



## Board Report

---

**File #:** 2019-0630, **File Type:** Informational Report

**Agenda Number:** 8.

---

**PLANNING AND PROGRAMMING COMMITTEE  
NOVEMBER 20, 2019**

**SUBJECT: 2019 SHORT RANGE PLANNING MODEL UPDATE**

**ACTION: RECEIVE AND FILE**

**RECOMMENDATION**

RECEIVE AND FILE information on the 2019 Short Range Financial Forecast planning model, which identifies the high-level planning and programming of funds.

**ISSUE**

The Long Range Transportation Plan Financial Forecast (LRTP Financial Forecast) and 2019 Short Range Financial Forecast (2019 SRFF), which is the first 15-years of the LRTP Financial Forecast, is Metro's plan for funding capital that is updated and presented to the Board annually. The 2019 LRTP Financial Forecast will be used to program funds in the Transportation Improvement Program (TIP) and as the financial baseline for the pending LRTP update.

**BACKGROUND**

Metro maintains a 40-year LRTP Financial Forecast, which is a financial plan focusing on all Metro capital projects and programs. The plan assumes known and potential local, state, and federal revenue to meet the capital needs.

The 2019 SRFF represents the first 15-years of the LRTP Financial Forecast. The 2019 SRFF includes Board-approved spending included in the adopted transportation plans (2009 LRTP, and 2014 Short Range Transportation Plan, or "SRTP"), Measure R and Measure M sales tax ordinance Expenditure Plans, separate Board action, and the adopted budget, using the baseline construction schedules that have been approved by the Board, including those that are identified in the Measure M Expenditure Plan. Spending on bus and rail operations is estimated by Metro staff assuming the same level of bus service as today and future rail ridership based on when new rail lines open and service need based on rail ridership projections.

Revenues from Metro's local sales tax measures and state and federal grants are estimated by Metro staff using supporting forecasts from economists and state and federal agencies. The 2019 SRFF programs future funding to projects and programs and assigns grant funding (as needed based on the regulatory requirements of each grant source) in the federally-mandated TIP. The federal funds need to be included in the TIP to be eligible for receipt.

Existing Board policies, including those in the adopted LRTP and SRTP, the “LRTP Priorities” (April 2011), and “Measure R Fiscal Responsibilities” (May 2011), guide the Financial Forecast assumptions and require the reporting of fund assignments back to the Board.

## **DISCUSSION**

The 2019 SRFF shows the following Metro cash flows and proposed programming of funds and are included in Attachment A.

- sales tax, operating revenue, grant revenue, and debt financing;
- expenditures for Metro capital, operations, and subsidies; and
- Enterprise Fund cash flows.

Future funding actions such as grant applications and TIP programming should generally align with the 2019 SRFF to ensure that funding decisions consider the availability of funding and the needs for all eligible Board-approved spending.

The 2019 SRFF shows a viable plan to fund all Board-approved projects and programs, given assumed sales tax growth, farebox recovery (i.e., fares offsetting operating costs), capital cost estimates, identified projects in the capital program, and state and federal grant receipts.

Going forward, as Metro implements the Measure R and Measure M capital plans, the 2019 SRFF shows a growing amount of debt and use of cash balances, which will reduce Metro’s liquidity and debt capacity. Metro also faces cost pressures from higher bus and rail operating expenses, increases in the estimated cost of major capital projects, the acceleration of existing projects, and the addition of new projects that will require additional funding resources. Staff is working to manage these factors and will be making presentations to our Board during the next several months to allow Metro to successfully execute its wide-ranging capital program.

### *Capital Costs*

Metro has programmed funding in the LRTP Financial Forecast for the various capital projects and programs based on estimated costs that have been approved by the Board, including those in the Measure M Expenditure Plan. Some of the cost estimates are very detailed, for those projects that have received construction bids or have gone through a detailed design, while others are very preliminary, as the project may not yet be well defined. The actual costs will be driven by many factors, and if higher, could potentially involve additional Metro debt financing and/or the consideration of funding from other Metro priorities.

During FY 2019, Metro experienced cost increases exceeding \$100 million on several major transit and highway projects. The preliminary cost estimate for some large-scale Metro capital projects is trending higher. In addition, Metro is moving capital projects forward during a highly active construction period in Los Angeles County. The ongoing construction demand is placing upward pressure on unit costs for land, labor, and materials that are incurred as part of Metro construction and may result in higher than anticipated project costs.

Over and above the Board-approved capital projects and programs, Metro continues to identify new capital needs. Some projects that have been identified in concept and may be presented to the Board for funding include:

- Re-scoped Division 20 turnback facility
- Electrification of the bus system by 2030
- Rail Operations Center (ROC) expansion
- I-210 Median Barrier
- Additional Tier 1 Express Lanes

Metro has not identified funding for these projects in the LRTP Financial Forecast model, and the projects will require new local, state, and/or federal sources, additional debt financing, or spending reallocated from other planned Metro projects. The financial feasibility and impact of each of these projects will be evaluated if and when the projects are submitted to the Board for approval.

#### *State and Federal Grants*

Metro benefits from state and federal grant funding and has historically been successful in competing for the discretionary components of this funding. Metro received state and federal grant awards in April and May 2018 of \$1.7 billion through the SB-1 and INFRA grant programs. However, Metro must continue to succeed in obtaining new discretionary state and federal grant funding in order to complete the planned capital program. The 2019 SRFF assumes ongoing state and federal grant receipts over the next 15 years totaling \$23.7 billion.

As part of the assumptions of federal discretionary grants, the 2019 SRFF includes project specific assumptions of New Starts funding under the Federal Transit Administration Section 5309 Capital Investment Grant (CIG) program. These assumptions are consistent with the “Local, State, Federal, Other Funding” amounts incorporated in the 2016 Measure M Expenditure Plan. Over the coming months Metro staff will return to the Board with a focused assessment of project priorities for all of the CIG programs and strategies to position priority projects for these funding opportunities. This will include an assessment of opportunities under the traditional CIG programs including New Starts, Small Starts, and Core Capacity as well as under the Expedited Project Delivery (EPD) Pilot Program.

#### Risk Assessment

To aid in the Board’s evaluation of future decisions, Metro’s CEO and staff will return to the Board in the Spring of 2020 to quantify the impact of Metro’s primary financial risks and prepare hypothetical scenarios of potential upside and downside outcomes of our revenues and costs and the resulting impacts. We look forward to that discussion.

#### **DETERMINATION OF SAFETY IMPACT**

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

---

## **FINANCIAL IMPACT**

### **Impact to Budget**

This item does not involve the expenditure of funds and has no impact to the FY 2020 budget. The 2019 SRFF programming of funds are generally consistent with the adopted FY 2020 budget.

## **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

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

## **NEXT STEPS**

The programming of funds in the 2019 SRFF will be the basis for planned grant funding to Metro projects and programs. This grant funding includes state and non-Capital Investment Grant (CIG) federal discretionary funding as presented to the Board in the September 2019 report on state and federal funding opportunities and strategies. Metro staff will return to the Board over the coming months with a focused assessment of project priorities for the CIG programs and strategies to position priority projects for these funding opportunities.

Metro staff will include the programming of planned federal formula, approved state formula, and approved state and federal discretionary grant funding in the TIP. The projects with these fund assignments must be included in the TIP to be eligible for federal grant assistance.

In addition, the LRTP Financial Forecast, which extends the 2019 SRFF over 40 years, will be used as the financial forecast for the LRTP update. This includes assumptions regarding projects, schedules, costs, and funding amounts. The Draft LRTP will be presented to the Board in Spring 2020.

## **ATTACHMENTS**

Attachment A - Short Range Financial Forecast (FY 2020 to FY 2034)

Attachment B - Project Profiles

Prepared by: Craig Hoshijima, DEO, Countywide Planning & Development, (213) 928-3384  
Laurie Lombardi, SEO, Countywide Planning & Development, (213) 418-3251

Reviewed by: James de la Loza, Chief Planning Officer, (213) 922-2920  
Richard Clarke, Chief Program Management Officer, (213) 922-7557  
Nalini Ahuja, Chief Financial Officer, (213) 922-3088

# Countywide Financial Forecasting Model

Short Range Financial Forecast  
FY 2020 – FY 2034

November 2019

For Planning Purposes Only

Countywide Planning and Development  
Strategic Financial Planning and Programming

<b>Table 1</b>				
<b>15-Year Funding for Metro Capital Projects</b>				
<b>(\$ in millions)</b>	<b>TOTAL (FY20-FY34)</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
<b>AGENCY WIDE CAPITAL</b>				
Agency Wide - Capital	778.0	28.0	130.4	619.6
<b>Subtotal-Agency wide Capital</b>	<b>\$ 778.0</b>	<b>\$ 28.0</b>	<b>\$ 130.4</b>	<b>\$ 619.6</b>
<b>BUS CAPITAL</b>				
BRT Connector Orange-Red Line to Gold Line - AV/SF	312.2	-	50.0	262.2
Bus Capital - Metro Bus Fleet Replacement	2,686.1	912.4	83.9	1,689.9
Bus Capital - Metro El Monte Transit Center Improvements	0.2	-	-	0.2
Bus Capital - Metro Patsaouras Plaza Improvements	17.3	-	-	17.3
Bus Capital - Metro SGR Buses and Bus Facilities	718.7	244.8	187.2	286.7
Bus Capital - Metro SGR Needs (TAM Database)	238.8	238.8	-	-
Bus System Improvement Program	20.5	-	-	20.5
North San Fernando Valley Bus Rapid Transit Improvements	203.5	-	-	203.5
Orange Line BRT Improvements - SF	314.4	-	75.0	239.4
Union Stn Cesar Chavez Bus	0.5	-	-	0.5
Vermont Transit Corridor - CC	522.1	55.0	267.6	199.6
<b>Subtotal-Bus Capital</b>	<b>\$ 5,034.3</b>	<b>\$ 1,450.9</b>	<b>\$ 663.7</b>	<b>\$ 2,919.7</b>
<b>HIGHWAY CAPITAL</b>				
Active Transportation Projects	20.9	-	-	20.9
ATP Policy (450006)	0.2	-	-	0.2
Complete LA River Bikepath - SF	69.6	-	9.6	60.1
Environmental Enhancement & Mitigation Projects	10.5	-	10.5	-
ExpressLanes Maintenance and Repair (I-105)	3.2	-	-	3.2
High Desert Multi-Purpose Corridor (HDMC) - NC	381.0	-	-	381.0
Highway Efficiency, Noise Mitig. and Arterial Projects	1.1	-	-	1.1
I-105 Express Lane from I-405 to I-605 - SC	524.2	38.9	45.0	440.3
I-210 Barrier Replacement Project	7.9	-	-	7.9
I-405 Carpool Lanes - I-10 to US-101	0.1	-	-	0.1
I-5 - SR-14 Capacity Enhancement	1.3	-	-	1.3
I-5 - SR-14 Capacity Enhancement Subregional Repayment	83.8	-	-	83.8
I-5 and I-405 Carpool Lane Connector	330.0	75.9	254.1	-
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC	322.7	21.1	-	301.6
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	628.1	56.8	232.6	338.6
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - Truck Lanes	4.8	-	-	4.8
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	94.9	12.6	7.4	74.9
I-5 North from SR-134-SR-170 Enhancements	10.8	-	-	10.8
I-5 South Carpool and Mixed Flow Lanes I-605 to OCL	156.5	-	-	156.5
I-5 South Corridor Improvements - I-605 to I-710 - GC	20.6	-	-	20.6
I-710 South Corridor Project (Ph 1) - GC	1,018.9	3.3	206.0	809.5
I-710 South Corridor Project (Ph 2) - GC	277.8	-	6.0	271.7
LA River Waterway & System Bikepath - CC	429.5	-	67.3	362.1
LA Union Station Forecourt & Esplanade Improvements	16.3	-	14.7	1.6
Los Angeles Safe Routes to School Initiative	30.7	-	-	30.7
Metro Bicycle & Pedestrian Programs	8.0	-	-	8.0
Metro Bike Share	284.8	-	0.5	284.3
Multimodal Connectivity Program	29.4	-	-	29.4
Rail to Rail/River Active Transportation Corridor	40.2	15.0	-	25.2

<b>Table 1</b>				
<b>15-Year Funding for Metro Capital Projects</b>				
<b>(\$ in millions)</b>	<b>TOTAL (FY20-FY34)</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
Regional Admin (Highway Planning 405522)	79.2	-	-	79.2
Regional Admin (Mobility - Air Quality 405544)	12.3	-	-	12.3
Retrofit Soundwalls Phase 1	196.5	-	37.6	158.9
<b>Rideshare-Vanpools</b>	185.5	-	-	185.5
RIITS-Regional Integration of ITS (405526)	33.5	-	-	33.5
Rosecrans-Marquardt grade separation	99.8	15.0	59.4	25.4
Sepulveda Pass Transit Corridor (Ph 1) - SF/W	310.5	-	-	310.5
SR-138 Capacity Enhancements	140.1	-	-	140.1
SR-138 Widening (remaining 7 segments)	130.7	19.8	111.0	-
SR-14 Carpool Lane Ave P-8 to Ave L	120.0	-	-	120.0
SR-57 - SR-60 Interchange Improvements - SG	417.3	18.0	198.6	200.7
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	357.2	41.5	67.1	248.6
SR-710 North	1,035.1	152.4	150.2	732.5
<b>Subtotal-Highway Capital</b>	<b>\$ 7,925.3</b>	<b>\$ 470.2</b>	<b>\$ 1,477.7</b>	<b>\$ 5,977.4</b>
<b>RAIL CAPITAL</b>				
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	515.2	6.0	190.0	319.2
Blue Line Pedestrian Active Grade Crossing	1.2	-	-	1.2
Blue Line Track and System Refurbishment	80.3	-	-	80.3
Brighton to Roxford Double Track	5.1	-	-	5.1
Business Interruption Fund Program	46.0	-	-	46.0
Crenshaw Northern Extension - CC/W	2.1	-	-	2.1
Crenshaw/LAX Locally Funded Activities Project	52.0	-	-	52.0
Crenshaw/LAX Transit Corridor	209.4	50.0	10.3	149.0
Crenshaw/LAX Transit Corridor Pre-revenue Service	31.2	-	-	31.2
Crenshaw-LAX Track Enhancement Project - SC	55.8	-	-	55.8
Division 20	247.0	9.9	98.3	138.8
East SF Valley Transit Corridor Project - SF	1,553.0	-	407.1	1,145.9
Eastside Light Rail Access (pedestrian)	9.0	6.3	-	2.7
Exposition LRT - Phase II	3.0	-	-	3.0
Fare Gates (210090)	2.4	-	2.4	-
Gold Line Eastside Extension (One Alignment) - GC/SG	3,759.5	40.4	1,227.9	2,491.2
Gold Line Foothill Extension to Azusa (2A)	2.5	-	-	2.5
Gold Line Foothill Extension to Claremont (2B) - SG	1,470.9	-	290.2	1,180.7
Green Line Extension to Crenshaw Blvd in Torrance - SB	1,158.6	-	231.3	927.3
Green Line Train Control Track Circuits	25.8	-	-	25.8
Heavy Rail Vehicles	546.3	-	-	546.3
Light Rail Vehicles	338.3	24.0	49.2	265.1
Link Union Station (formerly SCRIP)	424.0	-	407.3	16.7
Rail System Improvements, Yards, Cars - Future	81.4	0.5	-	80.9
Red-Purple Line System Improvements	631.2	80.0	250.0	301.2
Regional Connector	669.9	458.3	-	211.7
Regional Connector Concurrent non-FFGA Activities	23.6	-	-	23.6
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	7,353.6	1,267.6	1,146.2	4,939.8
SGR-Blue Line Signal System Improvements	66.3	-	20.0	46.3
SGR-Heavy and Light Rail Needs (TAM Database)	687.6	-	34.7	652.9
SGR-Heavy Rail Vehicle Midlife	47.6	13.9	-	33.7

<b>Table 1</b>				
<b>15-Year Funding for Metro Capital Projects</b>				
<b>(\$ in millions)</b>	<b>TOTAL (FY20-FY34)</b>	<b>Federal</b>	<b>State</b>	<b>Local</b>
SGR-Light Rail Vehicle Midlife	344.3	68.3	-	276.0
SGR-Rail (Future Projects)	0.0	-	-	0.0
SGR-Rail Facilities	10.7	-	10.0	0.7
Southwestern Light Rail Yard (not in project budgets)	3.0	-	-	3.0
Transfer of Funds to Rail Capital	287.0	-	-	287.0
Transit Oriented Development Planning Grants	3.9	-	-	3.9
West Santa Ana Transit Corridor LRT FY28	1,219.7	1.4	317.6	900.8
West Santa Ana Transit Corridor LRT FY41	861.8	300.0	90.0	471.8
Westside Purple Line Extension Section 1	1,745.8	1,208.7	-	537.1
Westside Purple Line Extension Section 2	1,629.7	1,024.7	-	605.0
Westside Purple Line Extension Section 3 - W	3,641.3	1,873.4	31.8	1,736.1
Willowbrook-Rosa Parks Station	12.1	4.1	8.0	-
<b>Subtotal-Rail Capital</b>	<b>\$ 29,859.0</b>	<b>\$ 6,437.5</b>	<b>\$ 4,822.4</b>	<b>\$ 18,599.1</b>
<b>REGIONAL RAIL CAPITAL</b>				
Metrolink - Capital Projects	516.3	-	60.8	455.5
Metrolink - Rehab	275.3	-	-	275.3
<b>Subtotal-Regional Rail Capital</b>	<b>\$ 791.6</b>	<b>\$ -</b>	<b>\$ 60.8</b>	<b>\$ 730.8</b>
<b>TOTAL</b>	<b>\$ 44,388.2</b>	<b>\$ 8,386.6</b>	<b>\$ 7,155.0</b>	<b>\$ 28,846.6</b>



**Table 2**  
**Revenues by Major Category**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>SALES TAX, TDA, STA REVENUES</b>												
Proposition A	13,087.2	665.5	682.8	703.0	733.8	764.2	796.4	832.1	866.2	897.1	930.7	5,215.5
Proposition C	13,862.5	720.2	719.0	740.4	775.4	807.3	842.4	881.5	916.5	949.5	985.5	5,524.8
Measure R	14,914.9	744.0	763.1	785.8	820.1	854.1	890.1	930.0	968.1	1,002.7	1,040.2	6,116.4
Measure M	14,289.6	726.7	745.5	767.6	801.2	834.4	869.6	908.5	945.7	979.6	1,016.2	5,694.7
Transportation Development Act(TDA)	7,878.9	402.9	411.1	423.3	441.7	460.0	479.4	500.8	521.3	539.9	560.1	3,138.3
State Transit Assistance (STA)	3,269.8	215.8	215.8	215.8	215.8	215.8	218.0	218.0	218.0	218.0	218.0	1,100.8
<b>Subtotal, Sales Tax, TDA, STA Revenues</b>	<b>\$ 67,302.9</b>	<b>\$ 3,475.1</b>	<b>\$ 3,537.4</b>	<b>\$ 3,636.0</b>	<b>\$ 3,788.1</b>	<b>\$ 3,935.8</b>	<b>\$ 4,095.9</b>	<b>\$ 4,270.9</b>	<b>\$ 4,435.8</b>	<b>\$ 4,586.8</b>	<b>\$ 4,750.6</b>	<b>\$ 26,790.6</b>
<b>OPERATING &amp; OTHER REVENUE</b>												
Passenger Fares	6,574.7	284.5	303.2	318.8	337.9	367.4	387.4	412.0	431.0	463.8	478.1	2,790.6
ExpressLanes Tolls	1,925.7	58.4	59.0	59.6	60.2	60.8	61.4	118.0	157.2	171.8	178.5	940.8
Advertising	454.7	25.6	26.3	27.0	27.7	28.3	29.0	29.6	30.2	30.9	31.6	168.5
Other Revenue	2,076.1	146.7	83.2	115.7	165.7	247.1	142.3	101.4	77.9	114.0	400.7	481.4
<b>Subtotal, Operating &amp; Other Revenue</b>	<b>\$ 11,031.2</b>	<b>\$ 515.3</b>	<b>\$ 471.7</b>	<b>\$ 521.1</b>	<b>\$ 591.4</b>	<b>\$ 703.6</b>	<b>\$ 620.1</b>	<b>\$ 661.0</b>	<b>\$ 696.3</b>	<b>\$ 780.5</b>	<b>\$ 1,088.9</b>	<b>\$ 4,381.4</b>
<b>CAPITAL &amp; DEBT FINANCING RESOURCES</b>												
Grant Receipts	25,706.4	1,345.4	2,553.1	2,183.5	1,851.3	1,874.2	2,425.9	1,864.1	1,794.0	1,474.4	1,355.2	6,985.2
Bond Proceeds and TIFIA	17,442.3	789.0	1,203.5	938.1	1,107.9	1,334.7	1,227.7	1,609.0	1,446.9	1,320.9	1,167.1	5,297.3
Prior Year Carryover	(234.7)	779.4	64.8	88.3	193.2	24.9	15.9	(75.3)	(101.1)	(241.6)	(110.6)	(872.5)
<b>Subtotal, Capital &amp; Debt Financing Resources</b>	<b>\$ 42,914.0</b>	<b>\$ 2,913.7</b>	<b>\$ 3,821.4</b>	<b>\$ 3,209.9</b>	<b>\$ 3,152.3</b>	<b>\$ 3,233.9</b>	<b>\$ 3,669.5</b>	<b>\$ 3,397.9</b>	<b>\$ 3,139.9</b>	<b>\$ 2,553.7</b>	<b>\$ 2,411.7</b>	<b>\$ 11,410.1</b>
<b>TOTAL REVENUES</b>	<b>\$ 121,248.1</b>	<b>\$ 6,904.2</b>	<b>\$ 7,830.5</b>	<b>\$ 7,366.9</b>	<b>\$ 7,531.8</b>	<b>\$ 7,873.3</b>	<b>\$ 8,385.5</b>	<b>\$ 8,329.7</b>	<b>\$ 8,272.0</b>	<b>\$ 7,921.0</b>	<b>\$ 8,251.2</b>	<b>\$ 42,582.0</b>

