along the proposed route? (Tip: you can use a free website like www.mapmyride.com or google maps to calculate this information).

39. Will the event be innovative? Y/N

If "YES" to question 39

39a. List ways that the event will deviate from previous LA County Open Street events and how it will attract new participants (examples include afternoon or evening events, events that celebrate holidays or other special occasions such as Valentine's Day and Halloween, events that encourage increased retail/stakeholder participation, etc.).

40. Provide an outline of the general programming elements/ideas/goals that will be represented in activities along the route the day of the event (an example is public health goals will be highlighted by fitness classes such as yoga along the route).

Maximum Allowed: 1000 characters.

41. Use EnviroScreen score to determine the average score of the combined census tracts that are located directly adjacent to the route.

<http://oehha.maps.arcgis.com/apps/Viewer/index.html?appid=112d915348834263ab8ecd5c6da67f68>

Maximum Allowed: 4 digits

Regional Significance

42. List all rail stations within a ½ mile radius of the event route.

Maximum Allowed: 250 characters

43. For those rail stations within a ½ mile radius of the event route that do not connect directly to the route, please provide explanation for the lack of connection, and describe how you will ensure safe transport of participants from those stations to the route (including coordination with the station operators and other means).

Maximum Allowed: 1000 characters

44. How will your city transport people to the event other than by personal automobile? Explain how you will use organized bike trains/feeder rides (groups of people who travel by bike together), bike-bus shuttles (that carry a minimum of 10 bikes each) or other multi-modal options to transport people to the event, particularly if no Metro Rail or other rail option is available.

Maximum Allowed: 1000 characters

Marketing and Outreach

45. Briefly describe the marketing strategy you will employ to encourage event participation from nearby jurisdictions and throughout the county. *Maximum allowed: 150 characters*

46. What strategies will you employ to encourage increased participation of businesses located along the event route (examples include temporary suspension of sidewalk display permitting, workshops, door-to-door outreach, etc.)? *Maximum allowed 150 characters*

47. Upload a letter of support from the city/county applicant and if applicable each city/non-profit/other partner. (Please include all letters in one PDF).

48. Describe how your city will satisfy Metro's data collection requirements (i.e. agency staff, volunteers, consultant, etc.) and any additional event data the agency may collect.

49. If your agency plans to submit more than one application, please rank this application in order of priority with 1 being the most important and 2 the second most important, etc.

Open Streets Cycle Three



Metro

Recommendation

Award and program a total of \$4 million for Cycle Three (3) of the Open Streets Grant Program (through December 2020) per the Metro Board Motion 72 and programmatic support as follows:

Including the following components:

- Award \$4 million to 15 new Open Street Events scheduled through December 2020**
- Reprogram \$447,000 from canceled Cycle Two Open Street events Meet the Hollywoods and Burbank on the Boulevard towards Cycle Three**
- Provide reduced funding award of \$161,000 to bottom scored application from the City of Paramount**

Cycle One and Two Open Street Implementation

- Board has awarded \$7.74 million to 28 events in 32 jurisdictions and set aside \$300,000 for an evaluation study.
 - 23 events have been staged totaling nearly 150 miles
 - 3 events to be held through December 2018 for 12 additional miles of Open Streets
 - Additional points granted to multijurisdictional events and disadvantaged communities



Open Streets Evaluation

- The Cycle One Evaluation Study and Cycle Two data appendix will be delivered in December 2020
 - Shows that Open Street events provide opportunities to use non-auto forms of mobility, attract new riders to the Metro system, and positively impact travel behavior on the day of events.
- Further evaluation is needed to determine whether the events have a lasting impact on travel behavior and meet the goals of Board Motion 72
 - Staff will study the impact that past events created on travel behavior and infrastructure development.
- A standardized data collection template will be provided in Cycle Three and Grantees will provide post implementation reports that include plans for new active transportation infrastructure and what the jurisdictions will do to increase bicycle and pedestrian mode shares post event.



Metro

Cycle Three Funding Recommendations

| | Date | Event Title | Applicant | Grant Request | Award Amount | Length Miles | Average Score | Disadvantaged | Multijurisdictional |
|----|--------------------|---|----------------|---------------|--------------|--------------|---------------|---------------|---------------------|
| 1 | November 8, 2020 | 626 Golden Streets ArroyoFest | South Pasadena | \$420,000 | \$420,000 | 7 | 90.5 | | X |
| 2 | May 19, 2019 | 626 Golden Streets Mission to Mission | South Pasadena | \$332,000 | \$332,000 | 5 | 88.3 | | X |
| 3 | August 11, 2019 | CicLAvia: Meet the Hollywoods | West Hollywood | \$500,000 | \$500,000 | 6.5 | 84.5 | X | X |
| 4 | March 3, 2019 | CicLAvia: Culver City and Palms | Culver City | \$300,000 | \$300,000 | 5.5 | 82.5 | | X |
| 5 | October 11, 2020 | CicLAvia: Heart of LA 2020 | Los Angeles | \$300,000 | \$300,000 | 8.25 | 80.8 | X | X |
| 6 | October 26, 2019 | 626 Golden Streets SGV Streets and Treats | SGVCOG | \$170,000 | \$170,000 | 4.5 | 80.8 | X | X |
| 7 | February 23, 2020 | CicLAvia: South LA - Space Shuttle Endeavour Route | Los Angeles | \$335,000 | \$335,000 | 5.5 | 80.3 | X | |
| 8 | November 2, 2019 | San Fernando Street Festival - Nocturnal Ride | San Fernando | \$144,000 | \$144,000 | 4.01 | 80.3 | X | |
| 9 | April 5, 2020 | CicLAvia to the Sea | Los Angeles | \$300,000 | \$300,000 | 9 | 79.3 | | |
| 10 | October 6, 2019 | CicLAvia: Heart of LA 2019 | Los Angeles | \$300,000 | \$300,000 | 6 | 79.0 | X | |
| 11 | December 2, 2020 | CicLAvia: South LA/Watts | Los Angeles | \$335,000 | \$335,000 | 5.8 | 78.8 | X | |
| 12 | April 19, 2020 | Heart of the Foothills | San Dimas | \$350,000 | \$350,000 | 4.7 | 78.3 | X | X |
| 13 | March 30, 2019 | Beach Streets West | Long Beach | \$200,000 | \$200,000 | 2.2 | 78.0 | X | |
| 14 | August 16, 2020 | CicLAvia: Northeast LA | Los Angeles | \$300,000 | \$300,000 | 5.5 | 78.0 | | |
| 15 | June 1, 2019 | Paramount & Bellflower Open Streets Neighborhood Connectivity Event | Paramount | \$242,000 | \$161,000 | 5.5 | 78.0 | X | X |
| 16 | October 13, 2019 | Downey Ride & Stride | Downey | \$129,361 | \$0 | 4.96 | 76.8 | X | |
| 17 | April 21, 2019 | CicLAvia: Glendale Meets Atwater Village | Glendale | \$264,800 | \$0 | 3.5 | 76.8 | X | X |
| 18 | March 21, 2020 | Beach Streets Downtown | Long Beach | \$216,000 | \$0 | 4 | 76.3 | | |
| 19 | December 2, 2019 | CicLAvia: West Valley | Los Angeles | \$335,000 | \$0 | 8 | 76.3 | | |
| 20 | May 2, 2020 | NorWALK, Run, Bike and Play Open Streets Event | Norwalk | \$152,640 | \$0 | 4.24 | 76.3 | X | |
| 21 | June 14, 2020 | CicLAvia: Iconic Wilshire Blvd | Los Angeles | \$300,000 | \$0 | 3.5 | 74.8 | X | |
| 22 | September 29, 2019 | COAST - City of Santa Monica's Open Streets Event 2019 | Santa Monica | \$300,000 | \$0 | 2.06 | 72.0 | | |
| 23 | September 27, 2020 | COAST - City of Santa Monica's Open Streets Event 2020 | Santa Monica | \$300,000 | \$0 | 2.06 | 71.8 | | |
| 24 | September 15, 2019 | Beach Streets University | Long Beach | \$216,000 | \$0 | 4.1 | 71.0 | | |
| 25 | May 30, 2020 | Beach Streets Midtown | Long Beach | \$200,000 | \$0 | 2.5 | 70.0 | | |
| 26 | June 30, 2019 | CicLAvia: Wilmington | Los Angeles | \$255,000 | \$0 | 2.5 | 70.0 | X | |

