

**for Board Consideration  
&  
Public Comment**

# **Proposed Budget Fiscal Year 2018**

**July 1, 2017 - June 30, 2018**

**Final Adopted Budget will be available 90 days after Board adoption.**



**Metro**

**Los Angeles County Metropolitan Transportation Authority  
Office of Management and Budget  
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**5<sup>th</sup> REVISED 05/09/2017**

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# Introduction

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## Budget Message from the CEO

Los Angeles County took a major step forward in Fiscal Year 2017 (FY17) when an impressive 71 percent of voters approved Measure M – Metro’s bold ballot measure to improve public transportation infrastructure, air quality and quality of life. In a region where more than 80 percent of commuters drive to work, the landslide Measure M vote was a resounding show of faith in the future of transportation in LA County. It also reflects the public’s growing awareness of the need to not only build more transportation, but also to care for our existing system through dedicated funding for state of good repair projects.

The Measure M plan will deliver 40 major capital projects in 40 years. The funds generated by the new sales tax provide dedicated funding for many transportation improvements to LA County, including new transit and highway projects, increased funding for countywide transit operations, increased funding for local transportation projects in all 88 jurisdictions of LA County, new bike and pedestrian connections, and programs for seniors, students and the disabled. Measure M builds on the vision for the future that was established by Measure R, further enhancing Metro’s ability to ease traffic, keep the system in good working condition, and provide more transportation options for current and future generations.

The FY18 budget is balanced at \$6.1 billion in total agency expenditures – an increase of only 1.4 percent from the prior year. This change is less than the Consumer Price Index, indicator of inflation, clearly demonstrating our commitment to fiscal discipline and tight budget controls. As we work to deliver the promises of Measure R and now Measure M, it is Metro’s duty to exercise careful planning and to responsibly spend every dollar the voting public has entrusted us with.

As we continue construction on the largest public works program in the nation, we are working diligently to anticipate long term transportation needs. To improve air quality, our Board has directed us to move toward 100 percent zero emission buses, and we are currently exploring the technology that will help lead us in that direction. We’re also focused on Active Transportation: in FY17, Metro launched a new Bike Share system. This innovative project expands the transportation landscape by addressing first/last mile connectivity with access to new transportation options.

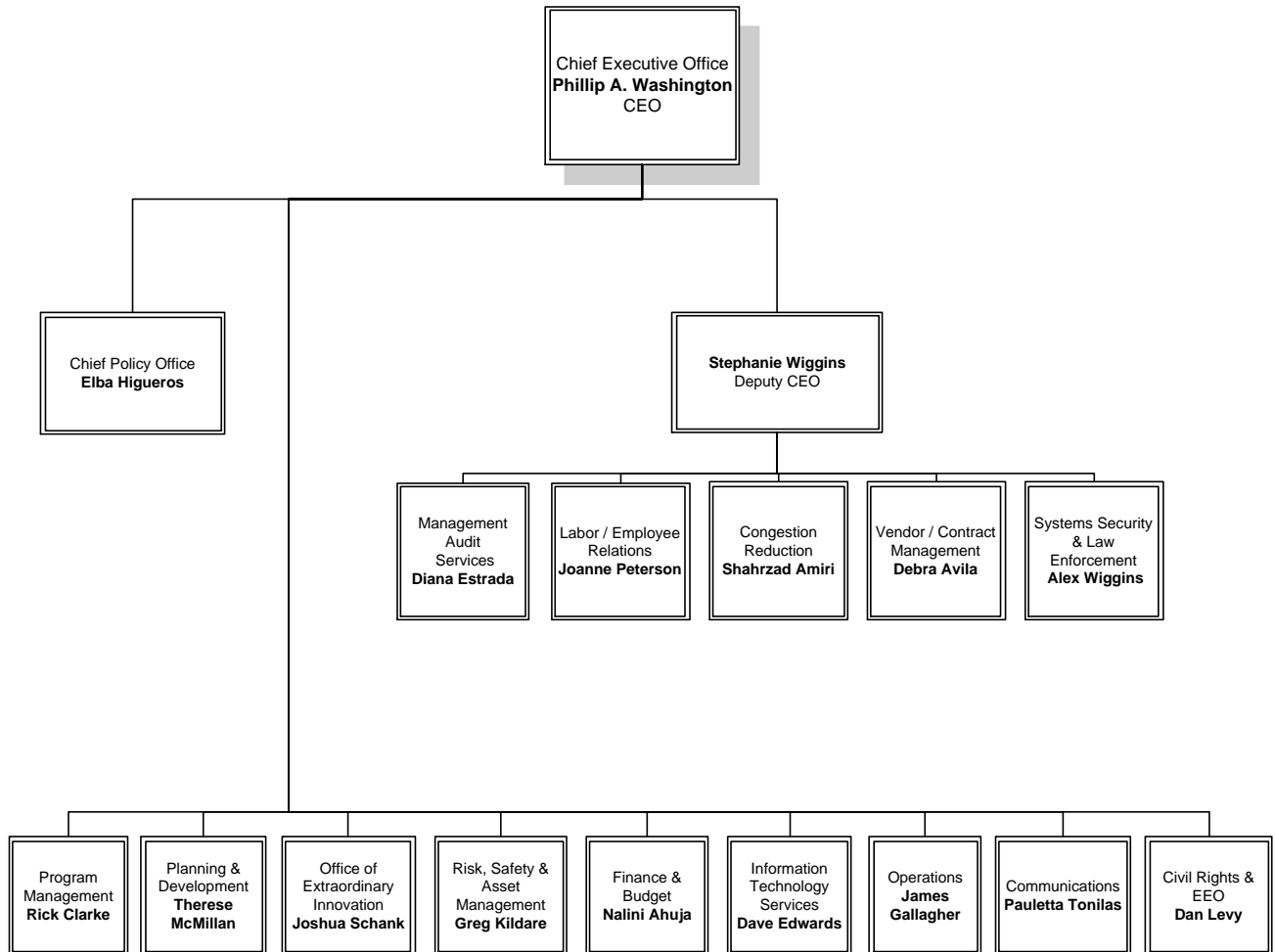
Safety and security improvements are of the utmost importance as our system continues to grow. Metro now has law enforcement contracts with three agencies: the Los Angeles County Sheriff’s Department, the Los Angeles Police Department and the Long Beach Police Department. This new multi-agency policing strategy will increase the number of law enforcement personnel patrolling the system, improve response times and save taxpayer money, all while enhancing safety on our buses and rail cars.

We are grateful to the voters of LA County for their trust in our ability to deliver this massive transportation infrastructure program and to our Board of Directors for their leadership, as we continue the transportation revolution already in progress and prepare our region for the next century and beyond.



Phillip A. Washington  
Chief Executive Officer

## FY18 Organization Chart



## **FY18 Budget Highlights**

### **Agency Goals**

For the FY18 Proposed Budget, every dollar has been linked to one of our nine agency goals:

1. Advance safety and security for our customers, the public, and Metro employees
2. Exercise fiscal discipline to ensure financial stability
3. Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation
4. Improve the customer experience and expand access to transportation options
5. Increase transit use and ridership
6. Implement an industry-leading state of good repair program
7. Invest in workforce development
8. Promote extraordinary innovation
9. Contribute to the implementation of agencywide and departmental Affirmative Action and Equal Employment Opportunity goals

This new practice enables us to track our ongoing costs in relation to our objectives, which will result in a quantifiable measure of the efforts expended to move toward specific achievements. This approach is designed to further reinforce the agency's commitment to tight budget controls, strategic monitoring of performance, and the improvement of accountability.

### **Public Outreach**

Public outreach efforts have increased significantly over the years in order to better inform the public about Metro's budget and to solicit further input into the budget process. The comprehensive outreach program for the FY18 budget development process represents the most extensive efforts to date. This year's outreach plan included monthly updates to the Board of Directors, stakeholder briefings, public meetings, and one-on-one Board and Deputy briefings as requested.

Expanded outreach efforts for FY18 included an interactive Online Budgeting Tool, which engaged the public by asking a series of questions on transportation priorities to develop a customized Metro budget. For each of the multiple choice questions, respondents were able to see the budgetary impact for their choices interactively and include narrative comments to more specifically express their feedback and concerns. To supplement the more traditional hard copy take-ones for the budget outreach process, social media channels were utilized to provide budget information to a larger audience than ever before. In addition, an interactive Telephone Town Hall meeting was held in March as requested by the Board of Directors. This new forum for questions and comments successfully allowed individuals unable to attend in-person meetings an opportunity to directly converse with Metro staff. Comments received across all outreach efforts will be summarized and presented at the time of budget adoption in May.



## **FY18 Budget Highlights (cont)**

### **Improved Bus & Rail Service**

Although bus service is projected to remain at FY17 budgeted service levels, Operations plans to right-size service levels along bus lines that parallel the Expo Line and to reallocate those resources to improve the Owl Network and to increase peak frequencies on select bus lines.

Thanks to delivery of new light rail vehicles, FY18 marks the first year when sufficient rail cars will be available to meet growing demand on the Expo Line and Gold Line. This represents an 11.6% increase in revenue vehicle service hours compared to FY17, when rail service levels on these lines were limited by vehicle availability. In addition, rail special event service is added to meet the spikes in ridership demand due to games at sports venues and other special events.

### **State of Good Repair**

In support of our continued operation of a transit system with over one million daily boardings, Metro continues to focus on maintaining its fleet, rail lines, transit stations, and facilities in a State of Good Repair (SGR). Bus acquisition activities for FY18 include procurement of two types of buses. 53 new Compressed Natural Gas (CNG) buses will replace existing CNG buses scheduled for retirement, reducing the average age of our bus fleet while also making bus service more efficient. To test new technology that will further improve sustainability of our system, 10 new electric buses will be received and tested on the Orange Line and Silver Line. We are also anticipating the delivery of 48 light rail vehicles during FY18, as well as ramping up the heavy rail vehicle procurement approved by the Board in FY17 for the Purple Line Extension and for the replacement of our aging heavy rail fleet.

Rail facilities and wayside systems state of good repair efforts are directed toward rehabilitating the oldest lines in the rail network. Accordingly, the Blue Line, our oldest rail line, is planned for the largest share of non-vehicle SGR improvements in FY18. Projects in the works include pedestrian safety enhancements at grade crossings, overhead catenary system replacements, and signalization improvements designed to avoid train delays to downtown Los Angeles. Green Line improvements are also in progress as track circuits and control systems are upgraded to provide direct connection to the Crenshaw line, expected completion in FY20, to enable travel to the Los Angeles International Airport (LAX) and beyond upon completion of the Crenshaw LAX Transit project in FY20.

### **Transit Delivery**

Many Measure R projects are currently in an active planning phase, which will be further supplemented by Measure M funding and accelerated for select projects. In FY18, we will continue on the big three Measure M construction projects: Crenshaw/LAX, Regional Connector, and the Purple Line Extension. By the end of FY18, Crenshaw/LAX is expected to reach 88% completion, progress on the Regional Connector is forecast at 43% completion, and Purple Line Segment 1 construction is anticipated to achieve 35% completion. We will also break ground on the Airport Connector, as we commence real estate acquisitions, final design efforts, early construction mobilization for 96<sup>th</sup> Street Station, and Gold Line Foothill Extension 2B to Claremont.

## **Budget Highlights (cont)**

### **Highway Delivery**

Plans for highway delivery in FY18 include improvements in North County, such as completion of final design for the I-5 North Managed Lanes project. Once completed, this effort will widen both sides of the I-5 to accommodate High Occupancy Vehicle (HOV) lanes, auxiliary lanes, and truck lanes from the SR-14 interchange to Parker Road. Furthermore, we will continue capacity enhancements around the SR-138, including interchange improvements that are currently in project initiation, environmental document, and design phases.

The FY18 highway program also plans for several projects in the I-710 South region for intersection improvements in various cities, soundwall noise studies, soundwall designs for construction, street improvements, and projects in support of the I-710 Environmental Document. The I-710 EIR Document includes studies affecting passenger and goods movement from the Port of Long Beach and Port of Los Angeles, and seeks to mitigate community impacts for project development. The final EIR/EIS is expected for release by the summer of 2018.

Work also continues in FY18 on the I-605 Hot Spots project, with various public hearings, early environmental studies, and project planning development at affected locations within the identified Hot Spots regions. In FY18 we expect completion of the final designs for intersection improvements in the cities of Santa Fe Springs and Cerritos, as well as completion of the Environmental Document for the City of Whittier.

### **Regional Transportation Funding**

Regional Subsidy funding programs are increasing over \$200 million, or 16%, in FY18. The increase is primarily the result of Los Angeles County voter approval of Measure M in November 2016, plus a modest increase in other sales tax revenues.

By law, Metro allocates a portion of these funds directly to municipal bus operators, cities, and the County to support transit and transportation improvements in their local communities. Metro also provides direct support to Access Services for ADA mandated para-transit programs; supports low-income fare subsidies; and administers competitively awarded regional transportation improvement grants.

In FY18, Metro's Regional Rail program includes funding for Metrolink commuter rail operating and capital projects, the engineering and design of grade crossing and capacity improvements on Metro owned rights-of-way, the construction of a new Metrolink station at Burbank Airport and increased SGR expenditures on the Metrolink operated Antelope Valley Line.

## FY18 Budget Assumptions

### Resource Assumptions:

- Sales tax and TDA revenues are expected to grow at 2.8% over the FY17 forecast. This represents a slower growth and is in line with nationally recognized economic forecasting sources.
- Measure M revenues are budgeted at 95% of the estimated annual receipts based on past history for new sales tax inaugural years.
- Measure R funds will continue to be budgeted and expended in accordance with the ordinance, project delivery schedules and cash flow needs.
- Fare revenues are assumed to remain flat over FY17, due to no increase projected in ridership.
- State Transit Assistance (STA) revenues for bus and rail operations and capital in FY18 are expected to be \$60 million regionwide representing a 13.4% increase over the FY17 budget based on State Controllers' Office (SCO) estimates.
- Grant reimbursements, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns will total \$2.0 billion in FY18 and is in line with planned expenditure activities.
- ExpressLanes toll revenues are expected to come in at \$63 million in FY18 which equates to a 5.0% increase from the FY17 budget based on actuals year to date.
- Advertising revenues of \$25 million based on a fixed guaranteed amount.

### Service Assumptions:

- The FY18 budget assumes no increase in Bus Revenue Service Hours. Although service does not increase, Revenue Service Hours have been reallocated to improve reliability on our Owl network, augment and right-size service to increase peak frequencies on priority bus lines, and incorporate service support for rail line maintenance and special events.
- Rail Revenue Service Vehicle Hours will increase by 129,000 Revenue Service Vehicle Hours or 11.6% with the addition of more rail cars available to meet the growing demand on Expo and Gold Lines, as well as providing the necessary service to meet the growing demand for rail service to sports venues and special events. Rail Revenue Service will also be maximized while crews perform the necessary repair work on the rail lines.
- A breakdown of Bus and Rail Revenue Service Vehicle Hours is shown below. Additional service statistics are found under Service Level Details (see page 41).

