

Proposed Budget Fiscal Year 2016

July 1, 2015 – June 30, 2016



Los Angeles County Metropolitan Transportation Authority
Office of Management and Budget
One Gateway Plaza
Los Angeles, CA 90012

May 5, 2015

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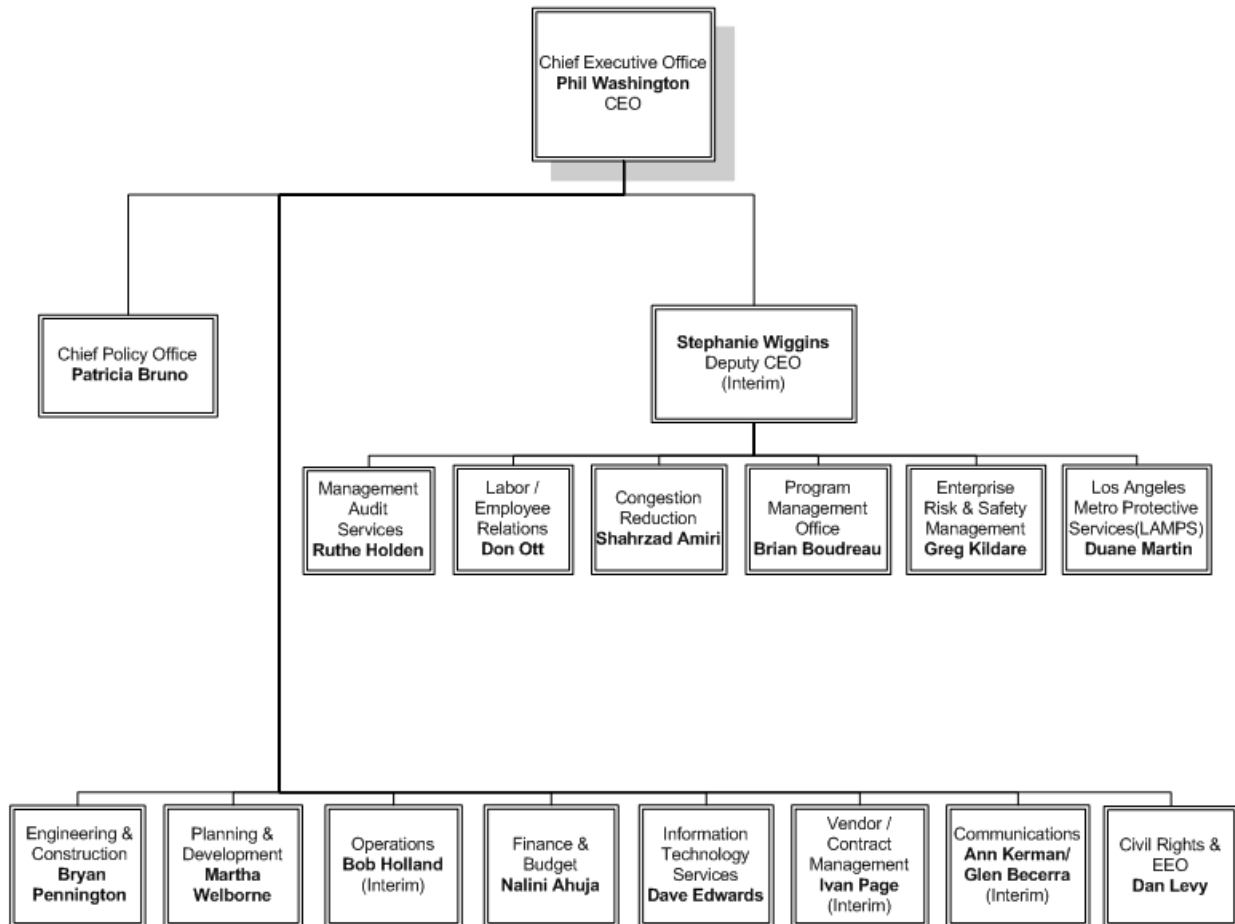
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Introduction

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FY16 Organization Chart



Budget Message

Metro is proposing a \$5.6 billion, balanced budget for Fiscal Year 2016 (FY16). In FY16, five major rail lines are in construction, with the Expo Line extension to Santa Monica and Gold Line Foothill Phase 2A extension opening before summer 2016. The opening of these lines will connect our mountains and our beach communities, allowing residents and visitors to experience LA and all it has to offer. With our continued expansion, our transportation network will connect neighborhoods as never before. Construction of the Crenshaw/LAX Transit Corridor, the Regional Connector and the Purple Line extension are already underway.

Metro is about more than buses and trains. It is about quality of life and livability improvements for a more walkable and bikeable environment. It is about first/last mile connections. It is also about highways, which our sprawling region relies heavily on as part of an integrated and multi-faceted transportation network.

The safety of our passengers and employees is our first priority. In FY16, \$51 million is directed to safety and security capital projects, which include infrastructure improvements and technology enhancements, such as cameras and video screens on our buses and rail stations. We continue our commitment to keeping our system in top form by targeting \$360 million to maintain our existing bus and rail systems.

Metro continues to administer and sponsor programs designed to facilitate the reduction of traffic congestion in Los Angeles, by assisting broken down vehicles or clearing traffic accidents and by promoting ride sharing and carpooling. As part of the congestion management program, the ExpressLanes congestion pricing program on the I-10 and I-110 freeways continues to attract drivers, as commuters who switch from general purpose lanes to the toll lanes enjoy a speedier commute. Tolls are expected to generate \$62.2 million in FY16.

In FY16, almost \$1.4 billion in subsidies is going right back into LA County. Regional transit agencies, Access Services and Metrolink receive funding to ensure mobility. With 88 cities and unincorporated areas of LA County investing in public transit, streets and roads, bikeways and pedestrian improvements in their areas.

In September, we began offering free 2-hour transfers on Metro to make travel more efficient and economical for customers – a move that has proved highly popular with customers. And with 26 transit agencies on TAP, the ease of regional mobility and connectivity for LA County is becoming a reality.

As Metro builds new rail lines, expands services, and enhances service quality, we face financial challenges by FY18. We can address these challenges by taking small steps now to avoid more extreme measures in the future. By spending responsibly, exploring innovative improvements, and seeking additional revenue opportunities, we can achieve a state of sustained financial stability. Under judicious control, with only a 1% increase from last year's budget, this budget includes many programs and projects to improve transportation for our customers throughout Los Angeles County.

Budget Highlights

Improved Bus and Rail Service

FY16 marks the highly anticipated opening of the Expo Line extension to Santa Monica and Gold Line Foothill Phase 2A extension to Azusa. This will expand our rail system by twenty percent and add thirteen stations to these lines to increase customer convenience and connectivity. Always striving to enhance the trip experience of our customers, we will continue to improve our transit network by constantly evaluating service improvement options suggested by our Service Councils and customers. We are also implementing pilot projects to improve speed of customer boarding (e.g. all-door bus boarding) and building new applications (e.g. Mobile TAP Application) to make fare payment more convenient.

Safety and reliability is our number one priority. To that end, we will be purchasing 78 new light rail vehicles for the FY16 Expo II and Foothill to Azusa service openings and 60 additional vehicles for future rail service expansion. With the recent approval to purchase 350 new buses, nearly half of the Metro bus service fleet will be replaced. A total of 900 new 40 foot buses will replace retirement-ready buses resulting in improvements to the in-service fleet performance.

To improve system infrastructure and ensure that proper infrastructure is in-place to operate our expanded Gold Line and Expo Line, two new operating & maintenance facilities will open in FY16. The Monrovia Division will support the Gold Line and the Santa Monica Division will support the Expo Line. Other infrastructure focus is on maintaining our current bus and rail vehicles, tracks, and systems by performing all scheduled component overhauls and mid-life maintenance services. Our emphasis will also be on maintenance of all our rail lines, including the older Blue Line and Red Line systems.

Looking to the future and the changing transportation footprint of Los Angeles County, a framework for a systemwide frequent bus network will be established as the foundation for timely integration with future bus, rail, and highway infrastructure projects.

Asset Improvement & Maintenance

Metro’s Board established a policy requiring that our assets be maintained in accordance with manufacturer recommended standards and that the Board be notified of any instances of deferred maintenance.

Over \$360 million and 150 projects are planned in FY16 to enhance our maintenance capabilities and to keep our assets in a state of good repair. Notable projects include a new 350 bus procurement, light and heavy rail fleet vehicle replacement, improvements to signal and power systems and completion of the new Bus Division 13 facility.

Asset maintenance to benefit bus and rail modes are nearly equal with \$163M and \$165M, respectively, planned in FY16. Continuing projects for bus and rail vehicle procurements as well as vehicle component overhauls and vehicle mid-life services remain a priority. The allocation of maintenance resources between modes factors in the age and use of existing assets along with anticipated new assets. The table above details the allocation to each of the modes.

| ASSET IMPROVEMENT & MAINTENANCE | |
|--|--|
| Operating Capital by Mode (\$ in thousands) | Asset Improvement & Maintenance |
| Blue Line | \$ 24,647 |
| Gold Line | 1,061 |
| Green Line | 1,757 |
| Red/Purple Line | 22,592 |
| Multiple Rail Lines | 115,461 |
| Rail Mode Subtotal | \$ 165,517 |
| Bus | 163,259 |
| Mixed Mode | 13,099 |
| Other | \$ 18,555 |
| Asset Improvement & Maintenance | \$ 360,430 |

Budget Highlights (continued)

Safety & Security Capital Program

Passenger safety and agencywide security remains our first priority. In FY16, over \$51 million is planned for Safety & Security capital projects. Blue Line projects plan for \$16 million to address safety improvements including pedestrian swing gates, signal system rehabilitations and Transit Passenger Information System (TPIS) installations. Green Line continues with its signal system rehabilitation while Red Line improves its pedestrian safety with an overpass bridge connection to Universal City. Various security facility improvements are planned at select Metro locations to provide a greater security presence in our system.

| SAFETY & SECURITY | |
|--|----------------------------------|
| Operating Capital by Mode (\$ in thousands) | Safety & Security |
| Blue Line | \$ 16,392 |
| Green Line | 1,395 |
| Red/Purple Line | 12,412 |
| Multiple Lines | 3,470 |
| Rail Mode Subtotal | \$ 33,669 |
| Bus | 25 |
| Mixed Mode | 14,569 |
| Other | 2,883 |
| Safety & Security Capital Total | \$ 51,146 |

Furthermore, Metro continues upgrading our Payment Card Industry (PCI) compliance standards to enhance the protection of our patrons using our TAP fare collection system.

Regional Rail Capital Program

Metro has taken the lead in studies and future construction of major rail projects to sustain and augment our commuter rail system. Continued contribution for both operating and capital funding is planned for the Southern California Regional Rail Authority (SCRRA). FY16 capital projects include funding for Bob Hope Airport Pedestrian Bridge, Van Nuys Second Platform, Vincent Grade/Acton and Lancaster Stations, Doran Street Grade Separation, Brighton to Roxford Double Track, Raymer to Bernson Double Track, and Southern California Regional Inter-connectivity Program (SCRIP) which will increase Union Station commuter rail capacity.

Congestion Management Program

The Metro ExpressLanes project, as part of the Congestion Reduction Program, continues to successfully improve freeway traffic flow by providing enhanced travel options on the I-10 and I-110 freeways in Los Angeles. For FY16, \$62.2 million in toll revenues are expected to be generated to operate, maintain, improve and reinvest in those corridors. The excess toll revenues funded bus service enhancements for Gardena Transit, Foothill Transit, Torrance Transit, and Metro. Approximately 66% of the trips are toll-free. FastTrack accounts are expected to increase by 10% from 350,000 to 385,000.

Transit and Highway Delivery

Metro continues construction of one of the largest public works program in America funded with the voter approved Measure R along with other funding partners. These projects and other projects in the works will improve mobility and increase vehicle capacity allowing for smoother traffic flow, system connectivity and seamless travel for our customers. On the next page is a list of major projects and programs underway in FY16.

Budget Highlights (continued)

Transit Projects

- Expo II and Foothill Phase 2A projects plan for Revenue Service openings in FY16
- Crenshaw/LAX will complete design efforts and continue construction
- Southwestern Yard design/build contract will start final design
- Regional Connector ongoing design and construction
- Westside Purple Line Extension Section 1 ongoing design and construction plus continued pursuit of a Full Funding Grant Agreement (FFGA) for Section 2
- Alternatives Analysis, Environmental Impact and/or Refinement Studies ongoing for:
 - > Airport Metro Connector
 - > Eastside Extension Phase II
 - > Sepulveda Pass Corridor
 - > East San Fernando Rapidways North/South
 - > South Bay Metro Green Line Extension
 - > West Santa Ana Branch

Highway Projects & Programs

- Continuation of Countywide Soundwall Projects
- Construction is underway for:
 - > I-5 North & South Capacity Enhancements
 - I-5 Carmenita Road Interchange Improvement
 - > Alameda Corridor East Grade Separation
 - > I-405 Enhancements
 - > SR-60 HOV Lane
- Environmental, Planning and Engineering Studies:
 - > I-605 Hot Spots
 - > SR-710 North Gap Closure
 - > SR-710 South and Early Action Projects
 - > SR-138 Capacity Enhancements
 - > High Desert Corridor
- Subregional Projects
 - > Las Virgenes/Malibu Highway Operational Improvements
 - > I-405, I-110, I-105, SR-91 Ramp & Interchange

TAP Fare Collection

In FY15, the TAP regional smart card system was completed by adding its twenty-sixth transit operator, ensuring regional connectivity and ease of travel across multiple transit agencies. Innovations were also added, such as new ticket vending machine (TVM) screen-flows that simplify and enhance the TAP customer experience. For FY16, mobile phone application planning is underway that will allow users to manage their TAP accounts, register cards, enjoy payment options and purchase a variety of fare products – all from their mobile device. A new state-of-the-art website and new customer relationship management system will also be introduced in FY16. Looking toward future fare technologies, TAP has led regional meetings and conducted surveys to evaluate possible new fare collection systems and strategies in order to continue efforts for seamless travel and connectivity with other regional transit agencies, ease of use and convenience for our customers.

Other Highlights

Metro is coordinating with pilot cities to develop a Regional Bike Share Implementation Program as well as prioritizing new technology initiatives to improve customer experience and pursue technology innovations in transportation. Lastly, Metro continues to work on the Countywide Sustainability Plan and numerous other projects, studies and initiatives to enhance transit planning, support system integration, continue efficient operations and maintain our assets in a state of good repair.

FY16 Budget Assumptions

Resource Assumptions

- Sales tax and TDA revenues are expected to grow at 3.2% over the FY15 levels. This represents a growth consistent with actual and projected receipts for FY15 and is in line with various outside economic forecasting sources.
- Measure R funds will continue to be budgeted and expended in accordance with the ordinance project delivery schedules and cash flow needs.
- Fare revenues will increase by 7.1% over the FY15 budget reflecting the Gold Line Foothill Phase 2A extension to Azusa, the Expo Line extension to Santa Monica, and a full year of the Board approved fare restructuring effective in September 2014.
- New STA revenues for bus and rail operations and capital in FY16 are expected to be \$105.7 million regionwide representing a 1.0% increase over the FY15 budget.
- Capital financing, including grant reimbursements, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns will total \$2.3 billion in FY16 in line with planned expenditure activity.
- ExpressLanes toll revenues are expected to come in at \$62.2 million for FY16 which equates to a 102.6% increase over the FY15 budget. This increase reflects the continued popularity of the ExpressLanes option offered to Los Angeles drivers.
- Cap and trade funding for Metro totals \$3.8 million. Advertising revenues of \$22.5 million (based on fixed guaranteed amount) and Federal CNG fuel credits of \$19 million are expected to fund operations.

Service Assumptions

- The FY16 budget assumes no increase in Bus Revenue Service Hours; however, improvements on selected lines will be implemented to continue enhancing the trip experience of our customers. Bus improvements include completion of a Bus Lane Serving Metro Rapid Line 720 on Wilshire Blvd. and full implementation of the Valley-Westside Express Line 788 operating on the I-405 High Occupancy Vehicle (HOV) Lane. We will also continue implementing route adjustments to gain connectivity with regional destinations and transit hubs, as well as partnering with the Municipal Operators to reduce route duplication and increase line connectivity.
- The highlight of our rail service change is the highly anticipated opening of the Gold Line Foothill Phase 2A extension to Azusa and Expo Line extension to Santa Monica. This will expand our rail system by 20 percent and increase Rail Revenue Service Hours by 6.5 percent from FY15. To ensure that infrastructure is in place to support our rail expansion, we will open two new operation and maintenance facilities in Monrovia and Santa Monica. We will also continue to implement reduced headways and extended late night service on all of our rail lines.
- A Bus and Rail Revenue Service Hour break down is shown on the next page. Additional Service Level Details are found under Service Statistics (see page 45).

FY16 Budget Assumptions (continued)

| BUS | | RAIL | |
|--------------------------------------|------------------|---------------------------------------|------------------|
| FY16 Bus Revenue Service Hours (RSH) | | FY16 Rail Revenue Service Hours (RSH) | |
| Changes | RSH | Changes | RSH |
| FY15 Budget | 7,061,735 | FY15 Budget | 1,027,799 |
| <u>Changes</u> | | <u>Changes</u> | |
| Impact of Trip Enhancements | - | Blue Line | - |
| | | Green Line | - |
| | | Gold Line (Foothill Phase 2A) | 24,012 |
| | | Expo Line (Santa Monica) | 42,688 |
| | | Red Line | - |
| | | Other Minor Changes | - |
| TOTAL CHANGES | - | TOTAL CHANGES | 66,700 |
| FY16 Budget | 7,061,735 | FY16 Budget | 1,094,499 |
| % Increase | 0.0% | % Increase | 6.5% |

Labor Assumptions

- The budget reflects negotiated wage and salary provisions for represented employees (SMART, ATU, AFSCME, and TCU). The wage increase dictated by these provisions is at least 3.0%. To be consistent with these negotiated wage rates, a 3.0% wage increase is also included for non-represented employees.
- Health and welfare rates include an annualized average increase of approximately 15% for represented employees and 6% for non-represented employees.

