



**Metro**

Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

**PLANNING AND PROGRAMMING COMMITTEE  
OCTOBER 14, 2009**

**SUBJECT: 2009 LONG RANGE TRANSPORTATION PLAN FOR  
LOS ANGELES COUNTY**

**ACTION: ADOPTION OF 2009 LONG RANGE TRANSPORTATION PLAN**

**RECOMMENDATION**

Approve the following actions for the 2009 Long Range Transportation Plan (LRTP) for Los Angeles County:

- A. Approve the major financial assumptions in Attachment A as the basis for the 2009 LRTP, including the LRTP Guiding Principles;
- B. Adopt the 2009 LRTP for Los Angeles County with the package of projects and programs (Funded and Strategic) outlined in Attachment B;
- C. Incorporate into the 2009 LRTP document new sections on Public-Private Partnerships, California High Speed Rail Plan, and Los Angeles to San Diego to San Luis Obispo (LOSSAN) Corridor, as well as updates to previous section on Congestion-Reduction Demonstration Initiative, with the type of information as shown in Attachment C; Update the Metrolink section in the Draft 2008 LRTP to highlight safety measures, including Positive Train Control, and system expansion needs;
- D. Approve the Measure R Highway Program Funding Strategy as outlined in Attachment D;
- E. Direct the CEO to work with local jurisdictions to collaborate on a 3% local match contribution policy for major transit capital projects;
- F. Adopt the 2009 LRTP Resolution for Los Angeles County (Attachment E).

**ISSUE**

The recommended 2009 LRTP addresses significant changes that have occurred since the 2001 LRTP. Most significantly, it incorporates the programs and projects contained in the Measure R Ordinance approved by the voters of Los Angeles County on November 4, 2008. The LRTP identifies transportation needs and challenges that Los Angeles County will face through 2040, and lays out a multi-modal set of programs and projects to help address those needs and challenges.

The LRTP is a framework to guide Board decisions and funding allocations. For Federal New Starts transit funds, the LRTP also provides the basis to demonstrate to the Federal Transit Administration (FTA) that we have the financial capacity to

build and operate new transit lines. The LRTP is a flexible document and is not a legal commitment. The Board can make adjustments, for example, to schedules and funding allocations, as needed to reflect the most current conditions with respect to project costs and readiness, annual revenue receipts, availability of state and federal funds, etc. The LRTP is intended to be periodically updated to reflect changes in revenues, costs and other factors that may be different from what we are forecasting at this time.

## **POLICY IMPLICATIONS**

We are responsible for transportation planning and programming in Los Angeles County, in accordance with Government Code Section 130051. The purpose of the LRTP is to set the long-term direction necessary to proceed with project planning, design, engineering, and programming of funds for projects and programs that are expected to be implemented in the next 30 years. State and federal transportation agencies require the LRTP to cover a minimum twenty-year period. The LRTP has a 30-year horizon in order to encompass the Measure R Expenditure Plan. Staff will continue to work with the Southern California Association of Governments (SCAG) to amend the 2008 Regional Transportation Plan (RTP), to ensure consistency between the Final 2009 LRTP and SCAG's RTP which was adopted in May 2008.

## **FINANCIAL IMPACT**

The 2009 LRTP is a strategic guide for planning and programming short and long term projects and programs without over-committing the funds forecasted to be available. The 2009 LRTP financial forecast is intended to show our potential capital program funding partners, at state, federal and local levels, that we anticipate to have the resources to meet our financial commitments going forward to the Plan's 2040 horizon date. Some variations in near-term funding commitments are not unusual in a long-term financial forecast. Every few years we will have to monitor how short-term fluctuations in costs and revenues are impacting the overall LRTP program.

The 2009 LRTP establishes priorities for projects and programs estimated at approximately \$300 billion countywide. This figure includes funds due to the passage of Measure R and the addition of ten years into the planning period from FY 2031 to FY 2040. Services, programs and projects approved through the LRTP will require further Board approvals at key milestones in the project development process, leading up to service, program and project implementation.

The 2009 LRTP financial forecast is based on a series of financial assumptions and strategies outlined in Attachment A. We have tried to be realistic in our forecasts, however, there are risks associated with any long-term financial forecast. The LRTP forecasts should be understood to be a snap-shot of a set of very dynamic forces. These forces range from those that are very much not in our control, like macro-economic issues, to those that are very much in our control, like the allocation of

sales tax revenues. It is not possible to know exactly how much funding the Federal Reauthorization will contain for any given future time period. Using past historical trends, we can not know with certainty if the local economy will recover quickly and result in the growth of sales tax that we have assumed. It will be up to the State to provide adequate funding for the State Transportation Improvement Program (STIP), honor past Transit Congestion Relief Program commitments, and reinstate State Transportation Assistance (STA) funds. We have also made assumptions about the Board's ability to work out potential future transit operations deficits and improve the fare box recovery ratio.

To provide some policy direction to react to changes in the financial picture over time, we have recommended that the Board adopt the Guiding Principles in Attachment A. These Principles maintain the Board's intent to implement all projects and acknowledges that changes in the financial picture may require transparent and equitable adjustments to our LRTP program.

### **ALTERNATIVES CONSIDERED**

The Board may choose a different combination of projects and programs that the Board believes better meets the future mobility needs of Los Angeles County. There are a multitude of different combinations of funding distributions among projects and programs that the 2009 LRTP could contain. We are not recommending any of these alternatives because we feel that the recommended 2009 LRTP best reflects the previous 2001 LRTP commitments while integrating the new Measure R programs and projects within the level of expected future local, state and federal revenues.

### **DISCUSSION**

The 2009 LRTP provides a long-term strategic planning tool which provides a vision for general policy direction as well as specific recommendations that can be taken by the Board. The 2009 LRTP is designed to be a flexible, living planning document that has the ability to respond to changes through the normal MTA planning process: as the MTA moves forward and as programs, projects and policies evolve, the LRTP is updated to reflect current conditions. The LRTP provides a framework that allows MTA to monitor the ever-changing financial environment, measure our progress for implementing projects and programs, and report back to the Board as needed so as not to compromise critical investment decisions. The LRTP is not a substitute for separate and final Board action on major projects. Individual projects will return to the Board, as appropriate, for further action at key milestones in the planning, environmental and project development process.

### **Background**

In January 2008, we presented the Draft 2008 LRTP to the Board to reflect an update to the 2001 LRTP financial and population assumptions. This update

identified a substantial shortage of transportation funds for Los Angeles County. A lack of revenues from traditional funding sources combined with a significant spike in construction costs meant the Draft 2008 LRTP was unable to fund any additional projects beyond those funded in the 2001 LRTP.

Within this context, the Draft 2008 LRTP set the stage for identifying innovative funding options for generating new revenue that would help fully implement the Constrained Plan (funded) projects on an optimal schedule and potentially fund some additional Strategic Projects (unfunded). Some options included pursuing opportunities such as public-private partnerships, tolls/congestion pricing, and a countywide congestion mitigation fee. At the January 2008 meeting, the Board approved the preliminary recommendations for the Draft 2008 LRTP and release of the Draft in March 2008 for a 45-day public review period.

Once the Draft 2008 LRTP and its companion Technical Document were released for public review from March 12 through April 28, 2008, an extensive local outreach process was initiated. Forty-two outreach meetings were held from February 14 through April 30, 2008. These meetings covered all nine sub-regional Council of Governments (COG) governing boards and their respective subcommittees, our Technical Advisory Committee (TAC) and respective subcommittees, and numerous public and private stakeholders. Seven community meetings were held across the County between March 26<sup>th</sup> and the close of the public comment period on April 23, 2008. Upon consideration of public comments, the Draft 2008 LRTP was submitted for Board action on June 26, 2008. At this meeting, the Board voted to defer action on the Draft 2008 LRTP until after the November 2008 General Election outcome of Measure R.

Since the passage of Measure R, the Draft 2008 LRTP has been updated to incorporate new financial assumptions, costs and schedules for projects and programs, impacts of a recession, and an extended horizon year to 2040. The updated 2009 LRTP was presented at a Special Board Meeting on June 11, 2009. At this meeting, the Board accepted a motion to bring back in July a proposal and timeline to achieve eight goals prior to Board consideration of adopting the 2009 LRTP. At the Board Meeting on July 23, 2009, the Board accepted a motion to carry-over the 2009 LRTP to the September Board Meeting in order for staff to respond to various issues. Since then we have diligently worked through the various issues outlined in the July motion. The recommended 2009 LRTP reflects those solutions and strategies.

One of the Board motions was to conduct another phase of outreach and present the revised 2009 LRTP incorporating Measure R to the COGs and Subregional entities, cities and the public prior to Board consideration of the LRTP. During the month of July, ten additional outreach meetings were conducted. Some of the major comments were to accelerate transit project delivery including the Regional Connector and the Metro Gold Line Foothill extension, and to provide a comprehensive highway program similar in detail to the Measure R transit program.

## **Measure R Highway Program Strategy**

Measure R provided \$7.555 billion to specified Highway projects and programs over the next 30 years. This amount will provide about one-fourth the necessary funding needed to deliver these projects and programs. Over the last several months, we have contacted projects sponsors to determine delivery dates for their projects/programs and have been working to identify the financial resources to deliver these projects in the requested time frames so that they could be incorporated into the 2009 LRTP. To assist with this endeavor, a Highway Advisory Committee (Committee) was formed. This Committee is composed of a technical representative appointed by the City of Los Angeles, County of Los Angeles, each of the Councils of Governments as well as Caltrans, and provides advice in developing the vision and timing of the Measure R Highway projects and programs.

Over the summer, the Committee met six times to provide input into the definition of project completion, clarification of Highway Operational Improvements, a funding strategy, and cash flow for each highway project identified in Measure R so that it could meet its desired delivery date. We also consulted with the Committee on how to allocate funding to the individual highway projects, accelerating funding through potential bonding, as well as identify necessary outside financial resources to fill funding gaps so that the projects can be delivered in the time frame identified by sponsors. The Measure R Highway cash flows requested between 2010-2019 may require that MTA bond Measure R funding and allocate the bond debt service costs back to the highway projects. Attachment D outlines the Measure R Highway Program Funding Strategy.

## **Federal New Starts Strategy**

The MTA approved a Federal New Starts funding strategy that instructs the CEO to seek this funding in the upcoming Federal Reauthorization period for both the Westside Subway Extension and the Regional Connector. These two projects are expected to score highly in the rankings necessary to secure either an Early System Work Agreement (ESWA) or a FFGA. (An Early System Work Agreement is a statutory mechanism where the Federal Transit Administration makes a commitment to a transit project and provides funding -- after a Record of Decision but prior to the negotiation and execution of an FFGA, without a congressional notification and review process.).

The LRTP assumes a 50% contribution of Federal New Starts for the first segment of the Westside Subway Extension and the Regional Connector. Planned borrowing against Measure R going forward will enable us to achieve the 50% New Starts funding level assumption. Since these planned borrowings impact the availability of Capital Project Contingency funds from Measure R, the escalation rates for projects in the second and third decade are made whole with alternate funds.

In evaluating MTA's request for Federal New Starts funding, the FTA will perform a Financial Capacity Assessment and will require a Financial Plan as well as supporting information and documents. MTA's LRTP will be used to satisfy this requirement to demonstrate how financial and economic assumptions and project cost estimates have been derived, how the resulting forecasts of capital and operating costs of the proposed project fit into the agency-wide capital and operating plans, whether funds have been committed to the project, how the revenue forecasts are developed, and finally, how capital and operating plans impact projected agency cash flow.

### **Measure R Transit 3% Local Match**

Measure R assumes a three percent Local Match in order to fully fund the package of Measure R transit projects. We will work with cities, the County of Los Angeles, the TAC, and subregional entities, on an appropriate policy for meeting this assumption. Some of the issues that we will need to address include timing, what constitutes a local match, definition on how to determine proportional share, and does the three percent match change if there is an increase or decrease in total project cost. We will continue to work with these entities to develop a three percent local match contribution policy for major transit capital projects in order to secure adequate funding for Measure R projects.

### **Other Updates to Draft 2008 LRTP**

The Board has supported several major initiatives to help further enhance the region's mobility. We will add sections to the 2009 LRTP as shown in Attachment C to describe the following initiatives: Public-Private Partnerships, High Speed Rail, and the Los Angeles to San Diego to San Luis Obispo (LOSSAN) corridor. We will also update the Congestion-Reduction Demonstration Initiative section that the Board previously approved for addition into the 2001 LRTP (see Attachment C). We will also update the Metrolink section to incorporate Positive Train Control and other safety initiatives, as well as potential service expansion.

At its September 2009 meeting, the Board approved a motion directing staff to recommend a funding level for future Calls for the Transportation Demand Management (TDM) mode, reflecting the historical project funding level for meritorious and productive projects. Recommended funding for the TDM mode over the six prior cycles of the Call has ranged from a low of \$14.3 million (in 1999) to a high of \$33.8 million (in 2001 when Rideshare was funded through the Call). See Attachment F. Spread over the programming years of each Call, this averages to approximately \$6 million annually. Upon review of prior Calls, staff suggests that the annual average for TDM projects be decreased from \$9.3 million (in 2008 dollars) to \$6 million. We have reserved the difference in order to implement the Board's September 2009 motion to establish a reserve in the future Call for Projects appeals process.

## **NEXT STEPS**

Upon Board adoption of the 2009 LRTP, a final LRTP document will be prepared incorporating Board actions. Individual projects will return to the Board for further action at key milestones in the planning, environmental and project development process. We will return to the Board to establish specific project budgets and to program funds for individual projects consistent with the funding amounts and schedules shown in the 2009 LRTP. We will continue to aggressively monitor and report back to the Board on our progress for implementing projects and programs in the 2009 LRTP, as well as seek revenues to accelerate delivery of LRTP projects. Finally, we are working closely with Southern California Association of Governments (SCAG) to ensure the 2009 LRTP is incorporated into SCAG's 2008 Regional Transportation Plan for the six-county Southern California region.