<b>BUS</b>	
<b>FY18 Revenue Service Hours</b>	
Changes	RSH
FY17 Budget	7,005,960
<u>Changes</u>	
Right-Sizing/Owl Reliability	21,000
Peak Frequency Adjustments	20,000
Other Right-sizing Adjustments	(83,000)
Special Events	42,000
Total Changes	-
FY18 Budget	7,005,960
% Increase	0%

<b>RAIL</b>	
<b>FY18 Revenue Service Vehicle Hours</b>	
Changes	RSH
FY17 Budget	1,116,438
<u>Changes</u>	
Consist/Headway Changes	101,331
Special Events	27,700
Total Changes	129,031
FY18 Budget	1,245,469
% Increase	11.6%

## FY18 Budget Assumptions (continued)

### Labor Assumptions:

- The FY18 budget includes the addition of 129 Full Time Equivalents (FTEs) to address new Measure M planning, funding, and oversight needs, Transit Project delivery schedule, and piloting programs to improve customer experience on Metro systems.
- Wage/salary increases and health/welfare benefits for represented employees are based on Board adopted contracts. Labor negotiations continue for collective bargaining units.
- Labor negotiations ongoing. Results will be reflected under separate action.

### Capital Assumptions:

- FY18 budget continues major funding for the big three Measure R and M transit construction projects: Crenshaw/LAX, Regional Connector, and Purple Line Extension (Sections 1, 2, and 3)
- This budget assumes groundbreaking for Airport Metro Connector in FY18 and Gold Line Foothill Extension 2B to Claremont in FY19
- Continue delivery of I-710 Early action projects, I-605 Corridor “Hot Spots”, and I-5 South projects
- Includes two major rail vehicle procurements for rail vehicles
- Continue manufacture and delivery of ten Electric Zero Emission buses for demonstration on the Orange and Silver lines, as well as procurement of additional ultra-low emission Compressed Natural Gas (CNG) buses. Fifty-three CNG buses are scheduled to be delivered.
- Continue refinement, testing, and advancement of zero emission bus technology demonstration to ensure compliance with post 2015 emission standards and move to a state of the art clean air and technologically advanced fleet
- Enhance Bus, Light Rail vehicle and Heavy Rail vehicle midlife maintenance projects to reduce fleet age and cost effectiveness of vehicle operation
- Continue repair efforts on bus and rail asset improvement and maintenance, with focus on the Blue Line, Metro’s oldest rail line as well as scheduled replacement of components and systems on other lines

### Areas of Risk:

- Sales tax growth less than 2.8% over prior year
- STA and Cap & Trade funding lower than SCO estimate and federal funding delays
- Lower than expected passenger boardings and/or increased fare evasion
- Composite rate for Compressed Natural Gas (CNG) is greater than 51¢ per therm, triggering initiation and implementation CNG hedging agreements
- Other non-labor cost inflation increases above our projected CPI of 1.75%
- Timely issuance of Prop 1B bonds by the State
- Changes in market conditions affecting debt borrowing ability
- Labor Negotiations with the collective bargaining units are ongoing

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# Resources

## Summary of Resources

	FY17 Budget	FY18 Proposed	\$ Change	% Change
<b>Resources and Expenditures</b> (\$ in millions)				
1 <u>Sales Tax, TDA &amp; STA Revenues</u> <sup>(1)</sup>				
2     Proposition A	\$ 780.0	\$ 802.0	\$ 22.0	2.8%
3     Proposition C	780.0	802.0	22.0	2.8%
4     Measure R	780.0	802.0	22.0	2.8%
5     Measure M <sup>(5)</sup>	-	761.9	761.9	-
6     Transportation Development Act (TDA)	390.0	401.0	11.0	2.8%
7     State Transit Assistance (STA)	52.9	60.0	7.1	13.4%
8 <b>Subtotal Sales Tax, TDA, &amp; STA Revenues</b>	<b>\$ 2,782.9</b>	<b>\$ 3,628.9</b>	<b>\$ 846.0</b>	<b>30.4%</b>
9 <u>Operating &amp; Other Revenues</u>				
10     Passenger Fares	\$ 323.4	\$ 323.4	\$ -	0.0%
11     ExpressLanes Tolls	60.0	63.0	3.0	5.0%
12     Advertising	25.1	25.1	-	-0.1%
13     Other Revenues <sup>(2)</sup>	48.0	49.6	1.6	3.2%
14 <b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 456.5</b>	<b>\$ 461.1</b>	<b>\$ 4.6</b>	<b>1.0%</b>
15 <u>Capital &amp; Bond Resources</u>				
16     Grants Reimbursements <sup>(3)</sup>	\$ 783.7	\$ 969.0	\$ 185.3	23.6%
17     Bond Proceeds, TIFIA & Prior Year Carryover <sup>(4)</sup>	2,004.7	1,052.6	(952.1)	-47.5%
18 <b>Subtotal Capital &amp; Bond Resources</b>	<b>\$ 2,788.4</b>	<b>\$ 2,021.6</b>	<b>\$ (766.8)</b>	<b>-27.5%</b>
19 <b>Total Resources</b>	<b>\$ 6,027.8</b>	<b>\$ 6,111.6</b>	<b>\$ 83.8</b>	<b>1.4%</b>

Note: Totals may not add due to rounding.

- (1) Sales tax and TDA revenues for FY17 Budget represent reforecasted levels based on 2nd quarter actual data from the State Board of Equalization (SBE).
- (2) Other Revenues includes bike program revenues, park and ride revenues, 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, highway capital and
- (4) Represents use of bond proceeds, TIFIA (Transportation Infrastructure Finance and Innovation Act) drawdowns and sales tax revenue received and unspent in prior years.
- (5) Revenues for Measure M's inaugural year are estimated to approximate 95 percent of the Propositions A, C and Measure R revenues. This is based on past history with new sales tax ordinance receipts.

## Sales Tax, TDA and STA Revenues

Type of Revenue (\$ in millions)	FY17 Budget	FY18 Proposed	\$ change	% change	Eligible for Operations
<b>1 Proposition A</b>					
2 5% Administration	\$ 39.0	\$ 40.1	\$ 1.1	2.8%	
3 25% Local Return	185.3	190.5	5.2	2.8%	
4 35% Rail Development	259.4	266.7	7.3	2.8%	Eligible
5 40% Discretionary			-		
6 Transit (95% of 40%)	281.6	289.5	7.9	2.8%	Eligible
7 Incentive (5% of 40%)	14.8	15.2	0.4	2.8%	
<b>8 Estimated Tax Revenue from Proposition A</b>	<b>\$ 780.0</b>	<b>\$ 802.0</b>	<b>\$ 22.0</b>	<b>2.8%</b>	
<b>9 Proposition C</b>					
10 1.5% Administration	\$ 11.7	\$ 12.0	\$ 0.3	2.8%	
11 5% Rail/Bus Security	38.4	39.5	1.1	2.8%	Eligible
12 10% Commuter Rail	76.8	79.0	2.2	2.8%	
13 20% Local Return	153.7	158.0	4.3	2.8%	
14 25% Freeways/Highways	192.1	197.5	5.4	2.8%	
15 40% Discretionary	307.3	316.0	8.7	2.8%	Eligible
<b>16 Estimated Tax Revenue from Proposition C</b>	<b>\$ 780.0</b>	<b>\$ 802.0</b>	<b>\$ 22.0</b>	<b>2.8%</b>	
<b>17 Measure R</b>					
18 1.5% Administration	\$ 11.7	\$ 12.0	\$ 0.3	2.8%	
19 2% Transportation Capital Metro Rail	15.4	15.8	0.4	2.8%	
20 3% Transportation Capital Metrolink	23.0	23.7	0.7	2.8%	
21 5% Operations - New Rail	38.4	39.5	1.1	2.8%	Eligible
22 15% Local Return	115.2	118.5	3.3	2.8%	
23 20% Operations - Bus	153.7	158.0	4.3	2.8%	Eligible
24 20% Highway Capital	153.7	158.0	4.3	2.8%	
25 35% Transportation Capital New Rail/BRT	268.9	276.5	7.6	2.8%	
<b>26 Estimated Tax Revenue from Measure R</b>	<b>\$ 780.0</b>	<b>\$ 802.0</b>	<b>\$ 22.0</b>	<b>2.8%</b>	
<b>27 Measure M</b>					
28 .5% Administration <sup>(2)</sup>	\$ -	\$ 3.8	\$ 3.8	n/a	
29 1% Regional Rail	-	7.5	7.5	n/a	
30 2% Metro State of Good Repair	-	15.0	15.0	n/a	Eligible
31 2% Active Transportation Projects	-	15.0	15.0	n/a	
32 2% ADA	-	15.0	15.0	n/a	
33 5% Rail Operations	-	37.5	37.5	n/a	Eligible
34 17% Local Return <sup>(2)</sup>	-	127.7	127.7	n/a	
35 17% Highway Construction	-	127.6	127.6	n/a	
36 20% Transit Operations	-	150.1	150.1	n/a	Eligible
37 35% Transit Construction	-	262.7	262.7	n/a	
<b>38 Estimated Tax Revenue from Measure M</b>	<b>\$ -</b>	<b>\$ 761.9</b>	<b>\$ 761.9</b>		
<b>39 Transportation Development Act (TDA)</b>					
40 Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
41 2.0% Article 3 (Pedestrians & Bikeways)	7.6	7.9	0.3	4.2%	
42 91.7% Article 4 (Bus Transit)	349.6	359.6	10.0	2.9%	Eligible
43 6.3% Article 8 (Transit/Streets & Highways)	24.3	25.0	0.7	2.9%	
<b>44 Estimated Tax Revenue from TDA</b>	<b>\$ 390.0</b>	<b>\$ 401.0</b>	<b>\$ 11.0</b>	<b>2.8%</b>	
<b>45 State Transit Assistance (STA)</b>					
46 STA Bus	\$ 24.6	\$ 28.0	\$ 3.4	13.8%	Eligible
47 STA Rail	28.3	32.0	3.7	13.1%	Eligible
<b>48 Estimated Tax Revenue from STA</b>	<b>\$ 52.9</b>	<b>\$ 60.0</b>	<b>\$ 7.1</b>	<b>13.4%</b>	
<b>49 Total Sales Tax, TDA &amp; STA Revenues</b>	<b>\$ 2,782.9</b>	<b>\$ 3,628.9</b>	<b>\$ 846.0</b>	<b>30.4%</b>	
<b>50 Revenues Eligible for Bus &amp; Rail Operating</b>	<b>FY17 Budget</b>	<b>FY 18 Proposed</b>	<b>\$ change</b>	<b>% change</b>	
53 Proposition A	\$ 540.9	\$ 556.2	\$ 15.3	2.8%	
51 Proposition C	345.7	355.5	9.8	2.8%	
54 Measure R	192.1	197.5	5.4	2.8%	
52 Measure M	-	202.6	202.6	0.0%	
55 TDA	349.6	359.6	10.0	2.9%	
56 STA	52.9	60.0	7.1	13.4%	
<b>57 Total Bus &amp; Rail Eligible Revenues</b>	<b>\$ 1,481.3</b>	<b>\$ 1,731.4</b>	<b>\$ 250.1</b>	<b>16.9%</b>	

Note: Totals may not add due to rounding.

<sup>(1)</sup> Sales tax and TDA revenues for FY17 Budget represent reforecasted levels based on 2nd Quarter actual data from the State Board of Equalization (SBE).

<sup>(2)</sup> One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.



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# Expenditures

## Summary of Expenditures by Department

Managing Department Name (\$ in Millions)	FY17 Budget	FY18 Proposed	\$ Change	% Change
1 Board of Directors	\$ 49.4	\$ 43.5	\$ (5.9)	-12.0%
2 Chief Executive Office	244.6	319.3	74.7	30.5%
3 Communications	61.5	55.0	(6.5)	-10.6%
4 Congestion Reduction	116.7	109.3	(7.5)	-6.4%
5 Finance and Budget	1,144.3	1,382.4	238.1	20.8%
6 Information Technology	62.7	64.9	2.1	3.4%
7 Operations	1,620.9	1,719.0	98.1	6.1%
8 Planning and Development	305.4	259.3	(46.1)	-15.1%
9 Program Management	2,353.9	2,089.4	(264.4)	-11.2%
10 Vendor/Contract Management	68.3	69.5	1.2	1.7%
<b>11 Grand Total</b>	<b>\$ 6,027.8</b>	<b>\$ 6,111.6</b>	<b>\$ 83.7</b>	<b>1.4%</b>

Note: Totals may not add due to rounding.

## Summary of Expenditures by Type

Expenditures by Type (\$ in Millions)	FY17 Budget	FY18 Proposed	\$ Change	% Change
1 Labor & Benefits	\$ 1,154.9	\$ 1,217.0	\$ 62.1	5.4%
2 Asset Acquisitions for Transit & Highway Projects	1,921.3	1,599.9	(321.3)	-16.7%
3 Regional Transit/Highway Subsidies	1,305.1	1,509.9	204.9	15.7%
4 Contract and Professional Services	953.6	1,035.1	81.5	8.5%
5 Materials & Supplies	246.8	244.3	(2.5)	-1.0%
6 PL/PD and Other Insurance	120.1	116.6	(3.5)	-2.9%
7 Debt	320.1	383.2	63.1	19.7%
8 Training & Travel	6.0	5.4	(.6)	-9.2%
<b>9 Grand Total</b>	<b>\$ 6,027.8</b>	<b>\$ 6,111.6</b>	<b>\$ 83.7</b>	<b>1.4%</b>

Note: Totals may not add due to rounding.

