

South Bay Sub-Regional Project Funding Options - Jan. 2019

| Project | Scope | Schedule | 5-Yr. Budget | Potential Funding Sources | SBCCOG Advocacy Needed |
|--|---|-----------------|------------------------------|---|--|
| SBHP Call for Projects | annual call for projects | July 1 annually | up to \$38 mil. uncommitted | Measure R SBHP funds + Caltrans/local match | Recommend project list priorities to Metro Board |
| HEIO MSP Call for Projects | annual call for projects | July 1 annually | up to \$58 mil. uncommitted | Measure M HEIO + local match | Resolve Project eligibility issues with Metro; Matching fund policy needed |
| TSMIP I MSP Call for Projects | annual call for projects | July 1 annually | up to \$18 mil. uncommitted | Measure M TSMIP I + Local Match | Resolve TDM Project (broadband) eligibility issues with Metro; Matching fund policy needed |
| TSMIP II MSP Call for Projects | annual call for projects | July 1 annually | up to \$103 mil. uncommitted | Measure M TSMIP II + Local Match | Resolve TDM Project eligibility; Matching fund policy needed |
| Green Line Extension to Torrance | 2 stations, 5-mile extension from Marine to Crenshaw; need to extend 5 Green Line platforms in El Segundo before Green Line opens to Torrance | 2031 | \$1.2 billion | Metro regional rail development funding + 3% local contribution (\$36 mil.) | Determine funding source(s) for 3% local match? |
| Green Line Extension acceleration | 2 stations, 5-mile extension from Marine to Crenshaw | 2028 | \$120 million | Metro regional transit funds + additional 10% local contribution to accelerate (\$120 mil.) | Determine whether to invest 10% match (\$120 mil.) for 3 year acceleration from 2031 to 2028 |
| I-405 South Bay Curve Improvements | operational improvements between I-110 and I-105 | 2047 | \$800 million+ | Metro regional highway development funding | Metro needs to define project elements for \$401 mil. in improvements to be delivered by 2028. |
| I-405 South Bay Curve Improvements acceleration | selected list of projects to be completed by L.A. Olympics | 2028 | \$401 million | Metro regional transit funds + 10% local contribution to accelerate (\$40 mil.) | Determine whether to invest 10% match (\$40 mil.) for 19-year acceleration to from 20472028 |

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| I-105 ExpressLane | from I-605 to LAX | 2031 | \$305 million; 1/3rd in So. Bay | ExpressLane Net Revenue for 3-miles on either side of I-110 ExpressLane; borrow 80% of I-110 and I-10 ExpressLane Net Revenues | Metro needs to identify funding share (from I-110 ExpressLane net revenue within 3 miles either side of I-110) and balance of project outside 3-mile limit. |
| I-110 ExpressLane Extensions | Extend north of Adams Blvd. and south beyond I-405 | TBD | TBD, probably \$100 mil.+) | ExpressLane Net Revenue (from 80% of I-110 and I-10 ExpressLane Net Revenues or from 70% of I-110 Net Toll | Eligibility of I-110 ExpressLane Downtown and I-405 extensions for 80% funding |
| Crenshaw/LAX - Green Line Integration: traction power upgrades | enable 3-car trains every six minutes in peak periods | TBD | TBD | Metro rail development funds, Metro State of Good Repair funds, Green Line mid-life rebuild funds, ExpressLane Net revenues | Funding source: Metro Regional State of Good Repair or Green Line Mid-Life rebuild ? |
| Crenshaw/LAX - Green Line Integration: platform extensions | Extend Green Line platforms at Aviation/Imperial, Mariposa, Douglas, El Segundo, and Redondo Beach stations to accommodate 3-car trains | TBD | Approximately \$10 mil. per station, \$50 million total | Metro rail development funds, Metro State of Good Repair funds, Green Line mid-life rebuild funds, ExpressLane Net revenues, SBHP funds (requires swapping Highway | Metro needs to identify funding sources: Metro Regional State of Good Repair, Green Line Mid-Life rebuild? |
| Crenshaw/LAX - Green Line Integration: Improve WYE junction | Grade separate routes through the junction to enable one-seat rides and 6 minute peak period frequencies on all three branches | TBD | TBD | Metro rail development funds, SBHP funds (requires swapping Highway funds into Transit funds in 2020) | Metro needs to identify funding sources: Metro Regional State of Good Repair or Green Line Mid-Life rebuild ? |
| Centinela Grade Separation | Grade separate tracks from roadway crossing Centinela immediately north of Florence Ave. in Inglewood | TBD | \$105 million | Metro rail development funds, Inglewood local funds, SBHP funds (requires swapping Highway funds into Transit funds in 2020) | Metro, SBCCOG and Inglewood need to identify funding sources. Would SBCCOG and Metro boards agree to swap Measure R highway funds into transit funds for a portion of the project cost (requires 2/3rds vote of Metro Board)? |