

For Board Consideration & Public Comment

# PROPOSED BUDGET

# FY19

JULY 1, 2018 – JUNE 30, 2019



**Metro**

Los Angeles County Metropolitan Transportation Authority  
Office of Management & Budget

Final Adopted Budget will be available 90 days after Board Adoption

May 1, 2018

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# Introduction

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## **Budget Message from the CEO: “Transforming Los Angeles County”**

In FY19, Metro is poised to lead the ongoing transformation of Los Angeles County, with a bold plan to push the region to new heights. This year, we will continue our rapid progress toward achieving the vision of Measure M, with over a dozen transit expansion projects in various stages of planning, groundbreaking, and construction. We are also focused on the rejuvenation of our existing lines and facilities, as we move to pilot an electric bus fleet and continue major rehabilitation efforts on the Blue Line, our oldest rail line.

With the population of our region continuing to grow steadily, we must take steps now to reduce congestion on our increasingly crowded roads. Congestion is a quality of life issue that impacts everyone, every day, and changing the tide is not a simple task. There are no overnight fixes, so we must carefully consider long term solutions to enable more efficient travel countywide.

Through enhanced transit services and an ever-growing list of innovative new transportation initiatives, we aim to relieve congestion by focusing on the larger mobility picture. This will require addressing the issue of connectivity across all modes and all trip purposes, so that customers can travel seamlessly whether they are going to work, school, dinner, a doctor’s appointment, or even just sightseeing. As we work to integrate trips made by private vehicles and transit with better first/last mile connections, we are moving closer to a transportation network that accommodates the mobility needs of all residents and visitors in LA County.

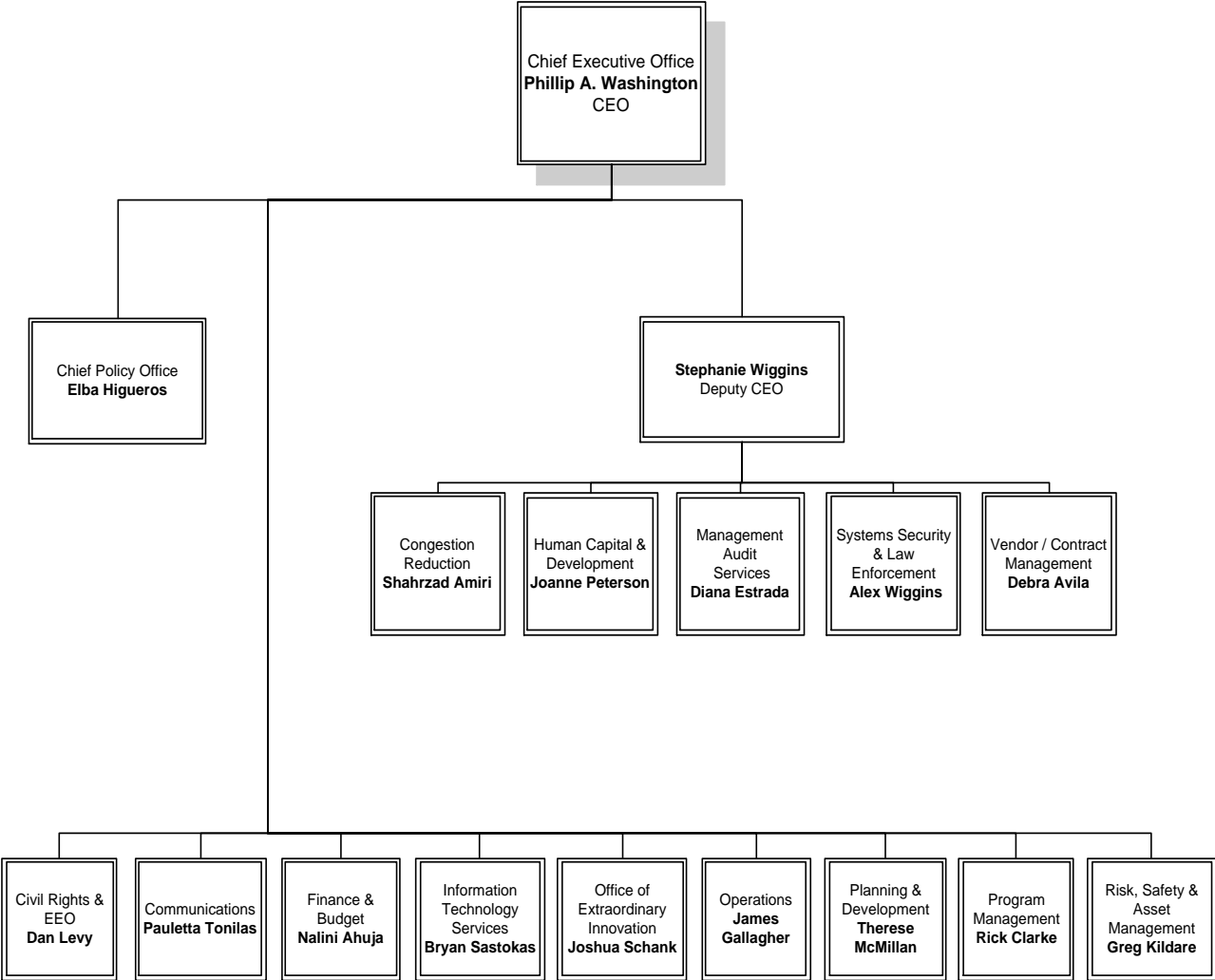
Since the year 2000, the number of private vehicles per resident in Southern California has quadrupled. As our system and our population grow concurrently, the region as a whole simply cannot continue to rely on driving as a primary means of transportation. To take on the changing transportation landscape, Metro is ready and willing to step into a leadership role in the region by working directly with our local government partners to harness new mobility opportunities.

Metro’s goal in the coming year is to move more people onto transit by making meaningful improvements to the services we provide. In order to appeal to a wider audience and encourage transit use among those who have never used our system, we must create a new customer experience. As a direct approach, we are committed to enhance our transit services by taking advantage of new technologies, such as MicroTransit, more advanced mobile apps, and better real-time information. While we improve overall service and tackle congestion with a comprehensive transportation strategy, it follows that increased ridership will be a natural outcome. Once we prove that Metro is safe, clean, easy to use, and efficient, we can make sure LA keeps on moving.



Phillip A. Washington  
Chief Executive Officer

# FY19 Organization Chart



## FY19 Budget Highlights

### Agency Goals

The proposed \$6.6 billion budget for FY19 is balanced and aligns resources in a fiscally responsible manner to achieve the following 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

### Public Outreach

Soliciting meaningful input from the public and stakeholders is critical to the development of Metro's annual budget. In order to encourage public involvement and promote transparency, the budget process included numerous options and opportunities for informing and engaging the public. This year's outreach plan included monthly updates to the Board of Directors, focused Board Staff Briefings on specific budget topics, stakeholder briefings, and public meetings. While traditional in-person workshops and forums are always available to the general public for direct participation, many other media channels and communication tools were utilized this year to accommodate interested participants with time and travel constraints.

For the third year in a row, OMB deployed the interactive Online Budgeting Tool, which engages the public in the budgeting process by walking users through a series of questions designed to gather input on transportation priorities. Based on feedback from prior years' respondents, this year's tool provided additional background information on the types of programs in the budget, Metro's role within LA County, and the budgetary restrictions Metro faces on an annual basis.

Because the Telephone Town Hall held during the FY18 budget outreach process yielded valuable input with over 3,000 participants, efforts this year were expanded to offer two sessions. This year's Telephone Town Halls enjoyed an even greater public response, with over 7,000 participants in total across both meetings. This new format of engagement provides a convenient opportunity for members of the public to offer input as part of the budget process without physical presence at the public hearing or other in-person forums.

Comments received across all outreach efforts will be summarized and presented at the time of final budget adoption in May.

### Improved Bus & Rail Service

This year's proposed budget consists of 8,357,682 Bus and Rail Revenue Service Hours (RSH), an increase of 1.3% from FY18. Bus service hours are expected to increase by 104,081 RSH. Based on current passenger commute patterns, 15,643 RSH are for minor service adjustments to relieve overcrowding. There is an extensive rehabilitation initiative on the Blue Line, known as "New Blue" that will require line segments and stations to be closed while the rehabilitation work is performed. The remaining increase of 78,438 RSH are for Bus Bridge deployment to transport passengers during these closures. Rail service hours consist of a small net increase of 2,172 RSH. This includes an additional 32,147 RSH for service improvements, such as three car consists on the Gold Line and shorter six minute headways on the Green Line to accommodate increased demand in the morning peak hours. This increase is offset by a 29,975 RSH reduction due to "New Blue" service interruptions.

In both bus and rail transit programs, changes in union labor and fringe benefit costs reflect current Collective Bargaining Agreements with the five labor unions. Whenever possible, staff identified cost control measures and applied them to consumables, parts and inventory supplies, contracted services, and other controllable expense line items to offset a portion of the labor cost increase.



## **FY19 Budget Highlights (cont)**

### **State of Good Repair**

In FY19, \$493 million is allocated to maintain Metro's bus, rail, and technology infrastructure in a state of good repair. Major projects include bus acquisition and related technology upgrades, on-going bus maintenance midlife and engine replacement, rail vehicle procurement, and rail vehicle overhaul. Refurbishment of our oldest right-of-ways is a high priority, with a primary focus on improvements to the Blue Line. Technology upgrades, such as WiFi service onboard our buses, will improve the customer experience.

About \$160 million is planned to fund bus vehicle and infrastructure rehabilitation. Of this amount, over \$96 million is dedicated to initiating the conversion of the bus fleet to zero emission buses. Over the coming year, 38 new electric buses will be purchased for the pilot program on the Orange Line and Silver Line. In addition, 48 near zero emission CNG buses will be added to replace buses scheduled for retirement.

Close to \$275 million is dedicated to rail vehicle and infrastructure rehabilitation. About \$128 million of the total is for rail vehicle procurements for the scheduled rail expansion projects, such as Crenshaw/LAX, and to replace older vehicles that are approaching the end of their useful life. Around \$98 million is programmed for ongoing facility improvements to the Blue Line. This initiative, known as "New Blue," will include replacement of overhead catenary systems, communications systems and fare gate infrastructure installation; it is a critical step in keeping our oldest lines up to date as Metro Rail continues to expand.

### **Transit Expansion Delivery**

The Westside Purple Line Extension, Regional Connector, and Crenshaw/LAX continue to be the three major transit construction projects in FY19, accounting for 87% of the transit delivery budget. Section 1 of the Westside Purple Line Extension will expend 49% of its project budget with major advancement in the construction phase, while Westside Purple Line Extension Sections 2 and 3 move through critical final design and early construction activities. This year, Regional Connector is anticipated to exceed the halfway mark of construction to complete major excavation activities. Meanwhile, Crenshaw/LAX will move from construction on to systems integration and pre-revenue testing phases in preparation for revenue service.

### **Highway Delivery**

The highway program continues to grow as a variety of projects enter the construction phases. The total highway delivery proposed budget is \$252 million or 55% more than FY18, due to the Measure M and Measure R sub-regional projects identified by the nine regional Councils of Governments. Subsidies to fund these projects will increase 39% in FY19, accounting for \$26.5 million of the total increase. The proposed budget also plans to double the subsidies paid to Caltrans for highway construction and planning, accounting for \$25 million of the total increase.

### **Regional Transportation Funding**

Subsidy funding represents direct payments Metro makes to regional partners for the purpose of addressing local transit and transportation needs. In FY19, Subsidy Funding Programs are increasing by 7.2%, or \$89.7 million, primarily due to increased subsidies paid to local jurisdictions, municipal operators, and Access Services as a direct result of the expected growth in sales tax revenues. Because of uncertainty regarding Federal resources, grants are budgeted at a 16.6% or \$5.0 million decrease from FY18. Finally, the Fare Assistance proposed budget is increasing by 4.3% or \$0.6 million thanks to Measure M funding for the Low Income Fare is Easy (LIFE) program.

## FY19 Budget Assumptions

### Resource Assumptions

- Sales tax and TDA revenues are expected to grow at 3.4% over the FY18 budget, totaling \$3.8 billion, based on historical sales tax growth cycles, nationally recognized forecasting sources and Metro’s own historical experience.
- State Transit Assistance (STA) revenues for bus and rail operations and capital in FY19 are expected to be \$182.2 million regionwide, representing a 203.6% increase over the FY18 budget based on State Controllers’ Office (SCO) estimates. The large increase is due to new Senate Bill (SB) 1 funds supplementing existing STA and funding the new STA State of Good Repair program.
- Fare revenues are assumed to remain flat in FY19, paralleling FY18 ridership projections and fare per boarding. No fare increase is proposed for FY19.
- ExpressLanes toll revenues are expected to come in at \$62.8 million in FY19, a slight decline of 0.3% from the FY18 budget reflecting a decline in violation revenues.
- Advertising revenues of \$24.7 million are expected in FY19, which is 1.6% below the FY18 budget. The decline is related to legal constraints regarding outdoor advertising.
- Other revenues are expected to increase 42.4% from FY18, at \$70.6M in FY19, due to the addition of CNG credit and Green Fund.
- Grant reimbursements, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns are in line with planned expenditure activities and expected to total \$2.1 billion in FY19, a 1.3% decline from the FY18 budget.

### Service Assumptions:

- The FY19 proposed budget assumes a 104,081 increase in Bus Revenue Service Hours (RSH). A portion of this increase is attributed to minor service adjustments to better align service hours with commute times to reduce overcrowding as well as supporting special events. An extensive rehabilitation initiative is being performed on the Blue Line, known as “New Blue” that will require segments and stations on the line to be closed for approximately four months. This is the largest component of the increase. Bus Bridges will be deployed to transport riders to station destinations as quickly as possible during these segment closures.
- Rail RSH will increase by 2,172 Revenue Service Vehicle Hours. This is the net of minor service adjustments, specifically to add three car consists on the Gold Line during all hours of operation, as well as extending the Green Line AM peak to begin at 4:00am to address overcrowding in the early morning. Additional hours are also added to support special events. These Revenue Service Hour increases are offset by the reduced Revenue Service Hours due to segment closures for “New Blue.”
- A breakdown of Bus and Rail Revenue Service Vehicle Hours is shown below. Additional service statistics are found under Service Level Details (see page 43).