**Table 3**  
**Expenditures by Major Category**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>METRO OPERATIONS</b>												
Bus	23,369.3	1,268.6	1,331.3	1,405.9	1,435.6	1,465.8	1,494.0	1,521.8	1,551.1	1,581.0	1,638.1	8,676.3
Rail	13,109.3	542.8	593.3	616.2	651.0	723.8	747.5	788.2	868.5	959.9	980.7	5,637.3
Regional Rail	1,510.8	81.2	85.5	88.3	91.4	93.8	96.1	98.5	100.8	103.1	105.5	566.7
<b>Subtotal-Metro Operations</b>	<b>\$ 37,989.4</b>	<b>\$ 1,892.6</b>	<b>\$ 2,010.1</b>	<b>\$ 2,110.4</b>	<b>\$ 2,178.0</b>	<b>\$ 2,283.4</b>	<b>\$ 2,337.6</b>	<b>\$ 2,408.4</b>	<b>\$ 2,520.4</b>	<b>\$ 2,643.9</b>	<b>\$ 2,724.3</b>	<b>\$ 14,880.2</b>
<b>METRO CAPITAL</b>												
Bus Capital	5,034.3	346.0	530.6	246.1	271.3	356.6	480.3	375.9	462.0	337.5	332.0	1,296.1
Rail Capital	29,859.0	2,311.9	2,594.3	2,246.0	2,073.6	1,980.6	2,142.8	2,483.9	2,153.8	1,773.6	2,101.9	7,996.7
Regional Rail	791.6	41.1	60.8	-	28.4	38.1	41.6	32.6	54.2	57.5	61.1	376.1
Highway	7,925.3	274.3	674.6	694.8	833.7	1,086.5	1,093.0	634.7	358.5	310.6	208.1	1,756.4
<b>Subtotal-Metro Capital</b>	<b>\$ 43,610.2</b>	<b>\$ 2,973.3</b>	<b>\$ 3,860.3</b>	<b>\$ 3,186.9</b>	<b>\$ 3,207.0</b>	<b>\$ 3,461.8</b>	<b>\$ 3,757.7</b>	<b>\$ 3,527.1</b>	<b>\$ 3,028.4</b>	<b>\$ 2,479.2</b>	<b>\$ 2,703.1</b>	<b>\$ 11,425.4</b>
<b>SUBSIDY FUNDING PROGRAMS</b>												
Bus Operations	10,694.4	624.7	597.0	610.8	629.7	648.1	667.0	687.1	706.6	725.2	745.0	4,053.2
Bus Capital	2,216.8	105.9	163.3	151.0	132.0	136.8	136.3	140.7	139.8	144.2	143.4	823.6
Rail Capital	374.2	-	32.1	23.5	15.5	17.5	12.6	10.4	10.6	28.6	33.8	189.7
Highway	5,868.4	161.1	308.6	372.7	396.5	322.8	320.3	369.5	469.1	434.9	349.0	2,363.7
Call for Projects	652.1	50.1	46.8	61.8	67.8	98.5	132.1	71.3	56.3	50.3	11.9	5.1
<b>Subtotal-Subsidy Funding Programs</b>	<b>\$ 19,806.0</b>	<b>\$ 941.8</b>	<b>\$ 1,147.8</b>	<b>\$ 1,219.9</b>	<b>\$ 1,241.5</b>	<b>\$ 1,223.7</b>	<b>\$ 1,268.3</b>	<b>\$ 1,278.9</b>	<b>\$ 1,382.5</b>	<b>\$ 1,383.2</b>	<b>\$ 1,283.1</b>	<b>\$ 7,435.3</b>
<b>AGENCY WIDE</b>												
Administration	2,523.5	251.1	117.8	135.4	130.8	144.9	149.4	154.2	158.9	163.3	167.9	949.7
Capital	778.0	142.9	25.9	10.1	12.8	11.2	31.2	31.2	61.2	31.2	61.3	358.9
<b>Subtotal-Agency Wide</b>	<b>\$ 3,301.5</b>	<b>\$ 394.0</b>	<b>\$ 143.7</b>	<b>\$ 145.5</b>	<b>\$ 143.6</b>	<b>\$ 156.2</b>	<b>\$ 180.6</b>	<b>\$ 185.5</b>	<b>\$ 220.2</b>	<b>\$ 194.5</b>	<b>\$ 229.2</b>	<b>\$ 1,308.6</b>
<b>OTHER PROGRAMS/EXPENDITURE</b>												
Congestion Management	1,541.7	105.6	95.9	97.3	98.6	100.0	101.3	102.0	102.7	103.3	104.0	531.1
Other	132.1	19.2	(11.0)	3.6	7.1	7.5	8.7	10.2	9.4	9.7	10.3	57.3
Debt Service	14,867.2	577.7	583.7	603.3	656.0	640.8	731.2	817.6	1,008.4	1,107.2	1,197.2	6,944.1
<b>Subtotal-Other Programs/Expenditure</b>	<b>\$ 16,541.0</b>	<b>\$ 702.5</b>	<b>\$ 668.6</b>	<b>\$ 704.2</b>	<b>\$ 761.7</b>	<b>\$ 748.2</b>	<b>\$ 841.3</b>	<b>\$ 929.8</b>	<b>\$ 1,120.5</b>	<b>\$ 1,220.3</b>	<b>\$ 1,311.5</b>	<b>\$ 7,532.5</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 121,248.1</b>	<b>\$ 6,904.2</b>	<b>\$ 7,830.5</b>	<b>\$ 7,366.9</b>	<b>\$ 7,531.8</b>	<b>\$ 7,873.3</b>	<b>\$ 8,385.5</b>	<b>\$ 8,329.7</b>	<b>\$ 8,272.0</b>	<b>\$ 7,921.0</b>	<b>\$ 8,251.2</b>	<b>\$ 42,582.0</b>

**Table 4**  
**Grant Receipts by Program**

SOURCE	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>STATE REVENUE</b>												
Active Transportation Program	816.2	-	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	58.3	291.5
Air Quality Vehicle Registration Fee (AB 2766) (MSRC)	9.5	-	1.5	-	-	-	2.0	-	2.0	-	-	4.0
Environmental Enhancement and Mitigation (Revenue)	10.5	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	3.5
Interregional Improvement Program Funds (IIP)	131.5	7.3	60.8	60.8	-	2.5	-	-	-	-	-	-
Low Carbon Transit Operations Program (LCTOP)	441.9	36.6	36.6	20.5	26.2	29.3	29.3	29.3	29.3	29.3	29.3	146.3
Other State Revenue	61.3	5.1	28.8	19.6	2.8	-	-	5.0	-	-	-	-
Prop 1B - CMIA	3.9	-	-	-	0.4	3.5	-	-	-	-	-	-
Prop 1B - State-Local Partnership (SLPP)	1.0	-	-	-	-	1.0	-	-	-	-	-	-
Prop 1B - Transit System Safety and Security	5.2	5.2	-	-	-	-	-	-	-	-	-	-
Regional Improvement Program Funds (RIP)	1,280.3	17.7	156.1	94.8	200.1	5.0	21.0	130.9	78.6	75.8	83.0	417.2
SAFE-Service Authority for Freeway Emergencies Vehicle Registration Revenue	117.6	8.0	7.7	7.8	7.7	7.8	7.9	7.9	7.9	7.9	7.9	39.3
SB1 - Freeway Service Patrol	72.7	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	27.0
SB1 - Local Partnership Program	916.0	20.1	84.4	71.8	81.8	59.4	113.4	38.9	49.2	30.4	84.5	282.1
SB1 - Solutions for Congested Corridors Program	1,044.7	34.2	5.3	95.6	32.3	50.3	25.0	125.0	100.0	82.2	81.4	413.3
SB1 - Trade Corridors Program	794.2	-	52.5	112.1	101.0	159.8	245.8	81.3	13.9	21.8	-	6.0
STA--State Transit Assistance TIF	504.9	31.6	29.0	29.7	30.3	31.4	32.2	33.0	33.6	34.2	34.9	185.0
Traffic Congestion Relief Program Funds (TCRP)	3.1	-	3.1	-	-	-	-	-	-	-	-	-
Transit and Intercity Rail Capital Program (TIRCP)	3,285.1	122.2	169.5	120.2	136.2	259.9	336.4	391.7	555.9	215.0	150.0	828.1
<b>Subtotal-State Revenue</b>	<b>\$ 9,499.7</b>	<b>\$ 293.0</b>	<b>\$ 698.6</b>	<b>\$ 696.3</b>	<b>\$ 682.3</b>	<b>\$ 673.4</b>	<b>\$ 876.6</b>	<b>\$ 906.7</b>	<b>\$ 934.1</b>	<b>\$ 560.5</b>	<b>\$ 534.9</b>	<b>\$ 2,643.2</b>
<b>FEDERAL REVENUE</b>												
Capital Grant Receipt Revenue Bonds	1,726.6	-	467.5	425.0	166.6	215.9	427.2	24.6	-	-	-	-
Congestion Mitigation & Air Quality Program (CMAQ)	1,934.0	150.4	326.5	134.9	138.1	136.4	148.5	119.4	138.0	134.0	86.7	421.3
FASTLANE/INFRA Grants	82.0	-	47.0	-	-	15.0	20.0	-	-	-	-	-
FHWA ATCMTD Grant	2.3	1.0	0.9	0.4	-	-	-	-	-	-	-	-
Homeland Security Grants	28.0	-	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	10.0
Other Federal Funds	17.9	17.9	-	-	-	-	-	-	-	-	-	-
Section 5307 Urbanized Formula	3,958.5	245.9	248.4	250.9	253.4	255.9	258.5	261.0	263.7	266.3	269.0	1,385.7
Section 5309 New Starts	3,961.2	400.9	400.0	375.6	300.0	300.0	300.0	285.0	200.0	199.7	200.0	1,000.0
Section 5337 State of Good Repair - Fixed Guideway	1,551.4	129.0	98.8	95.8	96.8	97.8	98.7	99.7	100.7	101.7	102.8	529.4
Section 5337 State of Good Repair -High Intensity Motorbus	89.3	-	5.9	6.0	-	6.1	12.2	6.2	6.3	-	6.4	40.1
Section 5339 Bus and Bus Facilities	403.7	23.2	30.3	23.3	27.8	22.0	24.0	24.3	24.5	29.2	23.1	152.0
Section 5340 Growing States - High Density Formula	145.5	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	50.9
Surface Transportation Block Grant Program (STBGP) formerly RSTP	2,272.3	71.0	198.0	154.1	175.1	140.5	248.6	125.6	115.0	171.2	120.5	752.7
TIGER Grants	34.1	4.1	20.0	10.0	-	-	-	-	-	-	-	-
<b>Subtotal-Federal Revenue</b>	<b>\$ 16,206.7</b>	<b>\$ 1,052.4</b>	<b>\$ 1,854.4</b>	<b>\$ 1,487.2</b>	<b>\$ 1,169.0</b>	<b>\$ 1,200.9</b>	<b>\$ 1,549.3</b>	<b>\$ 957.4</b>	<b>\$ 859.9</b>	<b>\$ 913.9</b>	<b>\$ 820.3</b>	<b>\$ 4,342.0</b>
<b>TOTAL GRANT RECEIPTS</b>	<b>\$ 25,706.4</b>	<b>\$ 1,345.4</b>	<b>\$ 2,553.1</b>	<b>\$ 2,183.5</b>	<b>\$ 1,851.3</b>	<b>\$ 1,874.2</b>	<b>\$ 2,425.9</b>	<b>\$ 1,864.1</b>	<b>\$ 1,794.0</b>	<b>\$ 1,474.4</b>	<b>\$ 1,355.2</b>	<b>\$ 6,985.2</b>

**Table 5**  
**Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>Measure M</b>												
Active Transportation 1st-Last Mile Connections Prog.	142.6	-	9.0	4.7	4.8	4.2	4.3	4.4	4.5	13.9	14.3	78.4
Active Transportation Program - Measure M project	105.0	-	4.5	6.5	3.0	3.1	3.2	3.2	3.3	10.2	10.5	57.5
Active Transportation Program (Including Greenway Proj.)	94.3	-	7.0	5.1	2.6	2.7	2.8	2.8	2.9	8.9	9.2	50.3
Active Transportation Projects	20.9	-	4.1	-	-	-	-	-	-	-	-	16.8
Active Transportation, 1st-Last Mile, & Mobility Hubs	85.0	-	5.4	2.8	2.9	2.5	2.6	2.6	2.7	8.3	8.5	46.7
Active Transportation, Transit, and Tech. Program	30.5	7.8	5.1	4.2	2.4	2.5	2.5	2.6	2.7	0.7	-	-
Agency Wide - Administration	89.4	5.5	4.6	4.7	5.0	5.2	5.4	5.6	5.9	6.1	6.3	35.2
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	296.6	34.2	37.4	4.8	158.6	61.6	-	-	-	-	-	-
BRT Connector Orange-Red Line to Gold Line - AV/SF	262.2	3.2	-	-	4.4	65.8	124.7	64.2	-	-	-	-
Bus Operations - ADA-Paratransit	333.8	12.9	17.6	18.2	19.0	19.7	20.6	21.5	22.4	23.2	24.0	134.7
Bus Operations - Metro Operations	2,016.8	126.9	130.9	134.8	140.7	146.6	152.7	159.6	166.1	172.1	106.1	580.3
Bus System Improvement Program	20.5	0.2	0.3	0.3	0.6	0.6	0.7	0.7	0.7	2.1	2.2	12.0
Complete LA River Bikepath - SF	60.1	0.1	-	-	10.7	27.8	21.5	-	-	-	-	-
Countywide BRT Projects Ph 1 (All Subregions)	50.0	-	32.8	17.2	-	-	-	-	-	-	-	-
Countywide BRT Projects Ph 2 (All Subregions)	71.3	-	-	-	-	-	-	-	-	-	-	71.3
Crenshaw Northern Extension - CC/W	2.0	2.0	-	-	-	-	-	-	-	-	-	-
Crenshaw-LAX Track Enhancement Project - SC	49.6	-	-	11.8	18.6	19.2	-	-	-	-	-	-
East SF Valley Transit Corridor Project - SF	810.5	-	83.6	46.5	30.0	110.0	233.5	247.9	59.0	-	-	-
First-Last Mile and Complete Streets	89.5	-	9.4	9.6	2.2	2.3	2.4	2.4	2.5	7.7	7.9	43.1
Gold Line Eastside Extension (One Alignment) - GC/SG	1,416.4	-	-	-	-	-	34.3	48.1	59.5	74.9	36.3	1,163.4
Gold Line Foothill Extension to Claremont (2B) - SG	1,138.5	155.0	153.8	196.0	193.0	149.2	149.4	79.9	42.2	20.0	-	-
Green Line Extension to Crenshaw Blvd in Torrance - SB	617.2	-	2.5	4.3	7.9	10.8	7.1	0.9	59.3	141.7	280.2	102.4
High Desert Multi-Purpose Corridor (HDMC) - NC	250.8	-	0.5	0.5	0.2	0.2	0.2	0.2	0.2	-	-	248.8
Highway Demand Based Prog. (HOV Ext. & Connect.)	111.0	1.6	5.0	6.5	7.5	7.0	8.5	10.0	5.0	6.5	7.0	46.4
Highway Efficiency Program	188.4	1.6	5.0	5.8	4.0	6.5	12.5	9.5	3.5	3.5	3.5	133.0
Highway Efficiency, Noise Mitig. and Arterial Projects	1.1	-	1.0	0.2	-	-	-	-	-	-	-	-
I-105 Express Lane from I-405 to I-605 - SC	222.6	2.5	19.3	19.7	-	-	-	-	15.6	21.7	24.2	119.7
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC	24.3	-	-	-	-	-	-	-	-	-	-	24.3
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	254.4	-	62.4	56.1	62.7	34.4	38.8	-	-	-	-	-
I-5 South Corridor Improvements - I-605 to I-710 - GC	20.6	0.5	1.3	1.9	3.9	5.0	5.2	2.8	-	-	-	-
I-605 Corridor 'Hot Spot' Interchange Improvements	559.4	-	-	69.0	89.9	12.3	43.9	39.1	137.5	-	-	167.6
I-710 South Corridor Project (Ph 1) - GC	322.8	-	-	-	-	-	-	93.5	37.1	123.7	34.0	34.4
I-710 South Corridor Project (Ph 2) - GC	79.3	-	-	-	-	-	-	-	-	-	-	79.3
LA River Waterway & System Bikepath - CC	362.1	8.1	15.8	15.0	13.0	70.5	97.3	76.4	66.1	-	-	-
Light Rail Vehicles	72.8	64.8	8.0	-	-	-	-	-	-	-	-	-
Los Angeles Safe Routes to School Initiative	30.7	-	-	-	-	-	-	-	-	-	-	30.7
Metro Active Transport, Transit 1st-Last Mile Program	350.2	-	14.5	14.7	15.0	15.3	15.5	10.5	10.8	33.1	34.1	186.6
Metro Bicycle & Pedestrian Programs	7.2	2.4	2.4	2.5	-	-	-	-	-	-	-	-
Metro Bike Share	3.1	3.1	-	-	-	-	-	-	-	-	-	-
Metrolink - Operations	169.1	8.6	8.8	9.1	9.5	9.9	10.3	10.7	11.2	11.6	12.0	67.4
Modal Connectivity and Complete Streets Projects	75.4	-	2.0	0.7	2.7	2.9	2.4	2.5	2.5	7.8	8.0	43.9
Multimodal Connectivity Program	29.4	-	-	-	-	-	-	-	-	-	-	29.4
Municipal and Non-Metro Operators	4.3	4.3	-	-	-	-	-	-	-	-	-	-
Municipal Operators Expansion	871.4	44.3	45.5	46.8	48.9	50.9	53.0	55.4	57.7	59.7	62.0	347.3
North San Fernando Valley Bus Rapid Transit Improvements	177.6	3.4	3.0	17.1	51.4	68.5	34.2	-	-	-	-	-