- 15 events in 18 cities
- 67% disadvantaged communities
- 53% multijurisdictional

| | |
|---------------------------------|-------------|
| Total Grant Request | \$7,196,801 |
| Less scores under funding limit | \$2,668,801 |
| = | \$4,528,000 |

| | | | |
|--------|-----------|-------|-------|
| 126.38 | % All App | 57.7% | 34.6% |
| 41.42 | % Award | 66.7% | 53.3% |
| 84.96 | | | |

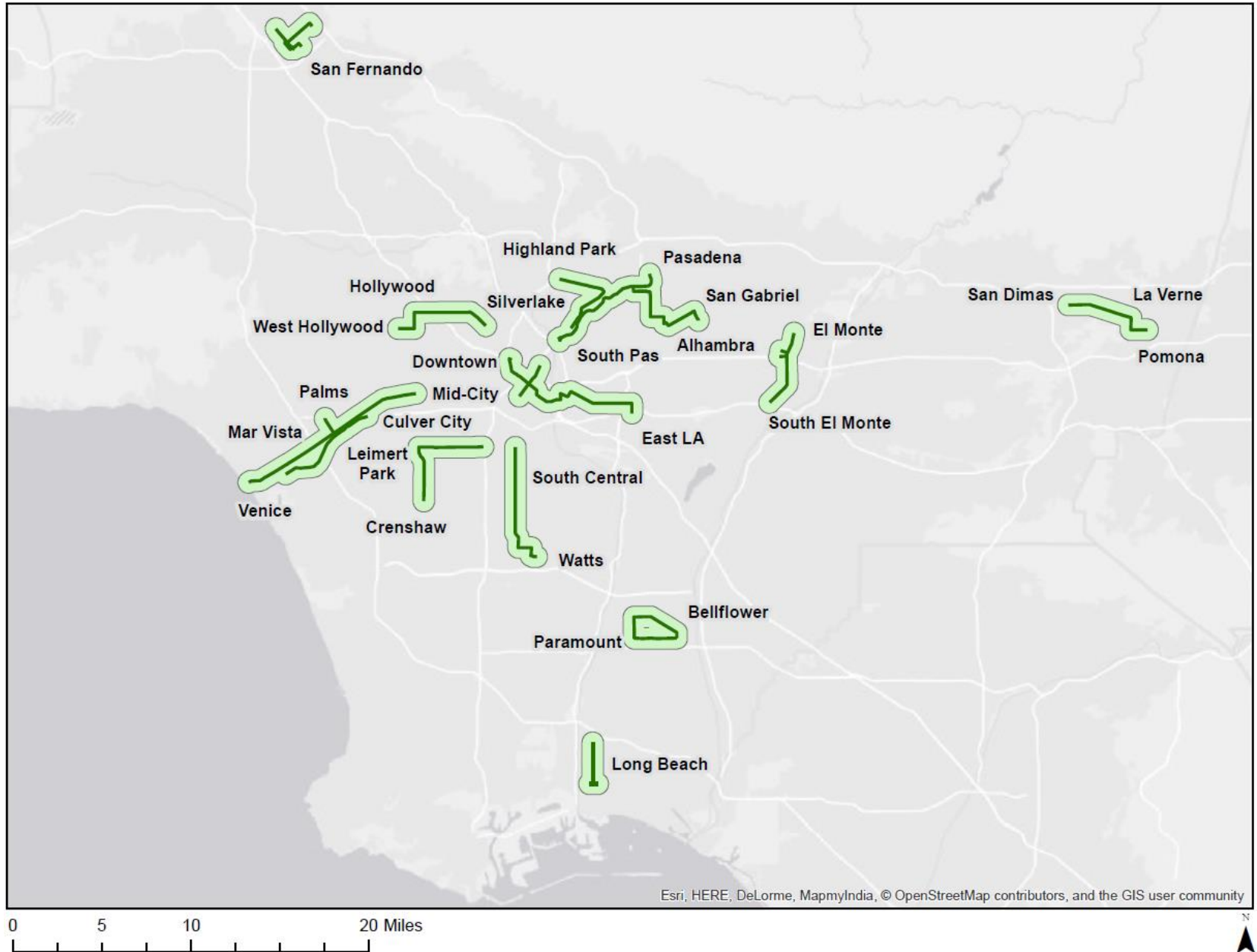
| | |
|------------------------------|-------------|
| Funding Cap | \$4,000,000 |
| Reprogrammed Cycle Two Funds | \$447,000 |
| Total Cycle Amount | \$4,447,000 |

** Per Cycle Two App and Guidelines Lapsing Policy

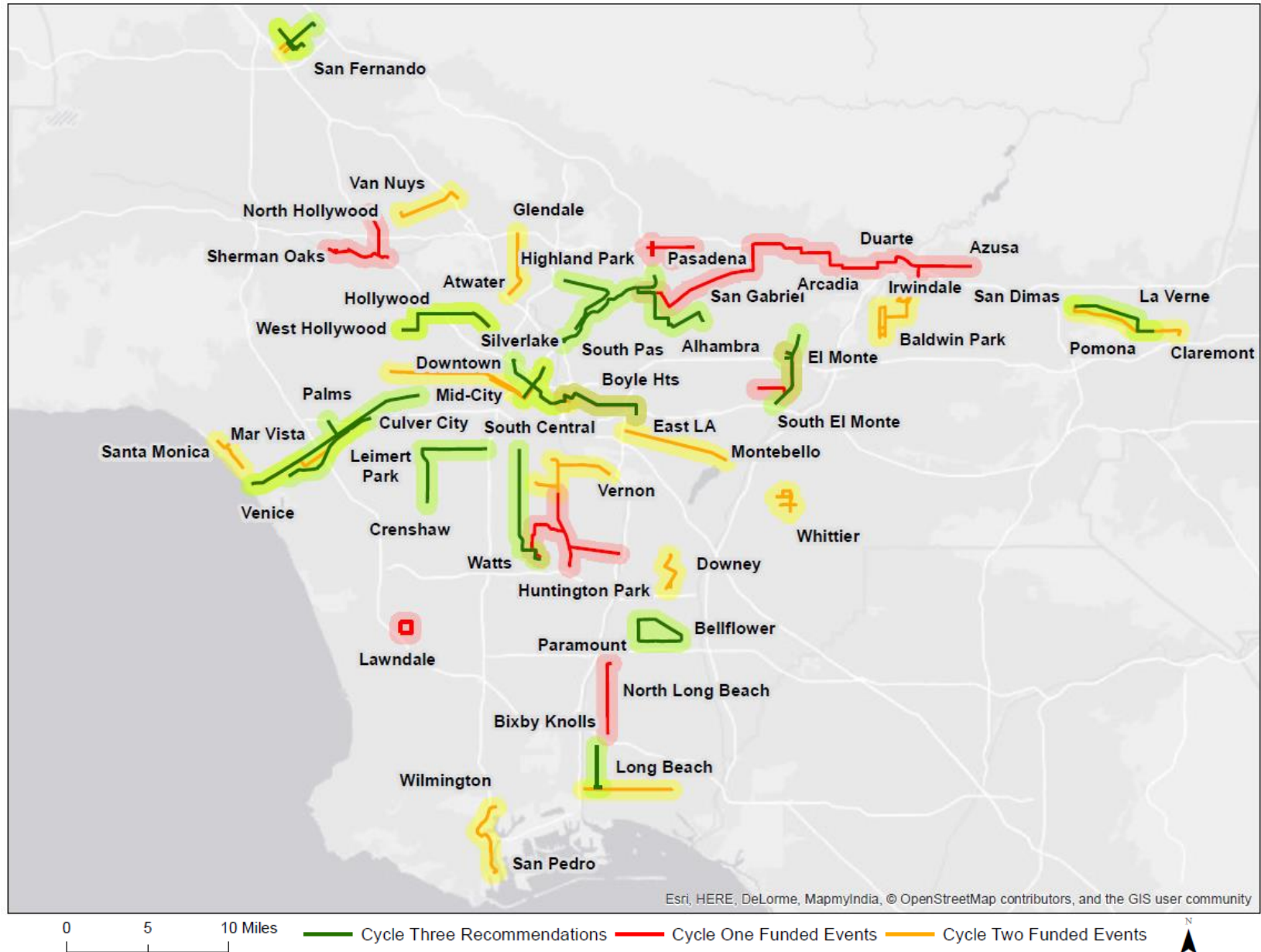
| | |
|-----------------------------|-----------|
| Paramount's award reduction | \$81,000 |
| Final Paramount award | \$161,000 |