## **ATTACHMENTS**

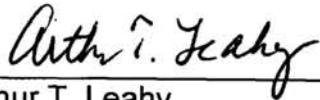
- A. 2009 LRTP Financial Assumptions, LRTP Guiding Principles
- B. 2009 LRTP Recommended Projects and Programs (Funded and Strategic)
- C. New sections on Public-Private Partnerships, Congestion-Reduction Demonstration Initiative, California High Speed Rail Plan, and LOSSAN
- D. Measure R Highway Program Funding Strategy
- E. 2009 LRTP Resolution
- F. Call for Projects TDM Historical Funding

Prepared by: Heather Hills, Director, Long Range Planning  
David Yale, Deputy Executive Officer, Programming and Policy Analysis  
Brad McAllester, Executive Officer, Long Range Planning and Coordination



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Carol Inge  
Chief Planning Officer



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Arthur T. Leahy  
Chief Executive Officer

## Attachment A

### 2009 Long Range Transportation Plan Update: Guiding Principles and Financial Assumptions

September 28, 2009

#### **Guiding Principles**

Variations in specific funding commitments are not unusual in a 35-year financial forecast: The long range funding strategy that supports the Long Range Transportation Plan (LRTP) must remain flexible to obtain the greatest possible benefit for Los Angeles County. The 2009 LRTP Financial Forecast is a strategic guide for planning and programming short and long term projects and services. The LRTP should be constrained to the financial resources that can reasonably be expected to be available and should show our potential capital program funding partners, at state, federal, and local levels, that we have the resources to meet our financial commitments going forward to the LRTP's 2040 horizon date. This LRTP includes numerous cost and revenue assumption challenges that could put these objectives at risk. In light of these risks, the following guiding principles have been developed.

The LRTP and the Financial Forecast will follow these Guiding Principles:

- We will seek to advance the LRTP elements, including Measure R highway and transit programs;
- We will seek federal funds to facilitate this effort;
- We will adjust our funding strategy and will seek to equitably share risk and potential project delays if there are any revenue shortfalls or cost increases;
- We will not reduce funding levels for any project or project category although funding shortfalls or cost increases may impact project delivery schedules; and
- We will bring funding strategy changes to the Board of Directors for its consideration and approval before such changes are made.

#### **What We Don't Know**

Any forecast must rely on assumptions about the future. The LRTP funding strategy is leveraged due to these key funding assumptions: (1) State Transit Assistance funds will be reinstated; (2) Federal New Starts funding will be made available at more than \$200 million per year during the construction peak; (3)

MTA sales tax financings will be maximized; and (4) MTA will continue to contain its costs diligently. These leveraging assumptions add risk to our financial forecast because it will now be more sensitive to unforeseen changes. Monitoring fluctuations in forecasted costs and revenues will enable MTA to ascertain impacts to this LRTP funding strategy. These impacts then will require periodic updates and specific programming actions to be brought back to the Board of Directors for consideration.

### **Financial Assumptions**

The 2009 LRTP establishes priorities for projects and programs estimated at approximately \$300 billion countywide. This figure includes all forecasted public investment in transportation projects and services in Los Angeles County through 2040, including new funds assumed to be leveraged by Measure R. Specifically, this update to the 2001 LRTP adds funds due to:

- 1) The passage of Measure R;
- 2) The addition of ten years into the planning period from FY 2031 to FY 2040; and,
- 3) Funds leveraged for transit and highway capital improvements listed in Measure R and described below.

To complete the LRTP and achieve the project schedules as described in this report, several Board of Director or other actions are assumed going forward, also described in this attachment. The following is a summary of the key assumptions in the Financial Forecast.

### **MTA Operating Deficit**

A significant assumption is that an identified MTA operating deficit in the first four years of the LRTP, as shown in Table 1 – MTA Bus and Rail Operating Deficit, will be resolved without using resources planned for project purposes elsewhere in the LRTP's financial strategy. More conservative fare and sales tax revenue forecasts already are showing that this estimate may understate the deficit by \$250 million or more. This may mean that the deficit might be \$650 million or more over four years instead of the \$396 million challenge shown in Table 1. We already have begun an internal process to identify the actual size of the deficit and propose solutions.

**Table 1 – MTA Bus and Rail Operating Deficit (\$ millions)**

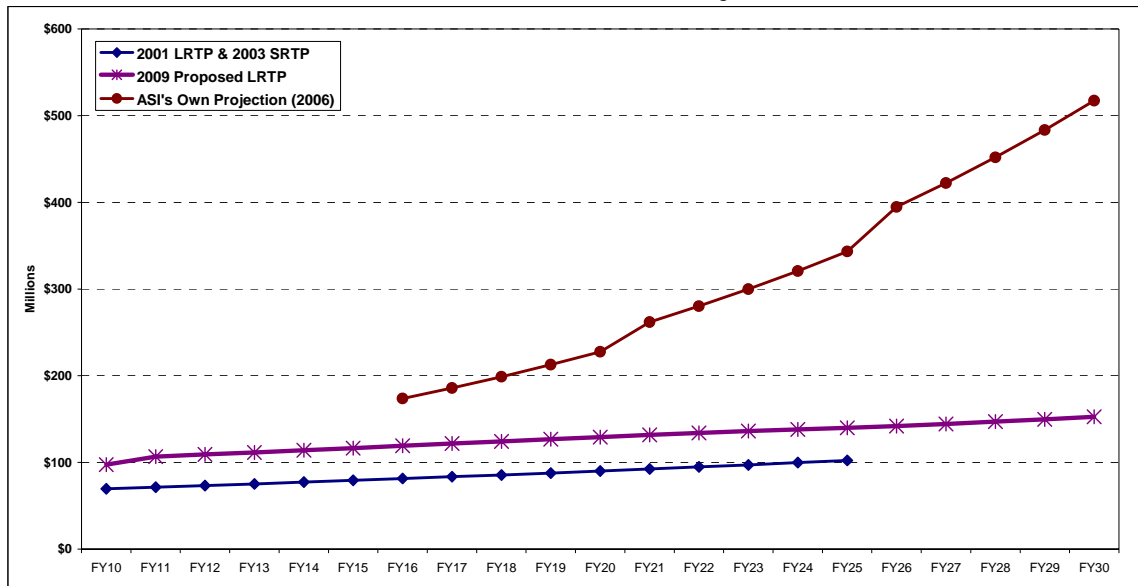
	<b>FY 11</b>	<b>FY 12</b>	<b>FY 13</b>	<b>FY 14</b>	<b>Total</b>
Transit Operations Uses	\$1,322.4	\$1,360.4	\$1,398.6	\$1,454.6	\$5,536.0
Transit Operations Sources	\$1,248.6	\$1,246.0	\$1,281.8	\$1,363.6	\$5,140.0
Transit Operations Deficit	(\$73.8)	(\$114.4)	(\$116.8)	(\$91.0)	(\$396.0)
Deficit as a % of Uses	5.6%	8.4%	8.4%	6.3%	7.2%

**A \$400 M - \$650 M/4-yr. MTA operating deficit workout plan will be required.**

**Parallel Transit Services Required by the Americans with Disabilities Act**

The LRTP funds parallel transit services required by the Americans with Disabilities Act (ADA) at an MTA subsidy cost consistent with those in the FY 2010 budget, plus inflation. Going forward, meeting the MTA share of cost growth for mandated parallel ADA services that exceed inflation will have to be met with some combination of revenue increases or transit operating cost reductions. This is a significant issue in the LRTP, as the cost of meeting this ADA mandate may rise to as much as \$500 million per year by 2030, as shown in Table 2 – ADA Parallel Transit Service Cost Projections.

**Table 2 – ADA Parallel Transit Service Cost Projections**



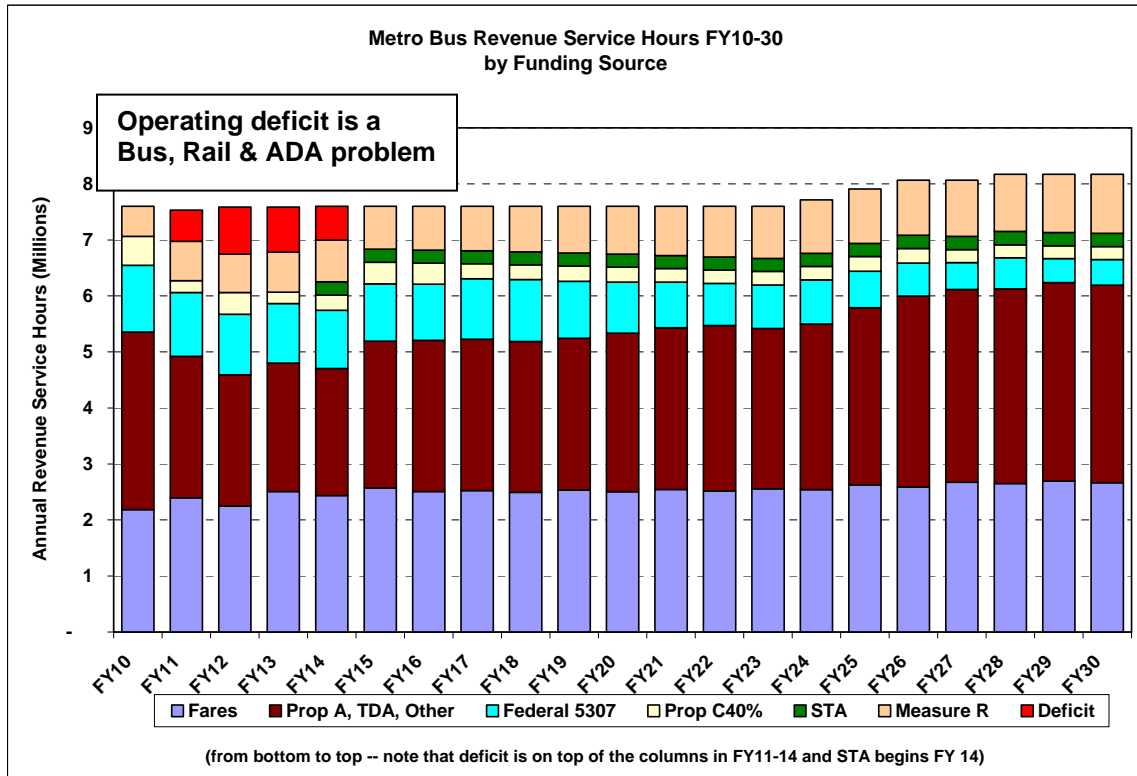
### **33% Ratio of Transit Operating Costs to Transit Fare Revenues**

A 33% “Fare Recovery Ratio” between MTA transit fare revenues and transit operating costs is assumed to be achieved by FY 2015 and then maintained by periodic fare structure adjustments or cost savings throughout the entire LRTP period through 2040. The assumption used indicates that the transit rider will be paying for one-third of the operating cost to provide transit services on the MTA system. MTA sales tax or other revenues will be used to subsidize the other two-thirds of the transit operating costs. Achieving this ratio will require a combination of strategies such as reducing unproductive service, achieving operating efficiencies, reducing costs, and increasing operating revenues. Finally, the number of riders anticipated on the MTA system is now declining due to the economic recession, and that has led to a corresponding decrease in fare revenues. If the decline in fare revenues is not matched by corresponding cost reductions and/or fare structure adjustments, the 33% Fare Recovery Ratio assumption will be at risk. The most current information available as of this writing suggests that the estimated fare levels used in the LRTP may be higher than actual fares by as much \$50 million per year starting in FY 2011.

### **Bus Revenue Service Hour and Bus Replacement Cycle Assumptions**

The Financial Forecast uses Revenue Service Hours as a proxy for the level of service that can be provided given the resources available. Apart from the bus service restructuring that might be necessary to resolve the operating deficit discussed above, the level of bus service hours in the LRTP remains relatively flat, with some growth in the later half of the LRTP, as shown in Table 3 – Bus Revenue Service Hours by Funding Source. While bus service hours are not shown to grow substantially, overall transit capacity does grow through a combination of larger buses and higher capacity rail service. The Financial Forecast also assumes that the bus fleet is renewed every 13 years in the LRTP, very nearly the minimum replacement cycle of 12 years permitted by the Federal Transit Administration for buses purchased with federal funds

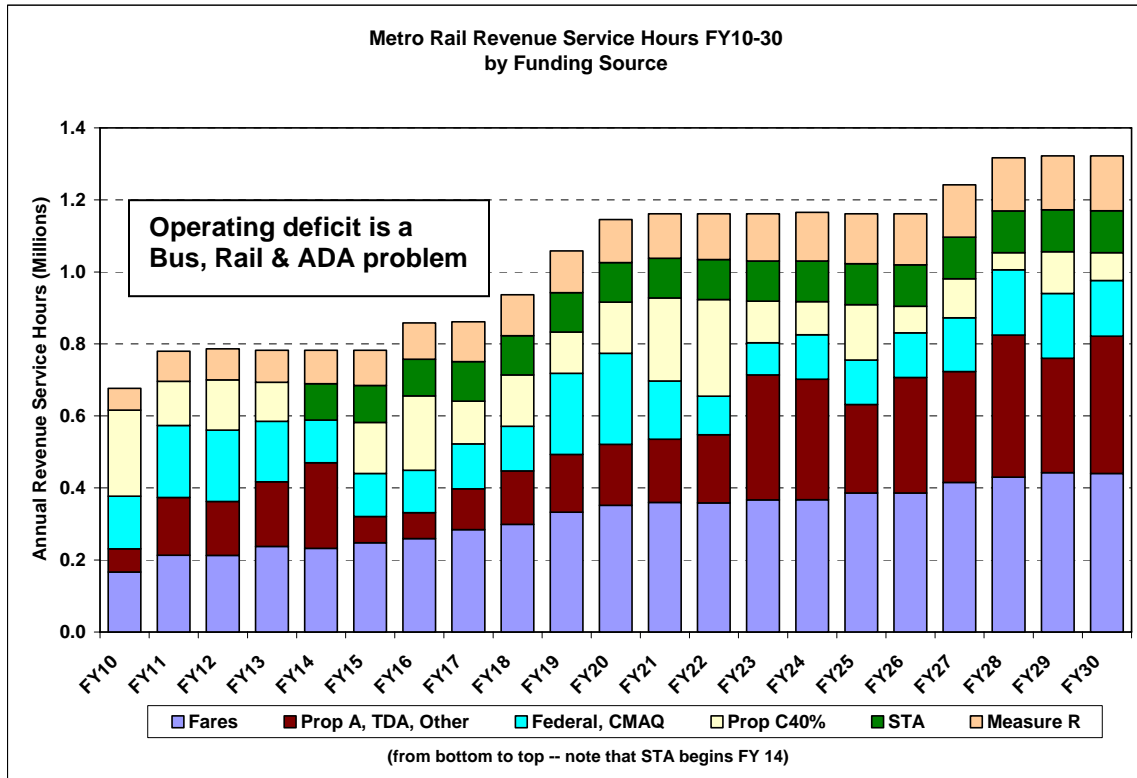
**Table 3 – Bus Revenue Service Hours by Funding Source**



**Rail Revenue Service Hours**

Apart from the rail service restructuring that might be necessary to resolve the operating deficit discussed above, Table 4 – Rail Revenue Service Hours by Funding Source shows the increase in transit corridor service hours assumed in the LRTP. These hours represent a dramatic increase in transit service for Los Angeles County overall and reflect the Measure R voter mandate to serve new transit corridors. As each new transit line opens, the LRTP Financial Forecast assembles the operating funds necessary to provide service to the new transit corridor, as shown in the composition of the bars in Table 4.