**Table 5**  
**Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Orange Line BRT Improvements - SF	239.4	21.3	13.6	18.1	34.6	106.8	45.0	-	-	-	-	-
Rail Operations - Metro Operations	1,337.6	43.0	44.1	45.4	47.4	49.4	51.4	53.7	55.9	57.9	132.5	756.8
Rail System Improvements, Yards, Cars - Future	4.1	4.1	-	-	-	-	-	-	-	-	-	-
Regional Connector Concurrent non-FFGA Activities	5.7	5.7	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 1) - SF/W	260.0	-	-	-	-	100.5	103.5	56.0	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	3,299.9	3.7	-	-	0.0	0.3	44.6	615.8	670.2	834.1	668.8	462.4
SGR-Heavy and Light Rail Needs (TAM Database)	268.7	-	-	-	-	20.0	20.7	21.6	22.4	23.2	24.1	136.7
SGR-Heavy Rail Vehicle Midlife	8.7	-	5.0	3.7	-	-	-	-	-	-	-	-
SGR-Light Rail Vehicle Midlife	48.4	1.4	12.9	14.8	19.2	-	-	-	-	-	-	-
SGR-Rail Facilities	0.6	0.6	-	-	-	-	-	-	-	-	-	-
South Bay Highway Operational Improvements	155.4	-	0.6	1.2	4.5	3.7	4.1	6.4	10.9	4.7	5.3	114.0
SR-57 - SR-60 Interchange Improvements - SG	200.7	23.4	6.7	1.6	25.0	54.3	35.1	28.5	26.2	-	-	-
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	248.6	-	-	61.4	80.9	95.3	10.9	-	-	-	-	-
Street Car and Circulator Projects	33.3	-	14.7	15.3	3.3	-	-	-	-	-	-	-
Transit Program	56.4	-	9.8	2.5	6.7	8.1	1.1	1.1	1.1	3.4	3.5	19.2
Transit Projects	97.1	-	7.6	3.2	2.9	3.6	3.1	3.2	3.3	3.4	10.4	56.7
Transportation System and Mobility Improve. Program	155.0	1.5	8.5	8.5	8.0	8.5	9.0	9.5	10.5	11.5	11.5	68.0
Transportation System and Mobility Improve. Program(a)	378.1	-	-	1.5	8.5	8.0	8.5	9.0	9.5	10.5	11.5	311.1
Vermont Transit Corridor - CC	23.2	1.2	7.7	3.4	3.0	7.9	-	-	-	-	-	-
Visionary Project Seed Funding	12.5	-	-	2.5	-	-	2.5	-	-	2.5	-	5.0
West Santa Ana Transit Corridor LRT FY28	532.5	-	8.1	40.7	62.9	58.0	39.3	149.1	102.6	71.8	-	-
Westside Purple Line Extension Section 3 - W	871.5	207.2	126.4	209.4	213.1	95.6	19.8	-	-	-	-	-
Debt Service	3,595.5	-	-	13.5	31.7	62.1	109.2	151.9	223.0	283.0	355.5	2,365.5
<b>Measure R</b>												
Agency Wide - Administration	254.8	17.8	7.9	13.8	12.6	15.0	15.7	16.4	17.0	17.6	18.3	102.6
Agency Wide - Capital	14.3	-	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	5.2
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	5.2	0.4	-	-	-	4.8	-	-	-	-	-	-
Alameda Corridor East	163.0	39.4	40.2	30.1	30.0	23.3	-	-	-	-	-	-
Brighton to Roxford Double Track	5.1	2.6	2.5	-	-	-	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	46.8	6.6	28.7	11.5	-	-	-	-	-	-	-	-
Bus Capital - Municipal and Non-Metro Operators	18.2	-	-	2.6	-	2.6	-	2.6	-	2.6	-	7.8
Bus Operations - Metro Operations	2,497.6	122.7	130.5	134.4	140.3	146.1	152.3	159.1	165.6	171.5	177.9	997.1
Business Interruption Fund Program	18.4	3.0	2.9	6.5	-	-	3.0	3.0	-	-	-	-
Crenshaw/LAX Transit Corridor	(17.7)	-	12.3	(15.0)	-	(3.0)	(3.0)	(3.0)	(3.0)	(3.0)	-	-
Crenshaw/LAX Transit Corridor Pre-revenue Service	31.2	31.2	-	-	-	-	-	-	-	-	-	-
Division 20	88.8	-	-	-	-	17.2	28.7	42.9	-	-	-	-
East SF Valley Transit Corridor Project - SF	57.4	27.2	30.2	-	-	-	-	-	-	-	-	-
Eastside Light Rail Access (pedestrian)	2.7	2.7	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	481.1	-	-	-	-	-	-	-	-	-	-	481.1
Gold Line Foothill Extension to Azusa (2A)	2.5	2.5	-	-	-	-	-	-	-	-	-	-
Green Line Extension to Crenshaw Blvd in Torrance - SB	272.0	-	-	-	-	-	-	-	-	57.1	150.9	64.1
Heavy Rail Vehicles	35.0	-	-	-	10.0	-	-	-	25.0	-	-	-
High Desert Multi-Purpose Corridor (HDMC) - NC	1.5	1.5	-	-	-	-	-	-	-	-	-	-
Highway Operational Improvements in Arroyo Verdugo Subregion	138.4	13.7	10.0	11.0	11.0	12.0	12.0	15.0	15.0	16.0	16.0	6.7
Highway Operational Improvements in Las Virgenes-Malibu Subregion	62.2	15.2	8.5	8.5	7.2	8.0	7.0	7.9	-	-	-	-
I-5 - SR-14 Capacity Enhancement	1.3	1.3	-	-	-	-	-	-	-	-	-	-

**Table 5  
Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
I-5 - SR-14 Capacity Enhancement Subregional Repayment	83.8	0.2	2.3	12.2	28.9	21.4	7.7	11.0	-	-	-	-
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC	277.2	-	-	-	-	-	-	-	-	-	17.6	259.6
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	84.2	20.7	16.5	28.1	16.0	-	1.4	1.6	-	-	-	-
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - Truck Lanes	4.8	-	1.4	1.9	1.4	-	-	-	-	-	-	-
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	58.4	18.6	21.0	11.9	-	1.4	5.3	0.2	-	-	-	-
I-5 North from SR-134-SR-170 Enhancements	10.8	3.3	2.2	3.0	2.0	0.3	-	-	-	-	-	-
I-5 South Carpool and Mixed Flow Lanes I-605 to OCL	43.8	25.6	4.6	5.9	5.1	1.3	0.6	0.4	0.2	0.1	-	-
I-605 Corridor 'Hot Spot' Interchange Improvements	485.2	41.3	19.5	5.6	36.8	69.4	19.4	88.5	97.8	106.9	-	-
I-710 South Corridor Project (Ph 1) - GC	452.0	30.6	40.3	80.4	41.1	71.3	188.3	-	-	-	-	-
Light Rail Vehicles	32.6	3.3	12.0	17.3	-	-	-	-	-	-	-	-
Link Union Station (formerly SCRIP)	16.7	3.4	-	-	-	-	-	13.3	-	-	-	-
Metro Call for Projects	27.2	5.5	-	8.7	4.5	8.5	-	-	-	-	-	-
Metrolink - Capital Projects	455.5	41.1	-	-	28.4	29.6	30.9	19.0	33.6	34.8	36.1	202.1
Municipal Operators Expansion	890.3	55.9	45.9	47.2	49.3	51.3	53.5	55.9	58.2	60.3	62.5	350.3
Rail Operations - Metro Operations	845.3	43.0	44.1	45.4	47.4	49.4	51.4	53.7	55.9	57.9	60.1	336.9
Rail System Improvements, Yards, Cars - Future	41.7	0.2	-	-	-	-	2.7	2.6	2.7	3.5	5.0	25.0
Rail to Rail/River Active Transportation Corridor	6.0	6.0	-	-	-	-	-	-	-	-	-	-
Red-Purple Line System Improvements	55.0	-	-	-	-	27.2	3.3	18.7	-	-	-	5.9
Regional Connector	24.3	6.2	18.1	-	-	-	-	-	-	-	-	-
Regional Connector Concurrent non-FFGA Activities	6.0	6.0	-	-	-	-	-	-	-	-	-	-
Retrofit Soundwalls Phase 1	151.2	24.3	43.0	29.6	20.7	21.1	12.5	-	-	-	-	-
Rosecrans-Marquardt grade separation	18.4	18.4	-	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	992.1	-	-	-	1.8	-	-	-	-	-	-	990.2
SGR-Heavy and Light Rail Needs (TAM Database)	60.0	-	-	-	-	-	-	-	-	-	20.0	40.0
South Bay Ramp and Interchange	398.4	20.5	31.5	-	-	1.2	-	25.1	26.7	38.0	40.5	214.9
SR-138 Capacity Enhancements	140.1	27.6	20.2	16.9	18.9	16.9	14.0	12.0	12.0	1.5	-	-
SR-710 North	732.5	0.8	47.5	78.5	99.9	120.1	105.0	96.8	76.1	46.8	35.9	25.0
Transfer of Funds to Rail Capital	287.0	-	-	-	-	-	-	-	-	-	-	287.0
West Santa Ana Transit Corridor LRT FY28	330.8	48.8	-	-	-	-	-	-	171.4	110.5	-	-
Westside Purple Line Extension Section 1	508.1	218.6	80.0	114.9	84.9	16.3	(6.6)	-	-	-	-	-
Westside Purple Line Extension Section 2	605.0	142.3	205.2	262.9	190.3	33.2	6.3	(35.6)	(100.0)	(99.7)	-	-
Westside Purple Line Extension Section 3 - W	768.2	150.1	109.0	-	-	141.6	179.3	175.3	13.0	-	-	-
Debt Service	5,782.9	222.0	219.7	234.2	252.9	266.4	286.8	326.9	425.1	454.8	488.2	2,605.9
<b>Proposition A</b>												
Agency Wide - Administration	880.3	65.7	44.8	46.1	48.1	50.1	52.2	54.6	56.8	58.8	61.0	342.0
Agency Wide - Capital	10.8	10.8	-	-	-	-	-	-	-	-	-	-
Bus Capital - Metro SGR Buses and Bus Facilities	35.9	-	3.7	3.7	3.6	3.6	3.6	3.6	3.6	1.5	1.5	7.5
Bus Operations - Metro Operations	3,956.3	182.3	197.3	203.7	212.5	223.8	223.9	247.2	261.2	274.6	286.7	1,643.1
Crenshaw Northern Extension - CC/W	0.0	0.0	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Locally Funded Activities Project	15.0	-	15.0	-	-	-	-	-	-	-	-	-
Division 20	47.6	47.6	-	-	-	-	-	-	-	-	-	-
East SF Valley Transit Corridor Project - SF	61.7	-	-	-	-	-	1.3	30.0	30.4	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	344.1	-	-	-	-	30.2	-	-	-	-	-	313.9
Growth Above CPI	80.0	19.2	-	-	2.6	2.5	3.7	5.2	4.4	4.7	5.3	32.3
Heavy Rail Vehicles	511.3	10.3	62.1	24.1	105.3	104.8	61.9	74.8	67.9	-	-	-
Incentive Program (Seniors & Disabled)	326.1	16.6	17.0	17.5	18.3	19.0	19.8	20.7	21.6	22.4	23.2	130.0

**Table 5**  
**Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Light Rail Vehicles	130.9	1.0	49.2	9.7	-	42.2	28.8	-	-	-	-	-
Municipal and Non-Metro Operators	2,148.5	121.1	124.2	127.4	130.7	133.9	136.9	139.9	142.9	145.9	149.1	796.4
Rail Operations - Metro Operations	3,243.8	133.5	93.5	113.7	136.3	184.1	179.0	181.6	226.6	214.8	244.1	1,536.8
Rail System Improvements, Yards, Cars - Future	17.4	2.0	4.4	4.9	1.0	3.5	1.6	-	-	-	-	-
Red-Purple Line System Improvements	146.6	-	-	-	-	10.0	13.1	35.4	32.9	11.8	-	43.3
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	366.6	-	20.2	37.0	47.4	6.0	6.0	-	-	-	-	250.1
SGR-Blue Line Signal System Improvements	46.3	15.7	30.6	-	-	-	-	-	-	-	-	-
SGR-Heavy Rail Vehicle Midlife	20.7	1.4	11.0	8.2	-	-	-	-	-	-	-	-
SGR-Light Rail Vehicle Midlife	15.8	-	-	-	5.8	-	10.0	-	-	-	-	-
SGR-Rail (Future Projects)	0.0	-	-	-	-	-	-	-	-	-	-	0.0
Southwestern Light Rail Yard (not in project budgets)	3.0	3.0	-	-	-	-	-	-	-	-	-	-
Street Car and Circulator Projects	2.6	-	-	-	2.6	-	-	-	-	-	-	-
Transit Program	43.8	-	-	-	-	-	-	-	-	-	19.9	23.9
Wayfinding Signage Grant Program	0.0	0.0	-	-	-	-	-	-	-	-	-	-
Debt Service	1,922.1	165.6	166.9	145.3	148.4	116.3	124.6	118.2	123.2	116.6	107.4	589.7
<b>Proposition C</b>												
Agency Wide - Administration	549.7	52.2	27.3	28.0	28.9	29.8	30.7	31.7	32.6	33.5	34.5	220.5
Agency Wide - Capital	333.3	89.7	-	-	3.5	2.5	2.5	22.5	22.5	22.5	22.5	145.0
Anticipated Savings-Prop C Admin	(13.9)	-	(13.9)	-	-	-	-	-	-	-	-	-
ATP Policy (450006)	0.2	0.2	-	-	-	-	-	-	-	-	-	-
Blue Line Pedestrian Active Grade Crossing	1.2	0.1	1.1	-	-	-	-	-	-	-	-	-
Blue Line Track and System Refurbishment	80.3	22.9	22.0	35.4	-	-	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	1,363.0	182.4	111.7	29.4	46.2	0.7	39.9	40.3	73.0	73.9	200.7	565.0
Bus Capital - Metro Patsaouras Plaza Improvements	17.3	14.7	2.6	-	-	-	-	-	-	-	-	-
Bus Capital - Metro SGR Buses and Bus Facilities	199.5	24.0	-	-	-	-	-	-	-	-	-	175.5
Bus Operations - ADA-Paratransit	1,625.9	97.4	94.9	97.5	99.9	102.3	104.4	106.4	108.3	110.2	112.2	592.5
Bus Operations - Metro Operations	1,879.7	126.4	163.8	132.1	121.3	176.4	125.2	149.3	117.5	95.7	141.3	530.8
Business Interruption Fund Program	26.7	3.0	6.2	2.5	9.0	6.0	-	-	-	-	-	-
Countywide BRT Projects Ph 1 (All Subregions)	3.1	-	2.0	1.1	-	-	-	-	-	-	-	-
Crenshaw Northern Extension - CC/W	0.0	0.0	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Locally Funded Activities Project	37.0	-	37.0	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	100.6	116.4	(0.9)	(15.0)	-	-	-	-	-	-	-	-
Crenshaw-LAX Track Enhancement Project - SC	6.2	-	-	6.2	-	-	-	-	-	-	-	-
Earmark Exchange Program for Cities	50.3	5.5	10.0	10.0	12.5	5.0	7.3	-	-	-	-	-
East SF Valley Transit Corridor Project - SF	169.8	-	-	-	-	-	-	82.9	87.0	-	-	-
Exposition LRT - Phase II	3.0	3.0	-	-	-	-	-	-	-	-	-	-
Freeway Service Patrol	396.2	22.3	22.9	23.5	24.1	24.7	25.2	25.8	26.4	26.9	27.5	146.8
Gold Line Eastside Extension (One Alignment) - GC/SG	107.2	-	-	-	-	-	-	-	-	-	-	107.2
High Desert Multi-Purpose Corridor (HDMC) - NC	128.6	-	-	-	-	-	-	-	-	-	-	128.6
I-210 Barrier Replacement Project	7.9	7.9	-	-	-	-	-	-	-	-	-	-
I-405 Carpool Lanes - I-10 to US-101	0.1	0.1	-	-	-	-	-	-	-	-	-	-
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	16.5	-	6.6	6.2	1.6	2.1	-	-	-	-	-	-
I-5 South Carpool and Mixed Flow Lanes I-605 to OCL	112.8	-	70.1	26.0	15.5	0.8	0.4	-	-	-	-	-
I-710 South Corridor Project (Ph 1) - GC	34.7	-	-	-	5.0	7.5	22.1	-	-	-	-	-
I-710 South Corridor Project (Ph 2) - GC	192.5	-	-	-	-	-	-	-	-	-	-	192.5
Light Rail Vehicles	28.7	13.7	10.0	5.0	-	-	-	-	-	-	-	-

**Table 5  
Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Metro Bike Share	51.4	5.0	3.4	3.1	3.2	3.3	3.4	3.5	3.5	3.6	3.7	15.7
Metro Call for Projects	259.1	44.6	1.1	15.4	9.2	-	53.9	51.3	36.3	30.3	11.9	5.1
Metrolink - Operations	1,341.8	72.6	76.7	79.3	81.9	83.9	85.8	87.7	89.6	91.5	93.5	499.3
Metrolink - Rehab	275.3	-	-	-	-	8.5	10.8	13.7	20.6	22.7	25.1	174.0
Municipal and Non-Metro Operators	1,000.2	68.0	55.0	56.5	58.3	60.0	61.7	63.5	65.3	67.1	69.0	375.7
North San Fernando Valley Bus Rapid Transit Improvements	25.9	-	-	1.6	6.5	11.0	6.7	-	-	-	-	-
Open Street Grant Program	3.4	3.4	-	-	-	-	-	-	-	-	-	-
Rail Operations - Metro Operations	780.9	-	30.7	39.4	21.5	11.5	26.3	34.1	71.4	113.9	34.0	398.1
Rail System Improvements, Yards, Cars - Future	2.1	2.1	-	-	-	-	-	-	-	-	-	-
Rail to Rail/River Active Transportation Corridor	19.2	-	19.2	-	-	-	-	-	-	-	-	-
Rapid Bus Phase II Subsidy Projects	0.4	0.4	-	-	-	-	-	-	-	-	-	-
Regional Admin (Highway Planning 405522)	79.2	4.9	4.5	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.5	29.2
Regional Admin (Mobility - Air Quality 405544)	12.3	0.7	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.9	4.6
Retrofit Soundwalls Phase 1	7.7	-	7.7	-	-	-	-	-	-	-	-	-
Revenue Delta	40.0	-	-	-	-	10.0	10.0	10.0	10.0	10.0	-	-
Rideshare-Vanpools	185.5	11.4	10.7	10.9	11.2	11.5	11.8	12.0	12.3	12.5	12.8	68.4
RIITS-Regional Integration of ITS (405526)	33.5	4.9	1.7	1.8	1.8	1.9	1.9	2.0	2.0	2.1	2.1	11.3
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	66.3	-	-	-	14.7	13.9	37.8	-	-	-	-	-
SGR-Heavy and Light Rail Needs (TAM Database)	324.2	-	-	-	-	-	-	-	-	-	-	324.2
South Bay Highway Operational Improvements	216.4	-	0.9	5.3	5.5	8.3	8.4	8.6	9.1	20.3	19.7	130.3
South Bay Ramp and Interchange	135.4	-	-	30.0	-	-	27.3	10.8	7.9	-	-	59.4
SR-14 Carpool Lane Ave P-8 to Ave L	120.0	-	-	-	-	-	-	-	-	-	-	120.0
Taylor Yard Pedestrian Bridge	21.7	0.7	6.3	8.4	6.3	-	-	-	-	-	-	-
Transit Program	43.5	-	-	-	-	5.8	6.0	6.1	6.3	19.3	-	-
Union Stn Cesar Chavez Bus	0.5	0.5	-	-	-	-	-	-	-	-	-	-
Vermont Transit Corridor - CC	159.0	-	-	3.9	9.0	6.3	23.5	10.2	103.8	2.3	-	-
Wayfinding Signage Grant Program	0.1	0.1	-	-	-	-	-	-	-	-	-	-
West Santa Ana Transit Corridor LRT FY41	471.8	-	-	-	-	-	-	-	-	-	132.8	339.0
Debt Service	3,276.8	190.1	197.1	210.2	223.0	196.0	210.6	204.9	207.5	220.7	213.0	1,203.7
<b>Transportation Development Act (TDA)</b>												
Agency Wide - Administration	195.0	20.0	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	12.5	62.5
Agency Wide - Capital	233.3	23.3	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	165.0
Bus Capital - Metro Bus Fleet Replacement	259.2	30.0	-	19.1	13.4	-	-	46.7	50.0	50.0	50.0	-
Bus Capital - Metro El Monte Transit Center Improvements	0.2	0.2	-	-	-	-	-	-	-	-	-	-
Bus Capital - Metro SGR Buses and Bus Facilities	50.8	8.6	21.2	9.3	-	-	11.7	-	-	-	-	-
Bus Capital - Municipal and Non-Metro Operators	393.5	-	23.5	24.1	24.8	25.8	26.8	27.4	28.0	28.6	29.2	155.4
Bus Operations - Metro Operations	4,937.9	212.2	276.7	296.3	303.9	241.1	314.2	293.9	320.3	341.6	356.6	1,981.1
Crenshaw Northern Extension - CC/W	0.0	0.0	-	-	-	-	-	-	-	-	-	-
Division 20	2.4	-	-	-	-	2.4	-	-	-	-	-	-
Green Line Train Control Track Circuits	25.8	1.6	9.8	8.2	6.2	-	-	-	-	-	-	-
Municipal and Non-Metro Operators	943.9	64.2	41.8	43.3	46.4	49.3	52.7	56.7	60.4	63.7	67.3	398.2
Municipal Operators Expansion	666.2	37.8	38.9	39.9	40.8	41.6	42.3	43.2	44.2	45.1	46.1	246.4
Rail System Improvements, Yards, Cars - Future	11.9	1.5	1.5	1.5	1.5	1.5	4.4	-	-	-	-	-
Regional Connector Concurrent non-FFGA Activities	6.2	-	4.6	1.5	-	-	-	-	-	-	-	-
SGR-Heavy Rail Vehicle Midlife	4.3	4.3	-	-	-	-	-	-	-	-	-	-
SGR-Light Rail Vehicle Midlife	211.8	7.7	30.2	7.4	20.4	56.1	36.6	22.0	7.5	-	-	24.0