* Per Cycle Three App and Guidelines Funding Section

Map of Cycle Three Recommended Events



Map of Recommended Events All Cycles



Regional Distribution of Applications and Awards

| Subregion | Apps Received | Percent of Total Apps Received | Apps Awarded | Percent of Total Apps Awarded |
|---------------------|---------------|--------------------------------|--------------|-------------------------------|
| Gateway Cities | 19 | 29.7% | 10 | 22.7% |
| Central Los Angeles | 11 | 17.2% | 9 | 20.5% |
| San Gabriel Valley | 10 | 15.6% | 9 | 20.5% |
| Westside Cities | 10 | 15.6% | 8 | 18.2% |
| South Bay | 7 | 10.9% | 3 | 6.8% |
| San Fernando Valley | 4 | 6.3% | 3 | 6.8% |
| Arroyo Verdugo | 3 | 4.7% | 2 | 4.5% |
| Total | 64 | 100.0% | 44 | 100.0% |

Timeline For Next Steps

Fall 2018 - Execute MOU Agreements & work with community relations on event engagement strategy
Spring 2019 – Stage first event



Metro



Board Report

File #: 2018-0478, **File Type:** Program

Agenda Number: 17.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: PROGRAMMING FOR FEDERALLY MANDATED PARATRANSIT SERVICES

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. APPROVING the programming of \$281.5 million in federal Surface Transportation Block Grant Program (STBGP) funds for Access Services as shown in Attachment A for Fiscal Years (FY) 2020 through FY 2023; and
- B. AUTHORIZING the Chief Executive Officer to negotiate and execute funding agreements between Metro and Access Services.

ISSUE

Access Services provides complementary paratransit service required by the Americans with Disabilities Act (ADA) on behalf of Metro and 44 other fixed-route operators in Los Angeles County. Metro supplements the local funds it provides to Access Services with federal funds. However, Metro does not include federal funds for paratransit services in its annual budget. The Board must approve the programming of STBGP funds in the Federal Transportation Improvement Program (FTIP) so that Access Services can apply for and receive the funds directly from the Federal Transit Administration (FTA). Attachment A identifies the annual amounts of federal STBGP funds recommended for programming for Access Services during FY 2020 to FY 2023.

BACKGROUND

ADA paratransit service is a federally mandated civil right for persons with disabilities who cannot ride public fixed-route buses and trains within $\frac{3}{4}$ of a mile of the fixed-route service. Metro's programming of federal funds for ADA paratransit service began in FY 1998 with the transfer of Surface Transportation Program (STP) funds from the Federal Highway Administration (FHWA) to FTA's Section 5310 Program. Metro has continued this process through the last four federal reauthorization acts. The Fixing America's Surface Transportation (FAST) Act, which was signed into law in December 2015, changed the program's name from STP to STBGP and continued to allow the

transfer of funds to FTA's Section 5310 Program to support ADA paratransit services. The Metro Board last approved the programming of STBGP funds in September 2014 for FY 2016 through FY 2019. Of the total of \$255.9 million in STBGP funding that was programmed during this four-year period, an amount of \$66 million was included in the FY 2019 budget for Access Services that the Board approved in June 2018.

All federally funded projects in Los Angeles County must be included in the FTIP, a six-year document that is managed by the Southern California Association of Governments (SCAG) in coordination with Metro. Projects programmed in the FTIP, including those for Access Services, meet specific requirements for scheduling, financing, and timely implementation of transportation control measure to help reduce air pollution in the region. In addition, federal grants, such as STBGP funds, are only approved for use by federal transportation agencies on projects after the programming of those federal funds has been included in the FTIP and approved by SCAG, FTA, and FHWA.

DISCUSSION

The Metro Board annually adopts a budget for Access Services which includes the use of both local and federal funds to meet the projected paratransit needs of Metro and 44 other fixed-route operators in Los Angeles County over the following fiscal year. While local funds are included directly in Metro's annual budget, the Board separately approves the programming of federal funds in the FTIP so that Access Services can apply for and receive the funds directly from the FTA. This programming of federal funds is done on a multi-year basis to most effectively manage the FTIP and federal grant approval processes.

The annual budgeting for Access Services is established based on recent history of expenditures and paratransit ridership projections provided by Access Services. Access Service's paratransit demand analysis uses economic factors, historical data and other variables to forecast ridership. The programming of STBGP funds supports addressing the needs identified in recent financial assessments and budget forecasts done for Access Services. The recommended actions also help implement Metro's statutory transportation programming responsibilities for Los Angeles County and allow for continued operations of Access Services to provide ADA paratransit services. The recommended actions also support achieving goals set in Metro's 2009 Long Range Transportation Plan (LRTP), 2014 Short Range Transportation Plan (SRTP), and Vision 2028 Strategic Plan. The recommendation also supports the guiding theme of the LRTP Update to enable mobility and access and promote equity.

DETERMINATION OF SAFETY IMPACT

Approval of the recommendation will not have a negative impact on the safety of Metro's customers, its employees, or the general public. The recommendation supports the provision of paratransit service required by the ADA to safely transport customers that require specialized mobility services within the applicable service areas of Metro and 44 other fixed-route operators in Los Angeles County.

FINANCIAL IMPACT

The recommended actions are consistent with Metro's planned use of federal STBGP funds for Access Services over the next four years. Approving the recommendation will also support Metro's ability to meet ADA requirements and maintain eligibility for the use of federal funding on other project commitments identified in the 2009 LRTP, 2014 SRTP, and Measure M program.

As Metro is responsible to include in its budget any funds required to provide paratransit services mandated by the ADA that are not met with the programming of STBGP funds, the amount of STBGP funding programmed for Access Services would have an impact on the demand for local funds in future Metro budgets. These other local funds are primarily Proposition C 40% that can be used for both Metro capital and operations.

Impact to Budget

The recommended actions do not have any impact on the FY 2019 Budget.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The recommended actions support achieving Goal 3 of Metro's Vision 2028 Strategic Plan to enhance communities and lives through mobility and access to opportunity. It also supports Metro's commitment to make Los Angeles County's transportation system more accessible, inclusive, and responsive to the needs of the diverse communities it serves.

ALTERNATIVES CONSIDERED

Not fully programming STBGP funds for Access Services to provide mandated paratransit service during FY2020 - FY 2023 would place Metro and the other 44 Los Angeles County fixed-route operators in violation of the ADA. This would impact the ability of Metro and other fixed-route transit operators to receive federal grants.

The Board may elect to defer all or a part of the recommended programming of federal STBGP funding to Access Services. We do not recommend deferral of the federal funding for Access Services, as the paratransit service that it provides is required by the ADA. If STBGP funds are not programmed, Metro would have to identify other eligible funding to ensure continued paratransit service.

NEXT STEPS

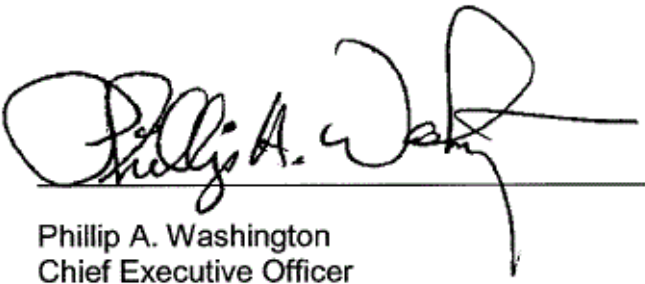
Upon Board approval, Access Services will program the STBGP funds in the FTIP. Metro staff will review and approve the programming of the funds in consultation with the Southern California Association of Governments.