Capital Assumptions

- Expand Measure R transit and highway project activities as well as light rail vehicle delivery
- Increase emphasis on safety and security projects benefiting customers and employees
- Enhance Bus, Light Rail vehicle and Heavy Rail vehicle midlife maintenance projects
- Continue efforts on bus and rail asset improvement and maintenance
- Continue procurement of 40-foot replacement buses for our fleet; complete 550 bus procurement and execute option for an additional 350 buses
- Continue advancement of zero emission bus technology

Areas of Risk

- Sales tax growth less than 3.2% over FY15
- STA funding lower than State Controller's Office estimate
- Less than full funding from federal capital financial partners pending resolution of PEPRA 13c legislation
- Composite rate for Compressed Natural Gas greater than 51¢ per therm
- Other non-labor cost inflation increases above our projected CPI of 1.97%
- Timely issuance of Prop 1B bonds by the State. If not, funding is at risk for Crenshaw/LAX Corridor, Light Rail vehicle acquisitions and Regional Connector.

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Resources

Summary of Resources

| Resources and Expenditures (\$ in millions) | FY15 Budget | FY16 Proposed | % Change |
|---|-------------------|-------------------|--------------|
| 1 <u>Sales Tax, TDA and STA Revenues</u> ⁽¹⁾ | | | |
| 2 Proposition A | \$ 740.0 | \$ 763.5 | 3.2% |
| 3 Proposition C | 740.0 | 763.5 | 3.2% |
| 4 Measure R | 740.0 | 763.5 | 3.2% |
| 5 Transportation Development Act (TDA) | 370.0 | 381.8 | 3.2% |
| 6 State Transit Assistance (STA) | 104.7 | 105.7 | 1.0% |
| 7 Total Sales Tax, TDA, & STA | \$ 2,694.7 | \$ 2,778.0 | 3.1% |
| 8 <u>Operating & Other Revenues</u> | | | |
| 9 Passenger Fares | \$ 351.1 | \$ 376.0 | 7.1% |
| 10 ExpressLanes Tolls | 30.7 | 62.2 | 102.6% |
| 11 Advertising | 21.5 | 22.5 | 4.7% |
| 12 Other Revenues ⁽²⁾ | 47.0 | 62.1 | 32.1% |
| 13 Subtotal Operating & Other Revenues | \$ 450.3 | \$ 522.8 | 16.1% |
| 14 <u>Capital and Bond Resources</u> | | | |
| 15 Grants Reimbursements ⁽³⁾ | \$ 1,264.2 | \$ 999.2 | -21.0% |
| 16 Prior Year Carryover Resources ⁽⁴⁾ | 1,105.8 | 1,268.4 | 14.7% |
| 17 Subtotal Capital and Bond Resources | \$ 2,370.0 | \$ 2,267.6 | -4.3% |
| 18 Total Resources | \$ 5,514.9 | \$ 5,568.4 | 1.0% |
| 19 Agencywide Expenditures | \$ 5,514.9 | \$ 5,568.4 | 1.0% |
| 20 (Deficit) / Surplus | \$ - | \$ - | 0.0% |

Note: Totals may not add due to rounding.

(1) Sales tax and TDA revenues for FY15 Budget represent reforecasted levels based on Q1 actual data from the State Board of Equalization (SBE).

(2) Other Revenues includes lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.

(3) Includes grant reimbursement of preventative maintenance operating capital cost, highway capital grants and major construction grants.

(4) Represents use of bond proceeds and sales tax revenue received and unspent in prior years.

Sales Tax, TDA and STA Revenues

| Type of Revenue (\$ in millions) | FY15 Budget ⁽¹⁾ | FY16 Proposed | \$ Change | % Change | Eligible for Operations |
|---|----------------------------|-------------------|----------------|-------------|-------------------------|
| Proposition A | | | | | |
| 5% Administration | \$ 37.0 | \$ 38.2 | \$ 1.2 | 3.2% | |
| 25% Local Return | 175.8 | 181.3 | 5.6 | 3.2% | |
| 35% Rail Development | 246.1 | 253.9 | 7.8 | 3.2% | Eligible |
| 40% Discretionary | | | | | |
| Transit (95% of 40%) | 267.1 | 275.6 | 8.5 | 3.2% | Eligible |
| Incentive (5% of 40%) | 14.1 | 14.5 | 0.4 | 3.2% | |
| Estimated Tax Revenue from Prop A | \$ 740.0 | \$ 763.5 | \$ 23.5 | 3.2% | |
| Proposition C | | | | | |
| 1.5% Administration | \$ 11.1 | \$ 11.5 | \$ 0.4 | 3.2% | |
| 5% Rail/Bus Security | 36.4 | 37.6 | 1.2 | 3.2% | Eligible |
| 10% Commuter Rail | 72.9 | 75.2 | 2.3 | 3.2% | |
| 20% Local Return | 145.8 | 150.4 | 4.6 | 3.2% | |
| 25% Freeways/Highways | 182.2 | 188.0 | 5.8 | 3.2% | |
| 40% Discretionary | 291.6 | 300.8 | 9.3 | 3.2% | Eligible |
| Estimated Tax Revenue from Prop C | \$ 740.0 | \$ 763.5 | \$ 23.5 | 3.2% | |
| Measure R | | | | | |
| 1.5% Administration | \$ 11.1 | \$ 11.5 | \$ 0.4 | 3.2% | |
| 2% Transportation Capital Metro Rail | 14.6 | 15.0 | 0.5 | 3.2% | |
| 3% Transportation Capital Metrolink | 21.9 | 22.6 | 0.7 | 3.2% | |
| 5% Operations - New Rail ⁽²⁾ | 36.4 | 37.6 | 1.2 | 3.2% | Eligible |
| 15% Local Return | 109.3 | 112.8 | 3.5 | 3.2% | |
| 20% Operations - Bus | 145.8 | 150.4 | 4.6 | 3.2% | Eligible |
| 20% Highway Capital | 145.8 | 150.4 | 4.6 | 3.2% | |
| 35% Transportation Capital New Rail/BRT | 255.1 | 263.2 | 8.1 | 3.2% | |
| Estimated Tax Revenue from Measure R | \$ 740.0 | \$ 763.5 | \$ 23.5 | 3.2% | |
| Transportation Development Act (TDA) | | | | | |
| Administration | \$ 8.5 | \$ 8.5 | \$ - | 0.0% | |
| 2.0% Article 3 (Pedestrians & Bikeways) | 7.2 | 7.5 | 0.2 | 3.3% | |
| 91.7% Article 4 (Bus Transit) | 331.3 | 342.2 | 10.8 | 3.3% | Eligible |
| 6.3% Article 8 (Transit/Streets & Hwys) | 22.9 | 23.7 | 0.7 | 3.3% | |
| Estimated Tax Revenue from TDA | \$ 370.0 | \$ 381.8 | \$ 11.8 | 3.2% | |
| State Transit Assistance (STA) | | | | | |
| STA Bus | \$ 55.8 | \$ 54.9 | \$ (0.9) | -1.6% | Eligible |
| STA Rail | 48.9 | 50.8 | 1.9 | 3.8% | Eligible |
| Estimated Tax Revenue from STA | \$ 104.7 | \$ 105.7 | \$ 1.0 | 0.9% | |
| Total Revenues | \$ 2,694.7 | \$ 2,778.0 | \$ 83.3 | 3.1% | |
| Revenues Eligible for Bus & Rail Operating | | | | | |
| Proposition A | \$ 513.2 | \$ 529.5 | \$ 16.3 | 3.2% | |
| Proposition C | 328.0 | 338.4 | 10.4 | 3.2% | |
| Measure R | 182.2 | 188.0 | 5.8 | 3.2% | |
| TDA | 331.3 | 342.2 | 10.8 | 3.3% | |
| STA | 104.7 | 105.7 | 1.0 | 0.9% | |
| Total Bus & Rail Eligible Revenues | \$ 1,459.5 | \$ 1,503.8 | \$ 44.3 | 3.0% | |

Note: Totals may not add due to rounding.

⁽¹⁾ Sales tax and TDA revenues for FY15 Budget represent reforecasted levels based on FY15 Q1 actual data from the State Board of Equalization (SBE).

⁽²⁾ Measure R Rail Operating funding is restricted to projects beginning rail operations after Measure R passage.

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Expenditures

Summary of Expenditures by Department

| Expenditures By Department (\$ in millions) | | FY15 Budget | FY16 Proposed | Change | |
|---|------------------------------|-------------------|-------------------|----------------|-------------|
| | | | | \$ | % |
| 1 | Board of Directors | \$ 29.5 | \$ 42.6 | \$ 13.1 | 44.5% |
| 2 | Chief Executive Office | 280.2 | 297.3 | 17.1 | 6.1% |
| 3 | Communications | 50.3 | 56.5 | 6.3 | 12.4% |
| 4 | Congestion Reduction | 86.5 | 103.8 | 17.4 | 20.1% |
| 5 | Engineering and Construction | 2,005.5 | 1,843.1 | (162.3) | -8.1% |
| 6 | Finance and Budget | 1,090.3 | 1,097.4 | 7.1 | 0.7% |
| 7 | Information Technology | 49.9 | 54.1 | 4.2 | 8.4% |
| 8 | Operations | 1,565.2 | 1,702.4 | 137.2 | 8.8% |
| 9 | Planning and Development | 295.0 | 298.8 | 3.8 | 1.3% |
| 10 | Vendor/Contract Management | 62.7 | 72.3 | 9.6 | 15.3% |
| 11 | Total Expenditures | \$ 5,514.9 | \$ 5,568.4 | \$ 53.5 | 1.0% |

Note: Totals may not add due to rounding.

Summary of Expenditures by Type

| Expenditures By Type (\$ in millions) | | FY15 Budget | FY16 Proposed | Change | |
|---------------------------------------|---|-------------------|-------------------|----------------|-------------|
| | | | | \$ | % |
| 1 | Salaries and Benefits | \$ 1,009.1 | \$ 1,091.5 | \$ 82.4 | 8.2% |
| 2 | Asset Acquisitions Transit & Highway Projects | 1,765.5 | 1,610.2 | (155.3) | -8.8% |
| 3 | Professional Services & Advertising | 427.0 | 444.3 | 17.3 | 4.1% |
| 4 | Regional Transit/Highway Subsidies | 1,288.0 | 1,378.3 | 90.3 | 7.0% |
| 5 | Maintenance & Security Contracts | 316.2 | 337.5 | 21.4 | 6.8% |
| 6 | Materials & Supplies | 223.0 | 231.2 | 8.2 | 3.7% |
| 7 | Insurance/Taxes/PLPD/Workers' Comp | 106.7 | 111.5 | 4.9 | 4.6% |
| 8 | Training & Travel | 30.8 | 21.8 | (9.0) | -29.2% |
| 9 | As-Needed (Temps)/Interns/ELTPs | 12.5 | 13.2 | 0.6 | 5.2% |
| 10 | Debt | 336.1 | 328.7 | (7.4) | -2.2% |
| 11 | Total Expenditures | \$ 5,514.9 | \$ 5,568.4 | \$ 53.5 | 1.0% |

Note: Totals may not add due to rounding.

Summary of Expenditures by Program

| Program ⁽¹⁾ Type (\$ in millions) | FY15 Budget | FY16 Proposed | \$ Change | % Change |
|---|-------------------|-------------------|-------------------|--------------|
| Metro Operations: | | | | |
| Bus | \$ 1,013.9 | \$ 1,042.9 | \$ 29.0 | 2.9% |
| Rail | 370.1 | 399.4 | 29.3 | 7.9% |
| Subtotal | \$ 1,384.0 | \$ 1,442.3 | \$ 58.3 | 4.2% |
| Regional Activities and Other | 19.8 | 19.0 | (0.8) | -3.8% |
| Metro Operations Total | \$ 1,403.7 | \$ 1,461.3 | \$ 57.6 | 4.1% |
| Capital: | | | | |
| Transit Capital Expansion | \$ 1,610.0 | \$ 1,556.8 | \$ (53.2) | -3.3% |
| Operating Capital | 426.0 | 437.4 | 11.4 | 2.7% |
| Subtotal | \$ 2,036.0 | \$ 1,994.2 | \$ (41.8) | -2.1% |
| Regional Rail Capital | 46.2 | 49.0 | 2.8 | 6.2% |
| Highway Capital | 160.6 | 90.2 | (70.4) | -43.8% |
| Metro Capital Total | \$ 2,242.8 | \$ 2,133.4 | \$ (109.3) | -4.9% |
| Total Metro Operations and Capital | \$ 3,646.5 | \$ 3,594.7 | \$ (51.8) | -1.4% |
| Subsidy Funding Programs: | | | | |
| Regional Transit ⁽²⁾ | \$ 520.3 | \$ 536.5 | \$ 16.2 | 3.1% |
| Local Agencies | 542.4 | 569.2 | 26.8 | 4.9% |
| Wilshire BRT | 33.2 | 16.2 | (17.0) | -51.3% |
| Federal Pass Throughs | 13.2 | 27.9 | 14.7 | 110.7% |
| Fare Assistance | 10.5 | 10.5 | - | 0.0% |
| Highway Subsidy | 168.3 | 218.0 | 49.7 | 29.5% |
| Subsidy Funding Programs Total | \$ 1,288.0 | \$ 1,378.3 | \$ 90.3 | 7.0% |
| Congestion Management: | | | | |
| Freeway Service Patrol | \$ 30.7 | \$ 28.3 | \$ (2.4) | -7.7% |
| ExpressLanes | 31.9 | 42.3 | 10.4 | 32.7% |
| Kenneth Hahn Call Box Program | 11.6 | 10.3 | (1.3) | -11.1% |
| Regional Integration of Intelligent Transportation System | 3.7 | 2.2 | (1.5) | -40.1% |
| Rideshare Services | 11.0 | 10.8 | (0.2) | -2.2% |
| Congestion Management Total | \$ 88.8 | \$ 93.9 | \$ 5.1 | 5.7% |
| General Planning and Programs: | | | | |
| Programs and Studies | \$ 40.5 | \$ 42.5 | \$ 2.0 | 5.1% |
| General Planning and Programming | 52.1 | 57.4 | 5.3 | 10.1% |
| Legal, Audit, Transit Court, Oversight and Other | 35.8 | 38.6 | 2.8 | 7.8% |
| Property Management/Union Station and Development | 27.1 | 34.3 | 7.2 | 26.4% |
| General Planning and Programs Total | \$ 155.5 | \$ 172.8 | \$ 17.3 | 11.1% |
| Debt Service Total | \$ 336.1 | \$ 328.7 | \$ (7.4) | -2.2% |
| Total Expenditures | \$ 5,514.9 | \$ 5,568.4 | \$ 53.5 | 1.0% |

Note: Totals may not add due to rounding.

⁽¹⁾ Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 32-41.

⁽²⁾ Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

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**Full Time Equivalents
(FTEs)**

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Summary of FTEs by Department

| | Managing Department Name | FY15 Budget | FY16 Proposed | Change from FY15 |
|----|----------------------------------|----------------|------------------|---------------------|
| 1 | Board of Directors | 36 | 39 | 3 |
| 2 | Chief Executive Office | 468 | 482 | 14 |
| 3 | Communications | 273 | 278 | 5 |
| 4 | Congestion Reduction | 15 | 18 | 3 |
| 5 | Engineering and Construction | 175 | 190 | 15 |
| 6 | Finance and Budget | 211 | 219 | 8 |
| 7 | Information Technology | 139 | 142 | 3 |
| 8 | Operations | 7,859 | 7,859 | - |
| 9 | Planning and Development | 158 | 161 | 3 |
| 10 | Vendor/Contract Management | 323 | 329 | 6 |
| 11 | Total FTEs | 9,657 | 9,717 | 60 |
| 12 | Subtotal Agencywide Non-Contract | 1,404 | 1,459 | 55 |
| 13 | Subtotal Agencywide Union | 8,253 | 8,258 | 5 |
| 14 | Total FTEs | 9,657 | 9,717 | 60 |

FTEs by Department Detail

| FTEs by Department Detail | | FY15 Budget | FY16 Proposed | Change from FY15 |
|---------------------------|---|----------------|------------------|---------------------|
| 1 | Board Of Directors | | | |
| 2 | Board Of Directors | 19 | 19 | - |
| 3 | Inspector General | 17 | 20 | 3 |
| 4 | Board of Directors Total | 36 | 39 | 3 |
| 5 | Non-Contract | 36 | 39 | 3 |
| 6 | Total Board of Directors by Representation | 36 | 39 | 3 |
| 7 | Chief Executive Office | | | |
| 8 | Chief Executive Office | 39 | 40 | 1 |
| 9 | Chief Policy Office | 5 | 5 | - |
| 10 | Enterprise Risk and Safety Management | 193 | 200 | 7 |
| 11 | Labor/Employee Relations | 73 | 75 | 2 |
| 12 | LAMPS (LA Metro Protective Services) | 120 | 120 | - |
| 13 | Program Management | 38 | 42 | 4 |
| 14 | Chief Executive Office Total | 468 | 482 | 14 |
| 15 | Non-Contract | 249 | 263 | 14 |
| 16 | Contract | 219 | 219 | - |
| 17 | Total Chief Executive Office by Representation | 468 | 482 | 14 |
| 18 | Communications | | | |
| 19 | Community Relations | 32 | 30 | (2) |
| 20 | Customer Programs & Services | 54 | 54 | - |
| 21 | Customer Relations | 120 | 125 | 5 |
| 22 | Executive Office, Communications | 5 | 7 | 2 |
| 23 | Government Relations | 6 | 8 | 2 |
| 24 | Marketing | 45 | 43 | (2) |
| 25 | Public Relations | 11 | 11 | - |
| 26 | Communications Total | 273 | 278 | 5 |
| 27 | Non-Contract | 95 | 95 | - |
| 28 | Contract | 178 | 183 | 5 |
| 29 | Total Communications by Representation | 273 | 278 | 5 |
| 30 | Congestion Reduction | | | |
| 31 | Congestion Reduction Demonstration Project | 6 | 8 | 2 |
| 32 | Motorist Services | 9 | 10 | 1 |
| 33 | Congestion Reduction Total | 15 | 18 | 3 |
| 34 | Non-Contract | 15 | 18 | 3 |
| 35 | Total Congestion Reduction by Representation | 15 | 18 | 3 |
| 36 | Engineering and Construction | | | |
| 37 | Highway Project Delivery | 24 | 28 | 4 |
| 38 | Regional Rail | 7 | 8 | 1 |
| 39 | Transit Project Delivery | 144 | 154 | 10 |
| 40 | Engineering and Construction Total | 175 | 190 | 15 |
| 41 | Non-Contract | 175 | 190 | 15 |
| 42 | Total Engineering and Construction by Representation | 175 | 190 | 15 |
| 43 | Finance and Budget | | | |
| 44 | Accounting | 70 | 71 | 1 |
| 45 | Finance & Treasury | 21 | 25 | 4 |
| 46 | Local Programming | 15 | 17 | 2 |
| 47 | Office of Management and Budget | 34 | 35 | 1 |
| 48 | TAP Operations | 71 | 71 | - |
| 49 | Finance and Budget Total | 211 | 219 | 8 |

