

Highway Advisory Committee

Measure R Project Delivery Committee
October 15, 2009



Metro

Measure R Highway Program

- **Measure R provided only about 1/3 of \$22B (\$7.5B) for program exceeding \$30B**
- **Board requested us to more fully develop a Measure R highway strategy with completion dates and funding sources**

Measure R Highway Program

**Formed Highway Program Advisory Committee to assist in developing a vision and timing for Measure R Highway Projects for inclusion in the Long Range Transportation Plan (LRTP).
Committee composed of representatives of:**

- **Each Council of Government**
- **City of Los Angeles**
- **County of Los Angeles**
- **Caltrans**
- **Metro**

Measure R Highway Program

The Committee met six times to provide input on:

- **Project delivery dates, cash flows, funding and bonding scenarios**
- **Clarification of project eligibility for Measure R Operational Improvement dollars**
- **Definition of project completion for the purposes of Measure R**

Highway Program Development

Program Adjustments:

- For High Desert Corridor, Measure R only provided for environmental. Added dollars for construction.
- For BNSF Grade Separations, Measure R only funded one grade separation. Added dollars for the remaining three.
- For all other projects used total cost as shown in Measure R.

Highway Program Funding Strategy

Plan Development:

- Developed project specific timeline and cash flows for delivery of each project
- Prepared funding plan that identified previously programmed dollars and resulting funding gap for each project
- Worked with Government Relations, planning staff, project sponsors and Highway Advisory Committee to identify eligible federal, state and local funding “pots” to fill gaps
- Identified potential sources corresponding with 6-yr. Federal Reauthorization periods
- Developed a highway strategy that shows for each project local, state and federal funds that Metro needs to pursue in each 6-year time frame to fully deliver highway program

Measure R Bonding Scenarios

- To meet accelerated Measure R cash flow requests, developed bonding scenarios
- Anticipated bonding may be necessary in FY 2012
- Advisory Committee agreed cost and interest for bonding may be allocated to projects
- Agreed to work out any bonding proposal with affected project sponsors

Soundwalls

- Funding for soundwalls assumed an aggressive schedule with two funding levels, \$124 million and \$220 million, respectively
- Currently, Soundwall Packages 5, 6, 7, 8 and 10 are in final design and Package 11 is in initial design
- \$124 million will allow construction up to Package 8
- \$220 million cost to construct soundwalls through Package 11
- Bonding may be necessary to deliver higher funding level
- Advisory Committee supportive of soundwalls, but not at the expense of other projects
- Proposed LRTP identifies aggressive soundwall schedule may be subject to cash flow needs of other projects

Long Range Plan Highway Projects

Highways Recommended Plan ¹

\$ IN MILLIONS OPEN YEAR²
ESCALATED TO YEAR OF EXPENDITURE

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



¹ Listed by Open Year

² Fiscal Year (July to June)

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

^(R) Projects included in Measure R

Long Range Plan Highway Projects (continued)

\$ IN MILLIONS OPEN YEAR³
ESCALATED TO YEAR OF EXPENDITURE

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

¹ Listed by Open Year

² Fiscal Year (July to June)

^(R) Projects included in Measure R

Long Range Plan Highway Projects (continued)

\$ IN MILLIONS
ESCALATED TO YEAR OF EXPENDITURE

OPEN YEAR²

Freeway Interchanges		
US-101 Freeway & Ramp Realignment to Center St	\$ 40.9	OPEN
I-5/SR-126 Interchange Reconstruction (Phases I & II)	72.2	2010
I-5/Carmenita Rd Interchange Improvement ^(R)	379.7	2015
SR-57/SR-60 Mixed-Flow Interchange	475	2029
I-405, I-110, I-105 and SR-91 Ramp and Interchange Improvements (South Bay) ^{3, 4 (R)}	1,512	2014+
I-605 Corridor “Hot Spot” Interchanges in Gateway Cities ^{3 (R)}	3,200	2015-2025
Carpool Connectors		
SR-57/SR-60: Carpool Lane Direct Connector	\$ 70.5	OPEN
I-405/US-101: Connector Gap Closure near Greenleaf St	45.7	OPEN
I-5/SR-14: Carpool Lane Direct Connector ^(R)	161.1	2013
I-5/I-405: Carpool Lane Partial Connector	330	2029
Other Freeway Improvements		
Countywide Soundwalls (Metro regional list and Monterey Park/SR-60) ^{3, 5 (R)}	2,400	2005-2039
Highway Operational Improvements in Arroyo Verdugo Subregion ^{3, 4 (R)}	260	2014+
Highway Operational Improvements in Las Virgenes/Malibu Subregion ^{3, 4 (R)}	253	2014+
Freeway Rehabilitation		
Caltrans-administered SHOPP	\$ 6,302	2005-2040
Highway Operations		
Freeway Service Patrol	\$ 1,026	2005-2040
SAFE	303[rd1]	2005-2040



Metro

¹ Listed by Open Year

² Fiscal Year (July to June)

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

⁴ Subregional COGs projects lists and construction costs are pending.