## Summary of Expenditures by Program

Program <sup>(1)</sup> Type (\$ in millions)	FY17 Budget	FY18 Proposed	\$ change	% change
<b><u>Metro Operations:</u></b>				
Bus	\$ 1,125.4	\$ 1,169.1	\$ 43.7	3.9%
Rail	464.2	519.6	55.4	11.9%
<b>Subtotal</b>	<b>\$ 1,589.6</b>	<b>\$ 1,688.7</b>	<b>\$ 99.1</b>	<b>6.2%</b>
Regional Activities & Other	18.2	17.3	(0.9)	-4.9%
<b>Total Metro Operations</b>	<b>\$ 1,607.8</b>	<b>\$ 1,706.0</b>	<b>\$ 98.2</b>	<b>6.1%</b>
<b><u>Metro Capital:</u></b>				
Transit Capital Expansion	1,699.4	1,682.3	\$ (17.1)	-1.0%
Operating Capital	380.5	388.6	8.1	2.1%
<b>Subtotal</b>	<b>\$ 2,079.9</b>	<b>\$ 2,070.9</b>	<b>\$ (9.0)</b>	<b>-0.4%</b>
Regional Rail Capital	51.1	66.0	14.9	29.2%
Highway Capital	381.9	79.6	(302.3)	-79.2%
<b>Total Metro Capital</b>	<b>\$ 2,512.9</b>	<b>\$ 2,216.5</b>	<b>\$ (296.4)</b>	<b>-11.8%</b>
<b>Total Metro Operations &amp; Capital</b>	<b>\$ 4,120.7</b>	<b>\$ 3,922.5</b>	<b>\$ (198.2)</b>	<b>-4.8%</b>
<b><u>Subsidy Funding Programs:</u></b>				
Regional Transit <sup>(2)</sup>	531.3	606.0	\$ 74.7	14.1%
Local Agencies	598.4	716.1	117.7	19.7%
Wilshire BRT	9.9	4.7	(5.2)	-52.5%
Federal Pass Throughs	37.1	44.7	7.6	20.5%
Fare Assistance	10.5	10.5	-	0.0%
Highway Subsidy	117.7	127.9	10.2	8.7%
<b>Total Subsidy Funding Programs</b>	<b>\$ 1,304.9</b>	<b>\$ 1,509.9</b>	<b>\$ 205.0</b>	<b>15.7%</b>
<b><u>Congestion Management:</u></b>				
Freeway Service Patrol	32.1	30.9	\$ (1.2)	-3.6%
ExpressLanes	52.4	44.3	(8.1)	-15.4%
Kenneth Hahn Call Box Program	12.9	8.1	(4.8)	-37.5%
Regional Integration of Intelligent Transportation System	6.0	5.3	(0.7)	-11.7%
Rideshare Services	9.5	9.1	(0.4)	-4.5%
<b>Total Congestion Management</b>	<b>\$ 112.9</b>	<b>\$ 97.7</b>	<b>\$ (15.2)</b>	<b>-13.5%</b>
<b><u>General Planning &amp; Programs:</u></b>				
Programs & Studies	\$ 31.3	34.3	\$ 3.0	9.6%
General Planning & Programming	56.6	70.8	14.2	25.1%
Legal, Audit, Transit Court, Oversight & Other	42.6	46.7	4.1	9.6%
Property Management/Union Station & Development	38.7	46.5	7.8	20.3%
<b>Total General Planning &amp; Programs</b>	<b>\$ 169.2</b>	<b>\$ 198.3</b>	<b>\$ 29.1</b>	<b>17.2%</b>
<b>Total Debt Service</b>	<b>\$ 320.1</b>	<b>\$ 383.2</b>	<b>\$ 63.1</b>	<b>19.7%</b>
<b>Total Expenditures by Program</b>	<b>\$ 6,027.8</b>	<b>\$ 6,111.6</b>	<b>\$ 83.8</b>	<b>1.4%</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 32-37.

<sup>(2)</sup> 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

	<b>Managing Department Name</b>	<b>FY17 Budget</b>	<b>FY18 Proposed</b>	<b>Change</b>
1	Board of Directors	38	38	-
2	Chief Executive Office	551	570	19
3	Communications	300	309	9
4	Congestion Reduction	20	23	3
5	Finance and Budget	211	221	10
6	Information Technology	144	147	3
7	Operations	7,807	7,833	26
8	Planning and Development	151	164	13
9	Program Management	234	270	36
10	Vendor/Contract Management	322	332	10
11	<b>Total FTEs</b>	<b>9,778</b>	<b>9,907</b>	<b>129</b>
12	<b>Total Agencywide Represented</b>	<b>8,294</b>	<b>8,316</b>	<b>22</b>
13	<b>Total Agencywide Non-Represented</b>	<b>1,484</b>	<b>1,591</b>	<b>107</b>
14	<b>Total FTEs</b>	<b>9,778</b>	<b>9,907</b>	<b>129</b>



## FTEs by Department Detail

Department Name	FY17 Budget	FY18 Proposed	Change
1 BOARD OF DIRECTORS			
2     COUNTY COUNSEL	3	3	-
3     ETHICS OFFICE	4	4	-
4     INSPECTOR GENERAL	21	21	-
5     OFFICE OF BOARD SECRETARY	10	10	-
6 <b>BOARD OF DIRECTORS Total</b>	<b>38</b>	<b>38</b>	<b>-</b>
7     Non-Represented	38	38	-
8 <b>BOARD OF DIRECTORS Total by Representation</b>	<b>38</b>	<b>38</b>	<b>-</b>
9 CHIEF EXECUTIVE OFFICE			
10    CHIEF EXECUTIVE OFFICE	2	2	-
11    CHIEF POLICY OFFICE	5	5	-
12    HUMAN CAPITAL & DEVELOPMENT	76	84	8
13    WORKFORCE SERVICES	118	120	2
14    MANAGEMENT AUDIT SERVICES	23	24	1
15    OFFICE OF CIVIL RIGHTS	14	15	1
16    OFFICE OF EXTRAORDINARY INNOVATION	8	10	2
17    RISK/SAFETY AND ASSET MANAGEMENT	101	104	3
18    SYSTEM SECURITY AND LAW ENFORCEMENT	204	206	2
19 <b>CHIEF EXECUTIVE OFFICE Total</b>	<b>551</b>	<b>570</b>	<b>19</b>
20    Represented	299	302	3
21    Non-Represented	252	268	16
22 <b>CHIEF EXECUTIVE OFFICE Total by Representation</b>	<b>551</b>	<b>570</b>	<b>19</b>
23 COMMUNICATIONS			
24    COMMUNITY RELATIONS	35	39	4
25    CREATIVE SERVICES	14	15	1
26    CUSTOMER PROGRAMS & SERVICES	54	54	-
27    CUSTOMER RELATIONS	128	129	1
28    EXECUTIVE OFFICE, COMMUNICATIONS	5	5	-
29    GOVERNMENT RELATIONS	6	6	-
30    MARKETING	47	50	3
31    PUBLIC RELATIONS	13	13	-
32 <b>COMMUNICATIONS Total</b>	<b>302</b>	<b>311</b>	<b>9</b>
33    Represented	184	185	1
34    Non-Represented	116	124	8
35 <b>COMMUNICATIONS Total by Representation</b>	<b>300</b>	<b>309</b>	<b>9</b>
36 CONGESTION REDUCTION			
37    CONGESTION REDUCTION DEMONSTRATION PROJECT	11	14	3
38    MOTORIST SERVICES	9	9	-
39 <b>CONGESTION REDUCTION Total</b>	<b>20</b>	<b>23</b>	<b>3</b>
40    Non-Represented	20	23	3
41 <b>CONGESTION REDUCTION Total by Representation</b>	<b>20</b>	<b>23</b>	<b>3</b>

## FTEs by Department Detail (continued)

Department Name	FY17 Budget	FY18 Proposed	Change
42 FINANCE AND BUDGET			
43     ACCOUNTING	70	71	1
44     OFFICE OF MANAGEMENT & BUDGET/LOCAL PROGRAMMING	54	60	6
45     TAP OPERATIONS/REVENUE COLLECTIONS	70	72	2
46     FINANCE & TREASURY	17	18	1
47 <b>FINANCE AND BUDGET Total</b>	<b>211</b>	<b>221</b>	<b>10</b>
48     Represented	67	67	-
49     Non-Represented	144	154	10
50 <b>FINANCE AND BUDGET Total by Representation</b>	<b>211</b>	<b>221</b>	<b>10</b>
51 INFORMATION TECHNOLOGY	144	147	3
52 <b>INFORMATION TECHNOLOGY Total</b>	<b>144</b>	<b>147</b>	<b>3</b>
53     Represented	50	51	1
54     Non-Represented	94	96	2
55 <b>INFORMATION TECHNOLOGY Total by Representation</b>	<b>144</b>	<b>147</b>	<b>3</b>
56 OPERATIONS			
57     BUS MAINTENANCE	1,694	1,697	3
58     CENTRAL OVERSIGHT AND ANALYSIS	34	35	1
59     MAINTENANCE AND ENGINEERING	828	839	11
60     RAIL MAINTENANCE	449	452	3
61     RAIL TRANSPORTATION	644	649	5
62     SERVICE DEVELOPMENT	91	92	1
63     TRANSPORTATION	4,021	4,022	1
64     VEHICLE ENGINEERING & ACQUISITION	46	47	1
65 <b>OPERATIONS Total</b>	<b>7,807</b>	<b>7,833</b>	<b>26</b>
66     Represented	7,532	7,547	15
67     Non-Represented	275	286	11
68 <b>OPERATIONS Total by Representation</b>	<b>7,807</b>	<b>7,833</b>	<b>26</b>
69 PLANNING AND DEVELOPMENT			
70     COUNTYWIDE PLANNING & DEVELOPMENT	4	5	1
71     PLANNING/STRATEGIC FINANCIAL PLANNING/GRANTS MGMT	50	54	4
72     STRATEGIC INITIATIVES & REAL PROPERTY MANAGEMENT	64	69	5
73     TRANSIT CORRIDORS & SYSTEMWIDE PLANNING	31	34	3
74 <b>PLANNING AND DEVELOPMENT Total</b>	<b>149</b>	<b>162</b>	<b>13</b>
75     Non-Represented	151	164	13
76 <b>PLANNING AND DEVELOPMENT Total by Representation</b>	<b>151</b>	<b>164</b>	<b>13</b>
77 PROGRAM MANAGEMENT			
78     HIGHWAY PROJECT DELIVERY	24	27	3
79     PROGRAM CONTROL/TRANSIT	202	235	33
80     REGIONAL RAIL	8	8	-
81 <b>PROGRAM MANAGEMENT Total</b>	<b>234</b>	<b>270</b>	<b>36</b>
82     Non-Represented	234	270	36
83 <b>PROGRAM MANAGEMENT Total by Representation</b>	<b>234</b>	<b>270</b>	<b>36</b>
84 VENDOR/CONTRACT MANAGEMENT			
85     PROCUREMENT	88	94	6
86     DIVERSITY & ECONOMIC OPPORTUNITY	25	27	2
87     SUPPLY CHAIN MANAGEMENT	209	211	2
88 <b>VENDOR/CONTRACT MANAGEMENT Total</b>	<b>322</b>	<b>332</b>	<b>10</b>
89     Represented	162	164	2
90     Non-Represented	160	168	8
91 <b>VENDOR/CONTRACT MANAGEMENT Total by Representation</b>	<b>322</b>	<b>332</b>	<b>10</b>
92 <b>Total Agencywide Represented</b>	<b>8,294</b>	<b>8,316</b>	<b>22</b>
93 <b>Total Agencywide Non-Represented</b>	<b>1,484</b>	<b>1,591</b>	<b>107</b>
94 <b>Grand Total Agency</b>	<b>9,778</b>	<b>9,907</b>	<b>129</b>

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# Capital Program

## Capital Program

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 PROPOSED	LIFE OF PROJECT	NOTE
1 <b>Measure R &amp; M Transit Capital Expansion</b>				
2 <b>Transit Construction Projects</b>				
3 <b>Rail</b>				
4 Airport Metro Connector	\$ 53,887	\$ 76,063	\$ 129,950	
5 Crenshaw/LAX Light Rail Transit	1,454,469	417,133	2,236,668	
6 Expo Blvd Light Rail Transit Phase 1	965,268	-	978,900	
7 Expo Blvd Light Rail Transit Phase 2	1,394,862	12,313	1,533,744	
8 Gold Line Foothill Extension 2A to Azusa	937,396	1,743	950,619	
9 Gold Line Foothill Extension 2B	13,874	2,676	38,676	
10 Regional Connector	852,483	202,053	1,798,265	
11 Westside Purple Line Subway Extension 1	1,196,866	396,469	2,808,595	
12 Westside Purple Line Subway Extension 2	307,308	266,148	2,440,969	
13 Westside Purple Line Subway Extension 3	64,094	244,286	307,460	
14 System Wide	-	20,369	20,369	
15 <b>Bus</b>				
16 Orange Line Extension	143,956	312	154,000	
17 Acquisition Zero Emission/Super Low Emission	5,403	18,760	18,760	
18 <b>Transit Planning Projects</b>				
19 Eastside Extension Phase 1 & 2	27,683	5,964	33,647	1
20 Eastside Light Rail Access	14,776	3,975	18,752	1
21 Green Line Ext: Redondo to South Bay	6,743	568	7,311	1
22 Orange Line Improvement	975	935	1,910	1
23 San Fernando Valley East N/S Rapidways	10,555	3,876	14,431	1
24 Sepulveda Pass Corridor	3,952	4,695	8,648	1
25 West Santa Ana Branch Corridor	4,815	3,994	10,013	1
26 <b>Subtotal Measure R &amp; M Transit Capital Expansion</b>	<b>\$ 7,459,367</b>	<b>\$ 1,682,332</b>	<b>\$ 13,511,686</b>	

Note: Totals may not add due to rounding.

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

## Capital Program (continued)

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 PROPOSED	LIFE OF PROJECT	NOTE
27 <b>Operating Capital</b>				
28 <b>Safety &amp; Security Projects</b>				
29 <b>Bus</b>	\$ 112	\$ 2,004	\$ 4,586	
30 <b>Rail</b>				
31 Blue Line	22,838	5,676	30,175	
32 Red/Purple Line	43,327	2,485	54,784	
33 Multiple Rail Lines	15,370	1,761	17,380	
34 <b>Mixed Mode</b>	48,397	19,024	151,572	
35 <b>Other - Technologies / Regional, etc.</b>	24,284	10,515	46,652	
36 <b>State of Good Repair - Capital Improvement</b>				
37 <b>Bus</b>	\$ 656,919	\$ 89,623	\$ 1,111,888	
38 <b>Rail</b>				
39 Blue Line	71,119	24,561	184,500	
40 Gold Line	6,049	3,478	167,828	
41 Green Line	10,355	4,880	49,046	
42 Red Line	72,877	23,668	259,455	
43 Multiple Rail Lines	419,309	128,318	918,220	
44 <b>Mixed Mode</b>	13,578	17,377	38,749	
45 <b>Other - Technologies / Regional, etc.</b>	58,298	21,843	120,168	
46 <b>Capital Infrastructure</b>				
47 <b>Bus</b>	\$ 184,260	\$ 3,433	\$ 191,401	
48 <b>Rail</b>				
49 Gold Line	890,432	-	900,688	
50 Red/Purple Line	40,466	1,015	41,540	
51 Multiple Rail Lines	1,947	2,480	10,418	
52 <b>Mixed Mode</b>	19,317	16,098	76,358	
53 <b>Bike</b>	11,087	5,008	16,462	
54 <b>Other - Technologies / Regional, etc.</b>	2,282	5,384	8,578	
55 <b>Subtotal Operating Component of Capital Program</b>	<b>\$ 2,612,620</b>	<b>\$ 388,632</b>	<b>\$ 4,400,448</b>	
56 <b>Total Capital Program</b>	<b>\$ 10,071,987</b>	<b>\$ 2,070,964</b>	<b>\$ 17,912,134</b>	

Note: Totals may not add due to rounding.

