

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	\$ -	\$ -

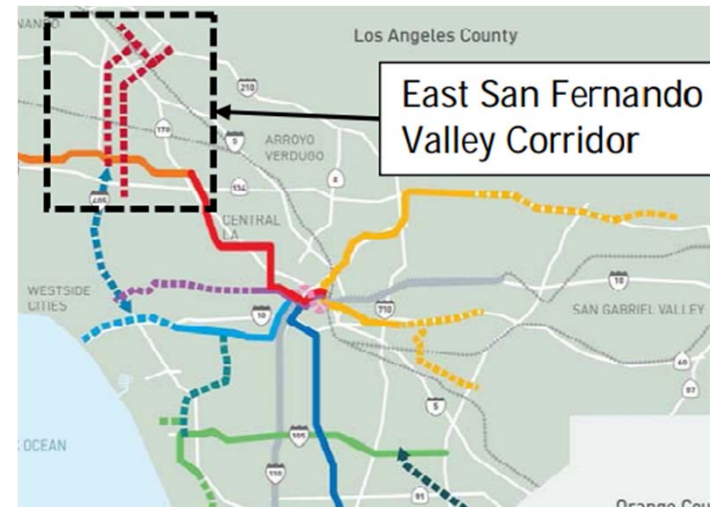
Total Project Cost:	\$2,441.0 million Life of Project budget.
Description:	Section 2 adds 2.59 miles of tracks to Metro's Rail system and two new stations at Wilshire/Rodeo and Century City/Constellation. Project received full Federal funding from the U.S. Department of Transportation in January 2017 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