⁵ Includes Measure R funding of \$250 million.

^(R) Projects included in Measure R

Long Range Plan Highway Projects (continued)

Goods Movement Recommended Plan ¹

\$ IN MILLIONS OPEN YEAR²
ESCALATED TO YEAR OF EXPENDITURE

Alameda Corridor East (Metro Funds) Phase I	\$ 281	2005-2019
Alameda Corridor East Grade Separations Phase II ^{3 (R)}	1,123	2005-2017
BNSF Grade Separations in Gateway Cities ^{3 (R)} - 1st Grade Separation - Remaining three Grade Separations	270	2017+

¹ Listed in alphabetical order

² Fiscal Year (July to June)

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

^(R) Projects included in Measure R

Long Range Plan Highway Projects (continued)

Highways Strategic Unfunded Plan ¹

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

Clarification of Project Eligibility for Highway Operational Improvements and Ramp/Interchange Improvements

- Originally proposed using Caltrans' State Highway Operation and Protection Program (SHOPP) definition
- Committee requested flexibility

Project Eligibility for Highway Operational Improvements

Committee requested the following additions:

- Principal arterials, minor arterials, and key collector roadways located generally within a one mile corridor of any State Highway
- Intersection and street widening;
- Traffic signal upgrade/ timing/synchronization;
- Traffic surveillance;
- Park and Ride facilities;
- Shoulder widening/improvement;
- Safety improvements that reduce incident delay;
- Up to 20% of the Arroyo Verdugo and Las Virgenes/Malibu Subregions' Operational Improvement dollars may be used for soundwalls and bike lanes; and
- Other projects could be considered on a case-by-case basis as long as a nexus to State Highway Operational Improvements can be shown.

Next Steps

- **Highway Program incorporated in Long Range Transportation Plan**
- **Developing Memorandum of Understanding (MOU) boilerplate; and**
- **Continuing to meet with the Committee on an as-needed basis.**

Measure R Highway Projects Potential Funding Strategy

(\$ in millions)

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

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

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

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

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

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

Metro area = proposed Metropolitan Mobility and Access program.



Measure R Highway Projects Potential Funding Strategy (continued)

(\$ in millions)

Meas R Ref #	Meas R	FY 2010 - 2015													Subtotal ALL SOURCES	SUBTOTAL NON-MEAS R	
		incl Esc***	Tolls/PPP	RR	Container Fees	STATE				FEDERAL							
						Hi Sp Rail	PUC	Other*	SHOPP*	Cap/Trade	FRA	Incr Formula	HPP/PNS(2)	Metro Area			Freight
	<i>Escalated \$</i> (Meas R rev in italics)	\$804.6															
22	ACE Grade Separations Phase II	292		10			3				1		30		195	531	239
23	BNSF Grade Seps (Gateway Cities)	-														-	-
	1st Grade Separation	18				35										53	35
	Remaining 3 grade separations	-				255										255	255
24	Soundwalls	220														220	-
25	High Desert Corridor Environ (LA Cnty)	33														33	-
	High Desert Corridor Constr (LA Cnty)	-	172									63	60			295	295
26	I-5/SR-14 Capacity Enhancement	2														2	-
27	I-5 South	25														25	-
28	I-5 from SR-134 to SR-170	18														18	-
29	I-5 Carmenita Interchange	32														32	-
	SUBTOTAL	\$ 639	\$ 172	\$ 10	\$ -	\$ 290	\$ 3	\$ -	\$ -	\$ -	\$ 1	\$ 63	\$ 90	\$ -	\$ 195	\$ 1,463	\$ 824
	Current \$																\$ -
31	Arroyo Verdugo Operational Improve.	32														32	-
32	Las Virgenes/Malibu Opertnl Improve.	69														69	-
33	South Bay Ramp & Interchange Improv.	103											227			330	227
34	I-5 North Truck Lane (Construction)															-	-
	Phase I SR-14 to Pico Cyn	61											55			116	55
	Phase II Pico Cyn to Parker Rd	22														22	-
	Phase III Parker Rd to Kern County	-														-	-
35	I-605 Hot Spot Intrchgs (Gateway Cities)	78												500		580	502
36	I-710 North	76											60			136	60
37	I-710 Early Action Projects	59											491			550	491
37	I-710 South	15	100		-								531	700	250	1,596	1,581
38	SR-138																
	SR-138: Segment 9	11											11			22	11
	SR-138: Segment 13	59											52			111	52
	SR-138: Other Segments	15														15	-
	SUBTOTAL	\$ 600	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,429	\$ 1,200	\$ 250	\$ 3,579	\$ 2,979
	TOTAL	\$ 1,239	\$ 272	\$ 10	\$ -	\$ 290	\$ 3	\$ -	\$ -	\$ -	\$ 1	\$ 63	\$ 1,519	\$ 1,200	\$ 445	\$ 5,042	\$ 3,803

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

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

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

(2) Reflects Earmark amount requested which may or may not be realized.