**Table 4 – Rail Revenue Service Hours by Funding Source**

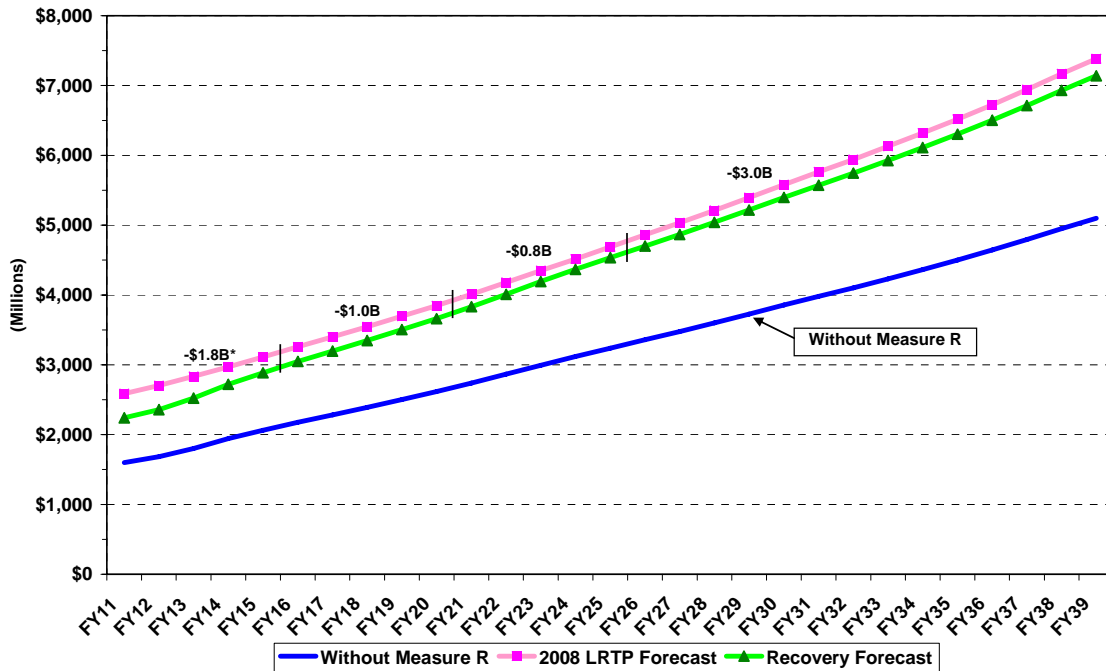


**Economic Recovery: Retail Sales Recover and Project Cost Growth Slows**

We assume that national economic recovery efforts will be successful. Our overall financial health is closely tied to retail sales due to the 1.75% sales tax receipts that we now receive from the Transportation Development Act, Proposition A, Proposition C, and Measure R. While the LRTP assumes that actual sales tax receipts will decline by 5.6% in FY 2009 and another 4.9% in FY 2010, we also assume that national economic recovery efforts will be successful by FY 2011. Compared to the Measure R forecast of \$40 billion, Table 5 – Sales Tax Revenue Forecast, shows the lasting impact of the economic recession that we are forecasting in the LRTP for all the sales tax sources.

**Table 5 – Sales Tax Revenue Forecast**

Sales Tax Revenue Forecast Comparison, FY 2011 - FY 2039



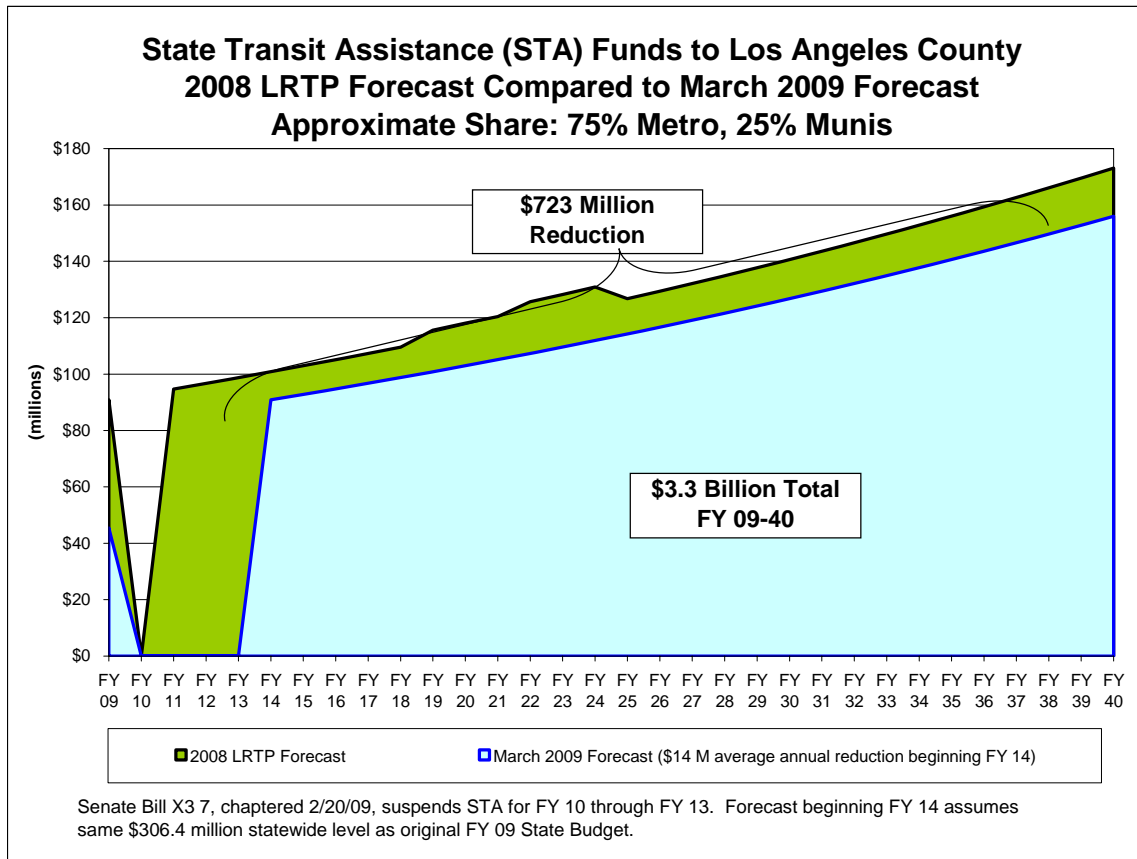
\* Numbers are cumulative losses between the 2008 LRTP Forecast and Recovery Forecast. FY 10 losses are included in the first period.

Initial indications from the new UCLA Anderson Forecast show a slower recovery than assumed in the forecast used as the basis for this proposed LRTP. Over the long run of the LRTP through 2039, this may have significant impacts on the LRTP, unless construction and operating cost increases also fall (or at least rise more slowly) than forecasted in the LRTP. For now, on the cost side of the LRTP, we assume lower project cost growth than in the previous Draft LRTP due to the slowdown in commodities, surety, and energy price inflation. Specifically, we use 1% project cost growth in FY 2010, and then 2% in FY 2011. In FY 2012 and beyond, we assume 3% annual growth.

**State Will Reinstate Transit Funds and Permit High Speed Rail Bond Use**

State Transit Assistance (STA) funds of \$3.3 billion are assumed to be reinstated by the State by FY 2014, as shown in Table 6 - STA Funds for Los Angeles County.

**Table 6 – STA Funds for Los Angeles County**



The Regional Connector funding strategy also assumes that the California Transportation Commission will allow the MTA to use its share of Commuter and Urban Rail Formula Program from the California High Speed Bond (HSR) for this project.

**Federal New Starts Funds Will Be Made Available**

Federal Transit Administration New Starts funds of \$1.5 billion are assumed to be available between FY 2012 and FY 2019 at an average of almost \$200 million per year, with a maximum of \$280 million at the construction peak (50% of the total project cost of the Westside Subway Extension Segment 1 and the Regional Connector), as shown in Table 7 – New Starts Funding Assumption for Westside Subway Extension Segment 1 and Regional Connector.

**Table 7 – New Starts Funding Assumption for Westside Subway Extension Segment 1 and Regional Connector, FY 2012 – FY 2019 (\$ in millions)**

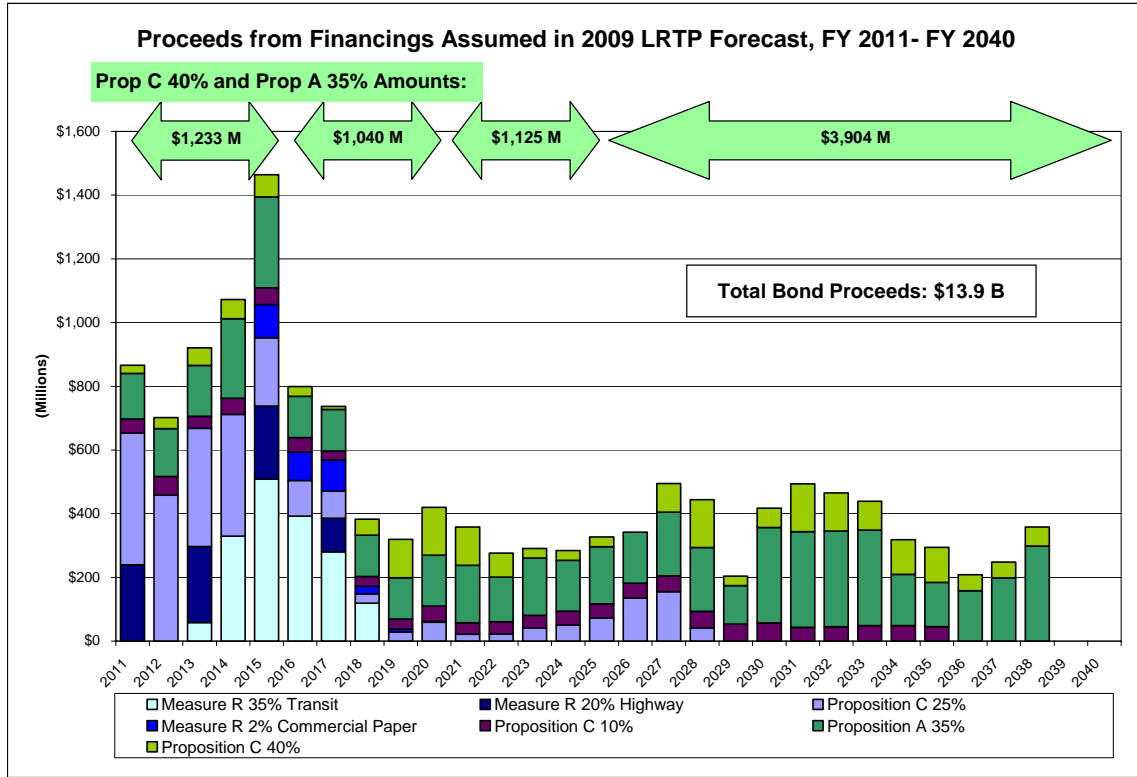
Project	Fiscal Year								Total	% of Total Cost
	12	13	14	15	16	17	18	19		
Westside Subway Extension Segment I	55	150	120	160	200	150	134	5	\$ 974	50%
Regional Connector	56	55	121	111	82	87	25	0	\$ 537	50%
<b>TOTAL</b>	<b>\$111</b>	<b>\$205</b>	<b>\$241</b>	<b>\$271</b>	<b>\$282</b>	<b>\$237</b>	<b>\$159</b>	<b>\$5</b>	<b>\$ 1,511</b>	<b>100%</b>

**Proposition A Proposition C, & Measure R Bond Proceeds Will Be Available**

Proposition A 35%, Proposition C 40%, Proposition C 25%, and Measure R long-term bond proceeds of \$13.8 billion are assumed to be available, as shown in Table 8 – Proceeds from Financings Assumed in LRTP (for Measure R, up to \$1.7 billion in proceeds plus interest and fees to be repaid by the Transit Sub-fund, and up to \$675 million in proceeds plus interest and fees to be repaid by the Highway Sub-fund).

The main purposes for the Measure R borrowing in Table 8 herein is to leverage more federal New Starts funds, accelerate the forecasted Regional Connector opening date, accelerate some of the Measure R soundwall program, and resolve an excess of Highway Sub-Fund demands. In the Measure R Transit Sub-fund, the interest and fees are not allocated back to the transit projects benefiting from the borrowing. The interest and fees for the Measure R long-term bond proceeds are derived from the “Capital Project Contingency (Transit)-Escalation Allowance...” (line 18 of the Measure R Expenditure Plan).

**Table 8: Proceeds from Financings Assumed in LRTP**



**Highway Assumptions**

In the Highway program, the LRTP now assumes \$26.5 billion non-Measure R funds will be leveraged to support the Measure R highway program. This includes, but is not limited to, \$10.2 billion in private bond proceeds based on user tolls or other fees, \$12.3 billion in new federal funds (above what was assumed previously for other projects in the LRTP); and \$4 billion in assumed new State funding, as shown in Table 9 – Measure R Highway Program Funding Assumptions.

In addressing the Measure R Highway Sub-fund cash flow needs, we may also need to bond and allocate Measure R bond interest and fee costs back to projects. We will monitor our progress and return to the Highway Advisory Committee and Board of Directors, if necessary, to discuss a specific recommendation for allocating the interest and fees in the Highway Sub-fund.