**Table 5  
Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
SGR-Rail Facilities	0.0	0.0	-	-	-	-	-	-	-	-	-	-
Wayfinding Signage Grant Program	0.0	0.0	-	-	-	-	-	-	-	-	-	-
<b>State Transit Assistance (STA)</b>												
Bus Operations - Metro Operations	1,367.9	96.7	89.8	89.8	89.8	89.8	90.7	90.7	90.7	90.7	90.7	458.2
Fare Gates (210090)	2.4	2.4	-	-	-	-	-	-	-	-	-	-
Municipal and Non-Metro Operators	465.7	24.4	31.2	31.2	31.2	31.2	31.5	31.5	31.5	31.5	31.5	159.1
Rail Operations - Metro Operations	1,423.8	82.4	94.8	94.8	94.8	94.8	95.7	95.7	95.7	95.7	95.7	483.5
SGR-Rail Facilities	10.0	10.0	-	-	-	-	-	-	-	-	-	-
<b>Passenger Fare</b>												
Bus Operations - Metro Operations	4,294.2	204.3	215.4	227.5	239.4	251.9	264.5	277.5	283.1	297.2	308.2	1,725.2
Rail Operations - Metro Operations	2,280.5	80.2	87.7	91.3	98.5	115.5	122.9	134.5	147.9	166.6	169.9	1,065.4
<b>ExpressLanes Tolls</b>												
Agency Wide - Administration	4.6	4.6	-	-	-	-	-	-	-	-	-	-
ExpressLanes Improvements in Eligible Corridors	10.6	10.6	-	-	-	-	-	-	-	-	-	-
ExpressLanes Maintenance and Repair (I-105)	3.2	-	-	-	-	-	-	0.4	0.4	0.4	0.4	1.8
ExpressLanes Toll Collection Costs	935.6	59.9	60.5	61.1	61.7	62.3	63.0	63.0	63.0	63.0	63.0	315.0
Municipal and Non-Metro Operators	111.1	6.9	7.0	7.0	7.1	7.2	7.3	7.3	7.4	7.5	7.5	38.9
Sepulveda Pass Transit Corridor (Ph 1) - SF/W	50.5	-	-	-	-	-	-	50.5	-	-	-	-
<b>Advertising</b>												
Bus Operations - Metro Operations	378.7	23.6	23.3	23.3	22.5	23.1	23.7	24.3	24.9	25.4	26.0	138.8
Rail Operations - Metro Operations	75.9	2.1	3.0	3.6	5.2	5.2	5.3	5.3	5.4	5.5	5.6	29.8
<b>Other Revenue</b>												
Agency Wide - Administration	455.3	57.9	16.7	26.2	19.7	27.3	27.9	28.5	29.1	29.7	30.3	161.9
Agency Wide - Capital	28.0	13.7	2.9	2.1	1.2	0.7	0.7	0.7	0.7	0.7	0.7	3.7
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	17.4	-	-	-	17.4	-	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	20.8	20.8	-	-	-	-	-	-	-	-	-	-
Bus Capital - Metro SGR Buses and Bus Facilities	0.5	0.5	-	-	-	-	-	-	-	-	-	-
Bus Operations - Metro Operations	77.2	16.1	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	4.4	21.9
Business Interruption Fund Program	1.0	1.0	-	-	-	-	-	-	-	-	-	-
Call Box Programs	1.5	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.5
Call for Projects Fund Swap Reserve	11.9	-	-	-	-	11.9	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	66.2	11.2	10.0	30.0	-	3.0	3.0	3.0	3.0	3.0	-	-
East SF Valley Transit Corridor Project - SF	46.4	-	-	(0.6)	-	47.0	-	-	-	-	-	-
Freeway Service Patrol	7.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	2.5
Gold Line Eastside Extension (One Alignment) - GC/SG	142.4	9.2	-	-	-	-	-	-	-	-	108.9	24.3
Gold Line Foothill Extension to Claremont (2B) - SG	42.2	-	7.0	7.0	7.0	7.0	7.0	7.2	-	-	-	-
Green Line Extension to Crenshaw Blvd in Torrance - SB	38.2	3.2	-	-	-	-	-	-	-	35.0	-	-
LA Union Station Forecourt & Esplanade Improvements	1.6	1.6	-	-	-	-	-	-	-	-	-	-
Light Rail Vehicles	0.0	0.0	-	-	-	-	-	-	-	-	-	-
Metro Bicycle & Pedestrian Programs	0.8	0.8	-	-	-	-	-	-	-	-	-	-
Metro Bike Share	229.9	11.8	13.1	13.1	13.5	13.9	14.3	14.8	15.2	15.7	16.1	88.3
Metro Call for Projects	66.5	-	1.0	4.1	4.1	43.3	14.1	-	-	-	-	-
Rail Operations - Metro Operations	175.5	-	14.1	12.4	12.4	12.4	12.4	12.4	12.4	12.4	12.4	62.1
Rail System Improvements, Yards, Cars - Future	3.6	3.6	-	-	-	-	-	-	-	-	-	-
Red-Purple Line System Improvements	99.6	-	-	-	45.2	-	-	-	-	-	-	54.4
Regional Connector	187.4	108.3	69.6	3.6	5.9	-	-	-	-	-	-	-

**Table 5  
Funding by Project - Local Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Regional Connector Concurrent non-FFGA Activities	5.7	4.0	0.6	0.7	0.5	-	-	-	-	-	-	-
Revenue Delta	4.2	-	-	-	-	-	4.2	-	-	-	-	-
Rosecrans-Marquardt grade separation	7.0	-	-	4.4	2.6	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	214.8	-	-	-	(0.0)	-	-	-	-	-	214.8	-
STPL Program	6.0	6.0	-	-	-	-	-	-	-	-	-	-
The SEED School of Los Angeles County	66.0	-	2.9	3.6	4.5	5.0	5.0	5.0	5.0	5.0	5.0	25.0
Transit Oriented Development Planning Grants	3.9	3.9	-	-	-	-	-	-	-	-	-	-
Vermont Transit Corridor - CC	17.4	-	-	-	-	-	-	17.4	-	-	-	-
West Santa Ana Transit Corridor LRT FY28	37.5	-	-	-	-	-	37.5	-	-	-	-	-
Westside Purple Line Extension Section 1	29.0	-	-	(19.7)	25.0	8.9	14.9	-	-	-	-	-
Westside Purple Line Extension Section 3 - W	96.4	-	-	-	-	96.4	-	-	-	-	-	-
<b>TOTAL FUNDING - LOCAL REVENUE</b>	<b>\$ 95,034.2</b>	<b>\$ 5,558.8</b>	<b>\$ 5,277.4</b>	<b>\$ 5,183.4</b>	<b>\$ 5,585.8</b>	<b>\$ 5,887.6</b>	<b>\$ 5,948.0</b>	<b>\$ 6,450.0</b>	<b>\$ 6,448.2</b>	<b>\$ 6,414.4</b>	<b>\$ 6,863.0</b>	<b>\$ 35,417.6</b>

**Table 6**  
**Grant Receipts by Project - State Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>Active Transportation Program</b>												
Active Transportation Projs - Local Agencies	726.1	-	54.6	48.8	48.7	28.0	49.3	30.4	58.3	58.3	58.3	291.5
Complete LA River Bikepath - SF	9.6	-	-	-	9.6	-	-	-	-	-	-	-
LA River Waterway & System Bikepath - CC	67.3	-	-	-	-	30.4	9.0	27.9	-	-	-	-
LA Union Station Forecourt & Esplanade Improvements	13.2	-	3.7	9.6	-	-	-	-	-	-	-	-
<b>Air Quality Vehicle Registration Fee (AB 2766) (MSRC)</b>												
Bus Capital - Metro Bus Fleet Replacement	9.5	-	1.5	-	-	-	2.0	-	2.0	-	-	4.0
<b>Environmental Enhancement and Mitigation (Revenue)</b>												
Environmental Enhancement & Mitigation Projects	10.5	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	3.5
<b>Interregional Improvement Program Funds (IIP)</b>												
Agency Wide - Administration	7.3	7.3	-	-	-	-	-	-	-	-	-	-
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	2.5	-	-	-	-	2.5	-	-	-	-	-	-
Link Union Station (formerly SCRIP)	60.8	-	-	60.8	-	-	-	-	-	-	-	-
MetroLink - Capital Projects	60.8	-	60.8	-	-	-	-	-	-	-	-	-
<b>Low Carbon Transit Operations Program (LCTOP)</b>												
Municipal and Non-Metro Operators	50.4	-	5.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	17.5
Rail Operations - Metro Operations	391.4	36.6	31.6	17.0	22.7	25.8	25.8	25.8	25.8	25.8	25.8	128.9
<b>Other State Revenue</b>												
Agency Wide - Capital	0.0	0.0	-	-	-	-	-	-	-	-	-	-
LA Union Station Forecourt & Esplanade Improvements	1.5	1.5	-	-	-	-	-	-	-	-	-	-
Link Union Station (formerly SCRIP)	8.9	3.1	0.8	-	-	-	-	5.0	-	-	-	-
Metro Bike Share	0.5	0.5	-	-	-	-	-	-	-	-	-	-
Rosecrans-Marquardt grade separation	50.4	-	28.0	19.6	2.8	-	-	-	-	-	-	-
<b>Prop 1B - CMIA</b>												
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	3.9	-	-	-	0.4	3.5	-	-	-	-	-	-
<b>Prop 1B - State-Local Partnership (SLPP)</b>												
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	1.0	-	-	-	-	1.0	-	-	-	-	-	-
<b>Prop 1B - Transit System Safety and Security</b>												
Agency Wide - Capital	5.2	5.2	-	-	-	-	-	-	-	-	-	-
<b>Regional Improvement Program Funds (RIP)</b>												
Agency Wide - Administration	69.3	2.3	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	25.0
Bus Capital - Metro Bus Fleet Replacement	50.7	-	37.6	4.7	-	-	8.3	-	-	-	-	-
Crenshaw/LAX Transit Corridor	10.3	10.3	-	-	-	-	-	-	-	-	-	-
East SF Valley Transit Corridor Project - SF	202.1	-	34.6	32.7	104.8	-	-	30.0	-	-	-	-
I-5 and I-405 Carpool Lane Connector	86.9	-	-	-	-	-	-	19.2	23.0	15.2	29.5	-
I-605 Corridor 'Hot Spot' Interchange Improvements	39.2	-	9.2	30.0	-	-	-	-	-	-	-	-
I-710 South Corridor Project (Ph 1) - GC	6.0	1.6	-	4.4	-	-	-	-	-	-	-	-
Light Rail Vehicles	49.2	3.5	45.7	-	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	299.5	-	-	-	-	-	-	-	-	-	-	299.5
South Bay Ramp and Interchange	76.5	-	-	-	12.0	-	-	-	-	7.4	25.6	31.5
SR-138 Widening (remaining 7 segments)	111.0	-	25.0	19.0	67.0	-	-	-	-	-	-	-
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	20.0	-	-	-	12.3	-	7.7	-	-	-	-	-
SR-710 North	150.2	-	-	-	-	-	-	24.9	30.6	10.7	22.9	61.1
Vermont Transit Corridor - CC	77.6	-	-	-	-	-	-	20.0	20.0	37.6	-	-
Westside Purple Line Extension Section 3 - W	31.8	-	-	-	-	-	-	31.8	-	-	-	-
<b>SAFE-Service Authority for Freeway Emergencies Vehicle Registration Revenue</b>												

**Table 6**  
**Grant Receipts by Project - State Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Call Box Programs	117.6	8.0	7.7	7.8	7.7	7.8	7.9	7.9	7.9	7.9	7.9	39.3
<b>SB1 - Freeway Service Patrol</b>												
Freeway Service Patrol	72.7	4.1	4.2	4.3	4.4	4.5	4.6	4.7	4.8	4.9	5.0	27.0
<b>SB1 - Local Partnership Program</b>												
Agency Wide - Capital	125.0	-	15.0	-	-	-	20.0	-	30.0	-	30.0	30.0
Bus Capital - Metro SGR Buses and Bus Facilities	187.2	7.5	53.3	42.0	8.2	-	46.0	22.3	8.0	-	-	-
Division 20	29.1	-	-	-	29.1	-	-	-	-	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	123.0	-	-	-	-	-	-	-	-	-	35.1	87.9
I-5 and I-405 Carpool Lane Connector	167.2	-	-	-	-	-	25.6	1.0	11.2	30.4	-	98.9
I-605 Corridor 'Hot Spot' Interchange Improvements	111.6	1.2	-	-	-	24.1	20.8	15.6	-	-	19.4	30.5
Orange Line BRT Improvements - SF	75.0	-	-	24.0	37.7	12.4	1.0	-	-	-	-	-
Retrofit Soundwalls Phase 1	37.6	-	2.0	5.9	6.7	23.0	-	-	-	-	-	-
SGR-Heavy and Light Rail Needs (TAM Database)	34.7	-	-	-	-	-	-	-	-	-	-	34.7
West Santa Ana Transit Corridor LRT FY28	17.6	3.4	14.1	-	-	-	-	-	-	-	-	-
Willowbrook-Rosa Parks Station	8.0	8.0	-	-	-	-	-	-	-	-	-	-
<b>SB1 - Solutions for Congested Corridors Program</b>												
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	150.0	34.2	5.3	95.6	4.9	9.9	-	-	-	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	366.9	-	-	-	-	-	-	-	-	-	-	366.9
I-105 Express Lane from I-405 to I-605 - SC	45.0	-	-	-	-	20.0	25.0	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	396.8	-	-	-	-	-	-	125.0	100.0	75.0	75.0	21.8
South Bay Ramp and Interchange	86.1	-	-	-	27.4	20.4	-	-	-	7.2	6.4	24.7
<b>SB1 - Trade Corridors Program</b>												
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	232.6	-	5.6	79.0	74.0	74.0	-	-	-	-	-	-
I-605 Corridor 'Hot Spot' Interchange Improvements	104.0	-	10.1	12.6	9.3	-	15.0	21.3	13.9	21.8	-	-
I-710 South Corridor Project (Ph 1) - GC	200.0	-	-	-	-	50.0	150.0	-	-	-	-	-
I-710 South Corridor Project (Ph 2) - GC	6.0	-	-	-	-	-	-	-	-	-	-	6.0
Rosecrans-Marquardt grade separation	9.0	-	9.0	-	-	-	-	-	-	-	-	-
SR-57 - SR-60 Interchange Improvements - SG	198.6	-	22.0	-	-	35.8	80.8	60.0	-	-	-	-
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	44.0	-	5.8	20.5	17.7	-	-	-	-	-	-	-
<b>STA--State Transit Assistance TIF</b>												
Agency Wide - Capital	0.2	0.2	-	-	-	-	-	-	-	-	-	-
Bus Capital - Municipal and Non-Metro Operators	69.2	5.8	3.8	3.9	4.0	4.2	4.3	4.4	4.5	4.6	4.7	25.0
Bus Operations - Metro Operations	170.1	12.5	10.5	10.6	10.8	10.9	11.0	11.1	11.2	11.3	11.4	58.8
Rail Operations - Metro Operations	265.5	13.2	14.6	15.1	15.5	16.4	16.9	17.5	17.9	18.3	18.8	101.2
<b>Traffic Congestion Relief Program Funds (TCRP)</b>												
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	3.1	-	3.1	-	-	-	-	-	-	-	-	-
<b>Transit and Intercity Rail Capital Program (TIRCP)</b>												
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	40.0	-	37.1	-	-	2.9	-	-	-	-	-	-
BRT Connector Orange-Red Line to Gold Line - AV/SF	50.0	-	-	-	25.0	25.0	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	23.7	-	-	23.7	-	-	-	-	-	-	-	-
Division 20	69.2	37.4	-	-	7.2	11.9	12.8	-	-	-	-	-
East SF Valley Transit Corridor Project - SF	205.0	-	-	-	-	51.3	51.3	51.3	51.3	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	738.1	-	-	-	-	-	-	-	-	-	-	738.1
Gold Line Foothill Extension to Claremont (2B) - SG	290.2	-	87.0	56.0	64.0	43.9	22.4	8.0	9.0	-	-	-
Green Line Extension to Crenshaw Blvd in Torrance - SB	231.3	-	-	-	-	-	5.0	65.6	120.7	40.0	-	-
Link Union Station (formerly SCRIP)	337.6	64.8	45.4	35.5	40.0	50.0	60.0	41.8	-	-	-	-

**Table 6**  
**Grant Receipts by Project - State Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Red-Purple Line System Improvements	250.0	-	-	-	-	25.0	50.0	75.0	75.0	25.0	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	450.0	-	-	-	-	-	-	-	150.0	150.0	150.0	-
SGR-Blue Line Signal System Improvements	20.0	20.0	-	-	-	-	-	-	-	-	-	-
Vermont Transit Corridor - CC	190.0	-	-	5.0	-	-	45.0	70.0	70.0	-	-	-
West Santa Ana Transit Corridor LRT FY28	300.0	-	-	-	-	50.0	90.0	80.0	80.0	-	-	-
West Santa Ana Transit Corridor LRT FY41	90.0	-	-	-	-	-	-	-	-	-	-	90.0
<b>TOTAL GRANT RECEIPTS - STATE REVENUE</b>	<b>\$ 9,499.7</b>	<b>\$ 293.0</b>	<b>\$ 698.6</b>	<b>\$ 696.3</b>	<b>\$ 682.3</b>	<b>\$ 673.4</b>	<b>\$ 876.6</b>	<b>\$ 906.7</b>	<b>\$ 934.1</b>	<b>\$ 560.5</b>	<b>\$ 534.9</b>	<b>\$ 2,643.2</b>

