



Metro

June 5, 2012

TO: BOARD OF DIRECTORS

FROM: ARTHUR T. LEAHY *by fls*
CHIEF EXECUTIVE OFFICER

**SUBJECT: LEGISLATION, DRAFT ORDINANCE, AND DRAFT
EXPENDITURE PLAN FOR THE PROPOSED EXTENSION
OF MEASURE R**

ISSUE

To facilitate further deliberations on the proposed extension of the Measure R sales tax sunset beyond FY 2039, we are transmitting the following draft documents:

- Authorizing legislation AB 1446 (Feuer) (Attachment A);
- Revised Draft #5 Measure R Extension Ordinance (Attachment B); and,
- First Draft Measure R Extension Expenditure Plan (Attachment C).

DISCUSSION

We presented a status report on potential Measure R project acceleration methodologies to the Board in April 2012. The report concluded that the most viable option for acceleration of Measure R projects would be an extension of the Measure R sunset past FY 2039. In May 2012, we followed-up with the Board by recommending a support position on the authorizing legislation for such an extension, AB 1446 (Feuer), and by providing a first Draft Measure R Extension Ordinance for review and comment. The Board did not act on the recommendations. This report updates all of these documents for future discussion and possible action.

Assumptions

These documents are predicated on several key principles:

- The Measure R Sales tax is continued until Los Angeles County voters decide to eliminate it;
- The Measure R transit and highway project schedules, consistent with the "30/10" Board Initiative, and the Accelerated Highway Program. Expenditure Plan dates are modified accordingly;

- Existing Measure R commitments are preserved including:
 - funding for projects and program categories;
 - restrictions on transferring funds between projects and funding categories; and
 - oversight;
- Geographic equity is preserved;
- The Board may fund Long Range Transportation Plan Projects after Expenditure Plan Completion; and
- The Board must vote for specific financing plans for project acceleration.

The projected Measure R Transit and Highway Project schedules are estimated based on project scope, cost, and revenue assumptions.

NEXT STEPS

Staff will be recommending actions necessary to place a Measure R extension on the November 2012 ballot at the June 2012 Executive Management Committee meeting.

ATTACHMENTS

- A. Authorizing legislation AB 1446 (Feuer)
- B. Revised Draft #5 Measure R Extension Ordinance
- C. First Draft Measure R Extension Expenditure Plan

AMENDED IN ASSEMBLY MAY 17, 2012
AMENDED IN ASSEMBLY APRIL 26, 2012
AMENDED IN ASSEMBLY APRIL 17, 2012
AMENDED IN ASSEMBLY MARCH 29, 2012
CALIFORNIA LEGISLATURE—2011–12 REGULAR SESSION

ASSEMBLY BILL

No. 1446

Introduced by Assembly Member Feuer

January 4, 2012

An act to amend Section 130350.5 of, and to add Section 130350.6 to, the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1446, as amended, Feuer. Los Angeles County Metropolitan Transportation Authority: transactions and use tax.

Existing law authorizes the Los Angeles County Metropolitan Transportation Authority (MTA) to impose, in addition to any other tax that it is authorized to impose, a transactions and use tax at a rate of 0.5% for not more than 30 years for the funding of specified transportation-related purposes pursuant to an adopted expenditure plan, subject to voter approval.

This bill would authorize *the* MTA to impose that transactions and use tax without a limitation as to its duration, subject to voter approval. The bill would require *the* MTA to secure bonded indebtedness payable from the proceeds of the tax imposed and would require that the proceeds from those bonds, *and from the tax after repayment of bonded indebtedness*, be used to accelerate the completion of specified projects and programs, *and to fund specified operations*. The bill would require

the MTA to amend the expenditure plan in a specified manner and would make other related conforming changes.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature hereby finds and declares all of
2 the following:

3 (a) Section 130350.5 of the Public Utilities Code authorizes the
4 Los Angeles County Metropolitan Transportation Authority (MTA)
5 to propose for voter approval a 30-year ½ cent sales and use tax
6 dedicated to the construction and operation of transportation-related
7 projects, to be enumerated in a local ballot measure. In November
8 2008, more than 67 percent of Los Angeles County voters approved
9 this tax pursuant to a ballot measure known as Measure R.

10 (b) The Measure R transit, highway, and other transportation
11 projects became part of the MTA’s Long Range Transportation
12 Plan, along with an expenditure plan that spread the costs and
13 construction of the Measure R projects over the 30-year duration
14 of the ½ cent sales and use tax.

15 (c) Since 2008, the nation and the State of California have
16 plunged into a recession. In Los Angeles County, 336,000 jobs
17 have been lost since 2007. An estimated 582,900 people were
18 unemployed in Los Angeles County as of October 2011. The
19 construction industry has been hit particularly hard: more than
20 53,300 construction jobs have been lost since 2007, and some
21 estimates put the percentage of area construction workers who are
22 out of work as high as 40 percent.

23 (d) Traffic congestion is increasing throughout Los Angeles
24 County, and new, environmentally sound transit options are
25 desperately needed as alternatives to private vehicle trips and the
26 economic, environmental, and health impacts that result from them.

27 (e) Therefore, the Legislature intends to authorize the MTA to
28 seek voter approval to eliminate the sunset date for the imposition
29 of the Measure R sales and use tax authorization and allow the
30 MTA to bond against the proceeds from the tax and build the
31 Measure R projects and programs much sooner than originally
32 contemplated without relying on federal or state funding. Providing
33 for the imposition of this sales and use tax and for the accelerated

1 completion of Measure R projects and programs would create more
2 than 166,000 desperately needed jobs and dramatically improve
3 the economy, environment, and public health of Los Angeles
4 County.

5 SEC. 2. Section 130350.5 of the Public Utilities Code is
6 amended to read:

7 130350.5. (a) In addition to any other tax that it is authorized
8 by law to impose, the Los Angeles County Metropolitan
9 Transportation Authority (MTA) may impose, in compliance with
10 subdivision (b) and Section 130350.6, a transactions and use tax
11 at a rate of 0.5 percent that is applicable in the incorporated and
12 unincorporated areas of the county.