**Table 9 – Measure R Highway Program Funding Assumptions**

(\$ in millions)

Meas R Ref #	Meas R incl Escal***	Tolls/ PPP	Rail- roads	Container Fees	FY 2010 - 2039										TOTAL ALL SOURCES	SUBTOTAL NON-MEAS R	Over(1)	
					STATE				FEDERAL									
					Hi Sp Rail	PUC	Other*	SHOPP*	Cap/Trade	FRA	Incr Formula	HPP/PNS	Metro Area	Freight				
	<i>Escalated \$</i> (Meas R rev in italics)																	
22	ACE Grade Separations Phase II	400	-	20	-	-	5	-	-	-	2	-	70	-	274	771	371	-
23	BNSF Grade Seps (Gateway Cities)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1st Grade Separation	35	-	-	-	35	-	-	-	-	-	-	-	-	-	70	35	35
	Remaining 3 grade separations	-	-	-	-	440	-	15	-	-	-	-	35	-	-	490	490	255
24	Soundwalls	220	-	-	-	-	-	2,180	-	-	-	-	-	-	-	2,400	2,180	-
25	High Desert Corridor Environ (LA Cnty)	33	Fully Funded	-	-	-	-	-	-	-	-	-	-	-	-	33	-	-
	High Desert Corridor Constr (LA Cnty)	-	1,516	-	-	-	316	-	-	-	537	125	-	537	3,031	3,031	-	
26	I-5/SR-14 Capacity Enhancement	91	-	-	-	-	-	-	-	-	-	-	-	-	-	91	-	-
27	I-5 South	265	-	-	-	-	-	-	-	-	-	-	-	-	-	265	-	-
28	I-5 from SR-134 to SR-170	272	-	-	-	-	-	-	-	-	-	-	-	-	-	272	-	-
29	I-5 Carmenita Interchange	138	-	-	-	-	-	-	-	-	-	-	-	-	-	138	-	-
	<b>SUBTOTAL</b>	<b>\$ 1,453</b>	<b>\$ 1,516</b>	<b>\$ 20</b>	<b>\$ -</b>	<b>\$ 475</b>	<b>\$ 5</b>	<b>\$ 2,511</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2</b>	<b>\$ 537</b>	<b>\$ 230</b>	<b>\$ -</b>	<b>\$ 811</b>	<b>\$ 7,560</b>	<b>\$ 6,107</b>	<b>\$ 290</b>
	<b>Current \$</b>																	
31	Arroyo Verdugo Operational Improve.	260	-	-	-	-	-	-	20	-	-	-	-	-	-	280	20	20
32	Las Virgenes/Malibu Opertnl Improve.	253	-	-	-	-	-	-	20	-	-	-	-	-	-	273	20	20
33	South Bay Ramp & Interchange Improv.	1,512	-	-	-	-	-	-	40	-	-	-	227	-	-	1,779	267	267
34	I-5 North Truck Lane (Construction)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Phase I SR-14 to Pico Cyn	163	-	-	-	-	-	-	-	-	-	-	55	-	-	218	55	54
	Phase II Pico Cyn to Parker Rd	390	-	-	-	-	-	-	-	-	-	-	-	-	-	390	-	-
	Phase III Parker Rd to Kern County	-	2,635	-	-	-	600	25	-	-	637	200	270	350	4,717	4,717	0	
35	I-605 Hot Spot Intrchgs (Gateway Cities)	813	-	-	-	-	67	-	-	-	500	692	1,315	590	3,977	3,164	776	
36	I-710 North	1,049	2,818	-	-	-	200	-	-	-	1,368	260	-	-	5,695	4,646	60	
37	I-710 Early Action Projects	127	-	-	-	-	-	-	-	-	-	572	-	-	699	572	12	
37	I-710 South	684	2,700	-	500	-	-	-	-	250	500	850	929	1,100	7,513	6,829	1,249	
38	SR-138																	
	SR-138: Segment 9	11	-	-	-	-	-	-	-	-	-	11	-	-	22	11	11	
	SR-138: Segment 13	59	-	-	-	-	-	-	-	-	-	52	-	-	111	52	54	
	SR-138: Other Segments	173	-	-	-	-	47	-	-	-	36	7	-	-	263	90	7	
	<b>SUBTOTAL</b>	<b>\$ 5,495</b>	<b>\$ 8,153</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ 914</b>	<b>\$ 105</b>	<b>\$ 250</b>	<b>\$ -</b>	<b>\$ 3,041</b>	<b>\$ 2,926</b>	<b>\$ 2,514</b>	<b>\$ 2,040</b>	<b>\$ 25,938</b>	<b>\$ 20,443</b>	<b>\$ 2,529</b>	
	<b>TOTAL</b>	<b>\$ 6,948</b>	<b>\$ 9,669</b>	<b>\$ 20</b>	<b>\$ 500</b>	<b>\$ 475</b>	<b>\$ 5</b>	<b>\$ 3,425</b>	<b>\$ 105</b>	<b>\$ 250</b>	<b>\$ 2</b>	<b>\$ 3,578</b>	<b>\$ 3,156</b>	<b>\$ 2,514</b>	<b>\$ 2,851</b>	<b>\$ 33,498</b>	<b>\$ 26,550</b>	<b>\$ 2,819</b>

\* Other State includes STIP Programs (Regional Improvement, Interregional Improvement, and Intercity Rail), state bond programs, other state funding programs, etc. SHOPP assumes eligible projects within SHOPP priorities.

\*\* Total project cost depends on Board-approved project list.

\*\*\*If borrowing is required to meet Measure R cash flow needs, escalation amount would be reduced.

(1) Funding may be over the amount needed if all sources are realized.

HPP = High Priority Projects; PNS = Projects of National Significance (Federal, frequently earmarks) and other discretionary earmarks

Metro area = proposed Metropolitan Mobility and Access program.

**Measure R Transit Program Assumes a 3% Local Contribution**

A 3% local contribution requirement for Measure R transit projects is assumed which could provide up to \$430 million over the life of the LRTP. A Local Contribution policy is being developed for Board approval.

**Funding Strategy for Measure R Transit Corridors in First Decade**

Table 11 – Revised LRTP Transit Corridor Funding Strategy, describes an initial funding strategy to be pursued going forward through the first decade of the LRTP. This strategy must remain dynamic to be successful: The Board will be asked to periodically address revisions that may be needed to address changing circumstances.

**Table 11 – Revised LRTP Transit Corridor Funding Strategy**

Funding Types for Measure R Transit Corridor Projects  
FY 2010 – FY 2019 (\$ in millions)

<b>Project</b>	<b>Measure R (a)</b>	<b>New Starts</b>	<b>State</b>	<b>All Other Funds (c)</b>	<b>Total Cost</b>
Exposition LRT Phase II	\$313 (b)		\$ 353	\$ 634	\$ 1,300 -\$1,600
Crenshaw Transit Corridor	\$1,441		\$ 3	\$ 271	\$ 1,715
Gold Line Foothill Extension	\$ 770			\$ 81	\$ 851
Westside Subway Extension Segment I	\$ 864	\$ 974	\$ 3	\$ 109	\$ 1,950
Regional Connector	\$ 160	\$ 537	\$ 117	\$ 259	\$ 1,073
<b>TOTAL</b>	<b>\$3,548</b>	<b>\$1,511</b>	<b>\$ 476</b>	<b>\$1,354</b>	<b>\$ 6,889</b>

(a) Assumes \$1.69 billion in Measure R Transit Subfund long-term bond proceeds.

(b) Measure R minimum not met, equity payback assumed in third decade.

(c) Local contributions, CMAQ, federal earmarks, Props A and C, LONP reimbursement fund.

**Explanation of Cost Changes Shown in Table 11**

- Exposition LRT Phase II costs are assumed to range from \$1.3 billion (draft EIR cost estimate) to \$1.6 billion (Measure R cost estimate). When a final cost is known at the time of constructions, additional funds can be made available.

- Crenshaw Transit Corridor costs decreased by \$46 million due to removal of allocation of short-term debt interest costs to the project (long-term debt is assumed instead and interest and fee costs are not allocated back to the projects).
- Gold Line Foothill Extension costs decreased by \$24 million due to removal of allocation of short-term debt interest costs to the project (long-term debt is assumed instead, and interest and fee costs are not allocated back to the projects).
- Westside Subway Extension Segment I costs decreased by \$85 million due to revised project contingency and construction cost curve.
- Regional Connector costs decreased by \$227 million due to escalation savings resulting from project acceleration.

### **Measure R Sub-Regional Equity Assumptions**

Transit Sub-Fund: The LRTP funding strategy relies on certain assumptions about the implementation of Measure R's Sub-regional equity rules. Specifically, \$611 million in Measure R funds forecasted to be released from the Exposition LRT project will instead be used for an as yet-to-be-determined alternate project in the Westside sub-region in the third decade of the LRTP. Similarly, \$182 million in Measure R funds potentially released from the San Fernando Valley North-South project will be reserved for an as yet-to-be-determined project in the San Fernando Valley sub-region in the third decade.

Highway Sub-Fund: Four Measure R highway projects (the I-5/SR14 Capacity Enhancement, I-5 Capacity Enhancement from I-605/Orange County Line, I-5 Capacity Enhancement from SR 134 to SR 170, and I-5 Carmenita Road Interchange) were programmed for delivery using other funding sources before the passage of Measure R. The Measure R funding made available due to this prior programming will be reserved for use by the sub-regions in which the four projects exist.

### **State Transportation Improvement Program**

The MTA is responsible for programming just under 17% of any funds that are distributed statewide through the State Transportation Improvement Program or STIP. The LRTP assumes that the MTA will use these funds to fulfill commitments made in prior STIP processes through FY 2015. In FY 2016 and beyond, new funds are assumed to be available for capital projects in the LRTP, including the Call for Projects. Compared to prior drafts of the LRTP, the current LRTP recommendation moves the STIP funds to the Call for Projects process in

the last half of the first decade and eliminates funding that was assumed to be available in the 2010 STIP.

### **Debt Policy Limits May Be Lifted for Non-MTA Operating Fund Sources**

The Proposition C 25% (transit on highway) and Proposition C 10% (commuter rail) debt policy caps that the Board established previously may require a later action to raise them from 60% to 85% and from 40% to 50%, respectively. While similar assumptions have been made in the past and were ultimately not necessary due to project delays unrelated to funding, we believe that the Board may need to raise the caps as early as FY 2013 (for Proposition C 25%) or FY 2021 (for Proposition C 10%) based on the current financial forecast in this 2009 LRTP.

No debt policy limits have yet been established for the Measure R Sub-Funds. The Financial Forecast assumes borrowing that will yield about \$2.5 billion in Measure R bond proceeds from both the Transit and Highway sub-funds during the first decade of the LRTP. Going forward, the Board of Directors may need to address Measure R debt policy limits and their possible impacts on the forecast.

### **Traffic Congestion Relief Letter of No Prejudice Reimbursement Funds**

The FY 2010 MTA Budget reflects a "Special Revenue Other" fund balance of \$297 million in AB 3090 and TCRP LONP reimbursements from the State of California. These capital reimbursements are for advances made by the MTA to the State in lieu of capital project funding that could not be provided by the State on the originally programmed schedule. For the LRTP, we have assumed that these funds must be used for capital purposes only. As they are reimbursements for prior capital expenses, the funds are flexible for many transportation capital purposes, including subway uses now prohibited by Proposition A and Proposition C. The LRTP takes advantage of the flexibility by assuming the use of the funds, in part, for leveraging federal New Starts funds for planned subway construction projects.

### **Soundwalls**

The Retrofit Soundwall Program has some near-term projects that are ready-to-go, and this LRTP would provide for those projects by accelerating the use of Measure R from an evenly spread program stretching to 2039 to an accelerated program funded in the first decade of the LRTP. After these ready-to-go soundwalls are funded, the LRTP then assumes that funding previously shown from FY 2019 through FY 2030 will be deferred in favor of higher priority mobility improvements. For example, the July 2009 draft LRTP previously assumed \$980 million of Proposition C 25% funds would be made available through FY 2030 for soundwalls. This LRTP assumes that we now cannot return to funding those soundwalls until the third decade of the LRTP.

**Public Transportation  
Recommended Plan <sup>8</sup>**

**\$ IN MILLIONS      OPEN YEAR<sup>7</sup>**  
ESCALATED TO YEAR OF EXPENDITURE

<b>Buses <sup>5</sup></b>		
Metro Bus Fleet of 2,911 <sup>1</sup>	\$ 10,084.8	2005-2040
Muni Bus Fleet of 1,596 <sup>2,4</sup>	8,246.4	2005-2040
<b>Transit Corridors <sup>5</sup></b>		
Metro Gold Line Eastside Light Rail Transit (LRT)	\$ 899	2010
Exposition LRT Phase I: 7th Street Metro Center to Culver City	862	2010/2011
San Fernando Valley North-South Metro Orange Line Canoga Extension <sup>(R)</sup>	221	2013
San Fernando Valley East North-South Rapidways <sup>(R)</sup>	170	2018
Exposition LRT Phase II: Culver City to Santa Monica <sup>(R)</sup>	1,300- 1,632**	2015
Exposition LRT Phase II Bikeway	10	2015
Wilshire Boulevard Bus Rapid Transitway	124	2015
Metro Gold Line Foothill LRT Extension <sup>6 (R)</sup>	851	2017
Crenshaw Corridor (mode is TBD) <sup>3</sup>	1,715	2018
Metro Green Line LRT Extension to LAX (Aviation Century to Lot C) <sup>(R)</sup>	330	2028 (depending on LAX contribution)
Regional Connector <sup>(R)</sup>	1,073	2019
Westside Subway Extension <sup>(R)</sup>		
Segment 1 to Fairfax	1,950	2019
Segment 2 to Century City	2,450	2026
Segment 3 to Westwood	1,615	2036
Metro Green Line LRT Extension: Redondo Beach to South Bay Corridor <sup>(R)</sup>	555	2035
Metro Gold Line Eastside LRT Extension <sup>(R)</sup>	2,490	2035
San Fernando Valley I-405 Corridor Connection <sup>3(R)</sup> (mode is TBD)	2,468	2039
West Santa Ana Branch ROW Corridor <sup>(R)</sup>	649*	2027

<sup>1</sup> 2,911 40-Foot Equivalent Metro Buses in 2030. The actual number of buses operated is 2,411

<sup>2</sup> 1,596 40-Foot Equivalent Muni Buses in 2030. The actual number of buses operated is 1,660.

<sup>3</sup> Technology to be determined; cost assumes LRT

<sup>4</sup> Does not include Muni Operators Measure R potential acquisitions

<sup>5</sup> Capital costs only

<sup>6</sup> Measure R funds estimated to fund initial segment, including yard and vehicles

<sup>7</sup> Fiscal Year (July to June)

<sup>8</sup> Listed by Open Year

<sup>(R)</sup> Projects included in Measure R

\* Partial cost includes funds subject to approval of Measure R Subregional equity assumptions

\*\* Final cost is to be determined. Higher cost would remain consistent with Measure R.

