

**Table 5  
Funding by Project - Local Revenue**

| (\$ in millions)  | TOTAL<br>(FY20-FY34) | 2020        | 2021        | 2022     | 2023     | 2024       | 2025     | 2026        | 2027        | 2028        | 2029        | BEYOND<br>(FY30-FY34) |
|---|----------------------|-------------|-------------|----------|----------|------------|----------|-------------|-------------|-------------|-------------|-----------------------|
| I-5 - SR-14 Capacity Enhancement Subregional Repayment                  | 83.8                 | 0.2         | 2.3         | 12.2     | 28.9     | 21.4       | 7.7      | 11.0        | -           | -           | -           | -                     |
| I-5 North Capacity Enhancements (Lake Hughes Rd to Kern Co) - NC        | 277.2                | -           | -           | -        | -        | -          | -        | -           | -           | -           | 17.6        | 259.6                 |
| I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - NC          | 84.2                 | 20.7        | 16.5        | 28.1     | 16.0     | -          | 1.4      | 1.6         | -           | -           | -           | -                     |
| I-5 North Capacity Enhancements (SR-14 to Lake Hughes Rd) - Truck Lanes | 4.8                  | -           | 1.4         | 1.9      | 1.4      | -          | -        | -           | -           | -           | -           | -                     |
| I-5 North Carpool Lanes - SR-134 to SR-170, NB & SB                     | 58.4                 | 18.6        | 21.0        | 11.9     | -        | 1.4        | 5.3      | 0.2         | -           | -           | -           | -                     |
| I-5 North from SR-134-SR-170 Enhancements                               | 10.8                 | 3.3         | 2.2         | 3.0      | 2.0      | 0.3        | -        | -           | -           | -           | -           | -                     |
| I-5 South Carpool and Mixed Flow Lanes I-605 to OCL                     | 43.8                 | 25.6        | 4.6         | 5.9      | 5.1      | 1.3        | 0.6      | 0.4         | 0.2         | 0.1         | -           | -                     |
| I-605 Corridor 'Hot Spot' Interchange Improvements                      | 485.2                | 41.3        | 19.5        | 5.6      | 36.8     | 69.4       | 19.4     | 88.5        | 97.8        | 106.9       | -           | -                     |
| I-710 South Corridor Project (Ph 1) - GC                                | 452.0                | 30.6        | 40.3        | 80.4     | 41.1     | 71.3       | 188.3    | -           | -           | -           | -           | -                     |
| Light Rail Vehicles   | 32.6                 | 3.3         | 12.0        | 17.3     | -        | -          | -        | -           | -           | -           | -           | -                     |
| Link Union Station (formerly SCRIP)                                     | 16.7                 | 3.4         | -           | -        | -        | -          | -        | 13.3        | -           | -           | -           | -                     |
| Metro Call for Projects   | 27.2                 | 5.5         | -           | 8.7      | 4.5      | 8.5        | -        | -           | -           | -           | -           | -                     |
| Metrolink - Capital Projects  | 455.5                | 41.1        | -           | -        | 28.4     | 29.6       | 30.9     | 19.0        | 33.6        | 34.8        | 36.1        | 202.1                 |
| Municipal Operators Expansion   | 890.3                | 55.9        | 45.9        | 47.2     | 49.3     | 51.3       | 53.5     | 55.9        | 58.2        | 60.3        | 62.5        | 350.3                 |
| Rail Operations - Metro Operations                                      | 845.3                | 43.0        | 44.1        | 45.4     | 47.4     | 49.4       | 51.4     | 53.7        | 55.9        | 57.9        | 60.1        | 336.9                 |
| Rail System Improvements, Yards, Cars - Future                          | 41.7                 | 0.2         | -           | -        | -        | -          | 2.7      | 2.6         | 2.7         | 3.5         | 5.0         | 25.0                  |
| Rail to Rail/River Active Transportation Corridor                       | 6.0                  | 6.0         | -           | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Red-Purple Line System Improvements                                     | 55.0                 | -           | -           | -        | -        | 27.2       | 3.3      | 18.7        | -           | -           | -           | 5.9                   |
| Regional Connector  | 24.3                 | 6.2         | 18.1        | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Regional Connector Concurrent non-FFGA Activities                       | 6.0                  | 6.0         | -           | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Retrofit Soundwalls Phase 1   | 151.2                | 24.3        | 43.0        | 29.6     | 20.7     | 21.1       | 12.5     | -           | -           | -           | -           | -                     |