FTEs by Department Detail (continued)

| FTEs by Department Detail | | FY15 Budget | FY16 Proposed | Change from FY15 |
|---------------------------|---|----------------|------------------|---------------------|
| 50 | Non-Contract | 142 | 150 | 8 |
| 51 | Contract | 69 | 69 | - |
| 52 | Total Finance and Budget by Representation | 211 | 219 | 8 |
| 53 | Information Technology | | | |
| 54 | Information Technology Services | 130 | 133 | 3 |
| 55 | Research & Records Information Management | 9 | 9 | - |
| 56 | Information Technology Total | 139 | 142 | 3 |
| 57 | Non-Contract | 88 | 91 | 3 |
| 58 | Contract | 51 | 51 | - |
| 59 | Total Information Technology by Representation | 139 | 142 | 3 |
| 60 | Operations | | | |
| 61 | Maintenance | 2,805 | 2,803 | (2) |
| 62 | Service Development | 93 | 93 | - |
| 63 | Strategic Planning Rail | 293 | 296 | 3 |
| 64 | Transit Operations - Bus | 12 | 12 | - |
| 65 | Transportation | 4,617 | 4,617 | - |
| 66 | Vehicle Engineering & Acquisition | 39 | 38 | (1) |
| 67 | Operations Total | 7,859 | 7,859 | - |
| 68 | Non-Contract | 285 | 285 | - |
| 69 | Contract | 7,574 | 7,574 | - |
| 70 | Total Operations by Representation | 7,859 | 7,859 | - |
| 71 | Planning and Development | | | |
| 72 | Countywide Planning & Development | 2 | 2 | - |
| 73 | Planning/Strategic Financial Planning/Grants Mgmt | 52 | 52 | - |
| 74 | Strategic Initiatives & Real Property Management | 62 | 64 | 2 |
| 75 | Transit Corridors & Systemwide Planning | 42 | 43 | 1 |
| 76 | Planning and Development Total | 158 | 161 | 3 |
| 77 | Non-Contract | 158 | 161 | 3 |
| 78 | Total Planning and Development by Representation | 158 | 161 | 3 |
| 79 | Vendor/Contract Management | | | |
| 80 | Administrative Services | 6 | 6 | - |
| 81 | Contract Support/Client Services | 14 | 14 | - |
| 82 | Diversity & Economic Opportunity | 25 | 27 | 2 |
| 83 | Procurement | 70 | 73 | 3 |
| 84 | Supply Chain Management | 208 | 209 | 1 |
| 85 | Vendor/Contract Management Total | 323 | 329 | 6 |
| 86 | Non-Contract | 161 | 167 | 6 |
| 87 | Contract | 162 | 162 | - |
| 88 | Total Vendor/Contract Management by Representation | 323 | 329 | 6 |
| 89 | | | | |
| 90 | Total Agencywide Non-Contract | 1,404 | 1,459 | 55 |
| 91 | Total Agencywide Union | 8,253 | 8,258 | 5 |
| 92 | Grand Total Agency | 9,657 | 9,717 | 60 |

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Capital Program

Capital Program

| Capital Project Category (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|---|-----------------------------------|---------------------|----------------------|------|
| Measure R Transit Capital Expansion | | | | |
| Measure R Transit Construction Projects: | | | | |
| Rail | | | | |
| Crenshaw/LAX Light Rail Transit | \$ 798,627 | \$ 408,719 | \$ 2,066,476 | |
| Expo Blvd Light Rail Transit Phase 1 | 938,936 | 31,800 | 978,900 | |
| Expo Blvd Light Rail Transit Phase 2 | 1,079,057 | 393,384 | 1,517,521 | |
| Gold Line Foothill Extension to Azusa Phase 2A | 841,534 | 105,752 | 950,517 | |
| Regional Connector | 392,554 | 245,331 | 1,467,244 | |
| Westside Subway Extension | 540,534 | 347,721 | 2,882,365 | |
| Bus | | | | |
| Orange Line Extension | 143,602 | - | 215,600 | |
| Acquisition 30 Zero Emission/Super Low Emission | 4,783 | 149 | 30,000 | |
| Bike | | | | |
| Expo Phase 2 Bikeway | 11,685 | 4,417 | 16,102 | |
| Measure R Transit Planning Projects: | | | | |
| Airport Metro Connector | \$ 10,011 | \$ 4,702 | \$ 14,714 | |
| Eastside Extension Phase 1 & 2 | 23,398 | 1,975 | 25,374 | 1 |
| Eastside Light Rail Access | 13,749 | 5,433 | 19,182 | 1 |
| Gold Line Foothill Extension Phase 2B | - | - | - | 2 |
| Green Line Ext: Redondo to South Bay | 7,579 | 436 | 8,015 | 1 |
| San Fernando Valley East N/S Rapidways | 9,183 | 2,268 | 11,450 | 1 |
| Sepulveda Pass Corridor | 6,257 | 3,455 | 9,711 | 1 |
| West Santa Ana Branch Corridor | 3,291 | 1,267 | 4,558 | 1 |
| Subtotal Measure R Transit Capital Expansion | \$ 4,824,780 | \$ 1,556,810 | \$ 10,217,730 | |

Note: Totals may not add due to rounding.

Note 1: No Board Adopted Life Of Project (LOP) during planning phase; project is funded on an annual basis.

Note 2: FY16 budget of \$6M is captured in subsidies.

Capital Program (continued)

| Capital Project Category (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|--|-----------------------------------|---------------------|----------------------|------|
| Operating Component of Capital Program: | | | | |
| Safety & Security Projects | | | | |
| Bus | \$ 223 | \$ 25 | \$ 452 | |
| Rail | | | | |
| Blue Line | 12,288 | 16,392 | 77,687 | |
| Green Line | 6,126 | 1,395 | 11,400 | |
| Red/Purple Line | 46,727 | 12,412 | 71,180 | |
| Multiple Rail Lines | 5,865 | 3,470 | 11,039 | |
| Mixed Mode | 23,796 | 14,569 | 57,070 | |
| Other | 4,454 | 2,883 | 28,632 | |
| Asset Improvement & Maintenance | | | | |
| Bus | \$ 461,859 | \$ 163,259 | \$ 1,015,483 | |
| Rail | | | | |
| Blue Line | 23,998 | 24,647 | 81,230 | |
| Gold Line | 7,770 | 1,061 | 14,176 | |
| Green Line | 1,509 | 1,757 | 9,684 | |
| Red Line | 53,057 | 22,592 | 275,175 | |
| Multiple Rail Lines | 107,713 | 115,461 | 916,362 | |
| Mixed Mode | 10,650 | 13,099 | 27,231 | |
| Other | 175,464 | 18,555 | 246,658 | |
| Capital Expansion | | | | |
| Bus | \$ 170,411 | \$ 14,553 | \$ 192,938 | |
| Rail | | | | |
| Gold Line | 890,020 | 2,776 | 900,688 | |
| Red/Purple Line | 38,973 | 863 | 41,772 | |
| Multiple Rail Lines | 2,071 | 2,732 | 10,418 | |
| Mixed Mode | 2,026 | 1,818 | 7,878 | |
| Bike | 1,354 | 2,074 | 4,913 | |
| Other | 330 | 957 | 5,400 | |
| Subtotal Operating Component of Capital Program | \$ 2,046,685 | \$ 437,349 | \$ 4,007,466 | |
| Total Capital Program | \$ 6,871,466 | \$ 1,994,159 | \$ 14,225,195 | |

Note: Totals may not add due to rounding.

FY16 PROPOSED OPERATING CAPITAL SUMMARY BY MODE

| Operating Capital by Mode (\$ in thousands) | Safety & Security | Asset Improvement & Maintenance | Capital Expansion | Mode Total |
|---|-------------------|---------------------------------|-------------------|-------------------|
| Mode: | | | | |
| Bus | \$ 25 | \$ 163,259 | \$ 14,553 | \$ 177,837 |
| Rail | | | | |
| Blue Line | 16,392 | 24,647 | - | 41,039 |
| Gold Line | - | 1,061 | 2,776 | 3,837 |
| Green Line | 1,395 | 1,757 | - | 3,152 |
| Red/Purple Line | 12,412 | 22,592 | 863 | 35,867 |
| Multiple Rail Lines | 3,470 | 115,461 | 2,732 | 121,663 |
| Mixed Mode | 14,569 | 13,099 | 1,818 | 29,486 |
| Bike | - | - | 2,074 | 2,074 |
| Other | 2,883 | 18,555 | 957 | 22,395 |
| Total Operating Capital | \$ 51,146 | \$ 360,430 | \$ 25,773 | \$ 437,349 |

Note: Totals may not add due to rounding.

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Regional Subsidy Funding Programs

Summary of Regional Subsidy Funding Programs

| Regional Subsidy Funding Programs (\$ in millions) | | FY15 Budget | FY16 Proposed | \$ Change from FY15 | % Change from FY15 |
|---|--|-------------------|-------------------|------------------------|-----------------------|
| Regional and Local Transit: | | | | | |
| 1 | Municipal and Local Operators | \$ 358.4 | \$ 353.6 | \$ (4.8) | -1.3% |
| 2 | Access Services | 73.2 | 85.0 | 11.8 | 16.1% |
| 3 | Metrolink | 88.7 | 97.9 | 9.2 | 10.4% |
| 4 | Wilshire Bus Rapid Transit | 33.2 | 16.2 | (17.0) | -51.3% |
| 5 | Fare Assistance Programs (INTP, RRTP, SHORE) | 10.5 | 10.5 | 0.0 | 0.0% |
| 6 | Total Regional and Local Transit | \$ 564.0 | \$ 563.2 | \$ (0.9) | -0.2% |
| Local Agencies: | | | | | |
| Allocation by Population: | | | | | |
| 7 | Local Returns (Prop A, Prop C and Measure R) | \$ 427.5 | \$ 444.5 | \$ 17.1 | 4.0% |
| 8 | Transportation Development Act Articles 3 & 8 | 32.3 | 31.5 | (0.9) | -2.6% |
| 9 | Subtotal Allocation by Population | \$ 459.8 | \$ 476.0 | \$ 16.2 | 3.5% |
| Call for Projects: | | | | | |
| 10 | Regional Surface Transportation Improvements | \$ 40.9 | \$ 42.1 | \$ 1.2 | 2.9% |
| 11 | Local Traffic System | 24.2 | 17.8 | (6.3) | -26.2% |
| 12 | Regional Bikeways | 0.9 | 1.3 | 0.4 | 38.0% |
| 13 | Transportation Demand Management | 3.0 | 5.7 | 2.7 | 88.9% |
| 14 | Transportation Enhancement | 0.6 | 0.1 | (0.5) | -80.5% |
| 15 | Bus Capital | 3.4 | 6.8 | 3.4 | 101.0% |
| 16 | Subtotal Call for Projects | \$ 73.1 | \$ 73.9 | \$ 0.9 | 1.2% |
| Federal Pass Throughs: | | | | | |
| 17 | Regional Grantee - FTA | \$ 7.9 | \$ 12.7 | \$ 4.8 | 60.8% |
| 18 | Job Access and Reverse Commute Program (JARC) | 2.2 | 6.1 | 3.9 | 178.4% |
| 19 | New Freedom Capital & Operating | 3.1 | 3.9 | 0.9 | 27.9% |
| 20 | Highway Pass Through Program | 0.1 | 0.2 | 0.1 | 140.0% |
| 21 | Enhanced Mobility of Seniors/Disabled | - | 5.0 | 5.0 | n/a |
| 22 | Subtotal Federal Pass Throughs | \$ 13.2 | \$ 27.9 | \$ 14.7 | 110.9% |
| Other: | | | | | |
| 23 | Toll Revenue Reinvestment Program | \$ 2.0 | \$ 10.6 | \$ 8.6 | 427.6% |
| 24 | Open Street Grant Program | 2.0 | 2.5 | 0.5 | 25.0% |
| 25 | Transit Oriented Development and Other Sustainability Programs | 5.5 | 6.2 | 0.7 | 12.1% |
| 26 | Subtotal Other | \$ 9.5 | \$ 19.3 | \$ 9.7 | 101.9% |
| 27 | Total Local Agencies | \$ 555.7 | \$ 597.1 | \$ 41.5 | 7.5% |
| Highway Subsidy: | | | | | |
| 28 | I-5 North HOV and Truck Lanes | \$ 31.3 | \$ 15.0 | \$ (16.3) | -52.1% |
| 29 | I-5 South Capacity Enhancements | 45.0 | 67.9 | 22.9 | 50.9% |
| 30 | SR-60 HOV Lane from I-605 to Brea Canyon Rd | - | 2.0 | 2.0 | n/a |
| 31 | ACE Grade Separation | 22.3 | 31.4 | 9.1 | 40.8% |
| 32 | Highway Operational Improvements - Arroyo Verdugo | 15.5 | 10.5 | (4.9) | -31.9% |
| 33 | Highway Operational Improvements - Virgenes/Malibu | 16.2 | 28.3 | 12.1 | 74.9% |
| 34 | I-405 / I-110 / I-105 / SR-91 Ramp & Interchange | 12.1 | 26.8 | 14.7 | 122.1% |
| 35 | I-605 Corridor "Hot Spot" | 10.2 | 5.2 | (5.0) | -48.7% |
| 36 | SR-710 North Gap Closure | 0.5 | 0.4 | (0.2) | -30.0% |
| 37 | SR-710 South Early Action Projects | 5.8 | 19.0 | 13.3 | 231.3% |
| 38 | SR-138 Capacity Enhancements | 1.5 | 9.4 | 7.9 | 523.3% |
| 39 | High Desert Corridor | 8.0 | 2.0 | (6.0) | -75.0% |
| 40 | Total Highway Subsidy | \$ 168.3 | \$ 218.0 | \$ 49.7 | 29.5% |
| 41 | Total Regional Subsidy Funding Programs | \$ 1,288.0 | \$ 1,378.3 | \$ 90.3 | 7.0% |

Note: Totals may not add due to rounding.

Debt

Current Year Debt Service Expense

| | FY15 Budget | | | | FY16 Proposed | | | |
|---|-----------------|------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| | Bus | Rail | Highway | Total | Bus | Rail | Highway | Total |
| (\$ in thousands) | | | | | | | | |
| 1 Funding Demand of Debt Service | | | | | | | | |
| 2 Resources | | | | | | | | |
| 3 Proposition A 35% Rail Set Aside ⁽¹⁾ | \$ - | \$ 148,516.3 | \$ - | \$ 148,516.3 | \$ - | \$ 143,139.8 | \$ - | \$ 143,139.8 |
| 4 Proposition A 40% Discretionary | 2,343.7 | - | - | 2,343.7 | 2,069.8 | - | - | 2,069.8 |
| 5 Proposition C 40% Discretionary | 9,885.1 | 62,897.5 | - | 72,782.6 | 9,878.4 | 62,854.9 | - | 72,733.3 |
| 6 Proposition C 10% Commuter Rail | - | 12,712.1 | - | 12,712.1 | - | 13,504.4 | - | 13,504.4 |
| 7 Proposition C 25% Street & Highways | - | 27,293.7 | 28,357.5 | 55,651.2 | - | 27,044.1 | 28,098.2 | 55,142.2 |
| 8 Trans. Development Act Article 4 | 1,534.5 | - | - | 1,534.5 | 1,534.5 | - | - | 1,534.5 |
| 9 Measure R Transit Capital - New Rail 35% | - | 44,675.9 | - | 44,675.9 | - | 43,897.6 | - | 43,897.6 |
| 10 Measure R Transit Capital - Metrolink 3% | - | - | - | - | - | - | - | - |
| 11 Measure R Transit Capital - Metro Rail 2% | - | 6,792.2 | - | 6,792.2 | - | 7,163.1 | - | 7,163.1 |
| 12 Measure R Highway Capital 20% | - | - | - | - | - | - | - | - |
| 13 Measure R BAB Federal Subsidy | - | 10,312.7 | - | 10,312.7 | - | 10,301.6 | - | 10,301.6 |
| 14 Proposition A 35% Rail Set Aside (CRA Debt) | 2,180.2 | - | - | 2,180.2 | 2,178.8 | - | - | 2,178.8 |
| 15 Total Funding Demand Debt Service | 15,943.4 | 313,200.4 | 28,357.5 | 357,501.3 | 15,661.5 | 307,905.4 | 28,098.2 | 351,665.2 |
| 16 (Premium)/Discount Amortization ⁽²⁾ | (955.9) | (18,778.9) | (1,700.3) | (21,435.1) | (1,021.1) | (20,075.5) | (1,832.0) | (22,928.7) |
| 17 Total Debt Service Expense | 14,987.5 | 294,421.5 | 26,657.3 | 336,066.3 | 14,640.4 | 287,829.9 | 26,266.2 | 328,736.5 |
| 18 Debt Service (Deficit) / Surplus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Long Term Enterprise Fund Debt Principal Obligations

| | Beginning FY15 Balance | | | | Beginning FY16 Balance | | | |
|---|------------------------|-----------------------|---------------------|-----------------------|------------------------|-----------------------|---------------------|-----------------------|
| | Bus | Rail | Highway | Total | Bus | Rail | Highway | Total |
| (\$ in thousands) | | | | | | | | |
| 19 Outstanding Debt Principal Balance | | | | | | | | |
| 20 Proposition A | \$ 20,271.8 | \$ 1,284,583.2 | \$ - | \$ 1,304,855.0 | \$ 15,976.1 | \$ 1,104,823.9 | \$ - | \$ 1,120,800.0 |
| 21 Proposition C | 93,365.2 | 973,666.0 | 266,757.8 | 1,333,789.0 | 87,739.7 | 914,999.5 | 250,684.8 | 1,253,424.0 |
| 22 Measure R ⁽³⁾ | - | 686,050.0 | - | 686,050.0 | - | 869,420.0 | - | 869,420.0 |
| 23 Transportation Development Act - Article 4 | 5,111.0 | - | - | 5,111.0 | 3,758.2 | - | - | 3,758.2 |
| 24 Proposition A 35% Rail Set Aside (CRA Debt) | 20,520.0 | - | - | 20,520.0 | 19,360.0 | - | - | 19,360.0 |
| 25 Total Outstanding Debt Principal Balance ⁽⁴⁾ | \$ 139,268.0 | \$ 2,944,299.2 | \$ 266,757.8 | \$ 3,350,325.0 | \$ 126,833.9 | \$ 2,889,243.4 | \$ 250,684.8 | \$ 3,266,762.2 |

⁽¹⁾ Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.6 million in FY15 and \$4.3 million in FY16.