<b>BUS</b>	
<b>FY19 Revenue Service Hours</b>	
Changes	RSH
FY18 Budget	7,005,960
<u>Changes</u>	
Minor Service Adjustments/Special Events	15,643
Bus Bridges	88,438
Total Changes	104,081
FY19 Proposed Budget	7,110,041
% Increase	1.50%

<b>RAIL</b>	
<b>FY19 Revenue Service Vehicle Hours</b>	
Changes	RSH
FY18 Budget	1,245,469
<u>Changes</u>	
Minor Service Adjustments/Special Events	32,147
“New Blue” Service Interruptions	-29,975
Total Changes	2,172
FY19 Proposed Budget	1,247,641
% Increase	0.20%

## FY19 Budget Assumptions (continued)

### Cost Inflation Assumptions:

- The Consumer Price Index (CPI), as measured by the Bureau of Labor Statistics, is projected to increase 2.25% over FY18 for the Los Angeles area. CPI is a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.
- The FY19 proposed budget includes the addition of up to 249 Full Time Equivalent (FTEs) to deliver planned bus and rail service, address Measure M and Measure R planning and construction efforts, funding oversight, and to enhance the customer experience and improve Metro facilities.
- Wage and salary increases and health and welfare benefits for represented employees are based on the second year terms of the Collective Bargaining Agreements represented by five labor unions. A salary increase of 4% for non-represented employees is in line with represented employees.

### Transportation Infrastructure Development and State of Good Repair Assumptions:

- FY19 proposed budget continues the scheduled Measure R and M transit construction projects: Crenshaw/LAX, including Regional Connector, and Purple Line Extension (Sections 1, 2, 3 and Div 20)
- Assumes late FY18 groundbreaking for Airport Metro Connector and continuation of design engineering and construction in FY19.
- FY19 Groundbreakings include the Metro Orange Line Improvements and Gold Line Foothill Extension 2B to Claremont.
- Planning efforts continue for Measure M next decade transit and highway projects.
- Continue delivery of major Highway Program projects including: SR138 Capacity Enhancements, I-5 Capacity Enhancements from SR-134 to SR-170, I-710 Early action projects, I-605 Corridor “Hot Spots”, I-5 South projects to the Orange County Line, Highway Operational Improvements in Arroyo Verdugo and in Las Virgenes / Malibu subregions.
- Continue receiving new light rail cars for replacement and expansion service.
- Continue construction of new heavy rail cars for future replacement and expansion.
- Continue manufacture and delivery of buses including Electric/Zero Emission buses for the Orange and Silver lines and CNG buses with near zero emission engines.
- Construct inline charging stations for operating Electric/Zero Emission buses on the Orange line and build maintenance facilities for the Electric/Zero Emission buses.
- Enhance Bus, Light and Heavy Rail vehicles through midlife maintenance projects. Planned replacement of components and systems enable efficient scheduling of staff, supplies and vehicles which preempt vehicle failures increasing operational performance.
- Continue repair efforts on bus and rail assets improvements and maintenance, with focus on the “New Blue” line and scheduled replacement of components and systems on other lines.

### Areas of Risk:

- Life of Project (LOP) budget adoptions greater than Measure M Ordinance cost estimates.
- Sales tax growth less than 3.4% over prior year estimate.
- STA, SB1 and State Cap & Trade funding lower than SCO estimates and federal funding congressional delays.
- Reduced Federal grant funding for capital and operating projects.
- Unit rate for Compressed Natural Gas (CNG) is greater than 45¢ per therm, triggering implementation of CNG hedging agreements.
- Lower than expected passenger boardings and/or increased fare evasion.
- Other non-labor cost inflation increases above projected Consumer Price Index (CPI) of 2.25%.
- Changes in market conditions affecting debt borrowing ability.
- Repeal of SB1 leading to a reduction in state funding for the region.

# Resources

## Summary of Resources

Resources and Expenditures (\$ in millions)	FY18 Budget	FY19 Proposed	\$ Change	% Change
1 <u>Sales Tax, TDA &amp; STA Revenues</u> <sup>(1)</sup>				
2     Proposition A	\$ 816.0	\$ 844.0	\$ 28.0	3.4%
3     Proposition C	816.0	844.0	28.0	3.4%
4     Measure R	816.0	844.0	28.0	3.4%
5     Measure M	775.2	844.0	68.8	8.9%
6     Transportation Development Act (TDA)	408.0	422.0	14.0	3.4%
7     State Transit Assistance (STA)/SB1 STA <sup>(2)</sup>	60.0	150.5	90.5	150.8%
8     SB1 State of Good Repair <sup>(2)</sup>	-	31.7	31.7	-
9 <b>Subtotal Sales Tax, TDA, &amp; STA/SB1 Revenues</b>	<b>\$ 3,691.2</b>	<b>\$ 3,980.2</b>	<b>\$ 289.0</b>	<b>7.8%</b>
10 <u>Operating &amp; Other Revenues</u>				
11     Passenger Fares	\$ 302.6	\$ 302.6	\$ -	0.0%
12     ExpressLanes Tolls	63.0	62.8	(0.2)	-0.3%
13     Advertising	25.1	24.7	(0.4)	-1.6%
14     Other Revenues <sup>(3)</sup>	49.6	70.6	21.0	42.4%
15 <b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 440.3</b>	<b>\$ 460.7</b>	<b>\$ 20.4</b>	<b>4.6%</b>
16 <u>Capital &amp; Bond Resources</u>				
17     Grants Reimbursements <sup>(4)</sup>	\$ 985.9	\$ 997.3	\$ 11.4	1.2%
18     Bond Proceeds, TIFIA & Prior Year Carryover <sup>(5)</sup>	1,164.3	1,124.4	(39.9)	-3.4%
19 <b>Subtotal Capital &amp; Bond Resources</b>	<b>\$ 2,150.2</b>	<b>\$ 2,121.7</b>	<b>\$ (28.5)</b>	<b>-1.3%</b>
20 <b>Total Resources</b>	<b>\$ 6,281.7</b>	<b>\$ 6,562.6</b>	<b>\$ 280.9</b>	<b>4.5%</b>

Note: Totals may not add due to rounding.

- (1) Sales tax and TDA revenues for FY18 Budget represent reforecasted levels based on 2nd quarter actual data from the State Board of Equalization (SBE).
- (2) Refer to the Regional Transit Allocations Chart on page 60 for STA and SB1 allocation details.
- (3) 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.
- (4) Includes grant reimbursement for preventative maintenance, SGR and other assets, highway capital and transportation infrastructure expansion costs.
- (5) Represents use of bond proceeds, Federal TIFIA (Transportation Infrastructure Finance and Innovation Act) drawdowns and sales tax revenue received and unspent in prior years.

Los Angeles County Metropolitan Transportation Authority  
FY19 Proposed Budget

## Sales Tax, TDA and STA Revenues

Type of Revenue (\$ in millions)	FY18 Budget	FY19 Proposed	\$ change	% change	Eligible for Operations
<b>Proposition A</b>					
5% Administration	\$ 40.8	\$ 42.2	\$ 1.4	3.4%	
25% Local Return	193.8	200.5	6.7	3.4%	
35% Rail Development	271.3	280.6	9.3	3.4%	Eligible
40% Discretionary					
Transit (95% of 40%)	294.6	304.7	10.1	3.4%	Eligible
Incentive (5% of 40%)	15.5	16.0	0.5	3.4%	
<b>Estimated Tax Revenue from Proposition A</b>	<b>\$ 816.0</b>	<b>\$ 844.0</b>	<b>\$ 28.0</b>	<b>3.4%</b>	
<b>Proposition C</b>					
1.5% Administration	\$ 12.2	\$ 12.7	\$ 0.4	3.4%	
5% Rail/Bus Security	40.2	41.6	1.4	3.4%	Eligible
10% Commuter Rail	80.4	83.1	2.8	3.4%	
20% Local Return	160.8	166.3	5.5	3.4%	
25% Freeways/Highways	200.9	207.8	6.9	3.4%	
40% Discretionary	321.5	332.5	11.0	3.4%	Eligible
<b>Estimated Tax Revenue from Proposition C</b>	<b>\$ 816.0</b>	<b>\$ 844.0</b>	<b>\$ 28.0</b>	<b>3.4%</b>	
<b>Measure R</b>					
1.5% Administration	\$ 12.2	\$ 12.7	\$ 0.4	3.4%	
2% Transportation Capital Metro Rail	16.1	16.6	0.6	3.4%	
3% Transportation Capital Metrolink	24.1	24.9	0.8	3.4%	
5% Operations - New Rail	40.2	41.6	1.4	3.4%	Eligible
15% Local Return	120.6	124.7	4.1	3.4%	
20% Operations - Bus	160.8	166.3	5.5	3.4%	Eligible
20% Highway Capital	160.8	166.3	5.5	3.4%	
35% Transportation Capital New Rail/BRT	281.3	291.0	9.7	3.4%	
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 816.0</b>	<b>\$ 844.0</b>	<b>\$ 28.0</b>	<b>3.4%</b>	
<b>Measure M</b>					
.5% Administration <sup>(2)</sup>	\$ 4.0	\$ 4.3	\$ 0.4	8.9%	
1% Regional Rail	7.6	8.3	0.7	8.9%	
2% Metro State of Good Repair	15.3	16.6	1.4	8.9%	Eligible
2% Active Transportation Projects	15.3	16.6	1.4	8.9%	
2% ADA	15.3	16.6	1.4	8.9%	
5% Rail Operations	38.2	41.6	3.4	8.9%	Eligible
17% Local Return <sup>(2)</sup>	129.8	141.3	11.5	8.9%	
17% Highway Construction	129.8	141.3	11.5	8.9%	
20% Transit Operations	152.7	166.3	13.6	8.9%	Eligible
35% Transit Construction	267.2	291.0	23.7	8.9%	
<b>Estimated Tax Revenue from Measure M</b>	<b>\$ 775.2</b>	<b>\$ 844.0</b>	<b>\$ 68.8</b>	<b>8.9%</b>	
<b>Transportation Development Act (TDA)</b>					
Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
2.0% Article 3 (Pedestrians & Bikeways)	8.0	8.3	0.3	3.5%	
91.7% Article 4 (Bus Transit)	366.1	378.9	12.8	3.5%	Eligible
6.3% Article 8 (Transit/Streets & Highways)	25.4	26.3	0.9	3.5%	
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 408.0</b>	<b>\$ 422.0</b>	<b>\$ 14.0</b>	<b>3.4%</b>	
<b>State Transit Assistance (STA)/SB1 <sup>(3)</sup></b>					
STA/SB1 STA Bus	\$ 28.0	\$ 85.9	\$ 57.9	206.7%	Eligible
STA/SB1 STA Rail	32.0	64.6	32.6	101.9%	Eligible
SB1 State of Good Repair Bus	-	18.1	18.1	-	
SB1 State of Good Repair Rail	-	13.6	13.6	-	
<b>Estimated Tax Revenue from STA/SB1</b>	<b>\$ 60.0</b>	<b>\$ 182.2</b>	<b>\$ 122.2</b>	<b>203.6%</b>	
<b>Total Sales Tax, TDA &amp; STA/SB1 Revenues</b>	<b>\$ 3,691.2</b>	<b>\$ 3,980.2</b>	<b>\$ 289.0</b>	<b>7.8%</b>	
<b>Revenues Eligible for Bus &amp; Rail Operating</b>					
Proposition A	\$ 565.9	\$ 585.3	\$ 19.4	3.4%	
Proposition C	361.7	374.1	12.4	3.4%	
Measure R	200.9	207.8	6.9	3.4%	
Measure M	-	224.5	224.5	-	
TDA	366.1	378.9	12.8	3.5%	
STA/SB1	60.0	150.5	90.5	150.8%	
<b>Total Bus &amp; Rail Eligible Revenues</b>	<b>\$ 1,554.7</b>	<b>\$ 1,921.2</b>	<b>\$ 366.5</b>	<b>23.6%</b>	

Note: Totals may not add due to rounding.

<sup>(1)</sup> Sales tax and TDA revenues for FY18 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.

<sup>(3)</sup> Refer to the Regional Transit Allocations Chart on page 60 for STA/SB1 allocation details.

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# Expenditures



## Summary of Expenditures by Department

Managing Dept Name (\$'s in Millions)	FY18 Budget	FY19 Proposed	\$ Change	% Change
1 Board of Directors	\$ 43.6	\$ 51.7	\$ 8.0	18.4%
2 Chief Executive Office	322.8	301.2	(21.6)	-6.7%
3 Communications	61.6	75.3	13.8	22.4%
4 Congestion Reduction	108.7	133.6	24.8	22.9%
5 Finance And Budget	1,384.1	1,546.0	161.9	11.7%
6 Information Technology	66.0	73.7	7.7	11.7%
7 Operations	1,788.4	1,927.8	139.4	7.8%
8 Planning And Development	251.3	268.7	17.5	7.0%
9 Program Management	2,183.7	2,105.7	(78.0)	-3.6%
10 Vendor/Contract Management	71.4	78.7	7.3	10.2%
<b>11 Grand Total</b>	<b>\$ 6,281.7</b>	<b>\$ 6,562.6</b>	<b>\$ 280.9</b>	<b>4.5%</b>

Note: Totals may not add due to rounding.

## Summary of Expenditures by Type

Expenditures by Type (\$ in Millions)	FY18 Budget	FY19 Proposed	\$ Change	% Change
1 Labor & Benefits	\$ 1,259.8	\$ 1,351.6	\$ 91.8	7.3%
2 Asset Acquisitions for Transit & Highway Projects	1,679.0	1,588.2	(90.8)	-5.4%
3 Regional Transit/Highway Subsidies	1,500.4	1,607.0	106.6	7.1%
4 Contract and Professional Services	1,086.1	1,245.4	159.3	14.7%
5 Materials & Supplies	242.9	225.4	(17.4)	-7.2%
6 PL/PD and Other Insurance	116.6	114.9	(1.7)	-1.4%
7 Debt	383.9	416.6	32.7	8.5%
8 Training & Travel	13.0	13.5	0.5	3.6%
<b>9 Grand Total</b>	<b>\$ 6,281.7</b>	<b>\$ 6,562.6</b>	<b>\$ 280.9</b>	<b>4.5%</b>

Note: Totals may not add due to rounding.