### FY18 Operating Capital by Mode

Operating Capital by Mode (\$ in thousands)	Safety & Security	State of Good Repair	Capital Infrastructure	Mode Total
1 <b>Bus</b>	\$ 2,004	\$ 89,623	\$ 3,433	\$ 95,060
2 <b>Rail</b>				
3 Blue Line	5,676	24,561	-	30,237
4 Gold Line	-	3,478	-	3,478
5 Green Line	-	4,880	-	4,880
6 Red/Purple Line	2,485	23,668	1,015	27,168
7 Multiple Rail Lines	1,761	128,318	2,480	132,559
8 <b>Mixed Mode</b>	19,024	17,377	16,098	52,499
9 <b>Bike</b>	-	-	5,008	5,008
10 <b>Other (Technologies / Regional, etc.)</b>	10,515	21,843	5,384	37,743
11 <b>Total Operating Capital</b>	<b>\$ 41,464</b>	<b>\$ 313,749</b>	<b>\$ 33,418</b>	<b>\$ 388,632</b>

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)		FY17 BUDGET	FY18 PROPOSED	\$ CHANGE	% CHANGE
1	<b>REGIONAL &amp; LOCAL TRANSIT</b>				
2	Municipal and Local Operators	\$ 355.4	\$ 403.8	\$ 48.4	13.6%
3	Access Services <sup>(2)</sup>	74.0	92.0	18.0	24.3%
4	Metrolink	102.0	110.2	8.2	8.0%
5	Wilshire Bus Rapid Transit	9.9	4.7	(5.2)	-52.5%
6	Fare Assistance Programs (INTP, RRTP, SHORE) <sup>(1)</sup>	10.5	10.5	-	0.0%
7	<b>Total Regional and Local Transit</b>	<b>\$ 551.8</b>	<b>\$ 621.2</b>	<b>\$ 69.4</b>	<b>12.6%</b>
8					
9	<b>LOCAL AGENCIES</b>				
10	ALLOCATION BY POPULATION				
11	Local Returns (Prop A, Prop C, Measure R, and Measure M)	\$ 463.3	\$ 594.6	\$ 131.3	28.3%
12	Transportation Development Act Articles 3 & 8	33.1	32.8	(0.3)	-0.9%
13	<b>Subtotal Allocation by Population</b>	<b>\$ 496.4</b>	<b>\$ 627.4</b>	<b>\$ 131.0</b>	<b>26.4%</b>
14					
15	<b>CALL FOR PROJECTS</b>				
16	Regional Surface Transportation Improvements	\$ 59.0	\$ 35.3	\$ (23.7)	-40.2%
17	Local Traffic Systems	18.2	23.1	4.9	26.9%
18	Regional Bikeways	0.5	3.4	2.9	580.0%
19	Transportation Demand Management	3.9	5.2	1.3	33.3%
20	Transportation Enhancements	0.3	0.3	-	0.0%
21	Bus Capital	6.1	7.9	1.8	29.5%
22	<b>Subtotal Call for Projects</b>	<b>\$ 88.0</b>	<b>\$ 75.2</b>	<b>\$ (12.8)</b>	<b>-14.5%</b>
23					
24	<b>FEDERAL PASS THROUGHS</b>	<b>\$ 37.1</b>	<b>\$ 44.8</b>	<b>\$ 7.6</b>	<b>20.5%</b>
25					
26	<b>OTHER</b>				
27	Toll Revenue Reinvestment Program	\$ 7.0	\$ 5.5	\$ (1.5)	-21.4%
28	Open Street Grant Program	0.8	2.6	1.8	225.0%
29	Transit Oriented Development and Other Sustainability Programs	5.9	4.8	(1.1)	-18.6%
30	Demo Projects-Highway	0.4	0.6	0.2	50.0%
31	<b>Subtotal Other</b>	<b>\$ 14.1</b>	<b>\$ 13.5</b>	<b>\$ (0.8)</b>	<b>-5.7%</b>
32					
33	<b>Total Local Agencies</b>	<b>\$ 635.6</b>	<b>\$ 760.9</b>	<b>\$ 125.0</b>	<b>19.7%</b>
34					
35	<b>HIGHWAY SUBSIDIES</b>				
36	I-5 North HOV and Truck Lanes	\$ 22.2	\$ 20.0	\$ (2.2)	-9.9%
37	I-5 South Capacity Enhancements	16.5	24.7	8.2	49.7%
38	Alameda Corridor East Grade Separation	35.0	17.0	(18.0)	-51.4%
39	Highway Operational Improvements - Arroyo Verdugo	3.8	7.7	3.9	102.6%
40	Highway Operational Improvements - Virgenes/Malibu	16.7	10.8	(5.9)	-35.3%
41	I-405 / I-110 / I-105 / SR-91 Ramp & Interchange	7.9	12.5	4.6	58.2%
42	I-605 Corridor "Hot Spot"	5.1	7.9	2.8	54.9%
43	SR-710 South Early Action Projects	6.2	8.4	2.2	35.5%
44	SR-138 Capacity Enhancements	4.3	16.0	11.7	272.1%
45	I-710 Early Action Projects	-	2.1	2.1	100.0%
46	Consolidated Measure M Subsidies	-	0.7	0.7	100.0%
47	<b>Total Highway Subsidies</b>	<b>\$ 117.7</b>	<b>\$ 127.8</b>	<b>\$ 10.1</b>	<b>8.6%</b>
48					
49	<b>Total Regional Subsidy Funding Programs</b>	<b>\$ 1,305.1</b>	<b>\$ 1,509.9</b>	<b>\$ 204.5</b>	<b>15.7%</b>

Note: Totals may not add due to rounding.

- (1) INTP stands for Immediate Needs Transportation Program, RRTP stands for Rider Relief Transportation Program, and SHORE stands for Support for Homeless Re-Entry.
- (2) FY17 Budget amount does not include FY16 carryover of \$8M

# Debt

## Current Year Debt Service Expense

FUNDING DEMAND OF DEBT SERVICE (\$ in THOUSANDS)	FY17 BUDGET				FY18 Proposed			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Resources								
Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 139,035.7	\$ -	\$ 139,035.7	\$ -	\$ 141,642.4	\$ -	\$ 141,642.4
Proposition A 40% Discretionary	1,852.6	-	-	1,852.6	1,852.7	-	-	1,852.7
Proposition C 40% Discretionary	5,042.1	67,356.2	-	72,398.3	3,845.4	68,169.4	-	72,014.8
Proposition C 10% Commuter Rail	-	13,532.9	-	13,532.9	-	13,153.4	-	13,153.4
Proposition C 25% Street & Highways <sup>(2)</sup>	-	27,650.5	28,172.6	55,823.1	-	19,641.4	67,639.9	87,281.2
Trans. Development Act Article 4	1,544.5	-	-	1,544.5	1,544.5	-	-	1,544.5
Measure R Transit Capital - New Rail 35%	-	46,473.6	-	46,473.6	-	88,715.9	-	88,715.9
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2,902.1	-	2,902.1	-	-	-	-
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,357.1	-	10,357.1	-	10,346.0	-	10,346.0
Measure M Transit Construction 35%	-	-	-	-	-	643.3	-	643.3
Proposition A 35% Rail Set Aside (CRA Debt)	2,184.5	-	-	2,184.5	-	-	-	-
<b>Total Funding Demand Debt Service</b>	<b>\$ 10,623.6</b>	<b>\$ 307,308.2</b>	<b>\$ 28,172.6</b>	<b>\$ 346,104.4</b>	<b>\$ 7,242.5</b>	<b>\$ 342,311.7</b>	<b>\$ 67,639.9</b>	<b>\$ 417,194.0</b>
(Premium)/Discount Amortization <sup>(3)</sup>	(797.7)	(23,074.5)	(2,115.4)	(25,987.5)	(590.2)	(27,894.1)	(5,511.8)	(33,996.0)
<b>Total Debt Service Expense</b>	<b>\$ 9,826.0</b>	<b>\$ 284,233.7</b>	<b>\$ 26,057.2</b>	<b>\$ 320,116.9</b>	<b>\$ 6,652.4</b>	<b>\$ 314,417.6</b>	<b>\$ 62,128.1</b>	<b>\$ 383,198.0</b>
<b>Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY17 BALANCE				BEGINNING FY18 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A	\$ 14,598.2	\$1,095,571.8	\$ -	\$ 1,110,170.0	\$ 12,686.9	\$ 969,943.1	\$ -	\$ 982,630.0
Proposition C <sup>(2)</sup>	85,728.1	900,580.0	244,641.9	1,230,950.0	103,738.9	1,089,785.6	296,039.4	1,489,564.0
Measure R <sup>(4)</sup>	-	1,570,121.7	-	1,570,121.7	-	1,775,245.1	-	1,775,245.1
Transportation Development Act - Article 4	2,349.7	-	-	2,349.7	883.2	-	-	883.2
Proposition A 35% Rail Set Aside (CRA Debt)	18,145.0	-	-	18,145.0	-	-	-	-
<b>Total Outstanding Debt Principal Balance <sup>(5)</sup></b>	<b>\$ 120,820.9</b>	<b>\$3,566,273.6</b>	<b>\$244,641.9</b>	<b>\$ 3,931,736.4</b>	<b>\$117,309.0</b>	<b>\$3,834,973.8</b>	<b>\$ 296,039.4</b>	<b>\$ 4,248,322.3</b>

Note: Totals may not add due to rounding

<sup>(1)</sup> Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$3.7 million in FY17 and \$4.0 million in FY18.

<sup>(2)</sup> New PC Bond was issued in January 2017 in the amount of \$454.8 million.

<sup>(3)</sup> 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.

<sup>(4)</sup> The first Measure R Bond was issued in November 2010. The 2nd Measure R Bond was issued in November 2016 in the amount of \$522.1 million. Also included are \$210 thousand Measure R revolving credit and \$629.2 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loan draw down. The TIFIA loan drawdowns are used to fund Crenshaw and Regional Connector. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commence in FY20.

<sup>(5)</sup> The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.7 million Debt Service and \$97.6 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

# Funds

## Governmental Funds

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2017 and 2018

GOVERNMENTAL FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUND		GENERAL FUND		TOTAL	
	FY17 BUDGET	FY18 Proposed	FY17 BUDGET	FY18 Proposed	FY17 BUDGET	FY18 Proposed
<b>1 REVENUES</b>						
2     Sales Tax <sup>(1)</sup>	\$ 2,790.4	\$ 3,636.4	\$ -	\$ -	\$ 2,790.4	\$ 3,636.4
3     Intergovernmental Grants <sup>(2)</sup>	46.0	46.8	44.8	53.4	90.8	100.2
4     Investment Income	0.1	0.1	1.1	1.1	1.2	1.2
5     Lease and Rental	-	-	15.2	15.3	15.2	15.3
6     Licenses and Fines	-	-	0.5	0.5	0.5	0.5
7     Federal Fuel Credits & Other	-	-	0.5	9.1	0.5	9.1
<b>8 Total Revenues</b>	<b>\$ 2,836.5</b>	<b>\$ 3,683.3</b>	<b>\$ 62.0</b>	<b>\$ 79.3</b>	<b>\$ 2,898.5</b>	<b>\$ 3,762.6</b>
<b>9 EXPENDITURES</b>						
11    Subsidies	\$ 1,230.3	\$ 1,419.8	\$ 52.4	\$ 61.7	\$ 1,282.7	\$ 1,481.5
12    Operating Expenditures	504.4	214.1	146.9	160.5	651.3	374.6
13    Debt & Interest Expenditures	-	-	0.9	-	0.9	-
14    Debt Principal Retirement	-	-	1.3	-	1.3	-
<b>15 Total Expenditures</b>	<b>\$ 1,734.8</b>	<b>\$ 1,633.9</b>	<b>\$ 201.4</b>	<b>\$ 222.2</b>	<b>\$ 1,936.2</b>	<b>\$ 1,856.1</b>
<b>16 TRANSFERS</b>						
18    Transfers In	\$ 26.7	\$ 34.9	\$ 107.9	\$ 85.5	\$ 134.7	\$ 120.4
19    Transfers (Out)	(1,789.1)	(2,288.8)	(129.3)	(115.9)	(1,918.4)	(2,404.7)
20    Proceeds from Financing	399.8	65.2		-	399.8	65.2
<b>21 Total Transfers</b>	<b>\$ (1,362.6)</b>	<b>\$ (2,188.7)</b>	<b>\$ (21.4)</b>	<b>\$ (30.4)</b>	<b>\$ (1,384.0)</b>	<b>\$ (2,219.1)</b>
<b>22</b>						
<b>23 Net Change in Fund Balances</b>	<b>\$ (260.9)</b>	<b>\$ (139.3)</b>	<b>\$ (160.7)</b>	<b>\$ (173.2)</b>	<b>\$ (421.6)</b>	<b>\$ (312.6)</b>
<b>24</b>						
25 Fund Balances - beginning of year <sup>(3)</sup>	\$ 1,000.4	\$ 983.1	\$ 523.8	\$ 410.3	\$ 1,524.3	\$ 1,393.3
<b>26 Fund Balances - End of Year</b>	<b>\$ 739.5</b>	<b>\$ 843.7</b>	<b>\$ 363.1</b>	<b>\$ 237.0</b>	<b>\$ 1,102.6</b>	<b>\$ 1,080.8</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Includes TDA, STA, and SAFE revenues in addition to Propositions A and C, and Measure R and M sales tax revenues.

<sup>(2)</sup> Includes grant revenues from Federal, State and Local sources including tolls.

<sup>(3)</sup> Beginning FY18 Fund Balances reflect anticipated unspent FY17 budgeted expenditures.

