



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

Mobility in Los Angeles County is a necessity and requires an aggressive, responsible and accountable plan to meet the transportation needs of its more than 10 million residents. By accelerating this plan, all the economic, job and mobility benefits will be accelerated as well.

- 1) **Accelerate jobs created** - Measure R will create 410,000 jobs over 30 years; this extension will accelerate approximately 260,000 of those jobs
- 2) **Boost local economy** - Measure R will invest \$67 billion into local economy over 30 years; this extension will accelerate approximately \$43 billion of that investment
- 3) **Improve freeway traffic flow** - accelerate freeway improvements
- 4) **Accelerate completion of transportation system** - build comprehensive transportation system in half the time
- 5) **Invest in local community** - fix pot holes, repair streets and synchronize local traffic signals
- 6) **Extend existing sales tax** - continue previously approved Measure R sales tax
- 7) **Maintain spending controls** - strong oversight and annual reports to taxpayers
- 8) **Continue for 30 years or until voters decide to end it**

ARGUMENT IN FAVOR

Measure J will create hundreds of thousands of jobs in LA County over the next decade by speeding up local highway and transit projects. Measure J accelerates the completion of public transit projects and provides more funding for countywide highway, transit, and local street improvements by continuing the County's voter-approved one-half cent traffic relief sales tax without a tax rate increase.

CREATES OVER 400,000 JOBS. With LA County suffering 12 percent unemployment, Measure J will create over 410,000 local jobs, according to the Los Angeles County Economic Development Corporation.

SPEEDS UP PROJECTS. Measure J will speed up the completion of light rail, subway and airport connection projects in just 13 years rather than 27 years. It enables local cities to fix thousands of potholes annually and repair congested and deteriorated roads countywide.

IMPROVES FREEWAY TRAFFIC FLOW. Measure J will improve traffic flow on the 5, 10, 14, 60, 101, 110, 134, 138, 210, 405, 605 and 710 freeways. Measure J will upgrade our aging freeway and highway system, including bridge and tunnel improvements, and help prepare for hundreds of thousands of additional cars expected in coming decades.

IMPROVES EARTHQUAKE SAFETY. Measure J will speed the earthquake repair of aging bridges, tunnels and overpasses.

KEEPS SENIOR FARES LOW. Measure J keeps bus fares low for seniors, students and the disabled.

ARGUMENT AGAINST

Measure J may sound great, but it's classic bait-and-switch! It is deeply flawed, inequitable, and ill-timed.

In 2008, Measure R promised the voters of Los Angeles County that if they taxed themselves for the next 30 years through a half-cent sales tax, they'd have new transportation projects delivered on time and on budget to ease traffic congestion throughout the County.

Now, just 4 years later, Metro is coming back asking for more of your money. Why? Because they know the higher taxes you're already paying aren't enough to finish the projects they promised you.

Just because the money is **accelerated doesn't mean the projects you were promised will get completed**. Measure J relies on funding that is not guaranteed. For example, the Green Line to LAX cannot be built without outside funding. In fact, there is no money to connect rail to the Long Beach, Ontario, Bob Hope or Palmdale airports as Measure J promises.

Because Measure J only accelerates projects already on the books, it **won't create any new jobs** that wouldn't have been created under Measure R.

Measure J is just a way for all County residents to pay for the pet projects of one municipality and does not guarantee that all 88 cities get their fair share. For example, San Fernando Valley represents 37% of Los Angeles City population, but they only received 13% of the City's Measure R funding. Some Los Angeles County residents will be paying taxes until 2069 that will never be invested in their communities.



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

ARGUMENT IN FAVOR (Cont.)

ALL FUNDS STAY LOCAL, WITH STRICT ACCOUNTABILITY PROVISIONS. Measure J requires that all revenues stay in Los Angeles County, with no money for Sacramento. By law, funds can be used **ONLY** for transportation improvement projects and services with annual independent audits and full public review of expenditures.

Jumpstart local jobs and traffic relief. Vote YES on J. For more information, visit MeasureJ4Jobs.org.

ARGUMENT AGAINST (Cont.)

Measure R listed specific projects for construction and only allowed changes to that list after 10 years. Measure J removes those taxpayer protections and **allows special interests to move money** right now.

We need honest, responsible traffic relief – but a blank check that **our kids and grandkids will pay** for the next 60 years is not the answer. Vote NO on Measure J!

