

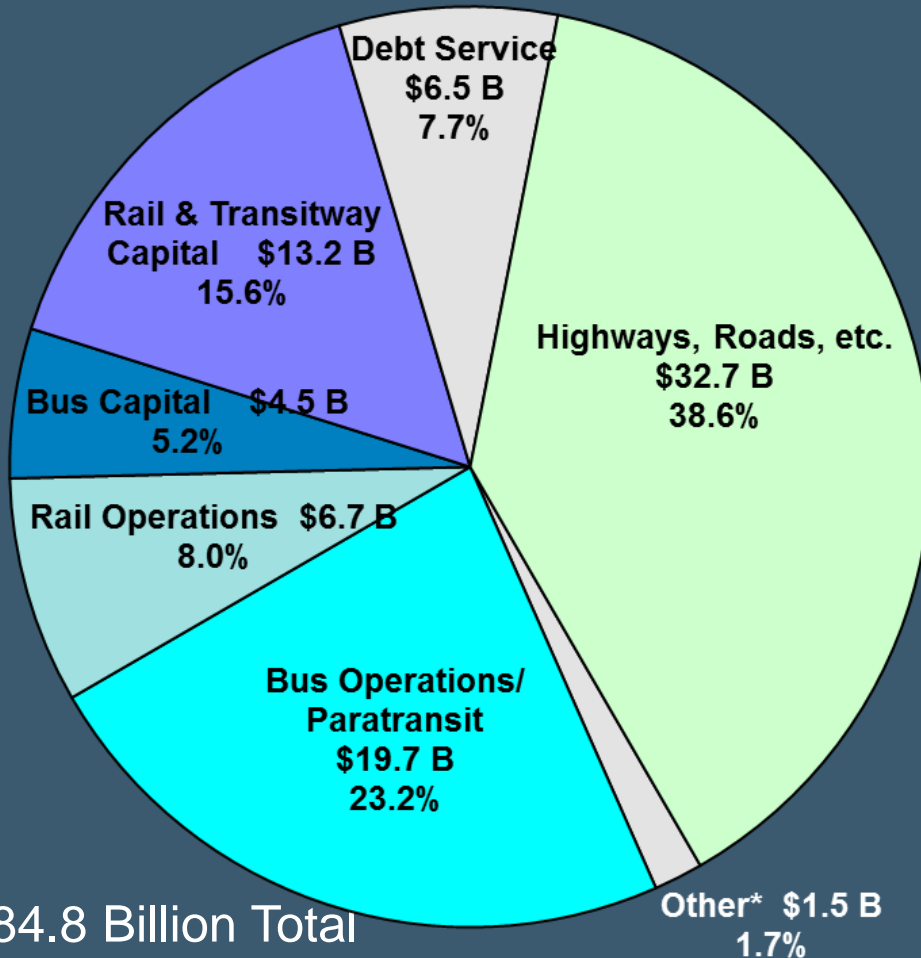
## Project Status - Gateway Cities Measure R Initiatives

Highway	Measure R \$	Project Status	Project Cost
BNSF Grade Separations	35	funding allocated	35
I-5 Capacity Enhancement (I-605 – OC Line)	264.8	under construction	1,530 <sup>(1)</sup>
I-5 Carmentia Rd. Interchange	138	under construction	Included above
I-605 Hot Spots Interchanges	590	Project development	590/TBD
I-710 South and/or Early Action Projects	590	Environmental/construction	5,000-9,000
<b>Measure R Highway Total</b>	<b>1,617.8</b>		
<b>Transit</b>			
Gold Line Eastside Extension <sup>(2)</sup>	1,271	Technical Refinement	2,900 – 3,000
West Santa Ana Branch Corridor	240 <sup>(3)</sup>	Technical Refinement	1,980- 2,200
<b>Measure Transit Total</b>	<b>1,511</b>		
<b>Estimated Total</b>	<b>3,128</b>		<b>14,825</b>

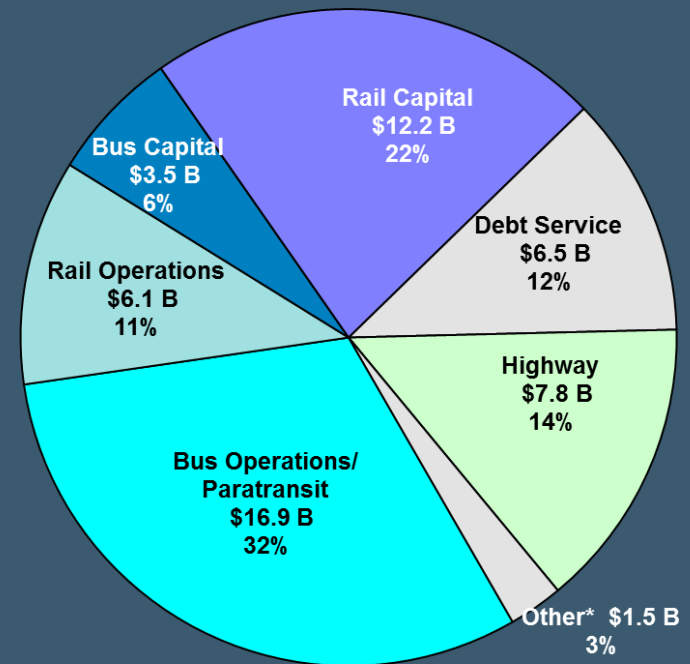
- This project was fully funded outside of Measure R, It is anticipated that some funded may be required. This amount not included in total
- This project has been amended to include both Sr-60 and Washington Blvd. Alternatives – The ranges reflect this.
- This funding from savings on the I-5 (605-OC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