## Governmental Funds

Estimated Fund Balances  
for the Year Ending June 30, 2018

FUND TYPE (\$ IN MILLIONS)	FY18 ESTIMATED ENDING FUND BALANCE
<b>1 PROPOSITION A</b>	
2 Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ -
3 Discretionary Incentive (5% of 40%)	18.6
4 Rail (35%) <sup>(2)</sup>	-
5 Interest	9.1
<b>6 Total Proposition A</b>	<b>\$ 27.8</b>
<b>7 PROPOSITION C</b>	
8 Discretionary (40%) <sup>(1)</sup>	\$ 34.9
9 Security (5%) <sup>(1)</sup>	24.1
10 Commuter Rail (10%) <sup>(2)</sup>	-
11 Street & Highway (25%)	39.6
12 Interest	25.5
<b>13 Total Proposition C</b>	<b>\$ 124.2</b>
<b>14 MEASURE R</b>	
15 Administration (1.5%)	\$ 16.6
16 Transit Capital - Metrolink (3%)	-
17 Transit Capital - Metro Rail (2%)	-
18 Transit Capital - New Rail (35%)	-
19 Highway Capital (20%)	215.5
20 New Rail Operations (5%)	-
21 Bus Operations (20%) <sup>(1)</sup>	-
<b>22 Total Measure R</b>	<b>\$ 232.1</b>
<b>23 Measure M</b>	
24 Administration (0.5%)	-
25 Local Return (17%)	-
26 Metro Rail Operations (5%)	4.3
27 Transit Operations (20%)	0.0
28 ADA Paratransit for the Disabled	15.0
29 Metro Discounts for Seniors and Students (2%)	5.5
30 Transit Construction (35%)	-
31 Metro State of Good Repair (2%)	-
32 Highway Construction (17%)	125.1
33 Metro Active Transportation Program (2%)	15.0
34 Regional Rail (1%)	-
35 MM Interest	-
<b>36 Total Measure M</b>	<b>\$ 165.0</b>
<b>37 TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
38 Article 3 <sup>(1)</sup>	\$ 16.5
39 Article 4 <sup>(1)</sup>	147.7
40 Article 8 <sup>(1)</sup>	3.6
<b>Total TDA</b>	<b>\$ 167.8</b>
<b>41 STATE TRANSIT ASSISTANCE (STA)</b>	
42 Revenue Share <sup>(1)</sup>	\$ 9.0
43 Population Share	-
<b>Total STA</b>	<b>\$ 9.0</b>
<b>45 Total PTMISEA <sup>(3)</sup></b>	<b>\$ 13.9</b>
<b>46 Total SAFE Fund <sup>(2)</sup></b>	<b>\$ 14.6</b>
<b>47 Total Other Special Revenue Funds <sup>(1)</sup></b>	<b>\$ 89.3</b>
<b>48 GENERAL FUND</b>	
49 Administration - Propositions A and C, and TDA	\$ -
50 Mandatory Operating Reserve	142.0
51 General Fund / Other <sup>(2)</sup>	95.0
<b>52 Total General Fund</b>	<b>\$ 237.0</b>
<b>53 Total of Estimated FY18 Ending Fund Balances</b>	<b>\$ 1,080.8</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Previously allocated to Metro, Municipal Operators and cities.

<sup>(2)</sup> Committed to Board approved projects and programs.

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

## Enterprise Fund Bus & Rail Operations

### Summary of Resources, Expenses and Resulting (Deficit) / Surplus

Resources and Expenses (\$ in millions)	FY17 Budget	FY18 Proposed				
		Total	Bus	Rail	Transit Court	Regional Activities
<b>Transit Operations Resources</b>						
<b>Transit Fares and Other Revenues</b>						
Fares	\$ 323.4	\$ 323.4	\$ 231.8	\$ 91.6	\$ -	\$ -
Advertising	25.1	25.1	21.6	3.4	-	-
Other Revenues <sup>(1)</sup>	9.6	10.6	9.0	-	1.6	-
<b>Total Fare and Other Revenues</b>	<b>\$ 358.0</b>	<b>\$ 359.0</b>	<b>\$ 262.4</b>	<b>\$ 95.0</b>	<b>\$ 1.6</b>	<b>\$ -</b>
<b>Federal &amp; State Grants</b>						
Federal Preventive Maintenance	\$ 264.2	\$ 212.2	\$ 125.7	\$ 86.5	\$ -	\$ -
Federal CMAQ	41.2	40.0	-	40.0	-	-
Federal and States Grants	23.2	26.4	-	19.9	-	6.5
<b>Total Federal and State Grants</b>	<b>\$ 328.5</b>	<b>\$ 278.6</b>	<b>\$ 125.7</b>	<b>\$ 146.4</b>	<b>\$ -</b>	<b>\$ 6.5</b>
<b>Local Subsidies</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 244.9	\$ 323.8	\$ 173.5	\$ 150.3	\$ -	\$ 0.1
Prop C - (40% Bus/Rail) & (5% Security)	282.8	171.0	157.8	-	-	13.2
Measure R - (20% Bus) & (5% Rail)	172.4	167.0	109.1	57.9	-	-
Measure M - (20% Bus), (5% Rail) & (2% ADA)	-	137.3	104.1	33.2	-	-
TDA Article 4	157.6	208.9	203.9	-	-	5.0
STA	37.5	42.2	10.2	32.0	-	-
Toll & Revenue Grant	3.6	11.7	11.7	-	-	-
General Fund & Other Funds	28.5	21.1	16.3	4.8	-	-
<b>Total Local Subsidies</b>	<b>\$ 927.4</b>	<b>\$ 1,082.9</b>	<b>\$ 786.5</b>	<b>\$ 278.1</b>	<b>\$ -</b>	<b>\$ 18.2</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,614.0</b>	<b>\$ 1,720.5</b>	<b>\$ 1,174.6</b>	<b>\$ 519.6</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Capital Resources</b>						
Federal, State & Local Grants	\$ 407.6	\$ 538.8	\$ 47.7	\$ 491.1	\$ -	\$ -
Local and State Sales Tax <sup>(2)</sup>	472.6	770.4	92.4	678.0	-	-
Other Capital Financing	1,169.0	761.8	15.7	746.1	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 2,049.2</b>	<b>\$ 2,071.0</b>	<b>\$ 155.7</b>	<b>\$ 1,915.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 3,663.2</b>	<b>\$ 3,791.4</b>	<b>\$ 1,330.3</b>	<b>\$ 2,434.8</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Operations Expenses</b>						
Labor & Benefits	\$ 1,008.0	\$ 1,046.3	\$ 765.5	\$ 257.7	\$ 0.6	\$ 22.5
Fuel & Propulsion Power	77.4	72.6	26.3	46.3	-	-
Materials & Supplies	99.4	92.5	65.9	26.3	0.0	0.4
Contract and Professional Services	226.5	265.7	94.7	148.5	0.9	21.7
PL/PD and Other Insurance	53.1	48.5	43.7	4.8	-	-
Purchased Transportation	49.0	64.5	64.5	-	-	-
Allocated Overhead <sup>(3)</sup>	67.4	92.6	68.2	21.1	0.1	3.2
Regional Chargeback	-	-	18.9	6.4	-	(25.3)
Other Expenses <sup>(4)</sup>	33.2	37.6	26.9	8.4	0.0	2.4
<b>Total Transit Operations Expenses</b>	<b>\$ 1,614.0</b>	<b>\$ 1,720.5</b>	<b>\$ 1,174.6</b>	<b>\$ 519.6</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Capital Expenses Operating</b>	<b>2,022.5</b>	<b>2,038.6</b>	<b>155.7</b>	<b>1,882.9</b>	<b>-</b>	<b>-</b>
<b>Transit Capital Expenses Planning</b>	<b>26.6</b>	<b>32.4</b>	<b>-</b>	<b>32.4</b>	<b>-</b>	<b>-</b>
<b>Total Capital Expenses <sup>(5)</sup></b>	<b>\$ 2,049.2</b>	<b>\$ 2,071.0</b>	<b>\$ 155.7</b>	<b>\$ 1,915.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 3,663.2</b>	<b>\$ 3,791.4</b>	<b>\$ 1,330.3</b>	<b>\$ 2,434.8</b>	<b>\$ 1.6</b>	<b>\$ 24.8</b>
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Other Revenues includes interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.

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

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

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

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

## Enterprise Fund Other Operations

### Summary of Resources, Expenses and Resulting (Deficit) / Surplus

Resources and Expenses (\$ in millions)	FY17 Budget	FY18 Proposed				
		Total	Union Station	Express Lanes	Bike Share	Park & Ride
<b>Other Transit Operations Resources</b>						
<b>Toll Fares and Other Revenues</b>						
Tolls & Violation Fines	\$ 60.0	\$ 63.0	\$ -	\$ 63.0	\$ -	\$ -
Rental & Lease Income	3.9	2.8	(1.0)	-	1.3	2.5
<b>Total Toll Fares and Other Revenues</b>	<b>\$ 63.9</b>	<b>\$ 65.8</b>	<b>\$ (1.0)</b>	<b>\$ 63.0</b>	<b>\$ 1.3</b>	<b>\$ 2.5</b>
<b>Federal &amp; State Grants</b>						
Federal CMAQ	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal and State Grants</b>	<b>\$ 0.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Subsidies</b>						
Prop A	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	5.6	2.7	-	-	2.7	-
City of LA	1.3	7.5	-	-	4.2	3.3
<b>Total Local Subsidies</b>	<b>\$ 7.2</b>	<b>\$ 10.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6.8</b>	<b>\$ 3.3</b>
<b>Total Other Transit Operations Resources</b>	<b>\$ 71.6</b>	<b>\$ 76.0</b>	<b>\$ (1.0)</b>	<b>\$ 63.0</b>	<b>\$ 8.2</b>	<b>\$ 5.8</b>
<b>Transit Other Operations Expenses</b>						
Labor & Benefits	\$ 3.9	\$ 3.6	\$ 0.5	\$ 1.9	\$ 0.5	\$ 0.8
Materials & Supplies	0.2	0.2	0.0	-	-	0.2
Contract and Professional Services	56.5	52.6	0.3	40.5	7.5	4.3
PL/PD and Other Insurance	0.2	0.2	0.2	-	-	-
Allocated Overhead	1.3	0.8	0.1	0.5	0.1	0.1
Other Expenses	0.3	1.5	-	1.4	0.1	0.1
<b>Total Other Transit Operations Expenses</b>	<b>\$ 62.4</b>	<b>\$ 58.9</b>	<b>\$ 1.1</b>	<b>\$ 44.3</b>	<b>\$ 8.2</b>	<b>\$ 5.4</b>
<b>Other Operations Non-Operating Expenses</b>						
Congestion Relief Reserve	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -
Swap with & Planning	-	7.6	-	7.6	-	-
Congestion Relief Transit Operating Subsidy	6.6	6.9	-	6.9	-	-
Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>	7.0	5.5	-	5.5	-	-
<b>Total Other Operations Non-Operating Expenses</b>	<b>\$ 13.7</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ 20.0</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Other Transit Operations Resources (Deficit)/Surplus <sup>(2)</sup></b>	<b>\$ (4.6)</b>	<b>\$ (3.0)</b>	<b>\$ (2.0)</b>	<b>\$ (1.4)</b>	<b>\$ -</b>	<b>\$ 0.4</b>

30 Note: Totals may not add due to rounding.

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

<sup>(2)</sup> Current year deficit is funded with equity earned from prior years.



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# Service Statistics

## Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY17 Budget	FY18 Proposed	% Inc	FY17 Budget	FY18 Proposed	% Inc	FY17 Budget	FY18 Proposed	% Inc
<b>Service Provided (000)</b>									
Revenue Service Hours (RSH)	7,006	7,006	0.0%	1,116	1,245	11.6%	8,122	8,251	1.6%
Revenue Service Miles (RSM)	78,671	78,671	0.0%	23,248	25,766	10.8%	101,919	104,437	2.5%
<b>Service Consumed (000) <sup>(3)</sup></b>									
Unlinked Boardings	302,955	297,151	-1.9%	111,611	117,415	5.2%	414,566	414,566	0.0%
Passenger Miles	1,253,706	1,229,824	-1.9%	623,390	651,955	4.6%	1,877,096	1,881,779	0.2%
<b>Operating Revenue (000) <sup>(3)</sup></b>									
Fare Revenue	\$ 236,305	\$ 231,777	-1.9%	\$ 87,057	\$ 91,584	5.2%	\$ 323,362	\$ 323,361	0.0%
Advertising/Other	\$ 29,292	\$ 30,599	4.5%	\$ 3,951	\$ 4,186	5.9%	\$ 33,243	\$ 34,785	4.6%
Total	\$ 265,597	\$ 262,376	-1.2%	\$ 91,008	\$ 95,770	5.2%	\$ 356,605	\$ 358,146	0.4%
<b>Operating Cost Data (000)</b>									
Transportation	\$ 366,952	\$ 375,034	2.2%	\$ 72,639	\$ 75,564	4.0%	\$ 439,591	\$ 450,598	2.5%
Maintenance	\$ 330,122	\$ 331,509	0.4%	\$ 222,197	\$ 231,615	4.2%	\$ 552,319	\$ 563,124	2.0%
Regional	\$ 20,731	\$ 18,902	-8.8%	\$ 7,024	\$ 6,404	-8.8%	\$ 27,755	\$ 25,306	-8.8%
Other & Support Cost	\$ 412,052	\$ 449,131	9.0%	\$ 162,382	\$ 206,060	26.9%	\$ 574,434	\$ 655,191	14.1%
Total	\$ 1,129,857	\$ 1,174,576	4.0%	\$ 464,242	\$ 519,643	11.9%	\$ 1,594,099	\$ 1,694,219	6.3%
<b>Subsidy Data (000):</b>	\$ 864,260	\$ 912,200	5.5%	\$ 373,234	\$ 423,873	13.6%	\$ 1,237,494	\$ 1,336,073	8.0%
<b>Per Boarding Statistics</b>									
Fare Revenue	\$ 0.78	\$ 0.78	0.0%	\$ 0.78	\$ 0.78	0.0%	\$ 0.78	\$ 0.78	0.0%
Operating Cost	\$ 3.73	\$ 3.95	6.0%	\$ 4.16	\$ 4.43	6.4%	\$ 3.85	\$ 4.09	6.3%
Subsidy	\$ 2.85	\$ 3.07	7.6%	\$ 3.34	\$ 3.61	8.0%	\$ 2.99	\$ 3.22	7.7%
Passenger Miles	4.14	4.14	0.0%	5.59	5.55	-0.6%	4.53	4.54	0.2%
Fare Recovery %	20.9%	19.7%	-1.2%	18.8%	17.6%	-1.1%	20.3%	19.1%	-1.2%
<b>Per RSH Statistics</b>									
Revenue	\$ 37.91	\$ 37.45	-1.2%	\$ 81.52	\$ 76.89	-5.7%	\$ 43.90	\$ 43.40	-1.1%
Boardings	43.24	42.41	-1.9%	99.97	94.27	-5.7%	51.04	49.81	-2.4%
Passenger Miles	178.95	175.54	-1.9%	558.37	523.46	-6.3%	231.10	228.05	-1.3%
Transportation Cost	\$ 52.38	\$ 53.53	2.2%	\$ 65.06	\$ 60.67	-6.8%	\$ 54.12	\$ 54.61	0.8%
Maintenance Cost	\$ 47.12	\$ 47.32	0.4%	\$ 199.02	\$ 185.97	-6.6%	\$ 68.00	\$ 68.25	0.4%
Regional Cost	\$ 2.96	\$ 2.70	-8.8%	\$ 6.29	\$ 5.14	-18.3%	\$ 71.42	\$ 71.31	-0.1%
Other & Support Cost	\$ 58.81	\$ 64.11	9.0%	\$ 145.45	\$ 165.45	13.8%	\$ 70.72	\$ 79.40	12.3%
Total Cost	\$ 161.27	\$ 167.65	4.0%	\$ 415.82	\$ 417.23	0.3%	\$ 196.26	\$ 205.32	4.6%
Subsidy	\$ 123.36	\$ 130.20	5.5%	\$ 334.31	\$ 340.33	1.8%	\$ 152.35	\$ 161.92	6.3%
<b>Per Passenger Mile Statistics</b>									
Revenue	\$ 0.21	\$ 0.21	0.0%	\$ 0.15	\$ 0.15	0.0%	\$ 0.19	\$ 0.19	0.0%
Transportation Cost	\$ 0.29	\$ 0.30	3.2%	\$ 0.12	\$ 0.12	0.0%	\$ 0.23	\$ 0.24	4.5%
Maintenance Cost	\$ 0.26	\$ 0.27	3.4%	\$ 0.36	\$ 0.36	0.0%	\$ 0.29	\$ 0.30	3.7%
Regional Cost	\$ 0.02	\$ 0.02	0.0%	\$ 0.01	\$ 0.01	0.0%	\$ 0.01	\$ 0.01	0.0%
Other & Support Cost	\$ 0.33	\$ 0.37	12.1%	\$ 0.26	\$ 0.32	23.3%	\$ 0.31	\$ 0.35	12.8%
Total Cost	\$ 0.90	\$ 0.96	6.6%	\$ 0.74	\$ 0.80	8.0%	\$ 0.85	\$ 0.90	5.6%
Subsidy	\$ 0.69	\$ 0.74	7.6%	\$ 0.60	\$ 0.65	8.6%	\$ 0.66	\$ 0.71	7.7%
<b>FTE's per Hundred <sup>(1)</sup></b>									
Operators per RSH	5.59	5.61	-0.1%	3.78	3.39	-10.4%	4.98	4.93	-1.1%
Mechanics per RSM	0.12	0.12	0.0%	0.10	0.10	0.0%	0.11	0.11	0.5%
Service Attendants RSM	0.05	0.05	0.0%	0.05	0.05	0.0%	0.05	0.05	0.5%
Maintenance of Way (MOW)	-	-	-	21.42	21.60	0.9%	21.42	21.60	0.9%
Inspectors per RM <sup>(2)</sup>									
Transit Operations Supervisors per RSH	0.49	0.49	0.0%	1.37	1.29	-5.7%	0.62	0.62	0.0%