## Summary of Expenditures by Program

Program Type (\$ in millions)	FY18 Budget	FY19 Proposed	\$ Change	% Change
<b>1 <u>Transportation Infrastructure Development</u></b>				
2 Transit Expansion	\$ 1,777.8	\$ 1,735.5	\$ (42.4)	-2.4%
3 Highway	209.4	252.2	42.8	20.5%
<b>4 <u>Total Transportation Infrastructure Development</u></b>	<b>1,987.2</b>	<b>1,987.7</b>	<b>0.5</b>	<b>0.0%</b>
<b>5 <u>Metro Transit - Operations &amp; Maintenance</u></b>				
6 Operations & Maintenance	1,738.7	1,786.2	47.4	2.7%
7 Regional Operating Services	16.7	9.3	(7.3)	-44.0%
<b>8 <u>Total Metro Transit - Operations &amp; Maintenance</u></b>	<b>1,755.4</b>	<b>1,795.5</b>	<b>40.1</b>	<b>2.3%</b>
<b>9 <u>Metro Transit - SGR &amp; Other Asset Improvement</u></b>				
10 SGR Bus and Rail	356.4	439.6	83.2	23.3%
11 Other Asset Improvements	75.5	53.4	(22.1)	-29.3%
<b>12 <u>Total Metro Transit - SGR &amp; Other Asset Improvement</u></b>	<b>431.9</b>	<b>493.0</b>	<b>61.1</b>	<b>14.1%</b>
<b>13 <u>Subsidy Funding Programs</u></b>				
14 Access	92.0	94.8	2.8	3.1%
15 Fare Assistance	14.1	14.7	0.6	3.9%
16 Local Agencies	729.2	769.4	40.2	5.5%
17 Regional Federal Grants	30.6	25.6	(5.0)	-16.4%
18 Regional Transit	377.4	428.5	51.1	13.5%
<b>19 <u>Total Subsidy Funding Programs</u></b>	<b>1,243.3</b>	<b>1,333.0</b>	<b>89.7</b>	<b>7.2%</b>
<b>20 <u>Regional Rail</u></b>				
21 Metro Regional Rail	66.2	74.4	8.2	12.4%
22 Metrolink	112.1	104.5	(7.6)	-6.8%
<b>23 <u>Total Regional Rail</u></b>	<b>178.4</b>	<b>179.0</b>	<b>0.6</b>	<b>0.3%</b>
<b>24 <u>Congestion Management</u></b>				
25 Express Lanes	59.0	74.2	15.2	25.7%
26 Freeway Service Patrol	31.4	30.3	(1.1)	-3.6%
27 Kenneth Hahn Call Box Program	13.2	12.8	(0.4)	-3.2%
28 Rideshare Services	9.3	10.0	0.7	7.2%
<b>29 <u>Total Congestion Management</u></b>	<b>113.0</b>	<b>127.3</b>	<b>14.3</b>	<b>12.6%</b>
<b>30 <u>General Planning &amp; Programs</u></b>				
31 Financial, Grants Mgmt and Admin	24.2	26.7	2.5	10.3%
32 Programs and Studies	47.5	63.7	16.2	34.1%
33 Public Private Partnerships	16.0	19.3	3.3	20.6%
34 Property Management	44.2	56.1	11.9	27.0%
35 Transit Court	1.7	1.6	(0.1)	-3.9%
<b>36 <u>Total General Planning &amp; Programs</u></b>	<b>133.5</b>	<b>167.4</b>	<b>33.9</b>	<b>25.4%</b>
<b>37 <u>Debt Service</u></b>	<b>383.9</b>	<b>416.6</b>	<b>32.7</b>	<b>8.5%</b>
<b>38 <u>Oversight &amp; Admin</u></b>	<b>55.2</b>	<b>63.3</b>	<b>8.2</b>	<b>14.8%</b>
<b>39 <u>Grand Total</u></b>	<b>\$ 6,281.7</b>	<b>\$ 6,562.6</b>	<b>\$ 280.9</b>	<b>4.5%</b>

Note: Totals may not add due to rounding.

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# Full-Time Equivalents (FTEs)

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## Summary of FTEs by Department

Managing Department Name	FY18 Budget	FY19 Proposed	Change
1 Board Of Directors	38	40	2
2 Chief Executive Office	571	594	23
3 Communications	314	328	14
4 Congestion Reduction	23	26	3
5 Finance And Budget	220	229	9
6 Information Technology	147	151	4
7 Operations	7,891	8,061	170
8 Planning And Development	162	166	4
9 Program Management	270	281	11
10 Vendor/Contract Management	332	341	9
<b>11 Total FTE's</b>	<b>9,968</b>	<b>10,217</b>	<b>249</b>
<b>12 Total Agencywide Represented<sup>(1)</sup></b>	<b>8,367</b>	<b>8,537</b>	<b>170</b>
<b>13 Total Agencywide Non-Represented</b>	<b>1,601</b>	<b>1,680</b>	<b>79</b>
<b>14 Grand Total</b>	<b>9,968</b>	<b>10,217</b>	<b>249</b>

Note:

<sup>(1)</sup> The FY19 Proposed Represented FTEs will not exceed 170 and is subject to change based on further service level adjustments.

## FTEs by Department Detail

Department	FY18 Budget	FY19 Proposed	Change
<b>Board Of Directors</b>			
County Counsel	3	3	-
Ethics Office	4	6	2
Inspector General	21	21	-
Office Of Board Secretary	10	10	-
<b>Board Of Directors Total</b>	<b>38</b>	<b>40</b>	<b>2</b>
<b>Non-Represented</b>	<b>38</b>	<b>40</b>	<b>2</b>
<b>Board Of Directors Total by Representation</b>	<b>38</b>	<b>40</b>	<b>2</b>
<b>Chief Executive Office</b>			
Chief Executive Office	2	2	-
Chief Policy Office	6	6	-
Human Capital & Development	205	220	15
Management Audit Services	24	24	-
Office Of Civil Rights	15	15	-
Office Of Extraordinary Innovation	9	12	3
Risk/Safety And Asset Management	105	106	1
System Security And Law Enforcement	205	209	4
<b>Chief Executive Office Total</b>	<b>571</b>	<b>594</b>	<b>23</b>
<b>Represented</b>	<b>302</b>	<b>307</b>	<b>5</b>
<b>Non-Represented</b>	<b>269</b>	<b>287</b>	<b>18</b>
<b>Chief Executive Office Total by Representation</b>	<b>571</b>	<b>594</b>	<b>23</b>
<b>Communications</b>			
Community Relations	39	46	7
Creative Services	16	17	1
Customer Care	183	183	-
Executive Office, Communications	4	4	-
Government Relations	6	6	-
Marketing	53	57	4
Public Relations	13	15	2
<b>Communications Total</b>	<b>314</b>	<b>328</b>	<b>14</b>
<b>Represented</b>	<b>185</b>	<b>185</b>	<b>0</b>
<b>Non-Represented</b>	<b>129</b>	<b>143</b>	<b>14</b>
<b>Communications Total by Representation</b>	<b>314</b>	<b>328</b>	<b>14</b>
<b>Congestion Reduction</b>			
Congestion Reduction Demonstration Project	13	15	2
Motorist Services	10	11	1
<b>Congestion Reduction Total</b>	<b>23</b>	<b>26</b>	<b>3</b>
<b>Non-Represented</b>	<b>23</b>	<b>26</b>	<b>3</b>
<b>Congestion Reduction Total by Representation</b>	<b>23</b>	<b>26</b>	<b>3</b>
<b>Finance And Budget</b>			
Accounting	71	72	1
Finance & Treasury	18	20	2
Office Of Management & Budget / Local Programming	59	60	1
TAP Operations/ Revenue Collection	72	77	5
<b>Finance And Budget Total</b>	<b>220</b>	<b>229</b>	<b>9</b>
<b>Represented</b>	<b>67</b>	<b>69</b>	<b>2</b>
<b>Non-Represented</b>	<b>153</b>	<b>160</b>	<b>7</b>
<b>Finance And Budget Total by Representation</b>	<b>220</b>	<b>229</b>	<b>9</b>

## FTEs by Department Detail (continued)

Department	FY18 Budget	FY19 Proposed	Change
<b>Information Technology</b>			
Information Technology	147	151	4
<b>Information Technology Total</b>	<b>147</b>	<b>151</b>	<b>4</b>
<b>Represented</b>	<b>51</b>	<b>51</b>	<b>-</b>
<b>Non-Represented</b>	<b>96</b>	<b>100</b>	<b>4</b>
<b>Information Technology Total by Representation</b>	<b>147</b>	<b>151</b>	<b>4</b>
<b>Operations</b>			
Bus Maintenance	1,697	1,713	16
Central Oversight And Analysis	35	35	-
Maintenance And Engineering	852	870	18
Operations Efficiency & Management	18	18	0
Operations Liaison	9	10	1
Rail Maintenance	471	519	48
Rail Transportation	664	666	2
Service Development	74	76	2
Transportation	4,023	4,102	79
Vehicle Engineering & Acquisition	48	52	4
<b>Operations Total</b>	<b>7,891</b>	<b>8,061</b>	<b>170</b>
<b>Represented</b>	<b>7,598</b>	<b>7,760</b>	<b>162</b>
<b>Non-Represented</b>	<b>293</b>	<b>301</b>	<b>8</b>
<b>Operations Total by Representation</b>	<b>7,891</b>	<b>8,061</b>	<b>170</b>
<b>Planning And Development</b>			
Community Mobility Planning	51	51	-
Financial Planning, Programming & Grants	37	39	2
Long Range And Transit Corridors Planning	47	47	-
Office Of Chief Planning Officer	27	29	2
<b>Planning And Development Total</b>	<b>162</b>	<b>166</b>	<b>4</b>
<b>Non-Represented</b>	<b>162</b>	<b>166</b>	<b>4</b>
<b>Planning And Development Total by Representation</b>	<b>162</b>	<b>166</b>	<b>4</b>
<b>Program Management</b>			
Highway Project Delivery	27	26	-1
Program Control	55	56	1
Program Management, Transit	178	190	12
Regional Rail	10	9	-1
<b>Program Management Total</b>	<b>270</b>	<b>281</b>	<b>11</b>
<b>Non-Represented</b>	<b>270</b>	<b>281</b>	<b>11</b>
<b>Program Management Total by Representation</b>	<b>270</b>	<b>281</b>	<b>11</b>
<b>Vendor/Contract Management</b>			
Diversity & Economic Opportunity	30	32	2
Procurement	86	87	1
Supply Chain Management	216	222	6
<b>Vendor/Contract Management Total</b>	<b>332</b>	<b>341</b>	<b>9</b>
<b>Represented</b>	<b>164</b>	<b>165</b>	<b>1</b>
<b>Non-Represented</b>	<b>168</b>	<b>176</b>	<b>8</b>
<b>Vendor/Contract Management Total by Representation</b>	<b>332</b>	<b>341</b>	<b>9</b>
<b>Total FTE's</b>	<b>9,968</b>	<b>10,217</b>	<b>249</b>
<b>Total Agencywide Represented(1)</b>	<b>8,367</b>	<b>8,537</b>	<b>170</b>
<b>Total Agencywide Non-Represented</b>	<b>1,601</b>	<b>1,680</b>	<b>79</b>
<b>Grand Total</b>	<b>9,968</b>	<b>10,217</b>	<b>249</b>

Note:

(1) The FY19 Proposed Represented FTEs will not exceed 170 and is subject to change based on further service level adjustments.



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# Transportation Infrastructure Development

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## Transportation Infrastructure Development Summary

Capital Project Category (\$ In Thousands)	Forecasted Expenditures Thru FY18	FY19 Proposed	Life Of Project	Note
<b>Transit Expansion</b>				
<b>Transit Construction Projects</b>				
<b>Measure R</b>				
<b>Rail</b>				
Crenshaw/LAX Light Rail Transit	\$ 1,870,180	\$ 334,781	\$ 2,279,880	
Expo Blvd Light Rail Transit Phase 1	961,432	27	978,900	
Expo Blvd Light Rail Transit Phase 2	1,304,492	7,913	1,533,744	
Gold Line Foothill Extension 2A to Azusa	900,770	2,076	923,652	
Regional Connector	1,027,025	207,125	1,799,299	
Westside Purple Line Subway Extension 1	1,553,082	400,117	2,982,019	
Westside Purple Line Subway Extension 2	565,255	367,611	2,440,969	
System Wide	-	35,881	35,881	
<b>Bus</b>				
Orange Line Extension	144,341	700	146,000	
<b>Measure M</b>				
<b>Rail</b>				
Airport Metro Connector	126,742	46,473	173,215	1
Gold Line Foothill Extension 2B	38,772	37,372	1,406,871	
Westside Purple Line Subway Extension 3	278,604	214,600	493,204	1
<b>Bus</b>				
Orange Line BRT Improvement	10,327	13,753	24,080	1
<b>Transit Planning Projects</b>				
BRT Connector Red/Orange Line	943	1,912	2,856	2
Eastside Extension Phase 1 & 2	32,274	6,831	39,104	2
Eastside Light Rail Access	17,568	11,304	28,872	2
Green Line Ext: Redondo to South Bay	7,530	2,112	9,643	2
North San Fernando Valley BRT	930	2,031	2,961	2
San Fernando Valley East N/S Rapidways	12,017	10,302	22,319	2
Sepulveda Pass Corridor	8,231	6,795	15,026	2
Vermont Transit Corridor	817	953	1,770	2
West Santa Ana Branch Corridor	12,434	24,780	38,419	2
<b>Subtotal Transit Expansion</b>	<b>\$ 8,873,766</b>	<b>\$ 1,735,451</b>	<b>\$ 15,378,685</b>	
<b>Highway</b>		<b>\$ 252,200</b>		
<b>Total Transportation Infrastructure Development</b>		<b>\$ 1,987,651</b>		

Note: Totals may not add due to rounding.

(1) Projects are cumulatively funded on an annual basis until the Board adopts an LOP.

