

**Proposed One-Half Cent Sales Tax for Transportation
Outline of Expenditure Categories**

ATTACHMENT A

Sunsets in 30-Years: Fiscal Year (FY) 2010 - 2039

(millions)

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

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

30 Years, Fiscal Year (FY) 2010 - 2039

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

(\$ in millions)

| for reference only - not priority order | Subfund | Potential Project in Alphabetical Order by Category (project definition depends on final environmental process) | Cost Estimate | New Sales Tax (Assembly Bill 2321) | | | Other Funds | | | Funds Available Beginning | Expected Completion | | |
|---|---|--|-----------------------|------------------------------------|-------------------|--------------------|------------------|---------------|--|---------------------------|-------------------------|-----------------|---------|
| | | | | Minimum | Additional | Total | Federal Funding | State Funding | Local Funding (Rail is 3% except as noted) | | | | |
| 1 | Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors. | | | | | | | | | | | | |
| 2 | | | Escalated \$ | | | | | | | | | | |
| 3 | | Eastside Light Rail Access (Gold Line) | \$ 30 | \$ 30 | \$ - | \$ 30 | \$ - | \$ - | \$ - | FY 2010 | FY 2013 | | |
| 4 | | Exposition Boulevard Light Rail Transit | \$ 1,632 ^a | \$ 925 | \$ - | \$ 925 | \$ - | \$ 353 | \$ 354 | FY 2010-12 | FY 2013-15 | | |
| 5 | | Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses) | \$ 150 | \$ 150 | \$ - | \$ 150 | \$ - | \$ - | \$ - | FY 2010 | FY 2039 | | |
| 6 | | Regional Connector (links local rail lines) | \$ 1,320 | \$ 160 | \$ - | \$ 160 | \$ 708 | \$ 186 | \$ 266 ^b | FY 2014-16 | FY 2023-25 | | |
| 7 | | | Current 2008 \$ | | | | | | | | | | |
| 8 | Transit Capital Projects | Crenshaw Transit Corridor - project acceleration | \$ 1,470 | \$ 235.5 | \$ 971.5 | \$ 1,207 | To be determined | | \$ 263 ^c | FY 2010-12 | FY 2016-18 | | |
| 9 | | Gold Line Eastside Extension | \$ 1,310 | \$ - | \$ 1,271 | \$ 1,271 | | | \$ 39 | FY 2022-24 | FY 2033-35 | | |
| 10 | | Gold Line Foothill Light Rail Transit Extension | \$ 758 | \$ 735 | \$ - | \$ 735 | | | \$ 23 | FY 2010-12 | FY 2015-17 | | |
| 11 | | Green Line Extension to Los Angeles International Airport | \$ 200 | \$ - | \$ 200 | \$ 200 | | | TBD ^d | FY 2010-12 | FY 2015-28 ^d | | |
| 12 | | Green Line Extension: Redondo Beach Station to South Bay Corridor | \$ 280 | \$ - | \$ 272 | \$ 272 | | | \$ 8 | FY 2028-30 | FY 2033-35 | | |
| 13 | | San Fernando Valley I-405 Corridor Connection (match to total project cost) | TBD | \$ - | \$ 1,000 | \$ 1,000 | | | \$ 31 | FY 2030-32 | FY 2038-39 | | |
| 14 | | San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration | \$ 188 | \$ 32 ^e | \$ 150 | \$ 182 | | | \$ 6 | FY 2010-12 | FY 2014-16 | | |
| 15 | | San Fernando Valley East North-South Rapidways - project acceleration | \$ 70 | \$ 68.5 ^e | \$ - | \$ 68.5 | | | \$ 2 | FY 2013-15 | FY 2016-18 | | |
| 16 | | West Santa Ana Branch Corridor (match to total project cost) | TBD | \$ - | \$ 240 | \$ 240 | | | \$ 7 | FY 2015-17* | FY 2025-27* | | |
| 17 | | Westside Subway Extension - to be opened in segments | \$ 4,200 ^f | \$ 900 | \$ 3,174 | \$ 4,074 | | | \$ 126 | FY 2013-15 | FY 2034-36 | | |
| 18 | | Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction | \$ 7,331 | \$ 173 | \$ 3,103 | \$ 3,276 | | | \$ 2,200 | \$ 1,015 | \$ 840 ^g | FY 2010 | FY 2039 |
| 19 | | Total New Rail and/or Bus Rapid Transit Capital Projects | | \$ 18,939 ^h | \$ 3,408.5 | \$ 10,381.5 | | | \$ 13,790 | \$ 2,908 | \$ 1,554 | \$ 1,965 | FY 2010 |