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

<sup>(2)</sup> Per route mile

<sup>(3)</sup> FY17 boardings, passenger miles, & fare revenue reflect FY17 year-end projections.

## Service Level Details

### Revenue Service Hours

	Mode	FY17 Budget	FY18 Proposed	change
1	<b>Bus</b>			
2	Local & Rapid	6,248,575	6,248,575	-
3	Silver Line	115,368	115,368	-
4	Orange Line	130,516	130,516	-
5	Purchased Transportation	511,501	511,501	-
6	<b>Subtotal Bus</b>	<b>7,005,960</b>	<b>7,005,960</b>	<b>-</b>
7	<b>Rail</b>			
8	Blue Line	237,060	241,860	4,800
9	Green Line	98,426	105,446	7,020
10	Gold Line	241,413	258,653	17,240
11	Expo Line	234,791	324,762	89,971
12	Red Line	304,748	314,748	10,000
13	<b>Subtotal Rail</b>	<b>1,116,438</b>	<b>1,245,469</b>	<b>129,031</b>
14	<b>Total</b>	<b>8,122,398</b>	<b>8,251,429</b>	<b>129,031</b>

### Boardings (000)

	Mode	FY17 Budget	FY18 Proposed	change
	<b>Bus</b>			
	Local & Rapid	275,904	270,386	(5,518)
	Silver Line	4,436	4,525	89
	Orange Line	7,728	7,651	(77)
	Purchased Transportation	14,887	14,589	(298)
	<b>Subtotal Bus</b>	<b>302,955</b>	<b>297,151</b>	<b>(5,804)</b>
	<b>Rail</b>			
	Blue Line	24,961	26,209	1,248
	Green Line	10,945	10,833	(112)
	Gold Line	16,639	17,377	738
	Expo Line	13,345	17,275	3,930
	Red Line	45,721	45,721	-
	<b>Subtotal Rail</b>	<b>111,611</b>	<b>117,415</b>	<b>5,804</b>
	<b>Total</b>	<b>414,566</b>	<b>414,566</b>	<b>-</b>

### Revenue Service Miles

	Mode	FY17 Budget	FY18 Proposed	change
1	<b>Bus</b>			
2	Local & Rapid	67,843,231	67,843,231	-
3	Silver Line	2,503,486	2,503,486	-
4	Orange Line	2,140,454	2,140,454	-
5	Purchased Transportation	6,183,428	6,183,428	-
6	<b>Subtotal Bus</b>	<b>78,670,598</b>	<b>78,670,598</b>	<b>-</b>
7	<b>Rail</b>			
8	Blue Line	4,369,068	4,457,533	88,465
9	Green Line	2,871,931	3,076,764	204,834
10	Gold Line	4,763,918	5,104,123	340,205
11	Expo Line	4,327,255	5,985,442	1,658,187
12	Red Line	6,915,500	7,142,425	226,925
13	<b>Subtotal Rail</b>	<b>23,247,672</b>	<b>25,766,289</b>	<b>2,518,616</b>
14	<b>Total</b>	<b>101,918,270</b>	<b>104,436,886</b>	<b>2,518,616</b>

### Passenger Miles (000)

	Mode	FY17 Budget	FY18 Proposed	change
	<b>Bus</b>			
	Local & Rapid	1,116,351	1,094,025	(22,327)
	Silver Line	17,476	17,827	351
	Orange Line	49,042	48,553	(489)
	Purchased Transportation	70,837	69,419	(1,418)
	<b>Subtotal Bus</b>	<b>1,253,706</b>	<b>1,229,824</b>	<b>(23,883)</b>
	<b>Rail</b>			
	Blue Line	178,676	187,609	8,933
	Green Line	70,518	69,797	(722)
	Gold Line	100,689	105,155	4,466
	Expo Line	53,949	69,836	15,887
	Red Line	219,558	219,558	-
	<b>Subtotal Rail</b>	<b>623,390</b>	<b>651,955</b>	<b>28,565</b>
	<b>Total</b>	<b>1,877,096</b>	<b>1,881,779</b>	<b>4,682</b>

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# **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, 2017 and 2018

PTSC (\$ in millions)	FY17 Budget	FY18 Proposed
Revenue	\$ 357.4	\$ 389.1
Expenses	357.4	389.1
Increase (decrease) in retained earnings	-	-
Retained earnings - beginning of year	-	-
<b>Retained earnings - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

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.

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2017 and 2018

EXPO (\$ in millions)	FY17 Budget	FY18 Proposed
Revenue	\$ 82.5	-
Expenditures	82.5	-
Net change in fund balance	-	-
Fund balance - beginning of year	-	-
<b>Fund balance - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

Notes:

- FY18 Budget is composed of Phase I \$22 thousand and Phase II \$18 thousand.
- Funding for all Exposition projects LOP is provided by Metro. Additional funding out the LOP is provided by municipalities for improvements within their city limits.
- Expo Phase 2 began revenue service in May 2016. The FY18 Proposed Budget is for close-out costs.

## Service Authority for Freeway Emergencies

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, 2017 and 2018

<b>SAFE</b>	<b>FY17</b>	<b>FY18</b>
<b>(\$ in millions)</b>	<b>Budget</b>	<b>Proposed</b>
1 Revenues	\$ 7.6	\$ 7.6
2 Expenditures	12.9	8.1
3 Excess (deficiency) of revenue over expenditures	(5.4)	(0.5)
4 Other financing and sources (uses) - transfer out	(1.0)	(1.0)
5 <b>Fund balances - beginning of year</b>	22.5	16.1
6 <b>Fund balances - end of year</b>	<b>\$ 16.1</b>	<b>\$ 14.6</b>

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 FY17	FY18 Proposed	Life of Project	Note
<b>MEASURE R &amp; M TRANSIT CAPITAL EXPANSION</b>				
<b>Transit Construction Projects</b>				
<b>Bus</b>				
<b>Orange Line</b>				
Metro Orange Line Extension	\$ 143,956	\$ 312	\$ 154,000	
<b>Zero/Super Low Emission</b>				
Bus Acquisition 30 Zero Emission/Super Low Emission	5,403	-	-	2, 3
BYD 60 foot Articulated Zero Emission Bus	-	8,110	8,110	
New Flyer 60 foot Articulated Zero Emission Bus	-	10,650	10,650	New, 1
<b>Zero/Super Low Emission Total</b>	<b>\$ 5,403</b>	<b>\$ 18,760</b>	<b>\$ 18,760</b>	
<b>Bus Total</b>	<b>\$ 149,359</b>	<b>\$ 19,072</b>	<b>\$ 172,760</b>	
<b>Rail</b>				
<b>Crenshaw</b>				
Crenshaw/LAX Business Interruption Fund	\$ 5,334	\$ 3,000	\$ 8,334	
Crenshaw/LAX Fare Gates	3	3,890	7,800	
Crenshaw/LAX Insurance Betterment	5,354	-	5,534	3
Crenshaw/LAX Light Rail Transit: Construction	1,338,706	363,627	2,058,000	
Crenshaw/LAX Light Rail Transit: Planning Phase 1	5,526	-	-	3
Crenshaw/LAX Light Rail Transit: Planning Phase 2	20,025	-	-	3
Southwestern Maintenance Yard	79,521	46,616	157,000	
<b>Crenshaw Total</b>	<b>\$ 1,454,469</b>	<b>\$ 417,133</b>	<b>\$ 2,236,668</b>	
<b>Expo I</b>				
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred	\$ 850,839	\$ -	\$ 966,900	3
Expo Blvd Light Rail Transit Phase 1: Metro Incurred	62,232	-	-	3
Light Rail Vehicle	51,076	-	-	3
Washington Siding	1,121	-	12,000	7
<b>Expo I Total</b>	<b>\$ 965,268</b>	<b>\$ -</b>	<b>\$ 978,900</b>	
<b>Expo II</b>				
Division 22 Paint & Body Shop	\$ 3,493	\$ 5,127	\$ 11,000	
Expo Blvd Light Rail Transit Phase 2 - Holdback	34,206	7,186	-	
Expo Blvd Light Rail Transit Phase 2 - Non-Holdback	154,150	-	-	3
Expo Blvd Light Rail Transit Phase 2: Construction	1,013,856	-	1,500,158	3
Expo Blvd Light Rail Transit Phase 2: Planning	392	-	-	3
Expo II Insurance Betterment	2,463	-	2,584	3
Expo Phase II Betterments	3,918	-	3,900	2, 3
Expo Phase II Bikeway	15,605	-	16,102	3
Light Rail Vehicle	166,778	-	-	3
<b>Expo II Total</b>	<b>\$ 1,394,862</b>	<b>\$ 12,313</b>	<b>\$ 1,533,744</b>	
<b>Gold Line Foothill 2A to Azusa</b>				
Foothill Extension Insurance Betterment	\$ 2,080	\$ -	\$ 2,182	3
Gold Line Foothill Extension to Azusa: Construction	679,086	1,743	741,000	
Gold Line Foothill Extension to Azusa: Planning	425	-	-	3
Gold Line Foothill Maintenance Facility - Metro 75%	207,119	-	207,437	3
Light Rail Vehicle	48,687	-	-	3
<b>Gold Line Foothill 2A to Azusa Total</b>	<b>\$ 937,396</b>	<b>\$ 1,743</b>	<b>\$ 950,619</b>	
<b>Gold Line Foothill 2B</b>				
Gold Line Foothill Extension 2B: Planning	\$ 13,874	\$ -	\$ 36,000	1, 4
Gold Line Foothill Extension 2B: Construction	-	2,676	2,676	New, 1
<b>Gold Line Foothill 2B Total</b>	<b>13,874</b>	<b>2,676</b>	<b>38,676</b>	
<b>Regional Connector</b>				
Regional Connector Business Interruption Fund	\$ 2,397	\$ 1,000	\$ 3,397	
Regional Connector Insurance Betterment	4,007	-	4,036	3
Regional Connector: Construction	784,363	199,993	1,750,841	
Regional Connector: Construction -Non-FFGA	34,126	810	39,991	
Regional Connector: Planning	27,590	250	-	
<b>Regional Connector Total</b>	<b>\$ 852,483</b>	<b>\$ 202,053</b>	<b>\$ 1,798,265</b>	

## Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY17	FY18 Proposed	Life of Project	Note
<b>Westside Purple 1</b>				
Div 20 Portal Widening & Turnback Facility	\$ 2,700	\$ 13,529	\$ 17,200	
Non-Revenue Vehicle	854	-	-	3
Westside Extension I Business Interruption Fund	2,962	3,000	5,962	
Westside Insurance Betterment	6,505	-	6,553	3
Westside Subway Extension Section 1	1,137,842	379,555	2,778,880	
Westside Subway Extension: Planning Phase 1	8,505	-	-	3
Westside Subway Extension: Planning Phase 2	37,498	384	-	
<b>Westside Purple 1 Total</b>	<b>\$ 1,196,866</b>	<b>\$ 396,469</b>	<b>\$ 2,808,595</b>	
<b>Westside Purple 2</b>				
Westside Subway Extension Section 2	304,964	265,515	2,440,969	
Westside Purple Line Ext. 2: Planning	2,344	633	-	
<b>Westside Purple 2 Total</b>	<b>\$ 307,308</b>	<b>\$ 266,148</b>	<b>\$ 2,440,969</b>	
<b>Westside Purple 3</b>				
Westside Subway Extension Section 3	63,894	243,566	307,460	1
Westside Purple Line Ext. 3: Planning	200	721	-	1
<b>Westside Purple 3 Total</b>	<b>\$ 64,094</b>	<b>\$ 244,286</b>	<b>\$ 307,460</b>	
<b>Airport Connector</b>				
Airport Metro Connector: Planning	\$ 53,887	\$ 6,378	\$ 60,265	1
Airport Metro Connector: Construction	-	69,685	69,685	New, 1
<b>Airport Connector Total</b>	<b>\$ 53,887</b>	<b>\$ 76,063</b>	<b>\$ 129,950</b>	
<b>Rail Total</b>	<b>\$ 7,240,509</b>	<b>\$ 1,618,884</b>	<b>\$ 13,223,846</b>	
<b>System Wide</b>				
Anticipated Measure R & M Projects	-	20,369	20,369	8
<b>Measure R &amp; M Transit Construction Projects Total</b>	<b>\$ 7,389,867</b>	<b>\$ 1,658,325</b>	<b>\$ 13,416,974</b>	
<b>Measure R &amp; M Transit Planning</b>				
Eastside Extension Phase 1 & 2	\$ 27,683	\$ 5,964	\$ 33,647	1
Eastside Light Rail Access	14,776	3,975	18,752	1
Green Line Extension: Redondo to South Bay	6,743	568	7,311	1
Orange Line Improvement	975	935	1,910	1
San Fernando Valley East North/South Rapidways	10,555	3,876	14,431	1
Sepulveda Pass Transit Corridor	3,952	4,695	8,648	1
West Santa Ana Branch Corridor	4,815	3,994	10,013	1, 5
<b>Measure R &amp; M Transit Planning Total</b>	<b>\$ 69,500</b>	<b>\$ 24,007</b>	<b>\$ 94,712</b>	
<b>MEASURE R &amp; M TRANSIT CAPITAL EXPANSION TOTAL</b>	<b>\$ 7,459,367</b>	<b>\$ 1,682,332</b>	<b>\$ 13,511,686</b>	

## Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY17	FY18 Proposed	Life of Project	Note
<b>92 OPERATING CAPITAL</b>				
<b>93 Safety / Security</b>				
<b>94 Bus</b>				
95 CNG Detection & Alarm Systems	\$ 112	\$ 2,004	\$ 4,586	
<b>96 Bus Total</b>	<b>\$ 112</b>	<b>\$ 2,004</b>	<b>\$ 4,586</b>	
<b>97 Rail</b>				
<b>98 Blue</b>				
99 Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	\$ 22,838	\$ 5,676	\$ 30,175	
<b>100 Blue Total</b>	<b>\$ 22,838</b>	<b>\$ 5,676</b>	<b>\$ 30,175</b>	
<b>101 Red/Purple</b>				
102 Metro Red Line Electronic Access Control / Alarm Monitoring System Repl	\$ 430	\$ 232	\$ 2,319	
103 Metro Red Line Gas Analyzer Upgrade	1,486	756	4,000	
104 Metro Red Line Operator Cab Camera Installation	6,146	63	6,380	
105 Metro Red Line Tunnel Lighting Rehabilitation	4,284	1,164	9,000	
106 Metro Red Line Universal City Pedestrian Bridge	29,585	-	29,585	3
107 Metro Red/Purple Lines Platform Gates Replacement	1,397	270	3,500	
<b>108 Red/Purple Total</b>	<b>\$ 43,327</b>	<b>\$ 2,485</b>	<b>\$ 54,784</b>	
<b>109 Multiple Lines</b>				
110 Metro Blue Line & Metro Green Line Transit Passenger Info System	8,297	1,533	9,830	
111 Metro Security Kiosks at Rail Stations	4,894	158	5,150	
112 Platform Track Intrusion Detection System	2,180	70	2,400	
<b>113 Multiple Lines Total</b>	<b>\$ 15,370</b>	<b>\$ 1,761</b>	<b>\$ 17,380</b>	
<b>114 Rail Total</b>	<b>\$ 81,534</b>	<b>\$ 9,922</b>	<b>\$ 102,338</b>	
<b>115 Mixed Mode</b>				
116 Fare Gate Project	\$ 6,174	\$ 193	\$ 7,187	
117 Fire Alarm Panel Replacement Program	63	29	1,624	
118 Metro Emergency Operations Center	15,656	18,757	112,700	
119 Metro Red Line to Orange Line Underpass at North Hollywood Station	21,203	-	23,077	3
120 Reduce Risk of Catastrophic Events to Union Station Gateway Complex	5,302	45	6,983	
<b>121 Mixed Mode Total</b>	<b>\$ 48,397</b>	<b>\$ 19,024</b>	<b>\$ 151,572</b>	
<b>122 Other</b>				
123 Agency Information Security & Compliance Program	\$ 1,236	\$ 1,762	\$ 7,814	
124 Automated License Plate Recognition Network Phase I	1,876	193	2,069	
125 Automated License Plate Recognition Network Phase II	1,250	351	1,602	
126 UFS CPA Upgrade	13,248	1,509	15,221	
127 Union Station Fire Life Safety System, ADA Site Improvements & LED Ligh	6,674	6,699	19,946	
<b>128 Other Total</b>	<b>\$ 24,284</b>	<b>\$ 10,515</b>	<b>\$ 46,652</b>	
<b>129 Safety / Security Total</b>	<b>\$ 154,327</b>	<b>\$ 41,464</b>	<b>\$ 305,148</b>	

## Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY17	FY18 Proposed	Life of Project	Note
130 <b>State of Good Repair</b>				
131 <b>Bus</b>				
132 490 Bauchet Environmental Canopy Structure	\$ 108	\$ -	\$ 110	6
133 Articulated Bus Replacement	281	743	1,024	1
134 Bus Acquisition 550 & 350 40-Foot	502,874	158	507,060	
135 Bus Facilities Lighting Retrofit	2,249	-	4,250	6
136 Bus Facilities Maintenance & Improvement - Phase III	5,598	4,821	21,650	
137 Bus Facility Maintenance Improvements & Enhancements Phase I	21,155	76	21,231	
138 Bus Facility Maintenance Improvements & Enhancements Phase II	17,865	1,241	20,896	
139 Bus Midlife Program	31,598	28,526	68,669	
140 Central Maintenance Bus Engine Replacement Program	9,072	6,836	24,690	
141 Central Maintenance Equipment Acquisition	600	223	3,000	
142 Central Maintenance Facility Building 5	109	310	785	
143 Division 1 Improvements	1,643	886	20,866	
144 Division 3 Master Plan Phases II-IV	12,919	281	13,200	
145 Division 30 Permeable Concrete Pavement & Runoff Storage System	258	682	940	
146 DVR Equipment Refurbishment	554	118	3,102	
147 El Monte Busway Access Road Repair	631	264	1,426	
148 Emergency Generators for Communications Network	347	-	500	3
149 Fuel Storage Tank System Enhancements (FY15 - FY17)	6,481	20	6,500	
150 Fuel Storage Tank System Upgrades and Replacements (FY17 to FY19)	29	4,356	13,185	
151 FY17-FY18 Non-Revenue Vehicles & Equipment Replacement -Bus	4,005	783	4,975	
152 FY18 Non-Revenue Equipment Replacement (Bus)	-	500	1,221	New
153 FY18 Non-Revenue Vehicle Replacement (Bus)	-	2,000	4,948	New
154 Installation of ADA "Q-Pod" Equipment on Compo-Buses	1,099	1,035	2,135	1
155 Installation of Live Video Monitors on up to 642 NABI Buses	-	875	875	1
156 Metro Art Enhancement	504	-	615	3
157 Metro Silver Line Improvements & Upgrades	6,709	1,039	7,845	
158 Patsaouras Bus Plaza Paver Retrofit	6,773	576	9,093	
159 Patsaouras Plaza Bus Station Construction	18,535	8,134	39,793	
160 Pavement Repairs at CMF, Division 7, & Division 8	1,973	1,124	4,249	
161 Replacement 40' Buses	2,017	23,983	302,091	
162 Terminals 47 & 48 Corrosion	932	33	965	
<b>Bus Total</b>	<b>\$ 656,919</b>	<b>\$ 89,623</b>	<b>\$ 1,111,888</b>	
164 <b>Rail</b>				
165 <b>Blue</b>				
166 Blue Line Artwork Renovations & Replacement	\$ 263	\$ 2	\$ 477	
167 Blue Line Emergency Trip System Replacement	-	600	8,307	New
168 Division 11 Body Shop Ventilation	1,966	72	2,200	
169 Light Rail Vehicle (P865/P2020) Midlife Overhaul	21,953	2,596	30,000	
170 Long Beach Duct Bank Upgrade Phase II	2,625	594	8,000	
171 Metro Blue Line Communication & Signal Building Rehabilitation	1,598	201	1,800	
172 Metro Blue Line Overhead Catenary System Rehabilitation	1,716	1,821	13,000	
173 Metro Blue Line Rail Replacement & Booting	2,236	467	13,000	
174 Metro Blue Line Signal System Rehabilitation	7,014	16,605	64,000	
175 Metro Blue Line Station Refurbishments	27,402	-	32,953	3
176 Metro Blue Line Turnout Replacement	2,908	92	3,000	
177 Metro Blue Line Wheel True Machine	697	-	2,200	6
178 Metro Blue Line Yard Signal System Rehabilitation	278	1,510	4,600	
179 Metro Rail Blue Line High Density Storage Equipment	462	-	964	6
<b>Blue Total</b>	<b>\$ 71,119</b>	<b>\$ 24,561</b>	<b>\$ 184,500</b>	
181 <b>Gold</b>				
182 Div 21 Rockfall Mitigation 2	\$ 970	\$ -	\$ 1,300	3
183 Division 21 Midway Yard Improvements	249	186	1,024	
184 P2550 Light Rail Vehicle Component Overhaul	2,775	2,556	20,008	
185 P2550 Light Rail Vehicle Mid-Life Overhaul	-	615	142,196	New
186 Pasadena Gold Line Headway Improvements	1,133	-	1,400	3
187 Pasadena Gold Line Vehicle Loop Detector Replacement	354	34	750	
188 Pasadena Gold Line Yard Train Loop Detector Replacement	385	88	600	
189 PGL South Pasadena Station Northbound Platform ADA Ramp	182	-	550	6
<b>Gold Total</b>	<b>\$ 6,049</b>	<b>\$ 3,478</b>	<b>\$ 167,828</b>	

## Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY17	FY18 Proposed	Life of Project	Note
<b>Green</b>				
191 Green Line Switch Machine Overhaul	\$ -	\$ 340	\$ 2,764	New
192 Metro Green Line Remote Terminal Unit (RTU) Refurbishment	-	185	1,431	New
193 Metro Green Line Signal System Rehabilitation - Phase II	\$ 7,348	\$ 452	\$ 7,800	
194 Metro Green Line Train Control Track Circuits & TWC Replacement	-	1,880	28,851	
195 Metro Green Line UPS for Train Control & Communication Building	580	365	1,200	
196 MGL Emergency Trip System	1,681	1,039	5,500	
197 MGL Negative Grounding Devices	744	619	1,500	
198 <b>Green Total</b>	<b>\$ 10,355</b>	<b>\$ 4,880</b>	<b>\$ 49,046</b>	
<b>Red/Purple</b>				
201 Division 20 - Wheel Press Machine	\$ 664	\$ 1,409	\$ 4,000	
202 Division 20 Switch Machine Replacement	1,721	153	1,900	
203 Heavy Rail Vehicle Midlife Overhaul	10,448	9,947	52,000	
204 Heavy Rail Vehicle Procurement	10,332	5,803	130,910	
205 Metro Red Line 7th/Metro Station Turnback Upgrade	149	59	675	
206 Metro Red Line Civic Center Station Escalator/Elevator Modernization	7,182	-	12,000	6
207 Metro Red Line Escalator Replacement/Modernization	15,288	2,529	20,756	
208 Metro Red Line North Hollywood Parking Lot Demo	926	-	1,400	3
209 Metro Red Line Train-to-Wayside Communication Rehabilitation	15	14	1,800	
210 Replacement of Uninterruptible Power supplies/ Batteries on Red Line FY1	685	515	3,684	
211 Subway Railcar Component Replacement	25,362	3,240	30,000	
212 Universal City Station Nth Entrance Knock-out Panel	105	-	330	6
213 <b>Red/Purple Total</b>	<b>\$ 72,877</b>	<b>\$ 23,668</b>	<b>\$ 259,455</b>	
<b>Multiple Lines</b>				
214 Blue and Expo Line Artwork Renovation (Tunnel)	\$ -	\$ 365	\$ 453	New
215 Blue and Gold Line Train Control Battery Replacement	-	70	1,686	New
216 Correct Door Enable on Light Rail Train	-	17	9,062	New
217 Digital Rail Radio System	15,618	863	25,000	
218 Fiber Optic Main Loop Upgrade	1,450	342	4,250	
219 Fire Control Panel Upgrade	1,187	530	3,600	
220 FY16- FY17 Rail Non-Revenue Vehicle & Equipment Replacement	366	17	383	
221 FY18 Non-Revenue Hi-Rail Vehicle Replacement (Rail)	-	405	2,207	New
222 FY18 Non-Revenue Vehicle Replacement (Rail)	-	750	2,421	New
223 Green and Gold Line TPSS Battery Replacement	-	200	1,872	New
224 Heavy Rail SCADA System Replacement	11,019	936	15,883	
225 Light Rail Vehicle (P2000) Midlife Overhaul	13,558	13,440	160,800	
226 Light Rail Vehicle Fleet Replacement	319,567	102,357	589,659	
227 Maintenance and Engineering Tools and Equipment	-	949	3,326	New
228 Metro Green, Red and Blue Line ETEL/PTEL Replacement	-	80	2,440	New
229 MOW Tools & Equipment Procurement thru FY16	2,000	-	2,000	3
230 Non-Revenue Equipment Rail Grinder	4,516	51	7,648	
231 Non-Revenue Hi-Rail Utility Vehicle	21	21	1,616	
232 P2000 Vehicle Component Replacement	17,583	3,453	26,360	
233 Professional Services to Support P3010 LRV Procurement Project	19,055	2,014	30,000	
234 Rail Facilities Lighting Retrofit	890	53	4,205	
235 Regional Rail Signage System Improvements	1,862	369	2,231	
236 Systemwide Corrosion Protection System Replacement	7,483	727	13,000	
237 Systemwide Elevator Installations (Vertical Systems)	3,032	308	8,000	
238 Warehouse Pallet Racking for Rail	103	-	120	6
239 <b>Multiple Lines Total</b>	<b>\$ 419,309</b>	<b>\$ 128,318</b>	<b>\$ 918,220</b>	
240 <b>Rail Total</b>	<b>\$ 579,707</b>	<b>\$ 184,906</b>	<b>\$ 1,579,050</b>	
<b>Mixed Mode</b>				
241 Bulk Storage & Fire Sprinkler Enhancement	\$ 150	\$ -	\$ 185	3
242 Call Center Telephone Replacement	1,471	-	1,500	3
243 Customer Center Relocation Improvements	383	-	761	3
244 GIRO HASTUS Upgrade & Enhancement	2,902	1,006	4,010	
245 HASTUS Infrastructure Upgrade	1,499	188	1,687	
246 High Density Storage Equipment for Bus & Rail	2,217	-	2,288	3
247 Installation of Signage & Posters	661	-	897	3
248 Non-Revenue Maintenance Shop Improvements	587	1,227	3,227	
249 Non-Revenue Step Van	257	3	296	
250 Non-Revenue Vehicles Procurement for Rail thru FY15	3,287	979	5,643	
251 Sustainability Implementation Program	-	2,000	2,000	8
252 System Projects	-	11,976	11,976	8
253 UFS Fare Box Upgrade	165	-	4,279	6
254 <b>Mixed Mode Total</b>	<b>\$ 13,578</b>	<b>\$ 17,377</b>	<b>\$ 38,749</b>	
255				

## Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY17	FY18 Proposed	Life of Project	Note
<b>Other</b>				
257 Application Platform Systems Upgrades (FY17-FY18)	\$ 590	\$ 1,087	\$ 1,685	
258 Connected Buses with Wi-Fi	-	1,147	7,968	New
260 Customer Relations Management Automation & Enhancements	53	524	1,400	
261 Digital Incident Management System	1,397	568	2,064	
262 E-discovery & Legal Hold Management	22	781	3,800	
263 Enterprise Accident & Incident Tracking System	-	704	2,488	New
264 Enterprise Telephone & Unified Messaging System	400	626	1,026	1
265 Financial & Budget Systems Integration	1,164	500	4,200	
266 FIS R12 Upgrade	9,491	812	12,900	
267 Gateway Building Renovations	19,351	4,141	42,842	
268 Gateway New LED Lighting	100	2,247	2,589	
269 Interagency Transfer (IAT)	543	-	803	3
270 Mobile & Tablet Applications	672	306	978	
271 Mobile Phone Validator (MPV) App/Infrastructure Enhancements	508	-	508	3
272 Parking - TAP Integration	417	361	924	
273 Tablet Regional Point of Sale Device	312	1,609	1,921	
274 Technology Projects to Enhance the Customer Experience	-	524	2,227	
275 TVM Software Upgrade - Multiple Ticket & Language	1,068	404	1,750	
276 UFS Disaster Recovery	4,332	3,754	8,085	
277 Union Station Renovations & Upgrades	16,938	-	17,311	3
278 Workstation & Network Technology Refresh (FY17 - FY18)	940	1,749	2,700	
<b>Other Total</b>	<b>\$ 58,298</b>	<b>\$ 21,843</b>	<b>\$ 120,168</b>	
<b>State of Good Repair Total</b>	<b>\$ 1,308,503</b>	<b>\$ 313,749</b>	<b>\$ 2,849,855</b>	
<b>Capital Infrastructure</b>				
<b>Bus</b>				
283 BRT Freeway Station Sound Enclosure	\$ 1,055	\$ 2,056	\$ 5,838	
284 Bus Stop Information System Project	1,080	-	1,150	6
285 Cesar Chavez Bus Stop Improvements	493	1,281	2,100	
286 Countywide Signal Priority Module	1,000	-	1,000	3
287 Division 13 Construction	120,307	35	120,342	
288 El Monte Busway & Transit Center Expansion	59,891	62	60,106	
289 FY14-FY15 Bus Facility Sub-Metering Project - Div 1, 2, 4, 9, & 18	309	-	465	6
290 Metro Orange Line Reclaimed Water Project	124	-	400	6
<b>Bus Total</b>	<b>\$ 184,260</b>	<b>\$ 3,433</b>	<b>\$ 191,401</b>	
<b>Rail</b>				
<b>Gold</b>				
294 Gold Line Eastside Extension	\$ 888,792	\$ -	\$ 898,814	3
295 Warehouse High Density Storage Equipment at Monrovia	1,640	-	1,874	6
<b>Gold Total</b>	<b>\$ 890,432</b>	<b>\$ -</b>	<b>\$ 900,688</b>	
<b>Red/Purple</b>				
298 7TH/METRO & BLOC	\$ 3,828	\$ 764	\$ 4,650	
299 Metro Red Line Segment II Closeout	32,257	225	32,482	
300 Metro Red Line Segment III North Hollywood Closeout	4,381	26	4,408	
<b>Red/Purple Total</b>	<b>\$ 40,466</b>	<b>\$ 1,015</b>	<b>\$ 41,540</b>	
<b>Multiple Lines</b>				
303 EV Charging Stations at Metro Rail Maintenance Facilities	\$ 80	\$ 15	\$ 175	
304 FY14-FY15 Rail Facility Sub-Metering Project - Div 11, 22, & 60	157	83	240	
305 FY14-FY15 Rail Facility Sub-Metering Project - Div 20 & 21	177	7	421	
306 LRT Freeway Stations Sound Enclosures	894	2,175	8,609	
307 Public Plug-In Charge Station	639	201	973	
<b>Multiple Lines Total</b>	<b>\$ 1,947</b>	<b>\$ 2,480</b>	<b>\$ 10,418</b>	
<b>Rail Total</b>	<b>\$ 932,845</b>	<b>\$ 3,496</b>	<b>\$ 952,646</b>	



## Capital Program Project Listing (continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY17	FY18 Proposed	Life of Project	Note
<b>Mixed Mode</b>				
310 Internet-based Customer Help Desk	\$ 362	\$ 376	\$ 1,142	
311 Nextrip Electronic Signage	406	1,494	4,400	
312 Rosa Parks/Willowbrooks	13,139	13,247	64,080	
313 Ticket Vending Machine Installations	5,410	981	6,736	
<b>Mixed Mode Total</b>	<b>\$ 19,317</b>	<b>\$ 16,098</b>	<b>\$ 76,358</b>	
<b>Bike</b>				
316 Bicycle Access Improvements - Rail	\$ 646	\$ 1,197	\$ 1,843	
317 Bicycle Lockers & Racks for Metro Rail Stations	1,350	-	1,350	3
318 Bike Share TAP Integration (Step 3)	565	1,085	1,650	
319 Bikeshare Phase I Implement	5,800	-	5,800	3
320 Bike Share Phase II - Pasadena, Venice and Port of LA	2,620	1,511	4,499	
321 Union Station Metro Bike Hub	105	1,214	1,320	
<b>Bike Total</b>	<b>\$ 11,087</b>	<b>\$ 5,008</b>	<b>\$ 16,462</b>	
<b>Other</b>				
324 Muni TVM Installation	\$ -	\$ 1,465	\$ 1,728	New
325 Parking Guidance System (at Metro Owned Park & Ride Properties)	1,812	3,213	5,025	
326 TAP API 3.0	-	667	1,200	New
327 TAP NFC Mobile App Development	469	40	625	
<b>Other Total</b>	<b>\$ 2,282</b>	<b>\$ 5,384</b>	<b>\$ 8,578</b>	
<b>Capital Infrastructure Total</b>	<b>\$ 1,149,790</b>	<b>\$ 33,418</b>	<b>\$ 1,245,445</b>	
<b>OPERATING CAPITAL TOTAL</b>	<b>\$ 2,612,620</b>	<b>\$ 388,632</b>	<b>\$ 4,400,448</b>	

Note: Totals may not add due to rounding.

New: New projects marked in this table are proposed for Board adoption.

- (1) Life of Project (LOP) budget in development; project is funded on an annual base.
- (2) Expenditures are expected to be adjusted.
- (3) Project completed or in closeout phase.
- (4) FY18 budget of \$19 million is reported in Summary of Expenditures by Program, Regional Transit Subsidies on Page 17.
- (5) Total West Santa Ana FY18 budget is \$5,199K. \$3,994K is in Capital and \$1,205K is included Local Agencies, Page 17.
- (6) Project under resource allocation analysis.
- (7) Project in transition.
- (8) Separate Board approval of LOP budget is required when project is defined.

# **Appendix III**

## **Regional Transit Allocations**

## Regional Transit Allocations

REVENUE ESTIMATES						
STATE AND LOCAL	FY18 Estimated Revenue	Carry Over FY16 Budget vs Actual	Interest FY16 Actual	FY 18 Total Funds Available	N O T E	FY17 Total Funds Available
<b>Transportation Development Act:</b>						
Planning & Administration:						
1 Planning - Metro	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
2 Planning - SCAG	3,007,500	7,521		3,015,021		3,035,559
3 Administration - Metro	3,492,500	(7,521)		3,484,979		3,464,441
4						
Sub-total	8,500,000	-	-	8,500,000		8,500,000
5 Article 3 Pedestrian & Bikeways	2.0000% 7,850,000	20,055		7,870,055		7,924,824
6 Article 4 Bus Transit	91.6536% 359,740,268	919,051	1,416,021	362,075,340		364,667,432
7 Article 8 Streets & Highways	6.3464% 24,909,732	63,638		24,973,370		25,188,543
<b>8 Total</b>	<b>401,000,000</b>	<b>1,002,744</b>	<b>1,416,021</b>	<b>403,418,765</b>	a	<b>406,280,799</b>
<b>Proposition A:</b>						
9 Administration	5.0000% 40,100,000	6,824		40,106,824		40,357,732
10 Local Return	25.0000% 190,475,000	n/a		190,475,000	c	188,978,750
11 Rail Development	35.0000% 266,665,000	45,377		266,710,377		268,378,917
Bus Transit:	40.0000%					
12 95% of 40% Capped at CPI 1.7500%	238,937,564	n/a		238,937,564	b	234,828,073
13 95% of 40% Over CPI	50,584,436			50,584,436	d	52,419,627
14						
Sub-total	289,522,000	-		289,522,000		287,247,700
15 5% of 40% Incentive	15,238,000	2,593		15,240,593		15,335,938
<b>16 Total</b>	<b>802,000,000</b>	<b>54,794</b>		<b>802,054,794</b>	a	<b>800,299,037</b>
<b>Proposition C:</b>						
17 Administration	1.5000% 12,030,000	2,144		12,032,144		12,106,982
18 Rail/Bus Security	5.0000% 39,498,500	7,039		39,505,539		39,751,257
19 Commuter Rail	10.0000% 78,997,000	14,078		79,011,078		79,502,514
20 Local Return	20.0000% 157,994,000	n/a		157,994,000	c	156,752,900
21 Freeways and Highways	25.0000% 197,492,500	35,196		197,527,696		198,756,285
22 Discretionary	40.0000% 315,988,000	56,313		316,044,313		318,010,055
23						
<b>Total</b>	<b>802,000,000</b>	<b>114,770</b>		<b>802,114,770</b>	a	<b>804,879,993</b>
<b>State Transit Assistance:</b>						
24 Bus (PUC 99314 Rev Base Share)	28,000,000	(14,490,130)	134,993	13,644,863	e	29,277,328
25 Rail (PUC 99313 Population Share)	32,000,000	(12,506,066)	41,581	19,535,515		29,665,148
26						
<b>Total</b>	<b>60,000,000</b>	<b>(26,996,196)</b>	<b>176,574</b>	<b>33,180,378</b>		<b>58,942,476</b>
<b>Measure R:</b>						
27 Administration	1.5000% 12,030,000	22,018	535,646	12,587,664		12,401,771
28 Transit Capital - "New Rail"	35.0000% 276,489,500	506,039	(1,143,270)	275,852,269		278,588,940
29 Transit Capital - Metrolink	3.0000% 23,699,100	43,375	1,752,117	25,494,592		25,063,336
30 Transit Capital - Metro Rail	2.0000% 15,799,400	28,917	(806,835)	15,021,482		16,099,796
31 Highway Capital	20.0000% 157,994,000	289,165	5,176,782	163,459,947		162,012,631
32 Operations "New Rail"	5.0000% 39,498,500	72,291	1,031,693	40,602,484		40,384,729
33 Operations Bus	20.0000% 157,994,000	289,165	(234,359)	158,048,806		158,958,494
34 Local Return	15.0000% 118,495,500	n/a	(51)	118,495,449	c	117,554,748
35						
<b>Total</b>	<b>802,000,000</b>	<b>1,250,970</b>	<b>6,311,723</b>	<b>809,562,693</b>	a	<b>811,064,445</b>
<b>Measure M:</b>						
Local Return Supplemental & Administration:						
36 Administration	0.5000% 3,923,785	-		3,923,785		-
37 Supplemental transfer to Local Return	1.0000% 7,504,715	n/a		7,504,715	c,g	-
Sub-total	11,428,500			11,428,500		
38 Local Return Base	16.0000% 120,075,440	n/a		120,075,440	c,g	-
39 Metro Rail Operations	5.0000% 37,523,575	-		37,523,575		-
40 Transit Operations ( Metro & Municipal Providers)	20.0000% 150,094,300	-		150,094,300		-
41 ADA Paratransit for the Disabled	2.0000% 15,009,430	-		15,009,430		-
42 Transit Construction	35.0000% 262,665,025	-		262,665,025		-
43 Metro State of Good Repairs	2.0000% 15,009,430	-		15,009,430		-
44 Highway Construction	17.0000% 127,580,155	-		127,580,155		-
45 Metro Active Transportation Program	2.0000% 15,009,430	-		15,009,430		-
46 Regional rail	1.0000% 7,504,715	-		7,504,715		-
47						
<b>Total</b>	<b>761,900,000</b>	<b>-</b>	<b>-</b>	<b>761,900,000</b>		<b>-</b>
<b>48 Total Funds Available</b>	<b>\$ 3,628,900,000</b>	<b>\$ (24,572,918)</b>	<b>\$ 7,904,318</b>	<b>\$ 3,612,231,400</b>		<b>\$ 2,881,466,750</b>
<b>Total Planning &amp; Admin Allocations:</b>						
49 (Lines 4, 9, 17, 27 and 36)	\$ 76,583,785	\$ 30,985	\$ 535,646	\$ 77,150,416		\$ 73,366,485

**Notes:**

- a) The revenue estimate is 2.8% over the FY17 revenue estimate based on several economic forecasts evaluated by MTA.
- b) CPI of 1.75% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to included operators.
- c) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- d) 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 programs.
- e) STA Revenue estimate from the State Controller's office is reduced by \$14.5M for the revenue based share and \$12.5M for the population based share due to anticipated shortfall of FY18 revenue.
- f) Measure M revenue represents 95% of the estimated annual receipts. This is the amount expected to be collected in FY18. The remaining 5% will carryover to FY19.
- g) Measure M provides for a total of 17% net revenue for Local Return. Supplement to be funded by 1.5% administration.

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