**Table 7**  
**Grant Receipts by Project - Federal Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>Capital Grant Receipt Revenue Bonds</b>												
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	667.6	-	-	-	-	215.9	427.2	24.6	-	-	-	-
Westside Purple Line Extension Section 1	523.7	-	323.1	200.6	-	-	-	-	-	-	-	-
Westside Purple Line Extension Section 3 - W	535.4	-	144.5	224.4	166.6	-	-	-	-	-	-	-
<b>Congestion Mitigation &amp; Air Quality Program (CMAQ)</b>												
Agency Wide - Administration	6.1	6.1	-	-	-	-	-	-	-	-	-	-
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	3.6	-	2.6	-	0.3	0.7	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	327.0	-	125.5	-	-	-	30.0	-	50.0	44.5	17.4	59.6
Crenshaw/LAX Transit Corridor	50.0	50.0	-	-	-	-	-	-	-	-	-	-
Division 20	9.9	-	-	-	1.2	8.7	-	-	-	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	5.5	-	5.5	-	-	-	-	-	-	-	-	-
I-105 Express Lane from I-405 to I-605 - SC	3.9	-	3.9	-	-	-	-	-	-	-	-	-
I-5 and I-405 Carpool Lane Connector	75.9	-	-	-	-	-	20.0	20.0	20.0	-	-	15.9
Light Rail Vehicles	24.0	24.0	-	-	-	-	-	-	-	-	-	-
Metro Call for Projects	150.7	-	26.6	25.0	41.5	26.3	31.4	-	-	-	-	-
Rail Operations - Metro Operations	625.2	-	31.1	32.9	43.2	52.2	52.0	64.4	43.1	79.5	69.2	157.6
Rapid Bus Phase II Subsidy Projects	0.3	0.3	-	-	-	-	-	-	-	-	-	-
Red-Purple Line System Improvements	70.0	-	-	-	-	-	-	-	-	-	-	70.0
Regional Connector	182.7	-	83.0	70.1	29.5	-	-	-	-	-	-	-
Revenue Delta	40.0	-	-	-	-	-	10.0	10.0	10.0	10.0	-	-
South Bay Ramp and Interchange	33.2	-	-	-	-	-	-	-	-	-	-	33.2
SR-710 North	50.9	-	-	-	22.4	28.5	-	-	-	-	-	-
Transit Program	85.0	-	-	-	-	-	-	-	-	-	-	85.0
Vermont Transit Corridor - CC	20.0	-	-	-	-	20.0	-	-	-	-	-	-
Westside Purple Line Extension Section 2	125.0	70.0	48.2	6.8	-	-	-	-	-	-	-	-
Westside Purple Line Extension Section 3 - W	45.0	-	-	-	-	-	5.1	25.0	14.9	-	-	-
<b>FASTLANE/INFRA Grants</b>												
I-105 Express Lane from I-405 to I-605 - SC	35.0	-	-	-	-	15.0	20.0	-	-	-	-	-
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	47.0	-	47.0	-	-	-	-	-	-	-	-	-
<b>FHWA ATCMDT Grant</b>												
I-710 South Corridor Project (Ph 1) - GC	2.3	1.0	0.9	0.4	-	-	-	-	-	-	-	-
<b>Homeland Security Grants</b>												
Agency Wide - Capital	28.0	-	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	10.0
<b>Other Federal Funds</b>												
Agency Wide - Administration	8.7	8.7	-	-	-	-	-	-	-	-	-	-
Eastside Light Rail Access (pedestrian)	6.3	6.3	-	-	-	-	-	-	-	-	-	-
I-710 South Corridor Project (Ph 1) - GC	1.0	1.0	-	-	-	-	-	-	-	-	-	-
Rail System Improvements, Yards, Cars - Future	0.5	0.5	-	-	-	-	-	-	-	-	-	-
West Santa Ana Transit Corridor LRT FY28	1.4	1.4	-	-	-	-	-	-	-	-	-	-
<b>Section 5307 Urbanized Formula</b>												
Agency Wide - Administration	0.8	0.8	-	-	-	-	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	553.2	-	58.8	-	-	-	21.7	50.0	50.1	61.5	30.7	280.4
Bus Capital - Municipal and Non-Metro Operators	1,611.5	100.1	101.1	102.1	103.1	104.2	105.2	106.3	107.3	108.4	109.5	564.1
Bus Operations - Metro Operations	1,793.0	145.0	88.5	148.7	150.2	151.7	131.5	104.8	106.2	96.4	128.7	541.1
<b>Section 5309 New Starts</b>												
Rapid Bus Phase II Subsidy Projects	0.9	0.9	-	-	-	-	-	-	-	-	-	-

**Table 7**  
**Grant Receipts by Project - Federal Revenue**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Regional Connector	275.6	100.0	100.0	75.6	-	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	600.0	-	-	-	-	-	-	-	-	-	100.0	500.0
West Santa Ana Transit Corridor LRT FY41	300.0	-	-	-	-	-	-	-	-	-	-	300.0
Westside Purple Line Extension Section 1	685.0	100.0	100.0	100.0	100.0	100.0	100.0	85.0	-	-	-	-
Westside Purple Line Extension Section 2	899.7	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.7	-	-
Westside Purple Line Extension Section 3 - W	1,200.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	200.0
<b>Section 5337 State of Good Repair - Fixed Guideway</b>												
Rail Operations - Metro Operations	1,518.3	99.8	94.9	95.8	96.8	97.8	98.7	99.7	100.7	101.7	102.8	529.4
SGR-Heavy Rail Vehicle Midlife	13.9	10.0	3.9	-	-	-	-	-	-	-	-	-
SGR-Light Rail Vehicle Midlife	19.2	19.2	-	-	-	-	-	-	-	-	-	-
<b>Section 5337 State of Good Repair -High Intensity Motorbus</b>												
Bus Capital - Metro SGR Buses and Bus Facilities	89.3	-	5.9	6.0	-	6.1	12.2	6.2	6.3	-	6.4	40.1
<b>Section 5339 Bus and Bus Facilities</b>												
Agency Wide - Administration	2.2	2.2	-	-	-	-	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	7.2	-	7.2	-	-	-	-	-	-	-	-	-
Bus Capital - Metro SGR Buses and Bus Facilities	155.4	20.9	23.1	23.3	-	8.8	24.0	24.3	24.5	-	6.4	-
Bus Capital - Metro SGR Needs (TAM Database)	238.8	-	-	-	27.8	13.1	-	-	-	29.2	16.7	152.0
<b>Section 5340 Growing States - High Density Formula</b>												
Rail Operations - Metro Operations	145.5	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	50.9
<b>Surface Transportation Block Grant Program (STBGP) formerly RSTP</b>												
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	2.4	-	2.4	-	-	-	-	-	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	25.0	-	25.0	-	-	-	-	-	-	-	-	-
Bus Operations - ADA-Paratransit	1,256.5	71.0	73.0	74.8	76.5	78.2	79.8	81.5	83.3	85.1	87.1	466.3
Gold Line Eastside Extension (One Alignment) - GC/SG	34.9	-	-	11.4	23.5	-	-	-	-	-	-	-
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC	21.1	-	-	-	-	-	-	-	-	19.4	1.7	-
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	9.8	-	-	-	-	-	-	9.8	-	-	-	-
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	12.6	-	-	-	12.6	-	-	-	-	-	-	-
Metro Call for Projects	52.5	-	18.2	8.6	8.6	8.6	8.6	-	-	-	-	-
Red-Purple Line System Improvements	10.0	-	-	-	-	10.0	-	-	-	-	-	-
SGR-Light Rail Vehicle Midlife	49.1	-	-	-	-	-	-	-	-	-	-	49.1
South Bay Ramp and Interchange	46.0	-	-	-	-	10.0	-	-	-	-	-	36.0
SR-138 Widening (remaining 7 segments)	19.8	-	19.8	-	-	-	-	-	-	-	-	-
SR-57 - SR-60 Interchange Improvements - SG	18.0	-	11.1	6.6	0.3	-	-	-	-	-	-	-
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	41.5	-	6.2	10.4	20.0	-	4.9	-	-	-	-	-
SR-710 North	101.4	-	10.7	10.7	2.0	2.0	30.6	2.6	-	-	-	42.8
STPL Program	443.8	-	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	158.5
Vermont Transit Corridor - CC	35.0	-	-	-	-	-	-	-	-	35.0	-	-
Westside Purple Line Extension Section 3 - W	93.0	-	-	-	-	-	93.0	-	-	-	-	-
<b>TIGER Grants</b>												
Rail to Rail/River Active Transportation Corridor	15.0	-	15.0	-	-	-	-	-	-	-	-	-
Rosecrans-Marquardt grade separation	15.0	-	5.0	10.0	-	-	-	-	-	-	-	-
Willowbrook-Rosa Parks Station	4.1	4.1	-	-	-	-	-	-	-	-	-	-
<b>TOTAL GRANT RECEIPTS - FEDERAL REVENUE</b>	<b>\$ 16,206.7</b>	<b>\$ 1,052.4</b>	<b>\$ 1,854.4</b>	<b>\$ 1,487.2</b>	<b>\$ 1,169.0</b>	<b>\$ 1,200.9</b>	<b>\$ 1,549.3</b>	<b>\$ 957.4</b>	<b>\$ 859.9</b>	<b>\$ 913.9</b>	<b>\$ 820.3</b>	<b>\$ 4,342.0</b>

<b>Table 8</b>												
<b>Enterprise Fund</b>												
<b>Bus &amp; Rail Operations</b>												
<b>(\$ in millions)</b>	<b>TOTAL (FY20-FY34)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>BEYOND (FY30-FY34)</b>
<b>BUS OPERATIONS RESOURCES</b>												
Federal Revenue	1,793.0	145.0	88.5	148.7	150.2	151.7	131.5	104.8	106.2	96.4	128.7	541.1
Local Revenue	20,038.4	1,014.4	1,142.4	1,156.7	1,184.8	1,213.3	1,260.8	1,315.2	1,342.9	1,382.5	1,407.2	7,618.2
State Revenue	1,538.0	109.2	100.4	100.5	100.6	100.7	101.7	101.8	101.9	102.0	102.2	517.0
<b>Subtotal-Bus Operations Resources</b>	<b>\$ 23,369.3</b>	<b>\$ 1,268.6</b>	<b>\$ 1,331.3</b>	<b>\$ 1,405.9</b>	<b>\$ 1,435.6</b>	<b>\$ 1,465.8</b>	<b>\$ 1,494.0</b>	<b>\$ 1,521.8</b>	<b>\$ 1,551.1</b>	<b>\$ 1,581.0</b>	<b>\$ 1,638.1</b>	<b>\$ 8,676.3</b>
<b>RAIL OPERATIONS RESOURCES</b>												
Federal Revenue	2,288.9	108.9	135.1	138.0	149.3	159.4	160.3	173.7	153.5	191.1	181.9	737.9
Local Revenue	8,739.6	301.7	317.3	351.3	368.7	427.5	448.8	475.4	575.6	629.0	658.5	4,185.8
State Revenue	2,080.7	132.2	141.0	126.9	133.0	136.9	138.4	139.0	139.4	139.8	140.3	713.6
<b>Subtotal-Rail Operations Resources</b>	<b>\$ 13,109.3</b>	<b>\$ 542.8</b>	<b>\$ 593.3</b>	<b>\$ 616.2</b>	<b>\$ 651.0</b>	<b>\$ 723.8</b>	<b>\$ 747.5</b>	<b>\$ 788.2</b>	<b>\$ 868.5</b>	<b>\$ 959.9</b>	<b>\$ 980.7</b>	<b>\$ 5,637.3</b>
<b>TOTAL TRANSIT OPERATIONS RESOURCES</b>	<b>\$ 36,478.6</b>	<b>\$ 1,811.4</b>	<b>\$ 1,924.6</b>	<b>\$ 2,022.1</b>	<b>\$ 2,086.6</b>	<b>\$ 2,189.6</b>	<b>\$ 2,241.5</b>	<b>\$ 2,309.9</b>	<b>\$ 2,419.6</b>	<b>\$ 2,540.8</b>	<b>\$ 2,618.8</b>	<b>\$ 14,313.6</b>
<b>TRANSIT OPERATIONS EXPENSES</b>												
Bus Operations	23,369.3	1,268.6	1,331.3	1,405.9	1,435.6	1,465.8	1,494.0	1,521.8	1,551.1	1,581.0	1,638.1	8,676.3
Rail Operations	13,109.3	542.8	593.3	616.2	651.0	723.8	747.5	788.2	868.5	959.9	980.7	5,637.3
<b>Subtotal-Transit Operations Expenses</b>	<b>\$ 36,478.6</b>	<b>\$ 1,811.4</b>	<b>\$ 1,924.6</b>	<b>\$ 2,022.1</b>	<b>\$ 2,086.6</b>	<b>\$ 2,189.6</b>	<b>\$ 2,241.5</b>	<b>\$ 2,309.9</b>	<b>\$ 2,419.6</b>	<b>\$ 2,540.8</b>	<b>\$ 2,618.8</b>	<b>\$ 14,313.6</b>
<b>TOTAL TRANSIT OPERATIONS EXPENSES</b>	<b>\$ 36,478.6</b>	<b>\$ 1,811.4</b>	<b>\$ 1,924.6</b>	<b>\$ 2,022.1</b>	<b>\$ 2,086.6</b>	<b>\$ 2,189.6</b>	<b>\$ 2,241.5</b>	<b>\$ 2,309.9</b>	<b>\$ 2,419.6</b>	<b>\$ 2,540.8</b>	<b>\$ 2,618.8</b>	<b>\$ 14,313.6</b>
<b>TRANSIT OPERATIONS (DEFICIT)/SURPLUS</b>	<b>\$ (0.0)</b>	<b>\$ (0.0)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>I-110/I-10 EXPRESSLANES TOLL REVENUES</b>												
Tolls & Related Fees	940.1	58.4	59.0	59.6	60.2	60.8	61.4	62.0	62.6	63.2	63.9	329.1
<b>Subtotal-I-110/I-10 ExpressLanes Toll Revenues</b>	<b>\$ 940.1</b>	<b>\$ 58.4</b>	<b>\$ 59.0</b>	<b>\$ 59.6</b>	<b>\$ 60.2</b>	<b>\$ 60.8</b>	<b>\$ 61.4</b>	<b>\$ 62.0</b>	<b>\$ 62.6</b>	<b>\$ 63.2</b>	<b>\$ 63.9</b>	<b>\$ 329.1</b>
<b>TRANSIT OTHER OPERATIONS EXPENSES</b>												
Bus Operations	111.1	6.9	7.0	7.0	7.1	7.2	7.3	7.3	7.4	7.5	7.5	38.9
ExpressLanes Operations	946.2	70.5	60.5	61.1	61.7	62.3	63.0	63.0	63.0	63.0	63.0	315.0
<b>Subtotal-Transit Other Operations Expenses</b>	<b>\$ 1,057.3</b>	<b>\$ 77.4</b>	<b>\$ 67.5</b>	<b>\$ 68.2</b>	<b>\$ 68.8</b>	<b>\$ 69.5</b>	<b>\$ 70.2</b>	<b>\$ 70.3</b>	<b>\$ 70.4</b>	<b>\$ 70.5</b>	<b>\$ 70.5</b>	<b>\$ 353.9</b>
ExpressLanes Beginning Balance		135.5	111.8	103.3	94.8	86.1	77.3	68.5	60.2	52.4	45.2	137.1
ExpressLanes Toll Revenues (Deficit)/Surplus		(23.7)	(8.5)	(8.6)	(8.7)	(8.8)	(8.8)	(8.3)	(7.8)	(7.2)	(6.7)	(24.8)
ExpressLanes Ending Balance		-	-	-	-	-	-	-	-	-	-	-



**Table 9  
15-Year Metro Capital Program Expenditures**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>AGENCY WIDE CAPITAL</b>												
Agency Wide - Capital	778.0	142.9	25.9	10.1	12.8	11.2	31.2	31.2	61.2	31.2	61.3	358.9
<b>Subtotal-Agency wide Capital</b>	<b>\$ 778.0</b>	<b>\$ 142.9</b>	<b>\$ 25.9</b>	<b>\$ 10.1</b>	<b>\$ 12.8</b>	<b>\$ 11.2</b>	<b>\$ 31.2</b>	<b>\$ 31.2</b>	<b>\$ 61.2</b>	<b>\$ 31.2</b>	<b>\$ 61.3</b>	<b>\$ 358.9</b>
<b>BUS CAPITAL</b>												
BRT Connector Orange-Red Line to Gold Line - AV/SF	312.2	3.2	-	-	29.4	90.8	124.7	64.2	-	-	-	-
Bus Capital - Metro Bus Fleet Replacement	2,686.1	239.8	396.0	88.3	59.6	0.7	101.9	137.0	225.1	229.8	298.8	909.1
Bus Capital - Metro El Monte Transit Center Improvements	0.2	0.2	-	-	-	-	-	-	-	-	-	-
Bus Capital - Metro Patsaouras Plaza Improvements	17.3	14.7	2.6	-	-	-	-	-	-	-	-	-
Bus Capital - Metro SGR Buses and Bus Facilities	718.7	61.5	107.3	84.3	11.8	18.6	97.6	56.4	42.4	1.5	14.3	223.0
Bus Capital - Metro SGR Needs (TAM Database)	238.8	-	-	-	27.8	13.1	-	-	-	29.2	16.7	152.0
Bus System Improvement Program	20.5	0.2	0.3	0.3	0.6	0.6	0.7	0.7	0.7	2.1	2.2	12.0
North San Fernando Valley Bus Rapid Transit Improvements	203.5	3.4	3.0	18.7	57.9	79.5	41.0	-	-	-	-	-
Orange Line BRT Improvements - SF	314.4	21.3	13.6	42.1	72.3	119.1	46.0	-	-	-	-	-
Union Stn Cesar Chavez Bus	0.5	0.5	-	-	-	-	-	-	-	-	-	-
Vermont Transit Corridor - CC	522.1	1.2	7.7	12.3	12.0	34.2	68.5	117.6	193.8	74.9	-	-
<b>Subtotal-Bus Capital</b>	<b>\$ 5,034.3</b>	<b>\$ 346.0</b>	<b>\$ 530.6</b>	<b>\$ 246.1</b>	<b>\$ 271.3</b>	<b>\$ 356.6</b>	<b>\$ 480.3</b>	<b>\$ 375.9</b>	<b>\$ 462.0</b>	<b>\$ 337.5</b>	<b>\$ 332.0</b>	<b>\$ 1,296.1</b>
<b>HIGHWAY CAPITAL</b>												
Active Transportation Projects	20.9	-	4.1	-	-	-	-	-	-	-	-	16.8
ATP Policy (450006)	0.2	0.2	-	-	-	-	-	-	-	-	-	-
Complete LA River Bikepath - SF	69.6	0.1	-	-	20.3	27.8	21.5	-	-	-	-	-
Environmental Enhancement & Mitigation Projects	10.5	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	3.5
ExpressLanes Maintenance and Repair (I-105)	3.2	-	-	-	-	-	-	0.4	0.4	0.4	0.4	1.8
High Desert Multi-Purpose Corridor (HDMC) - NC	381.0	1.5	0.5	0.5	0.2	0.2	0.2	0.2	0.2	-	-	377.4
Highway Efficiency, Noise Mitig. and Arterial Projects	1.1	-	1.0	0.2	-	-	-	-	-	-	-	-
I-105 Express Lane from I-405 to I-605 - SC	524.2	2.5	23.2	19.7	94.7	146.4	56.5	-	15.6	21.7	24.2	119.7
I-210 Barrier Replacement Project	7.9	7.9	-	-	-	-	-	-	-	-	-	-
I-405 Carpool Lanes - I-10 to US-101	0.1	0.1	-	-	-	-	-	-	-	-	-	-
I-5 - SR-14 Capacity Enhancement	1.3	1.3	-	-	-	-	-	-	-	-	-	-
I-5 - SR-14 Capacity Enhancement Subregional Repayment	83.8	0.2	2.3	12.2	28.9	21.4	7.7	11.0	-	-	-	-
I-5 and I-405 Carpool Lane Connector	330.0	-	-	-	-	-	45.6	40.2	54.2	45.6	29.5	114.8
I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC	322.7	-	-	-	-	-	-	-	-	19.4	19.4	283.9
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC	628.1	20.7	131.5	163.2	152.7	108.4	40.2	11.4	-	-	-	-
I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - Truck Lanes	4.8	-	1.4	1.9	1.4	-	-	-	-	-	-	-
I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB	94.9	18.6	27.6	18.0	14.6	10.5	5.3	0.2	-	-	-	-
I-5 North from SR-134-SR-170 Enhancements	10.8	3.3	2.2	3.0	2.0	0.3	-	-	-	-	-	-
I-5 South Carpool and Mixed Flow Lanes I-605 to OCL	156.5	25.6	74.7	31.9	20.6	2.1	1.0	0.4	0.2	0.1	-	-
I-5 South Corridor Improvements - I-605 to I-710 - GC	20.6	0.5	1.3	1.9	3.9	5.0	5.2	2.8	-	-	-	-
I-710 South Corridor Project (Ph 1) - GC	1,018.9	34.2	41.2	85.2	46.1	128.9	360.5	93.5	37.1	123.7	34.0	34.4
I-710 South Corridor Project (Ph 2) - GC	277.8	-	-	-	-	-	-	-	-	-	-	277.8
LA River Waterway & System Bikepath - CC	429.5	8.1	15.8	15.0	13.0	100.9	106.4	104.3	66.1	-	-	-
LA Union Station Forecourt & Esplanade Improvements	16.3	3.1	3.7	9.6	-	-	-	-	-	-	-	-
Los Angeles Safe Routes to School Initiative	30.7	-	-	-	-	-	-	-	-	-	-	30.7
Metro Bicycle & Pedestrian Programs	8.0	3.1	2.4	2.5	-	-	-	-	-	-	-	-
Metro Bike Share	284.8	20.4	16.5	16.2	16.7	17.2	17.7	18.2	18.8	19.3	19.9	103.9
Multimodal Connectivity Program	29.4	-	-	-	-	-	-	-	-	-	-	29.4
Rail to Rail/River Active Transportation Corridor	40.2	6.0	34.2	-	-	-	-	-	-	-	-	-