GARY L. TOEBBEN
President & CEO
Los Angeles Area Chamber of Commerce

ROBERT HUNTER
Executive Secretary
Los Angeles/Orange Counties Building and Construction
Trades Council

BARBARA A. MESSINA
Mayor, City of Alhambra
President, San Gabriel Valley Council of Governments

MARY LESLIE
President, Los Angeles Business Council

ADRIANO MARTINEZ
Director Southern California Environmental Justice Project,
Natural Resources Defense Council

MICHAEL D. ANTONOVICH
Chairman, Los Angeles County MTA

DON KNABE
Los Angeles County Supervisor, MTA Board Member

JOHN PARKER
Chairman of the Board, United Chambers of Commerce of
the San Fernando Valley

MARIO A. GUERRA
Council Member, City of Downey

SAM PEDROZA
Council Member, City of Claremont



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

REBUTTAL TO ARGUMENT AGAINST MEASURE J

Measure J rejects the old pork-barrel politics that gave us congested freeways in favor of immediate jobs and traffic relief.

OUR COUNTY NEEDS JOBS NOW. Measure J creates jobs now, when unemployed workers in Los Angeles County need them most and construction prices are low. Accelerating highway and transportation projects will create 410,000 jobs over the next ten years.

COUNTYWIDE PLAN. Measure J is a countywide plan. The first major project was the Orange Line extension in the San Fernando Valley, completed on schedule and under budget. Measure J will accelerate projects in the San Fernando Valley, South Bay, San Gabriel Valley, southeast Los Angeles County and North County. This includes a new transit line connecting the San Fernando Valley to West Los Angeles and highway improvements in all parts of the county.

INDEPENDENT OVERSIGHT. Measure J mandates independent oversight by a committee of retired judges to make sure tax dollars are spent properly.

LOCALLY-CONTROLLED STREET REPAIR. Measure J means every city and every part of unincorporated Los Angeles County will get 30 additional years of locally-controlled funding to invest in better streets, roads, sidewalks and transit.

JOBS NOW, INVESTMENT FOR THE FUTURE. Measure J is an investment in the future. Measure J means jobs now and a modern, efficient transportation system that works for everyone for the long-term.

Vote YES on Measure J!

DAVID W. FLEMING
San Fernando Valley Civic Leader

SERGIO RASCON
Business Manager,
Laborers Local 300

BARBARA A. MESSINA
Mayor, City of Alhambra
President, San Gabriel Valley Council of Governments

MARTHA DIAZ ASZKENAZY
Chair of the Valley Economic Alliance

JOHN FASANA
Mayor of Duarte
Chair SGV, COG Transportation Committee



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

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 for 30 years.

SECTION 3. DEFINITIONS

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

"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 which is attached hereto.

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

"Highway Capital Projects" means those projects in the Expenditure Plan that are identified as highway capital projects.

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

"Measure R Projects" means those projects and programs identified in the expenditure plan attached to Ordinance No. 08-01.

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

"Net Revenues" means Sales Tax Revenues minus any amount expended on administrative costs pursuant to Section 10.

"Ordinance No. 08-01" means Ordinance No. 08-01, including the attached expenditure plan, of the Los Angeles County Metropolitan Transportation Authority, as adopted by the Metro Board of Directors on July 24, 2008.

"Sales Tax" means a retail transactions and use tax.

"Sales Tax Revenues" means the Gross Sales Tax minus any refunds and any fees imposed by the Board of Equalization for the performance of functions incident to the administration and operation of this Ordinance.

"Transit Capital Projects" means those projects in the Expenditure Plan that are identified as transit capital projects, except for "Metro Rail Capital Projects- System Improvements, Rail Yards, and Rail Cars and "Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)."