# Transportation Public Investments by Mode: Countywide and Metro Controlled Spending Forecast

Countywide Uses  
FY 2015 – FY 2024



Metro Controlled Uses  
FY 2015 – FY 2024



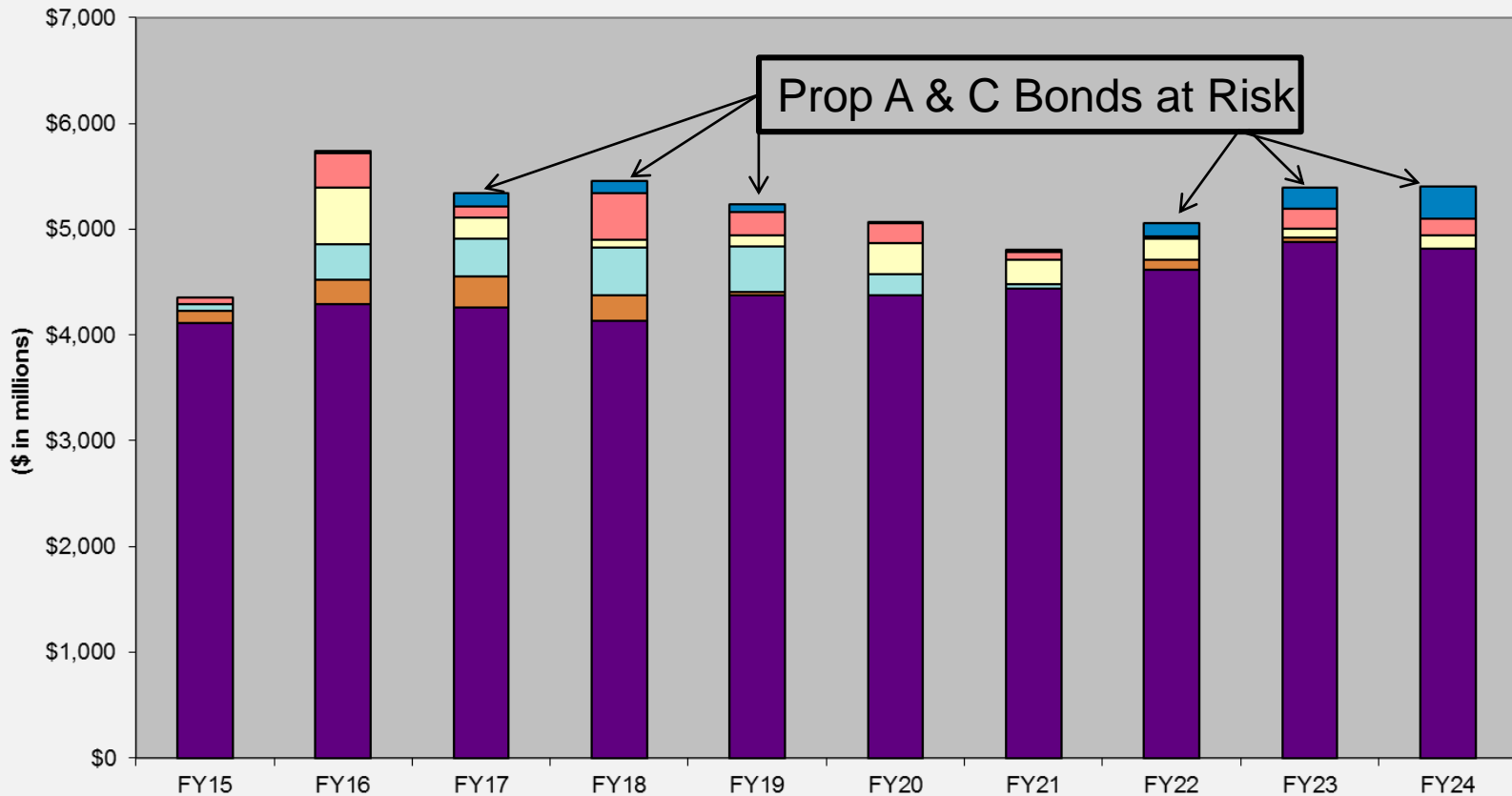
**\$84.8 Billion Total**  
FY 2015 – FY  
2024