13 (b) For purposes of the taxing authority set forth in subdivision
14 (a), all of the following apply:

15 (1) The tax shall be proposed in a transactions and use tax
16 ordinance, that conforms with Chapter 2 (commencing with Section
17 7261) to Chapter 4 (commencing with Section 7275), inclusive,
18 of the Transactions and Use Tax Law (Part 1.6 (commencing with
19 Section 7251) of Division 2 of the Revenue and Taxation Code),
20 and that is approved by a majority of the entire membership of the
21 authority.

22 (2) The tax may be imposed only if the proposing ordinance is
23 approved by two-thirds of the voters, in the manner as otherwise
24 required by law, voting on this measure, in an election held on
25 November 4, 2008, or at a subsequent election and, if so approved,
26 shall become operative as provided in Section 130352.

27 (3) The proposing ordinance shall specify, in addition to the
28 rate of tax and other matters as required by the Transactions and
29 Use Tax Law, that the net revenues derived from the tax are to be
30 administered by the MTA as provided in this section. Net revenues
31 shall be defined as all revenues derived from the tax less any
32 refunds, costs of administration by the State Board of Equalization,
33 and costs of administration by the MTA. Such costs of
34 administration by the MTA shall not exceed 1.5 percent of the
35 revenues derived from the tax. The MTA shall, during the period
36 in which the ordinance is operative, allocate 20 percent of all net
37 revenues derived from the tax for bus operations to all eligible and
38 included municipal transit operators in the County of Los Angeles
39 and to the MTA, in accordance with Section 99285. However, the
40 allocations to the MTA and eligible and included municipal

1 operators shall be made solely from revenues derived from a tax
2 imposed pursuant to this section, and not from local discretionary
3 sources. Funds allocated by MTA to itself pursuant to this section
4 shall be used for transit operations and shall not supplant funds
5 from any other source allocated by MTA to itself for public transit
6 operations. Funds allocated by MTA to the eligible and included
7 municipal operators pursuant to this section shall be used for transit
8 operations and shall not supplant any funds authorized by other
9 provisions of law and allocated by MTA to the eligible and
10 included municipal operators for public transit. In addition to this
11 amount, the MTA shall allocate 5 percent of all net revenues
12 derived from the tax, for rail operations. The MTA shall include
13 the projects and programs described in subparagraphs (A) and (B)
14 in the expenditure plan required under subdivision (f). The MTA
15 shall include all projects and programs described in the expenditure
16 plan required under subdivision (f) in its Long Range
17 Transportation Plan (LRTP). The priorities for projects and
18 programs described in subparagraphs (A) and (B) and in the
19 expenditure plan required under subdivision (f) shall be those set
20 forth in the expenditure plan. The funding amounts specified in
21 subparagraphs (A) and (B) are minimum amounts that shall be
22 allocated by the MTA from the net revenues derived from a tax
23 imposed pursuant to this section. Nothing in this section prohibits
24 the MTA from allocating additional net revenues derived from the
25 tax to these projects and programs.

26 (A) Capital Projects.

27 (i) Exposition Boulevard Light Rail Transit Project from
28 downtown Los Angeles to Santa Monica. The sum of nine hundred
29 twenty-five million dollars (\$925,000,000).

30 (ii) Crenshaw Transit Corridor from Wilshire Boulevard to Los
31 Angeles International Airport along Crenshaw Boulevard. The
32 sum of two hundred thirty-five million five hundred thousand
33 dollars (\$235,500,000).

34 (iii) San Fernando Valley North-South Rapidways. The sum of
35 one hundred million five hundred thousand dollars (\$100,500,000).

36 (iv) Metro Gold Line (Pasadena to Claremont) Light Rail Transit
37 Extension. The sum of seven hundred thirty-five million dollars
38 (\$735,000,000).

39 (v) Metro Regional Connector. The sum of one hundred sixty
40 million dollars (\$160,000,000).

- 1 (vi) Metro Westside Subway Extension. The sum of nine
2 hundred million dollars (\$900,000,000).
- 3 (vii) State Highway Route 5 Carmenita Road Interchange
4 Improvement. The sum of one hundred thirty-eight million dollars
5 (\$138,000,000).
- 6 (viii) State Highway Route 5 Capacity Enhancement (State
7 Highway Route 134 to State Highway Route 170, including access
8 improvement for Empire Avenue). The sum of two hundred
9 seventy-one million five hundred thousand dollars (\$271,500,000).
- 10 (ix) State Highway Route 5 Capacity Enhancement (State
11 Highway Route 605 to the Orange County line, including
12 improvements to the Valley View Interchange). The sum of two
13 hundred sixty-four million eight hundred thousand dollars
14 (\$264,800,000).
- 15 (x) State Highway Route 5/State Highway Route 14 Capacity
16 Enhancement. The sum of ninety million eight hundred thousand
17 dollars (\$90,800,000).
- 18 (xi) Capital Project Contingency Fund. The sum of one hundred
19 seventy-three million dollars (\$173,000,000).
- 20 (B) Capital Programs.
- 21 (i) Alameda Corridor East Grade Separations. The sum of two
22 hundred million dollars (\$200,000,000).
- 23 (ii) MTA and Municipal Regional Clean Fuel Bus Capital
24 (Facilities and Rolling Stock). The sum of one hundred fifty million
25 dollars (\$150,000,000).
- 26 (iii) Countywide Soundwall Construction (MTA Regional List
27 and Monterey Park/State Highway Route 60). The sum of two
28 hundred fifty million dollars (\$250,000,000).
- 29 (iv) Local return for major street resurfacing, rehabilitation, and
30 reconstruction. The sum of two hundred fifty million dollars
31 (\$250,000,000).
- 32 (v) Metrolink Capital Improvements. The sum of seventy million
33 dollars (\$70,000,000).
- 34 (vi) Eastside Light Rail Access. The sum of thirty million dollars
35 (\$30,000,000).
- 36 (c) The MTA may incur bonded indebtedness payable from the
37 proceeds of the tax provided by this section pursuant to the bond
38 issuance provisions of Section 130500 et seq. of the Public Utilities
39 Code, and any successor act. The MTA shall include in the
40 expenditure plan, required under subdivision (f), the amount of