ATTACHMENTS

Attachment A - Funding Programming for Access Services (FY 2020 - FY 2023)

Prepared by: Nancy Marroquin, Senior Manager, Countywide Planning & Development, (213) 418-3086
Ashad Hamideh, Senior Director, Countywide Planning & Development, (213) 922-5539
William Ridder, Executive Officer, Countywide Planning & Development, (213) 922-2887
Laurie Lombardi, Senior Executive Officer, Countywide Planning & Development, (213) 418-3251

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077



Phillip A. Washington
Chief Executive Officer

ATTACHMENT A

Funding Programming for Access Services (FY 2020 - FY 2023) (\$ in millions)

| Project Description | Fund Type | Total | FY20 | FY21 | FY22 | FY23 |
|----------------------------------|-----------|---------|--------|--------|--------|--------|
| Countywide Paratransit Services* | STBGP* | \$281.5 | \$67.7 | \$69.5 | \$71.3 | \$73.0 |

* Surface Transportation Block Grant Program - Escalated per UCLA's 2017 Consumer Price Index Forecast

NOTE: Programmed amounts are estimated and may be revised depending upon revised annual need and funding availability, without exceeding the total programmed amounts authorized by the Metro Board.



Board Report

File #: 2018-0591, **File Type:** Project

Agenda Number: 43.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: RAYMER TO BERNSON DOUBLE TRACK PROJECT UPDATE

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

AUTHORIZE the CEO to support the State's intention to reprogram \$74 million from Raymer to Bernson Double Track and suspend the project.

ISSUE

At the December 2016 Board Meeting, Metro staff provided a Raymer to Bernson Project funding update with a receive and file highlighting next steps for staff to continue to monitor state funds and return to the Board with recommendations by the first quarter of FY 19 if any changes occurred. Staff is providing an update on the change in direction of approximately \$80 million state funding for the Project. With the change in direction, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

DISCUSSION

The Raymer to Bernson Double Track Project will increase regional mobility along the Metrolink Ventura Subdivision and the Los Angeles-San Diego-Luis Obispo (LOSSAN) corridor by providing a second mainline track, approximately 6.4 miles in length, between Control Point (CP) Raymer to CP Bernson. The Ventura Subdivision is used by Metrolink Ventura Line, Amtrak Pacific Surfliner, Amtrak Coast Starlight and Union Pacific freight trains.

On August 31, 2018, Metro received a letter from Southern California Regional Rail Authority (SCRRA) stating that SCRRA performed an operations analysis confirming the Raymer to Bernson Double Track Project provides strong reliability benefits, but that it only benefits capacity when train frequencies in the corridor reach 15 minutes in the future. The letter also indicated California State Transportation Agency intentions to reprogram the \$80 million funding of the State Transportation Improvement Program and Proposition 1B to other SCRRA's Southern California Optimized Rail Expansion (SCORE) Projects. Refer to Attachment A.

California State Transportation (CalSTA) awarded a Transit and Intercity Rail Capital Program (TIRCP) award to Southern California Regional Rail Authority (SCRRA) in April 2018 to achieve initial objectives of the California Southern California Optimized Rail Expansion (SCORE) Program,

including basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles - San Diego - San Luis Obispo Rail Corridor (LOSSAN Corridor).

Staff has spent \$6.3 million to date for the final design of the Raymer to Bernson Double Track Project before it was placed on hold in 2015. However, in light of the SCRRA's letter and CalSTA's intention to reprogram the remaining funds of approximately \$74 million, staff recommends supporting the State's intention to reprogram the remaining \$74 million and suspend the Raymer to Bernson Double Track Project.

FINANCIAL IMPACT

Metro secured a total of \$80.3 million for the project with \$60.82 million from the California State Transportation Improvement Program and \$19.48 million California State Proposition 1B Intercity Rail.

Impact to Budget

The final design of the Project is on hold since 2015. CalSTA is reprogramming the remaining state funds which will have no impact to Metro's operating and capital budget.

ALTERNATIVES CONSIDERED

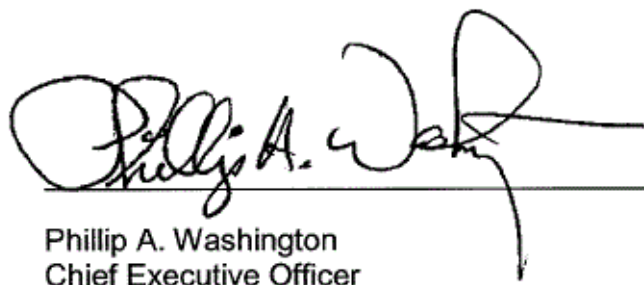
The alternative would be for the Board not to receive this report. This is not recommended as this update was requested by the Board.

ATTACHMENTS

Attachment A - Letter from SCRRA CEO to Metro CEO

Prepared by: Ayokunle Ogunrinde, Senior Manager, Transportation Planning,
(213) 418-3330
Jeanet Owens, Senior Executive Officer, Regional Rail (213) 418-3189

Reviewed by: Richard Clarke, Chief Program Management Officer, (213) 922-7557



Phillip A. Washington
Chief Executive Officer



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY
900 Wilshire Blvd. Suite 1500 Los Angeles, CA 90017

metrolinktrains.com

August 31, 2018

Mr. Phil Washington, Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 25th Floor
Los Angeles, CA 90012

Re: Analysis of Raymer-Bernson Double Track Project for SCORE and the
2018 Transit and Intercity Rail Capital Program

Dear Phil:

This letter provides background regarding the Raymer-Bernson double track project and the Southern California Regional Rail Authority's (SCRRA's) application for funding from the 2018 Transit and Intercity Rail Capital Program (TIRCP) for the Southern California Optimized Rail Expansion (SCORE) Program.

SCRRA believes that the Raymer-Bernson project is an essential component of the SCORE program.

The Authority's application for funding from the 2018 TIRCP for the entire Southern California regional rail system included a broad range of projects, including those that add capacity, provide reliability, and promote safety. The California State Transportation Agency (CalSTA) awarded a TIRCP grant to SCRRA to achieve initial objectives of the SCORE Program, including providing the basic frequencies of service (30 minutes and 60 minutes) in the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor).

One of those projects included in the application was the Raymer-Bernson double track project being advanced along the LOSSAN Corridor in Los Angeles County. An operations analysis performed by SCRRA confirmed that the Raymer-Bernson double track project does provide strong reliability benefits, but that it benefits capacity when train frequencies in the corridor reached every 15 minutes. The analysis indicated that the project is not as essential at frequencies of 30 minutes or 60 minutes.

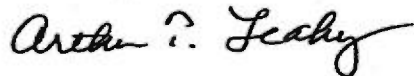
It has come to our attention that CalSTA is recommending a reprogramming of \$61 million in FY21 State Transportation Improvement Program Funding from the Raymer Bernson double track Project to projects in the Los Angeles County portion of the SCORE

Program. Eligible projects in Los Angeles County for the reprogrammed STIP funding include Link US and improvements to Burbank Junction, which will allow for 30- and 60-minute service frequencies. Separately, we understand that CalSTA is recommending reprogramming \$13 million of Proposition 1B Intercity Rail funds to other projects along the LOSSAN Corridor for similar reasons.

The Raymer-Bernson project is still important to the success of the SCORE program, especially when service in that section of the LOSSAN Corridor evolves toward higher 15-minute frequencies. SCRRA and SCORE partners will work with Metro to continue seeking funds to support investment in Raymer-Bernson double track.

We look forward to working with you on these important enhancements.

Sincerely,

A handwritten signature in black ink, reading "Arthur T. Leahy". The signature is fluid and cursive, with the first name "Arthur" and last name "Leahy" clearly legible.

Arthur T. Leahy
Chief Executive Officer



Board Report

File #: 2018-0479, **File Type:** Program

Agenda Number: 44.

PLANNING AND PROGRAMMING COMMITTEE SEPTEMBER 19, 2018

SUBJECT: METRO BIKE SHARE PROGRAM

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

CONSIDER:

- A. RECEIVING AND FILING report on the status of performance of the new fare structure for the Metro Bike Share Program and potential integration with other Bike Share programs in Los Angeles County, and
- B. DIRECTING the CEO to complete an evaluation of the feasibility of continuing the Metro Bike Share Program after 12 months of performance data under the new fare structure authorized in May 2018.

ISSUE

At its May 2018 meeting, the Board adopted the new Bike Share Business Plan for the Metro Bike Share Program, including a new bike share fare structure. This action by the Board also included an amendment by Director Fasana requesting a report back in 90 days from the Office of Extraordinary Innovation (OEI) and the Planning Department on whether Metro should continue the Bike Share Program. This report is in response to the Fasana amendment.

