## Project Status - Gateway Cities Measure R Initiatives

<table>
<thead>
<tr>
<th>Highway</th>
<th>Measure R $</th>
<th>Project Status</th>
<th>Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>BNSF Grade Separations</td>
<td>35</td>
<td>funding allocated</td>
<td>35</td>
</tr>
<tr>
<td>I-5 Capacity Enhancement (I-605 – OC Line)</td>
<td>264.8</td>
<td>under construction</td>
<td>1,530(^{(1)})</td>
</tr>
<tr>
<td>I-5 Carmentia Rd.Interchange</td>
<td>138</td>
<td>under construction</td>
<td>Included above</td>
</tr>
<tr>
<td>I-605 Hot Spots Interchanges</td>
<td>590</td>
<td>Project development</td>
<td>590/TBD</td>
</tr>
<tr>
<td>I-710 South and/or Early Action Projects</td>
<td>590</td>
<td>Environmental/construction</td>
<td>5,000-9,000</td>
</tr>
<tr>
<td><strong>Measure R Highway Total</strong></td>
<td><strong>1,617.8</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Transit

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Measure R $</th>
<th>Project Status</th>
<th>Project Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold Line Eastside Extension (^{(2)})</td>
<td>1,271</td>
<td>Technical Refinement</td>
<td>2,900 – 3,000</td>
</tr>
<tr>
<td>West Santa Ana Branch Corridor (^{(3)})</td>
<td>240</td>
<td>Technical Refinement</td>
<td>1,980 – 2,200</td>
</tr>
<tr>
<td><strong>Measure Transit Total</strong></td>
<td><strong>1,511</strong></td>
<td></td>
<td><strong>1,511</strong></td>
</tr>
</tbody>
</table>

**Estimated Total** **3,128**

\(^{(1)}\) The ranges reflect this.

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- This project was fully funded outside of Measure R. It is anticipated that some funded may be required. This amount not included in total.
- This project has been amended to include both Sr-60 and Washington Blvd. Alternatives – The ranges reflect this.
- This funding from savings on the I-5 (605-OC Line)
Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

Countywide Uses
FY 2015 – FY 2024

- Highways, Roads, etc.: $32.7 B (38.6%)
- Rail & Transitway Capital: $13.2 B (15.6%)
- Bus Capital: $4.5 B (5.2%)
- Rail Operations: $6.7 B (8.0%)
- Bus Operations/Paratransit: $19.7 B (23.2%)
- Debt Service: $6.5 B (7.7%)

Total: $84.8 Billion

* Includes safety net program, agency-wide capital, and regulatory oversight.

Metro Controlled Uses
FY 2015 – FY 2024

- Highways: $12.2 B (22%)
- Rail Capital: $16.9 B (32%)
- Bus Operations/Paratransit: $6.1 B (11%)
- Bus Capital: $3.5 B (6%)
- Debt Service: $6.5 B (12%)
- Highway: $7.8 B (14%)
- Rail Operations: $1.5 B (3%)

Total: $54.5 Billion

FY 2015 – FY 2024
Borrowing Key to Transformative Plan

Funding Plan for Metro-Controlled Uses
FY 2015 - FY 2024

Prop A & C Bonds at Risk

- Props A and C Borrowing - Operations Eligible: $1.0 B
- Prop C 25% Transit-related Highway Bonds: $1.8 B
- Measure R 35% Transit and 20% Highway Bonds: $1.9 B
- Measure R 35% TIFIA Loans: $1.9 B
- Financing: Capital Grant Receipt Revenue Bonds: $1.0 B
- State, Federal and Other Local Metro-controlled Revenues: $44.3 B

* Excludes Beginning Balances
Countywide Forecast: SRTP Has $900 M Shortfall

$1.8 B added to SRTP = $900 M shortfall
Metro’s Worst Case: Could be Far Worse

• Periodic economic shocks expected
  – Higher bids and other cost increases occurring now
  – Economic recession could occur during plan period

• Borrowing strategies are at risk
  – Transit operating costs rise faster than CPI
  – Fares not keeping pace with costs
  – Access Services demand growing

• New revenue sources are important
  – Federal funding increase needed in reauthorization
  – State Cap & Trade needed for SRTP greenhouse gas reductions
Perfect Storm: Flat Fares, ADA Costs, & Economic Shock

$1.8 B added to SRTP = $900 M capital shortfall

Flat fares + ADA costs + Economic Shock = $2.10 B deficit