1 net revenue specified for all projects and programs in
2 subparagraphs (A) and (B) of paragraph (3) of subdivision (b) as
3 a condition of the use and expenditure of the proceeds of the tax.
4 The MTA shall maintain the current amount of any funding for
5 the projects and programs specified in this section that has been
6 previously programmed or received from sources other than the
7 proceeds of the tax, and may not reallocate money that has been
8 previously programmed or received for those projects and programs
9 to other projects or uses.

10 (d) Notwithstanding Section 7251.1 of the Revenue and Taxation
11 Code, the tax rate authorized by this section shall not be considered
12 for purposes of the combined rate limit established by that section.

13 (e) A jurisdiction or recipient is eligible to receive funds from
14 the local return program, described in clause (iv) of subparagraph
15 (B) of paragraph (3) of subdivision (b) of this section and in
16 paragraph (1) of subdivision (b) of Section 130350.6, only if it
17 continues to contribute to that program an amount that is equal to
18 its existing commitment of local funds or other available funds.
19 The MTA may develop guidelines that, at a minimum, specify
20 maintenance of effort requirements for the local return program,
21 matching funds, and administrative requirements for the recipients
22 of revenue derived from the tax.

23 (f) Prior to submitting the ordinance to the voters, the MTA
24 shall adopt an expenditure plan for the net revenues derived from
25 the tax. The expenditure plan shall include, in addition to other
26 projects and programs identified by the MTA, the specified projects
27 and programs listed in paragraph (3) of subdivision (b), the
28 estimated total cost for each project and program, funds other than
29 the tax revenues that the MTA anticipates will be expended on the
30 projects and programs, and the schedule during which the MTA
31 anticipates funds will be available for each project and program.
32 The MTA shall also identify in its expenditure plan the expected
33 completion dates for each project described in subparagraph (A)
34 of paragraph (3) of subdivision (b). To be eligible to receive
35 revenues derived from the tax, an agency sponsoring a capital
36 project or capital program shall submit to the MTA an expenditure
37 plan for its project or program containing the same elements as
38 the expenditure plan that MTA is required by this subdivision to
39 prepare.

1 (g) The MTA shall establish and administer a sales tax revenue
2 fund. The net revenue derived from the tax, after payment of any
3 debt services and related obligations, shall be credited to this fund.
4 The moneys in the fund shall be available to the MTA to meet
5 expenditure and cashflow needs of the projects and programs
6 described in the expenditure plan required under subdivision (f).
7 In the event that there are net revenues in excess of the amount
8 necessary to provide the amount of net revenues specified in the
9 expenditure plan for the projects and programs described therein,
10 the MTA may expend the excess net revenues on projects and
11 programs in the expenditure plan or the LRTP. In the event that
12 projects and programs in the expenditure plan are completed
13 without the expenditure of the amount of net revenues specified,
14 the MTA shall expend the excess net revenues on projects and
15 programs in the expenditure plan or the LRTP within the same
16 subregion as the project or program that is completed. For the
17 purposes of this section, “subregion” shall be defined in the LRTP.

18 (h) If other funds become available and are allocated to provide
19 all or a portion of the amount of net revenues specified in the
20 expenditure plan for the projects or programs described therein,
21 the MTA may expend the surplus net revenues on other projects
22 and programs in the expenditure plan or the LRTP.

23 (i) (1) Notwithstanding subdivision (h), if a capital project or
24 capital program described in clauses (i) to (x), inclusive, of
25 subparagraph (A) of paragraph (3) of subdivision (b) and clauses
26 (i) and (vi) of subparagraph (B) of paragraph (3) of subdivision
27 (b), has been fully funded from other sources on or before
28 December 31, 2008, the funds designated to the project or program
29 in clauses (i) to (x), inclusive, of subparagraph (A) of paragraph
30 (3) of subdivision (b) and clauses (i) and (vi) of subparagraph (B)
31 of paragraph (3) of subdivision (b) shall remain in the subregion
32 in which the project or program is located and shall be allocated
33 to other projects or programs in the subregion prior to the
34 expiration of the tax.

35 (2) A capital project or capital program funded with reallocated
36 funds pursuant to paragraph (1) shall be included in the adopted
37 2008 Long Range Transportation Plan or the successor plan and
38 shall be of regional significance as determined by the MTA. For
39 purposes of this subdivision, “subregions” means the subregions
40 as defined in the LRTP in effect as of January 1, 2008.

1 (j) Notwithstanding Section 130354, revenues raised under this
2 section and Section 130350.6 may be used to facilitate the
3 transportation of people and goods within Los Angeles County.
4 The use of the revenues shall not be limited to public transit
5 purposes.

6 (k) No later than 365 days prior to the adoption of an amendment
7 described in paragraph (1) to an expenditure plan adopted pursuant
8 to subdivision (f), including, but not limited to, the expenditure
9 plan adopted by the MTA board as “Attachment A” in Ordinance
10 #08-01 adopted by the board on July 24, 2008, and in addition to
11 any other notice requirements in the proposing ordinance, the board
12 shall notify the Members of the Legislature representing the County
13 of Los Angeles of all of the following:

14 (1) A description of the proposed amendments to the adopted
15 expenditure plan that would do any of the following:

16 (A) Affect the amount of net revenues derived from the tax
17 imposed pursuant to this act that is proposed to be expended on a
18 capital project or projects identified in the adopted expenditure
19 plan.