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

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# **Metro Transit—State of Good Repair and Other Assets**

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## Metro Transit—State of Good Repair (SGR) and Other Assets Summary

Project Description (\$ in Thousands)	Forecasted Expenditures thru FY18	FY19 Proposed	Life of Project
<b>1 SGR Bus and Rail</b>			
2 Bus Acquisition	\$ 22,134	\$ 96,754	\$ 433,781
3 Bus Facilities Improvements	54,989	19,412	151,196
4 Bus Maintenance	80,336	45,415	276,442
5 Non-Revenue Vehicles	21,334	3,926	42,900
6 Rail Facilities Improvements	35,638	18,933	58,601
7 Rail Fleet Procurement	501,320	127,583	750,569
8 Rail Vehicle Maintenance	121,925	50,079	497,546
9 TAM Proj Mgmt Support	351	546	1,652
10 Wayside Systems	100,595	76,932	415,909
<b>11 SGR Bus and Rail Total</b>	<b>\$ 938,623</b>	<b>\$ 439,580</b>	<b>\$ 2,628,595</b>
<b>12 Other Asset Improvements</b>			
13 Non MR/MM Major Construction	\$ 74,663	\$ 21,847	\$ 258,895
14 Regional and Hubs	69,806	13,900	211,491
15 Technology	28,928	17,660	86,540
<b>16 Other Asset Improvements Total</b>	<b>\$ 173,398</b>	<b>\$ 53,407</b>	<b>\$ 556,926</b>
<b>17 TOTAL SGR AND OTHER ASSET IMPROVEMENTS</b>	<b>\$ 1,112,021</b>	<b>\$ 492,987</b>	<b>\$ 3,185,521</b>

Note: Totals may not add due to rounding.

### FY19 SGR and Other Assets Capital by Mode

SGR and Other Assets by Mode (\$ in Thousands)	Safety & Security	State of Good Repair	Other Asset Improvements	Mode Total
<b>1 Bus</b>	\$ -	\$ 162,172	\$ 8,484	\$ 170,656
<b>2 Rail</b>	194	277,301	601	278,095
3 Blue	-	63,206	-	63,206
4 Gold	-	2,581	-	2,581
5 Green	-	3,390	-	3,390
6 Multiple Lines	194	171,104	401	171,699
7 Red/Purple	-	37,020	200	37,220
<b>8 Mixed Mode</b>	11,740	232	14,415	26,388
<b>9 Other - Technologies / Regional, etc.</b>	416	-	17,432	17,848
<b>10 Grand Total</b>	<b>\$ 12,351</b>	<b>\$ 439,705</b>	<b>\$ 40,931</b>	<b>\$ 492,987</b>

Note: Totals may not add due to rounding.



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# **Regional Subsidy Funding Programs**

## Summary of Regional Subsidy Funding Programs

Subsidy Funding Program (\$ in Millions)	FY18 Budget	FY19 Proposed	\$ Change	% Change
<b>REGIONAL &amp; LOCAL TRANSIT</b>				
1 Municipal and Local Operators	\$ 372.3	\$ 423.6	\$ 51.4	13.8%
2 Access Services	92.0	94.8	2.8	3.1%
3 Fare Assistance Programs (INTP, RRTP, SHORE) <sup>(1)</sup>	14.1	14.7	0.6	3.9%
4 Other	5.1	4.9	(0.3)	-5.6%
5 <b>Total Regional and Local Transit</b>	<b>\$ 483.5</b>	<b>\$ 538.0</b>	<b>\$ 54.4</b>	<b>11.3%</b>
<b>LOCAL AGENCIES</b>				
7 ALLOCATION BY POPULATION				
8 Local Returns (Prop A, Prop C, Measure R, and Measure M)	\$ 594.5	\$ 632.7	\$ 38.2	6.4%
9 Transportation Development Act Articles 3 & 8	32.8	34.0	1.2	3.6%
10 <b>Subtotal Allocation by Population</b>	<b>\$ 627.4</b>	<b>\$ 666.8</b>	<b>\$ 39.4</b>	<b>6.3%</b>
11				
12 CALL FOR PROJECTS	\$ 75.2	\$ 78.7	\$ 3.5	4.6%
13				
14 FEDERAL PASS THROUGHs	\$ 30.6	\$ 25.6	\$ (5.0)	-16.4%
15				
16 OTHER				
17 Toll Revenue Reinvestment Program	\$ 5.5	\$ 15.9	\$ 10.4	189.3%
18 Open Street Grant Program	3.0	2.6	(0.4)	-14.8%
19 Transit Oriented Development and Other Sustainability Programs	3.1	0.5	(2.6)	-83.1%
20 Federal Transportation Earmark	15.0	5.0	(10.0)	-66.7%
21 <b>Subtotal Other</b>	<b>\$ 26.6</b>	<b>\$ 24.0</b>	<b>\$ (2.6)</b>	<b>-9.9%</b>
22 <b>Total Local Agencies</b>	<b>\$ 759.8</b>	<b>\$ 795.0</b>	<b>\$ 35.2</b>	<b>4.6%</b>
23 <b>Total Subsidy Funding Programs</b>	<b>\$ 1,243.3</b>	<b>\$ 1,333.0</b>	<b>\$ 89.7</b>	<b>7.2%</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> INTP stands for Immediate Needs Transportation Program, RRTP stands for Rider Relief Transportation Program, and SHORE stands for Support for Homeless Re-Entry.

# Debt

## Current Year Debt Service Expense

Funding Demand of Debt Service (\$ in Thousands)	FY18 Budget				FY19 Proposed			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
1 Resources								
2 Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 140,270.3	\$ -	\$ 140,270.3	\$ -	\$ 173,715.5	\$ -	\$ 173,715.5
3 Proposition A 40% Discretionary	1,852.7	-	-	1,852.7	1,852.2	-	-	1,852.2
4 Proposition C 40% Discretionary	3,845.4	68,169.4	-	72,014.8	4,037.9	70,848.9	-	74,886.8
5 Proposition C 10% Commuter Rail	-	13,153.4	-	13,153.4	-	11,234.9	-	11,234.9
6 Proposition C 25% Street & Highways	-	-	87,281.2	87,281.2	-	-	87,813.4	87,813.4
7 Trans. Development Act Article 4	1,544.5	-	-	1,544.5	-	-	-	-
8 Measure R Transit Capital - New Rail 35%	-	88,715.8	-	88,715.8	-	89,065.0	-	89,065.0
9 Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
10 Measure R Transit Capital - Metro Rail 2%	-	-	-	-	-	2,940.7	-	2,940.7
11 Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
12 Measure R BAB Federal Subsidy	-	10,346.0	-	10,346.0	-	10,379.3	-	10,379.3
13 Measure M Transit Construction 35% <sup>(2)</sup>	-	643.3	-	643.3	-	642.2	-	642.2
14 <b>Total Funding Demand Debt Service</b>	<b>\$ 7,242.5</b>	<b>\$ 321,298.2</b>	<b>\$ 87,281.2</b>	<b>\$ 415,821.9</b>	<b>\$ 5,890.2</b>	<b>\$ 358,826.6</b>	<b>\$ 87,813.4</b>	<b>\$ 452,530.2</b>
15 (Premium)/Discount Amortization <sup>(3)</sup>	(592.1)	(26,268.1)	(7,135.8)	(33,996.0)	(501.3)	(30,541.5)	(7,474.2)	(38,517.0)
16 <b>Total Debt Service Expense</b>	<b>\$ 6,650.4</b>	<b>\$ 295,030.0</b>	<b>\$ 80,145.4</b>	<b>\$ 381,825.9</b>	<b>\$ 5,388.8</b>	<b>\$ 328,285.1</b>	<b>\$ 80,339.2</b>	<b>\$ 414,013.2</b>
17 <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 FY18 Balance				Beginning FY19 Balance			
	Bus	Rail	Highway	Total	Bus	Rail	Highway	Total
18 Proposition A <sup>(4)</sup>	\$ 19,592.8	\$ 963,037.2	\$ -	\$ 982,630.0	\$ 14,254.1	\$1,336,855.9	\$ -	\$ 1,351,110.0
19 Proposition C <sup>(4)</sup>	33,215.2	702,441.0	753,907.9	1,489,564.1	32,281.0	656,213.8	702,019.2	1,390,514.0
20 Measure R <sup>(5)</sup>	-	1,857,677.4	-	1,857,677.4	-	2,081,782.5	-	2,081,782.5
21 Measure M	-	-	-	-	-	-	-	-
22 Transportation Development Act - Article 4	883.2	-	-	883.2	-	-	-	-
23 <b>Total Outstanding Debt Principal Balance <sup>(5)</sup></b>	<b>\$ 53,691.2</b>	<b>\$3,523,155.6</b>	<b>\$ 753,907.9</b>	<b>\$ 4,330,754.7</b>	<b>\$ 46,535.2</b>	<b>\$4,074,852.2</b>	<b>\$ 702,019.2</b>	<b>\$ 4,823,406.5</b>

Note: Totals may not add due to rounding

<sup>(1)</sup> Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.0 million in FY18 and \$4.4 million in FY19.

<sup>(2)</sup> Anticipated costs of drafting and implementing the Measure M Trust Indenture for Measure M debt issuance.

<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> New PA bond (Green Bonds) was issued in October 2017 in the amount of \$471.4 million. PC 2017-B refunding bond was issued in October 2017 in the amount of \$85.5 million.

<sup>(5)</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 \$65.4 million Measure R commercial paper/revolving credit and \$1,211.3 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loan drawdowns. The TIFIA loan drawdowns are used to fund Crenshaw, Regional Connector and Westside Extension Phase I and II. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commence in FY20.

<sup>(6)</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, 2018 and 2019

Governmental Funds (\$ in Millions)	Special Revenue Fund		General Fund		Total	
	FY18 Budget	FY19 Proposed	FY18 Budget	FY19 Proposed	FY18 Budget	FY19 Proposed
<b>1 REVENUES</b>						
2     Sales Tax <sup>(1)</sup>	\$ 3,698.7	\$ 3,987.9	\$ -	\$ -	\$ 3,698.7	\$ 3,987.9
3     Intergovernmental Grants <sup>(2)</sup>	46.1	56.3	43.9	35.5	90.0	91.8
4     Investment Income	0.1	0.1	1.1	4.1	1.2	4.2
5     Lease and Rental	-	-	15.3	15.2	15.3	15.2
6     Licenses and Fines	-	-	0.5	0.5	0.5	0.5
7     Federal Fuel Credits & Other	-	-	9.1	28.6	9.1	28.6
<b>8 Total Revenues</b>	<b>\$ 3,744.9</b>	<b>\$ 4,044.4</b>	<b>\$ 69.8</b>	<b>\$ 84.0</b>	<b>\$ 3,814.7</b>	<b>\$ 4,128.4</b>
<b>9 EXPENDITURES</b>						
11    Subsidies	\$ 1,411.1	\$ 1,551.8	\$ 61.6	\$ 50.5	\$ 1,472.7	\$ 1,602.4
12    Operating Expenditures	237.0	227.5	159.5	188.0	396.5	415.4
13    Debt & Interest Expenditures	-	-	-	-	-	-
14    Debt Principal Retirement	-	-	-	-	-	-
<b>15 Total Expenditures</b>	<b>\$ 1,648.1</b>	<b>\$ 1,779.3</b>	<b>\$ 221.1</b>	<b>\$ 238.5</b>	<b>\$ 1,869.2</b>	<b>\$ 2,017.8</b>
<b>16 TRANSFERS</b>						
18    Transfers In	\$ 35.9	\$ 66.4	\$ 121.4	\$ 124.4	\$ 157.3	\$ 190.8
19    Transfers (Out)	(2,458.5)	(2,471.0)	(90.6)	(123.2)	(2,549.1)	(2,594.2)
20    Proceeds from Financing	65.2	72.7		-	65.2	72.7
<b>21 Total Transfers</b>	<b>\$ (2,357.4)</b>	<b>\$ (2,331.8)</b>	<b>\$ 30.8</b>	<b>\$ 1.1</b>	<b>\$ (2,326.6)</b>	<b>\$ (2,330.7)</b>
<b>22</b>						
<b>23 Net Change in Fund Balances</b>	<b>\$ (260.6)</b>	<b>\$ (66.7)</b>	<b>\$ (120.5)</b>	<b>\$ (153.4)</b>	<b>\$ (381.1)</b>	<b>\$ (220.1)</b>
<b>24</b>						
25 Fund Balances - beginning of year <sup>(3)</sup>	\$ 1,155.7	\$ 840.3	\$ 469.3	\$ 386.2	\$ 1,625.0	\$ 1,226.5
<b>26 Fund Balances - End of Year</b>	<b>\$ 895.1</b>	<b>\$ 773.6</b>	<b>\$ 348.8</b>	<b>\$ 232.8</b>	<b>\$ 1,243.9</b>	<b>\$ 1,006.4</b>

Note: Totals may not add due to rounding.

(1) Includes TDA, STA, SB1- SGR and SAFE revenues in addition to Propositions A and C, and Measure R and M sales tax

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

(3) Beginning FY19 Fund Balances reflect anticipated unspent FY18 budgeted expenditures.