SECTION 4. STATUTORY AUTHORITY

This Ordinance is enacted, in part, pursuant to:

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



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

SECTION 5. EXTENSION OF RETAIL TRANSACTIONS AND USE TAX

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

SECTION 6. ADMINISTRATION BY BOARD OF EQUALIZATION

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

SECTION 7. USE OF REVENUES

- a. All of the Net Revenues generated from the Sales Tax and Interest on Sales Tax Revenues shall be credited into the sales tax revenue fund established in Section 7 of Ordinance No. 08-01 and credited to the appropriate Subfund pursuant to the allocation ratios described on page 1 of the Expenditure Plan.
 1. For Net Revenues derived from this Sales Tax Extension that are credited to the Transit Capital, Highway Capital, and Local Return Subfunds, until such time as the Transit Capital Projects and Highway Capital Projects are completed, Net Revenues derived from this Sales Tax Extension shall be used in the same manner and for the same purposes as Net Revenues credited to those Subfunds derived from the Sales Tax imposed by Ordinance No. 08-01 but shall be used only to accelerate the completion of Measure R Projects.
 - A. To the extent necessary to accelerate the completion of a project or program in the Expenditure Plan, the Metro Board of Directors may authorize the expenditure of funds derived from the Sales Tax imposed by Ordinance No. 08-01 to a project or program in the Expenditure Plan in the fiscal year identified as "funds available beginning" for that project or program.
 2. For Net Revenues derived from this Sales Tax Extension that are credited to the Transit Capital, Highway Capital, and Local Return Subfunds, upon such time as the Transit Capital Projects and Highway Capital Projects have been completed, these Net Revenues and Interest thereon shall be expended as follows:
 - A. Funds allocated to the Local Return Subfund shall be allocated to the projects and programs described in the Expenditure Plan as "Local Return" and spent in accordance with subparagraphs (g) (1) and (g) (2) of Section 7 of Ordinance No. 08-01 .
 - B. Funds allocated to the Highway Capital Subfund shall be allocated to new highway capital projects, which shall be added to the Expenditure Plan by a majority vote of the Board of Directors.
 - C. Funds allocated to the Transit Capital Subfund shall be allocated pursuant to the ratios described on page 1 of the Expenditure Plan for the Transit Capital Subfund. These funds shall be allocated to new transit capital projects, which shall be added to the Expenditure Plan by a majority vote of the Board of Directors.
 3. At all times, Net Revenues and the Interest thereon credited to the Operations Subfund shall be used in the same manner and for the same purposes as Net Revenues derived from the Sales Tax imposed by Ordinance No. 08-01 and credited to the Operations Subfund.
 - A. Net Revenues and the interest thereon credited to the Operations Subfund shall be used to provide reduced fares to senior citizens, disabled individuals, and students and to expand Metro's reduced fare programs to operate throughout the day, in excess of federal requirements.



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

SECTION 8. OVERSIGHT

- a. The provisions of Section 8 of Ordinance No. 08-01 relating to oversight of Sales Tax Revenues shall apply to all Sales Tax Revenues resulting from this Ordinance.

SECTION 9. MAINTENANCE OF EFFORT REQUIREMENTS

- a. The provisions of Section 9 of Ordinance No. 08-01 relating to maintenance of effort requirements shall apply to revenues derived from the tax extension imposed by this Ordinance that are credited to the Local Return Subfund.

SECTION 10. COSTS OF ADMINISTRATION

- a. The provisions of Section 10 of Ordinance No. 08-01 shall apply to all Gross Sales Tax revenues resulting from this Ordinance.

SECTION 11. AMENDMENTS AND TERMINATION

- a. The provisions of Section 11 of Ordinance No. 08-01 shall apply to all amendments to this Ordinance.
- b. The sales tax extension imposed by this Ordinance shall be for 30 years and may be terminated at any time by the people of the County of Los Angeles by adopting an initiative pursuant to Section 30741 of the Public Utilities Code.

SECTION 11. AMENDMENTS AND TERMINATION (Cont.)

- c. Notwithstanding the above, the sales tax extension imposed by this Ordinance shall not be suspended or terminated in any manner that impedes the rights of debt holders.

SECTION 12. ESTABLISHMENT OF BONDING AUTHORITY

The provisions of Section 12 of Ordinance No. 08-01 shall apply to the tax extension imposed by this Ordinance.

SECTION 13. APPROPRIATIONS LIMIT

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

SECTION 14. ELECTION

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



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

SECTION 14. ELECTION (Cont.)

Accelerating Traffic Relief, Job Creation.

To advance Los Angeles County's traffic relief, economic/job growth by accelerating light rail/subway construction and airport connections, within five years, not twenty; funding countywide freeway, bridge, safety and traffic flow improvements; fixing potholes; keeping senior, student, disabled fares low; Shall Los Angeles County's voter-approved one-half cent traffic relief sales tax continue without increase for another 30 years or until voters decide to end it, with independent audits and keeping funds local?