20 (B) Delay the schedule for the availability of funds proposed
21 to be expended on a capital project or projects identified in the
22 adopted expenditure plan.

23 (C) Delay the schedule for the estimated or expected completion
24 date of a capital project or projects identified in the adopted
25 expenditure plan.

26 (2) The reason for the proposed amendment.

27 (3) The estimated impact the proposed amendment will have
28 on the schedule, cost, scope, or timely availability of funding for
29 the capital project or projects contained in the adopted expenditure
30 plan.

31 (l) The notification required pursuant to subdivision (k) shall
32 be achieved by resolution adopted by the MTA board.

33 (m) The MTA board shall provide prior written notice to the
34 Members of the Legislature representing the County of Los
35 Angeles of any proposed amendments to the adopted expenditure
36 plan that would accelerate funding for a capital project or projects
37 in the adopted expenditure plan.

38 SEC. 3. Section 130350.6 is added to the Public Utilities Code,
39 to read:

1 130350.6. (a) The tax authorized by Section 130350.5 may
 2 be imposed as set forth in paragraph (3) of subdivision (b) of
 3 Section 130350.5 in a transactions and use tax ordinance, or an
 4 amendment of the ordinance approved pursuant to paragraph (1)
 5 of subdivision (b) of Section 130350.5, that conforms with Chapter
 6 2 (commencing with Section 7261) to Chapter 4 (commencing
 7 with Section 7275), inclusive, of the Transactions and Use Tax
 8 Law (Part 1.6 (commencing with Section 7251) of Division 2 of
 9 the Revenue and Taxation Code), and that is approved by a
 10 majority of the entire membership of the authority. The tax may
 11 be imposed pursuant to this section only if the proposing ordinance,
 12 or amendment thereof, is approved by two-thirds of the voters, in
 13 the manner as otherwise required by law, voting on this measure,
 14 in a special or general election and, if so approved, shall become
 15 operative as provided in Section 130352. The proposing ordinance
 16 shall specify that the net revenues derived from the tax are to be
 17 administered by the Los Angeles County Metropolitan
 18 Transportation Authority (MTA) as provided in this section. Net
 19 revenues shall be defined as all revenues derived from the tax less
 20 any refunds, costs of administration by the State Board of
 21 Equalization, and costs of administration by the MTA. Such costs
 22 of administration by the MTA shall not exceed 1.5 percent of the
 23 revenues derived from the tax.

24 (b) ~~(1)~~—The MTA may incur bonded indebtedness payable from
 25 the proceeds of the tax authorized by this section pursuant to the
 26 bond issuance provisions of this chapter, and any successor act.
 27 ~~Proceeds~~

28 (c) *Proceeds from those the sale of bonds issued pursuant to*
 29 *subdivision (b) and proceeds of the tax authorized by this section,*
 30 *after payment of the bonded indebtedness, shall be used to*
 31 *accelerate the completion of the projects and programs identified*
 32 *in subparagraphs (A) and (B) of paragraph (3) of subdivision (b)*
 33 *of Section 130350.5, and for operations pursuant to paragraph*
 34 *(3) of subdivision (b) of that section.*

35 ~~(2)~~
 36 (d) Upon completion of the projects and programs identified in
 37 ~~paragraph (1) subparagraphs (A) and (B) of paragraph (3) of~~
 38 *subdivision (b) of Section 130350.5, any funds remaining from the*
 39 *bonds described in ~~paragraph (1) subdivision (b)~~ and any funds*
 40 *remaining from the proceeds of the tax authorized by this section,*

1 after payment of the bonded indebtedness, shall be expended by
2 the MTA on projects and programs in the Long Range
3 Transportation Plan or its successor plans, *and for operations*
4 *pursuant to paragraph (3) of subdivision (b) of Section 130350.5.*
5 ~~(e)~~
6 (e) Prior to submitting the ordinance described in subdivision
7 (a) to the voters, the MTA shall amend the expenditure plan
8 adopted pursuant to subdivision (f) of Section 130350.5. The
9 amended plan shall update all of the following for the projects and
10 programs listed in subdivision ~~(b)~~ (c): the estimated total cost for
11 each project or program, the schedule during which the MTA
12 anticipates funds will be available for each project or program,
13 and the expected completion dates for each project or program.

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Ordinance # 12-01
Traffic Relief and Rail Expansion Tax Extension Ordinance

PREAMBLE
[optional]

SECTION 1. TITLE

This Ordinance shall be known and may be cited as the Traffic Relief and Rail Expansion Tax Extension Ordinance, Imposing a Transactions and Use Tax to be Administered by the State Board of Equalization. The word "Ordinance," as used herein, shall include Attachment A entitled "Expenditure Plan" which is attached hereto and incorporated by reference as if fully set forth herein.

SECTION 2. SUMMARY

This Ordinance extends the retail transactions and use tax imposed by Section 5 of Ordinance No. 08-01 of the Los Angeles County Metropolitan Transportation Authority.

SECTION 3. DEFINITIONS

The following words, whenever used in this Ordinance, shall have the meanings as set forth below:

"AB 2321 Projects and Programs" means those projects and programs described in subparagraphs (A) and (B) of paragraph (3) of subdivision (b) of Section 130350.5 of the Public Utilities Code.

"Board of Equalization" means the California State Board of Equalization.

"Capital Project" means a project or program described in the Expenditure Plan as a "Capital Project."

"Expenditure Plan" means that expenditure plan for the revenues derived from Ordinance No. 08-01 and this Ordinance, which is attached hereto.

"Gross Sales Tax" means the amount of Sales Tax collected by the Board of Equalization pursuant to this Ordinance.

"Interest" means interest and other earnings on cash balances.

"Metro" or "MTA" means the Los Angeles County Metropolitan Transportation Authority or any successor entity.