## Governmental Funds

### Estimated Fund Balances

#### For the Year Ending June 20, 2019

Fund Type (\$ in Millions)	FY19 Estimated Ending Fund Balance
<b>1 PROPOSITION A</b>	
2 Local Return (25%)	\$ 3.3
3 Discretionary Transit (95% of 40%) <sup>(1)</sup>	4.8
4 Discretionary Incentive (5% of 40%)	20.5
5 Rail (35%) <sup>(2)</sup>	-
6 Interest	9.9
<b>7 Total Proposition A</b>	<b>\$ 38.5</b>
<b>8 PROPOSITION C</b>	
9 Local Return (20%)	\$ 2.8
10 Discretionary (40%) <sup>(1)</sup>	-
11 Security (5%) <sup>(1)</sup>	29.5
12 Commuter Rail (10%) <sup>(2)</sup>	-
13 Street & Highway (25%)	42.6
14 Interest	6.3
<b>15 Total Proposition C</b>	<b>\$ 81.1</b>
<b>16 MEASURE R</b>	
17 Administration (1.5%)	\$ -
18 Local Return (15%)	2.1
19 Transit Capital - Metrolink (3%)	-
20 Transit Capital - Metro Rail (2%)	-
21 Transit Capital - New Rail (35%)	-
22 Highway Capital (20%)	135.0
23 New Rail Operations (5%)	-
24 Bus Operations (20%) <sup>(1)</sup>	5.3
<b>25 Total Measure R</b>	<b>\$ 142.3</b>
<b>26 Measure M</b>	
27 Administration (0.5%)	\$ -
28 Local Return (17%)	2.2
29 Metro Rail Operations (5%)	-
30 Transit Operations (20%) <sup>(1)</sup>	3.6
31 ADA Paratransit for the Disabled	-
32 Metro Discounts for Seniors and Students (2%)	-
33 Transit Construction (35%)	9.6
34 Metro State of Good Repair (2%)	-
35 Highway Construction (17%)	241.0
36 Metro Active Transportation Program (2%)	5.3
37 Regional Rail (1%)	-
38 MM Interest	-
<b>38 Total Measure M</b>	<b>\$ 261.8</b>
<b>39 TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
40 Article 3 <sup>(1)</sup>	\$ 17.7
41 Article 4 <sup>(1)</sup>	119.8
42 Article 8 <sup>(1)</sup>	14.7
<b>43 Total TDA</b>	<b>\$ 152.3</b>
<b>44 STATE TRANSIT ASSISTANCE (STA)</b>	
45 Revenue Share <sup>(1)</sup>	\$ 5.0
46 Population Share	-
<b>47 Total STA</b>	<b>\$ 5.0</b>
<b>48 The Road Recovery and Accountability Act of 2017 (SB1-SGR)</b>	
49 Revenue Share <sup>(1)</sup>	\$ 1.0
50 Population Share	-
<b>51 Total SB1-SGR</b>	<b>\$ 1.0</b>
<b>52 Total PTMISEA <sup>(3)</sup></b>	<b>\$ -</b>
<b>53 Total SAFE Fund <sup>(2)</sup></b>	<b>\$ 16.5</b>
<b>54 Total Other Special Revenue Funds <sup>(1)</sup></b>	<b>\$ 75.1</b>
<b>55 GENERAL FUND</b>	
56 Administration - Propositions A and C, and TDA	\$ -
57 Mandatory Operating Reserve	162.1
58 General Fund / Other <sup>(2)</sup>	70.7
<b>59 Total General Fund</b>	<b>\$ 232.8</b>
<b>60 Total of Estimated FY18 Ending Fund Balances</b>	<b>\$ 1,006.4</b>

Note: Totals may not add due to rounding.

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

(2) Committed to Board approved projects and programs.

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



## Enterprise Fund Bus & Rail Operations

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

	FY18 Budget	FY19 Proposed				
		Total	Bus	Rail	Transit Court	Regional Activities
<b>Resources and Expenses (\$ in millions)</b>						
<b>Transit Operations Resources</b>						
<b>Transit Fares &amp; Other Revenues</b>						
Fares	\$ 302.6	\$ 302.6	\$ 216.9	\$ 85.7	\$ -	\$ -
Advertising	25.1	24.7	23.3	1.4	-	-
Other Revenues <sup>(1)</sup>	10.6	12.4	10.8	-	1.6	-
<b>Total Fare and Other Revenues</b>	<b>\$ 338.3</b>	<b>\$ 339.7</b>	<b>\$ 250.9</b>	<b>\$ 87.2</b>	<b>\$ 1.6</b>	<b>\$ -</b>
<b>Federal &amp; State Grants</b>						
Federal Preventive Maintenance	\$ 215.4	\$ 216.9	\$ 124.3	\$ 92.5	\$ -	\$ -
Federal CMAQ	40.0	32.0	-	32.0	-	-
Federal & States Grants	25.0	24.7	-	24.7	-	-
<b>Total Federal and State Grants</b>	<b>\$ 280.4</b>	<b>\$ 273.6</b>	<b>\$ 124.3</b>	<b>\$ 149.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Subsidies</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 349.5	\$ 279.7	\$ 178.3	\$ 101.4	\$ -	\$ -
Prop C - (40% Bus/Rail) & (5% Security)	247.1	181.9	121.0	51.5	-	9.3
Measure R - (20% Bus) & (5% Rail)	163.3	154.8	113.2	41.6	-	-
Measure M - (20% Bus), (5% Rail) & (2% ADA)	129.2	168.8	114.3	54.5	-	-
TDA Article 4	166.4	213.3	213.3	-	-	-
STA	49.0	148.6	84.4	64.2	-	-
Toll & Revenue Grant	12.7	18.3	18.3	-	-	-
General Fund & Other Funds	21.1	18.4	13.3	5.1	-	-
<b>Total Local Subsidies</b>	<b>\$ 1,138.3</b>	<b>\$ 1,183.8</b>	<b>\$ 856.2</b>	<b>\$ 318.2</b>	<b>\$ -</b>	<b>\$ 9.3</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,757.0</b>	<b>\$ 1,797.1</b>	<b>\$ 1,231.5</b>	<b>\$ 554.7</b>	<b>\$ 1.6</b>	<b>\$ 9.3</b>
<b>Transit Capital Resources</b>						
Federal, State & Local Grants	\$ 579.2	\$ 617.8	\$ 77.9	\$ 539.9	\$ -	\$ -
Local & State Sales Tax <sup>(2)</sup>	770.6	776.4	72.6	703.8	-	-
Other Capital Financing	854.7	862.0	19.3	842.7	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 2,204.4</b>	<b>\$ 2,256.1</b>	<b>\$ 169.8</b>	<b>\$ 2,086.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 3,961.5</b>	<b>\$ 4,053.2</b>	<b>\$ 1,401.3</b>	<b>\$ 2,641.0</b>	<b>\$ 1.6</b>	<b>\$ 9.3</b>
<b>Transit Operations Expenses</b>						
Labor & Benefits	\$ 1,077.2	\$ 1,137.6	\$ 830.7	\$ 280.2	\$ 0.6	\$ 26.1
Fuel & Propulsion Power	67.4	59.6	23.8	35.7	-	-
Materials & Supplies	97.6	98.9	64.0	31.6	0.0	3.3
Contract & Professional Services	269.5	271.8	96.7	161.7	0.9	12.5
PL/PD & Other Insurance	48.5	48.4	43.3	5.2	-	-
Purchased Transportation	64.5	61.0	61.0	-	-	-
Allocated Overhead <sup>(3)</sup>	94.9	88.8	63.8	20.6	0.1	4.4
Regional Chargeback	-	-	26.8	10.6	-	(37.3)
Other Expenses <sup>(4)</sup>	37.5	31.0	21.5	9.1	0.0	0.4
<b>Total Transit Operations Expenses</b>	<b>\$ 1,757.0</b>	<b>\$ 1,797.1</b>	<b>\$ 1,231.5</b>	<b>\$ 554.7</b>	<b>\$ 1.6</b>	<b>\$ 9.3</b>
<b>Transit Capital Expenses Operating</b>	<b>2,160.4</b>	<b>2,185.5</b>	<b>169.8</b>	<b>2,015.7</b>	<b>-</b>	<b>-</b>
<b>Transit Capital Expenses Planning</b>	<b>44.1</b>	<b>70.6</b>	<b>-</b>	<b>70.6</b>	<b>-</b>	<b>-</b>
<b>Total Capital Expenses <sup>(5)</sup></b>	<b>\$ 2,204.4</b>	<b>\$ 2,256.1</b>	<b>\$ 169.8</b>	<b>\$ 2,086.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 3,961.5</b>	<b>\$ 4,053.2</b>	<b>\$ 1,401.3</b>	<b>\$ 2,641.0</b>	<b>\$ 1.6</b>	<b>\$ 9.3</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.

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

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

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

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

(5) 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)	FY18 Budget	FY19 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	\$ 63.0	\$ 62.8	\$ -	\$ 62.8	\$ -	\$ -
Rental & Lease Income	2.8	1.9	(0.9)	-	1.1	1.6
<b>Total Toll Fares and Other Revenues</b>	<b>\$ 65.8</b>	<b>\$ 64.7</b>	<b>\$ (0.9)</b>	<b>\$ 62.8</b>	<b>\$ 1.1</b>	<b>\$ 1.6</b>
<b>Federal &amp; State Grants</b>						
Federal CMAQ	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal and State Grants</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Local Subsidies</b>						
Prop A & C	\$ 4.0	\$ 6.6	\$ -	\$ -	\$ 4.7	\$ 1.9
General Fund	3.1	-	-	-	-	-
City of LA	4.2	10.4	-	-	7.7	2.7
<b>Total Local Subsidies</b>	<b>\$ 11.2</b>	<b>\$ 17.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12.4</b>	<b>\$ 4.6</b>
<b>Total Other Transit Operations Resources</b>	<b>\$ 77.0</b>	<b>\$ 81.7</b>	<b>\$ (0.9)</b>	<b>\$ 62.8</b>	<b>\$ 13.5</b>	<b>\$ 6.2</b>
<b>Transit Other Operations Expenses</b>						
Labor & Benefits	\$ 3.7	\$ 4.1	\$ 0.5	\$ 2.2	\$ 0.4	\$ 1.0
Materials & Supplies	0.2	0.0	0.0	-	-	0.0
Contract & Professional Services	52.6	66.4	0.3	48.1	13.0	5.1
PL/PD & Other Insurance	0.2	0.2	0.2	-	-	-
Allocated Overhead	0.5	1.0	0.2	0.4	0.1	0.3
Other Expenses	1.5	1.0	-	1.0	-	0.0
<b>Total Other Transit Operations Expenses</b>	<b>\$ 58.7</b>	<b>\$ 72.8</b>	<b>\$ 1.2</b>	<b>\$ 51.7</b>	<b>\$ 13.5</b>	<b>\$ 6.3</b>
<b>Other Operations Non-Operating Expenses</b>						
Congestion Relief Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Swap with & Planning	8.6	14.4	-	14.4	-	-
Congestion Relief Transit Operating Subsidy	6.9	7.4	-	7.4	-	-
Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>	5.5	15.9	-	15.9	-	-
<b>Total Other Operations Non-Operating Expenses</b>	<b>\$ 21.0</b>	<b>\$ 37.7</b>	<b>\$ -</b>	<b>\$ 37.7</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Other Transit Operations Resources (Deficit)/Surplus <sup>(2)</sup></b>	<b>\$ (2.8)</b>	<b>\$ (28.8)</b>	<b>\$ (2.1)</b>	<b>\$ (26.6)</b>	<b>\$ -</b>	<b>\$ (0.1)</b>

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> Proposed 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		
	FY18 Budget	FY19 Proposed	% Inc	FY18 Budget	FY19 Proposed	% Inc	FY18 Budget	FY19 Proposed	% Inc
<b>Service Provided (000)</b>									
Revenue Service Hours (RSH)	7,006	7,110	1.5%	1,245	1,248	0.2%	8,251	8,358	1.3%
Revenue Service Miles (RSM)	78,671	74,691	-5.1%	25,766	26,113	1.3%	104,437	100,804	-3.5%
<b>Service Consumed (000) <sup>(3)</sup></b>									
Unlinked Boardings	297,151	281,648	-5.2%	117,415	111,357	-5.2%	414,566	393,005	-5.2%
Passenger Miles	1,229,824	1,160,382	-5.6%	651,955	732,859	12.4%	1,881,779	1,893,241	0.6%
<b>Operating Revenue (000) <sup>(3)</sup></b>									
Fare Revenue	\$ 231,777	\$ 216,869	-6.4%	\$ 91,584	\$ 85,745	-6.4%	\$ 323,361	\$ 302,614	-6.4%
Advertising/Other	\$ 23,400	\$ 34,100	45.7%	\$ 3,437	\$ 1,408	-59.0%	\$ 26,837	\$ 35,508	32.3%
Total	\$ 255,177	\$ 250,969	-1.6%	\$ 95,021	\$ 87,153	-8.3%	\$ 350,198	\$ 338,122	-3.4%
<b>Operating Cost (000) <sup>(4)</sup></b>									
Transportation	\$ 421,464	\$ 444,590	5.5%	\$ 75,560	\$ 76,341	1.0%	\$ 497,024	\$ 520,931	4.8%
Maintenance	\$ 330,373	\$ 330,309	0.0%	\$ 237,942	\$ 251,159	5.6%	\$ 568,316	\$ 581,467	2.3%
Regional	\$ 20,644	\$ 26,135	26.6%	\$ 8,316	\$ 10,575	27.2%	\$ 28,960	\$ 36,710	26.8%
Other & Support Cost	\$ 432,633	\$ 430,466	-0.5%	\$ 211,765	\$ 216,576	2.3%	\$ 644,399	\$ 647,042	0.4%
Total	\$ 1,205,115	\$ 1,231,500	2.2%	\$ 533,584	\$ 554,651	3.9%	\$ 1,738,698	\$ 1,786,151	2.7%
<b>Subsidy Data (000):</b>	\$ 949,938	\$ 980,530	3.2%	\$ 438,563	\$ 467,498	6.6%	\$ 1,388,500	\$ 1,448,029	4.3%
<b>Per Boarding Statistics</b>									
Fare Revenue	\$ 0.78	\$ 0.77	-1.3%	\$ 0.78	\$ 0.77	-1.3%	\$ 0.78	\$ 0.77	-1.3%
Operating Cost	\$ 4.06	\$ 4.37	7.8%	\$ 4.54	\$ 4.98	9.6%	\$ 4.19	\$ 4.54	8.4%
Subsidy	\$ 3.20	\$ 3.48	8.9%	\$ 3.74	\$ 4.20	12.4%	\$ 3.35	\$ 3.68	10.0%
Passenger Miles	4.14	4.12	-0.5%	5.55	6.58	18.5%	4.54	4.82	6.1%
Fare Recovery %	19.2%	17.6%	-8.4%	17.2%	15.5%	-9.9%	18.6%	16.9%	-8.9%
<b>Per RSH Statistics</b>									
Revenue	\$ 36.42	\$ 35.30	-3.1%	\$ 76.29	\$ 69.85	-8.4%	\$ 42.44	\$ 40.46	-4.7%
Boardings	42.41	39.61	-6.6%	94.27	89.25	-5.3%	50.24	47.02	-6.4%
Passenger Miles	175.54	163.20	-7.0%	523.46	587.40	12.2%	228.05	226.53	-0.7%
Transportation Cost	\$ 60.16	\$ 62.53	3.9%	\$ 60.67	\$ 61.19	0.9%	\$ 60.23	\$ 62.33	3.5%
Maintenance Cost	\$ 47.16	\$ 46.46	-1.5%	\$ 191.05	\$ 201.31	5.4%	\$ 68.87	\$ 69.57	1.0%
Regional Cost	\$ 2.95	\$ 3.68	24.7%	\$ 6.68	\$ 8.48	26.9%	\$ 3.51	\$ 4.39	25.1%
Other & Support Cost	\$ 61.75	\$ 60.54	-2.0%	\$ 170.03	\$ 173.59	2.1%	\$ 78.10	\$ 77.42	-0.9%
Total Cost	\$ 172.01	\$ 173.21	0.7%	\$ 428.42	\$ 444.56	3.8%	\$ 210.71	\$ 213.71	1.4%
Subsidy	\$ 135.59	\$ 137.91	1.7%	\$ 352.13	\$ 374.71	6.4%	\$ 168.27	\$ 173.26	3.0%
<b>Per Passenger Mile Statistics</b>									
Revenue	\$ 0.21	\$ 0.22	4.2%	\$ 0.15	\$ 0.12	-18.4%	\$ 0.19	\$ 0.18	-4.0%
Transportation Cost	\$ 0.34	\$ 0.38	11.8%	\$ 0.12	\$ 0.10	-10.1%	\$ 0.26	\$ 0.28	4.2%
Maintenance Cost	\$ 0.27	\$ 0.28	6.0%	\$ 0.36	\$ 0.34	-6.1%	\$ 0.30	\$ 0.31	1.7%
Regional Cost	\$ 0.02	\$ 0.02	0.0%	\$ 0.01	\$ 0.01	0.0%	\$ 0.02	\$ 0.02	0.0%
Other & Support Cost	\$ 0.35	\$ 0.37	5.5%	\$ 0.32	\$ 0.30	-9.0%	\$ 0.34	\$ 0.34	0.0%
Total Cost	\$ 0.98	\$ 1.06	8.3%	\$ 0.82	\$ 0.76	-7.5%	\$ 0.92	\$ 0.94	2.1%
Subsidy	\$ 0.77	\$ 0.85	9.4%	\$ 0.67	\$ 0.64	-5.2%	\$ 0.74	\$ 0.76	3.7%
<b>FTE's per Hundred <sup>(1)</sup></b>									
Operators per RSH	5.60	5.63	0.6%	3.38	3.10	-8.2%	4.91	4.91	0.0%
Mechanics per RSM	0.11	0.12	5.9%	0.09	0.10	3.2%	0.10	0.11	5.7%
Service Attendants RSM	0.05	0.06	5.9%	0.05	0.05	0.0%	0.05	0.05	0.0%
Maintenance of Way (MOW) Inspectors per RM <sup>(2)</sup>	-	-	-	21.46	21.94	2.3%	21.46	21.94	2.3%
Transit Operations Supervisors per RSH	0.49	0.48	-1.9%	1.25	1.29	3.1%	0.61	0.61	0.0%