**Public Transportation  
Recommended Plan <sup>4</sup>**

**\$ IN MILLIONS      OPEN YEAR<sup>3</sup>**  
ESCALATED TO YEAR OF EXPENDITURE

<b>High Speed Rail</b>		
Los Angeles/Anaheim corridor <sup>(S)</sup>	\$ 3,000	2019
Los Angeles/Palmdale corridor <sup>(T)</sup>	TBD	TBD
San Diego/Los Angeles corridor (via Inland Empire up the 15/215 to the 60/10 corridor) <sup>(T)</sup>	TBD	TBD
<b>Other Miscellaneous Public Transportation Projects</b>		
Access Services Incorporated (paratransit) – Metro subsidy	\$ 4,775	2005-2040
Safety Net (Immediate Needs) Program	386	2005-2040
Metrolink-subsidy <sup>1 (R)</sup>	4,545	2005-2040
Rail rehabilitation and replacement <sup>2</sup>	9,206	2005-2040
Union bus division <sup>2</sup>	95	2005-2012
Planning for Transit Projects		
Short-Term	25	2011-2012
Longer-Term	50	2025-2028
Transit contingency/new rail yards/additional rail cars <sup>2(R)</sup>	225	2010-2012
Rail System Improvements <sup>2 (R)</sup>	754	2010-2040
Eastside Light Rail Access (Gold Line) <sup>2 (R)</sup>	30	2013
New airport bus division <sup>2</sup>	156	2019-2022
Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses) <sup>2 (R)</sup>	150	2010-2039

<sup>1</sup> Includes operations, rehabilitation and capital; does not include Metrolink fares and other non-Metro funds

<sup>2</sup> Capital costs only

<sup>3</sup> Fiscal Year (July to June)

<sup>4</sup> Listed by Open Year

<sup>(R)</sup> Projects included in Measure R

<sup>(S)</sup> Project conditioned upon obtaining federal/state funding.

<sup>(T)</sup> Funding is for planning only to be paid for by others.

**Public Transportation  
Strategic Unfunded Plan <sup>1</sup>**

<b>Tier 1: Currently Under Planning Study/Environmentally Cleared/Route Refinement Study/Previously Studied</b>
Burbank/Glendale LRT from LA Union Station to Burbank Metrolink Station
Crenshaw Boulevard Corridor Extension (beyond segment funded by Measure R)
Harbor Subdivision
Harbor Subdivision (beyond segment funded by Measure R)
Metro Gold Line Foothill LRT Extension (beyond segment funded by Measure R)
Metro Green Line LRT Extension between Norwalk Station and Norwalk Metrolink Station (Elevated or Underground Light Rail)
Westside Subway Extension (beyond segment funded by Measure R)
<b>Tier 2: Candidates for Further Project Definition</b>
Metro Green Line LRT Extension from LAX to Expo Santa Monica Station
Metro Red Line Extension from North Hollywood Station to Burbank Airport Metrolink Station
“Silver” Line LRT between Metro Red Line Vermont/Santa Monica Station and City of La Puente
SR-134 Transit Corridor BRT between Metro Red Line North Hollywood Station and Metro Gold Line Del Mar Station
Streetcar Circulator Systems (for example, Downtown Los Angeles Streetcar, San Pedro, and others)
Vermont Corridor Subway
“Yellow” Line LRT between Metro Red Line North Hollywood Station and Regional Connector
<b>Countywide Transit Programs</b>
Additional Metro and other Bus and Rail Capital System Improvements (Rail cars, yards, buses)
Additional Metrolink Expansion Beyond Funded Plan
Additional Sub-regional and other projects not included in Metro’s performance evaluation (see Technical Document)
Metro Rapid Bus Expansion Corridors Beyond Funded Plan

<sup>1</sup> Listed in alphabetical order

**Highways  
Recommended Plan <sup>1</sup>**

	<b>\$ IN MILLIONS</b>	<b>OPEN YEAR<sup>2</sup></b>
ESCALATED TO YEAR OF EXPENDITURE		
<b>Freeway Improvements and Gap Closures</b>		
Extend SR-90 Freeway to halfway between Culver Bl and Mindanao Way	\$ 20	OPEN
I-710 Freeway Improvements: Pacific Coast Hwy to Downtown Long Beach	7	OPEN
SR-138 Widening - Remaining 7 segments	217.1	2007-2020
SR-71 Freeway: I-10 to Mission Bl	115	2027
SR-71 Freeway: Mission Bl to Rio Rancho Rd	330	2029
I-5 North Truck Lanes (PPP) <sup>3 (R)</sup>	5,271	
- Phase I – from SR-14 to Pico Cyn.		2014
- Phase II – from Pico Cyn. to Parker Rd.		2025
- Phase III – from Parker Rd. to Kern County		2039
SR-138 Capacity Enhancements (additional segments) <sup>3 (R)</sup>	325	2012-2020
I-710 North Extension – Preliminary estimate to be refined in future analysis/studies <sup>3 (R)</sup>	5,636	2025+
I-710 South and/or Early Action Projects <sup>3 (R)</sup>		
- I-710 Early Actions Projects	687	2022
- I-710 South	6,264	2025
High Desert Corridor (environmental) <sup>3 (R)</sup>	33	2014
High Desert Corridor (construction)	3,031	2020

<sup>1</sup> Listed by Open Year

<sup>2</sup> Fiscal Year (July to June)

<sup>3</sup> The Plan assumes other local, state and federal funding, including opportunities to fund with fees, public/private partnerships or tolls. See Plan Technical Document for more funding details.

<sup>(R)</sup> Projects included in Measure R

**\$ IN MILLIONS**    **OPEN YEAR<sup>3</sup>**  
 ESCALATED TO YEAR OF EXPENDITURE

<b>Carpool Lanes</b>		
I-5 Carpool Lanes: SR-14 to SR-118	\$ 134	OPEN
SR-14 Carpool Lanes: Pearblossom Hwy to Avenue P-8	40.8	OPEN
I-405 Carpool Lanes: I-105 to SR-90	50	OPEN
I-405 NB Carpool Lane: Greenleaf St to Burbank Bl	6.4	OPEN
I-405 SB Carpool/Auxiliary Lane: Waterford St to I-10	50	OPEN
SR-60 Carpool Lanes: I-605 to Brea Canyon Rd	153.3	2010
I-405 Carpool Lanes: SR-90 to I-10	169.5	2010
I-5 Carpool Lanes: SR-118 to SR-170	250.9	2012
I-5 Carpool Lanes: SR-170 to SR-134 <sup>(R)</sup>	699.7	2012
I-10 Carpool Lanes: I-605 to Puente Av	168.6	2012
I-405 NB Carpool Lanes: I-10 to US-101	1,034	2013
I-10 Carpool Lanes: Puente Av to Citrus Av	182.8	2015
I-10 Carpool Lanes: Citrus Av to SR-57	170	2015
I-5 Carpool Lanes & Mixed Flow Lanes: I-605 to Orange County Line <sup>(R)</sup>	1,240.5	2017
SR-14 Carpool Lanes: Avenue P-8 to Avenue L	120	2027

<sup>1</sup> Listed by Open Year

<sup>2</sup> Fiscal Year (July to June)

<sup>(R)</sup> Projects included in Measure R

## Highways Recommended Plan <sup>1</sup>

	\$ IN MILLIONS	OPEN YEAR <sup>2</sup>
ESCALATED TO YEAR OF EXPENDITURE		
<b>Freeway Interchanges</b>		
US-101 Freeway & Ramp Realignment to Center St	\$ 40.9	OPEN
I-5/SR-126 Interchange Reconstruction (Phases I & II)	72.2	2010
I-5/Carmenita Rd Interchange Improvement <sup>(R)</sup>	379.7	2015
SR-57/SR-60 Mixed-Flow Interchange	475	2029
I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay) <sup>3, 4 (R)</sup>	1,512	2014+
I-605 Corridor "Hot Spot" Interchanges in Gateway Cities <sup>3 (R)</sup>	3,200	2015-2025
<b>Carpool Connectors</b>		
SR-57/SR-60: Carpool Lane Direct Connector	\$ 70.5	OPEN
I-405/US-101: Connector Gap Closure near Greenleaf St	45.7	OPEN
I-5/SR-14: Carpool Lane Direct Connector <sup>(R)</sup>	161.1	2013
I-5/I-405: Carpool Lane Partial Connector	330	2029
<b>Other Freeway Improvements</b>		
Countywide Soundwalls (Metro regional list and Monterey Park/SR-60) <sup>3, 5 (R)</sup>	2,400	2005-2039
Highway Operational Improvements in Arroyo Verdugo Subregion <sup>3, 4 (R)</sup>	260	2014+
Highway Operational Improvements in Las Virgenes/Malibu Subregion <sup>3, 4 (R)</sup>	253	2014+
<b>Freeway Rehabilitation</b>		
Caltrans-administered SHOPP	\$ 6,302	2005-2040
<b>Highway Operations</b>		
Freeway Service Patrol	\$ 1,026	2005-2040
SAFE	303	2005-2040
<b>Goods Movement</b>		
Alameda Corridor East (Metro Funds) Phase I	\$ 281	2005-2019
Alameda Corridor East Grade Separations Phase II <sup>3 (R)</sup>	1,123	2005-2017
BNSF Grade Separations in Gateway Cities <sup>3 (R)</sup>	270	2017+
- 1 <sup>st</sup> Grade Separation		
- Remaining three Grade Separations		

<sup>1</sup> Listed by Open Year

<sup>2</sup> Fiscal Year (July to June)

<sup>3</sup> The Plan assumes other local, state and federal funding, including opportunities to fund with fees, public/private partnerships or tolls. See Plan Technical Document for more funding details.

<sup>4</sup> Subregional COGs projects lists and construction costs are pending.

<sup>5</sup> Includes Measure R funding of \$250 million.

<sup>(R)</sup> Projects included in Measure R

## Highways

### Strategic Unfunded Plan <sup>1</sup>

<b>Tier 1: Currently Under Planning Study/Environmentally Cleared/Previously Studied</b>
I-5 Carpool and Mixed-Flow Lanes: I-605 to I-710
I-5 North Carpool Lanes : SR-14 to Parker Rd.
SR-14: I-5 to Kern County Line (Mixed-flow improvements)
US-101 Corridor: Add carpool lane in each direction between SR-27 (Topanga Cyn Bl) and SR-2 in Downtown Los Angeles and restripe for mixed-flow lane in each direction between SR-27 and Ventura County Line
US-101: Add carpool lane in each direction between SR-27 and the Ventura County Line (This would be in addition to the mixed-flow lane proposed in the project above)
SR-138: I-5 to SR-14 (Add 2 mixed-flow lanes in each direction)
Additional Soundwalls Beyond Funded Plan
<b>Tier 2: Candidates for Further Project Definition</b>
I-5/SR-2 Interchange
I-5/I-10 Interchange
I-5/SR-14 Interchange
I-5/SR-134 Interchange
I-5/SR-170 Interchange
I-5/I-405 Interchange
I-10/I-605 (partial HOV connector – from east to south and from west to south)
I-10 Carpool Lanes: Lincoln Bl to I-5
SR-57 Carpool Lanes: SR-60 to I-210
SR-60 Carpool Lanes: US-101 to I-605
SR-91/I-110 (partial HOV connector – from east to south and from east to north)
US-101/SR-170/SR-134 (complete two connectors) Interchange
US-101/SR-170 Interchange
I-405/US-101 Interchange
I-605 Carpool Lanes: I-210 to I-10
Additional Caltrans corridors not included in Metro's performance evaluation (see Technical Document)
Additional Subregional and other projects not included in Metro's performance evaluation (see Technical Document)

<sup>1</sup> Listed in alphabetical order

**Call for Projects  
Recommended Plan**

	<b>\$ IN MILLIONS</b> ESCALATED TO YEAR OF EXPENDITURE	<b>OPEN YEAR<sup>2</sup></b>
Future Calls for Projects	\$ 3,590	2012-2030
	330	2012-2015
	217	2016-2017
	298	2018-2019
	580	2020-2021
	1,019	2022-2025
	1,146	2026-2030

<sup>1</sup> Listed in alphabetical order

<sup>2</sup> Fiscal Year (July to June)