1 **“Net Revenues” means Sales Tax Revenues minus any amount expended on**
2 **administrative costs pursuant to Section 10.**

3 **“Ordinance No. 08-01” means Ordinance No. 08-01, including the attached**
4 **Expenditure Plan, of the Los Angeles County Metropolitan Transportation Authority, as**
5 **adopted by the Metro Board of Directors on July 24, 2008.**

6 **“Sales Tax” means a retail transactions and use tax.**

7 **“Sales Tax Revenues” means the Gross Sales Tax minus any refunds and any fees**
8 **imposed by the Board of Equalization for the performance of functions incident to the**
9 **administration and operation of this Ordinance.**

10
11 **SECTION 4. STATUTORY AUTHORITY**

12 **This Ordinance is enacted, in part, pursuant to:**

- 13 **a. Part 1.6 (commencing with Section 7251) of Division 2 of the California**
14 **Revenue and Taxation Code;**
15 **b. Division 12 (commencing with Section 130000) of the California Public Utilities**
16 **Code;**
17 **c. Proposed amendments to Section 130350.5 of the California Public Utilities**
18 **Code and proposed new Section 130350.6 of the California Public Utilities Code adopted**
19 **during the 2011-2012 legislative session.**

20
21 **SECTION 5. EXTENSION OF RETAIL TRANSACTIONS AND USE TAX**

- 22 **a. Subject to the limits imposed by this Ordinance, Metro hereby extends the**
23 **Sales Tax imposed by Section 5 of Ordinance No. 08-01, in the incorporated and**
24 **unincorporated territory of Los Angeles County, at the rate of one-half of one percent (.5%),**
25 **until such time as the Sales Tax is terminated pursuant to Section 11 of this Ordinance.**
26 **b. The provisions of Section 5(b), (c), (d), (e), (f), and (g) of Ordinance No. 08-01**
27 **shall apply to the tax extension imposed by this Ordinance.**

28
29 **SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION**

- 30 **a. The provisions of Section 6 of Ordinance No. 08-01 shall apply to the tax**
31 **extension imposed by this Ordinance.**

32
33 **SECTION 7. USE OF REVENUES**

1 a. All of the Net Revenues generated from the Sales Tax and Interest on Sales
2 Tax Revenues shall be credited into the sales tax revenue fund established in Section 7 of
3 Ordinance No. 08-01 and credited to the appropriate Subfund pursuant to the allocation
4 ratios described on page 1 of the Expenditure Plan.

5 1. For Net Revenues derived from this Sales Tax Extension that are
6 credited to the Transit Capital, Highway Capital, and Local Return Subfunds, until such time
7 as all AB 2321 projects and programs have been completed, Net Revenues derived from
8 this Sales Tax Extension shall be used in the same manner and for the same purposes as
9 Net Revenues credited to those Subfunds derived from the Sales Tax imposed by
10 Ordinance No. 08-01 but shall be used only to accelerate the completion of AB 2321
11 Projects and Programs.

12 A. To the extent necessary to accelerate the completion of a
13 project or program in the Expenditure Plan, the Metro Board of Directors may authorize the
14 expenditure of funds derived from the Sales Tax imposed by Ordinance No. 08-01 to a
15 project or program in the Expenditure Plan in the fiscal year identified as “funds available
16 beginning” for that project or program.

17 2. For Net Revenues derived from this Sales Tax Extension that are
18 credited to the Transit Capital, Highway Capital, and Local Return Subfunds, upon such time
19 as all AB 2321 Projects and Programs have been completed, these Net Revenues and
20 Interest thereon shall be expended as follows:

21 A. Funds allocated to the Local Return Subfund shall be allocated
22 to the projects and programs described in the Expenditure Plan as “Local Return” and spent
23 in accordance with subparagraphs (g)(1) and (g)(2) of Section 7 of Ordinance No. 08-01.

24 B. Funds allocated to the Highway Capital Subfund shall be
25 allocated to highway capital projects in the Expenditure Plan. If all highway capital projects
26 in the Expenditure Plan have been completed, Metro may add new highway capital projects
27 to the Expenditure Plan by a majority vote of the Board of Directors.

28 C. Funds allocated to Transit Capital Subfund shall be allocated
29 pursuant to the ratios described on page 1 of the Expenditure Plan for the Transit Capital
30 Subfund. These funds shall be allocated to transit capital projects in the Expenditure Plan.
31 If all transit capital projects in the Expenditure Plan have been completed, Metro may add
32 new transit capital projects to the Expenditure Plan by a majority vote of the Board of
33 Directors..

1 The provisions of Section 13 of Ordinance No. 08-01 shall apply to the tax extension
2 imposed by this Ordinance.

3
4 SECTION 14. ELECTION

5 Pursuant to California Public Utilities Code Section 130350, Metro hereby calls a
6 special election to place this Ordinance before the voters. The ballot language shall read as
7 follows:

8
9 [insert ballot language]

10
11 SECTION 15. STATUTORY REFERENCES

12 a. References in this Ordinance to proposed amendments to Section 130350.5 of
13 the Public Utilities Code are to Section 130350.5 as amended or added by Assembly Bill
14 1446 of the 2011-2012 legislative session.

15 b. References in this Ordinance to proposed Section 130350.6 of the Public
16 Utilities Code are to Section 130350.6 as amended or added by Assembly Bill 1446 of the
17 2011-2012 legislative session.

18
19 SECTION 16. EFFECTIVE AND OPERATIVE DATES

20 a. This Ordinance shall be effective on January 2, 2013, if:

21 1. Two-thirds (2/3) of the electors voting on the measure authorizing the
22 imposition of the Sales Tax vote to authorize its enactment at the statewide general election
23 scheduled for November 6, 2012; and

24 2. A California state statute that provides for all of the following is adopted
25 by the California Legislature and becomes effective prior to January 2, 2013:

26
27 [insert final legislative language]

28
29 3. No California state statute that requires Metro to provide funding from
30 revenues derived from the Sales Tax imposed pursuant to this Ordinance for any projects or
31 programs other than those listed in this Section or provide a level of funding greater than
32 described in this Section, is adopted by the California Legislature in the 2011-2012 legislative
33 session and becomes law.