BACKGROUND

In January 2014, Board approved Motion 58 by Directors Garcetti, Yaroslavsky, Bonin, Fasana, and Knabe authorized the CEO to procure, contract, and administer a countywide bike share program. With this Motion, Metro became the first transportation authority to launch a countywide bike share program. The business model approved by the Board was to implement bike share, in a phased approach, with a single-point agency (Metro) to ensure inter-operability among the different jurisdictions and integration with the TAP card.

The existing contract for bike share was signed in 2015. At that time, only the cities of Santa Monica and Long Beach had established publicly-owned bike share programs. In July 2016, the Metro Bike Share program officially launched Phase 1 in downtown Los Angeles. In 2017, Phase 2 expansion was launched in Pasadena, Port of Los Angeles, and Venice. In May 2018, Phase 3 expansion was

authorized for Marina del Rey, Culver City and various communities in Los Angeles.

The business model also outlined a cost sharing formula for capital costs and operations and maintenance costs between Metro and the partner cities. However, since the inception of the Metro Bike Share Program, privately-owned bike share and electric scooter providers have emerged with a no-cost business model for the cities in the region.

In order to respond to the competitive operating environment, staff developed a new Business Plan for the Metro Bike Share Program which was approved by the Board in May 2018.

Further, Phase 3 is anticipated to be operational during early- to mid-2019. Phase 3 will enable the bike share network to expand in a contiguous manner from downtown Los Angeles (DTLA) and the westside region of Los Angeles County. A lack of continuity for the existing system has been a challenge to our efforts to grow ridership. The contiguous network will provide a greater benefit to transit riders and make the bike share system more efficient.

To date the total cost for the program (Phases 1 and 2) totals \$22.2 M of which \$8.6 M was allocated for capital expenditures with \$6.8 M of the total reimbursed by grants. Total Cost for pre-launch activities, which includes station siting, installation, and marketing was \$3.2 M. Operations and maintenance since inception of the program to June 2018 was \$10.5 M. After cost reimbursement from the cities, Metro's total investment to date on the Bike Share program has been approximately \$5.4 M. See the following table for cost illustration.

| Phase I & II | | | | | |
|--------------|--------------|-------------|------------------------------------|-------------------------------------|-------------|
| | Total | Grants | User Revenue/ Fare Box Recovery | Cost Reimbursed from Partner Cities | Metro Costs |
| Capital | \$8,582,740 | \$6,796,521 | | \$716,494 | \$1,069,725 |
| Pre-Launch | \$3,184,068 | | | \$2,069,644 | \$1,114,424 |
| O&M | \$10,464,725 | | \$1,415,698 | \$5,881,868 | \$3,167,160 |
| Total | \$22,231,533 | \$6,796,521 | \$1,415,698 | \$8,668,006 | \$5,351,308 |

DISCUSSION

The implementation of the new Business Plan is currently underway. The first phase of fare restructuring was completed within 45 days after the approval of the new Business Plan. Immediately after implementation, the ridership of Metro Bike Share increased by over 21% in July. However, the City of Pasadena recently withdrew from the Metro Bike Share Program based upon the amount of operating subsidy required, reallocating resources to other City programs.

Status of Other Elements of the New Business Plan

In addition to a new fare structure, the new Business Plan addresses sponsorships, defines performance metrics, identifies equity outcomes, discusses and establishes a preferred technology

approach, outlines a marketing and outreach strategy and performs a cost analysis. Phase 1 of the new fare structure was rolled out in July and Phase 2 will be rolled out with TAP Wallet Integration as early as next month. Securing title and/or non-title sponsorship opportunities are on-going and more viable as the network expands per Board direction. In addition, cost reductions in regards to operations and maintenance are on-going and will be implemented as soon as possible.

TAP Wallet Integration

Tap Wallet integration with the Bike Share Program is scheduled to publicly launch as early as next month. Integrating the Bike Share Program account into the TAP Wallet account-based system is the final phase, Step 3 - Seamless User Integration, in the TAP Bike Share Integration Strategy adopted by the Metro Board in November 2015. This account integration enables users to manage and access their Metro transportation services through a single account and, for the first time, will enable multimodal trips with a single fare. With this new functionality, the Bike Share Program will be able to function as a true first/last mile access service to bus and rail, providing a seamless user experience. Furthering the program's equity commitment, TAP Wallet will enable reduced fares to students, seniors and disabled and will allow cash customers to access the Bike Share Program.

TAP Wallet will provide a platform for interoperability with other third party mobility service providers. All integrated parties must comply with all public transportation policies and regulations that Metro currently follows, such as the privacy policy protecting the monetization of account, financial, ridership, or other data per the stipulations in the California Streets and Highways Code Section 31490, (

[\).](https://leginfo.ca.gov/faces/codes_displayText.xhtml?lawCode=SHC&division=17.&title=&part=&chapter=8.&article=>=)

Third party entities will be responsible for the development cost of their own system to integrate with TAP Wallet as well as any additional development that may be required in TAP Wallet to accommodate the third party service. Coordination with "Bike Share Connect" systems (Breeze, WeHo Pedals, Beverly Hills Bike Share, and Bruin Bike Share) and Long Beach Bike Share has been initiated. Upon completion of TAP integration with Metro Bike Share, staff will hold a follow up discussion with these providers.

Executing Phase 3 Expansion

Per Board direction, Metro Bike Share will be expanding within the City of Los Angeles including the areas of Echo Park/Silver Lake, Koreatown, MacArthur Park/Westlake, and Palms/Mar Vista/Playa del Rey/Playa Vista/Del Rey and in the cities of Culver City and Marina del Rey. The expansion will include approximately 1,400 bikes and stations. The expansion will also include ten "E-Bikes" (electric-powered, pedal-assisted) for demonstration purposes and provide data needed to enhance the system.

In the Phase 3 expansion, smart bikes (GPS, user-interface, and check in/check out technology and other features located on the bike) will be introduced into the fleet and enable door-to-door trip making. In addition, staff will be testing E-Bikes and evaluating their benefits prior to incorporating them into the bike share fleet. Through Step 3 TAP integration, customers will have access to the program through their TAP card. In contrast, private dockless providers currently are not available without a smart phone and credit card. This function will further advance Metro's equity initiative.

Funding Source for Phase 3 Expansion

The following table includes program cost for both FY19 and FY20 inclusive of both Metro and Partner allocations:

| | Total | City Reimbursement | Metro Cost |
|---------------|--------------|--------------------|--------------|
| Capital | \$7,681,664 | \$4,993,082 | \$2,688,582 |
| Pre-Launch | \$2,823,329 | \$1,835,164 | \$988,165 |
| Existing O&M | \$11,001,572 | \$7,151,022 | \$3,850,550 |
| Phase III O&M | \$10,263,170 | \$6,671,061 | \$3,592,110 |
| Total | \$31,769,735 | \$20,650,328 | \$11,119,407 |

In addition, at the June 2018 meeting, the California Transportation Commission allocated a \$2.5 M capital infrastructure grant for the Bike Share Program to expand to USC/University Park and surrounding communities. The allocation item and future expansion will be reviewed by the Board prior to implementation.

Lessons Learned

Based on the last two years of operation in DTLA, ridership is higher in areas with a contiguous network, where land use patterns are conducive to biking and bicycle infrastructure is available. In order to get a better understanding of performance in a contiguous network vs. individual networks, we have established two different Key Performance Indicators (KPIs) for FY 19 to monitor rides per bike per day inside and outside of DTLA. The data gathered will help with how the bike share network is developed to optimize ridership. The redeployment of the Metro-owned equipment in Pasadena will take these factors into consideration as well.

Year One Evaluation of Existing Bike Share Programs in LA County

At its July 2015 meeting, the Board requested an evaluation of the first operating year of existing bike share programs in Los Angeles County. The goals of the evaluation include the following: development of recommendations for participating systems to optimize their existing systems; identifying lessons learned from planning and implementing bike share in LA County and how these vary across vendor platforms; and development of considerations for the Metro Board to fund future bike share systems that opt to not use Metro's selected vendor on a case-by-case basis subject to the respective city fulfilling Metro's interoperability objectives. This study is led by Southern California Association of Governments (SCAG) and will be completed by June 2019.

Metro Bike Share vs. Private Dockless Bike & Other Shared Mobility programs

Metro Bike Share Program offers a viable transportation option to facilitate first and last mile connections to transit service and short commuting trips. Differences between Metro Bike Share and other private operators include public input, cost, performance oversight and dependability.