SECTION 15. STATUTORY REFERENCES

- a. References in this Ordinance to proposed amendments to Section 130350.5 of the Public Utilities Code are to Section 130350.5 as amended or added by Assembly Bill 1446 of the 2011-2012 legislative session.
- b. References in this Ordinance to proposed Section 130350.6 of the Public Utilities Code are to Section 130350.6 as amended or added by Assembly Bill 1446 of the 2011-2012 legislative session.

SECTION 16. AMENDMENT TO ORDINANCE NO. 08-01

Section 11 (b) of Ordinance No. 08-01 shall be amended to read:

- b. Notwithstanding Section 11 (a) of this Ordinance, Metro shall not adopt any amendment to this Ordinance, including Attachment A, that reduces total Net Revenues allocated to the sum of the Transit Capital Subfund and the Highway Capital Subfund. Metro may adopt an amendment by a two-thirds vote transferring Net Revenues between the Transit Capital Subfund and the Highway Capital Subfund within the same subregion.

SECTION 17. EFFECTIVE AND OPERATIVE DATES

- a. This Ordinance shall be effective on January 2, 2013, if:
 1. Two-thirds (2/3) of the electors voting on the measure authorizing the imposition of the Sales Tax vote to authorize its enactment at the statewide general election scheduled for November 6, 2012; and
 2. A California state statute is adopted by the California Legislature and becomes effective prior to January 2, 2013 that:
 - A. Authorizes the extension of the retail transactions and use tax imposed by Ordinance No. 08-01; and
 - B. Provides that any tax imposed by Metro pursuant to the authority granted in the statute shall not be considered for the purposes of the combined rate limit established by Section 7251.1 of the Revenue and Taxation Code; and
 - C. Does not mandate the expenditure of revenues derived from the tax authorized by the statute in a manner than is different from or contrary to the Expenditure Plan; and
 3. No California state statute that requires Metro to provide funding from revenues derived from the Sales Tax imposed pursuant to this Ordinance for any projects or programs other than those in the Expenditure Plan or provide a level of funding greater than described in the Expenditure Plan, or on a different schedule than described in the Expenditure Plan, is adopted by the California Legislature in the 2011-2012 legislative session and becomes law.
- b. The Sales Tax imposed by this Ordinance shall be imposed immediately upon the expiration of the Sales Tax imposed under Section 5 of Ordinance No. 08-01.



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

SECTION 18. 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.



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

Proposed One-Half Cent Sales Tax for Transportation
Outline of Expenditure Categories
Sunsets June 30, 2069
(millions)

ATTACHMENT A

Subfund	Program	% of Sales Tax (net of administration)	First Year Amount	10 Year Amount	30 Year Amount	30-Year Extension to FY 2069 (3% Annual Growth)
Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process	35%	\$ 241	\$ 2,930	\$ 13,790	\$ 31,028
Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 21	\$ 251	\$ 1,182	\$ 2,660
Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2%	\$ 14	\$ 167	\$ 788	\$ 1,773
Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20%	\$ 138	\$ 1,675	\$ 7,880	\$ 17,730
Operations	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ 34	\$ 419	\$ 1,970	\$ 4,433
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%	\$ 138	\$ 1,675	\$ 7,880	\$ 17,730
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%	\$ 103	\$ 1,256	\$ 5,910	\$ 13,298
TOTAL PROGRAMS		100%	\$ 689	\$ 8,373	\$ 39,400	\$ 88,662
1.5% for Administration			\$ 11	\$ 127	\$ 600	\$ 1,348
GRAND TOTAL			\$ 700	\$ 8,500	\$ 40,000	\$ 90,000



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

Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

ATTACHMENT A

30 Years, Fiscal Year (FY) 2040 - 2069

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 28, 2012

(\$ in millions)