HPP = High Priority Projects; PNS = Projects of National Significance (Federal, frequently earmarks) and other discretionary earmarks
Metro area = proposed Metropolitan Mobility and Access program.



Measure R Highway Projects Potential Funding Strategy (continued)

(\$ in millions)

Meas R Ref #	Meas R incl Esc***	Tolls/ PPP	RR	Container Fees	FY 2016 - 2021										Subtotal ALL SOURCES	SUBTOTAL NON-MEAS R	
					STATE				FEDERAL								
					Hi Sp Rail	PUC	Other*	SHOPP*	Cap/Trade	FRA	Incr Formula	HPP/PNS	Metro Area	Freight			
Escalated \$ (Meas R rev in italics)	\$1,159.7																
22 ACE Grade Separations Phase II	108		10			2					1		40		79	240	132
23 BNSF Grade Seps (Gateway Cities)	-																-
1st Grade Separation	17															17	-
Remaining 3 grade separations	-					100							15			115	115
24 Soundwalls	1							200								201	200
25 High Desert Corridor Environ (LA Cnty)	-															-	-
High Desert Corridor Constr (LA Cnty)	-	1,344						316				474	65		537	2,736	2,736
26 I-5/SR-14 Capacity Enhancement	-															-	-
27 I-5 South	240															240	-
28 I-5 from SR-134 to SR-170	-															-	-
29 I-5 Carmenita Interchange	-															-	-
SUBTOTAL	\$ 366	\$ 1,344	\$ 10	\$ -	\$ 100	\$ 2	\$ 516	\$ -	\$ -	\$ 1	\$ 474	\$ 120	\$ -	\$ 616	\$ 3,549	\$ 3,183	
Current \$																	\$ -
31 Arroyo Verdugo Operational Improve.	44															64	20
32 Las Virgenes/Malibu Opertnl Improve.	19															39	20
33 South Bay Ramp & Interchange Improv.	229															269	40
34 I-5 North Truck Lane (Construction)	-															-	-
Phase I SR-14 to Pico Cyn	76															76	-
Phase II Pico Cyn to Parker Rd	152															152	-
Phase III Parker Rd to Kern County	-															-	-
35 I-605 Hot Spot Intrchgs (Gateway Cities)	337							20				300	372	623	366	2,018	1,681
36 I-710 North	764															764	-
37 I-710 Early Action Projects	68												81			149	81
37 I-710 South	306	2,000		500					250			250	169	229	471	4,175	3,869
38 SR-138																	
SR-138: Segment 9	-															-	-
SR-138: Segment 13	-															-	-
SR-138: Other Segments	158						47					7				212	54
SUBTOTAL	\$ 2,156	\$ 2,000	\$ -	\$ 500	\$ -	\$ -	\$ 67	\$ 80	\$ 250	\$ -	\$ 550	\$ 629	\$ 852	\$ 837	\$ 7,921	\$ 5,765	
TOTAL	\$ 2,521	\$ 3,344	\$ 10	\$ 500	\$ 100	\$ 2	\$ 583	\$ 80	\$ 250	\$ 1	\$ 1,024	\$ 749	\$ 852	\$ 1,453	\$ 11,469	\$ 8,948	

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

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

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

HPP = High Priority Projects; PNS = Projects of National Significance (Federal, frequently earmarks) and other discretionary earmarks
Metro area = proposed Metropolitan Mobility and Access program.