Public Input

Prior to launching a bike share expansion, Metro executes an environmental study and obtains public input. Staff works closely with partners to site bike share stations adjacent to transit hubs and other key destinations to provide fleet size, station location and services in line with partner expectations. Through a contracted operator, Metro Bike Share maintains high safety and service standards. The program operator maintains the bikes and ensures the bike share stations are clean and have a sufficient amount of bikes for transit customers to use on a daily basis. Metro staff also oversees the program's performance quality. Private operators typically launch with little to no public input, often resulting in a backlash or the need for city regulations.

Cost

Metro Bike Share Program incurs costs for planning, capital investment and operations that are not fully covered by fare revenues. Metro shares the overall cost of the program with partner cities. On the other hand, private program providers can deploy their fleets in city streets with fewer preparatory costs and no public funding. However, cities have had to allocate funds towards developing policies to regulate this equipment and allocate resources to enforce these regulations (see below).

Dependability

One major consideration is dependability of service. To date, one of the major private dockless bike share providers has left the region and is no longer operating in Los Angeles County. Another dockless bike share provider has shifted their business focus from bike share to other mobility devices. In Washington, D.C. a public bike share system operated alongside seven private dockless bike share providers within the same jurisdiction. Recently, one of the private dockless operators recently ceased operations due to profitability and abandoned bicycles throughout the city. In contrast, the Metro Bike Share Program is committed to provide its service through agreements with its partner cities. However, this can lead to deployments of service that are costly, and rigorous monitoring is essential to ensure a valuable return on investment of public funds.

Regulations

Currently the cities of Los Angeles and Santa Monica have implemented or are in the process of implementing a pilot program that will regulate private dockless providers that wish to operate for a limited amount of time in their respective cities. The regulations under consideration include a fee-driven permit process, sharing of ridership data and imposing limitations on where bikes can be parked. Other cities, such as Beverly Hills, West Hollywood, and Coronado have banned dockless providers until regulations have been developed and approved. The City of Monrovia has developed a program that partners with a dockless bike share provider, managing their fleet size and service performance. All implemented programs and policies require cities to allocate resources to regulate and enforce these programs.

Metro does not have jurisdiction for any on-street regulation program as that belongs to the cities and the County. Of interest, Denver's Regional Transportation District (RTD) has recently released regulations prohibiting dockless vehicles from operating in transit lanes or being transported on buses or trains. In addition, the regulations include where and how the dockless vehicles can be parked at RTD stations and properties. Staff recommends exploring the development of similar regulations as RTD, including resources that will be needed for enforcement at all Metro right of way, for future Board consideration.

Should Metro Continue the Bike Share Program?

Considering that the first 90 days of phase 1 of fare reduction has not been reached yet, it is too soon to determine how the new Business Plan has performed. More time is needed to secure title and non-title sponsorship opportunities now that we are in the process of expanding the network and reaching more communities. However, early trends such as increased ridership indicate a positive impact on the program.

The new Business Plan provides more flexibility in sponsorship opportunities for the Metro Bike Share Program. Non-title sponsorships in specific geographic areas or the utilization of certain bike assets such as station ad panels, social media, and/or bicycle components broaden the ability to attract potential sponsors.

Further, given that the independent evaluation of the existing bike share programs is underway by SCAG, the Board would benefit from those findings which will not be available until July 2019.

OEI Assessment

Metro has made significant investment in our bike share program and it has yielded results. Metro Bike Share has provided Los Angeles County residents with an additional sustainable transit option that has generated over 520,000 trips, provided over 1.6 million miles of mobility service and has reduced over 1.6 million pounds of CO2 gas emissions.

Growing ridership from the new fare structure, new bike technology options, and more contiguous network, along with potential sponsorship, are intended to enable a successful and financially sustainable public bike share network. We have developed specific performance measures to evaluate success in this regard. If and when we are not meeting those specific measures after the business plan has taken full effect, we should revisit the idea of whether a Metro-subsidized bike share plan makes sense. At that time, we will also have a better sense of the stability of the private bike share market and how well it might serve the County under an effective regulatory structure.

OEI continues to meet with and receive innovative proposals from shared mobility providers. Even during the implementation of the bike share business plan, OEI will continue to bring these proposals forward for consideration. If and when a potential partnership for bike share merits a pilot program, we will explore that possibility within Metro and test innovative ideas to see whether other models could be an improvement.

DETERMINATION OF SAFETY IMPACT

The Metro Bike Share receive and file will not have any adverse safety impacts on Metro employees and patrons.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Metro Bike Share directly supports Strategic Plan Goal 1 by expanding transportation options with an easy, convenient, and reliable mode that increases mobility for users. Bike share provides on-demand point to point transportation to access jobs, housing, education, and health care and improves connectivity for seamless journeys. Equipment and service may be expanded relatively

quickly to provide service to areas in most need.

Metro Bike Share also aligns well with Strategic Plan Goal 3 by working directly with the community to identify bike share station locations. Crowdsourcing maps and outreach events allow community members to participate in the decision making process by identifying where these infrastructure investments are most needed.

NEXT STEPS

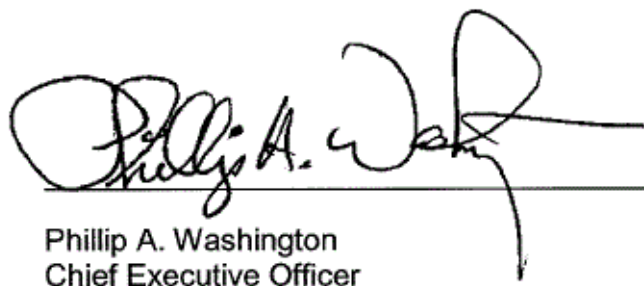
Staff will continue to implement the new Business Plan, TAP integration, and monitor ridership performance. Staff will report back in a year which aligns with the anticipated completion of the independent evaluation report from SCAG. Additionally, staff will collaborate with other shared mobility programs to identify innovative solutions and potential future integration.

ATTACHMENT

Attachment A - Motion 58

Prepared by: Basilia Yim, Senior Manager, Transportation Planning, Countywide Planning & Development, (213) 922-4063
Dolores Roybal-Saltarelli, Senior Director, Countywide Planning & Development, (213) 922-3024
Frank Ching, DEO, Countywide Planning & Development, (213) 922-3033

Reviewed by: Therese W. McMillan, Chief Planning Officer, (213) 922-7077
Joshua Schank, Chief Innovation Officer, (213) 418-3345



Phillip A. Washington
Chief Executive Officer

MOTION BY:
MAYOR ERIC GARCETTI & DIRECTORS ZEV YAROSLAVSKY,
MIKE BONIN, JOHN FASANA & DON KNABE

Item 58 — Bicycle Share Program Implementation Plan

In October 2013, the MTA Board adopted, as policy, bicycle use as a formal transportation mode.

Staff was asked to: a) conduct an industry review on procuring a regional bike share vendor; b) prepare a business case analysis and recommendations on proceeding with a Request for Proposals to implement a regional bicycle share program; 3) make recommendations on a phased approach for implementing this program.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles.

A recent study named "The Bike-Sharing Planning Guide" (Institute for Transportation & Development Policy, December 2013) said "bike-share, more than any other form of urban transport, has the ability to improve and transform our cities."

This means a robust and regional bicycle share program needs to be adopted to address first-mile and last-mile transportation challenges.

An MTA bicycle share program will help connect and expand its transportation coverage to multiple jurisdictions along its transit system.

This is why MTA needs to be the lead agency in the county that will manage and procure a robust bicycle share program.

A single-point agency will also ensure inter-operability among the different jurisdictions and can also provide a multi-modal transportation system through the use of the Transit Access Program ("TAP") smart card.

MTA can also simplify the management of the program by having one agency provide proper accountability and proper management.

MTA needs to also provide a fair-share of funding to support the initiation and maintenance and operations (O&M) costs for the program.