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)					
Transit Projects: New Rail and/or Bus Rapid Transit Capital Projects. Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.													
		Escalated \$											
	Eastside Light Rail Access (Gold Line)	\$ 30	\$ 30	\$ -	\$ 30	\$ -	\$ -	\$ -	FY 2010	FY 2013			
	Exposition Boulevard Light Rail Transit	\$ 1,632 ^a	\$ 925	\$ -	\$ 925	\$ -	\$ 353	\$ 354	FY 2010-12	FY 2013-15			
	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			
	Regional Connector (links local rail lines)	\$ 1,320	\$ 160	\$ -	\$ 160	\$ 708	\$ 186	\$ 266 ^b	FY 2013	FY 2019-21			
		Current 2008 \$											
Transit Capital Projects	Crenshaw Transit Corridor - project acceleration	\$ 1,470	\$ 235.5	\$ 971.5	\$ 1,207	To be determined			\$ 263 ^c	FY 2010-12	FY 2016-18		
	Gold Line Eastside Extension	\$ 1,310	\$ -	\$ 1,271	\$ 1,271				\$ 39	FY 2013	FY 2020-22		
	Gold Line Foothill Light Rail Transit Extension	\$ 758	\$ 735	\$ -	\$ 735				\$ 23	FY 2010-12	FY 2015-17		
	Green Line Extension to Los Angeles International Airport	\$ 200	\$ -	\$ 200	\$ 200				TBD ^d	FY 2010-12	FY 2015-23 ^d		
	Green Line Extension: Redondo Beach Station to South Bay Corridor	\$ 280	\$ -	\$ 272	\$ 272				\$ 8	FY 2013	FY 2018-20		
	San Fernando Valley I-405 Corridor Connection (match to total project cost)	TBD	\$ -	\$ 1,000	\$ 1,000				\$ 31	FY 2013	FY 2022-25		
	San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration	\$ 188	\$ 32 ^e	\$ 150	\$ 182				\$ 6	FY 2010-12	FY 2012		
	San Fernando Valley East North-South Rapidways - project acceleration	\$ 70	\$ 68.5 ^e	\$ -	\$ 68.5				\$ 2	FY 2013-15	FY 2016-18		
	West Santa Ana Branch Corridor (match to total project cost)	TBD	\$ -	\$ 240	\$ 240				\$ 7	FY 2013*	FY 2019-24*		
	Westside Subway Extension - to be opened in segments	\$ 4,200 ^f	\$ 900	\$ 3,174	\$ 4,074				\$ 126	FY 2013-15	FY 2022-25		
	Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction	\$ 7,331	\$ 173	\$ 3,103	\$ 3,276				\$ 2,200	\$ 1,015	\$ 840 ^g	FY 2010	FY 2039
	Total New Rail and/or Bus Rapid Transit Capital Projects	\$ 18,939 ^h	\$ 3408.5	\$ 10,381.5	\$ 13,790				\$ 2,908	\$ 1,554	\$ 1,965	FY 2010	FY 2039



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

Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

ATTACHMENT A

30 years, Fiscal Year (FY) 2040 - 2069

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 28, 2012

(\$ in millions)

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)			
Highway Projects: Capital Projects - Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls											
		Escalated \$									
Highway Capital Projects	Alameda Corridor East Grade Separations Phase II	\$ 1,123	\$ 200	\$ 200	\$ 400	\$ 200	\$ 336	\$ 187 ^j	FY 2010	FY 2018 As funds become available	
	BNSF Grade Separations in Gateway Cities	\$ 35	\$ -	\$ 35	\$ 35	\$ -	\$ -	\$ -	FY 2010	As funds become available	
	Countywide Soundwall Construction (Metro regional list and Monterey Park/SR-60)	\$ 250	\$ 250	\$ -	\$ 250	\$ -	\$ -	\$ -	FY 2010	FY 2039	
	High Desert Corridor (environmental)	\$ 33	\$ -	\$ 33	\$ 33	\$ -	\$ -	\$ -	As funds become available		
	Interstate 5 / St Route 14 Capacity Enhancement	\$ 161	\$ 90.8	\$ -	\$ 90.8	\$ 15	\$ 41	\$ 14 ^j	FY 2010	FY 2013-15	
	Interstate 5 Capacity Enhancement from I-605 to Orange County Line	\$ 1240	\$ 264.8	\$ -	\$ 264.8	\$ 78	\$ 834	\$ 63 ^j	FY 2010	FY 2016-17	
	I-5 Capacity Enhancement from SR-134 TO SR-170	\$ 610	\$ 271.5	\$ -	\$ 271.5	\$ 50	\$ 364	\$ 24 ^j	FY 2010	FY 2017	
	I-5 Carmanita Road Interchange Improvement	\$ 389	\$ 138	\$ -	\$ 138	\$ 97	\$ 154	\$ - ^j	FY 2010	FY 2015	
			Current 2008 \$								
		Highway Operational Improvements in Arroyo Verdugo subregion	\$ 170	\$ -	\$ 170	\$ 170	To be determined			As funds become available	
		Highway Operational Improvements in Las Virgenes/Malibu subregion	\$ 175	\$ -	\$ 175	\$ 175					
		Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	\$ 905	\$ -	\$ 905	\$ 905					
		Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	\$ 2,800	\$ -	\$ 410	\$ 410					
		Interstate 605 Corridor "Hot Spot" Interchanges	\$ 2,410	\$ -	\$ 590	\$ 590					
	Interstate 710 North Gap Closure (tunnel)	\$ 3,730	\$ -	\$ 780	\$ 780						
	Interstate 710 South and/or Early Action Projects	\$ 5,460	\$ -	\$ 590	\$ 590						
	State Route 138 Capacity Enhancements	\$ 270	\$ -	\$ 200	\$ 200						
	Capital Project Contingency (Highway)-Escalation Allowance for lines 31-38 to be based on year of construction	\$ 2,575	\$ -	\$ 2,575.9	\$ 2,756						
Total Capital Projects Highway: Carpool Lanes, Highways, Goods Movements, Grade separations, and Soundwalls		\$ 22,337	\$ 1,215.1	\$ 6,664.9	\$ 7,880	TBD	TBD	\$ 288	FY 2010	FY 2039	