⁽²⁾ Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument over the life of the debt.

⁽³⁾ Measure R Bond was issued in November 2010.

⁽⁴⁾ The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5 million Debt Service and \$134.8 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process. Also excludes \$441 million of planned federal TIFIA loan drawdowns during FY16 to fund Crenshaw, Regional Connector, and Westside Purple Line Transit Construction. Repayment of these loans will come from Measure R contingency fund and commence in FY17.

Measure R

FY16 Measure R Ordinance
Summary of Sales Tax Revenues, Expenditures and Fund Balances
(by subfund)

| (\$ in millions) | | | A | B | C | D=A+B-C | |
|------------------|--|---|---------------------------------------|---------------------|-------------------------|------------------------------------|-----------------|
| Subfund | Expenditure Program | % of Sales Tax | FY16 Estimated Beginning Fund Balance | FY16 Revenue Budget | FY16 Expenditure Budget | FY16 Estimated Ending Fund Balance | |
| 1 | Transit Capital | New Rail and/or Bus Rapid Transit Capital Projects | 35.0% | \$ - | \$ 263.2 | \$ 241.8 ⁽¹⁾ | \$ 21.4 |
| 2 | Highway Capital | Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls | 20.0% | 243.5 | 150.4 | 250.9 | 142.9 |
| 3 | Transit Capital | Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars | 2.0% | 34.7 | 15.0 | 49.8 | - |
| 4 | Operations | Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion | 20.0% | 3.2 | 150.4 | 151.6 | 2.0 |
| 5 | Operations | Rail Operations (New Transit Projects Operations and Maintenance) | 5.0% | 77.3 | 37.6 | 50.4 | 64.5 |
| 6 | Administration | Administration | 1.5% | 31.4 | 11.5 | 12.8 | 30.0 |
| 7 | Transit Capital | Metrolink Capital Improvement Projects within LA County (Operations, Maintenance and Expansion) | 3.0% | 46.9 | 22.6 | 69.5 | - |
| 8 | Local Return | See footnote ⁽²⁾ | 15.0% | 0.0 | 112.8 | 112.8 | - |
| 9 | Subtotal Measure R Projects Funding Plan from Sales Tax Revenues | | | \$ 437.1 | \$ 763.5 | \$ 939.6 | \$ 260.9 |
| 10 | Measure R Transit Capital 2% Bond Proceeds ⁽³⁾ | | | - | 18.7 | 18.7 | - |
| 11 | Measure R Transit Capital 35% Commercial Paper ⁽³⁾ | | | - | 140.5 | 140.5 | - |
| 12 | Measure R Transit Capital 35% TIFIA Loan Proceeds ⁽³⁾ | | | - | 441.1 | 441.1 | - |
| 13 | Subtotal Measure R Projects Funding Plan from Bond Proceeds and TIFIA Loan Proceeds | | | \$ - | \$ 600.3 | \$ 600.3 | \$ - |
| 14 | Subtotal Measure R Projects Funding Plan from Measure R Sources | | | \$ 437.1 | \$ 1,363.8 | \$ 1,539.9 | \$ 260.9 |
| 15 | Subtotal Measure R Projects Funding Plan from Non-Measure R Sources ⁽⁴⁾ | | | \$ - | \$ 757.2 | \$ 757.2 | \$ - |
| 16 | Total Measure R Projects Funding Plan | | | \$ 437.1 | \$ 2,121.0 | \$ 2,297.2 | \$ 260.9 |

Note: Totals may not add due to rounding.

- (1) Excludes \$2.3 million amortization cost of bond premium to reflect the total Measure R funding.
- (2) To the incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area on a per capita basis for major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.
- (3) Metro plans to draw down \$441.1 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loan in FY16 to fund Measure R Transit Capital 35% activities (including \$253.0 million for Crenshaw Project, \$174.4 million for Westside Purple Line, and \$13.7 million for Regional Connector). Metro plans to use Measure R Transit Capital - New Rail 35% Bond proceeds of \$140.5 million for Expo Phase II. Metro plans to use Measure R Transit Capital - Metro Rail 2% Bond proceeds of \$13.7 million for Blue Line Station Refurbishments and \$5.0 million for Gold Line Foothill Maintenance Facility - Metro
- (4) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$355.1 million; State Subsidies \$200.4 million; Local Subsidies \$201.7 million.

FY16 Measure R Projects/Funding

| | | FY16 Measure R Project Expenses | | |
|--|---|---------------------------------|-------------------------|-------------------|
| | | Measure R Funds (1) | Non-Measure R Funds (2) | Total Expenses |
| Measure R Funding / Projects (\$ in millions) | | | | |
| 1 | Measure R Transit Capital - New Rail (35%) | | | |
| 2 | Eastside Extension Phase II | \$ - | \$ 2.0 | \$ 2.0 |
| 3 | Eastside Light Rail Access | 5.4 | - | 5.4 |
| 4 | Green Line Ext Redondo Beach-South Bay | - | 0.4 | 0.4 |
| 5 | Regional Connector | 13.7 | 228.4 | 242.1 |
| 6 | Sepulveda Pass Transit Corridor | - | 3.5 | 3.5 |
| 7 | Regional Clean Fuel Bus Capital | 6.3 | 82.5 | 88.8 |
| 8 | Airport Metro Connector | 4.7 | - | 4.7 |
| 9 | Gold Line Foothill | 63.7 | - | 63.7 |
| 10 | Westside Purple Line | 238.6 | 106.0 | 344.6 |
| 11 | Vehicle | 50.0 | 70.9 | 120.9 |
| 12 | San Fernando Valley East North/South Rapidways | 2.3 | - | 2.3 |
| 13 | West Santa Ana Branch Corridor | 1.3 | - | 1.3 |
| 14 | Expo II | 140.5 | 72.4 | 213.0 |
| 15 | Crenshaw | 252.9 | 118.5 | 371.4 |
| 16 | Expo I | - | 13.8 | 13.8 |
| 17 | Measure R Transit Capital - New Rail (35%) Total | \$ 779.5 | \$ 698.4 | \$ 1,477.9 |
| 18 | Measure R Highway Capital (20%) | | | |
| 19 | Countywide Soundwall Projects | \$ 15.9 | \$ - | \$ 15.9 |
| 20 | High Desert Corridor | 3.6 | - | 3.6 |
| 21 | I-405, I-110, I-105, SR91 Ramp & Interchange | 25.8 | - | 25.8 |
| 22 | I-710 North Gap Closure | 6.7 | - | 6.7 |
| 23 | I-710 South Early Action Projects | 34.4 | - | 34.4 |
| 24 | Phase II Alameda Corridor E Grade Separation | 14.0 | - | 14.0 |
| 25 | SR-138 Capacity Enhancements | 12.4 | - | 12.4 |
| 26 | I-605 Corridor "Hot Spots" | 15.7 | - | 15.7 |
| 27 | Highway Operating Improvements Virgenes/Malibu | 28.4 | - | 28.4 |
| 28 | Highway Operating Improvements Arroyo Verdugo | 10.7 | - | 10.7 |
| 29 | Good Movements, I-5 N Truck Lanes, SR 71 | - | 0.3 | 0.3 |
| 30 | BNSF Grade Sep Gateway Cities | - | - | - |
| 31 | I-5 South | 83.0 | - | 83.0 |
| 32 | I-5 North | 0.2 | - | 0.2 |
| 33 | Measure R Highway Capital (20%) Total | \$ 250.9 | \$ 0.3 | \$ 251.3 |
| 34 | Measure R Transit Capital - Metro Rail (2%) | | | |
| 35 | Blue Line | \$ 13.7 | \$ - | \$ 13.7 |
| 36 | Eastside Quad Gate Study and Installation | 1.0 | - | 1.0 |
| 37 | Light Rail Fleet Midlife | 14.6 | - | 14.6 |
| 38 | Regional Connector | 3.2 | - | 3.2 |
| 39 | Transit Oriented Development | 5.3 | - | 5.3 |
| 40 | Gold Line Foothill | 5.0 | - | 5.0 |
| 41 | Westside Purple Line | 3.2 | - | 3.2 |
| 42 | Vehicle | 5.0 | - | 5.0 |
| 43 | Crenshaw | - | 39.6 | 39.6 |
| 44 | Fare Gate Project | 5.5 | - | 5.5 |
| 45 | Red/Purple Line Vehicle Midlife | 4.9 | 5.1 | 10.0 |
| 46 | Measure R Transit Capital - Metro Rail (2%) Total | \$ 61.3 | \$ 44.7 | \$ 106.0 |
| 47 | Measure R Transit Capital - Metrolink (3%) | | | |
| 48 | Metrolink Transit Capital | \$ 26.0 | \$ - | \$ 26.0 |
| 49 | Vincent Grade/Action Station | 5.7 | - | 5.7 |
| 50 | Brighton To Roxford Double Track | 3.9 | - | 3.9 |
| 51 | Raymer to Bernson Double Track Project | 8.2 | 3.5 | 11.7 |
| 52 | Southern California Regional Interconnector Project (SCRIP) | 16.5 | - | 16.5 |
| 53 | Doran St. Grade Separation | 2.6 | - | 2.6 |
| 54 | Other Projects | 6.6 | 2.2 | 8.8 |
| 55 | Measure R Transit Capital - Metrolink (3%) Total | \$ 69.5 | \$ 5.7 | \$ 75.2 |
| 56 | Measure R Operations - Bus (20%) | | | |
| 57 | Metro Bus Share | \$ 100.9 | \$ - | \$ 100.9 |
| 58 | Metro Orange Line | 4.3 | - | 4.3 |
| 59 | Measure R 20% Formula Allocation to Muni Operators | 46.4 | - | 46.4 |
| 60 | Measure R Operations - Bus (20%) Total | \$ 151.6 | \$ - | \$ 151.6 |
| 61 | Measure R Operations - New Rail (5%) | \$ 50.4 | \$ - | \$ 50.4 |
| 62 | Measure R Administration (1.5%) | \$ 12.8 | \$ - | \$ 12.8 |
| 63 | Measure R Local Return (15%) | \$ 112.8 | \$ - | \$ 112.8 |
| 64 | Measure R Debt Service Expenses⁽³⁾ | \$ 51.1 | \$ 8.0 | \$ 59.1 |
| 65 | Grand Total | \$ 1,539.9 | \$ 757.2 | \$ 2,297.2 |

Note: Totals may not add due to rounding.

(1) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan.

(2) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$355.1 million; State Subsidies \$200.4 million; Local Subsidies \$201.7 million. Local Subsidies sources include Prop A 35 bond proceeds, Prop C 25 bond proceeds, TDA, and local grants from cities.

(3) \$2.3 million amortization cost of bond premium is included as non-Measure R funding source. Current debt service expenses are funded by Measure R Transit Capital - New Rail 35% and Measure R Transit Capital - Metro Rail 2%.

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Funds

Governmental Funds
Estimated Fund Balances
for the Year Ending June 30, 2016

| Fund Type | (\$ in millions) | FY16 Estimated Ending Fund Balance |
|---|------------------|------------------------------------|
| Proposition A: | | |
| Discretionary Transit (95% of 40%) | | \$ 13.2 (1) |
| Discretionary Incentive (5% of 40%) | | 12.4 |
| Rail (35%) | | 2.3 (2) |
| Interest | | 6.6 |
| Total Proposition A | | \$ 34.6 |
| Proposition C: | | |
| Discretionary (40%) | | \$ 228.0 (1) |
| Security (5%) | | 11.6 (1) |
| Commuter Rail (10%) | | - (2) |
| Street & Highway (25%) | | 69.9 |
| Interest | | 16.4 |
| Total Proposition C | | \$ 326.0 |
| Measure R: | | |
| Administration (1.5%) | | \$ 30.0 |
| Transit Capital - Metrolink (3%) | | - |
| Transit Capital - Metro Rail (2%) | | - |
| Transit Capital - New Rail (35%) | | 21.4 |
| Highway Capital (20%) | | 142.9 |
| New Rail Operations (5%) | | 64.5 |
| Bus Operations (20%) | | 2.0 (1) |
| Total Measure R | | \$ 260.9 |
| Transportation Development Act (TDA): | | |
| Article 3 | | \$ 14.7 (1) |
| Article 4 | | 242.2 (1) |
| Article 8 | | 3.7 (1) |
| Total TDA | | \$ 260.5 |
| State Transit Assistance (STA): | | |
| Revenue Share | | \$ 11.5 (1) |
| Population Share | | - |
| Total STA | | \$ 11.5 |
| Total PTMISEA (3) | | \$ 108.9 |
| Total SAFE Fund | | \$ 16.4 (2) |
| Total Other Special Revenue Funds | | \$ 53.0 (1) |
| General Fund: | | |
| Administration - Proposition A, C, & TDA | | \$ - |
| Mandatory Operating Reserve | | 127.1 |
| General Fund / Other | | 258.1 (2) |
| Total General Fund | | \$ 385.2 |
| Total of Estimated FY16 Ending Fund Balances | | \$ 1,456.9 |

Note: Totals may not add due to rounding.

(1) Previously allocated to Metro, Municipal Operators and cities.

(2) Committed to board approved projects and programs.

(3) PTMISEA stands for Public Transportation Modernization, Improvement, and Service Enhancement Account. Committed for capital projects.

Governmental Funds
Statement of Revenues, Expenditures and Changes in Fund Balances
for the Years Ending June 30, 2015 and 2016

| Governmental Funds (\$ in millions) | Special Revenue Fund (1) | | General Fund | | Total | |
|--|--------------------------|---------------------|------------------|-------------------|---------------------|---------------------|
| | FY15 Budget | FY16 Proposed | FY15 Budget | FY16 Proposed | FY15 Budget | FY16 Proposed |
| Revenue | | | | | | |
| Sales Tax ⁽²⁾ | \$ 2,702.2 | \$ 2,785.4 | \$ - | \$ - | \$ 2,702.2 | \$ 2,785.4 |
| Intergovernmental Grants ⁽³⁾ | 377.9 | 268.4 | 21.9 | 46.8 | 399.7 | 315.2 |
| Investment Income | 0.5 | 0.1 | 4.1 | 4.1 | 4.6 | 4.2 |
| Lease and Rental | - | - | 16.2 | 14.2 | 16.2 | 14.2 |
| Licenses and Fines | - | - | 0.5 | 0.5 | 0.5 | 0.5 |
| Other | - | - | 0.2 | 19.6 | 0.2 | 19.6 |
| Total Revenues | \$ 3,080.6 | \$ 3,053.9 | \$ 42.8 | \$ 85.2 | \$ 3,123.4 | \$ 3,139.1 |
| Expenditures | | | | | | |
| Subsidies | \$ 1,232.9 | \$ 1,309.5 | \$ 30.2 | \$ 47.9 | \$ 1,263.2 | \$ 1,357.5 |
| Operating Expenditures | 278.1 | 207.0 | 132.4 | 144.6 | 410.6 | 351.5 |
| Debt & Interest Expenditures | - | - | 1.0 | 1.2 | 1.0 | 1.2 |
| Debt Principal Retirement | - | - | 1.2 | 1.0 | 1.2 | 1.0 |
| Total Expenditures | \$ 1,511.1 | \$ 1,516.5 | \$ 164.8 | \$ 194.7 | \$ 1,675.9 | \$ 1,711.1 |
| Transfers | | | | | | |
| Transfers In | \$ 79.4 | \$ 18.0 | \$ 135.0 | \$ 87.2 | \$ 214.4 | \$ 105.2 |
| Transfers (Out) | (2,406.4) | (1,876.6) | (25.7) | (114.2) | (2,432.1) | (1,990.8) |
| Proceeds from Financing | 90.4 | 108.6 | - | 0.4 | 90.4 | 109.0 |
| Total Transfers | \$ (2,236.6) | \$ (1,750.0) | \$ 109.3 | \$ (26.6) | \$ (2,127.3) | \$ (1,776.6) |
| Net Change in Fund Balances | \$ (667.1) | \$ (212.5) | \$ (12.7) | \$ (136.1) | \$ (679.8) | \$ (348.6) |
| Fund Balances - beginning of year ⁽⁴⁾ | \$ 1,905.5 | \$ 1,284.2 | \$ 512.6 | \$ 521.3 | \$ 2,418.1 | \$ 1,805.5 |
| Fund Balances - End of Year | \$ 1,238.4 | \$ 1,071.7 | \$ 499.9 | \$ 385.2 | \$ 1,738.2 | \$ 1,456.9 |

Note: Totals may not add due to rounding.

(1) Special Revenue Fund includes Measure R fund which is presented separately on pages 34 and 35.

(2) Includes TDA, STA, and SAFE revenues in addition to Proposition A, C, and Measure R sales tax revenues.

(3) Includes grant revenues from Federal, State and Local sources including tolls.

(4) Beginning FY16 Fund Balances reflect anticipated unspent FY15 budgeted expenditures.