WE, THEREFORE, MOVE that the MTA CEO:

- A. Undertake a study of how a Bike Share Program could be implemented throughout the County.
- B. Procure, contract and administer the bicycle share program once the implementation study is completed.
- C. Implement the program in a phased approach and partner with the cities identified in the Phase I of the bicycle share program so MTA funds at least:
 1. Up to 50% of total capital costs per each city
 2. Up to 35% of total O&M costs per each city (on-going)
- D. Identify a financial business plan that includes:
 1. User fees
 2. Advertising fees
 3. Corporate sponsors
 4. A recommendation on a revenue split for all fees/revenues identified above.
- E. Prioritize eligible grants to support the costs of the program including:
 1. State Active Transportation Program ("ATP") funds
 2. State "Cap & Trade" funds
 3. Federal bicycle and active transportation funds
 4. All other eligible funding sources
- F. Develop a robust system-wide branding and educational effort that supports the use of bicycle share as part of the implementation study.
- D. Identify a financial business plan that includes
- G. Update on all of the above at the April 2014 Board meeting.
 2. Advertising fees
 3. Corporate sponsors
 4. A recommendation on a revenue split for all fees/revenues identified above
- E. Prioritize eligible grants to support the costs of the program including:
 1. State Active Transportation Program ("ATP") funds

DIRECTOR O'CONNOR'S MOTION REGARDING BIKE SHARE:

1. Is there a firm timeline for Metro's procurement?
2. How will this effort related to the procurement Long Beach is pursuing
3. How will this effort work with Santa Monica's RFP/market test?
4. Will there be coordination with the subregions? What form will that take?
5. Has LA solved its legal outdoor advertising problem?
6. Will there be flexibility for different business case models to operate within the Metro umbrella?
7. Will the Metro's Bikeshare program go beyond the Metro stations? Can the program be expanded to include greater coverage for cities?
6. What does Metro being the lead agency mean? Is this a clearing house for revenue sharing? What other elements are included?
7. What funding is available for phasing the rollout of the program during the first year of implementation on both capital and operating expenditures? How will allocations be made?
8. How will the system enable jurisdictions to make choices about how (what sources) they want to fund the operating gap?

This motion should be fortified with a fact sheet that informs regional cities on the "nuts and bolts" of the business model Metro is pursuing, the timeline for implementation, and subregional coordination.



Planning and Programming Committee
September 19, 2018
Legistar File 2018-0479

Receive & File
September 2018

Background

Total Trips



524,279

Passes Sold



29,228

Calories Burned



39,230,188

Miles Traveled



1,616,774

Emissions Reduced

Pounds of CO₂



1,535,935

21% increase in ridership after
new fares offered

One fare to get you there

\$1.75

SINGLE RIDE

Same low price as Metro Bus and Rail

[Find A Station](#)

[Sign Up](#)



* Data illustrates performance between
July 2016 to August 2018

Metro Bike Share Program Cost Summary

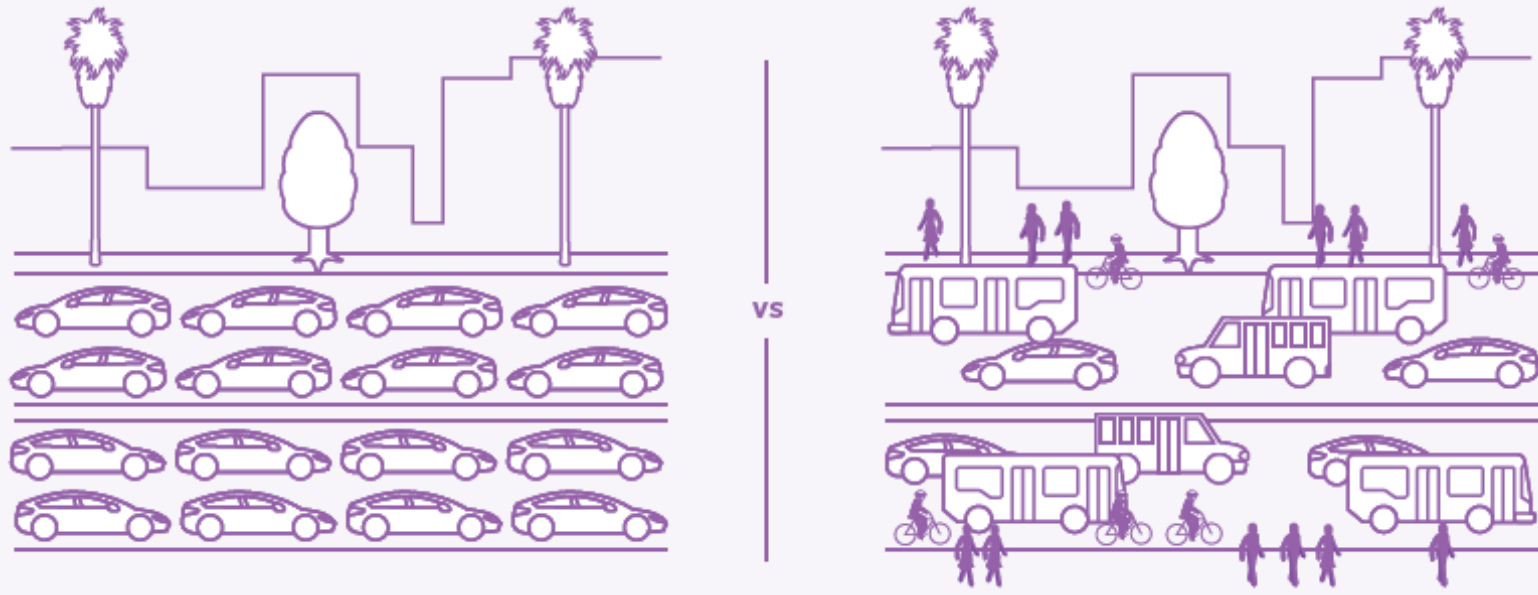
| Phase I & II | | | | | |
|--------------|------------------|-----------------|------------------------------------|--|-----------------|
| | Total | Grants | User Revenue/ Fare Box Recovery | Cost Reimbursed from Partner Cities | Metro Costs |
| Capital | \$ 8,582,740.00 | \$ 6,796,521.00 | | \$ 716,494.00 | \$ 1,069,725.00 |
| Pre-Launch | \$ 3,184,068.34 | | | \$ 2,069,644.43 | \$ 1,114,423.92 |
| O&M | \$ 10,464,725.05 | | \$ 1,415,697.86 | \$ 5,881,867.67 | \$ 3,167,159.51 |
| Total | \$ 22,231,533.39 | \$ 6,796,521.00 | \$ 1,415,697.86 | \$ 8,668,006.10 | \$ 5,351,308.43 |

- Cumulative since inception of the program to June 2018
- Metro Capital and Pre- Launching Cost was funded by Measure M 2% and General Fund.
- Metro Operating and Maintenance Cost was funded by Prop C 25% and General Fund.



Supports Metro Strategic Plan

Finite and precious, our street space can be better used.

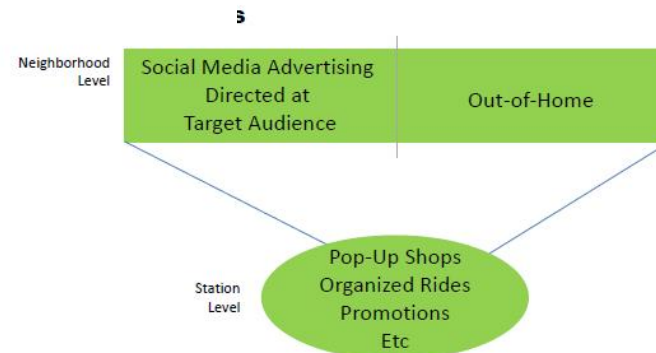


- Goal 1 Provide high quality mobility options that enable people to spend less time traveling
- Goal 3.3 Genuine public & community engagement to achieve better mobility outcomes for the people of LA County

New Business Plan



Media Strategy



Metro Rail/Bus Riders

Ads in Rail Stations w/ Bike Share Stations



Big wall ads. Signage & station audio announcements directing to Bike Share (watch out: our stations are often not optimized in residential areas to receive bikes on other end)