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

Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

ATTACHMENT A

30 Years, Fiscal Year (FY) 2040 - 2069

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 28, 2012

(\$ in millions)

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)		
Ops	Bus Operations (Countywide Bus Service Operations, 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%	\$ -	\$ 7,880	\$ 7,880 ^k	Not Applicable		FY 2010	FY 2039	
Ops	Rail Operations (New Transit Project Operations and Maintenance).	5%	\$ -	\$ 1,970	\$ 1,970 ^k					
Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.	15% ^l	\$ 250	\$ 5,680	\$ 5,910 ^k					
Tran. Cap.	Metro Rail Capital Projects - System Improvements, Rail Yards, and Rail Cars	2%	\$ -	\$ 788	\$ 788 ^k					
Tran. Cap.	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 70	\$ 1,112	\$ 1,182 ^k					
Subtotal Transit and Highway Capital Projects		\$ 41,276 ^m	\$ 4,623.6	\$ 17,046	\$ 21,670	\$ 2,908	\$ 1,554	\$ 2,253	FY 2010	FY 2039
Subtotal page 4			\$ 320.0	\$ 17,410	\$ 17,730	Not Applicable				
1.5% for Administration		N/A	\$ 10	\$ 590	\$ 600				FY 2010	FY 2039
Total			\$ 4953.6	\$ 35,046	\$ 40,000	\$ 2,908	\$ 1,554	\$ 2,253	FY 2010	FY 2039

Notes:

- The Exposition Blvd Light Rail Transit project includes the following funds: Prop 1B Transit Modernization funds (\$250 M). State Transportation Improvement Program funds (\$103 M), Metro Propositions A and C funds (\$354 M).
- 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.
- Local funding for the Crenshaw Transit Corridor assumes a 3% local contribution (\$44 M) and a Metro Long Range Transportation Plan contribution (\$219 M).
- Local funding target and project schedule to be determined due to potential LAX contribution. First segment is included in the Crenshaw project.
- The San Fernando Valley North-South Rapidways minimum of \$100 M is divided between the East and Canoga segments.
- Unescalated cost estimate to Westwood.
- Assumes a 3% local contribution to the Escalation Allowance (\$225 M) and a Metro Long Range Transportation Plan contribution for project scheduling risk (\$615 M).
- 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 Connectoin (line 13) and the West Santa Ana Branch Corridor (line 16).
- The precise amounts of Federal and local funding for the Alameda Corridor East Grade Separations Phase II project are subject to change.
- 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 locate for projects or programs of regional significance (per AB 2321).
- Amounts are estimates. Actual amounts will be based on percentage of actual sales tax receipts net of administration.
- 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.
- The total project cost estimate for the transit and highway capital projects of \$41.2 B includes \$12.9 B in as yet unidentified federal, state, local, and public-private partnership funds for highway projects.

Legend: Ops = Operations; Tran. Cap. = Transit Capital; SR + State Route; I = Interstate

* 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).