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

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

<sup>(3)</sup> FY19 boardings, passenger miles, & fare revenue reflect FY18 year-end projections.

<sup>(4)</sup> FY19 Bus Operating Cost includes one-time FTE allocation to support Bus Bridges for "New Blue" rehabilitation. Scheduled completion in FY19; FTE's will be adjusted to reflect base service in future fiscal years.

## Service Level Details

### Revenue Service Hours

	FY18 Budget	FY19 Proposed	Change
<b>Mode</b>			
<b>Bus</b>			
Local & Rapid	6,248,575	6,347,641	99,066
Silver Line	115,368	129,473	14,105
Orange Line	130,516	121,426	(9,090)
Purchased Transportation	511,501	511,501	-
<b>Subtotal Bus</b>	<b>7,005,960</b>	<b>7,110,041</b>	<b>104,081</b>
<b>Rail</b>			
Blue Line	241,860	211,885	(29,975)
Green Line	105,446	110,438	4,992
Gold Line	258,653	275,108	16,455
Expo Line	324,762	335,462	10,700
Red Line	314,748	314,748	-
<b>Subtotal Rail</b>	<b>1,245,469</b>	<b>1,247,641</b>	<b>2,172</b>
<b>Total</b>	<b>8,251,429</b>	<b>8,357,682</b>	<b>106,253</b>

### Boardings (000)

	FY18 Budget	FY19 Proposed	Change
<b>Mode</b>			
<b>Bus</b>			
Local & Rapid	270,386	257,184	(13,201.63)
Silver Line	4,525	4,410	(114.51)
Orange Line	7,651	7,273	(377.68)
Purchased Transportation	14,589	12,780	(1,808.85)
<b>Subtotal Bus</b>	<b>297,151</b>	<b>281,648</b>	<b>(15,503)</b>
<b>Rail</b>			
Blue Line	26,209	21,505	(4,704)
Green Line	10,833	9,835	(998)
Gold Line	17,377	16,362	(1,015)
Expo Line	17,275	19,403	2,128
Red Line	45,721	44,253	(1,468)
<b>Subtotal Rail</b>	<b>117,415</b>	<b>111,357</b>	<b>(6,058)</b>
<b>Total</b>	<b>414,566</b>	<b>393,005</b>	<b>(21,561)</b>

### Revenue Service Miles

	FY18 Budget	FY19 Proposed	Change
<b>Mode</b>			
<b>Bus</b>			
Local & Rapid	67,843,231	65,222,409	(2,620,822)
Silver Line	2,503,486	2,395,251	(108,236)
Orange Line	2,140,454	1,699,964	(440,490)
Purchased Transportation	6,183,428	5,373,315	(810,113)
<b>Subtotal Bus</b>	<b>78,670,599</b>	<b>74,690,938</b>	<b>(3,979,661)</b>
<b>Rail</b>			
Blue Line	4,457,533	4,281,541	(175,993)
Green Line	3,076,764	3,075,165	(1,599)
Gold Line	5,104,123	6,392,123	1,288,000
Expo Line	5,985,442	5,455,828	(529,614)
Red Line	7,142,425	6,908,686	(233,739)
<b>Subtotal Rail</b>	<b>25,766,287</b>	<b>26,113,343</b>	<b>347,056</b>
<b>Total</b>	<b>104,436,886</b>	<b>100,804,281</b>	<b>(3,632,605)</b>

### Passenger Miles (000)

	FY18 Budget	FY19 Proposed	Change
<b>Mode</b>			
<b>Bus</b>			
Local & Rapid	1,094,025	1,036,526	(57,499)
Silver Line	17,827	17,308	(519)
Orange Line	48,553	45,975	(2,578)
Purchased Transportation	69,419	60,573	(8,846)
<b>Subtotal Bus</b>	<b>1,229,824</b>	<b>1,160,382</b>	<b>(69,442)</b>
<b>Rail</b>			
Blue Line	187,609	157,230	(30,379)
Green Line	69,797	68,962	(835)
Gold Line	105,155	135,461	30,306
Expo Line	69,836	162,459	92,623
Red Line	219,558	208,747	(10,811)
<b>Subtotal Rail</b>	<b>651,955</b>	<b>732,859</b>	<b>80,904</b>
<b>Total</b>	<b>1,881,779</b>	<b>1,893,241</b>	<b>11,462</b>

## Activity Based All Bus Cost Model

Activities	FY18 Budget		FY19 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
<b>1</b> <u>Transportation</u>						
2 Wages & Benefits	\$ 385,511	\$ 59.36	\$ 408,064	\$ 61.84	\$ 22,553	\$ 2.48
3 Services	44	0.01	12	0	(31.82)	-
4 Materials & Supplies	600	0.09	337	0.05	(262.50)	(0.04)
5 Training	7,694	1.18	7,880	1.19	186.50	0.01
6 Control Center	8,914	1.37	9,032	1.37	118.14	-
7 Scheduling & Planning	4,841	0.75	5,144	0.78	303.82	0.03
8 Field Supervision	13,861	2.13	14,120	2.14	259.04	0.01
<b>9 Total Transportation</b>	<b>\$ 421,464</b>	<b>\$ 64.90</b>	<b>\$ 444,590</b>	<b>\$ 67.38</b>	<b>\$ 23,126</b>	<b>\$ 2.49</b>
<b>10</b> <u>Maintenance</u>						
11 <u>Division Maintenance</u>						
12 Wages & Benefits	\$ 162,020	\$ 24.95	\$ 168,568	\$ 25.55	\$ 6,548	\$ 0.60
13 Fuel	29,323	4.52	25,669	3.89	(3,654)	(0.63)
14 Materials & Supplies	30,712	4.73	33,765	5.12	3,053	0.39
15 Fueling Contractor Reimbursement	(1,000)	(0.15)	-	-	1,000	0.15
16 Services	206	0.03	188	0.03	(18)	-
<b>17 Subtotal Division Maintenance</b>	<b>\$ 221,261</b>	<b>\$ 34.07</b>	<b>\$ 228,190</b>	<b>\$ 34.58</b>	<b>\$ 6,929</b>	<b>\$ 0.51</b>
<b>18</b> <u>Central Maintenance</u>						
19 Wages & Benefits	\$ 20,802	\$ 3.20	\$ 20,410	\$ 3.09	\$ (392)	\$ (0.11)
20 Materials & Supplies	12,189	1.88	7,402	1.12	(4,787)	(0.76)
21 Maintenance Services	261	0.04	260	0.04	(1)	-
<b>22 Subtotal Central Maintenance</b>	<b>\$ 33,252</b>	<b>\$ 5.12</b>	<b>\$ 28,072</b>	<b>\$ 4.25</b>	<b>\$ (5,180)</b>	<b>\$ (0.87)</b>
<b>23</b> <u>Other Maintenance</u>						
24 Maintenance Support	\$ 19,605	\$ 3.02	\$ 18,084	\$ 2.74	\$ (1,521)	\$ (0.28)
25 Non-Revenue Vehicles	8,660	1.33	8,827	1.34	167	-
26 Facilities Maintenance	45,170	6.96	44,702	6.77	(467)	(0.18)
27 Training	2,593	0.40	2,635	0.40	42	-
<b>28 Subtotal Other Maintenance</b>	<b>\$ 76,028</b>	<b>\$ 11.71</b>	<b>\$ 74,248</b>	<b>\$ 11.25</b>	<b>\$ (1,780)</b>	<b>\$ (0.46)</b>
29						
<b>30 Total Maintenance</b>	<b>\$ 330,542</b>	<b>\$ 50.90</b>	<b>\$ 330,511</b>	<b>\$ 50.09</b>	<b>\$ (31)</b>	<b>\$ (0.82)</b>

## Activity Based All Bus Cost Model (Continued)

Activities	FY18 Budget		FY19 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
31 <b><u>Other Operating</u></b>						
32 Transit Security	\$ 66,107	\$ 10.18	\$ 63,038	\$ 9.55	\$ (3,069)	\$ (0.63)
33 Revenue	30,713	4.73	34,951	5.30	4,238	0.57
34 Service Development	13,741	2.12	13,221	2.00	(520)	(0.11)
35 Safety	4,623	0.71	3,415	0.52	(1,208)	(0.19)
36 Casualty & Liability	43,925	6.76	43,502	6.59	(424)	(0.17)
37 Workers' Comp	56,077	8.63	60,532	9.17	4,456	0.54
38 Transitional Duty Program	1,147	0.18	1,645	0.25	498	0.07
39 Utilities	16,266	2.50	16,054	2.43	(212)	(0.07)
40 Other Metro Operations	11,070	1.70	12,443	1.89	1,373	0.18
41 Building Costs	14,052	2.16	11,715	1.78	(2,338)	(0.39)
42 Copy Services	1,277	0.20	1,050	0.16	(227)	(0.04)
43 <b>Total Other Operating</b>	<b>\$ 258,999</b>	<b>\$ 39.88</b>	<b>\$ 261,566</b>	<b>\$ 39.64</b>	<b>\$ 2,567</b>	<b>\$ (0.24)</b>
44 <b><u>Support Departments</u></b>						
45 Board Oversight	\$ 896	\$ 0.14	\$ 937	\$ 0.14	\$ 41	\$ -
46 CEO	9,745	1.50	11,016	1.67	1,271	0.17
47 Management Audit Services	3,000	0.46	2,662	0.40	(338)	(0.06)
48 Procurement	29,599	4.56	30,237	4.58	638	0.02
49 Communications	18,311	2.82	22,569	3.42	4,257	0.60
50 Planning & Highway	-	-	-	-	-	-
51 REGIONAL	-	-	-	-	-	-
52 Finance	14,017	2.16	11,269	1.71	(2,748)	(0.45)
53 Human Resources	7,292	1.12	6,786	1.03	(506)	(0.09)
54 Real Estate	3,367	0.52	3,439	0.52	72	-
55 ITS	30,735	4.73	28,716	4.35	(2,019)	(0.38)
56 Administration	3,317	0.51	3,099	0.47	(218)	(0.04)
57 Construction	975	0.15	3,307	0.50	2,332	0.35
58 <b>Total Support Departments</b>	<b>\$ 121,253</b>	<b>\$ 18.67</b>	<b>\$ 124,036</b>	<b>\$ 18.80</b>	<b>\$ 2,783</b>	<b>\$ 0.12</b>
59						
60 <b>Total Local &amp; Rapid Bus Costs</b>	<b>\$ 1,132,258</b>	<b>\$ 174.34</b>	<b>\$ 1,160,703</b>	<b>\$ 175.90</b>	<b>\$ 28,445</b>	<b>\$ 1.55</b>
61 Directly Operated RSH	<b>6,494</b>		<b>6,599</b>		<b>104</b>	
62						
63 <b><u>Purchased Transportation</u></b>						
64 Contracted Service	\$ 60,029	\$ 9.24	\$ 62,039	\$ 9.40	\$ 2,011	\$ 0.16
65 Security	5,207	0.80	4,887	0.74	(320)	(0.06)
66 Administration	5,160	0.79	3,871	0.59	(1,289)	(0.21)
67 <b>Total Purchased Transportation</b>	<b>\$ 70,395</b>	<b>\$ 137.62</b>	<b>\$ 70,797</b>	<b>\$ 138.41</b>	<b>\$ 401</b>	<b>\$ (0.11)</b>
68 <b>Purchased Transportation RSH</b>	<b>512</b>		<b>512</b>		<b>-</b>	
69						
70 <b>Grand Total Bus Costs</b>	<b>\$ 1,202,653</b>	<b>\$ 171.66</b>	<b>\$ 1,231,500</b>	<b>\$ 173.21</b>	<b>\$ 28,847</b>	<b>\$ 1.44</b>
71 <b>Total Bus RSH (in 000s)</b>	<b>7,006</b>		<b>7,110</b>		<b>104</b>	