Pop Up Tents at Rail Stations



Similar to BTS's current event approach, but focused where we have product

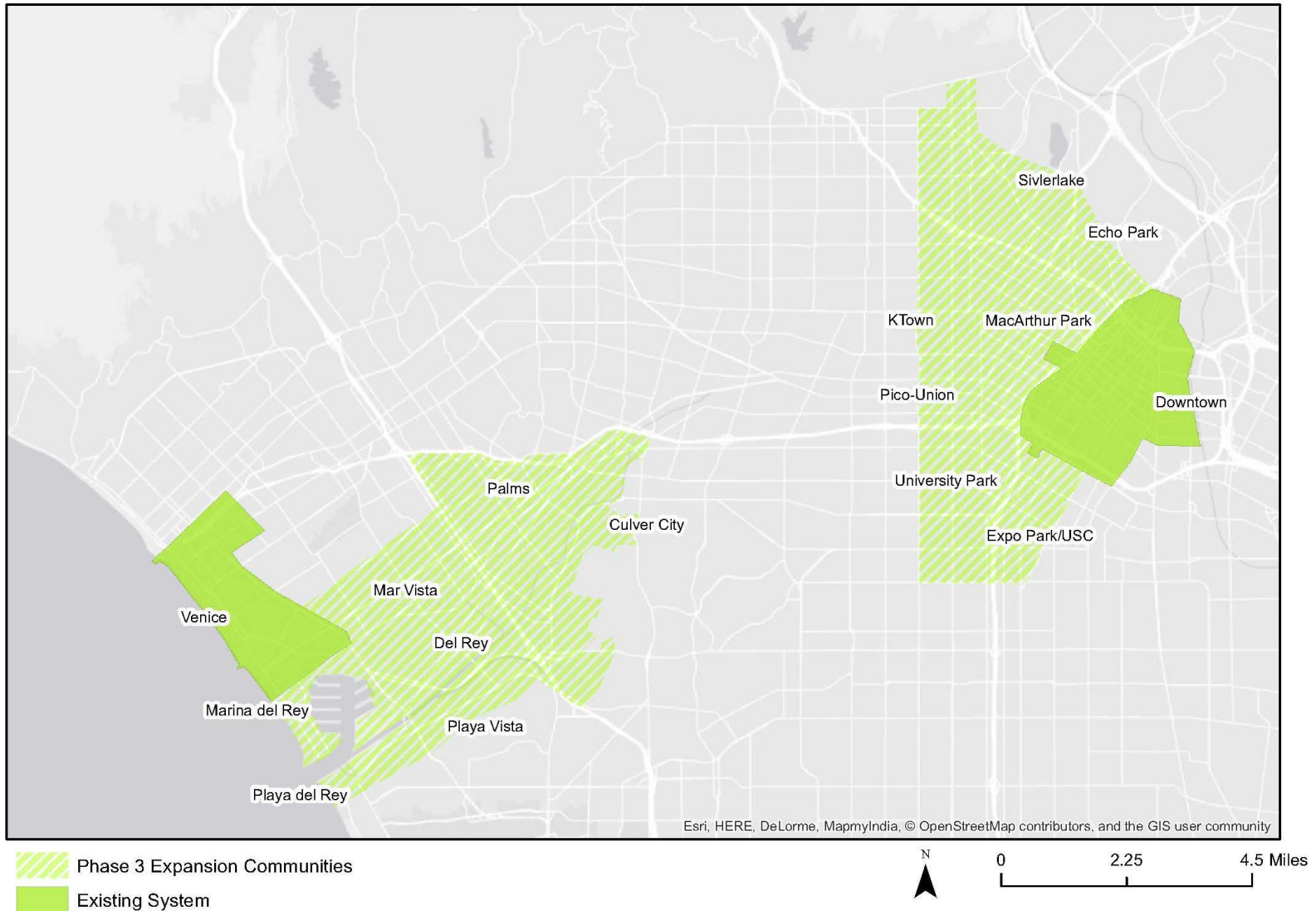
Social Media Ads for Rail Riders



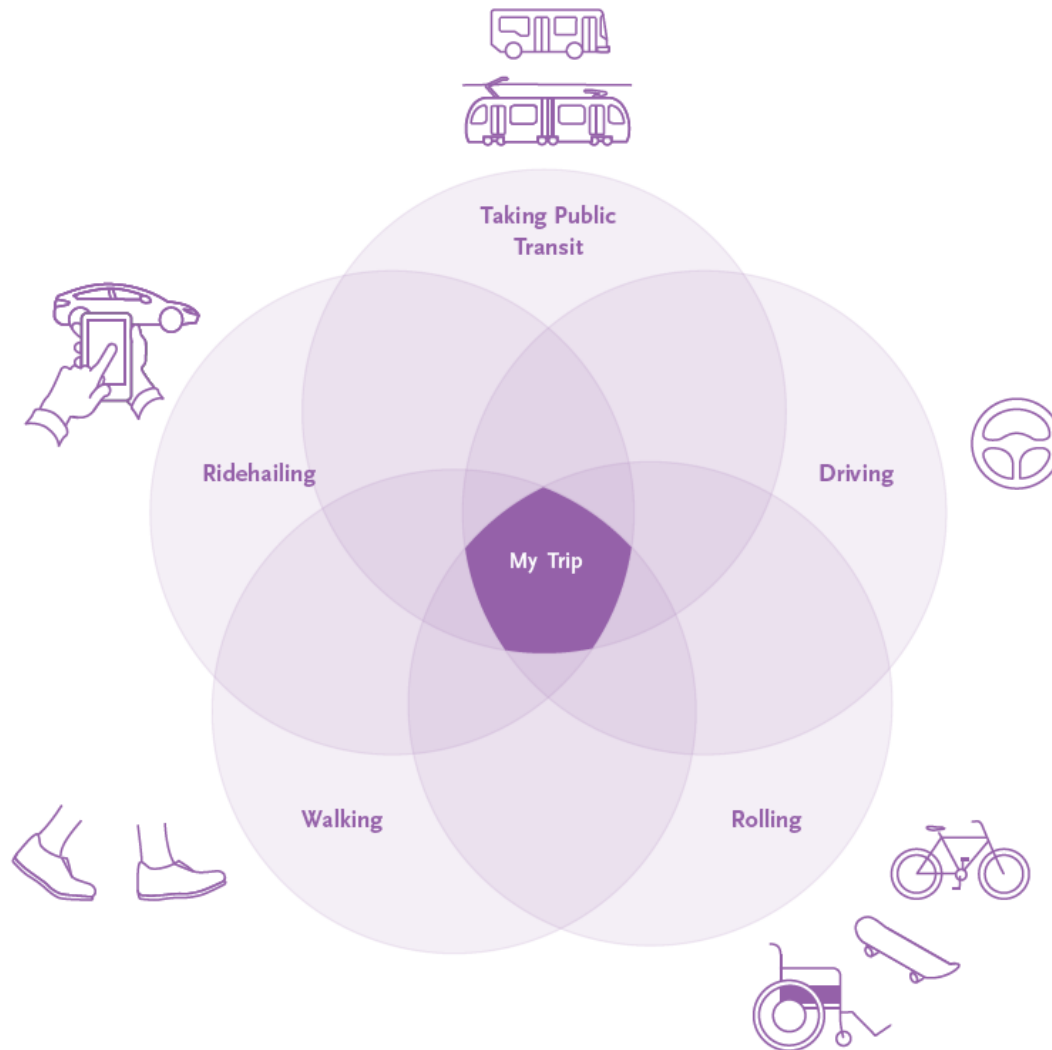
Serving ads on social media to Metro Rail riders



Phase 3 Expansion



TAP Wallet Integration



Metrics & Evaluation



- System Size & Equipment
- Ridership
- User Demographics & Equity
- Rebalancing
- Maintenance
- Customer Service
- Trip Data
- Fare Structure
- Funding Recommendations for Cities

Private Dockless Bike & Other Shared Mobility Programs vs. Metro Bike Share



- Planning and Public Input Process
- Cost
- Performance Standards
- Dependability
- Equitable & Accessibility



Regulations

| City | Regulation Approach |
|----------------|------------------------------------|
| Los Angeles | Permitting / Control Fleet Size |
| Santa Monica | Permitting / Control Fleet Size |
| Beverly Hills | Banned until Regulations Developed |
| Coronado | Banned until Regulations Developed |
| West Hollywood | Banned until Regulations Developed |
| Monrovia | Partnership / Control Fleet size |

- Metro does not have on-street jurisdiction to regulate other programs
- Any regulations requires resources to enforce
- Recommend develop regulations at all Metro Right of Way

Recommendations

- Continue to implement new business plan strategies
- Complete TAP wallet integration
- Implement Phase 3 Expansion and redeploy capital equipment
- Test and implement new fleet options, i.e.: Smart Bike and E-Bike
- Evaluate performance based on developed metrics
- Develop regulations at all Metro Right of Way for Board consideration
- Potential sponsorships
- Explore new technologies and potential integrations with other shared mobility programs
- Report back to the Board in one year