Enterprise Fund Bus & Rail Operations

| | Resources and Expenses (\$ in millions) | FY15 Budget | FY16 Proposed | | | | Regional Activities |
|----|---|-------------------|-------------------|-------------------|-------------------|---------------|---------------------|
| | | | Total | Bus | Rail | Transit Court | |
| 1 | Transit Operations Resources | | | | | | |
| 2 | Transit Fares and Other Revenues | | | | | | |
| 3 | Fares | \$ 351.1 | \$ 376.0 | \$ 280.2 | \$ 95.8 | \$ - | \$ - |
| 4 | Advertising | 21.5 | 22.5 | 20.2 | 2.3 | - | - |
| 5 | Other Revenues ⁽¹⁾ | 7.1 | 5.3 | 3.9 | - | 1.4 | - |
| 6 | Total Fare and Other Revenues | \$ 379.7 | \$ 403.8 | \$ 304.3 | \$ 98.1 | \$ 1.4 | \$ - |
| 7 | Federal & State Grants | | | | | | |
| 8 | Federal Preventive Maintenance | \$ 227.0 | \$ 221.6 | \$ 145.3 | \$ 76.3 | \$ - | \$ - |
| 9 | Federal CMAQ | 23.0 | 10.8 | - | 10.8 | - | - |
| 10 | Federal and States Grants | 13.6 | 12.5 | - | 11.8 | - | 0.7 |
| 11 | Total Federal and State Grants | \$ 263.6 | \$ 244.9 | \$ 145.3 | \$ 98.9 | \$ - | \$ 0.7 |
| 12 | Local Subsidies | | | | | | |
| 13 | Prop A - (40% Bus) & (35% Rail) | \$ 455.8 | \$ 249.2 | \$ 160.1 | \$ 79.0 | \$ - | \$ 10.1 |
| 14 | Prop C - (40% Bus/Rail) & (5% Security) | 58.5 | 69.9 | 52.6 | 17.3 | - | - |
| 15 | Measure R - (20% Bus) & (5% Rail) | 136.0 | 155.7 | 105.3 | 50.4 | - | - |
| 16 | TDA Article 4 | 32.0 | 233.7 | 221.7 | - | - | 12.0 |
| 17 | STA | 85.7 | 91.3 | 40.5 | 50.8 | - | - |
| 18 | Toll Revenue Grant | 2.9 | 4.2 | 4.2 | - | - | - |
| 19 | General Fund & Other Funds | - | 19.0 | 14.1 | 4.9 | 0.1 | - |
| 20 | Total Local Subsidies | \$ 770.9 | \$ 823.1 | \$ 598.5 | \$ 202.4 | \$ 0.1 | \$ 22.1 |
| 21 | Total Transit Operations Resources | \$ 1,414.2 | \$ 1,471.7 | \$ 1,048.2 | \$ 399.4 | \$ 1.4 | \$ 22.8 |
| 22 | Transit Capital Resources | | | | | | |
| 23 | Federal, State & Local Grants | \$ 808.5 | \$ 643.3 | \$ 74.7 | \$ 568.5 | \$ - | \$ - |
| 24 | Local and State Sales Tax ⁽²⁾ | 920.1 | 457.9 | 153.7 | 304.2 | - | - |
| 25 | Other Capital Financing | 317.4 | 899.0 | 15.0 | 883.9 | - | - |
| 26 | Total Transit Capital Resources | \$ 2,046.0 | \$ 2,000.2 | \$ 243.5 | \$ 1,756.7 | \$ - | \$ - |
| 27 | Total Transit Operations & Capital Resources | \$ 3,460.3 | \$ 3,471.9 | \$ 1,291.6 | \$ 2,156.0 | \$ 1.4 | \$ 22.8 |
| 28 | Transit Operations Expenses | | | | | | |
| 29 | Labor & Benefits | \$ 885.4 | \$ 942.7 | \$ 712.2 | \$ 206.5 | \$ 0.5 | \$ 23.5 |
| 30 | Fuel & Propulsion Power | 65.1 | 62.6 | 25.0 | 37.6 | - | - |
| 31 | Materials & Supplies | 96.2 | 95.3 | 68.7 | 22.4 | - | 4.2 |
| 32 | Contract and Professional Services | 181.8 | 176.3 | 61.9 | 97.2 | 0.7 | 16.4 |
| 33 | PL/PD and Other Insurance | 51.2 | 50.9 | 46.4 | 4.4 | - | - |
| 34 | Purchased Transportation | 45.9 | 47.0 | 47.0 | - | - | - |
| 35 | Allocated Overhead ⁽³⁾ | 58.9 | 64.4 | 42.9 | 16.2 | 0.1 | 5.1 |
| 36 | Regional Chargeback | - | - | 22.5 | 7.6 | - | (30.1) |
| 37 | Other Expenses ⁽⁴⁾ | 29.7 | 32.6 | 21.5 | 7.5 | - | 3.6 |
| 38 | Total Transit Operations Expenses | \$ 1,414.2 | \$ 1,471.7 | \$ 1,048.2 | \$ 399.4 | \$ 1.4 | \$ 22.8 |
| 39 | Transit Capital Expenses Operating | 2,011.9 | 1,973.7 | 243.5 | 1,730.2 | - | - |
| 40 | Transit Capital Expenses Planning | 34.1 | 26.5 | - | 26.5 | - | - |
| 41 | Total Capital Expenses ⁽⁵⁾ | \$ 2,046.0 | \$ 2,000.2 | \$ 243.5 | \$ 1,756.7 | \$ - | \$ - |
| 42 | Total Transit Operations & Capital Expenses | \$ 3,460.3 | \$ 3,471.9 | \$ 1,291.6 | \$ 2,156.0 | \$ 1.4 | \$ 22.8 |
| 43 | Transit Operations & Capital (Deficit)/Surplus | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |

Note: Totals may not add due to rounding.

(1) Other Revenues includes Interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.

(2) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.

(3) Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.

(4) Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals and training/seminars/periodicals.

(5) Capital expenses for operations and construction project planning are combined for reporting purposes.

Enterprise Fund Other Operations

| | FY15 Budget | FY16 Proposed | | | |
|---|----------------|----------------|------------------|------------------|----------------|
| | | Total | Union Station | Express Lanes | Park & Ride |
| Resources and Expenses (\$ in millions) | | | | | |
| 1 Other Transit Operations Resources | | | | | |
| 2 Toll Fares and Other Revenues | | | | | |
| 3 Tolls & Violation Fines | \$ 40.1 | \$ 62.2 | \$ - | \$ 62.2 | \$ - |
| 4 Rental & Lease Income | 0.7 | 3.1 | 2.7 | - | 0.4 |
| 5 Total Toll Fares and Other Revenues | \$ 40.8 | \$ 65.3 | \$ 2.7 | \$ 62.2 | \$ 0.4 |
| 6 Local Subsidies | | | | | |
| 7 Prop A | \$ - | \$ 0.7 | \$ - | \$ - | \$ 0.7 |
| 8 Prop C Commuter Rail & General Fund | 0.4 | 3.0 | - | - | 3.0 |
| 9 Total Local Subsidies | \$ 0.4 | \$ 3.7 | \$ - | \$ - | \$ 3.7 |
| 10 Total Other Transit Operations Resources | \$ 41.2 | \$ 69.0 | \$ 2.7 | \$ 62.2 | \$ 4.1 |
| 11 Transit Other Operations Expenses | | | | | |
| 12 Labor & Benefits | \$ 1.9 | \$ 2.7 | \$ 0.5 | \$ 1.7 | \$ 0.5 |
| 13 Fuel & Propulsion Power | - | - | - | - | - |
| 14 Materials & Supplies | - | 0.3 | - | - | 0.3 |
| 15 Contract and Professional Services | 31.7 | 44.5 | 1.4 | 40.1 | 3.1 |
| 16 PL/PP and Other Insurance | 0.2 | 0.2 | 0.2 | - | - |
| 17 Purchased Transportation | - | - | - | - | - |
| 18 Allocated Overhead | 0.8 | 0.9 | 0.2 | 0.5 | 0.2 |
| 18 Regional Chargeback | - | - | - | - | - |
| 19 Other Expenses | - | - | - | - | - |
| 20 Total Other Transit Operations Expenses | \$ 34.7 | \$ 48.6 | \$ 2.3 | \$ 42.3 | \$ 4.0 |
| 21 Other Operations Non Operating Expenses | | | | | |
| 22 Congestion Relief Reserve | \$ 0.9 | \$ 1.9 | \$ - | \$ 1.9 | \$ - |
| 23 Silver Line Service | 2.9 | - | - | - | - |
| 24 Congestion Relief Transit Operating Subsidy | 2.5 | 6.2 | - | 6.2 | - |
| 25 Congestion Relief Toll Revenue Grant Program | - | 6.6 | - | 6.6 | - |
| 26 Union Station | - | 0.5 | 0.5 | - | - |
| 27 Interactive Kiosk Pilot | 0.2 | - | - | - | - |
| 28 Total Other Operations Non Operating Expenses | \$ 6.5 | \$ 15.1 | \$ 0.5 | \$ 14.6 | \$ - |
| 29 Transit Other Operations (Deficit)/Surplus ⁽¹⁾ | \$ - | \$ 5.3 | \$ - | \$ 5.3 | \$ - |

Note: Totals may not add due to rounding.

⁽¹⁾ Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

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Service Statistics

Bus and Rail Operating Statistics

| Statistic | Bus | | | Rail | | | Total | | |
|---|--------------|---------------|-------|-------------|---------------|-------|--------------|---------------|-------|
| | FY15 Budget | FY16 Proposed | % Inc | FY15 Budget | FY16 Proposed | % Inc | FY15 Budget | FY16 Proposed | % Inc |
| Service Provided (000) | | | | | | | | | |
| Revenue Service Hours (RSH) | 7,062 | 7,062 | 0.0% | 1,028 | 1,094 | 6.5% | 8,090 | 8,156 | 0.8% |
| Revenue Service Miles (RSM) | 78,950 | 78,950 | 0.0% | 21,584 | 22,844 | 5.8% | 100,533 | 101,794 | 1.3% |
| Service Consumed (000) | | | | | | | | | |
| Unlinked Boardings | 359,260 | 359,260 | 0.0% | 114,111 | 121,516 | 6.5% | 473,371 | 480,776 | 1.6% |
| Passenger Miles | 1,485,414 | 1,485,414 | 0.0% | 644,821 | 680,113 | 5.5% | 2,130,235 | 2,165,527 | 1.7% |
| Operating Revenue (000) | | | | | | | | | |
| Fare Revenue | \$ 266,322 | \$ 280,206 | 5.2% | \$ 84,744 | \$ 95,760 | 13.0% | \$ 351,066 | \$ 375,966 | 7.1% |
| Advertising/Other | \$ 24,812 | \$ 24,130 | -2.7% | \$ 2,297 | \$ 2,297 | 0.0% | \$ 27,109 | \$ 26,427 | -2.7% |
| Total | \$ 291,134 | \$ 304,336 | 4.5% | \$ 87,041 | \$ 98,057 | 12.7% | \$ 378,175 | \$ 402,393 | 6.4% |
| Operating Cost Data (000) | | | | | | | | | |
| Transportation | \$ 375,642 | \$ 380,222 | 1.2% | \$ 59,419 | \$ 64,023 | 7.7% | \$ 435,061 | \$ 444,245 | 2.1% |
| Maintenance | \$ 300,050 | \$ 312,506 | 4.2% | \$ 160,719 | \$ 174,718 | 8.7% | \$ 460,769 | \$ 487,224 | 5.7% |
| Other & Support Cost | \$ 343,413 | \$ 355,431 | 3.5% | \$ 149,950 | \$ 160,631 | 7.1% | \$ 493,363 | \$ 516,062 | 4.6% |
| Total | \$ 1,019,105 | \$ 1,048,159 | 2.9% | \$ 370,088 | \$ 399,372 | 7.9% | \$ 1,389,193 | \$ 1,447,531 | 4.2% |
| Subsidy Data (000): | \$ 727,971 | \$ 743,823 | 2.2% | \$ 283,047 | \$ 301,315 | 6.5% | \$ 1,011,018 | \$ 1,045,138 | 3.4% |
| Per Boarding Statistics | | | | | | | | | |
| Fare Revenue | \$ 0.74 | \$ 0.78 | 5.4% | \$ 0.74 | \$ 0.78 | 5.4% | \$ 0.74 | \$ 0.78 | 5.4% |
| Operating Cost | \$ 2.84 | \$ 2.92 | 2.9% | \$ 3.24 | \$ 3.29 | 1.3% | \$ 2.93 | \$ 3.01 | 2.6% |
| Subsidy | \$ 2.03 | \$ 2.07 | 2.2% | \$ 2.48 | \$ 2.48 | 0.0% | \$ 2.14 | \$ 2.17 | 2.2% |
| Passenger Miles | 4.13 | 4.13 | 0.0% | 5.65 | 5.60 | -1.0% | 4.50 | 4.50 | 0.0% |
| Fare Recovery % | 26.1% | 26.7% | 0.6% | 22.9% | 24.0% | 1.1% | 25.3% | 26.0% | 0.7% |
| Per RSH Statistics | | | | | | | | | |
| Revenue | \$ 41.23 | \$ 43.10 | 4.5% | \$ 84.69 | \$ 89.59 | 5.8% | \$ 46.75 | \$ 49.34 | 5.5% |
| Boardings | 50.87 | 50.87 | 0.0% | 111.02 | 111.02 | 0.0% | 58.52 | 58.52 | 0.0% |
| Passenger Miles | 210.35 | 210.35 | 0.0% | 627.38 | 621.39 | -1.0% | 263.33 | 265.51 | 0.8% |
| Transportation Cost | \$ 53.19 | \$ 53.84 | 1.2% | \$ 57.81 | \$ 58.50 | 1.2% | \$ 53.78 | \$ 54.47 | 1.2% |
| Maintenance Cost | \$ 42.49 | \$ 44.25 | 4.2% | \$ 156.37 | \$ 159.63 | 2.1% | \$ 56.96 | \$ 59.74 | 3.2% |
| Other & Support Cost | \$ 48.63 | \$ 50.33 | 3.5% | \$ 145.89 | \$ 146.76 | 0.6% | \$ 60.99 | \$ 63.27 | 3.7% |
| Total Cost | \$ 144.31 | \$ 148.43 | 2.9% | \$ 360.08 | \$ 364.89 | 1.3% | \$ 171.73 | \$ 177.48 | 3.3% |
| Subsidy | \$ 103.09 | \$ 105.33 | 2.2% | \$ 275.39 | \$ 275.30 | 0.0% | \$ 124.98 | \$ 128.14 | 2.2% |
| Per Passenger Mile Statistics | | | | | | | | | |
| Revenue | \$ 0.20 | \$ 0.20 | 0.0% | \$ 0.13 | \$ 0.14 | 6.8% | \$ 0.18 | \$ 0.19 | 4.7% |
| Revenue Mile | 0.05 | 0.05 | 0.0% | 0.03 | 0.03 | 0.0% | 0.05 | 0.05 | 0.0% |
| Transportation Cost | \$ 0.25 | \$ 0.26 | 1.2% | \$ 0.09 | \$ 0.09 | 0.0% | \$ 0.20 | \$ 0.20 | 0.0% |
| Maintenance Cost | \$ 0.20 | \$ 0.21 | 4.2% | \$ 0.25 | \$ 0.26 | 3.1% | \$ 0.22 | \$ 0.22 | 0.0% |
| Other & Support Cost | \$ 0.23 | \$ 0.24 | 3.5% | \$ 0.23 | \$ 0.24 | 1.6% | \$ 0.23 | \$ 0.24 | 2.9% |
| Total Cost | \$ 0.69 | \$ 0.71 | 2.9% | \$ 0.57 | \$ 0.59 | 2.3% | \$ 0.65 | \$ 0.67 | 2.5% |
| Subsidy | \$ 0.49 | \$ 0.50 | 2.2% | \$ 0.44 | \$ 0.44 | 0.9% | \$ 0.47 | \$ 0.48 | 1.7% |
| FTE's per Hundred ⁽¹⁾ | | | | | | | | | |
| Operators per RSH | 5.58 | 5.58 | 0.0% | 3.78 | 4.03 | 6.5% | 4.99 | 5.02 | 0.5% |
| Mechanics per RSM | 0.12 | 0.12 | 0.0% | 0.11 | 0.11 | 0.0% | 0.11 | 0.11 | 0.0% |
| Service Attendants RSM | 0.06 | 0.06 | 0.0% | 0.05 | 0.05 | 0.0% | 0.05 | 0.05 | 0.0% |
| Maintenance of Way (MOW) | - | - | - | 29.53 | 29.53 | 0.0% | 29.53 | 29.53 | 0.0% |
| Inspectors per RM ⁽²⁾ | | | | | | | | | |
| Transit Operations Supervisors per RSH | 0.47 | 0.47 | 0.0% | 1.33 | 1.39 | 4.2% | 0.59 | 0.60 | 2.5% |

⁽¹⁾ Does not include purchased transportation miles/hours.