Measure R Highway Projects Potential Funding Strategy (continued)

Scenario D - Proposed Measure R Highway Detail For the First 10 Years (If Borrowing Is Required to Meet this Schedule)

DRAFT

(\$ in millions)

Meas R Ref #	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	FY 10	FY 11	FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 10-19	Subtotal Escalated
22	ACE Projects	42.0	50.0	50.0	50.0	50.0	50.0	50.0	58.0	-	-	\$	400
23	BNSF Grade Separations	-	2.0	2.0	3.0	3.0	8.0	8.0	9.0	-	-	\$	35
24	Soundwalls	10.0	52.0	77.2	43.5	32.1	4.7	0.5	-	-	-	\$	220
25	High Desert Corridor (PPP)	5.0	10.0	10.0	8.0	-	-	-	-	-	-	\$	33
26	I-5/SR-14 Capacity Enhancement (1)	-	-	2.0	-	-	-	-	-	-	-	\$	2.0
27	I-5 South (1)	-	6.2	6.2	6.2	6.2	-	30.0	25.0	-	-	\$	79.8
28	I-5 from SR-134 to SR-170 (1)	-	-	-	-	9.0	9.0	-	-	-	-	\$	18.0
29	I-5 Carmenita Interchange (1)	-	5.0	5.0	5.0	5.0	12.0	-	-	-	-	\$	32.0
	SUBTOTAL	57.0	125.2	152.4	115.7	105.3	83.7	88.5	92.0	-	-	\$	820
													Escalated \$
31	Arroyo Verdugo Operations	5.0	5.0	5.0	5.5	5.5	6.0	6.0	6.0	7.0	7.0	\$	58.0
32	Las Virgenes Operations	6.9	10.3	9.6	13.1	14.7	13.9	19.4				\$	88.0
33	Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	10.0	10.0	10.0	20.0	20.0	33.0	33.0	33.0	34.0	34.0	\$	237.0
34	I-5 North Truck Lane Phase I - from SR-14 to Pico Cyn	-	-	17.0	30.6	13.5	-	-	-	-	-	\$	61.1
34	I-5 North Truck Lane Phase II - from Pico Cyn to Parker Road	-	-	4.0	4.0	-	14.0	14.0	14.0	14.0	14.0	\$	78.0
34	I-5 North Truck Lane Phase III	-	-	-	-	-	-	-	-	-	-	\$	-
34	Total I-5 North Truck Lane (Construction) (PPP)	-	-	21.0	34.6	13.5	14.0	14.0	14.0	14.0	14.0	\$	139.1
35	I-605 Hot Spots (Gateway Cities) [requests \$305 M additional in 1st decade - assumed to be federal & state]	5.0	10.0	9.0	14.0	19.0	21.0	21.0	22.0	22.0	22.0	\$	165.0
36	I-710 North Extension (PPP)	-	9.0	17.0	16.0	14.0	20.0	20.0	20.0	20.0	20.0	\$	156.0
37	I-710 Early Action Projects	5.0	10.0	15.0	7.0	5.0	17.0	17.0	17.0	17.0	17.0	\$	127.0
37	I-710 South (PPP)	15.0	-	-	-	-	-	-	-	-	-	\$	15.0
37	Total I-710 South (PPP) and/or Early Action	20.0	10.0	15.0	7.0	5.0	17.0	17.0	17.0	17.0	17.0	\$	142.0
38	Rt 138 Segment 9	2.0	4.1	5.3	-	-	-	-	-	-	-	\$	11.4
38	Rt 138 Segment 13	4.0	6.2	7.4	19.7	21.4	-	-	-	-	-	\$	58.7
38	Rt 138 Other Segs	-	-	-	-	-	15.1	15.5	16.0	16.5	17.0	\$	80.1
38	Total Route 138	6.0	10.3	12.7	19.7	21.4	15.1	15.5	16.0	16.5	17.0	\$	150.2
	SUBTOTAL	53.0	64.6	99.3	129.9	113.1	140.1	145.8	128.0	130.4	131.1	\$	1,135.3
39	Escalation Allowance (adjusted for decreased revenue)												
	TOTAL	110.0	189.8	251.6	245.6	218.4	223.8	234.3	220.0	130.4	131.1	\$	1,954.9
	Revenue Estimate	\$ 88	\$ 126	\$ 133	\$ 142	\$ 153	\$ 163	\$ 172	\$ 180	\$ 189	\$ 197	\$	1,542.2
	Annual Balance	\$ (22)	\$ (64)	\$ (119)	\$ (104)	\$ (65)	\$ (61)	\$ (63)	\$ (40)	\$ 58	\$ 66	\$	(412.7)
	Cumulative Balance	\$ (22)	\$ (86)	\$ (205)	\$ (308)	\$ (373)	\$ (435)	\$ (497)	\$ (537)	\$ (479)	\$ (413)	\$	\$750 M+

Interest and fees will be determined on a project-specific basis when bonding is determined. Bond interest and fees will be allocated against each project's escalation reserve.



Metro

- (1) Measure R reserve for potential costs increases and/or enhancements.
- (2) Aggressive Measure R Soundwall funding schedule is based on project readiness and would require Board approval for individual construction packages subject to cash flow needs of other projects.

Locations of Soundwall Packages