**Table 9**  
**15-Year Metro Capital Program Expenditures**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
Regional Admin (Highway Planning 405522)	79.2	4.9	4.5	4.7	4.8	4.9	5.0	5.1	5.2	5.3	5.5	29.2
Regional Admin (Mobility - Air Quality 405544)	12.3	0.7	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.9	4.6
Retrofit Soundwalls Phase 1	196.5	24.3	52.7	35.4	27.4	44.1	12.5	-	-	-	-	-
Rideshare-Vanpools	185.5	11.4	10.7	10.9	11.2	11.5	11.8	12.0	12.3	12.5	12.8	68.4
RIITS-Regional Integration of ITS (405526)	33.5	4.9	1.7	1.8	1.8	1.9	1.9	2.0	2.0	2.1	2.1	11.3
Rosecrans-Marquardt grade separation	99.8	18.4	42.0	34.0	5.4	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 1) - SF/W	310.5	-	-	-	-	100.5	103.5	106.6	-	-	-	-
SR-138 Capacity Enhancements	140.1	27.6	20.2	16.9	18.9	16.9	14.0	12.0	12.0	1.5	-	-
SR-138 Widening (remaining 7 segments)	130.7	-	44.7	19.0	67.0	-	-	-	-	-	-	-
SR-14 Carpool Lane Ave P-8 to Ave L	120.0	-	-	-	-	-	-	-	-	-	-	120.0
SR-57 - SR-60 Interchange Improvements - SG	417.3	23.4	39.8	8.1	25.3	90.1	115.9	88.5	26.2	-	-	-
SR-71 Gap-I-10 to Rio Rancho Rd. - SG	357.2	-	15.1	92.4	130.9	95.3	23.5	-	-	-	-	-
SR-710 North	1,035.1	0.8	58.2	89.2	124.3	150.7	135.6	124.4	106.7	57.5	58.8	129.0
<b>Subtotal-Highway Capital</b>	<b>\$ 7,925.3</b>	<b>\$ 274.3</b>	<b>\$ 674.6</b>	<b>\$ 694.8</b>	<b>\$ 833.7</b>	<b>\$ 1,086.5</b>	<b>\$ 1,093.0</b>	<b>\$ 634.7</b>	<b>\$ 358.5</b>	<b>\$ 310.6</b>	<b>\$ 208.1</b>	<b>\$ 1,756.4</b>
<b>RAIL CAPITAL</b>												
Airport Metro Connector 96th St. Station - Green Line Ext LAX - SC	515.2	68.8	84.9	100.5	181.1	80.0	-	-	-	-	-	-
Blue Line Pedestrian Active Grade Crossing	1.2	0.1	1.1	-	-	-	-	-	-	-	-	-
Blue Line Track and System Refurbishment	80.3	22.9	22.0	35.4	-	-	-	-	-	-	-	-
Brighton to Roxford Double Track	5.1	2.6	2.5	-	-	-	-	-	-	-	-	-
Business Interruption Fund Program	46.0	7.0	9.0	9.0	9.0	6.0	3.0	3.0	-	-	-	-
Crenshaw Northern Extension - CC/W	2.1	2.1	-	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Locally Funded Activities Project	52.0	-	52.0	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor	209.4	188.0	21.4	-	-	-	-	-	-	-	-	-
Crenshaw/LAX Transit Corridor Pre-revenue Service	31.2	31.2	-	-	-	-	-	-	-	-	-	-
Crenshaw-LAX Track Enhancement Project - SC	55.8	-	-	18.1	18.6	19.2	-	-	-	-	-	-
Division 20	247.0	85.0	-	-	37.5	40.1	41.5	42.9	-	-	-	-
East SF Valley Transit Corridor Project - SF	1,553.0	27.2	148.4	78.5	134.8	208.3	286.1	442.0	227.6	-	-	-
Eastside Light Rail Access (pedestrian)	9.0	9.0	-	-	-	-	-	-	-	-	-	-
Exposition LRT - Phase II	3.0	3.0	-	-	-	-	-	-	-	-	-	-
Fare Gates (210090)	2.4	2.4	-	-	-	-	-	-	-	-	-	-
Gold Line Eastside Extension (One Alignment) - GC/SG	3,759.5	9.2	5.5	11.4	23.5	30.2	34.3	48.1	59.5	74.9	180.2	3,282.7
Gold Line Foothill Extension to Azusa (2A)	2.5	2.5	-	-	-	-	-	-	-	-	-	-
Gold Line Foothill Extension to Claremont (2B) - SG	1,470.9	155.0	247.8	259.0	264.0	200.0	178.8	95.1	51.2	20.0	-	-
Green Line Extension to Crenshaw Blvd in Torrance - SB	1,158.6	3.2	2.5	4.3	7.9	10.8	12.1	66.6	180.0	273.8	431.1	166.5
Green Line Train Control Track Circuits	25.8	1.6	9.8	8.2	6.2	-	-	-	-	-	-	-
Heavy Rail Vehicles	546.3	10.3	62.1	24.1	115.3	104.8	61.9	74.8	92.9	-	-	-
Light Rail Vehicles	338.3	110.3	125.0	32.1	-	42.2	28.8	-	-	-	-	-
Link Union Station (formerly SCRIP)	424.0	71.3	46.2	96.3	40.0	50.0	60.0	60.1	-	-	-	-
Rail System Improvements, Yards, Cars - Future	81.4	14.1	5.9	6.4	2.5	5.0	8.6	2.6	2.7	3.5	5.0	25.0
Red-Purple Line System Improvements	631.2	-	-	-	45.2	72.2	66.4	129.1	107.9	36.8	-	173.6
Regional Connector	669.9	214.5	270.6	149.4	35.4	-	-	-	-	-	-	-
Regional Connector Concurrent non-FFGA Activities	23.6	15.7	5.2	2.2	0.5	-	-	-	-	-	-	-
Sepulveda Pass Transit Corridor (Ph 2) - SF/W	7,353.6	3.7	20.2	37.0	63.9	236.0	515.5	765.4	920.2	1,059.1	1,208.6	2,524.0
SGR-Blue Line Signal System Improvements	66.3	35.7	30.6	-	-	-	-	-	-	-	-	-
SGR-Heavy and Light Rail Needs (TAM Database)	687.6	-	-	-	-	20.0	20.7	21.6	22.4	23.2	44.1	535.6
SGR-Heavy Rail Vehicle Midlife	47.6	15.7	19.9	12.0	-	-	-	-	-	-	-	-

**Table 9**  
**15-Year Metro Capital Program Expenditures**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
SGR-Light Rail Vehicle Midlife	344.3	28.4	43.1	22.2	45.4	56.1	46.6	22.0	7.5	-	-	73.1
SGR-Rail (Future Projects)	0.0	-	-	-	-	-	-	-	-	-	-	0.0
SGR-Rail Facilities	10.7	10.7	-	-	-	-	-	-	-	-	-	-
Southwestern Light Rail Yard (not in project budgets)	3.0	3.0	-	-	-	-	-	-	-	-	-	-
Transfer of Funds to Rail Capital	287.0	-	-	-	-	-	-	-	-	-	-	287.0
Transit Oriented Development Planning Grants	3.9	3.9	-	-	-	-	-	-	-	-	-	-
West Santa Ana Transit Corridor LRT FY28	1,219.7	53.7	22.2	40.7	62.9	108.0	166.8	229.1	354.0	182.3	-	-
West Santa Ana Transit Corridor LRT FY41	861.8	-	-	-	-	-	-	-	-	-	132.8	729.0
Westside Purple Line Extension Section 1	1,745.8	318.6	503.1	395.8	209.9	125.1	108.3	85.0	-	-	-	-
Westside Purple Line Extension Section 2	1,629.7	312.3	353.4	369.7	290.3	133.2	106.3	64.4	-	-	-	-
Westside Purple Line Extension Section 3 - W	3,641.3	457.3	479.9	533.8	479.6	433.6	397.1	332.1	128.0	100.0	100.0	200.0
Willowbrook-Rosa Parks Station	12.1	12.1	-	-	-	-	-	-	-	-	-	-
<b>Subtotal-Rail Capital</b>	<b>\$ 29,859.0</b>	<b>\$ 2,311.9</b>	<b>\$ 2,594.3</b>	<b>\$ 2,246.0</b>	<b>\$ 2,073.6</b>	<b>\$ 1,980.6</b>	<b>\$ 2,142.8</b>	<b>\$ 2,483.9</b>	<b>\$ 2,153.8</b>	<b>\$ 1,773.6</b>	<b>\$ 2,101.9</b>	<b>\$ 7,996.7</b>
<b>REGIONAL RAIL CAPITAL</b>												
Metrolink - Capital Projects	516.3	41.1	60.8	-	28.4	29.6	30.9	19.0	33.6	34.8	36.1	202.1
Metrolink - Rehab	275.3	-	-	-	-	8.5	10.8	13.7	20.6	22.7	25.1	174.0
<b>Subtotal-Regional Rail Capital</b>	<b>\$ 791.6</b>	<b>\$ 41.1</b>	<b>\$ 60.8</b>	<b>\$ -</b>	<b>\$ 28.4</b>	<b>\$ 38.1</b>	<b>\$ 41.6</b>	<b>\$ 32.6</b>	<b>\$ 54.2</b>	<b>\$ 57.5</b>	<b>\$ 61.1</b>	<b>\$ 376.1</b>
<b>TOTAL</b>	<b>\$ 44,388.2</b>	<b>\$ 3,116.2</b>	<b>\$ 3,886.2</b>	<b>\$ 3,197.0</b>	<b>\$ 3,219.8</b>	<b>\$ 3,473.0</b>	<b>\$ 3,788.9</b>	<b>\$ 3,558.3</b>	<b>\$ 3,089.7</b>	<b>\$ 2,510.4</b>	<b>\$ 2,764.4</b>	<b>\$ 11,784.3</b>

**Table 10**  
**15-Year Metro Regional Subsidy Program**

(\$ in millions)	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>CALL FOR PROJECTS</b>												
Call for Projects Fund Swap Reserve	11.9	-	-	-	-	11.9	-	-	-	-	-	-
Metro Call for Projects	556.0	50.1	46.8	61.8	67.8	86.6	107.9	51.3	36.3	30.3	11.9	5.1
Revenue Delta	84.2	-	-	-	-	-	24.2	20.0	20.0	20.0	-	-
<b>Subtotal, Call for Projects</b>	<b>\$ 652.1</b>	<b>\$ 50.1</b>	<b>\$ 46.8</b>	<b>\$ 61.8</b>	<b>\$ 67.8</b>	<b>\$ 98.5</b>	<b>\$ 132.1</b>	<b>\$ 71.3</b>	<b>\$ 56.3</b>	<b>\$ 50.3</b>	<b>\$ 11.9</b>	<b>\$ 5.1</b>
<b>REGIONAL SUBSIDY PROGRAM - BUS CAPITAL</b>												
Bus Capital - Municipal and Non-Metro Operators	2,092.4	105.9	128.5	132.8	132.0	136.8	136.3	140.7	139.8	144.2	143.4	752.3
Countywide BRT Projects Ph 1 (All Subregions)	53.1	-	34.8	18.2	-	-	-	-	-	-	-	-
Countywide BRT Projects Ph 2 (All Subregions)	71.3	-	-	-	-	-	-	-	-	-	-	71.3
<b>Subtotal, Regional Subsidy Program - Bus Capital</b>	<b>\$ 2,216.8</b>	<b>\$ 105.9</b>	<b>\$ 163.3</b>	<b>\$ 151.0</b>	<b>\$ 132.0</b>	<b>\$ 136.8</b>	<b>\$ 136.3</b>	<b>\$ 140.7</b>	<b>\$ 139.8</b>	<b>\$ 144.2</b>	<b>\$ 143.4</b>	<b>\$ 823.6</b>
<b>REGIONAL SUBSIDY PROGRAM - HIGHWAY</b>												
Active Transportation 1st-Last Mile Connections Prog.	142.6	-	9.0	4.7	4.8	4.2	4.3	4.4	4.5	13.9	14.3	78.4
Active Transportation Program - Measure M project	105.0	-	4.5	6.5	3.0	3.1	3.2	3.2	3.3	10.2	10.5	57.5
Active Transportation Program (Including Greenway Proj.)	94.3	-	7.0	5.1	2.6	2.7	2.8	2.8	2.9	8.9	9.2	50.3
Active Transportation Projs - Local Agencies	726.1	-	54.6	48.8	48.7	28.0	49.3	30.4	58.3	58.3	58.3	291.5
Active Transportation, 1st-Last Mile, & Mobility Hubs	85.0	-	5.4	2.8	2.9	2.5	2.6	2.6	2.7	8.3	8.5	46.7
Active Transportation, Transit, and Tech. Program	30.5	7.8	5.1	4.2	2.4	2.5	2.5	2.6	2.7	0.7	-	-
Alameda Corridor East	163.0	39.4	40.2	30.1	30.0	23.3	-	-	-	-	-	-
Earmark Exchange Program for Cities	50.3	5.5	10.0	10.0	12.5	5.0	7.3	-	-	-	-	-
First-Last Mile and Complete Streets	89.5	-	9.4	9.6	2.2	2.3	2.4	2.4	2.5	7.7	7.9	43.1
Highway Demand Based Prog. (HOV Ext. & Connect.)	111.0	1.6	5.0	6.5	7.5	7.0	8.5	10.0	5.0	6.5	7.0	46.4
Highway Efficiency Program	188.4	1.6	5.0	5.8	4.0	6.5	12.5	9.5	3.5	3.5	3.5	133.0
Highway Operational Improvements in Arroyo Verdugo Subregion	138.4	13.7	10.0	11.0	11.0	12.0	12.0	15.0	15.0	16.0	16.0	6.7
Highway Operational Improvements in Las Virgenes-Malibu Subregion	62.2	15.2	8.5	8.5	7.2	8.0	7.0	7.9	-	-	-	-
I-605 Corridor 'Hot Spot' Interchange Improvements	1,299.4	42.4	38.7	117.2	136.0	105.9	99.1	164.5	249.2	128.7	19.4	198.2
Metro Active Transport, Transit 1st-Last Mile Program	350.2	-	14.5	14.7	15.0	15.3	15.5	10.5	10.8	33.1	34.1	186.6
Modal Connectivity and Complete Streets Projects	75.4	-	2.0	0.7	2.7	2.9	2.4	2.5	2.5	7.8	8.0	43.9
Open Street Grant Program	3.4	3.4	-	-	-	-	-	-	-	-	-	-
Rapid Bus Phase II Subsidy Projects	1.7	1.7	-	-	-	-	-	-	-	-	-	-
South Bay Highway Operational Improvements	371.8	-	1.5	6.5	10.0	12.0	12.5	15.0	20.0	25.0	25.0	244.3
South Bay Ramp and Interchange	775.6	20.5	31.5	30.0	39.4	31.6	27.3	35.9	34.6	52.6	72.5	399.7
STPL Program	449.8	6.0	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	31.7	158.5
Taylor Yard Pedestrian Bridge	21.7	0.7	6.3	8.4	6.3	-	-	-	-	-	-	-
Transportation System and Mobility Improve. Program	155.0	1.5	8.5	8.5	8.0	8.5	9.0	9.5	10.5	11.5	11.5	68.0
Transportation System and Mobility Improve. Program (a)	378.1	-	-	1.5	8.5	8.0	8.5	9.0	9.5	10.5	11.5	311.1
Wayfinding Signage Grant Program	0.2	0.2	-	-	-	-	-	-	-	-	-	-
<b>Subtotal, Regional Subsidy Program - Highway</b>	<b>\$ 5,868.4</b>	<b>\$ 161.1</b>	<b>\$ 308.6</b>	<b>\$ 372.7</b>	<b>\$ 396.5</b>	<b>\$ 322.8</b>	<b>\$ 320.3</b>	<b>\$ 369.5</b>	<b>\$ 469.1</b>	<b>\$ 434.9</b>	<b>\$ 349.0</b>	<b>\$ 2,363.7</b>
<b>REGIONAL SUBSIDY PROGRAM - TRANSIT</b>												
Street Car and Circulator Projects	35.9	-	14.7	15.3	5.9	-	-	-	-	-	-	-
Transit Program	228.7	-	9.8	2.5	6.7	13.9	7.0	7.2	7.4	22.7	23.4	128.0
Transit Projects	97.1	-	7.6	3.2	2.9	3.6	3.1	3.2	3.3	3.4	10.4	56.7
Visionary Project Seed Funding	12.5	-	-	2.5	-	-	2.5	-	-	2.5	-	5.0
<b>Subtotal, Regional Subsidy Program - Transit</b>	<b>\$ 374.2</b>	<b>\$ -</b>	<b>\$ 32.1</b>	<b>\$ 23.5</b>	<b>\$ 15.5</b>	<b>\$ 17.5</b>	<b>\$ 12.6</b>	<b>\$ 10.4</b>	<b>\$ 10.6</b>	<b>\$ 28.6</b>	<b>\$ 33.8</b>	<b>\$ 189.7</b>
<b>TOTAL</b>	<b>\$ 9,111.6</b>	<b>\$ 317.2</b>	<b>\$ 550.8</b>	<b>\$ 609.1</b>	<b>\$ 611.7</b>	<b>\$ 575.6</b>	<b>\$ 601.2</b>	<b>\$ 591.8</b>	<b>\$ 675.9</b>	<b>\$ 658.0</b>	<b>\$ 538.0</b>	<b>\$ 3,382.2</b>

**Table 11**  
**Fund Balances - Sales Tax**

	TOTAL (FY20-FY34)	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	BEYOND (FY30-FY34)
<b>REVENUES</b>												
Sales Tax	81,528.8	4,197.9	4,280.6	4,402.7	4,587.4	4,767.9	4,962.7	5,176.3	5,378.0	5,562.6	5,763.0	32,449.8
Proceeds from Financing	17,094.8	786.2	1,202.2	935.0	1,010.0	1,220.1	1,212.4	1,554.0	1,441.7	1,314.8	1,160.0	5,258.4
<b>Subtotal-Revenues</b>	<b>\$ 98,623.6</b>	<b>\$ 4,984.1</b>	<b>\$ 5,482.8</b>	<b>\$ 5,337.7</b>	<b>\$ 5,597.4</b>	<b>\$ 5,988.0</b>	<b>\$ 6,175.2</b>	<b>\$ 6,730.3</b>	<b>\$ 6,819.7</b>	<b>\$ 6,877.4</b>	<b>\$ 6,923.0</b>	<b>\$ 37,708.2</b>
<b>EXPENDITURES</b>												
Agency Wide	2,568.9	293.2	103.1	111.2	116.6	121.1	125.0	149.2	153.3	157.0	161.1	1,078.1
Capital Expenditures	38,970.8	2,546.1	2,552.0	2,411.5	2,603.5	2,698.4	2,722.8	3,056.3	2,798.1	2,529.7	2,538.2	12,514.1
Operating Expenditures	37,465.0	1,915.8	2,014.2	2,067.5	2,119.1	2,201.8	2,278.1	2,362.5	2,498.0	2,582.9	2,649.4	14,775.5
Debt Service	14,867.2	577.7	583.7	603.3	656.0	640.8	731.2	817.6	1,008.4	1,107.2	1,197.2	6,944.1
Metrolink	2,241.6	122.2	85.5	88.3	119.8	131.9	137.7	131.1	155.0	160.6	166.6	942.8
Other	2,940.2	165.4	136.0	154.4	163.8	170.3	178.6	187.9	194.6	201.7	209.7	1,177.7
<b>Subtotal-Expenditures</b>	<b>\$ 99,053.7</b>	<b>\$ 5,620.5</b>	<b>\$ 5,474.6</b>	<b>\$ 5,436.1</b>	<b>\$ 5,778.8</b>	<b>\$ 5,964.3</b>	<b>\$ 6,173.5</b>	<b>\$ 6,704.8</b>	<b>\$ 6,807.4</b>	<b>\$ 6,739.2</b>	<b>\$ 6,922.3</b>	<b>\$ 37,432.2</b>
Net Change in Fund Balance		(628.4)	8.2	(98.5)	(181.4)	23.7	1.7	41.1	42.0	170.4	33.7	455.2
Fund Balance - Beginning of Year		1,304.9	676.6	684.8	586.3	405.0	428.6	430.3	471.4	513.4	683.8	4,691.1
Fund Balance - End of Year		676.6	684.8	586.3	405.0	428.6	430.3	471.4	513.4	683.8	717.5	5,146.4