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

**\$54.5 Billion Total**  
FY 2015 – FY 2024

# Borrowing Key to Transformative Plan

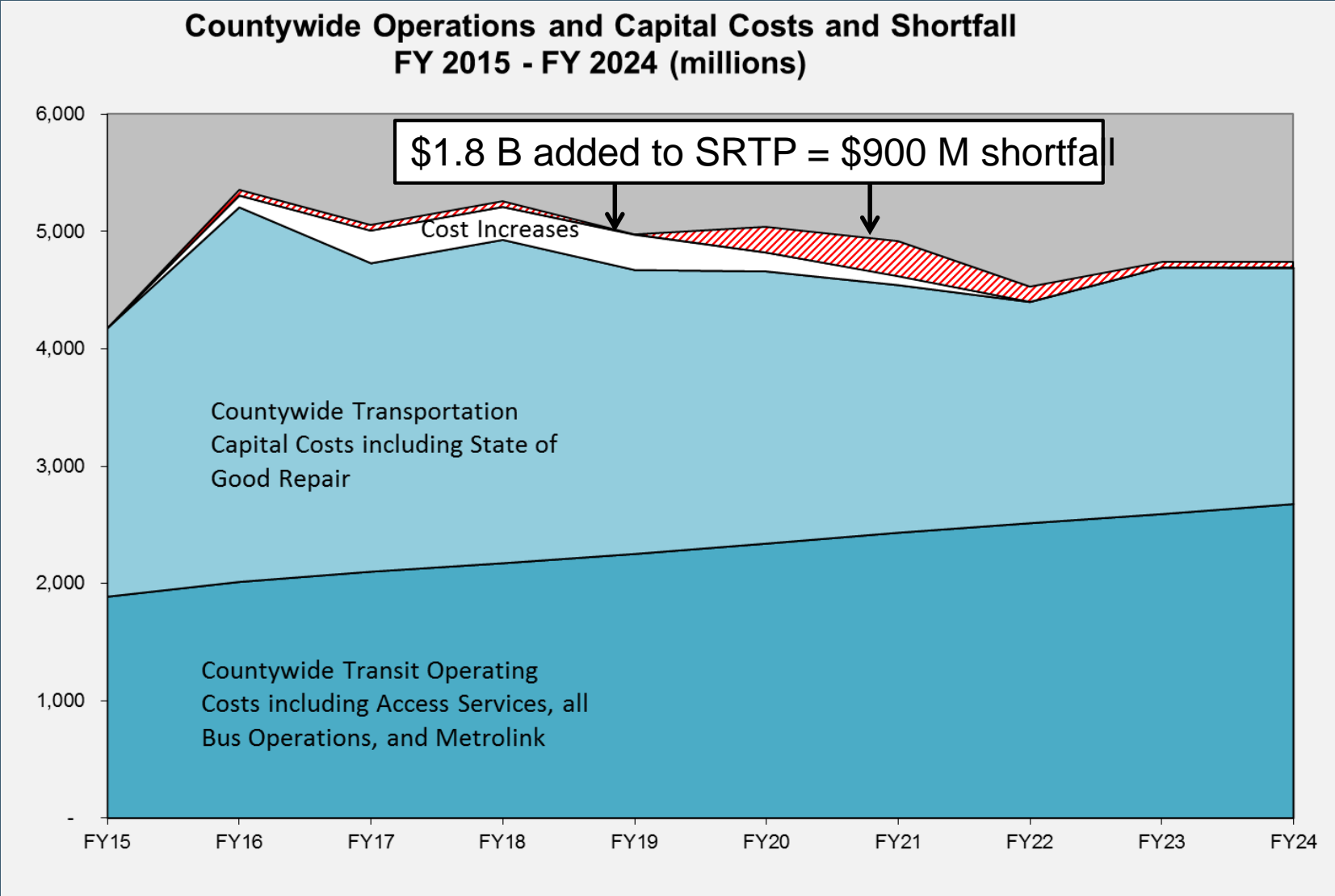
Funding Plan for Metro-Controlled Uses  
FY 2015 - FY 2024



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

\* Excludes Beginning Balances

# Countywide Forecast: SRTP Has \$900 M Shortfall



# Metro's Worst Case: Could be Far Worse

- **Periodic economic shocks expected**
  - Higher bids and other cost increases occurring now
  - Economic recession could occur during plan period
- **Borrowing strategies are at risk**
  - Transit operating costs rise faster than CPI
  - Fares not keeping pace with costs
  - Access Services demand growing
- **New revenue sources are important**
  - Federal funding increase needed in reauthorization
  - State Cap & Trade needed for SRTP greenhouse gas reductions

# Perfect Storm: Flat Fares, ADA Costs, & Economic Shock

Countywide Operations and Capital Costs Shortfall  
FY 2015 - FY 2024 (million)