Note: Totals may not add due to rounding.  
RSH: Revenue Service Hour



## Activity Based Total Rail Cost Model

Activities	FY18 Budget		FY19 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 58,876	\$ 47.27	\$ 58,422	\$ 46.83	\$ (453)	\$ (0.45)
Materials & Supplies	141	0.11	141	0.11	-	-
Other	-	-	16.2	0.01	16.2	0.01
Control Center	12,856	10.32	14,263	11.43	1,407.0	1.1
Training	3,660	2.94	3,498	2.80	(162.1)	(0.1)
<b>Total Transportation Costs</b>	<b>\$ 75,560</b>	<b>\$ 60.67</b>	<b>\$ 76,341</b>	<b>\$ 61.19</b>	<b>\$ 781</b>	<b>\$ 0.52</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
Wages & Benefits	\$ 66,446	\$ 53.35	\$ 72,066	\$ 57.76	\$ 5,620	\$ 4.41
Materials & Supplies	20,810	16.71	18,891	15.14	(1,919)	(1.57)
Services	172	0.14	164	0.13	(8)	(0.01)
Other	6	0.01	4	0.00	(2)	-
<b>Sub-Total Vehicle Maintenance</b>	<b>\$ 87,434</b>	<b>\$ 70.20</b>	<b>\$ 91,125</b>	<b>\$ 73.04</b>	<b>\$ 3,690</b>	<b>\$ 2.84</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	\$ 41,944	\$ 33.68	\$ 45,278	\$ 36.29	\$ 3,333	\$ 2.61
Materials & Supplies	3,500	2.81	3,363	2.70	(137)	(0.11)
Services	1,160	0.93	1,412	1.13	252	0.20
Propulsion Power	40,841	32.79	35,492	28.45	(5,349)	(4.34)
Other	246	0.20	121	0.10	(125)	(0.10)
<b>Sub-Total Wayside Maintenance</b>	<b>\$ 87,692</b>	<b>\$ 70.41</b>	<b>\$ 85,666</b>	<b>\$ 68.66</b>	<b>\$ (2,025)</b>	<b>\$ (1.75)</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 4,099	\$ 3.29	\$ 4,484	\$ 3.59	\$ 386	\$ 0.30
Non-Revenue Vehicles	3,489	2.80	3,602	2.89	114	0.09
Facilities Maintenance	55,436	44.51	66,501	53.30	11,065	8.79
Maintenance Training	-	-	-	-	-	-
<b>Sub-Total Other Maintenance</b>	<b>\$ 63,023</b>	<b>\$ 50.60</b>	<b>\$ 74,587</b>	<b>\$ 59.78</b>	<b>\$ 11,564</b>	<b>\$ 9.18</b>
<b>Total Maintenance Costs</b>	<b>\$ 238,149</b>	<b>\$ 191.21</b>	<b>\$ 251,378</b>	<b>\$ 201.48</b>	<b>\$ 13,229</b>	<b>\$ 10.27</b>
<b>Other Operating Costs</b>						
Transit Security	\$ 105,515	\$ 84.72	\$ 104,648	\$ 83.88	\$ (868)	\$ (0.84)
Revenue	24,128	19.37	27,103	21.72	2,975	2.35
Service Development	173	0.14	185	0.15	12	0.01
Safety	5,225	4.20	5,354	4.29	129	0.10
Casualty & Liability	4,940	3.97	5,260	4.22	320	0.25
Workers' Comp	11,104	8.92	11,475	9.20	371	0.28
Transitional Duty Program	102	0.08	239	0.19	137	0.11
Utilities	3,197	2.57	3,130	2.51	(67)	(0.06)
Other Metro Operations	6,257	5.02	7,153	5.73	896	0.71
Building Costs	2,511	2.02	2,185	1.75	(326)	(0.26)
Copy Services	418	0.34	355	0.28	(63)	(0.04)
<b>Total Other Operating Costs</b>	<b>\$ 163,570</b>	<b>\$ 131.33</b>	<b>\$ 167,087</b>	<b>\$ 133.92</b>	<b>\$ 3,517</b>	<b>\$ 2.59</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 96	\$ 0.08	\$ 143	\$ 0.11	\$ 47	\$ 0.04
CEO	6,147	4.94	5,384	4.32	(763)	(0.62)
Management Audit Services	994	0.80	912	0.73	(82)	(0.07)
Procurement	13,795	11.08	17,570	14.08	3,776	3.01
Communication	8,772	7.04	10,790	8.65	2,018	1.61
Real Estate	6,719	5.39	7,105	5.70	386	0.30
Finance	2,922	2.35	2,769	2.22	(154)	(0.13)
Human Resources	3,429	2.75	3,201	2.57	(228)	(0.19)
ITS	10,717	8.60	11,154	8.94	437	0.34
Administration	671	0.54	605	0.48	(66)	(0.05)
Construction	981	0.79	211	0.17	(770)	(0.62)
<b>Total Support Department Costs</b>	<b>\$ 55,242</b>	<b>\$ 44.35</b>	<b>\$ 59,844</b>	<b>\$ 47.97</b>	<b>\$ 4,602</b>	<b>\$ 3.61</b>
<b>Grand Total Rail Costs</b>	<b>\$ 532,521</b>	<b>\$ 427.57</b>	<b>\$ 554,651</b>	<b>\$ 444.56</b>	<b>\$ 22,130</b>	<b>\$ 16.99</b>
<b>Total Rail RSH (in 000s)</b>	<b>1,245</b>		<b>1,248</b>		<b>2</b>	

Note: Totals may not add due to rounding.  
RSH: Revenue Service Hour

# **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, 2018 and 2019

PTSC (\$ in millions)	FY18 Budget	FY19 Proposed
1 Revenue	\$ 401.1	\$ 433.2
2 Expenses	401.1	433.2
3 Increase (decrease) in retained earnings	-	-
4 Retained earnings - beginning of year	-	-
5 <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.

Funding for all Exposition projects Life of Project (LOP) is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

Expo Phase 2 began revenue service in May 2016. Expo Authority is targeting to dissolve the Authority by December 2018. Any expenditure after the close out date will be handled by Metro and will be captured as part of a memorandum of understanding (MOU) to be negotiated between Metro and the Authority.

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2018 and 2019

EXPO (\$ in millions)	FY18 Budget	FY19 Proposed
1 Revenue	\$ 12.5	7.9
2 Expenditures	12.5	7.9
3 Net change in fund balance	-	-
4 Fund balance - beginning of year	-	-
5 <b>Fund balance - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

- FY19 Budget is composed of Phase I \$0.03 million and Phase II \$7.9 million.

## Service Authority for Freeway Emergencies (SAFE)

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

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

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

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2018 and 2019

	<b>SAFE (\$ in millions)</b>	<b>FY18 Budget</b>	<b>FY19 Proposed</b>
1	Revenues	\$ 7.6	\$ 7.9
2	Expenditures	8.0	7.9
3	Excess (deficiency) of revenue over expenditures	(0.4)	(0.0)
4	Other financing and sources (uses) - transfer out	(1.0)	(1.0)
5	<b>Fund balances - beginning of year</b>	18.9	17.5
6	<b>Fund balances - end of year</b>	<b>\$ 17.5</b>	<b>\$ 16.5</b>

Note: Totals may not add due to rounding.

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# **Appendix II**

## **Transportation Infrastructure Development Project Listing**

## Transportation Infrastructure Development—Transit Expansion Project Detail List

Project Description (\$ in thousands)	Forecasted Expenditures thru FY18	FY19 Proposed	Life of Project	Note
<b>TRANSIT EXPANSION</b>				
<b>Transit Construction Projects</b>				
<b>Measure R</b>				
<b>Bus</b>				
<b>Orange Line</b>				
Metro Orange Line Extension	\$ 144,341	\$ -	\$ 145,300	
Metro Orange Line Extension - Closeout	-	700	700	
<b>Orange Line Total</b>	<b>\$ 144,341</b>	<b>\$ 700</b>	<b>\$ 146,000</b>	
<b>Bus Total</b>	<b>\$ 144,341</b>	<b>\$ 700</b>	<b>\$ 146,000</b>	
<b>Rail</b>				
<b>Crenshaw</b>				
Crenshaw/LAX Business Interruption Fund	\$ 7,590	\$ 3,000	\$ 10,590	
Crenshaw/LAX Fare Gates	3,920	3,174	7,800	
Crenshaw/LAX Insurance Betterment	5,276	-	5,534	4
Crenshaw/LAX Light Rail Transit: Construction	1,708,151	291,632	2,058,000	
Crenshaw/LAX Light Rail Transit: Planning Phase 1	5,526	-	-	4
Crenshaw/LAX Light Rail Transit: Planning Phase 2	20,024	-	-	4
Crenshaw Pre-Revenue Service	650	25,939	40,956	New
Southwestern Maintenance Yard	119,043	11,036	157,000	
<b>Crenshaw Total</b>	<b>\$ 1,870,180</b>	<b>\$ 334,781</b>	<b>\$ 2,279,880</b>	
<b>Expo I</b>				
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred	\$ 848,149	\$ -	\$ 966,900	4
Expo Blvd Light Rail Transit Phase 1: Metro Incurred	61,974	-	-	4
Light Rail Vehicle	50,188	-	-	4
Washington Siding	1,121	27	12,000	
<b>Expo I Total</b>	<b>\$ 961,432</b>	<b>\$ 27</b>	<b>\$ 978,900</b>	
<b>Expo II</b>				
Division 22 Paint & Body Shop	\$ 7,809	\$ 1,809	\$ 11,000	
Expo Blvd Light Rail Transit Phase 2 - Holdback	43,329	6,104	-	
Expo Blvd Light Rail Transit Phase 2 - Non-Holdback	123,090	-	-	4
Expo Blvd Light Rail Transit Phase 2: Construction	916,835	-	1,500,158	4
Expo Blvd Light Rail Transit Phase 2: Planning	392	-	-	4
Expo II Insurance Betterment	2,463	-	2,584	4
Expo Phase II Betterments	2,991	-	3,900	4
Expo Phase II Bikeway	15,439	-	16,102	4
Light Rail Vehicle	192,143	-	-	4
<b>Expo II Total</b>	<b>\$ 1,304,492</b>	<b>\$ 7,913</b>	<b>\$ 1,533,744</b>	
<b>Gold Line Foothill 2A to Azusa</b>				
Foothill Extension Insurance Betterment	\$ 2,080	\$ -	\$ 2,182	4
Gold Line Foothill Extension to Azusa: Construction	647,433	2,076	714,033	
Gold Line Foothill Extension to Azusa: Planning	427	-	-	4
Gold Line Foothill Maintenance Facility - Metro 75%	192,125	-	207,437	4
Light Rail Vehicle	58,705	-	-	4
<b>Gold Line Foothill 2A to Azusa Total</b>	<b>\$ 900,770</b>	<b>\$ 2,076</b>	<b>\$ 923,652</b>	
<b>Regional Connector</b>				
Regional Connector Business Interruption Fund	\$ 3,431	\$ 1,000	\$ 4,431	
Regional Connector Insurance Betterment	3,887	-	4,036	4
Regional Connector: Construction	968,340	195,238	1,750,841	
Regional Connector: Construction -Non-FFGA	23,511	10,887	39,991	
Regional Connector: Planning	27,856	-	-	
<b>Regional Connector Total</b>	<b>\$ 1,027,025</b>	<b>\$ 207,125</b>	<b>\$ 1,799,299</b>	