1 b. The Sales Tax imposed by this Ordinance shall be imposed immediately upon
2 the expiration of the Sales Tax imposed under Section 5 of Ordinance No. 08-01.

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SECTION 17. SEVERABILITY

 If any tax or provision of this Ordinance is for any reason held invalid or
unenforceable by a court of competent jurisdiction, that holding shall not affect the validity or
enforceability of the remaining taxes or provisions, and Metro declares that it would have
passed each part of this Ordinance irrespective of the validity of any other part.

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

Attachment C

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

Draft # 1

Subfund	Program	% of Sales Tax (net of administration)	Annual Amount (FY 2011)	30-Year Baseline Amount	30-Year Extension to FY 2069 (3% Annual Growth)	No Sunset
						60-Year Projection to FY 2099 (3% Annual Growth)
Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process	35%	\$ 207	\$ 12,411	\$ 31,028	\$ 103,425
Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 18	\$ 1,064	\$ 2,660	\$ 8,865
Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2%	\$ 12	\$ 709	\$ 1,773	\$ 5,910
Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20%	\$ 118	\$ 7,092	\$ 17,730	\$ 59,100
Operations	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ 30	\$ 1,773	\$ 4,433	\$ 14,775
Operations	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ 118	\$ 7,092	\$ 17,730	\$ 59,100
Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. (Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.)	15%	\$ 89	\$ 5,319	\$ 13,298	\$ 44,325
	TOTAL PROGRAMS	100%	\$ 592	\$ 35,460	\$ 88,652	\$ 295,500
	1.5% for Administration		\$ 8	\$ 540	\$ 1,348	\$ 4,500
	GRAND TOTAL		\$ 600	\$ 36,000	\$ 90,000	\$ 300,000

Proposed Extension of a One-Half Cent Sales Tax for Transportation: Accelerated Expenditure Plan (Based on LRTP Update of 4/26/12)

30 Years, Fiscal Year (FY) 2010-2039

DRAFT #1 ATTACHMENT C

As Proposed to the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008-June 28, 2012

(\$ in millions)

for reference only - not priority order	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion ^m	
				Minimum	Additional	Total	Federal Funding	State Funding	Local 3%			Local LRTP Funding (Rail is 3% except as noted)
1		Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.										
2		Board Approved Cost Estimates (YOE \$)	LRTP Cost (4/26/12) Escalated-\$									
3		Crenshaw/LAX Transit Corridor - Project Acceleration	\$ 1,749 \$ 1,470	\$ 235.5	\$ 971.5	\$ 1,207	\$ 98 \$ -	\$ 238 \$ -	\$ 52 \$ -	\$ 154 \$ 263 e	FY 2010-12 FY 2016-18	
4		Eastside Light Rail Access (Gold Line)	\$ 30	\$ 30	\$ -	\$ 30	\$ -	\$ -	\$ -	\$ -	FY 2010 FY 2013	
5		Exposition Boulevard Light Rail Transit	\$ 1,511 \$ 1,632 a	\$ 925	\$ -	\$ 925 f	\$ -	\$ 299 \$ 353	\$ 45	\$ 353 \$ 364	FY 2010-12 FY 2013-15	
6		Gold Line Foothill Light Rail Transit Extension	\$ 851 \$ 758	\$ 735	\$ -	\$ 735	\$ 15 To be determined	\$ -	\$ 25.5	\$ 76 \$ 23	FY 2010-12 FY 2015-17	
7		Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses)	\$ 150	\$ 150	\$ -	\$ 150	\$ -	\$ -	\$ -	\$ -	FY 2010 FY 2025 FY 2030	
8		Regional Connector (links local rail lines)	\$ 1,366 \$ 1,320	\$ 160	\$ -	\$ 160	\$ 689 \$ 708	\$ 311 \$ 186	\$ 41	\$ 165 \$ 266 b	FY 2013 FY 2014-16 FY 2019-21 FY 2023-25	
9		San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration	\$ 154 o \$ 188	\$ 32 e	\$ 150	\$ 182 f	\$ -	\$ 110	\$ -	\$ 44 \$ 6	FY 2012 FY 2010-12 FY 2014-16	
10		San Fernando Valley East North-South Rapidways - project acceleration	\$ 170 o \$ 70	\$ 68.5 e	\$ -	\$ 68.5	\$ -	\$ 95	\$ 5	\$ 1.5 \$ 2	FY 2013-15 FY 2016-18	
11		Cost Estimate Approval Pending	LRTP Cost (4/26/12)	Accelerated (YOES) Cost Current 2008-\$								
12		Airport Metro Connector (Green Line Extension to LAX) (match to total project cost)	\$ 330 \$ 290	\$ 241 p \$ 200	\$ -	\$ 200	\$ 200	\$ 34	\$ -	\$ 7	\$ - TBD d	FY 2010-12 FY 2015-23 FY 2015-28d
13		Gold Line Eastside Extension	\$ 2,490 \$ 1,340	\$ 1,529 p \$ -	\$ -	\$ 1,271	\$ 1,271	\$ 104	\$ 12	\$ 46	\$ 96 \$ 30	FY 2013 FY 2022-24 FY 2023-35
14		San Fernando Valley I-405 Corridor Connection (match to total project cost)	\$ 2,468 TBD	\$ 1,648 p TBD	\$ -	\$ 1,000	\$ 1,000 f	\$ 115	\$ 1	\$ 48	\$ 533 \$ 31	FY 2013 FY 2030-32 FY 2038-38
15		South Bay Green Line Extension: Redondo Beach Station to South Bay Corridor	\$ 555 \$ 280	\$ 333 p \$ -	\$ -	\$ 272	\$ 272	\$ 15	\$ -	\$ 10	\$ 36 \$ 8	FY 2013 FY 2028-30 FY 2033-35
16		West Santa Ana Branch Corridor (match to total project cost)	\$ 649 TBD	\$ 503 p \$ -	\$ -	\$ 240	\$ 240	\$ 6	\$ -	\$ 15	\$ 242 \$ 7	FY 2013* FY 2015-17* FY 2019-24* FY 2025-27*
17		Westside Subway Extension - to be opened in segments	\$ 6,015 \$ 4,200 f	\$ 5,159 p \$ 900	\$ 3,174	\$ 4,074 f	\$ 1,138 To be determined	\$ 3	\$ 155	\$ 21 \$ 126	\$ 21 \$ 126	FY 2022-25 FY 2013-15 FY 2034-36
18		Capital Project Contingency (Transit)-Escalation (for lines 12-17) and Interest Cost Allowance for lines 10-17 to be based on year of construction	\$ 1,896 \$ 7,334	\$ 1,723 \$ 173	\$ 3,403	\$ 3,276	\$ 2,200	\$ 1,015	\$ -	\$ 840 g	TBD	FY 2010 Not Applicable
19		Total New Rail and/or Bus Rapid Transit Capital Projects	\$ 17,290 \$ 18,830 h	\$ 3,408.5	\$ 9,002 \$ 10,384.5	\$ 12,411 \$ 13,790	\$ 4,414 \$ 2,908	\$ 2,084 \$ 1,554	\$ 450	\$ 1,721 \$ 1,965	FY 2010	