⁽²⁾ Per route mile

Service Level Details

Revenue Service Hours

| | Mode | FY15 Budget | FY16 Proposed | Inc/(Dec) |
|----|----------------------|------------------|------------------|---------------|
| 1 | Bus | | | |
| 2 | Local & Rapid | 6,327,663 | 6,327,663 | - |
| 3 | Silver Line | 84,380 | 84,380 | - |
| 4 | Orange Line | 130,516 | 130,516 | - |
| 5 | Purchased Transp | 519,176 | 519,176 | - |
| 6 | Subtotal Bus | 7,061,735 | 7,061,735 | - |
| 7 | Rail | | | |
| 8 | Blue Line | 294,483 | 294,483 | - |
| 9 | Green Line | 93,589 | 93,589 | - |
| 10 | Gold Line | 190,057 | 214,069 | 24,012 |
| 11 | Expo Line | 124,160 | 166,848 | 42,688 |
| 12 | Heavy Rail | 325,510 | 325,510 | - |
| 13 | Subtotal Rail | 1,027,799 | 1,094,499 | 66,700 |
| 14 | Totals | 8,089,534 | 8,156,234 | 66,700 |

Boardings (000s)

| | Mode | FY15 Budget | FY16 Proposed | Inc/(Dec) |
|--|----------------------|----------------|----------------|--------------|
| | Bus | | | |
| | Local & Rapid | 330,015 | 330,015 | - |
| | Silver Line | 3,978 | 3,978 | - |
| | Orange Line | 8,957 | 8,957 | - |
| | Purchased Transp | 16,310 | 16,310 | - |
| | Subtotal Bus | 359,260 | 359,260 | - |
| | Rail | | | |
| | Blue Line | 27,597 | 27,597 | - |
| | Green Line | 13,315 | 13,315 | - |
| | Gold Line | 13,594 | 16,260 | 2,666 |
| | Expo Line | 9,222 | 13,961 | 4,739 |
| | Heavy Rail | 50,383 | 50,383 | - |
| | Subtotal Rail | 114,111 | 121,516 | 7,405 |
| | Totals | 473,371 | 480,776 | 7,405 |

Revenue Service Miles

| | Mode | FY15 Budget | FY16 Proposed | Inc/(Dec) |
|----|----------------------|--------------------|--------------------|------------------|
| 1 | Bus | | | |
| 2 | Local & Rapid | 68,701,920 | 68,701,920 | - |
| 3 | Silver Line | 1,831,046 | 1,831,046 | - |
| 4 | Orange Line | 2,140,454 | 2,140,454 | - |
| 5 | Purchased Transp | 6,276,209 | 6,276,209 | - |
| 6 | Subtotal Bus | 78,949,629 | 78,949,629 | - |
| 7 | Rail | | | |
| 8 | Blue Line | 5,427,387 | 5,427,387 | - |
| 9 | Green Line | 2,730,794 | 2,730,794 | - |
| 10 | Gold Line | 3,750,486 | 4,224,326 | 473,840 |
| 11 | Expo Line | 2,288,299 | 3,075,049 | 786,750 |
| 12 | Heavy Rail | 7,386,642 | 7,386,642 | - |
| 13 | Subtotal Rail | 21,583,608 | 22,844,199 | 1,260,591 |
| 14 | Totals | 100,533,237 | 101,793,828 | 1,260,591 |

Passenger Miles (000s)

| | Mode | FY15 Budget | FY16 Proposed | Inc/(Dec) |
|--|----------------------|------------------|------------------|---------------|
| | Bus | | | |
| | Local & Rapid | 1,335,293 | 1,335,293 | - |
| | Silver Line | 15,672 | 15,672 | - |
| | Orange Line | 56,841 | 56,841 | - |
| | Purchased Transp | 77,608 | 77,608 | - |
| | Subtotal Bus | 1,485,414 | 1,485,414 | - |
| | Rail | | | |
| | Blue Line | 197,545 | 197,545 | - |
| | Green Line | 85,788 | 85,788 | - |
| | Gold Line | 82,263 | 98,396 | 16,133 |
| | Expo Line | 37,280 | 56,439 | 19,159 |
| | Heavy Rail | 241,945 | 241,945 | - |
| | Subtotal Rail | 644,821 | 680,113 | 35,292 |
| | Totals | 2,130,235 | 2,165,527 | 35,292 |

Note: Totals may not add due to rounding.

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Activity Based Cost Models

Activity Based Bus Cost Model

| Activities | FY15 Budget | | FY16 Proposed | | Inc/(Dec) | |
|--------------------------------------|-------------------|-----------------|-------------------|-----------------|------------------|----------------|
| | \$000 | \$/RSH | \$000 | \$/RSH | \$000 | \$/RSH |
| Transportation | | | | | | |
| Wages & Benefits | \$ 346,023 | \$ 52.89 | \$ 350,420 | \$ 53.56 | \$ 4,397 | \$ 0.67 |
| Services | 63 | 0.01 | 58 | 0.01 | (6) | - |
| Materials & Supplies | 378 | 0.06 | 387 | 0.06 | 9 | - |
| Training | 7,046 | 1.08 | 7,050 | 1.08 | 4 | - |
| Control Center | 7,898 | 1.21 | 8,168 | 1.25 | 269 | 0.04 |
| Scheduling & Planning | 4,444 | 0.68 | 4,580 | 0.70 | 135 | 0.02 |
| Field Supervision | 9,789 | 1.50 | 9,560 | 1.46 | (229) | (0.03) |
| Total Transportation | \$ 375,642 | \$ 57.42 | \$ 380,222 | \$ 58.12 | \$ 4,580 | \$ 0.70 |
| Maintenance | | | | | | |
| Division Maintenance | | | | | | |
| Wages & Benefits | \$ 138,045 | \$ 21.10 | \$ 149,023 | \$ 22.78 | \$ 10,978 | \$ 1.68 |
| Fuel | 31,916 | 4.88 | 28,143 | 4.30 | (3,773) | (0.58) |
| Materials & Supplies | 43,935 | 6.72 | 44,251 | 6.76 | 316 | 0.05 |
| Fueling Contractor Reimbursement | (875) | (0.13) | (1,000) | (0.15) | (125) | - |
| Services | 216 | 0.03 | 224 | 0.03 | 8 | - |
| Subtotal Division Maintenance | \$ 213,237 | \$ 32.59 | \$ 220,641 | \$ 33.72 | \$ 7,404 | \$ 1.13 |
| Central Maintenance | | | | | | |
| Wages & Benefits | \$ 17,245 | \$ 2.64 | \$ 20,831 | \$ 3.18 | \$ 3,586 | \$ 0.55 |
| Materials & Supplies | 5,196 | 0.79 | 5,196 | 0.79 | - | - |
| Maintenance Services | 197 | 0.03 | 195 | 0.03 | (1) | - |
| Subtotal Central Maintenance | \$ 22,637 | \$ 3.46 | \$ 26,222 | \$ 4.01 | \$ 3,585 | \$ 0.55 |
| Other Maintenance | | | | | | |
| Maintenance Support | \$ 15,417 | \$ 2.36 | \$ 17,536 | \$ 2.68 | \$ 2,118 | \$ 0.32 |
| Non-Revenue Vehicles | 7,427 | 1.14 | 7,973 | 1.22 | 545 | 0.08 |
| Facilities Maintenance | 39,194 | 5.99 | 37,816 | 5.78 | (1,377) | (0.21) |
| Training | 2,137 | 0.33 | 2,319 | 0.35 | 181 | 0.03 |
| Subtotal Other Maintenance | \$ 64,176 | \$ 9.81 | \$ 65,643 | \$ 10.03 | \$ 1,468 | \$ 0.22 |
| Total Maintenance | \$ 300,050 | \$ 45.86 | \$ 312,506 | \$ 47.77 | \$ 12,457 | \$ 1.90 |

Activity Based Bus Cost Model (continued)

| Activities | FY15 Budget | | FY16 Proposed | | Inc/(Dec) | |
|--|---------------------|------------------|---------------------|------------------|------------------|----------------|
| | \$000 | \$/RSH | \$000 | \$/RSH | \$000 | \$/RSH |
| Other Operating | | | | | | |
| Transit Security | \$ 30,675 | \$ 4.69 | \$ 30,758 | \$ 4.70 | \$ 83 | \$ 0.01 |
| Revenue | 33,114 | 5.06 | 31,616 | 4.83 | (1,497) | (0.23) |
| Service Development | 11,942 | 1.83 | 10,904 | 1.67 | (1,038) | (0.16) |
| Safety | 3,495 | 0.53 | 3,715 | 0.57 | 220 | 0.03 |
| Casualty & Liability | 47,293 | 7.23 | 46,633 | 7.13 | (660) | (0.10) |
| Workers' Comp | 47,456 | 7.25 | 49,778 | 7.61 | 2,322 | 0.36 |
| Transitional Duty Program | 1,094 | 0.17 | 1,129 | 0.17 | 35 | 0.01 |
| Utilities | 14,903 | 2.28 | 16,276 | 2.49 | 1,373 | 0.21 |
| Other Metro Operations | 9,242 | 1.41 | 9,314 | 1.42 | 72 | 0.01 |
| Building Costs | 11,486 | 1.76 | 11,517 | 1.76 | 30 | - |
| Copy Services | 1,142 | 0.17 | 1,131 | 0.17 | (11) | - |
| Total Other Operating | \$ 211,843 | \$ 32.38 | \$ 212,771 | \$ 32.52 | \$ 928 | \$ 0.14 |
| Support Departments | | | | | | |
| Board Oversight | \$ 578 | \$ 0.09 | \$ 1,797 | \$ 0.27 | \$ 1,219 | \$ 0.19 |
| CEO | 5,181 | 0.79 | 6,793 | 1.04 | 1,611 | 0.25 |
| Management Audit Services | 1,782 | 0.27 | 1,824 | 0.28 | 42 | 0.01 |
| Procurement | 22,936 | 3.51 | 24,511 | 3.75 | 1,575 | 0.24 |
| Communications | 11,595 | 1.77 | 13,286 | 2.03 | 1,691 | 0.26 |
| Finance | 10,310 | 1.58 | 11,840 | 1.81 | 1,530 | 0.23 |
| Human Resources | 3,624 | 0.55 | 3,810 | 0.58 | 186 | 0.03 |
| Real Estate | 2,607 | 0.40 | 4,002 | 0.61 | 1,394 | 0.21 |
| ITS | 20,787 | 3.18 | 21,559 | 3.30 | 772 | 0.12 |
| Administration | 2,162 | 0.33 | 2,231 | 0.34 | 69 | 0.01 |
| Construction | 1,042 | 0.16 | 1,108 | 0.17 | 66 | 0.01 |
| Total Support Departments | \$ 82,604 | \$ 12.63 | \$ 92,760 | \$ 14.18 | \$ 10,156 | \$ 1.55 |
| Total Local & Rapid Bus Costs | \$ 970,138 | \$ 148.28 | \$ 998,259 | \$ 152.58 | \$ 28,121 | \$ 4.30 |
| Directly Operated RSH | 6,543 | | 6,543 | | - | |
| Purchased Transportation | | | | | | |
| Contracted Service | \$ 45,940 | \$ 88.49 | \$ 46,980 | \$ 90.49 | \$ 1,039 | \$ 2.00 |
| Security | 2,439 | 4.70 | 2,441 | 4.70 | 2 | - |
| Administration | 587 | 1.13 | 479 | 0.92 | (109) | (0.21) |
| Total Purchased Transportation | \$ 48,967 | \$ 94.32 | \$ 49,900 | \$ 96.11 | \$ 933 | \$ 1.80 |
| Purchased Transportation RSH | 519 | | 519 | | - | |
| Grand Total Bus Costs | \$ 1,019,105 | \$ 144.31 | \$ 1,048,159 | \$ 148.43 | \$ 29,054 | \$ 4.11 |
| Total Bus RSH (in 000s) | 7,062 | | 7,062 | | - | |

Note: Totals may not add due to rounding.

Activity Based Rail Cost Model

| Activities | FY15 Budget | | FY16 Proposed | | Inc/(Dec) | |
|---|-------------------|------------------|-------------------|------------------|------------------|------------------|
| | \$000 | \$/RSH | \$000 | \$/RSH | \$ | \$/RSH |
| Transportation | | | | | | |
| Wages & Benefits | \$ 45,417 | \$ 44.19 | \$ 49,608 | \$ 45.32 | \$ 4,190 | \$ 1.14 |
| Materials & Supplies | 130 | 0.13 | 132 | 0.12 | 2 | (0.01) |
| Other | 34 | 0.03 | 31 | 0.03 | (3) | - |
| Control Center | 12,044 | 11.72 | 12,332 | 11.27 | 288 | (0.45) |
| Training | 1,794 | 1.75 | 1,919 | 1.75 | 126 | 0.01 |
| Total Transportation | \$ 59,419 | \$ 57.81 | \$ 64,023 | \$ 58.50 | \$ 4,604 | \$ 0.68 |
| Maintenance | | | | | | |
| Vehicle Maintenance | | | | | | |
| Wages & Benefits | \$ 43,101 | \$ 41.94 | \$ 51,366 | \$ 46.93 | \$ 8,265 | \$ 5.00 |
| Materials & Supplies | 12,929 | 12.58 | 13,093 | 11.96 | 165 | (0.62) |
| Services | 121 | 0.12 | 102 | 0.09 | (19) | (0.02) |
| Other | 9 | 0.01 | 4 | - | (6) | (0.01) |
| Subtotal Vehicle Maintenance | \$ 56,160 | \$ 54.64 | \$ 64,565 | \$ 58.99 | \$ 8,405 | \$ 4.35 |
| Wayside Maintenance | | | | | | |
| Wages & Benefits | \$ 28,253 | \$ 27.49 | \$ 29,341 | \$ 26.81 | \$ 1,088 | \$ (0.68) |
| Materials & Supplies | 4,207 | 4.09 | 4,240 | 3.87 | 33 | (0.22) |
| Services | 747 | 0.73 | 620 | 0.57 | (127) | (0.16) |
| Propulsion Power | 36,177 | 35.20 | 36,696 | 33.53 | 519 | (1.67) |
| Other | 559 | 0.54 | 565 | 0.52 | 7 | (0.03) |
| Subtotal Wayside Maintenance | \$ 69,943 | \$ 68.05 | \$ 71,463 | \$ 65.29 | \$ 1,520 | \$ (2.76) |
| Other Maintenance | | | | | | |
| Maintenance Support | \$ 571 | \$ 0.56 | \$ 2,387 | \$ 2.18 | \$ 1,816 | \$ 1.63 |
| Non-Revenue Vehicles | 2,117 | 2.06 | 2,365 | 2.16 | 248 | 0.10 |
| Facilities Maintenance | 30,304 | 29.48 | 31,865 | 29.11 | 1,560 | (0.37) |
| Maintenance Training | 1,624 | 1.58 | 2,073 | 1.89 | 449 | 0.31 |
| Subtotal Other Maintenance | \$ 34,616 | \$ 33.68 | \$ 38,690 | \$ 35.35 | \$ 4,074 | \$ 1.67 |
| Total Maintenance | \$ 160,719 | \$ 156.37 | \$ 174,718 | \$ 159.63 | \$ 13,999 | \$ 3.26 |
| Other Operating | | | | | | |
| Transit Security | \$ 65,293 | \$ 63.53 | \$ 65,616 | \$ 59.95 | \$ 323 | \$ (3.58) |
| Revenue | 20,237 | 19.69 | 19,764 | 18.06 | (473) | (1.63) |
| Service Development | 101 | 0.10 | 213 | 0.19 | 112 | 0.10 |
| Safety | 5,181 | 5.04 | 5,164 | 4.72 | (17) | (0.32) |
| Casualty & Liability | 4,199 | 4.09 | 4,551 | 4.16 | 352 | 0.07 |
| Workers' Comp | 7,633 | 7.43 | 8,879 | 8.11 | 1,246 | 0.69 |
| Transitional Duty Program | 60 | 0.06 | 60 | 0.05 | - | - |
| Utilities | 2,293 | 2.23 | 3,250 | 2.97 | 958 | 0.74 |
| Other Metro Operations | 4,263 | 4.15 | 6,724 | 6.14 | 2,461 | 2.00 |
| Building Costs | 3,259 | 3.17 | 4,241 | 3.88 | 982 | 0.70 |
| Copy Services | 324 | 0.32 | 416 | 0.38 | 92 | 0.07 |
| Total Other Operating | \$ 112,844 | \$ 109.79 | \$ 118,879 | \$ 108.61 | \$ 6,035 | \$ (1.18) |
| Support Departments | | | | | | |
| Board Oversight | \$ 56 | \$ 0.05 | \$ 55 | \$ 0.05 | \$ (1) | \$ - |
| CEO | 2,149 | 2.09 | 3,146 | 2.87 | 997 | 0.78 |
| Management Audit Services | 506 | 0.49 | 672 | 0.61 | 166 | 0.12 |
| Procurement | 6,797 | 6.61 | 7,929 | 7.24 | 1,132 | 0.63 |
| Communication | 5,662 | 5.51 | 5,996 | 5.48 | 334 | (0.03) |
| Real Estate | 3,168 | 3.08 | 6,105 | 5.58 | 2,937 | 2.50 |
| Finance | 2,267 | 2.21 | 3,189 | 2.91 | 922 | 0.71 |
| Human Resources | 1,028 | 1.00 | 1,403 | 1.28 | 375 | 0.28 |
| ITS | 4,762 | 4.63 | 6,381 | 5.83 | 1,619 | 1.20 |
| Administration | 724 | 0.70 | 877 | 0.80 | 152 | 0.10 |
| Construction | 9,988 | 9.72 | 5,999 | 5.48 | (3,989) | (4.24) |
| Total Support Departments | \$ 37,106 | \$ 36.10 | \$ 41,751 | \$ 38.15 | \$ 4,645 | \$ 2.04 |
| Grand Total Rail Costs | \$ 370,088 | \$ 360.08 | \$ 399,372 | \$ 364.89 | \$ 29,284 | \$ 4.81 |
| Total Rail Revenue Service Hours (in 000s) | 1,028 | | 1,094 | | 67 | |

Note: Totals may not add due to rounding.

Appendix I

Legally Separate Entities

Public Transportation Services Corporation

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and the employees related to those functions to this new corporation. The PTSC conducts essential public transportation activities including: planning, programming funds for transportation projects within Los Angeles County, construction, providing certain business services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA), and providing security services to the operation of the Metro Bus and Rail systems. PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System (PERS).

Statement of Revenues, Expenses and Changes in Retained Earnings For the Years Ending June 30, 2015 and 2016

| PTSC (\$ in millions) | FY15 Budget | FY16 Proposed |
|---|----------------|------------------|
| 1 Revenue | \$ 305.8 | \$ 330.5 |
| 2 Expenses | 305.8 | 330.5 |
| 3 Increase(decrease) in retained earnings | - | - |
| 4 Retained earnings - beginning of year | - | - |
| 5 Retained earnings - end of year | \$ - | \$ - |

Note: Totals may not add due to rounding.

Exposition Metro Line Construction Authority

The Exposition Metro Line Construction Authority (Expo) was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail Station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica.

| Exposition Metro Line Construction Authority (\$ in millions) | FY15 Budget | FY16 Proposed |
|--|----------------|------------------|
| 1 Revenue | \$ 397.5 | \$ 429.6 |
| 2 Expenditures | 397.5 | 429.6 |
| 3 Net change in fund balance | - | - |
| 4 Fund balance - beginning of year | - | - |
| 5 Fund balance - end of year | \$ - | \$ - |

Note: Totals may not add due to rounding.