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|---|--------------------------|--|--|------------------------------------|-------------------|-------------------|------------------|---------------|--|---------------------------|---------------------|
| | | | | Minimum | Additional | Total | Federal Funding | State Funding | Local Funding (Rail is 3% except as noted) | | |
| 20 | | Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls | | | | | | | | | |
| 21 | | | Escalated \$ | | | | | | | | |
| 22 | | Alameda Corridor East Grade Separations Phase II | \$ 1,123 | \$ 200 | \$ 200 | \$ 400 | \$ 200 | \$ 336 | \$ 187 ⁱ | As funds become available | |
| 23 | | BNSF Grade Separations in Gateway Cities | \$ 35 | \$ - | \$ 35 | \$ 35 | \$ - | \$ - | \$ - | As funds become available | |
| 24 | | Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60) | \$ 250 | \$ 250 | \$ - | \$ 250 | \$ - | \$ - | \$ - | FY 2010 | FY 2039 |
| 25 | | High Desert Corridor (environmental) | \$ 33 | \$ - | \$ 33 | \$ 33 | \$ - | \$ - | \$ - | As funds become available | |
| 26 | | Interstate 5 / St. Route 14 Capacity Enhancement | \$ 161 | \$ 90.8 | \$ - | 90.8 | \$ 15 | \$ 41 | \$ 14 ^j | FY 2010 | FY 2013-15 |
| 27 | | Interstate 5 Capacity Enhancement from I-605 to Orange County Line | \$ 1,240 | \$ 264.8 | \$ - | \$ 264.8 | \$ 78 | \$ 834 | \$ 63 ^j | FY 2010 | FY 2016-17 |
| 28 | | I-5 Capacity Enhancement from SR-134 to SR-170 | \$ 610 | \$ 271.5 | \$ - | \$ 271.5 | \$ 50 | \$ 264 | \$ 24 ^j | FY 2010 | FY 2013 |
| 29 | | I-5 Carmenita Road Interchange Improvement | \$ 389 | \$ 138 | \$ - | \$ 138 | \$ 97 | \$ 154 | \$ - ^j | FY 2010 | FY 2015 |
| 30 | | | Current 2008 \$ | | | | | | | | |
| 31 | Highway Capital Projects | Highway Operational Improvements in Arroyo Verdugo subregion | \$ 170 | \$ - | \$ 170 | \$ 170 | To be determined | | | As funds become available | |
| 32 | | Highway Operational Improvements in Las Virgenes/Malibu subregion | \$ 175 | \$ - | \$ 175 | \$ 175 | | | | | |
| 33 | | Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay) | \$ 906 | \$ - | \$ 906 | \$ 906 | | | | | |
| 34 | | Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes) | \$ 2,800 | \$ - | \$ 410 | \$ 410 | | | | | |
| 35 | | Interstate 605 Corridor "Hot Spot" Interchanges | \$ 2,410 | \$ - | \$ 590 | \$ 590 | | | | | |
| 36 | | Interstate 710 North Gap Closure (tunnel) | \$ 3,730 | \$ - | \$ 780 | \$ 780 | | | | | |
| 37 | | Interstate 710 South and/or Early Action Projects | \$ 5,460 | \$ - | \$ 590 | \$ 590 | | | | | |
| 38 | | State Route 138 Capacity Enhancements | \$ 270 | \$ - | \$ 200 | \$ 200 | | | | | |
| 39 | | Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction | \$ 2,575 | \$ - | \$ 2,575.9 | \$ 2,576 | | | | | |
| 40 | | | Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls | \$ 22,337 | \$ 1,215.1 | \$ 6,664.9 | | | | | |

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

30 Years, Fiscal Year (FY) 2010 - 2039

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

(\$ in millions)

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

Notes:

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

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

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