Proposed Extension of a One-Half Cent Sales Tax for Transportation: Accelerated Expenditure Plan (Based on LRTP Update of 4/26/12)
 30 Years, Fiscal Year (FY) 2010-2039

DRAFT #1 ATTACHMENT C

As Proposed to the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008-June 28, 2012
 (\$ in millions)

for reference only - not priority order	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion		
				Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)				
20		Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls											
21		Board Approved Cost Estimates (YOE \$)	LRTP Cost (4/26/12) Escalated \$										
22		Alameda Corridor East Grade Separations Phase II	\$ 1,229 q \$ 1,123	\$ 200	\$ 200	\$ 400	\$ 296 \$ 200	\$ 382 \$ 336	\$ 150 q \$ 187 i	FY 2010	FY 2018		
23		BNSF Grade Separations in Gateway Cities	\$ 35	\$ -	\$ 35	\$ 35	\$ -	\$ -	\$ -	FY 2010	As funds become available		
24		Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)	\$ 250	\$ 250	\$ -	\$ 250	\$ -	\$ -	\$ -	FY 2010			
25		High Desert Corridor (environmental)	\$ 33	\$ -	\$ 33	\$ 33	\$ -	\$ -	\$ -	FY 2010	FY 2016 As funds become available		
26		Interstate 5 / St. Route 14 Capacity Enhancement	\$ 176 \$ 164	\$ 90.8	\$ -	\$ 90.8 n	\$ 119 \$ 15	\$ 41	\$ 16 \$ 14 j	FY 2010	FY 2013-15		
27		Interstate 5 Capacity Enhancement from I-605 to Orange County Line	\$ 1,254 \$ 1,240	\$ 264.8	\$ -	\$ 264.8 n	\$ 78	\$ 897 \$ 834	\$ 265 \$ 63 j	FY 2010	FY 2016-17		
28		I-5 Capacity Enhancement from SR-134 to SR-170	\$ 700 \$ 640	\$ 271.5	\$ -	\$ 271.5 n	\$ 148 \$ 50	\$ 284 \$ 264	\$ 268 \$ 24 j	FY 2010	FY 2013		
29		I-5 Carmenita Road Interchange Improvement	\$ 385 \$ 389	\$ 138	\$ -	\$ 138 n	\$ 100 \$ 97	\$ 198 \$ 154	\$ 82	FY 2010	FY 2015		
30		Cost Estimate Approval Pending	LRTP Cost (4/26/12)	Accelerated (YOES) Cost Current-2008-\$									
31	Highway Capital Projects	Highway Operational Improvements in Arroyo Verdugo subregion	\$ 260 \$ 170	\$ -	\$ 170	\$ 170		\$ 90		FY 2011	As funds become available		
32		Highway Operational Improvements in Las Virgenes/Malibu subregion	\$ 253 \$ 175	\$ -	\$ 175	\$ 175			\$ 78	FY 2011			
33		Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	\$ 1,512 \$ 906	\$ -	\$ 906	\$ 906	\$ 91		\$ 515	FY 2012			
34		Interstate 605 Corridor "Hot Spot" Interchanges	\$ 3,201 \$ 2,440	\$ -	\$ 590	\$ 590	\$ 2,362	\$ 26	\$ 223	FY 2012			
35		Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	\$ 5,293 \$ 2,809	\$ -	\$ 410	\$ 410	\$ 1,484	\$ 687	\$ 2,712	FY 2012			
36		State Route 138 Capacity Enhancements	\$ 325 \$ 270	\$ -	\$ 200	\$ 200 n	\$ 37	\$ 88		FY 2013			
37		Interstate State Route 710 North Gap Closure (tunnel)	\$ 5,663 \$ 3,730	\$ -	\$ 780	\$ 780	\$ 1,738	\$ 327	\$ 2,818 P3	FY 2012		Subject to P3 Availability	
38		Interstate 710 South and/or Early Action Projects	\$ 6,951 \$ 5,460	\$ -	\$ 590	\$ 590	\$ 3,416	\$ 52	\$ 2,893 P3	FY 2010			
39			Capital Project Contingency (Highway)-Escalation	\$ 1,788		\$ 1,788	\$ 1,788						
40			(for lines 31-38) and Interest Cost Allowance for lines 34-38 to be based on year of construction	\$ 2,575	\$ -	\$ 2,575.0	\$ 2,575	To be determined				FY 2010	Not Applicable
41		Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade Separations, and Soundwalls	TBD \$ 22,337	\$ 1,215.1	\$ 6,664.0	\$ 7,880	\$ 9,869 TBD	\$ 3,072 TBD	\$ 10,020 m \$ 288	FY 2010	FY 2039		

Up to \$3.7 billion in funding can be accelerated in the first decade TBD by the LACMTA Board of Directors.