Notes:

- FY16 Budget is composed of Phase I \$31.8 million and Phase II \$397.8 million.
- Funding for all Expo projects LOP is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

Service Authority for Freeway Emergencies (SAFE)

The Los Angeles County Service Authority for Freeway Emergencies (SAFE) was established in Los Angeles County in 1988. SAFE is a separate legal authority created under state law and is responsible for providing motorist aid services in Los Angeles County. SAFE currently operates, manages and/or funds:

- The Los Angeles County Kenneth Hahn Call Box System
- 511 – Mobile Call Box program
- The Metro Freeway Service Patrol
- The Motorist Aid and Traveler Information System (MATIS)

SAFE receives its funding from a dedicated \$1 surcharge assessed on each vehicle registered within Los Angeles County.

Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2015 and 2016

| Service Authority for Freeway Emergencies (\$ in millions) | | FY15 Budget | FY16 Proposed |
|--|---|------------------------|--------------------------|
| 1 | Revenues | \$ 8.0 | \$ 7.6 |
| 2 | Expenditures | 11.6 | 10.3 |
| 3 | Excess (deficiency) of revenue over expenditures | (3.6) | (2.7) |
| 4 | Other financing and sources (uses) - transfer out | (5.0) | (2.0) |
| 5 | Fund balances - beginning of year | 29.7 | 21.1 |
| 6 | Fund balances - end of year | \$ 21.1 | \$ 16.4 |

Note: Totals may not add due to rounding.

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Appendix II

Capital Program Project Listing

Capital Program Project Listing

| Project Description (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|--|-----------------------------------|---------------------|----------------------|------|
| Measure R Transit Capital Expansion | | | | |
| Rail | | | | |
| Crenshaw | | | | |
| Crenshaw/LAX Business Interruption Fund | \$ - | \$ 3,200 | \$ 3,200 | New |
| Crenshaw/LAX Insurance Betterment | 5,276 | - | 5,276 | |
| Crenshaw/LAX Light Rail Transit: Construction | 656,250 | 365,930 | 2,058,000 | |
| Crenshaw/LAX Light Rail Transit: Planning Phase 1 | 5,526 | - | - | |
| Crenshaw/LAX Light Rail Transit: Planning Phase 2 | 20,023 | - | - | |
| Southwestern Maintenance Yard | 111,552 | 39,589 | - | 1 |
| Crenshaw Total | \$ 798,627 | \$ 408,719 | \$ 2,066,476 | |
| Expo 1 | | | | |
| Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred | \$ 851,437 | \$ 3,300 | \$ 978,900 | |
| Expo Blvd Light Rail Transit Phase 1: Metro Incurred | 77,377 | 13,800 | - | |
| Light Rail Vehicle | 10,122 | 14,700 | - | |
| Expo I Total | \$ 938,936 | \$ 31,800 | \$ 978,900 | |
| Expo 2 | | | | |
| Division 22 Paint And Body Shop | 522 | 2,290 | 11,000 | |
| Expo Blvd Light Rail Transit Phase 2 - Holdback | \$ 25,385 | \$ 26,587 | \$ - | |
| Expo Blvd Light Rail Transit Phase 2 - Non-Holdback | 141,414 | 160,724 | - | |
| Expo Blvd Light Rail Transit Phase 2: Construction | 845,367 | 140,541 | 1,500,158 | |
| Expo Blvd Light Rail Transit Phase 2: Planning | 392 | - | - | |
| Expo II Insurance Betterment | 2,463 | - | 2,463 | |
| Expo Phase 2 Betterments | 1,545 | - | 3,900 | |
| Light Rail Vehicle | 61,968 | 63,242 | - | |
| Expo II Total | \$ 1,079,057 | \$ 393,384 | \$ 1,517,521 | |
| Gold Line Foothill | | | | |
| Foothill Extension Insurance Betterment | \$ 2,080 | \$ - | \$ 2,080 | |
| Gold Line Foothill Extension to Azusa Phase 2A: Construction | 622,337 | 57,725 | 741,000 | |
| Gold Line Foothill Extension to Azusa Phase 2A: Planning | 425 | - | - | |
| Gold Line Foothill Maintenance Facility - Metro 75% | 202,408 | 5,029 | 207,437 | |
| Light Rail Vehicle | 14,284 | 42,998 | - | |
| Gold Line Foothill Total | \$ 841,534 | \$ 105,752 | \$ 950,517 | |
| Regional Connector | | | | |
| Regional Connector Business Interruption Fund | - | \$ 3,200 | \$ 3,200 | New |
| Regional Connector Insurance Betterment | - | 4,036 | 4,036 | New |
| Regional Connector: Construction | 336,780 | 228,417 | 1,420,017 | |
| Regional Connector: Construction -Non Full Funding Grant Agreement | 22,598 | 9,057 | 39,991 | |
| Regional Connector: Planning Phase 1 | 6,075 | - | - | |
| Regional Connector: Planning Phase 2 | 27,101 | 621 | - | 2 |
| Regional Connector Total | \$ 392,554 | \$ 245,331 | \$ 1,467,244 | |
| Westside Purple | | | | |
| Non-Revenue Vehicle for Transit Project Delivery Department | \$ 854 | \$ - | \$ 950 | |
| Westside Extension Section 1 Business Interruption Fund | - | 3,150 | 3,150 | New |
| Westside Insurance Betterment | - | 6,553 | 6,553 | New |
| Westside Subway Extension Section 1 | 453,675 | 280,436 | 2,773,880 | |
| Westside Subway Extension Section 2 | 40,600 | 57,232 | 97,832 | |
| Westside Subway Extension: Planning Phase 1 | 8,505 | - | - | |
| Westside Subway Extension: Planning Phase 2 | 36,901 | 350 | - | 2 |
| Westside Purple Total | \$ 540,534 | \$ 347,721 | \$ 2,882,365 | |
| Rail Total | \$ 4,591,242 | \$ 1,532,709 | \$ 9,863,023 | |
| Bus | | | | |
| Orange Line | | | | |
| Metro Orange Line Extension | \$ 143,602 | \$ - | \$ 215,600 | |
| Zero/Super Low Emission | | | | |
| Bus Acquisition 30 Zero Emission/Super Low Emission | 4,783 | 149 | 30,000 | |
| Bus Total | \$ 148,385 | \$ 149 | \$ 245,600 | |
| Bike | | | | |
| Expo 2 | | | | |
| Expo Phase 2 Bikeway | 11,685 | 4,417 | 16,102 | |
| Bike Total | \$ 11,685 | \$ 4,417 | \$ 16,102 | |
| Total Measure R Transit Capital Expansion | \$ 4,751,312 | \$ 1,537,274 | \$ 10,124,725 | |
| Measure R Transit Planning | | | | |
| Airport Metro Connector | \$ 10,011 | \$ 4,702 | \$ 14,714 | 2 |
| Eastside Extension: Planning Phase 1 & 2 | 23,398 | 1,975 | 25,374 | 2 |
| Eastside Light Rail Access | 13,749 | 5,433 | 19,182 | 2 |
| Gold Line Foothill Extension Phase 2B | - | - | - | 3 |
| Green Line Extension: Redondo to South Bay | 7,579 | 436 | 8,015 | 2 |
| San Fernando Valley East North/South Rapidways | 9,183 | 2,268 | 11,450 | 2 |
| Sepulveda Pass Transit Corridor | 6,257 | 3,455 | 9,711 | 2 |
| West Santa Ana Branch Corridor | 3,291 | 1,267 | 4,558 | 2 |
| Total Measure R Transit Planning | \$ 73,468 | \$ 19,536 | \$ 93,004 | |
| Total Measure R Transit Program | \$ 4,824,780 | \$ 1,556,810 | \$ 10,217,730 | |

Note: Totals may not add due to rounding.

Note 1: Southwestern Yard is partially funded through the Crenshaw/LAX Light Rail Transit Construction LOP.

Note 2: No Board Adopted Life Of Project (LOP) during planning phase; project is funded on an annual basis.

Note 3: FY16 budget of \$6M is captured in subsidies.

Capital Program Project Listing (continued)

| Project Description (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|--|-----------------------------------|------------------|-------------------|------|
| Safety / Security | | | | |
| Rail | | | | |
| Blue Line | | | | |
| Metro Blue Line and Metro Green Line Transit Passenger Info System | \$ 4,545 | \$ 1,442 | \$ 5,987 | |
| Metro Blue Line Pedestrian & Swing Gate Installations | 2,573 | 5,003 | 7,700 | |
| Metro Blue Line Signal System Rehabilitation | 5,171 | 9,947 | 64,000 | |
| Blue Line Total | \$ 12,288 | \$ 16,392 | \$ 77,687 | |
| Green Line | | | | |
| Metro Green Line Signal System Rehabilitation | \$ 3,331 | \$ 269 | \$ 3,600 | |
| Metro Green Line Signal System Rehabilitation - Phase 2 | 2,794 | 1,126 | 7,800 | |
| Green Line Total | \$ 6,126 | \$ 1,395 | \$ 11,400 | |
| Red/Purple Line | | | | |
| Metro Rail Station Entrance Gating | \$ 20,584 | \$ - | \$ 21,000 | |
| Metro Red Line Gas Analyzer Upgrade | 404 | 1,505 | 4,000 | |
| Metro Red Line Operator Cab Camera Installation | 5,355 | 15 | 6,380 | |
| Metro Red Line Tunnel Lighting Rehabilitation | 2,877 | 917 | 9,000 | |
| Metro Red Line UC Pedestrian Bridge | 17,507 | 9,793 | 27,300 | |
| Metro Red/Purple Lines Platform Gates Replacement | - | 183 | 3,500 | New |
| Red/Purple Line Total | \$ 46,727 | \$ 12,412 | \$ 71,180 | |
| Multiple Lines | | | | |
| Metro Security Kiosks at Rail Stations | \$ 4,255 | \$ 872 | \$ 5,150 | |
| Platform Track Intrusion Detection System | - | 2,130 | 2,400 | New |
| Seismic Monitoring System Replacement | 90 | - | 275 | |
| Supervisory Control & Data Acquisition System Security Enhancement | 368 | 60 | 1,365 | |
| Union Station Smart High Definition CCTV | 1,152 | 408 | 1,849 | |
| Multiple Lines Total | \$ 5,865 | \$ 3,470 | \$ 11,039 | |
| Rail Total | \$ 71,006 | \$ 33,669 | \$ 171,306 | |
| Bus | | | | |
| Emergency Operations Booth at Divisions | 223 | 25 | 452 | |
| Bus Total | \$ 223 | \$ 25 | \$ 452 | |
| Mixed Mode | | | | |
| Fare Gate Project | \$ 527 | \$ 5,531 | \$ 14,987 | |
| Metro Emergency Operations Center | 9,314 | 1,316 | 16,103 | |
| Metro Intelligent Video | 1,020 | - | 1,020 | |
| Metro Red Line to Orange Line Underpass at North Hollywood Station | 10,284 | 7,722 | 22,000 | |
| Video Security System Enhancement | 2,651 | - | 2,960 | |
| Mixed Mode Total | \$ 23,796 | \$ 14,569 | \$ 57,070 | |
| Other | | | | |
| Agency Information Security and Compliance Program | \$ - | \$ 710 | \$ 7,814 | New |
| Simulcast Security Radio System Upgrade | 625 | - | 1,318 | |
| Universal Fare System Security - Purchase Card Industry Compliance | 3,830 | 2,173 | 19,500 | |
| Other Total | \$ 4,454 | \$ 2,883 | \$ 28,632 | |
| Total Safety / Security | \$ 99,479 | \$ 51,146 | \$ 257,461 | |
| Asset Improvement & Maintenance | | | | |
| Rail | | | | |
| Blue Line | | | | |
| Division 11 Body Shop Ventilation | \$ 1,186 | \$ 39 | \$ 2,200 | |
| Long Beach Duct Bank Upgrade Phase 2 | 651 | 2,216 | 8,000 | |
| Metro Blue Line Communication & Signal Building Rehabilitation | 1,114 | 202 | 1,800 | |
| Metro Blue Line Overhead Catenary System Rehabilitation | 1,825 | 2,331 | 13,000 | |
| Metro Blue Line Rail Replacement & Booting | 2,256 | 1,952 | 13,000 | |
| Metro Blue Line Station Refurbishments | 14,246 | 13,653 | 33,430 | |
| Metro Blue Line Turnout Replacement | 2,008 | 782 | 3,000 | |
| Metro Blue Line Wheel True Machine | 67 | 1,970 | 2,200 | |
| Metro Blue Line Yard Signal System Rehabilitation | 644 | 1,502 | 4,600 | |
| Blue Line Total | \$ 23,998 | \$ 24,647 | \$ 81,230 | |

Note: Totals may not add due to rounding.

Capital Program Project Listing (continued)

| Project Description (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|--|-----------------------------------|-------------------|---------------------|------|
| Gold Line | | | | |
| Car Cleaning Platform Canopy | \$ 133 | \$ 163 | \$ 505 | |
| Division 21 Car Wash Improvement | 153 | 239 | 670 | |
| Division 21 Midway Yard Improvements | 176 | 208 | 1,024 | |
| Pasadena Gold Line Headway Improvements | 810 | 341 | 1,400 | |
| Pasadena Gold Line Synchronous Optical Network Upgrade | 5,893 | - | 9,227 | |
| Pasadena Gold Line Vehicle Loop Detector Replacement | 200 | 56 | 750 | |
| Pasadena Gold Line Yard Train Loop Detector Replacement | 405 | 54 | 600 | |
| Gold Line Total | \$ 7,770 | \$ 1,061 | \$ 14,176 | |
| Green Line | | | | |
| Metro Green Line Emergency Trip System | \$ 194 | \$ 1,082 | \$ 5,500 | |
| Metro Green Line Material Storage Building & Offices Upgrade | 1,035 | - | 1,484 | |
| Metro Green Line Negative Grounding Devices | 4 | 375 | 1,500 | |
| Metro Green Line UPS for Train Control & Communication Building | 276 | 300 | 1,200 | |
| Green Line Total | \$ 1,509 | \$ 1,757 | \$ 9,684 | |
| Red/Purple Line | | | | |
| Division 20 - Wheel Press Machine | \$ - | \$ 82 | \$ 4,000 | New |
| Division 20 Carwash & Cleaning Platform | 12,637 | 750 | 15,400 | |
| Division 20 Switch Machine Replacement | - | 1,900 | 1,900 | New |
| Heavy Rail Vehicle Midlife Overhaul | 1,717 | 4,865 | 52,000 | |
| Heavy Rail Vehicle Procurement | 3,368 | 4,989 | 130,910 | |
| Metro Red Line 7th/Metro Station Turnback Upgrade | 500 | 121 | 675 | |
| Metro Red Line Civic Center Station Escalator/Elevator Modernization | 9,039 | 1,377 | 12,000 | |
| Metro Red Line Escalator Replacement/Modernization | 2,515 | 3,092 | 20,756 | |
| Metro Red Line North Hollywood Parking Lot Demo | 5 | 63 | 1,400 | |
| Metro Red Line Segment 1 Power Supply Replacement | 125 | 14 | 300 | |
| Metro Red Line Segment 2 & 3 Audio Frequency Track Circuit Replacement | 926 | - | 975 | |
| Metro Red Line Train-to-Wayside Communication Rehabilitation | 541 | 195 | 1,800 | |
| Roof Replacement at Location 61 | 2,663 | - | 3,059 | |
| Subway Railcar Component Replacement | 19,021 | 5,145 | 30,000 | |
| Red/Purple Line Total | \$ 53,057 | \$ 22,592 | \$ 275,175 | |
| Multiple Lines | | | | |
| Automatic Wheel Profile Measuring Device | \$ 1,100 | \$ 1,150 | \$ 4,000 | |
| Digital Rail Radio System | 13,516 | 3,563 | 25,000 | |
| Fiber Optic Main Loop Upgrade | 1,039 | 1,279 | 4,250 | |
| Fire Control Panel Upgrade | 550 | 795 | 3,600 | |
| Heavy Rail Supervisory Control & Data Acquisition System Replacement | 6,096 | 2,888 | 15,883 | |
| Light Rail Vehicle (P2000) Midlife Overhaul | 1,216 | 10,001 | 100,800 | |
| Light Rail Vehicle (P865/P2020) Midlife Overhaul | 16,941 | 4,614 | 30,000 | |
| Light Rail Vehicle Fleet Replacement | 31,614 | 51,615 | 589,659 | |
| Metro Green and Red Line Rail Station Refurbishments | 1,921 | 1,626 | 4,500 | |
| Non-Revenue Vehicles for Rail | 8,261 | 3,476 | 17,446 | |
| P2000 Vehicle Component Replacement | 10,014 | 4,860 | 26,360 | |
| P2000 Vehicle Signaling Package Upgrade | 3,284 | - | 3,364 | |
| Passenger Intercom Replacement | 12 | - | 3,596 | |
| Professional Services to Support P3010 Light Rail Vehicle Procurement | 407 | 2,374 | 30,000 | |
| Rail Facilities Lighting Retrofit | 936 | 540 | 1,557 | |
| Rail Non-Revenue Vehicle and Equipment Replacement FY16- FY17 | - | 156 | 620 | New |
| Regional Rail Signage System Improvements | 2,007 | 224 | 2,231 | |
| System Projects | - | 20,000 | 20,000 | |
| Systemwide Corrosion Protection System Replacement | 3,309 | 3,034 | 13,000 | |
| Systemwide Elevator Installations (Vertical Systems) | 4,370 | 2,006 | 8,000 | |
| Warehouse Awning at Wayside Systems | 248 | - | 677 | |
| Warehouse Pallet Racking for Rail | 5 | 115 | 120 | |
| Wayside Intrusion Detection System Replacement | 158 | - | 9,700 | |
| Wayside Tools & Equipment Procurement thru FY16 | 708 | 1,145 | 2,000 | |
| Multiple Lines Total | \$ 107,713 | \$ 115,461 | \$ 916,362 | |
| Rail Total | \$ 194,048 | \$ 165,517 | \$ 1,296,627 | |

Note: Totals may not add due to rounding.