# Public Transportation Recommended Plan



# Public Transportation Tier 1 Strategic Unfunded Plan

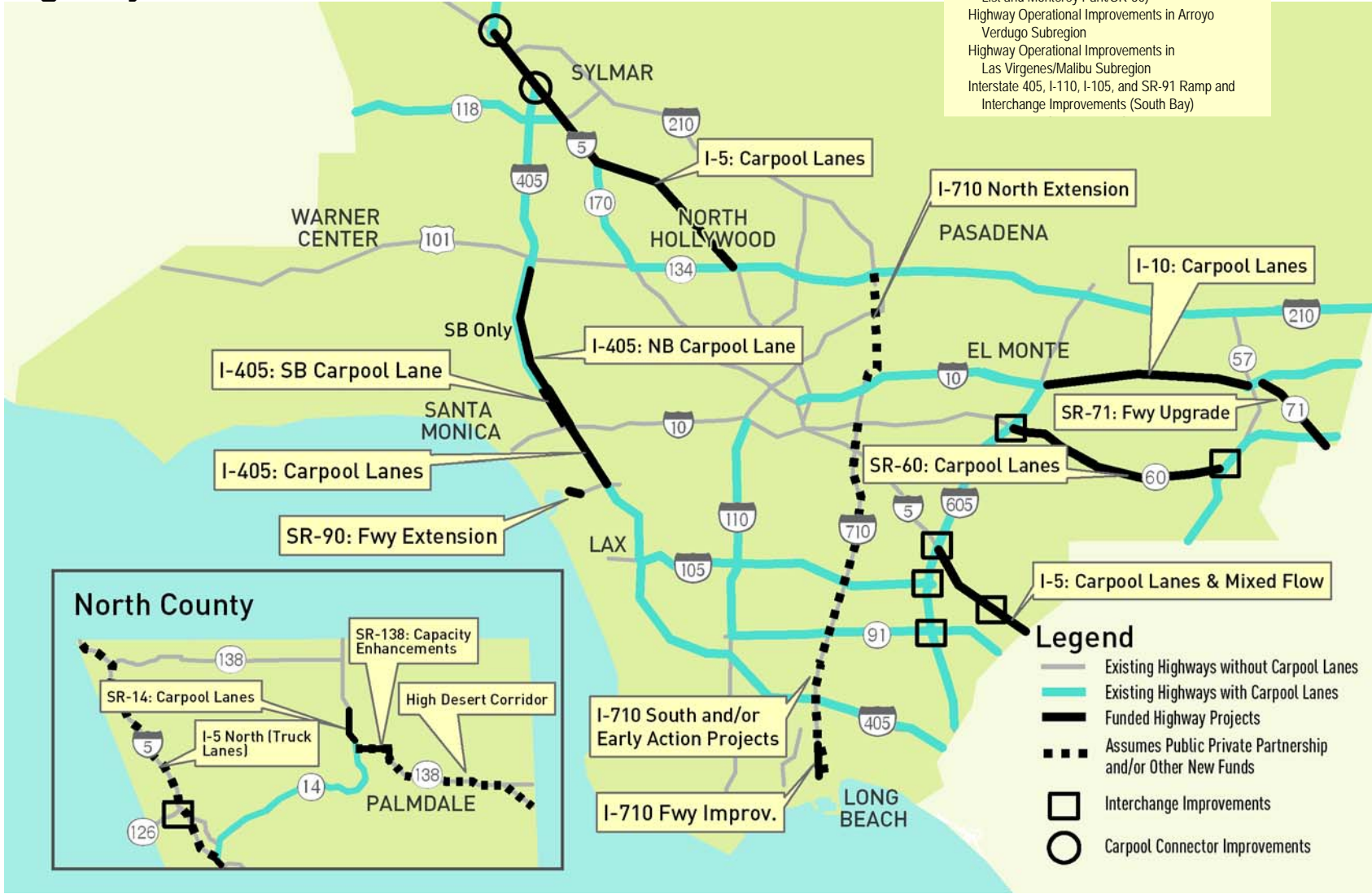


# Public Transportation Tier 2 Strategic Unfunded Plan

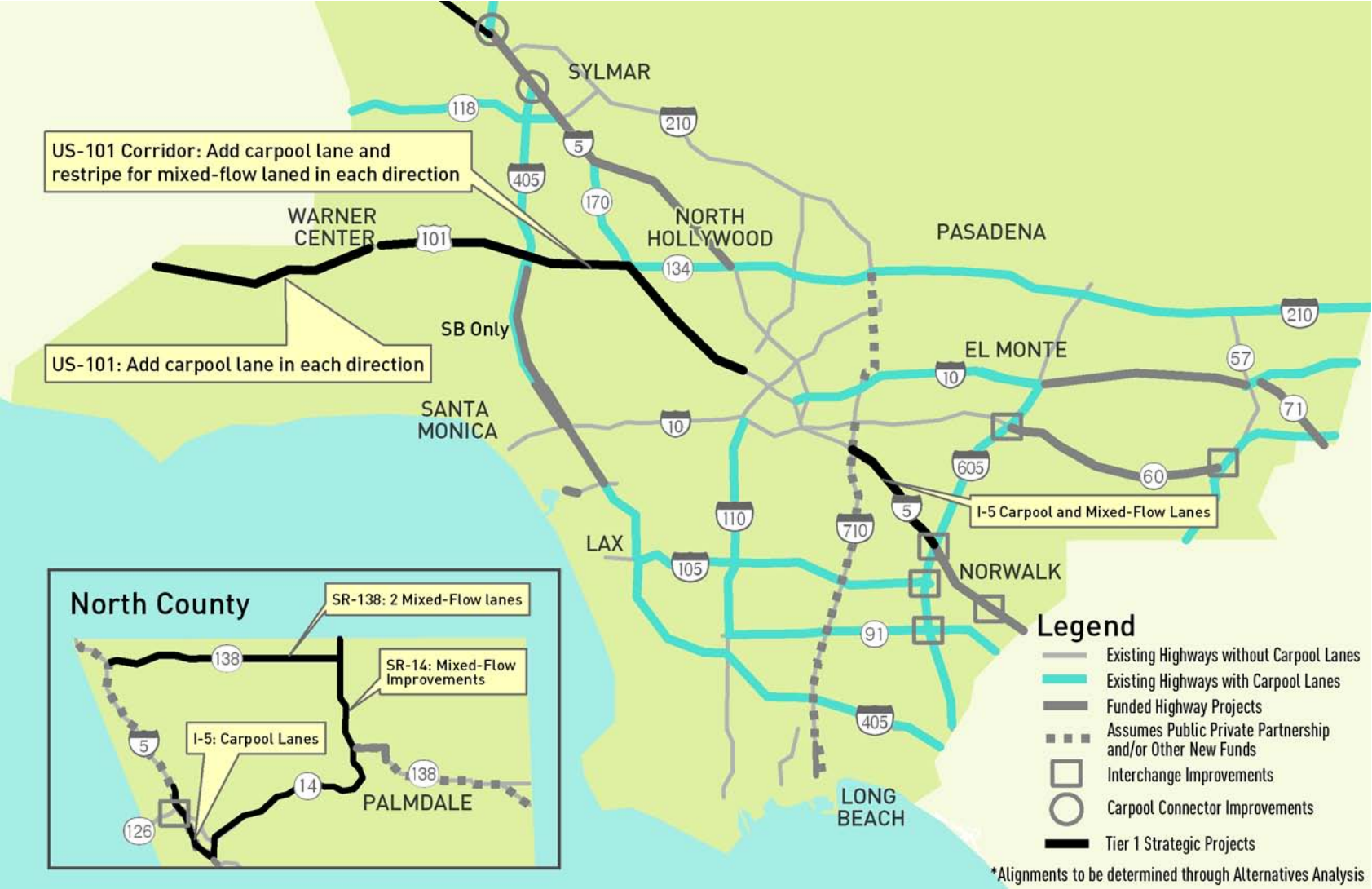


# Highways Recommended Plan

Also Included but not mapped:  
 Alameda Corridor East Grade Separations Phase II  
 BNSF Grade Separations in Gateway Cities  
 Countywide Soundwall Construction (Metro Regional List and Monterey Park/SR-60)  
 Highway Operational Improvements in Arroyo Verdugo Subregion  
 Highway Operational Improvements in Las Virgenes/Malibu Subregion  
 Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)



# Highways Tier 1 Strategic Unfunded Plan



# Highways Tier 2 Strategic Unfunded Plan



## Public-Private Partnerships

Our Public-Private Partnership Program is well into the initial stages of implementation, with its principal objective to explore opportunities for partnering with the private sector to (1) attract new capital sources for our transportation program through private financial participation in selected projects, and (2) explore concepts that allow private parties to assist MTA in accelerating project development through risk-sharing mechanisms such as design-build delivery.

The purpose of the Public-Private Partnership Program is to identify specific highway or transit projects that are best suited for project delivery by means of a partnership with the private sector. The Public-Private Partnership concept encompasses several project delivery approaches, all of which are basically variations of the design-build model. The common objective of these approaches is to facilitate private sector participation in the provision of public works projects, thereby sharing with private partners some or all of the traditional public responsibility and risks for financing, designing, constructing, maintaining and/or operating infrastructure projects. Public-Private Partnerships have been successfully implemented in other cities in the United States and in countries around the world for both highway and transit development.

By seeking private sector financial participation to develop and deliver some of our Measure R and 2009 Long Range Transportation Plan projects through Public-Private Partnerships, we could supplement available funds or utilize more flexible funding methods. More importantly, this project delivery approach could also accelerate the construction of projects, with repayment to the private sector by project funds programmed for later years and/or by project-generated revenues. Such an approach provides potentially greater flexibility to MTA in leveraging existing revenue sources than the more common and traditional mechanisms such as bonding.

A Public-Private Partnership consultancy team under the direction of InfraConsult was retained and is assisting with the evaluation and development of projects for private sector participation. The projects with the most promise for the Public-Private Partnership Program are being determined through the following process:

- **Step 1 – Project Feasibility.** Transit and highway projects from Measure R and the 2009 Plan are being reviewed to determine their potential as Public-Private Partnerships. This is a multi-step process which includes identifying those projects with the highest potential and then performing more detailed assessments of a subset of promising projects. A significant consideration is the current status of a project in terms of project readiness, defined as the status of environmental studies. Additionally, financial feasibility, risk, and private sector interest are key factors.

- **Step 2 – Develop Detailed Project Definition.** During the final environmental review process, key areas will be addressed regarding the optimization of project delivery options, opportunities for technical innovations, operations and maintenance policy, potential revenue generation, phasing of the project, and if necessary, enabling legislation.
- **Step 3 – Public-Private Partnership Contract Agreement.** If Step 2 efforts confirm a project could succeed as a Public-Private Partnership, the Board may direct that we initiate a solicitation process, conducting contract negotiations to clearly outline project roles and responsibilities, structure and standards, including risk allocations. Successful negotiations would result with Board approval of project funding and executing a Public-Private Partnership agreement.

As part of the effort to develop the highway program for the 2009 LRTP, high level discussions were undertaken with our consultants as to the amount and form of private sector financial participation that could be anticipated. Based on the consulting team's extensive international experience and the type of projects under consideration, it was estimated that up to 50% of the financing needed to deliver these projects could be anticipated through implementation of partnerships with the private sector. These estimates were included in the Highway Program delivery plan. With regard to transit projects, private sector financing could be used to accelerate project delivery, with reimbursement taking the form of availability payments that best leverage Measure R revenues and other dedicated public funding sources.

### **Congestion-Reduction Demonstration Initiative**

Congestion pricing is a travel demand management strategy that has the potential for assisting Los Angeles County in meeting its mobility, air quality, and funding challenges. It charges a fee for the use of a transportation facility, based on the level of demand.

According to the US Department of Transportation, key congestion pricing benefits include reduction in delay, an increase in predictability of trip times, improvements to transit speed and reliability of service, increases in transit ridership, reductions in fuel consumption and vehicle emissions, and increased revenues for transportation improvements. Managing travel demand through congestion pricing has been successfully implemented in other cities across the nation and around the world, including nearby in Orange County on SR-91 and San Diego County on I-15.

Since June 2007, we have been pursuing congestion pricing initiatives by partnering with Caltrans, SCAG, and other local agencies to develop a congestion pricing demonstration project. As a result of these united efforts, the US Department of Transportation has awarded Los Angeles County

\$210.6 million in federal funds to implement the Los Angeles Region Congestion-Reduction Demonstration Initiative (ExpressLanes).

Funding for the ExpressLanes will be used to implement a package of solutions to increase traffic flow and provide better travel options on the I-10 and I-110 freeways in Los Angeles County. The project goal is to improve mobility and provide congestion relief on these two corridors through the introduction of congestion pricing by converting existing high occupancy vehicle (HOV) lanes to high occupancy toll (HOT) lanes, improving transit service and transit facilities, funding the creation of additional vanpools, improving roadways, and implementing an intelligent parking management system in downtown Los Angeles. This project is unique in that it offers improved transportation options and the new choice to pay to travel in a carpool lane. General-purpose lanes will not be tolled. The aim of the program is to foster incentives for sustainable change that creates time savings and cost savings, reduces pollution, and effectively manages our current roadway network.

Our congestion pricing project is based on a concept of toll collection called dynamic pricing. Tolls are continually adjusted throughout the day according to traffic conditions and are designed to keep the traffic moving in the HOT lanes at speeds of at least 45 mph. The toll rates will vary by the level of traffic congestion as measured by travel speeds, with higher rates being charged when congestion levels are high, such as peak travel periods, and lower rates when congestion levels drop off.

In July 2009, the MTA Board approved the following toll policy:

#### Goals

- Provide a safe, reliable, predictable commute for the ExpressLanes
- Reinforce the MTA's ongoing efforts to increase vehicle occupancy rates and transit ridership
- Optimize vehicle throughput at free-flow speeds through dynamic pricing
- Generate sufficient revenue to sustain the financial viability of the ExpressLanes

#### Toll Rates

- Minimum Toll per Mile: \$0.25
- Maximum Toll per Mile: \$1.40

#### Business Rules

- Toll-free travel for vehicles meeting minimum vehicle occupancy requirement, motorcycles, and privately-operated buses; all existing carpools would continue to access the lanes without charge
- Trucks are not allowed (other than 2-axle)
- Minimum peak tolls shall be no less than 150% of MTA transit fare on the ExpressLanes

- Every vehicle is a customer and required to have a transponder
- Toll/Transit Credits available to frequent ExpressLanes transit riders
- Tolling will shut-down (i.e., toll users will not be permitted to enter the ExpressLanes) when travel speeds fall below 45 mph for more than 10 minutes
- Emergency vehicles may use the ExpressLanes when responding to incidents

#### Key Performance Measures

- Arriving at the destination in less time via either the ExpressLanes or general-purpose lanes (travel-time savings, average vehicle speed)
- Change from driving alone to carpooling, riding transit, and/or MTA vanpool (mode shift)
- Increase in efficiency by moving more people on the ExpressLanes in a specified period of time (person throughput)
- Improved transportation access for the low-income commuter (public surveys, credit redemption)

Gross revenues collected from the HOT lane will pay for HOT lane operating and maintenance expenses. State law requires that excess revenues are reinvested in transit and carpool lane improvements in the corridor where generated.

Outreach will educate the public during implementation of the demonstration project. A low-income commuter assessment is also underway to address the impact of the project on low-income commuters. This project is anticipated to be deployed by December 31, 2010 and in operation as a demonstration project for a one-year period. Upon its completion, the success of the project will be evaluated based upon a number of performance measures to determine if it should be continued, and if similar projects could be implemented in other parts of the county.

#### **California High Speed Rail**

On November 4, 2008, California voters passed Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act and elected to commit \$9.95 billion through the issuance of bonds to develop a clean, efficient high speed train system that would link Southern California to Sacramento and the San Francisco Bay Area through the San Joaquin Valley. In early 2009, the United States Congress approved \$8 billion as part of the American Recovery and Reinvestment Act (ARRA) to support the development and construction of a nationwide system of High Speed Rail (HSR) corridors and to improve inter-city rail infrastructure in key corridors around the country. Union Station in Los Angeles has been identified as one of the major California High Speed Rail (CHSR) hubs. We have regional transportation investments that should fully integrate with and benefit from the opportunities that HSR could bring to Los Angeles County.

The CHSR Authority has completed an Alternatives Analysis (2008) for an alignment between Anaheim and Los Angeles and is expected to issue a draft Environmental Impact Report/Environmental Impact Study for the Los Angeles to Anaheim corridor by early 2010. The HSR Southern California alignments for three corridors (Los Angeles/Anaheim, Los Angeles to Palmdale, and San Diego to Los Angeles via the Inland Empire Corridor-215/15) are centered at Union Station in downtown Los Angeles. Union Station and its immediate area is also the region's rail and bus center, including services for the Metro Red/Purple line, Metro Gold/Blue lines via the proposed Regional Connector, Amtrak's western terminus, Metrolink and over 2,000 daily buses inclusive of most regional bus operators.

The Final 2009 LRTP will include the HSR alignments for these three corridors. Funding for the Los Angeles/Anaheim corridor is anticipated to be composed of \$2.2 billion in Proposition 1A and \$2.2 billion in ARRA funds. The October 2, 2009 ARRA application also included approximately \$195 million for preliminary engineering and environmental work for the Los Angeles to Anaheim, Los Angeles to Palmdale and the Los Angeles-San Diego through the Inland Empire corridors. The ARRA funds for the Los Angeles/Anaheim corridor require a Record of Decision/Notice of Determination by September 2011, funds to be obligated by September 2012 and construction expenditures completion by 2018, and operations by 2019.