# Countywide Financial Forecasting Model

## Short Range Financial Forecast Project Profiles – 10 Largest Projects FY 2020 – FY 2034

November 2019

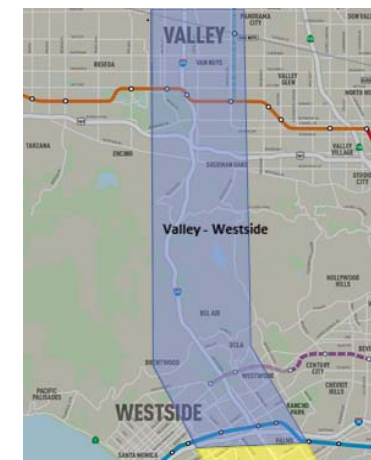
For Planning Purposes Only

Countywide Planning and Development  
Strategic Financial Planning and Programming

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

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Guideways etc	\$ 1,604.0	-					51.0	93.0	150.0	280.0	290.0	290.0	450.0
Stations	\$ 1,400.0	-					50.0	90.0	140.0	180.0	190.0	200.0	550.0
Systems	\$ 1,171.0	-					50.0	90.0	140.0	180.0	190.0	190.0	331.0
Right of Way	\$ 410.0	-							10.0	30.0	140.0	180.0	50.0
Vehicles	\$ 576.0	-								25.0	25.0	25.0	501.0
Professional Services	\$ 1,602.0	9.4	3.7	20.2	37.0	63.9	85.0	242.5	325.4	225.2	224.1	223.6	142.0
CGRRB Debt Service	\$ 600.0	-	-	-	-	-	-	-	-	-	-	100.0	500.0
<b>TOTAL USES</b>	<b>\$ 7,363.0</b>	<b>\$ 9.4</b>	<b>\$ 3.7</b>	<b>\$ 20.2</b>	<b>\$ 37.0</b>	<b>\$ 63.9</b>	<b>\$ 236.0</b>	<b>\$ 515.5</b>	<b>\$ 765.4</b>	<b>\$ 920.2</b>	<b>\$ 1,059.1</b>	<b>\$ 1,208.6</b>	<b>\$ 2,524.0</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Section 5309 New Starts	600.0	-	-	-	-	-	-	-	-	-	-	100.0	500.0
Capital Grant Receipt Revenue Bonds (CGRRB)	667.6	-	-	-	-	-	215.9	427.2	24.6	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 1,267.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 215.9</b>	<b>\$ 427.2</b>	<b>\$ 24.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 100.0</b>	<b>\$ 500.0</b>
<b>Local Revenue Subtotal</b>	<b>\$ 4,948.2</b>	<b>\$ 8.4</b>	<b>\$ 3.7</b>	<b>\$ 20.2</b>	<b>\$ 37.0</b>	<b>\$ 63.9</b>	<b>\$ 20.1</b>	<b>\$ 88.3</b>	<b>\$ 615.8</b>	<b>\$ 670.2</b>	<b>\$ 834.1</b>	<b>\$ 883.6</b>	<b>\$ 1,702.8</b>
<b>State Revenue</b>													
Transit and Intercity Rail Capital Program (TIRCP)	\$ 450.0	-	-	-	-	-	-	-	-	150.0	150.0	150.0	-
Regional Improvement Program Funds (RIP)	\$ 300.5	1.0	-	-	-	-	-	-	-	-	-	-	299.5
SB1 - Solutions for Congested Corridors Program	\$ 396.8	-	-	-	-	-	-	-	125.0	\$ 100.0	75.0	75.0	21.8
<b>State Revenue Subtotal</b>	<b>\$ 1,147.2</b>	<b>\$ 1.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 125.0</b>	<b>\$ 250.0</b>	<b>\$ 225.0</b>	<b>\$ 225.0</b>	<b>\$ 321.2</b>
<b>TOTAL SOURCES</b>	<b>\$ 7,363.0</b>	<b>\$ 9.4</b>	<b>\$ 3.7</b>	<b>\$ 20.2</b>	<b>\$ 37.0</b>	<b>\$ 63.9</b>	<b>\$ 236.0</b>	<b>\$ 515.5</b>	<b>\$ 765.4</b>	<b>\$ 920.2</b>	<b>\$ 1,059.1</b>	<b>\$ 1,208.6</b>	<b>\$ 2,524.0</b>

<b>Total Project Cost:</b>	\$5,674 million estimated cost in Measure M plus inflation. Life of Project budget pending.
<b>Description:</b>	Transit corridor will connect to existing and planned Metro bus and rail lines, including the Orange, Purple and Expo Lines. A feasibility study to identify rail alternatives is underway with work concluding Fall 2019.
<b>Funding Status:</b>	Total funding extends beyond this 15 year window due to payment schedule of planned new starts grant. Measure R funding of \$1,000 million beginning FY 30 for prior project "San Fernando Valley I-405 Corridor Connection." Allocated to Sepulveda Pass Ph 1, Ph 2, and Ph 3. Measure M funding of \$2,540 million plus inflation starting in FY24 (spending for preconstruction costs can commence sooner).
<b>Subregion:</b>	San Fernando Valley, Westside
<b>Metro Project Number:</b>	#460305



## Westside Purple Line Extension Section 3

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Guideway & Track Elements	\$ 490.7	26.5	46.4	81.5	102.7	103.1	82.6	48.0	-	-	-	-	
Stations, Stops, Terminals, Intermodal	\$ 625.0	-	48.5	86.8	114.5	123.9	114.5	88.4	48.5	-	-	-	
Sitework & Special Conditions	\$ 491.8	55.1	59.4	56.4	75.7	82.3	75.7	57.5	29.6	-	-	-	
Systems	\$ 130.8	0.1	0.2	0.2	0.2	0.2	2.9	58.9	67.7	0.6	-	-	
ROW, Land, Existing Improvements	\$ 466.9	100.1	209.6	95.5	61.7	-	-	-	-	-	-	-	
Vehicles	\$ 38.1	-	-	2.9	-	-	-	4.2	31.0	-	-	-	
Professional Services	\$ 504.5	77.7	77.8	67.5	72.7	72.7	52.3	41.2	27.6	15.1	-	-	
Unallocated Contingency	\$ 464.1	8.0	14.0	82.0	87.8	79.5	69.5	64.1	46.9	12.3	-	-	
<b>Project Costs Subtotal</b>	<b>\$ 3,211.9</b>	<b>267.4</b>	<b>455.8</b>	<b>472.9</b>	<b>515.2</b>	<b>461.6</b>	<b>397.5</b>	<b>362.2</b>	<b>251.4</b>	<b>28.0</b>	-	-	
Non-FFGA Activities	\$ 11.7	2.6	1.5	7.0	0.6	-	-	-	-	-	-	-	
Finance Charges	\$ -	-	-	-	-	-	-	-	-	-	-	-	
CGRRB Debt Service	\$ 687.8	-	-	-	18.0	18.0	36.1	34.9	80.7	100.0	100.0	100.0	200.0
<b>TOTAL USES</b>	<b>\$ 3,911.4</b>	<b>\$ 270.1</b>	<b>\$ 457.3</b>	<b>\$ 479.9</b>	<b>\$ 533.8</b>	<b>\$ 479.6</b>	<b>\$ 433.6</b>	<b>\$ 397.1</b>	<b>\$ 332.1</b>	<b>\$ 128.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 200.0</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Section 5309 New Starts	\$ 1,300.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	200.0
Capital Grant Receipt Revenue Bonds (CGRRB)	\$ 535.4	-	-	144.5	224.4	166.6	-	-	-	-	-	-	-
Surface Transportation Block Grant Program (STBGP)	\$ 93.0	-	-	-	-	-	-	93.0	-	-	-	-	-
Congestion Mitigation & Air Quality Program (CMAQ)	\$ 45.0	-	-	-	-	-	-	5.1	25.0	14.9	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 1,973.4</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 244.5</b>	<b>\$ 324.4</b>	<b>\$ 266.6</b>	<b>\$ 100.0</b>	<b>\$ 198.1</b>	<b>\$ 125.0</b>	<b>\$ 114.9</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 200.0</b>
<b>Local Revenue</b>													
Measure R - Transit Capital (35%)	\$ 805.5	37.3	150.1	109.0	-	-	141.6	179.3	175.3	13.0	-	-	-
Local Agency Transit Project Contributions	\$ 96.4	-	-	-	-	-	96.4	-	-	-	-	-	-
Repayment of Capital Project Loans (Fund 3562)	\$ 10.0	10.0	-	-	-	-	-	-	-	-	-	-	-
Measure M - Transit Construction (35%)	\$ 994.3	122.8	207.2	126.4	209.4	213.1	95.6	19.8	-	-	-	-	-
<b>Local Revenue Subtotal</b>	<b>\$ 1,906.1</b>	<b>\$ 170.1</b>	<b>\$ 357.3</b>	<b>\$ 235.4</b>	<b>\$ 209.4</b>	<b>\$ 213.1</b>	<b>\$ 333.6</b>	<b>\$ 199.0</b>	<b>\$ 175.3</b>	<b>\$ 13.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Revenue</b>													
Regional Improvement Program Funds (RIP)	\$ 31.8	-	-	-	-	-	-	31.8	-	-	-	-	-
<b>State Revenue Subtotal</b>	<b>\$ 31.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 31.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 3,911.4</b>	<b>\$ 270.1</b>	<b>\$ 457.3</b>	<b>\$ 479.9</b>	<b>\$ 533.8</b>	<b>\$ 479.6</b>	<b>\$ 433.6</b>	<b>\$ 429.0</b>	<b>\$ 300.3</b>	<b>\$ 128.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 200.0</b>

<b>Total Project Cost:</b>	\$3,223.6 million Life of Project budget, excluding debt service.
<b>Description:</b>	The last section of the Purple Line Extension Transit Project, Section 3, will add 2.56 miles of new rail to Metro's Rail system and connect downtown Los Angeles to the Westside. The two new stations will be added at Wilshire/Westwood and on the U.S. Department of Veterans Affairs property.
<b>Funding Status:</b>	Measure M funding of \$994.251 million. Measure R funding of \$4,074 million, less allocations to Sections 1, 2, and Division 20. New Starts funding of \$1,300 million pending Full Funding Grant Agreement.
<b>Subregion:</b>	Westside
<b>Metro Project Number:</b>	# 865523





## Bus Capital - Metro Bus Fleet Replacement

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>												
Replacement 40' Buses (Group A) (201057)	\$ 363.3	145.0	217.0	0.7	0.7							
Zero Emission Bus/SLEB Buy (201057)	\$ -	-										
60' Articulated Zero Emission Bus (Group D) (201073)	\$ 80.0	25.7	54.4									
CNG 60' (Group B) (201076)	\$ 146.1	62.7	82.5	0.5	0.5							
60' Articulated Zero Emission Bus (201074)	\$ 5.1	0.6	4.5									
Zero Emission 40' Bus (Group C) (201077)	\$ 128.7	5.9	37.6	83.9	0.7	0.7						
Future Bus Replacements	\$ 1,962.8	-		3.4	57.8	-	101.9	137.0	225.1	229.8	298.8	909.1
<b>TOTAL USES</b>	<b>\$ 2,686.1</b>	<b>\$ 239.8</b>	<b>\$ 396.0</b>	<b>\$ 88.3</b>	<b>\$ 59.6</b>	<b>\$ 0.7</b>	<b>\$ 101.9</b>	<b>\$ 137.0</b>	<b>\$ 225.1</b>	<b>\$ 229.8</b>	<b>\$ 298.8</b>	<b>\$ 909.1</b>
<b>SOURCES OF FUNDS</b>												
<b>Federal Revenue</b>												
Section 5307 Urbanized Formula	\$ 553.2	-	58.8	-	-	-	21.7	50.0	50.1	61.5	30.7	280.4
Section 5339 Lo-No	\$ 7.2	-	7.2	-	-	-	-	-	-	-	-	
Surface Transportation Block Grant Program (STBGP)	\$ 25.0		25.0	-	-	-	-	-	-	-	-	
Congestion Mitigation & Air Quality Program (CMAQ)	\$ 327.0	-	125.5	-	-	-	30.0	-	50.0	44.5	17.4	59.6
<b>Federal Revenue Subtotal</b>	<b>\$ 912.4</b>	<b>\$ -</b>	<b>\$ 216.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 51.7</b>	<b>\$ 50.0</b>	<b>\$ 100.1</b>	<b>\$ 105.9</b>	<b>\$ 48.2</b>	<b>\$ 340.1</b>
<b>Local Revenue Subtotal</b>	<b>\$ 1,689.9</b>	<b>\$ 239.8</b>	<b>\$ 140.4</b>	<b>\$ 59.9</b>	<b>\$ 59.6</b>	<b>\$ 0.7</b>	<b>\$ 39.9</b>	<b>\$ 87.0</b>	<b>\$ 123.0</b>	<b>\$ 123.9</b>	<b>\$ 250.7</b>	<b>\$ 565.0</b>
<b>State Revenue</b>												
Air Quality Vehicle Registration Fee (AB 2766) (MSRC)	\$ 9.5	-	1.5	-	-	-	2.0	-	2.0	-	-	4.0
STA--State Transit Assistance TIF	\$ -	-	-	-	-	-	-	-	-	-	-	
Prop 1B - PTMISEA	\$ -	-	-	-	-	-	-	-	-	-	-	
Transit and Intercity Rail Capital Program (TIRCP)	\$ 23.7	-	-	23.7	-	-	-	-	-	-	-	
Regional Improvement Program Funds (RIP)	\$ 50.7	-	37.6	4.7	-	-	8.3	-	-	-	-	
SB1 - Local Partnership Program	\$ -	-	-	-	-	-	-	-	-	-	-	
<b>State Revenue Subtotal</b>	<b>\$ 83.9</b>	<b>\$ -</b>	<b>\$ 39.1</b>	<b>\$ 28.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10.3</b>	<b>\$ -</b>	<b>\$ 2.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4.0</b>
<b>TOTAL SOURCES</b>	<b>\$ 2,686.1</b>	<b>\$ 239.8</b>	<b>\$ 396.0</b>	<b>\$ 88.3</b>	<b>\$ 59.6</b>	<b>\$ 0.7</b>	<b>\$ 101.9</b>	<b>\$ 137.0</b>	<b>\$ 225.1</b>	<b>\$ 229.8</b>	<b>\$ 298.8</b>	<b>\$ 909.1</b>

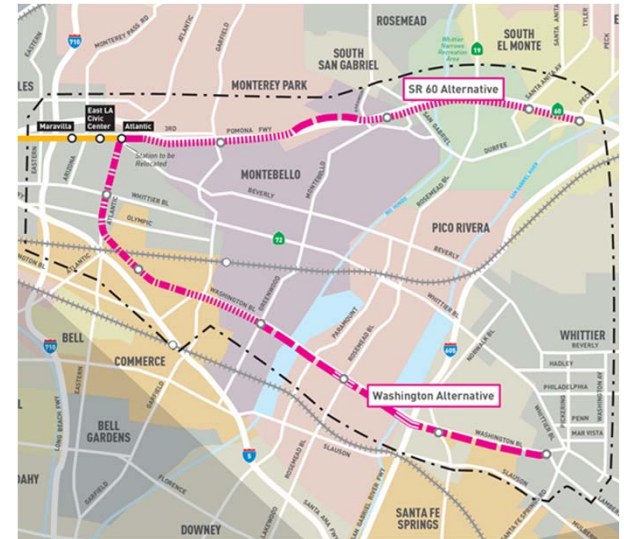
<b>Total Project Cost:</b>	\$784.3 million Life of Project budget for all existing bus acquisition contracts.
<b>Description:</b>	Metro Bus capital improvement program FY20 to FY29 from Bus 10-Year CIP. Future CNG Bus Replacements based on 12-year replacement cycle.
<b>Funding Status:</b>	Allocated \$12.2 million of Section 5339 and awarded \$4.275 million from "LoNo" program for zero emission buses. Programmed \$47.3 million in RIP for new buses.
<b>Subregion:</b>	Countywide
<b>Metro Project Number:</b>	#201057, #201073, #201076, #201074, #201077



## Gold Line Eastside Extension (One Alignment) - GC/SG

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Construction	\$ 3,427.8	-	-	-	-	-	-	-	-	-	-	145.1	3,282.7
Preconstruction costs	\$ 361.9	30.2	9.2	5.5	11.4	23.5	30.2	34.3	48.1	59.5	74.9	35.1	
<b>TOTAL USES</b>	<b>\$ 3,789.7</b>	<b>\$ 30.2</b>	<b>\$ 9.2</b>	<b>\$ 5.5</b>	<b>\$ 11.4</b>	<b>\$ 23.5</b>	<b>\$ 30.2</b>	<b>\$ 34.3</b>	<b>\$ 48.1</b>	<b>\$ 59.5</b>	<b>\$ 74.9</b>	<b>\$ 180.2</b>	<b>\$ 3,282.7</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Surface Transportation Block Grant Program (STBGP)	\$ 34.9	-	-	-	11.4	23.5	-	-	-	-	-	-	-
Congestion Mitigation & Air Quality Program (CMAQ)	\$ 5.5	-	-	5.5	-	-	-	-	-	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 40.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5.5</b>	<b>\$ 11.4</b>	<b>\$ 23.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Revenue Subtotal</b>	<b>\$ 2,521.4</b>	<b>\$ 30.2</b>	<b>\$ 9.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 30.2</b>	<b>\$ 34.3</b>	<b>\$ 48.1</b>	<b>\$ 59.5</b>	<b>\$ 74.9</b>	<b>\$ 145.1</b>	<b>\$ 2,089.9</b>
<b>State Revenue</b>													
Transit and Intercity Rail Capital Program (TIRCP)	\$ 738.1	-	-	-	-	-	-	-	-	-	-	-	738.1
SB1 - Solutions for Congested Corridors Program	\$ 366.9	-	-	-	-	-	-	-	-	-	-	-	366.9
SB1 - Local Partnership Program	\$ 122.9	-	-	-	-	-	-	-	-	-	-	35.1	87.9
<b>State Revenue Subtotal</b>	<b>\$ 1,227.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35.1</b>	<b>\$ 1,192.8</b>
<b>TOTAL SOURCES</b>	<b>\$ 3,789.7</b>	<b>\$ 30.2</b>	<b>\$ 9.2</b>	<b>\$ 5.5</b>	<b>\$ 11.4</b>	<b>\$ 23.5</b>	<b>\$ 30.2</b>	<b>\$ 34.3</b>	<b>\$ 48.1</b>	<b>\$ 59.5</b>	<b>\$ 74.9</b>	<b>\$ 180.2</b>	<b>\$ 3,282.6</b>

<b>Total Project Cost:</b>	\$3,000 million estimated cost per ordinance, plus inflation. Life of Project budget pending.
<b>Description:</b>	Extends Gold Line Rail east from Atlantic Station. This project profile is one of two alignments planned for construction, one along SR-60 to South El Monte, and the other along Washington Bl to Whittier.
<b>Funding Status:</b>	Measure R funding of \$1,271 million. Measure M funding of \$1,086 million, including inflation adjustments (if less than 2/3rds spent prior to FY27).
<b>Subregion:</b>	Gateway Cities/ San Gabriel Valley
<b>Metro Project Number:</b>	#460232