| Rosecrans-Marquardt grade separation                                    | 18.4                 | 18.4        | -           | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Sepulveda Pass Transit Corridor (Ph 2) - SF/W                           | 992.1                | -           | -           | -        | 1.8      | -          | -        | -           | -           | -           | -           | 990.2                 |
| SGR-Heavy and Light Rail Needs (TAM Database)                           | 60.0                 | -           | -           | -        | -        | -          | -        | -           | -           | -           | 20.0        | 40.0                  |
| <b>South Bay Ramp and Interchange</b>                                   | <b>398.4</b>         | <b>20.5</b> | <b>31.5</b> | <b>-</b> | <b>-</b> | <b>1.2</b> | <b>-</b> | <b>25.1</b> | <b>26.7</b> | <b>38.0</b> | <b>40.5</b> | <b>214.9</b>          |
| SR-138 Capacity Enhancements  | 140.1                | 27.6        | 20.2        | 16.9     | 18.9     | 16.9       | 14.0     | 12.0        | 12.0        | 1.5         | -           | -                     |
| SR-710 North  | 732.5                | 0.8         | 47.5        | 78.5     | 99.9     | 120.1      | 105.0    | 96.8        | 76.1        | 46.8        | 35.9        | 25.0                  |
| Transfer of Funds to Rail Capital                                       | 287.0                | -           | -           | -        | -        | -          | -        | -           | -           | -           | -           | 287.0                 |
| West Santa Ana Transit Corridor LRT FY28                                | 330.8                | 48.8        | -           | -        | -        | -          | -        | -           | 171.4       | 110.5       | -           | -                     |
| Westside Purple Line Extension Section 1                                | 508.1                | 218.6       | 80.0        | 114.9    | 84.9     | 16.3       | (6.6)    | -           | -           | -           | -           | -                     |
| Westside Purple Line Extension Section 2                                | 605.0                | 142.3       | 205.2       | 262.9    | 190.3    | 33.2       | 6.3      | (35.6)      | (100.0)     | (99.7)      | -           | -                     |
| Westside Purple Line Extension Section 3 - W                            | 768.2                | 150.1       | 109.0       | -        | -        | 141.6      | 179.3    | 175.3       | 13.0        | -           | -           | -                     |
| Debt Service  | 5,782.9              | 222.0       | 219.7       | 234.2    | 252.9    | 266.4      | 286.8    | 326.9       | 425.1       | 454.8       | 488.2       | 2,605.9               |
| <b>Proposition A</b>  |                      |             |             |          |          |            |          |             |             |             |             |                       |
| Agency Wide - Administration  | 880.3                | 65.7        | 44.8        | 46.1     | 48.1     | 50.1       | 52.2     | 54.6        | 56.8        | 58.8        | 61.0        | 342.0                 |
| Agency Wide - Capital   | 10.8                 | 10.8        | -           | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Bus Capital - Metro SGR Buses and Bus Facilities                        | 35.9                 | -           | 3.7         | 3.7      | 3.6      | 3.6        | 3.6      | 3.6         | 3.6         | 1.5         | 1.5         | 7.5                   |
| Bus Operations - Metro Operations                                       | 3,956.3              | 182.3       | 197.3       | 203.7    | 212.5    | 223.8      | 223.9    | 247.2       | 261.2       | 274.6       | 286.7       | 1,643.1               |
| Crenshaw Northern Extension - CC/W                                      | 0.0                  | 0.0         | -           | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Crenshaw/LAX Locally Funded Activities Project                          | 15.0                 | -           | 15.0        | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| Division 20   | 47.6                 | 47.6        | -           | -        | -        | -          | -        | -           | -           | -           | -           | -                     |
| East SF Valley Transit Corridor Project - SF                            | 61.7                 | -           | -           | -        | -        | -          | 1.3      | 30.0        | 30.4        | -           | -           | -                     |
| Gold Line Eastside Extension (One Alignment) - GC/SG                    | 344.1                | -           | -           | -        | -        | 30.2       | -        | -           | -           | -           | -           | 313.9                 |
| Growth Above CPI  | 80.0                 | 19.2        | -           | -        | 2.6      | 2.5        | 3.7      | 5.2         | 4.4         | 4.7         | 5.3         | 32.3                  |
| Heavy Rail Vehicles   | 511.3                | 10.3        | 62.1        | 24.1     | 105.3    | 104.8      | 61.9     | 74.8        | 67.9        | -           | -           | -                     |
| Incentive Program (Seniors & Disabled)                                  | 326.1                | 16.6        | 17.0        | 17.5     | 18.3     | 19.0       | 19.8     | 20.7        | 21.6        | 22.4        | 23.2        | 130.0                 |