

This is how the Measure M Expenditure Plan looks for the 40-year (Long Range Transportation Plan (LRTP) period of Measure M (except as noted). The earliest any funding will be available is 2018 for the I-605 “Hot Spots” Program. The \$1,249,000 will be spread out over the full 40-years of the Measure, an annual allocation is not known. For COG major project initiatives the earliest date is 2022 with the entire project not being completed until 2041 unless a Public/Private/Partnership can accelerate the project.

Gateway Cities Projects (2015-\$)	Groundbreaking Date	Opening Date	Other Funding State, Local, Federal	Measure M Funding	Cost Estimate
West Santa Ana Branch LRT 1	2022	2029	\$500,000	\$535,000	\$1,035,000
I-710 South Corridor Project (ph.I)	2026	2032	\$150,000	\$250,000	\$400,000
West Santa Ana Branch LRT 2 <sup>(1)</sup>	2022	2041	\$1,082,000	\$400,000	\$1,482,500
West Santa Ana Branch LRT 2	2022	2041	\$982,000	\$500,000	\$1,482,500
I-710 South Corridor Proj. (ph.II) <sup>(5)</sup>	2032	2041	\$658,500	\$250,000	\$908,500
I-5 Corridor (I-605/I-710)	2036	2042	\$46,060	\$1,059,000	\$1,580,000
Gold Line Eastern Ext. Ph.II <sup>(2)</sup>	2029	2035	\$957,000	\$543,000	\$1,500,000
Green Line East. Ext. Norwalk <sup>(3)(6)</sup>	2046	2052	\$570,000	\$200,000	\$770,000
I-605 Hot Spots Improvements <sup>(6)</sup>	2018	2057	\$240,000	\$1,000,000	\$1,240,000
Subregional Equity Program	TBD	TBD		\$244,000	\$244,000
Total			\$3,533,560	\$4,381,000 <sup>(4)</sup>	\$8,390,000

- (1) WSAB benefit is assumed to be split between the Gateway Cities Subregion and Central City (City of LA) therefore the amount is shown but not added to the Gateway COG apportionment.
- (2) Only one Alignment of the MGL EE Ph. II will be built in the 40-year period covered by the LRTP, this scenario **assumes** that Alignment will be awarded to GCCOG..
- (3) Benefit attributed to the entire region as a “system connectivity” project; does not count against Gateway Cities apportionment
- (4) Represents Gateway Cities subregional allocation of the new sales tax
- (5) The amounts represented do not cover the full cost for this project, There is an assumption of an additional \$2.8 billion to come from other sources (most likely state and federal)
- (6) Both of these projects are wholly or partially beyond the 40-year period covered by the Expenditure Plan, if the Gateway Cities does not get the Gold Line Eastern Extension in 2029; the next opportunity will be 2053.