## Westside Purple Line Extension Section 1

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Design/Construction	\$ 2,739.5	1,578.7	318.6	403.1	295.8	109.9	25.1	8.3	-	-	-	-	-
Planning/Environmental	\$ 39.4	39.4	-	-	-	-	-	-	-	-	-	-	-
CGRRB Debt Service	\$ 585.0	-	-	100.0	100.0	100.0	100.0	100.0	85.0	-	-	-	-
<b>TOTAL USES</b>	<b>\$ 3,363.9</b>	<b>\$ 1,618.0</b>	<b>\$ 318.6</b>	<b>\$ 503.1</b>	<b>\$ 395.8</b>	<b>\$ 209.9</b>	<b>\$ 125.1</b>	<b>\$ 108.3</b>	<b>\$ 85.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Section 5309 New Starts	\$ 1,250.0	565.0	100.0	100.0	100.0	100.0	100.0	100.0	85.0	-	-	-	-
Capital Grant Receipt Revenue Bonds	\$ 523.7	-	-	323.1	200.6	-	-	-	-	-	-	-	-
Section 5339 Alternatives Analysis	\$ 0.5	0.5	-	-	-	-	-	-	-	-	-	-	-
Congestion Mitigation & Air Quality Program (CMAQ)	\$ 12.2	12.2	-	-	-	-	-	-	-	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 1,786.4</b>	<b>\$ 577.7</b>	<b>\$ 100.0</b>	<b>\$ 423.1</b>	<b>\$ 300.6</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 85.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Revenue</b>													
Measure R - Transit Capital (35%)	\$ 1,495.5	987.4	218.6	80.0	114.9	84.9	16.3	(6.6)	-	-	-	-	-
Local Agency Transit Project Contributions	\$ 75.3	1.3	-	-	5.0	25.0	22.0	22.0	-	-	-	-	-
Repayment of Capital Project Loans (Fund 3562)	\$ (0.0)	45.0	-	-	(24.7)	-	(13.1)	(7.1)	-	-	-	-	-
Transportation Development Act (TDA) - Admin	\$ 4.1	4.1	-	-	-	-	-	-	-	-	-	-	-
<b>Local Revenue Subtotal</b>	<b>\$ 1,574.9</b>	<b>\$ 1,037.8</b>	<b>\$ 218.6</b>	<b>\$ 80.0</b>	<b>\$ 95.2</b>	<b>\$ 109.9</b>	<b>\$ 25.1</b>	<b>\$ 8.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Revenue</b>													
Regional Improvement Program Funds (RIP)	\$ 2.6	\$ 2.6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>State Revenue Subtotal</b>	<b>\$ 2.6</b>	<b>\$ 2.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 3,363.9</b>	<b>\$ 1,618.1</b>	<b>\$ 318.6</b>	<b>\$ 503.1</b>	<b>\$ 395.8</b>	<b>\$ 209.9</b>	<b>\$ 125.1</b>	<b>\$ 108.3</b>	<b>\$ 85.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Total Project Cost:</b>	\$2,778.9 million Life of Project budget, excluding debt service.
<b>Description:</b>	Section 1 will add three stations and 3.92 miles of new rail to Metro's Rail system. They will be located at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega. The project will extend the current Purple Line from Koreatown through Miracle Mile and is expected to begin operations in 2023.
<b>Funding Status:</b>	Measure R funding of \$1,495.5 million (of \$4,200 million allocated to Sections 1, 2, 3, and Division 20) and Section 5309 New Starts funding of \$1,250.0 million (grant agreement in May 2014).
<b>Subregion:</b>	Central City, Westside
<b>Metro Project Number:</b>	#865518, #465518



## Westside Purple Line Extension Section 2

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Project Costs	\$ 2,436.6	807.1	312.1	353.4	369.7	290.3	133.2	106.3	64.4	-	-	-	-
Concurrent non-FPGA Activities	\$ 4.4	4.1	0.2	-	-	-	-	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>\$ 2,441.0</b>	<b>\$ 811.3</b>	<b>\$ 312.3</b>	<b>\$ 353.4</b>	<b>\$ 369.7</b>	<b>\$ 290.3</b>	<b>\$ 133.2</b>	<b>\$ 106.3</b>	<b>\$ 64.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Section 5309 New Starts	\$ 1,187.0	287.3	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	99.7	-	-
Congestion Mitigation & Air Quality Program (CMAQ)	\$ 169.0	44.0	70.0	48.2	6.8	-	-	-	-	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 1,356.0</b>	<b>\$ 331.3</b>	<b>\$ 170.0</b>	<b>\$ 148.2</b>	<b>\$ 106.8</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 100.0</b>	<b>\$ 99.7</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Revenue</b>													
Measure R - Transit Capital (35%)	\$ 1,030.2	425.2	142.3	205.2	262.9	190.3	33.2	6.3	(35.6)	(100.0)	(99.7)	-	-
Repayment of Capital Project Loans (Fund 3562)	\$ 54.8	54.8	-	-	-	-	-	-	-	-	-	-	-
<b>Grade Crossing Improvements</b>	<b>\$ 1,085.0</b>	<b>\$ 480.0</b>	<b>\$ 142.3</b>	<b>\$ 205.2</b>	<b>\$ 262.9</b>	<b>\$ 190.3</b>	<b>\$ 33.2</b>	<b>\$ 6.3</b>	<b>\$ (35.6)</b>	<b>\$ (100.0)</b>	<b>\$ (99.7)</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 2,441.0</b>	<b>\$ 811.3</b>	<b>\$ 312.3</b>	<b>\$ 353.4</b>	<b>\$ 369.7</b>	<b>\$ 290.3</b>	<b>\$ 133.2</b>	<b>\$ 106.3</b>	<b>\$ 64.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Total Project Cost:</b>	\$2,441.0 million Life of Project budget.
<b>Description:</b>	Section 2 adds 2.59 miles of tracks to Metro's Rail system and two new stations at Wilshire/Rodeo and Century City/Constellation. Project received full funding grant agreement from the U.S. Department of Transportation in January 2017 and is currently under construction. Expected to begin operations by 2025 and will continue the Purple Line from Miracle Mile through Beverly Hills and into Century City.
<b>Funding Status:</b>	Section 5309 New Starts funding of \$1,187.0 million. Measure R Transit Capital 35% funding of \$1,030.2 million.
<b>Subregion:</b>	Westside
<b>Metro Project Number:</b>	#465522, #865522



# East SF Valley Transit Corridor Project

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Construction costs	\$ 1,428.2	-	-	50.8	78.5	134.8	208.3	286.1	442.0	227.6	-	-	-
Preconstruction costs	\$ 139.5	14.7	27.2	97.6	-	-	-	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>\$ 1,567.7</b>	<b>\$ 14.7</b>	<b>\$ 27.2</b>	<b>\$ 148.4</b>	<b>\$ 78.5</b>	<b>\$ 134.8</b>	<b>\$ 208.3</b>	<b>\$ 286.1</b>	<b>\$ 442.0</b>	<b>\$ 227.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Section 5339 Alternatives Analysis	\$ 1.0	1.0	-	-	-	-	-	-	-	-	-	-	-
Congestion Mitigation & Air Quality Program (CMAQ)	\$ -	-	-	-	-	-	-	-	-	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 1.0</b>	<b>\$ 1.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Revenue Subtotal</b>	<b>\$ 1,158.8</b>	<b>\$ 13.0</b>	<b>\$ 27.2</b>	<b>\$ 113.8</b>	<b>\$ 45.9</b>	<b>\$ 30.0</b>	<b>\$ 157.1</b>	<b>\$ 234.8</b>	<b>\$ 360.7</b>	<b>\$ 176.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Revenue</b>													
Traffic Congestion Relief Program Funds (TCRP)	\$ 0.8	\$ 0.8	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Transit and Intercity Rail Capital Program (TIRCP)	\$ 205.0	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 51.3	\$ 51.3	\$ 51.3	\$ 51.3	\$ -	\$ -	\$ -
Regional Improvement Program Funds (RIP)	\$ 202.1	\$ -	\$ -	\$ 34.6	\$ 32.7	\$ 104.8	\$ -	\$ -	\$ 30.0	\$ -	\$ -	\$ -	\$ -
<b>State Revenue Subtotal</b>	<b>\$ 407.9</b>	<b>\$ 0.8</b>	<b>\$ -</b>	<b>\$ 34.6</b>	<b>\$ 32.7</b>	<b>\$ 104.8</b>	<b>\$ 51.3</b>	<b>\$ 51.3</b>	<b>\$ 81.3</b>	<b>\$ 51.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 1,567.7</b>	<b>\$ 14.7</b>	<b>\$ 27.2</b>	<b>\$ 148.4</b>	<b>\$ 78.5</b>	<b>\$ 134.8</b>	<b>\$ 208.3</b>	<b>\$ 286.1</b>	<b>\$ 442.0</b>	<b>\$ 227.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Total Project Cost:</b>	\$1,331 million estimated cost per Ordinance, plus inflation. Life of Project budget pending.
<b>Description:</b>	Metro, in coordination with the cities of Los Angeles and San Fernando, are evaluating this transit project that would operate in the center of Van Nuys Bl. from the Van Nuys Metro Orange Line Station north to San Fernando Rd. where it would proceed northwest to the Sylmar/San Fernando Metrolink station – a distance of 9.2 miles. Metro Board selected the Locally Preferred Alternative in June 2018.
<b>Funding Status:</b>	A Measure R project, "San Fernando Valley East North-South Rapidways" receives \$64.0 million in Measure R 35%. Measure M funding of \$810.5 million starting FY21 (expenditures for preconstruction costs may commence sooner). TIRCP award of \$205.0 million in April 2018. RIP award of \$202.1 million.
<b>Subregion:</b>	San Fernando Valley
<b>Metro Project Number:</b>	#465521





## Gold Line Foothill Extension to Claremont (2B)

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Pre-Construction	\$ 40.0	40.0	-	-	-	-	-	-	-	-	-	-	-
MCA	\$ 54.0	-	9.0	9.0	9.0	9.0	9.0	9.0	-	-	-	-	-
Construction DB2	\$ 757.7	22.0	61.7	157.2	155.1	137.8	92.5	91.9	39.5	-	-	-	-
Construction DB3	\$ 120.0	-	-	-	20.0	40.0	40.0	20.0	-	-	-	-	-
Construction San Bernardino	\$ 41.0	-	-	-	-	8.0	8.0	8.0	8.0	9.0	-	-	-
Right of Way	\$ 124.0	25.0	35.0	31.0	20.0	13.0	-	-	-	-	-	-	-
Professional Services	\$ 210.0	16.0	17.3	17.6	21.9	23.2	23.5	23.9	23.6	23.0	20.0	-	-
Project Contingency	\$ 85.0	-	10.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	-	-	-
<b>Authority Costs Subtotal</b>	<b>\$ 1,431.7</b>	<b>103.0</b>	<b>133.0</b>	<b>225.8</b>	<b>237.0</b>	<b>242.0</b>	<b>184.0</b>	<b>163.8</b>	<b>87.1</b>	<b>42.0</b>	<b>20.0</b>	-	-
Metro Costs	\$ 113.0	-	18.0	18.0	18.0	18.0	12.0	11.0	10.0	8.0	-	-	-
Metro Contingency	\$ 29.2	-	4.0	4.0	4.0	4.0	4.0	4.0	4.0	1.2	-	-	-
<b>TOTAL USES</b>	<b>\$ 1,573.9</b>	<b>\$ 103.0</b>	<b>\$ 155.0</b>	<b>\$ 247.8</b>	<b>\$ 259.0</b>	<b>\$ 264.0</b>	<b>\$ 200.0</b>	<b>\$ 178.8</b>	<b>\$ 95.1</b>	<b>\$ 51.2</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SOURCES OF FUNDS</b>													
<b>Local Revenue</b>													
Measure R - Transit Capital (35%)	\$ 96.5	96.5	-	-	-	-	-	-	-	-	-	-	-
Local Agency Transit Project Contributions	\$ 42.2	-	-	7.0	7.0	7.0	7.0	7.0	7.2	-	-	-	-
Measure M - Transit Construction (35%)	\$ 1,145.0	6.5	155.0	153.8	196.0	193.0	149.2	149.4	79.9	42.2	20.0	-	-
<b>Local Revenue Subtotal</b>	<b>\$ 1,283.7</b>	<b>\$ 103.0</b>	<b>\$ 155.0</b>	<b>\$ 160.8</b>	<b>\$ 203.0</b>	<b>\$ 200.0</b>	<b>\$ 156.2</b>	<b>\$ 156.4</b>	<b>\$ 87.1</b>	<b>\$ 42.2</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Revenue</b>													
Transit and Intercity Rail Capital Program (TIRCP)	\$ 290.2	-	-	87.0	56.0	64.0	43.9	22.4	8.0	9.0	-	-	-
<b>State Revenue Subtotal</b>	<b>\$ 290.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 87.0</b>	<b>\$ 56.0</b>	<b>\$ 64.0</b>	<b>\$ 43.9</b>	<b>\$ 22.4</b>	<b>\$ 8.0</b>	<b>\$ 9.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 1,573.9</b>	<b>\$ 103.0</b>	<b>\$ 155.0</b>	<b>\$ 247.8</b>	<b>\$ 259.0</b>	<b>\$ 264.0</b>	<b>\$ 200.0</b>	<b>\$ 178.8</b>	<b>\$ 95.1</b>	<b>\$ 51.2</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Total Project Cost:</b>	\$1,532.9 million Life of Project budget to Pomona per funding agreement with Foothill Construction Authority. Excludes costs in San Bernardino County.
<b>Description:</b>	The Metro Gold Line Foothill Extension has extended the Gold Line east from Pasadena. The first phase now travels more than 11 miles from Sierra Madre Villa Station to Azusa. Phase 2B of the Gold Line Foothill Extension Project will continue the line for 12 miles east from Azusa to Pomona.
<b>Funding Status:</b>	Measure M funding of \$1,019 million, plus \$126 million from "Subregional Equity Program." Awarded TIRCP funding of \$290.2 million in April 2018 which includes \$41 million only for extension to Montclair.
<b>Subregion:</b>	San Gabriel Valley
<b>Metro Project Number:</b>	#465202, #865202



# West Santa Ana Transit Corridor LRT FY28

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Construction costs	\$ 1,143.9	-	-	-	40.7	62.9	108.0	166.8	229.1	354.0	182.3	-	-
Preconstruction costs	\$ 106.3	30.5	53.7	22.2	-	-	-	-	-	-	-	-	-
<b>TOTAL USES</b>	<b>\$ 1,250.2</b>	<b>\$ 30.5</b>	<b>\$ 53.7</b>	<b>\$ 22.2</b>	<b>\$ 40.7</b>	<b>\$ 62.9</b>	<b>\$ 108.0</b>	<b>\$ 166.8</b>	<b>\$ 229.1</b>	<b>\$ 354.0</b>	<b>\$ 182.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SOURCES OF FUNDS</b>													
<b>Federal Revenue</b>													
Other Federal Funds	\$ 3.8	2.4	1.4	-	-	-	-	-	-	-	-	-	-
<b>Federal Revenue Subtotal</b>	<b>\$ 3.8</b>	<b>\$ 2.4</b>	<b>\$ 1.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Revenue Subtotal</b>	<b>\$ 922.5</b>	<b>\$ 21.7</b>	<b>\$ 48.8</b>	<b>\$ 8.1</b>	<b>\$ 40.7</b>	<b>\$ 62.9</b>	<b>\$ 58.0</b>	<b>\$ 76.8</b>	<b>\$ 149.1</b>	<b>\$ 274.0</b>	<b>\$ 182.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>State Revenue</b>													
Transit and Intercity Rail Capital Program (TIRCP)	\$ 300.0	-	-	-	-	-	50.0	90.0	80.0	80.0	-	-	-
SB1 - Local Partnership Program	\$ 23.9	6.4	3.4	14.1	-	-	-	-	-	-	-	-	-
<b>State Revenue Subtotal</b>	<b>\$ 323.9</b>	<b>\$ 6.4</b>	<b>\$ 3.4</b>	<b>\$ 14.1</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 50.0</b>	<b>\$ 90.0</b>	<b>\$ 80.0</b>	<b>\$ 80.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 1,250.2</b>	<b>\$ 30.5</b>	<b>\$ 53.7</b>	<b>\$ 22.2</b>	<b>\$ 40.7</b>	<b>\$ 62.9</b>	<b>\$ 108.0</b>	<b>\$ 166.8</b>	<b>\$ 229.1</b>	<b>\$ 354.0</b>	<b>\$ 182.3</b>	<b>\$ -</b>	<b>\$ -</b>

<b>Total Project Cost (First Segment):</b>	\$1,035 million estimated cost per Ordinance, plus inflation. Life of Project budget pending.
<b>Description:</b>	New light rail transit line that will connect downtown Los Angeles to southeast LA County, serving Florence-Graham community of LA County, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower and Artesia. Transit Corridor Project is a 20-mile corridor. There are two segments in Measure M. The FY28 project is the first segment.
<b>Funding Status:</b>	42% of total project cost is funded by Measure M, up to \$535 million. Measure R funding of \$240 million, plus \$108.4 million that may be available from the I-5 South HOV Lanes from I-605 to Orange County Line. Awarded TIRCP funding of \$300 million in April 2018. Allocated \$23.9 million of SB 1 Local Partnership funds.
<b>Subregion:</b>	Gateway Cities
<b>Metro Project Number:</b>	#460201



## Green Line Extension to Crenshaw Blvd in Torrance - SB

15-YEAR CASH FLOW (\$ in millions)	Years Prior-'34	Prior Years	2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	2026 2027	2027 2028	2028 2029	Years '30-'34
<b>USES OF FUNDS</b>													
Construction costs	\$ 1,060.8	-	-	-	-	-	-	-	49.3	152.4	261.6	431.1	166.5
Preconstruction costs	\$ 105.9	8.1	3.2	2.5	4.3	7.9	10.8	12.1	17.2	27.6	12.2	-	-
<b>TOTAL USES</b>	<b>\$ 1,166.8</b>	<b>\$ 8.1</b>	<b>\$ 3.2</b>	<b>\$ 2.5</b>	<b>\$ 4.3</b>	<b>\$ 7.9</b>	<b>\$ 10.8</b>	<b>\$ 12.1</b>	<b>\$ 66.6</b>	<b>\$ 180.0</b>	<b>\$ 273.8</b>	<b>\$ 431.1</b>	<b>\$ 166.5</b>
<b>SOURCES OF FUNDS</b>													
<b>Local Revenue Subtotal</b>	<b>\$ 935.5</b>	<b>\$ 8.1</b>	<b>\$ 3.2</b>	<b>\$ 2.5</b>	<b>\$ 4.3</b>	<b>\$ 7.9</b>	<b>\$ 10.8</b>	<b>\$ 7.1</b>	<b>\$ 0.9</b>	<b>\$ 59.3</b>	<b>\$ 233.8</b>	<b>\$ 431.1</b>	<b>\$ 166.5</b>
<b>State Revenue</b>													
Transit and Intercity Rail Capital Program (TIRCP)	\$ 231.3	-	-	-	-	-	-	5.0	65.6	\$ 120.7	40.0	-	-
<b>State Revenue Subtotal</b>	<b>\$ 231.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5.0</b>	<b>\$ 65.6</b>	<b>\$ 120.7</b>	<b>\$ 40.0</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL SOURCES</b>	<b>\$ 1,166.8</b>	<b>\$ 8.1</b>	<b>\$ 3.2</b>	<b>\$ 2.5</b>	<b>\$ 4.3</b>	<b>\$ 7.9</b>	<b>\$ 10.8</b>	<b>\$ 12.1</b>	<b>\$ 66.6</b>	<b>\$ 180.0</b>	<b>\$ 273.8</b>	<b>\$ 431.1</b>	<b>\$ 166.5</b>

<b>Total Project Cost:</b>	\$891 million estimated cost per Ordinance, plus inflation. Life of Project budget pending.
<b>Description:</b>	This extension will provide congestion relief along the busy I-405 corridor. It will also improve mobility in southwestern LA County by accessing the regional rail network through connections to the Metro Blue and Expo Lines.
<b>Funding Status:</b>	Measure M funding of \$619 million including inflation adjustments (if less than 2/3rds spent prior to FY27). Measure R funding of \$272 million beginning FY28 for prior project "Green Line Extension: Redondo Beach Station to South Bay Corr." Southwest Yard 6.7% share of \$285.2 million = \$19 million to reimburse heavy rail system improvements deferred in 2011. TIRCP of \$231.3 million awarded in April 2018.
<b>Subregion:</b>	South Bay
<b>Metro Project Number:</b>	#460304