### **LOSSAN (Los Angeles to San Diego to San Luis Obispo) Corridor**

The Los Angeles to San Diego to San Luis Obispo (LOSSAN) corridor stretches 351 miles from San Diego to Los Angeles and San Luis Obispo and is the nation's second busiest passenger rail corridor. The corridor carried more than 8 million passengers in 2007, either on the corridor's commuter services such as Metrolink or on the corridor's intercity rail service, Amtrak's Pacific Surfliner. Currently, Amtrak provides round-trip service 11 times daily between Los Angeles and San Diego, including five trips which extend service north to Santa Barbara and two trips which continue north to San Luis Obispo. In 2007, a record 2.7 million riders used Pacific Surfliner trains, taking automobiles off the busy I-5/US-101 Corridor. The top two stations along the corridor are Los Angeles Union Station and downtown San Diego.

The State plans additional intercity rail service – four additional round-trip rides between Los Angeles and San Diego by 2015 as well as additional service north to Santa Barbara and San Luis Obispo. Together with the increases planned by Metrolink, the total number of trains running on the LOSSAN rail corridor is expected to dramatically increase over the next twenty years. Without improvements to increase capacity, there is a limit to the amount of train service per day that can be operated in the corridor.

The LOSSAN Rail Corridor Agency is a joint powers authority whose members include regional transportation planning agencies such as MTA and rail owners and operators along the corridor. In 2007, the agency released the LOSSAN Corridorwide Strategic Business Plan, which identifies the capital improvements needed in order to increase Metrolink, Surfliner, and freight services along the corridor. The State of California and regional agencies such as MTA have provided nearly \$2 billion in the corridor to fund capacity projects, station improvements, and purchase rail rights-of-way. Intercity rail investments can be leveraged with goods movement and Metrolink investments because of the shared nature of the corridor.

## **Measure R Highway Program Funding Strategy**

To develop both a vision and schedule for the Highway program for the LRTP, we formed a Highway Advisory Committee. Representatives from each of the Councils of Governments, City of Los Angeles, County of Los Angeles and Caltrans composed the Committee. The Committee met six times to assist us with developing the delivery schedule and funding plan for the Highway Component as well as reviewed first decade bonding scenarios should that be necessary to deliver those projects by the dates identified by project sponsors. They also assisted us with clarifying the definitions of Operational and Ramp/Interchange improvements and project completion for Measure R purposes.

With regard to the clarification of the definition of Operational and Ramp/Interchange Improvements, the Committee requested as much flexibility as possible. Therefore, they requested that both Soundwalls and bike lanes be eligible for up to 20% of the Operational and Ramp/Interchange Improvement dollars earmarked for the Arroyo Verdugo, Las Virgenes/Malibu and South Bay subregions and requested that intersection and street widening projects on roadways generally within a one-mile corridor of a State highway also be eligible. These types of improvements have been included in the clarification. For Measure R purposes, the Board needs to adopt the clarification of types of eligible projects to provide direction to staff (see D-1).

With regard to the definition of project completion (see D-2), this would give us guidance should there be Measure R project savings which can be moved to other projects identified by the subregion in which the project is located. The Board would need to deem a project complete for the funds to be moved and the subregion would need to identify a project(s) to which to move the funds, which would also require Board action.

To determine project delivery dates, we contacted each project sponsor to determine their delivery schedule and cash flow needs. Project costs were escalated to year of expenditure based on the LRTP established escalation rates. The funding gap was identified and potential sources of funds to meet those needs were identified. The potential sources and respective amounts were assumed in six-year increments to correspond with Federal Reauthorization periods. The Highway Advisory Committee reviewed these sources and concurred with the funding strategy. The table explanation and the two summary sheets of the funding strategy are attached (see D-3).

Many project sponsors requested that all or a majority of their Measure R funds be reserved in the first 10 years resulting in insufficient Measure R revenues potentially available to meet the needs. We developed several scenarios for bonding in the first decade should it be necessary. Committee members agreed that the bonding and interest costs would be part of the applicable project's costs and Measure R

allotment. One bonding scenario assumed total soundwall funding at \$124 million and in the first decade. Another bonding scenario assumed total soundwall funding at \$220 million, also in the first decade. Currently Soundwall Packages 5, 6, 7, 8 and 10 are in final design and Package 11 is in preliminary design. The \$220 million figure represents the cost to construct soundwalls through Package 11. At the time that these soundwalls are ready for construction, the Board will need to decide how many it wishes to deliver without affecting the delivery of other projects. D-4 shows the location of the soundwall packages. The Highway Advisory Committee was supportive of soundwalls, but not at the expense of the delivery of other projects.

The Measure R Expenditure Plan contained an estimated cost of the highway projects of \$22.3 B – with Measure R funding only about one-third. Current cost estimates for these projects exceed \$30 B. We expect to use the Measure R funds to leverage significant other local, state and federal funds as well as to attract potential private partners for some of the projects identified as high potential for Private Financial Participation in order to complete them.

For each project, the attached 30-year Highway Program Strategy indicates the latest escalated cost estimate, the Measure R funds earmarked for the project, and the other funds that we, in partnership with the project sponsors, will seek to fill the funding gaps. The estimated funding needs are shown in 6-year periods that coincide with the federal transportation reauthorization cycles.

In partnership with the project sponsors and our highway advisory committee, and in consultation with our government relations staff, we identified the "pots" of local, state and federal money for which each project would be eligible. These pots and the dollars needed from them are reflected in the columns based on the 6-year reauthorization periods discussed above. These are the funds that we as a County need to pursue to deliver these projects within their specified completion date. In addition, we have also estimated the amount of private resources that we need to secure through tolls, private financial participation, railroads, container fees, etc.

(D-1)

## **Clarification on Project Eligibility for Highway Operational Improvement and Ramp/Interchange Improvements**

The intent of a Measure R Highway Operational Improvement is to improve traffic flow in an existing State Highway corridor by reducing congestion and operational deficiencies at spot locations that do not **significantly** expand the design capacity of the system and are intended to address recurrent congestion. In addition to those eligible projects on the State Highway System, for Measure R, projects located on **primary roadways located generally within a one mile** corridor of any State Highway, **including principal arterials, minor arterials, and key collector roadways**, will be considered eligible for Operational Improvements and for ramp and interchange improvements. Examples of **eligible** improvement projects include:

- interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for);
- ramp modifications (acceleration - deceleration/weaving);
- auxiliary lanes for merging or weaving between adjacent interchanges;
- curve corrections/improve alignment;
- signals and/or intersection improvements;
- two-way left-turn lanes;
- **intersection and street widening;**
- **traffic signal upgrade/ timing/synchronization;**
- **traffic surveillance;**
- channelization;
- **Park and Ride facilities;**
- turnouts;
- shoulder widening/**improvement;**
- **safety improvements that reduce incident delay.**

**Up to 20% of the Arroyo Verdugo and Las Virgenes/Malibu Subregions' Operational Improvement dollars may be used for soundwalls and bike lanes.**

**Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown.**

\*Bolted words reflect Committee's input

(D-2)

**Definition of “project completion” for the purposes of Measure R Highway Funds**

The project is open to the public and the Construction Contract Acceptance has been signed and the responsible party has assumed responsibility for the Improvements. Further, sufficient funds have been reserved to cover any plant establishment period, to pay final invoices and potential Contractor claims.

(D-3)

**Measure R Highway Program**

The Measure R Expenditure Plan contained an estimated cost of the highway projects of \$22.3 B – with Measure R funding only about one-third. Current cost estimates for these projects exceed \$30 B. We expect to use the Measure R funds to leverage significant other local, state and federal funds as well as to attract potential private partners for some of the projects identified as high potential for Private Financial Participation in order to complete them.

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Meas R Ref # (\$ in millions)

Meas R Ref #		Estimated Delivery Date	Measure R Funding per Expend Plan	Cost per Measure R Expend Plan	Adjusted Cost Including Escalation	Measure R Funding Incl Escalation	Other Funding Already Programmed	Funding Gap
22	ACE Grade Separations Phase II	FY 2017	No Escalation 400	Escalated \$ 1,123	1,123	400	352	371
23	BNSF Grade Seps (Gateway Cities)	FY 2017+	35					
	1st Grade Separation			35	35	35		0
	Remaining 3 grade separations				235			235
24	Soundwalls (a)	FY 14-39	250	250	2,400	220		2,180
25	High Desert Corridor Environmental (LA Cnty)	FY 2014	33	33	33	33		0
	High Desert Corridor Construction (LA Cnty)	FY 2020			3,031			3,031
26	I-5/SR-14 Capacity Enhancement	FY 2013	91	161	161	91	161	(b) 0
27	I-5 South	FY 2017	265	1,240	1,240	265	1,240	(b) 0
28	I-5 from SR-134 to SR-170	FY 2012	272	610	700	272	700	(b) 0
29	I-5 Carmenita Interchange	FY 2015	138	389	389	138	380	(b) 0
	<b>SUBTOTAL</b>		<b>1,483</b>	<b>3,841</b>	<b>9,347</b>	<b>1,453</b>	<b>2,833</b>	<b>5,817</b>
			Plus Escalation	Current \$				
31	Arroyo Verdugo Operational Improvements	FY 2014+	170	170	260 +TBD	260		TBD
32	Las Virgenes/Malibu Opertnl Improvements	FY 2014+	175	175	253 +TBD	253		TBD
33	South Bay Ramp & Interchange Improvements	FY 2014+	906	906	1,512 +TBD	1,512		TBD
34	I-5 North Truck Lane (Construction)		410	2,800	5,271	553	75	4,643
	Phase I SR-14 to Pico Cyn	FY 2014				163		
	Phase II Pico Cyn to Parker Rd	FY 2025				390		
	Phase III Parker Rd to Kern County Line	FY 2039				0		
35	I-605 Hot Spot Interchanges (Gateway Cities)	FY 15-25	590	2,410	3,200	813		2,388
36	I-710 North	FY 2025+	780	3,730	5,636	1,049		4,586
37	I-710 Early Action Projects	FY 2022			687	127		560
37	I-710 South	FY 2025	590	5,460	6,264	684		5,580
38	SR-138		200	270	325	243		81
	SR-138: Segment 9	FY 12-20				11		
	SR-138: Segment 13	FY 12-20				59		
	SR-138: Other Segments	FY 12-20				173		
39	Capital Project Contingency (Highway)- Escalation Allowance for lines 31-38		2,576	2,575				
	<b>SUBTOTAL</b>		<b>6,397</b>	<b>18,496</b>	<b>23,408</b>	<b>5,495</b>	<b>75</b>	<b>17,838</b>
	<b>TOTAL</b>		<b>7,880</b>	<b>22,337</b>	<b>32,755</b>	<b>6,948</b>	<b>2,908</b>	<b>23,655</b>

(a) Aggressive Measure R Soundwall funding schedule is based on project readiness and would require Board approval for individual construction packages subject to cash flow needs of other projects.

(b) Although we are showing no funding gap, we are reserving some Measure R funds for contingencies and enhancements.

(\$ in millions)

Meas R Ref #	Estimated Delivery Date	Already Progr.	Proposed Cashflow					Need: Escalated Cost	Meas R before Escal	
			FY 10-15	FY 16-21	FY 22-27	FY 28-33	FY 34-39			
	<b>Escalated \$</b> (Meas R rev in italics)									
22	ACE Grade Separations Phase II	FY 2017	352	531	240	-	-	-	771	400
23	BNSF Grade Seps (Gateway Cities)	FY 2017+								
	1st Grade Separation			18	17	-	-	-	35	
	Remaining 3 grade separations			-	115	120	-	-	235	
24	Soundwalls	FY 14-39		220	201	660	660	660	2,400	220
25	High Desert Corridor Environ (LA Cnty)	FY 2014		33	-	-	-	-	33	33
	High Desert Corridor Constr (LA Cnty)	FY 2020		345	2,686	-	-	-	3,031	-
26	I-5/SR-14 Capacity Enhancement	FY 2013	161	2 (a)	-	-	89 (b)	-	91	91
27	I-5 South	FY 2017	1,240	25 (a)	240 (a)	-	-	-	265	265
28	I-5 from SR-134 to SR-170	FY 2012	700	18 (a)	-	-	254 (b)	-	272	272
29	I-5 Carmenita Interchange	FY 2015	380	32 (a)	-	-	106 (b)	-	138	138
	<b>SUBTOTAL</b>			<b>\$ 1,223</b>	<b>\$ 3,499</b>	<b>\$ 780</b>	<b>\$ 1,108</b>	<b>\$ 660</b>	<b>\$ 7,270</b>	<b>\$ 1,418</b>
	<b>Current \$</b>									
31	Arroyo Verdugo Operational Improve.	FY 2014+		32	44	73	111	-	260 **	170
32	Las Virgenes/Malibu Opertnl Improve.	FY 2014+		69	19	63	103	-	253 **	175
33	South Bay Ramp & Interchange Improv.	FY 2014+		103	229	323	385	472	1,512 **	906
34	I-5 North Truck Lane (Construction)								5,271	410
	Phase I SR-14 to Pico Cyn	FY 2014	75	56	82	27	-	-	164	
	Phase II Pico Cyn to Parker Rd	FY 2025		22	152	215	-	-	390	
	Phase III Parker Rd to Kern County	FY 2039		-	-	-	2,383	2,333	4,717	
35	I-605 Hot Spot Intrchgs (Gateway Cities)	FY 15-25		271	1,936	994	-	-	3,200	590
36	I-710 North	FY 2025+		76	764	4,285	510	-	5,636	780
37	I-710 Early Action Projects	FY 2022		308	378	-	-	-	687	590
37	I-710 South	FY 2025		1,199	3,724	1,341	-	-	6,264	
38	SR-138								325	
	SR-138: Segment 9	FY 12-20		11	-	-	-	-	11	200
	SR-138: Segment 13	FY 12-20		57	-	-	-	-	57	
	SR-138: Other Segments	FY 12-20		15	242	-	-	-	257	
	<b>SUBTOTAL</b>			<b>\$ 2,220</b>	<b>\$ 7,571</b>	<b>\$ 7,320</b>	<b>\$ 3,493</b>	<b>\$ 2,805</b>	<b>\$ 23,409</b>	<b>\$ 3,821</b>
	<b>TOTAL</b>			<b>\$ 3,443</b>	<b>\$ 11,070</b>	<b>\$ 8,100</b>	<b>\$ 4,601</b>	<b>\$ 3,465</b>	<b>\$ 30,679</b>	<b>\$ 5,239</b>

\* Other State includes STIP Programs (Regional Improvement, Interregional Improvement, and Intercity Rail), state bond programs, other state funding programs, etc. SHOPP assumes eligible projects within SHOPP priorities.

\*\* Total project cost depends on Board-approved project list.

\*\*\*If borrowing is required to meet Measure R cash flow needs, escalation amount would be reduced.