P3 = Public Private Partnership

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30 Years, Fiscal Year (FY) 2010–2039

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As Proposed to the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008–June 28, 2012
 (\$ in millions)

for reference only - not priority order	Subfund	Operating and Capital Programs	Percent of New Sales Tax Net Revenues	New Sales Tax (Assembly Bill 2321)			Other Funds			Funds Available Beginning	Expected Completion
				Minimum	Additional	Total Escalated	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)		
42	Ops	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ -	\$ 7,092	\$ 7,092				FY 2010	Not Applicable
43	Ops	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ -	\$ 1,773	\$ 1,773				FY 2010	
44	Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.	15%	\$ 250	\$ 5,069	\$ 5,319			Not Applicable	FY 2010	
45	Tran. Cap.	Metro Rail Capital Projects - System Improvements, Rail Yards, and Rail Cars	2%	\$ -	\$ 709	\$ 709				FY 2010	
46	Tran. Cap.	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 70	\$ 994	\$ 1,064				FY 2010	
47		Subtotal Transit and Highway Capital Projects	TBD	\$ 4,623.6	\$ 14,879	\$ 19,503	\$ 14,283	\$ 5,156	\$ 11,741	FY 2010	
48		Subtotal page 4		\$ 320.0	\$ 15,637	\$ 15,957					
49		1.5% for Administration	N/A	\$ 10	\$ 530	\$ 540			Not Applicable	FY 2010	
50		Total		\$ 4,953.6	\$ 31,046	\$ 36,000	\$ 14,283	\$ 5,156	\$ 11,741	FY 2010	

Proposed Extension of a One-Half Cent Sales Tax for Transportation: Accelerated Expenditure Plan (Based on LRTP Update of 4/26/12)
30 Years, Fiscal Year (FY) 2010 – 2039

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As Proposed to the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008 June 28, 2012
(\$ in millions)

Notes:

Overall, this Expenditure Plan uses the same assumptions included in the MTA's Board-approved Long Range Transportation Plan (LRTP) updates.

- a. The Exposition Blvd Light Rail Transit project includes the following funds: Prop 1B Transit Modernization funds ~~(\$48.9 M)~~ (\$260 M), State Transportation Improvement Program funds ~~(\$250 M)~~ (\$403 M), Metro Propositions A and C funds (\$354 M).
 - b. Systemwide ridership forecasts indicate need for a Regional Connector downtown. This expenditure plan assumes that Metro Long Range Transportation Plan funds freed-up from the Exposition Phase II project by passage of this sales tax will be redirected to the Regional Connector project by the Metro Board.
 - c. ~~Local funding for the Crenshaw Transit Corridor assumes a 3% local contribution (\$44 M) and a Metro Long Range Transportation Plan contribution (\$210 M).~~
 - d. Local funding target and project schedule to be determined due to potential LAX contribution. First segment is included in the Crenshaw/LAX project.
 - e. The San Fernando Valley North-South Rapidways minimum of \$100 M is divided between the East and Canoga segments.
 - f. ~~Unaccelerated cost estimate to Westwood.~~ **This Expenditure Plan does not anticipate that the full amount of Measure R will be required for this project. Any necessary subregional equity repayment project is assumed to occur after all other Measure R total amounts have been met.**
 - g. Assumes a 3% local contribution to the Escalation Allowance ~~(\$225 M)~~ and a Metro Long Range Transportation Plan contribution for project scheduling risk ~~(\$646 M)~~.
 - h. Total new rail and/or bus rapid transit capital projects cost estimate subject to change when cost estimates are developed for the San Fernando Valley I-405 Corridor Connection (line ~~4314~~) and the West Santa Ana Branch Corridor (line 16).
 - i. The precise amounts of Federal and local funding for the Alameda Corridor East Grade Separations Phase II project are subject to change.
 - j. For projects funded from other sources on or before December 31, 2008, the funds freed-up by passage of this sales tax shall remain in the subregion in which the project is located for projects or programs of regional significance (per AB 2321).
 - k. Amounts are estimates. Actual amounts will be based on percentage of actual sales tax receipts net of administration.
 - l. Local Return to the incorporated cities within Los Angeles County and to Los Angeles County for the unincorporated area of the County on a per capita basis per annual California Department of Finance population data.
 - m. The total project cost estimate for the transit and highway capital projects of \$41.32 B includes at least \$11.8 B \$42.0-B in as yet unidentified federal, state, local, and public-private partnership funds for highway projects. **Adoption of an accelerated program will be subject to various MTA Board approvals.**
 - n. **This Accelerated Expenditure Plan assumes that the subregional equity repayment project required by the Measure R Ordinance will occur in the third decade. The specific highway project acceleration decisions could include acceleration of these substitute projects.**
 - o. **Board approval of this cost-to-complete estimate is pending in June 2012. Final cost will be based on close-out of all project completion items and claims. Board approval is pending in June 2012 to use these project savings to backfill State Traffic Congestion Relief funds that are not expected to be available.**
 - p. **After accounting for escalation due to year-of-expenditure inflation assumptions from MTA Board-adopted LRTP updates, the various cost amounts for these projects are consistent with each other and do not reflect any cost increases related to project scope.**
 - q. **ACE Phase II funding reconciliation pending. In the LRTP, the cost estimate for completing Phase I (\$167 M) and Phase II (\$1,229 M) totaled \$1,396 M.**
- Legend: Ops = Operations; Tran. Cap. = Transit Capital; SR = State Route; I = Interstate; YO = Year of Expenditure; LRTP = Long Range Transportation Plan
- * The West Santa Ana Branch matching funds would be accelerated by utilizing Long Range Transportation Plan resources freed-up by the use of new sales tax funds on the Interstate 5 Capacity Enhancement from I-605 to Orange County Line project (line 27).