Capital Program Project Listing (continued)

| Project Description (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|---|-----------------------------------|-------------------|---------------------|------|
| Bus | | | | |
| 188 Articulated Bus Replacement | \$ - | \$ 196 | \$ 51,436 | New |
| 189 Bus Acquisition 550 & 350 40-Foot | 262,494 | 82,500 | 503,443 | |
| 190 Bus Facilities Lighting Retrofit | 1,312 | 1,074 | 4,250 | |
| 191 Bus Facilities Maintenance & Improvement - Phase 3 | - | 1,422 | 21,650 | New |
| 192 Bus Facility Maintenance Improvements & Enhancements Phase 1 | 19,491 | 966 | 21,231 | |
| 193 Bus Facility Maintenance Improvements & Enhancements Phase 2 | 13,254 | 3,046 | 20,896 | |
| 194 Bus Midlife Program | - | 10,251 | 68,669 | New |
| 195 Bus Midlife Program thru FY14 (Closeout) | 81,016 | 13,001 | 101,488 | |
| 196 Bus Stop Improvement at Venice Blvd and South Robertson Blvd | - | 250 | 250 | New |
| 197 Central Maintenance Bus Engine Replacement Program | - | 4,000 | 24,690 | New |
| 198 Central Maintenance Facility Building 5 Vent & Air | - | 351 | 785 | |
| 199 Central Maintenance Shop Engine Replacement Program thru FY14 (Closeout) | 26,121 | 4,250 | 32,112 | |
| 200 Central Maintenance Shop Equipment Replacement | 1,625 | 1,047 | 2,928 | |
| 201 Digital Video Recording Equipment Refurbishment | 625 | 515 | 3,102 | |
| 202 Division 1 Improvements | 1,169 | 2,392 | 20,866 | |
| 203 Division 2 Maintenance Building Renovation & Facility Upgrade | 3,656 | - | 33,375 | |
| 204 Division 3 Master Plan Phases 2-4 | 12,209 | 991 | 13,200 | |
| 205 El Monte Busway Access Road Repair | - | 449 | 1,426 | New |
| 206 Emergency Generators for Communications Network | 50 | 236 | 500 | |
| 207 Facility Equipment & Upgrades | 1,533 | 695 | 2,254 | |
| 208 Fuel Storage Tank System Enhancements (FY15 - FY17) | 2,723 | 3,086 | 6,500 | |
| 209 Metro Art Enhancement | 559 | 30 | 615 | |
| 210 Metro Silver Line Improvements & Upgrades | 3,947 | 2,154 | 7,845 | |
| 211 Non-Revenue Vehicles for Bus | 5,794 | 276 | 6,923 | |
| 212 Patsaouras Bus Plaza Paver Retrofit | 2,528 | 5,113 | 9,093 | |
| 213 Patsaouras Plaza Bus Station Construction | 12,069 | 14,509 | 30,984 | |
| 214 Pavement Repairs at Central Maintenance Facility, Division 7 & 8 | - | 493 | 4,249 | New |
| 215 Revenue Collection Equipment Midlife Refurbishment | 1,311 | 75 | 1,521 | |
| 216 Sylmar Child Center Rehabilitation | 840 | 34 | 987 | |
| 217 System Projects | - | 9,750 | 9,750 | |
| 218 Terminals 47 And 48 Corrosion | 849 | 108 | 965 | |
| 219 Underground Storage Tank Replacements thru FY14 (Closeout) | 6,684 | - | 7,500 | |
| 220 Bus Total | \$ 461,859 | \$ 163,259 | \$ 1,015,483 | |
| Mixed Mode | | | | |
| 222 Automated Storage & Retrieving System Manager Computer System Upgrade | \$ 1,252 | \$ - | \$ 1,423 | |
| 223 Automated Storage & Retrieving System Unit Upgrade for Mini-Load | 752 | 835 | 1,659 | |
| 224 Bulk Storage Containers | 10 | 175 | 185 | |
| 225 Call Center Telephone Replacement | 759 | 295 | 1,500 | |
| 226 Customer Center Relocation Improvements | 81 | 379 | 761 | |
| 227 High Density Storage Equipment for Bus & Rail | 1,908 | 380 | 2,288 | |
| 228 Installation of Signage & Posters | 596 | 234 | 897 | |
| 229 Inventory Optimization System | 1,504 | - | 1,583 | |
| 230 Non-Revenue Vehicles System Wide | 1,412 | 3,848 | 5,291 | |
| 231 Scheduling System (HASTUS) Infrastructure Upgrade | 665 | 113 | 1,687 | |
| 232 Scheduling System (HASTUS) Upgrade & Enhancement | 1,252 | 2,758 | 4,010 | |
| 233 System Projects | - | 3,523 | 3,523 | |
| 234 TAP Customer Relationship Management System | - | 485 | 985 | New |
| 235 TAP Mobile Phone Validators | 450 | 50 | 500 | |
| 236 TAP Test Lab | 9 | 23 | 938 | |
| 237 Mixed Mode Total | \$ 10,650 | \$ 13,099 | \$ 27,231 | |
| Other | | | | |
| 238 Application Platform Systems Upgrade (FY15 - FY16) | \$ 500 | \$ 462 | \$ 1,500 | |
| 239 Budget Input & Analysis System Replacement | 2,356 | 300 | 3,800 | |
| 240 Contract Information Management System - Phase 2 | 6,892 | 669 | 7,561 | |
| 241 Contract Information Management System - Phase 3 | 1,594 | 736 | 2,330 | |
| 242 Enterprise Communication Network Switch | 2,616 | 25 | 2,843 | |
| 243 Financial and Budget Systems Integration | 757 | 2,230 | 4,200 | |
| 244 Financial Information System R12 Upgrade | 8,785 | 1,263 | 12,900 | |
| 245 Gateway Building Emergency Generator | 1,375 | 100 | 1,895 | |
| 246 Gateway Building Renovations | 13,363 | 3,247 | 42,842 | |
| 247 Gateway Domestic Hot Water System Modification | - | 73 | 73 | |
| 248 Gateway New LED Lighting | - | 225 | 2,589 | New |
| 249 Mobile & Tablet Applications | - | 258 | 978 | New |
| 250 Regional Service Center & Clearinghouse | 17,245 | - | 20,072 | |
| 251 Tablet Regional Point of Sale Device | - | 412 | 1,921 | New |
| 252 Union Station Main Terminal Heating, Ventilation & Air Conditioning Upgrade | 4,367 | 1,009 | 5,376 | |
| 253 Union Station Renovations & Upgrades | 10,734 | 3,109 | 17,311 | |
| 254 Union Station Reroofing | 5,571 | 1,509 | 7,080 | |
| 255 Universal Fare Collection System | 95,628 | 122 | 97,607 | |
| 256 Universal Fare System Data Warehousing | 300 | 71 | 6,042 | |
| 257 Universal Fare System Disaster Recovery | 271 | 600 | 2,043 | |
| 258 Web Infrastructure Upgrade | 2,163 | 656 | 3,096 | |
| 259 Workstation and Network Technology Refresh (FY15 - FY16) | 947 | 1,478 | 2,600 | |
| 260 Other Total | \$ 175,464 | \$ 18,555 | \$ 246,658 | |
| 261 Total Asset Improvement & Maintenance | \$ 842,021 | \$ 360,430 | \$ 2,585,998 | |

Note: Totals may not add due to rounding.

Capital Program Project Listing (continued)

| Project Description (\$ in thousands) | Forecasted Expenditures thru FY15 | FY16 Proposed | Life of Project | Note |
|---|-----------------------------------|-------------------|---------------------|------|
| Capital Expansion | | | | |
| Rail | | | | |
| Gold Line | | | | |
| Foothill Extension - Warehouse High Density Storage Equipment at Monrovia | \$ 478 | \$ 1,396 | \$ 1,874 | |
| Gold Line Eastside Extension | 889,542 | 1,380 | 898,814 | |
| Gold Line Total | \$ 890,020 | \$ 2,776 | \$ 900,688 | |
| Red/Purple Line | | | | |
| Lankershim Depot Restoration Project at Red Line North Hollywood | \$ 3,238 | \$ - | \$ 3,600 | |
| Metro Red Line Segment 2 Closeout | 27,793 | 625 | 29,367 | |
| Metro Red Line Segment 3 North Hollywood Closeout | 3,498 | 141 | 3,639 | |
| Wayside Energy Storage Substation (WESS) | 4,444 | 97 | 5,166 | |
| Red/Purple Line Total | \$ 38,973 | \$ 863 | \$ 41,772 | |
| Multiple Lines | | | | |
| Electronic Vehicle Charging Stations at Metro Rail Maintenance Facilities | \$ - | \$ 61 | \$ 175 | New |
| Light Rail Transit Freeway Stations Sound Enclosures | 1,335 | 2,206 | 8,609 | |
| Public Plug-In Charge Station | 458 | 295 | 973 | |
| Rail Facility Sub-Metering Project - Division 11, 22, and 60 | 93 | 120 | 240 | |
| Rail Facility Sub-Metering Project - Division 20 & 21 | 186 | 50 | 421 | |
| Multiple Lines Total | \$ 2,071 | \$ 2,732 | \$ 10,418 | |
| Rail Total | \$ 931,064 | \$ 6,371 | \$ 952,878 | |
| Bus | | | | |
| Bus Facility Sub-Metering Project - Division 1, 2, 4, 9, and 18 | \$ 178 | \$ 244 | \$ 465 | |
| Bus Facility Sub-Metering Project - Division 3, 6, 8, and 15 | 348 | 25 | 373 | |
| Bus Rapid Transit Freeway Station Sound Enclosure | 682 | 3,942 | 5,838 | |
| Bus Stop Information System Project | 778 | 372 | 1,150 | |
| Cesar Chavez Bus Stop Improvements | - | 611 | 2,100 | New |
| Countywide Signal Priority Module | 216 | 180 | 1,000 | |
| Division 13 Construction | 108,577 | 8,969 | 120,342 | |
| El Monte Busway & Transit Center Expansion | 59,246 | 85 | 60,106 | |
| Hawthorne/Lennox Bus Layover | 310 | - | 1,164 | |
| Metro Orange Line Reclaimed Water Project | 78 | 125 | 400 | |
| Bus Total | \$ 170,411 | \$ 14,553 | \$ 192,938 | |
| Mixed Mode | | | | |
| Internet-based Customer Help Desk | \$ 335 | \$ 288 | \$ 1,142 | |
| Ticket Vending Machine Installations | 1,691 | 1,530 | 6,736 | |
| Mixed Mode Total | \$ 2,026 | \$ 1,818 | \$ 7,878 | |
| Bike | | | | |
| Bicycle Access Improvements - Rail | \$ 562 | \$ 1,057 | \$ 2,243 | |
| Bicycle Lockers & Racks for Metro Rail Stations | 793 | 557 | 1,350 | |
| Union Station Metro Bike Hub | - | 460 | 1,320 | New |
| Bike Total | \$ 1,354 | \$ 2,074 | \$ 4,913 | |
| Other | | | | |
| Parking Guidance System (at Metro owned park and ride properties) | \$ - | \$ 162 | \$ 3,025 | New |
| TAP Near-Field-Communication Mobile Application Development | 330 | 295 | 625 | |
| Ticket Vending Machine Software Upgrade - Multiple Ticket & Language | - | 500 | 1,750 | New |
| Other Total | \$ 330 | \$ 957 | \$ 5,400 | |
| Total Capital Expansion | \$ 1,105,185 | \$ 25,773 | \$ 1,164,007 | |
| Total Operating Capital | \$ 2,046,685 | \$ 437,349 | \$ 4,007,466 | |

Note: Totals may not add due to rounding.

Appendix III

Regional Transit Allocations

Regional Transit Allocations

| | A | B | C | D=A+B+C | N O T E | FY15 Total Funds Available |
|---|------------------------------|---|-------------------------|----------------------------------|------------------|----------------------------------|
| STATE AND LOCAL FUNDS | FY16 Estimated Revenue | Carry-Over FY14 Budget vs Actual | Interest FY14 Actual | FY16 Total Funds Available | | |
| Transportation Development Act: | | | | | | |
| Planning & Administration: | | | | | | |
| 1 Planning - Metro | \$ 2,000,000 | \$ - | \$ - | \$ 2,000,000 | | \$ 2,000,000 |
| 2 Planning - SCAG | 2,863,125 | 32,404 | - | 2,895,529 | | 2,971,904 |
| 3 Administration - Metro | 3,636,875 | (32,404) | - | 3,604,471 | | 3,528,096 |
| 4 Sub-total | \$ 8,500,000 | \$ - | \$ - | \$ 8,500,000 | | \$ 8,500,000 |
| 5 Article 3 Pedestrian & Bike ¹ 2.0000% | \$ 7,465,000 | \$ 86,412 | \$ - | \$ 7,551,412 | | \$ 7,755,078 |
| 6 Article 4 Bus Transit 91.6467% | 342,071,177 | 3,959,678 | 1,763,306 | 347,794,161 | | 357,370,473 |
| 7 Article 8 Streets & Highway 6.3533% | 23,713,823 | 274,502 | - | 23,988,324 | | 24,586,480 |
| 8 Total | \$ 381,750,000 | \$ 4,320,591 | \$ 1,763,306 | \$ 387,833,897 | 1 | \$ 398,212,031 |
| Proposition A: | | | | | | |
| 9 Administration 5.0000% | \$ 38,175,000 | \$ 433,497 | \$ - | \$ 38,608,497 | | \$ 39,603,392 |
| 10 Local Return 25.0000% | 181,331,250 | n/a | - | 181,331,250 | 3 | 174,372,500 |
| 11 Rail Development 35.0000% | 253,863,750 | 2,882,755 | - | 256,746,505 | | 263,362,556 |
| 12 Bus Transit: 40.0000% | | | - | | | |
| 13 95% of 40% Capped at CPI (1.97%) | 230,562,663 | n/a | - | 230,562,663 | 2 | 226,108,329 |
| 14 95% of 40% Over CPI | 45,060,837 | | - | 45,060,837 | 4 | 38,937,871 |
| 15 Sub-total | \$ 275,623,500 | \$ - | \$ - | \$ 275,623,500 | | \$ 265,046,200 |
| 16 5% of 40% Incentive | 14,506,500 | 164,729 | - | 14,671,229 | | 15,049,289 |
| 17 Total | \$ 763,500,000 | \$ 3,480,981 | \$ - | \$ 766,980,981 | 1 | \$ 757,433,937 |
| Proposition C: | | | | | | |
| 18 Administration 1.5000% | \$ 11,452,500 | \$ 131,423 | \$ - | \$ 11,583,923 | | \$ 11,883,415 |
| 19 Rail/Bus Security 5.0000% | 37,602,375 | 431,505 | - | 38,033,880 | | 39,017,211 |
| 20 Commuter Rail 10.0000% | 75,204,750 | 863,010 | - | 76,067,760 | | 78,034,423 |
| 21 Local Return 20.0000% | 150,409,500 | n/a | - | 150,409,500 | 3 | 144,637,400 |
| 22 Freeways and Highways 25.0000% | 188,011,875 | 2,157,526 | - | 190,169,401 | | 195,086,057 |
| 23 Discretionary 40.0000% | 300,819,000 | 3,452,041 | - | 304,271,041 | | 312,137,692 |
| 24 Total | \$ 763,500,000 | \$ 7,035,505 | \$ - | \$ 770,535,505 | 1 | \$ 780,796,198 |
| State Transit Assistance: | | | | | | |
| 25 Bus (PUC 99314 Rev Base Share) | \$ 54,897,548 | \$ (474,290) | \$ 92,867 | \$ 54,516,125 | 5 | \$ 44,852,452 |
| 26 Rail (PUC 99313 Population Share) | 50,784,842 | 2,104,583 | 75,619 | 52,965,044 | | 48,406,411 |
| 27 Total | \$ 105,682,390 | \$ 1,630,293 | \$ 168,486 | \$ 107,481,169 | | \$ 93,258,863 |
| Measure R: | | | | | | |
| 28 Administration 1.5000% | \$ 11,452,500 | \$ 87,271 | \$ 142,859 | \$ 11,682,630 | | \$ 11,856,326 |
| 29 Transit Capital - "New Rail" 35.0000% | 263,216,625 | 2,005,780 | 4,026,597 | 269,249,002 | | 272,556,769 |
| 30 Transit Capital - Metrolink 3.0000% | 22,561,425 | 171,924 | 934,161 | 23,667,510 | | 24,008,176 |
| 31 Transit Capital - Metro Rail 2.0000% | 15,040,950 | 114,616 | 264,497 | 15,420,063 | | 15,596,268 |
| 32 Highway Capital 20.0000% | 150,409,500 | 1,146,160 | 2,065,208 | 153,620,868 | | 155,720,916 |
| 33 Operations "New Rail" 5.0000% | 37,602,375 | 286,540 | 592,372 | 38,481,287 | | 38,971,106 |
| 34 Operations Bus 20.0000% | 150,409,500 | 1,146,160 | 66,477 | 151,622,137 | | 155,612,900 |
| 35 Local Return 15.0000% | 112,807,125 | n/a | - | 112,807,125 | 3 | 108,478,050 |
| 36 Total | \$ 763,500,000 | \$ 4,958,451 | \$ 8,092,171 | \$ 776,550,622 | 1 | \$ 782,800,512 |
| 37 Total Funds Available for Allocation | \$ 2,777,932,390 | \$ 21,425,820 | \$ 10,023,963 | \$ 2,809,382,173 | | \$ 2,812,501,541 |
| 38 Total Planning & Admin Allocations: (Lines 4, 9, 18 and 28) | \$ 69,580,000 | \$ 652,191 | \$ 142,859 | \$ 70,375,050 | | \$ 71,843,133 |

Notes:

- 1) Revenue estimate is 3.2% over the revised FY15 revenue estimate based on several economic forecasts evaluated by Metro.
- 2) CPI of 1.97% represents the average estimated growth rate provided by UCLA and Beacon Economics applied to Prop A discretionary allocated to included operators.
- 3) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- 4) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund eligible and Tier 2 operators. The carry-over is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary
- 5) STA Bus (PUC 99314 Revenue Base Share) estimate from the State Controller's Office is further reduced by \$5M to allow fluctuation with actual revenue.

One Gateway Plaza
Los Angeles, CA 90012
213-922-6000
metro.net