(a) Additional funds for project contingency and/or enhancements.

(b) Future replacement project (per Measure R footnote j, Measure R funds freed-up remain in subregion).

(\$ in millions)

Meas R Ref #	Meas R incl Escal***	Tolls/ PPP	Rail- roads	Container Fees	FY 2010 - 2039										TOTAL ALL SOURCES	SUBTOTAL NON- MEAS R	Over(1)		
					STATE				FEDERAL										
					Hi Sp	Rail	PUC	Other*	SHOPP*	Cap/Trade	FRA	Incr Formula	HPP/PNS	Metro Area				Freight	
	<b>Escalated \$</b> (Meas R rev in italics)	\$7,554.7																	
22	ACE Grade Separations Phase II	400	-	20	-	-	5	-	-	-	-	2	-	70	-	274	771	371	-
23	BNSF Grade Seps (Gateway Cities)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	1st Grade Separation	35	-	-	-	35	-	-	-	-	-	-	-	-	-	-	70	35	35
	Remaining 3 grade separations	-	-	-	-	440	-	15	-	-	-	-	-	35	-	-	490	490	255
24	Soundwalls	220	-	-	-	-	-	2,180	-	-	-	-	-	-	-	-	2,400	2,180	-
25	High Desert Corridor Environ (LA Cnty)	33	Fully Funded	-	-	-	-	-	-	-	-	-	-	-	-	-	33	-	-
	High Desert Corridor Constr (LA Cnty)	-	1,516	-	-	-	316	-	-	-	-	537	125	-	537	3,031	3,031	-	
26	I-5/SR-14 Capacity Enhancement	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	-	-
27	I-5 South	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	265	-	-
28	I-5 from SR-134 to SR-170	272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	272	-	-
29	I-5 Carmentia Interchange	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	-	-
	<b>SUBTOTAL</b>	<b>\$ 1,453</b>	<b>\$ 1,516</b>	<b>\$ 20</b>	<b>\$ -</b>	<b>\$ 475</b>	<b>\$ 5</b>	<b>\$ 2,511</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2</b>	<b>\$ 537</b>	<b>\$ 230</b>	<b>\$ -</b>	<b>\$ 811</b>	<b>\$ 7,560</b>	<b>\$ 6,107</b>	<b>\$ 290</b>	
	<b>Current \$</b>																		
31	Arroyo Verdugo Operational Improve.	260	-	-	-	-	-	-	20	-	-	-	-	-	-	-	280	20	20
32	Las Virgenes/Malibu Opertnl Improve.	253	-	-	-	-	-	-	20	-	-	-	-	-	-	-	273	20	20
33	South Bay Ramp & Interchange Improv.	1,512	-	-	-	-	-	-	40	-	-	-	227	-	-	-	1,779	267	267
34	I-5 North Truck Lane (Construction)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Phase I SR-14 to Pico Cyn	163	-	-	-	-	-	-	-	-	-	-	55	-	-	-	218	55	54
	Phase II Pico Cyn to Parker Rd	390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	390	-	-
	Phase III Parker Rd to Kern County	-	2,635	-	-	-	600	25	-	-	637	200	270	350	4,717	4,717	0	0	
35	I-605 Hot Spot Intrchgs (Gateway Cities)	813	-	-	-	-	67	-	-	-	500	692	1,315	590	3,977	3,164	776	776	
36	I-710 North	1,049	2,818	-	-	-	200	-	-	-	1,368	260	-	-	5,695	4,646	60	60	
37	I-710 Early Action Projects	127	-	-	-	-	-	-	-	-	-	572	-	-	699	572	12	12	
37	I-710 South	684	2,700	-	500	-	-	-	-	250	-	500	850	929	1,100	7,513	6,829	1,249	
38	SR-138																		
	SR-138: Segment 9	11	-	-	-	-	-	-	-	-	-	11	-	-	-	22	11	11	
	SR-138: Segment 13	59	-	-	-	-	-	-	-	-	-	52	-	-	111	52	54		
	SR-138: Other Segments	173	-	-	-	-	47	-	-	-	36	7	-	-	263	90	7		
	<b>SUBTOTAL</b>	<b>\$ 5,495</b>	<b>\$ 8,153</b>	<b>\$ -</b>	<b>\$ 500</b>	<b>\$ -</b>	<b>\$ 914</b>	<b>\$ 105</b>	<b>\$ 250</b>	<b>\$ -</b>	<b>\$ 3,041</b>	<b>\$ 2,926</b>	<b>\$ 2,514</b>	<b>\$ 2,040</b>	<b>\$ 25,938</b>	<b>\$ 20,443</b>	<b>\$ 2,529</b>		
	<b>TOTAL</b>	<b>\$ 6,948</b>	<b>\$ 9,669</b>	<b>\$ 20</b>	<b>\$ 500</b>	<b>\$ 475</b>	<b>\$ 5</b>	<b>\$ 3,425</b>	<b>\$ 105</b>	<b>\$ 250</b>	<b>\$ 2</b>	<b>\$ 3,578</b>	<b>\$ 3,156</b>	<b>\$ 2,514</b>	<b>\$ 2,851</b>	<b>\$ 33,498</b>	<b>\$ 26,550</b>	<b>\$ 2,819</b>	

\* Other State includes STIP Programs (Regional Improvement, Interregional Improvement, and Intercity Rail), state bond programs, other state funding programs, etc. SHOPP assumes eligible projects within SHOPP priorities.

\*\* Total project cost depends on Board-approved project list.

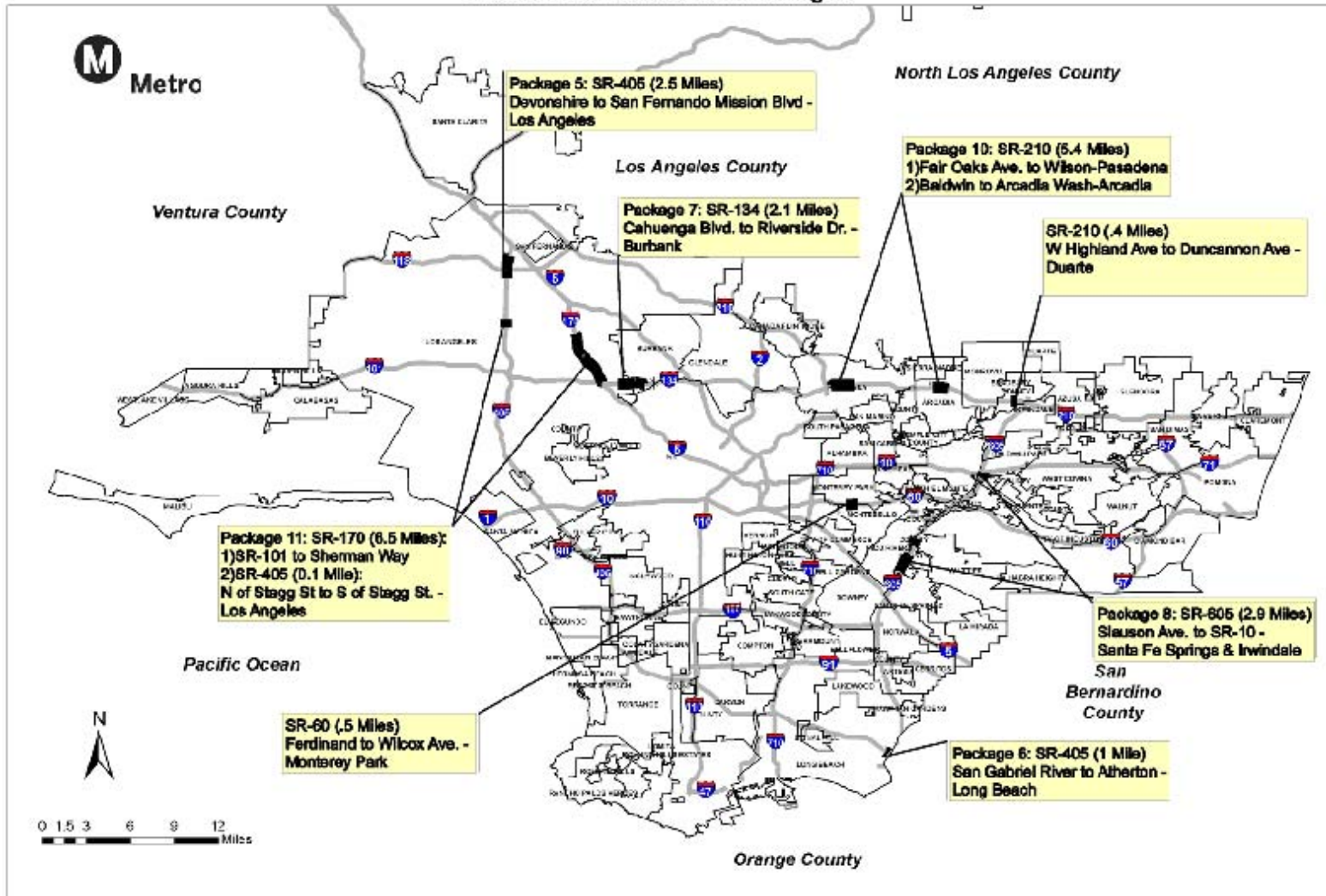
\*\*\*If borrowing is required to meet Measure R cash flow needs, escalation amount would be reduced.

(1) Funding may be over the amount needed if all sources are realized.

HPP = High Priority Projects; PNS = Projects of National Significance (Federal, frequently earmarks) and other discretionary earmarks

Metro area = proposed Metropolitan Mobility and Access program.

### Locations of Soundwall Packages



**Resolution**  
**Board of Directors**  
**Los Angeles County Metropolitan Transportation Authority**  
**Adopting 2009 Long Range Transportation Plan**  
**for Los Angeles County**

**Whereas**, the Los Angeles County Metropolitan Transportation Authority (LACMTA) is the agency responsible for long range transportation planning and development of future transportation needs throughout Los Angeles County; and

**Whereas**, the LACMTA developed a Draft 2008 Long Range Transportation Plan and Technical Document for Los Angeles County extending through the year 2030 herein referred to as “the Draft Plan”, and

**Whereas**, the Draft Plan has been presented at seven open community workshops scheduled at locations throughout Los Angeles County and at numerous other meetings including meetings of sub-regional councils of government, chambers of commerce, environmental groups, business groups and community groups, and

**Whereas**, the Draft Plan includes technical analysis necessary to meet Federal Title VI and Environmental Justice responsibilities; a public outreach process was conducted that maximized opportunities for all communities to meaningfully participate in the Draft Plan development process, including the transit dependent and minority communities, and

**Whereas**, the Board of Directors has held open meetings on the policies, programs, selected projects and financial costs of the Draft Plan, and

**Whereas**, the Draft Plan has been publicly available for review and comment including two documents commonly referred to as the Draft 2008 Long Range Transportation Plan and Draft 2008 Technical Document attached hereto and included herein in their entirety by this reference, and

**Whereas**, the Draft Plan was revised in consideration of the public comments received and updated technical and financial information; the 2009 Long Range Transportation Plan and Technical Document extending through 2040 as revised is referred to as the “Final Plan,” and

**Whereas**, the Draft Plan was revised to incorporate the thirty-year time period, expected revenues, and Expenditure Plan projects from Ordinance #08-01, Traffic Relief and Rail Expansion Ordinance which adds a half-cent sales tax in Los Angeles

County for thirty years beginning July 1, 2009 and which was approved by 67.93% of the voters as Measure R on the November 4, 2008 ballot, and

**Whereas**, the Board of Directors desires to coordinate with the Southern California Association of Governments (SCAG) to ensure that the Final Plan is coordinated and integrated with the 2008 Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP), and

**Whereas**, upon adoption, the Final Plan supercedes the Long Range Transportation Plan adopted on April 26, 2001, and

**Whereas**, the Board of Directors wishes to adopt the Final Plan as policy guidance and as a strategic planning tool for the LACMTA, and

**Whereas**, the Board of Directors considers the Final Plan to be the primary transportation planning tool to guide the development of future transportation needs throughout Los Angeles County through the year 2040, **and**

**Whereas, the Board of Directors acknowledges that the Measure R Expenditure Plan included non-Measure R funds which could be reasonably assumed but not guaranteed, and**

**Whereas, this Plan assigns the full risk of obtaining a high amount of federal New Starts funds in early years to only two projects (Westside Extension to Fairfax and Regional Connector), and**

**Whereas, other projects have state funds with risks.**

**NOW THEREFORE BE IT RESOLVED that:**

- 1. The Board of Directors hereby adopts** the 2009 Long Range Transportation Plan and Technical Document as amended:
  - A. Extension to Fiscal Year 2040 and revisions to the Draft 2008 LRTP and Technical Document, including revenues, costs, projects, and available revenues as identified in Attachments A, B, and C including Measure R expected revenues and the Measure R Expenditure Plan and
  - B. Revisions to the 2008 Draft LRTP and Technical Document to ensure consistency with the financial changes identified above and in Attachments A, B and C.

**BE IT FURTHER RESOLVED**, that the Board of Directors finds the Final Plan to be in conformance with the Regional Transportation Plan by the performance criteria, project selection and modeling results that indicate compliance;

The Board of Directors hereby authorizes the Chief Executive Officer and the Chief Planning Officer and their staff to:

- A. Publish and circulate the Final Plan as amended herein and henceforth remove the draft notation, and
- B. To further represent the Final Plan as the officially adopted Long Range Transportation Plan policy and strategic planning tool of the LACMTA.
- C. To pursue federal and state funds, and if those or other funds are less than assumed, to immediately return to the Board of Directors with a review of all projects for some combination of cost reduction and/or revenue or schedule adjustments to equitably apportion available resources.

#### CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the foregoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on \_\_\_\_\_.

Michele Jackson  
Metro Board Secretary

Date:

(Seal)

**Call for Projects Historical Funding**  
**Transportation Demand Management (TDM) Call Funding, 1996-2016**  
 (Figures in \$Millions)

Year	CFP TDM Totals	
	\$YOE	\$FY10
FY96	7,878	11,843
FY97	7,168	10,567
FY98	11,250	16,353
FY99	9,745	13,900
FY00	7,066	9,771
FY01	5,855	7,853
FY02	7,146	9,319
FY03	4,156	5,263
FY04	743	919
FY05	202	240
FY06	-	-
FY07	-	-
FY08	-	-
FY09	2,719	2,772
FY10	2,968	2,968
FY11	1,306	1,273
FY12	72	69
FY13	3,742	3,497
FY14	4,437	4,066
FY15	5,213	4,683
FY16	1,097	966
<b>Total</b>	<b>82,763</b>	<b>106,323</b>
<b>Averages in \$FY10</b>		<b>5,907</b>