## Transportation Infrastructure Development—Transit Expansion Project Detail List (Continued)

Project Description (\$ in thousands)	Forecasted Expenditures thru FY18	FY19 Proposed	Life of Project	Note
<b>Westside Purple 1</b>				
Div 20 Portal Widening & Turnback Facility	\$ 93,049	\$ 95,526	\$ 188,575	1
Non-Revenue Vehicle	854	-	-	4
Westside Extension I Business Interruption Fund	5,011	3,000	8,011	
Westside Insurance Betterment	6,505	-	6,553	4
Westside Subway Extension Section 1	1,401,969	300,950	2,778,880	
Westside Subway Extension 1: Planning Phase 1	8,505	-	-	4
Westside Subway Extension 1: Planning Phase 2	37,189	641	-	
<b>Westside Purple 1 Total</b>	<b>\$ 1,553,082</b>	<b>\$ 400,117</b>	<b>\$ 2,982,019</b>	
<b>Westside Purple 2</b>				
Westside Subway Extension Section 2	562,256	367,495	2,440,969	
Westside Purple Line Extension 2: Planning	2,999	116	-	
<b>Westside Purple 2 Total</b>	<b>\$ 565,255</b>	<b>\$ 367,611</b>	<b>\$ 2,440,969</b>	
<b>Rail Total</b>	<b>\$ 8,182,236</b>	<b>\$ 1,319,650</b>	<b>\$ 12,938,464</b>	
<b>Measure R Total</b>	<b>\$ 8,326,577</b>	<b>\$ 1,320,350</b>	<b>\$ 13,084,464</b>	
<b>Measure M</b>				
<b>Bus</b>				
<b>Orange Line</b>				
Orange Line BRT Improvement: Construction	-	11,429	11,429	New, 1, 5
Orange Line Improvement: Planning	10,327	2,324	12,651	1
<b>Orange Line Total</b>	<b>\$ 10,327</b>	<b>\$ 13,753</b>	<b>\$ 24,080</b>	
<b>Bus Total</b>	<b>\$ 10,327</b>	<b>\$ 13,753</b>	<b>\$ 24,080</b>	
<b>Rail</b>				
<b>Airport Connector</b>				
Airport Metro Connector: Planning	\$ 56,872	\$ 509	\$ 57,381	1
Airport Metro Connector: Construction	69,870	45,964	115,834	1, 6
<b>Airport Connector Total</b>	<b>\$ 126,742</b>	<b>\$ 46,473</b>	<b>\$ 173,215</b>	
<b>Gold Line Foothill 2B</b>				
Gold Line Foothill Extension 2B: Planning	\$ 35,556	\$ -	\$ -	
Gold Line Foothill Extension 2B: Construction	3,216	37,372	1,406,871	
<b>Gold Line Foothill 2B Total</b>	<b>38,772</b>	<b>37,372</b>	<b>1,406,871</b>	
<b>Westside Purple 3</b>				
Westside Subway Extension Section 3	277,714	214,319	492,033	1
Westside Purple Line Ext. 3: Planning	891	281	1,172	1
<b>Westside Purple 3 Total</b>	<b>\$ 278,604</b>	<b>\$ 214,600</b>	<b>\$ 493,204</b>	
<b>Rail Total</b>	<b>\$ 444,118</b>	<b>\$ 298,446</b>	<b>\$ 2,073,290</b>	
<b>Measure M Total</b>	<b>\$ 454,445</b>	<b>\$ 312,199</b>	<b>\$ 2,097,370</b>	
<b>System Wide</b>				
Anticipated Measure R & M Projects	\$ -	\$ 35,881	\$ 35,881	3
<b>Transit Construction Projects Total</b>	<b>\$ 8,781,022</b>	<b>\$ 1,668,430</b>	<b>\$ 15,217,715</b>	
<b>Measure R &amp; M Transit Planning</b>				
BRT Connector Red/Orange Line	\$ 943	\$ 1,912	\$ 2,856	2
Eastside Extension Phase 1 & 2	32,274	6,831	39,104	2
Eastside Light Rail Access	17,568	11,304	28,872	2
Green Line Extension: Redondo to South Bay	7,530	2,112	9,643	2
North San Fernando Valley BRT	930	2,031	2,961	2
San Fernando Valley East North/South Rapidways	12,017	10,302	22,319	2
Sepulveda Pass Transit Corridor	8,231	6,795	15,026	2
Vermont Transit Corridor	817	953	1,770	2
West Santa Ana Branch Corridor	12,434	24,780	38,419	2
<b>Measure R &amp; M Transit Planning Total</b>	<b>\$ 92,744</b>	<b>\$ 67,021</b>	<b>\$ 160,970</b>	
<b>TRANSIT EXPANSION TOTAL</b>	<b>\$ 8,873,766</b>	<b>\$ 1,735,451</b>	<b>\$ 15,378,685</b>	

Note: Totals may not add due to rounding.

New: New Projects marked in this table are proposed for Board Adoption

- (1) Projects are cumulatively funded on an annual basis until the Board adopts an LOP.
- (2) No Board Adopted Life of Project (LOP) during planning phase; project is funded on an annual basis.
- (3) Separate Board approval of LOP budget is required when project is defined.
- (4) Project completed or in closeout phase.
- (5) LOP estimated at \$286M in 2015 as stated in Measure M Ordinance
- (6) LOP estimated at \$581M in 2015 as stated in Measure M Ordinance



## Transportation Infrastructure Development—Highway Project Detail List

Project Description (\$ in thousands)	FY19 Proposed		
	Highway Subsidies	Non-Subsidies	Total
<b>Highway</b>			
<b>Measure R</b>			
Alameda Corridor East Grade Separations Phase 2	\$ 15,298	\$ 12	\$ 15,310
Countywide Sound wall Constructions	250	53	303
High Desert Corridor	1,000	192	1,192
Interstate 5 / St. Route 14 Capacity Enhancement	3,300	-	3,300
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	16,710	-	16,710
I-5 Capacity Enhancement from SR-134 to SR-170	29,160	2,242	31,402
I-5 Carmenita Road Interchange Improvement	1,290	-	1,290
Highway Operational Improvements in Arroyo Verdugo Subregion	13,915	17	13,932
Highway Operational Improvements in Las Virgenes/Malibu Subregion	13,750	6	13,756
Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	8,658	575	9,233
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	7,049	7,049
Interstate 605 corridor "Hot Spot" Interchanges	5,606	25,660	31,266
Interstate 710 North Gap Closure (tunnel)	-	5,731	5,731
Interstate 710 South and/or Early Action Projects	6,239	12,361	18,600
State Route 138 Capacity Enhancements	36,070	69	36,139
<b>Measure R Total</b>	<b>\$ 151,246</b>	<b>\$ 53,967</b>	<b>\$ 205,213</b>
<b>Measure M</b>			
SR-57/SR-60 Interchange Improvements	\$ -	\$ 12,374	\$ 12,374
I-5 Corridor Improvements (I-605 to I-710)	-	504	504
Highway Efficiency Program	1,500	94	1,594
Highway Demand Based Prog. (HOV Ext. & Connect)	1,500	68	1,568
Transportation System and Mobility Improve. Program	1,500	91	1,591
<b>Measure M Total</b>	<b>\$ 4,500</b>	<b>\$ 13,132</b>	<b>\$ 17,632</b>
<b>Soundwall Program</b>	<b>\$ -</b>	<b>\$ 16,667</b>	<b>\$ 16,667</b>
<b>Other</b>			
Highway Planning	\$ 2,050	\$ 4,117	\$ 6,167
Caltrans Property Maintenance	-	150	150
I-5 HOV Lanes - SR170 Closeout	2,788	-	2,788
I-405 Car Pool Lane - Closeout	-	3,583	3,583
<b>Other Total</b>	<b>\$ 4,838</b>	<b>\$ 7,850</b>	<b>\$ 12,688</b>
<b>Highway Total</b>	<b>\$ 160,583</b>	<b>\$ 91,616</b>	<b>\$ 252,200</b>

Note: Totals may not add due to rounding.

# **Appendix III**

## **Metro Transit—State of Good Repair (SGR) Project Listing**

## Metro Transit—State of Good Repair (SGR) Project Detail List

Project Description (\$ in Thousands)	Forecasted Expenditures thru FY18	FY19 Proposed	Life of Project	Note
<b>SGR Bus and Rail</b>				
<b>Bus Acquisition</b>				
40' Zero Emission Buses	\$ -	\$ 14,858	\$ 65,900	
60' CNG Buses	-	23,760	72,200	
Articulated Bus Replacement	4,365	41,154	80,003	
BYD 60' Articulated Zero Emission Bus	-	96	8,110	
Replacement 40' CNG Buses	17,769	16,886	207,568	
<b>Bus Acquisition Total</b>	<b>\$ 22,134</b>	<b>\$ 96,754</b>	<b>\$ 433,781</b>	
<b>Bus Facilities Improvements</b>				
BRT Freeway Station Sound Enclosure	\$ 3,773	\$ 927	\$ 5,838	
Bus Facilities Lighting Retrofit	2,222	683	4,250	
Bus Facilities Maintenance & Improvement - Phase 3	9,740	4,539	21,650	
Bus Facility Maintenance Improvements & Enhancements Phase 1	13	-	21,231	
Bus Facility Maintenance Improvements & Enhancements Phase 2	18,680	1,301	20,896	
Central Maintenance Facility Building 5	145	648	785	
CNG Detection & Alarm Systems	922	612	4,586	
Division 1 Improvements	2,714	2,733	20,866	
Division 3 Master Plan Phases 2-4	22	214	13,200	
Permeable Pavement and Bioretention	279	723	2,100	
El Monte Busway Access Road Repair	44	477	1,426	
Fire Alarm Systems	128	1,200	1,624	
Fuel Storage Tank System Enhancements (FY15 - FY17)	6,500	-	6,500	3
Fuel Storage Tank System Upgrades and Replacements (FY17 to FY19)	1,071	3,543	13,185	
Metro Silver Line Improvements & Upgrades	5,177	1,011	7,845	
Pavement Repairs at CMF, Division 7, & Division 8	2,594	803	4,249	
Terminals 47 & 48 Corrosion Mitigation	965	-	965	
<b>Bus Facilities Improvements Total</b>	<b>\$ 54,989</b>	<b>\$ 19,412</b>	<b>\$ 151,196</b>	
<b>Bus Maintenance</b>				
Bus Engine	\$ -	\$ 1,528	\$ 13,518	New
Bus Midlife Program	68,105	-	68,669	
Bus Midlife Program	-	42,070	158,138	New
Central Maintenance Bus Engine Replacement Program	10,704	-	24,690	
Central Maintenance Equipment Acquisition	981	376	3,000	
Installation of ADA "Q-Pod" Equipment on Compo-Buses	542	758	2,728	
Installation of Live Video Monitors on up to 642 NABI Buses	3	683	5,699	
<b>Bus Maintenance Total</b>	<b>\$ 80,336</b>	<b>\$ 45,415</b>	<b>\$ 276,442</b>	
<b>Non-Revenue Vehicles</b>				
FY17-FY18 Non-Revenue Vehicles & Equipment Replacement -Bus	\$ 4,729	\$ -	\$ 4,975	
FY18 Non-Rev Equip Replacement	657	50	1,221	
FY18 Non-Rev Hi Rail Replaceme	405	105	2,207	
FY18 Non-Rev Replacement (Rail)	751	311	2,421	
FY18 Non-Rev Replacement (Bus)	2,528	500	4,948	
FY19 Non-Rev Replacement (Rail)	-	2,706	8,994	New
Non-Revenue Equipment Rail Grinder	3,917	50	7,648	
Non-Revenue Hi-Rail Utility Vehicle	10	-	1,616	
Non-Revenue Maintenance Shop Improvements	2,730	205	3,227	
Non-Revenue Vehicles Procurement for Rail thru FY15	5,606	-	5,643	
<b>Non-Revenue Vehicles Total</b>	<b>\$ 21,334</b>	<b>\$ 3,926</b>	<b>\$ 42,900</b>	
<b>Rail Facilities Improvements</b>				
Blue Line Artwork Renovations & Replacement	\$ 169	\$ 150	\$ 477	
Division 21 Midway Yard Improvements	191	416	1,024	
Fare Gate Project	4,763	28	7,187	
Fire Control Panel Upgrade	1,496	1,629	3,600	
FY14-FY15 Rail Facility Sub-Metering Project - Div 11, 22, & 60	104	70	240	
LRT Freeway Stations Sound Enclosures	2,530	2,559	8,609	
Metro Red Line Escalator Replacement/Modernization	17,231	164	20,756	
Metro Red/Purple Lines Platform Gates Replacement	1,641	55	3,500	
North Hollywood Landscaping	3	260	453	
PGL South Pasadena Station Northbound Platform ADA Ramp	527	83	550	
Rail Facilities Lighting Retrofit	1,533	1,699	4,205	
System Projects	-	10,406	-	2
Systemwide Elevator Installations (Vertical Systems)	5,451	1,414	8,000	
<b>Rail Facilities Improvements Total</b>	<b>\$ 35,638</b>	<b>\$ 18,933</b>	<b>\$ 58,601</b>	

## Metro Transit—State of Good Repair Project Detail List (Continued)

Project Description (\$ in Thousands)	Forecasted Expenditures thru FY18	FY19 Proposed	Life of Project	Note
<b>Rail Fleet Procurement</b>				
Heavy Rail Vehicle Procurement	\$ 18,437	\$ 9,435	\$ 130,910	
Light Rail Vehicle Fleet Replacement	462,535	114,829	589,659	
Professional Services to Support P3010 LRV Procurement Project	20,348	3,319	30,000	
<b>Rail Fleet Procurement Total</b>	<b>\$ 501,320</b>	<b>\$ 127,583</b>	<b>\$ 750,569</b>	
<b>Rail Vehicle Maintenance</b>				
A650 Heavy Rail Component Overhaul	\$ -	\$ -	\$ 8,120	New
Correct Door Enable on Light Rail Train	4	19	9,062	
Division 20 - Wheel Press Machine	507	2,877	4,000	
Heavy Rail Vehicle Midlife Overhaul	16,070	17,499	52,000	
Light Rail Vehicle (P2000) Midlife Overhaul	28,326	21,452	160,800	
Light Rail Vehicle (P865/P2020) Midlife Overhaul	24,749	2,261	30,000	
P2000 Vehicle Component Replacement	21,399	3,098	26,360	
P2550 Light Rail Mid-Life Overhaul	273	88	142,196	
P2550 Light Rail Vehicle Component Overhaul	1,323	1,993	35,008	
Subway Railcar Component Replacement	29,274	792	30,000	
<b>Rail Vehicle Maintenance Total</b>	<b>\$ 121,925</b>	<b>\$ 50,079</b>	<b>\$ 497,546</b>	
<b>TAM Proj Mgmt Support</b>				
Heavy Rail On Board Fire Suppression System	\$ 172	\$ 505	\$ 731	
Light Rail On Board Fire Suppression System	18	-	723	
Orange Line In-Road Warning Lights	161	41	198	
<b>TAM Proj Mgmt Support Total</b>	<b>\$ 351</b>	<b>\$ 546</b>	<b>\$ 1,652</b>	
<b>Wayside Systems</b>				
Blue and Gold Line Train Control Battery Replacement	-	663	1,686	
Blue Line Resignaling Rehabilitation	13,554	25,097	118,991	
Blue Line Track & System Refurbishment, New Blue	-	34,994	90,780	
Digital Rail Radio System	15,175	116	25,000	
Division 20 Switch Machine Replacement	77	1,279	1,900	
Fiber Optic Main Loop Upgrade	1,051	38	4,250	
Green and Gold Line TPSS Battery Replacement	-	913	1,872	
Green Line Switch Machine Overhaul	6,614	792	2,764	
Heavy Rail SCADA System Replacement	10,122	1,049	15,883	
Long Beach Duct Bank Upgrade Phase 2	1,332	254	8,000	
Maintenance of Way Infrastructure Improvements	-	4,875	-	New, 2
Maintenance of Way Tools & Equipment	48	250	3,326	
Metro Blue Line & Metro Green Line Transit Passenger Info System	8,379	-	9,830	
Metro Blue Line Overhead Catenary System Rehabilitation	1,695	48	13,000	
Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	25,742	310	30,175	
Metro Blue Line Rail Replacement & Booting	2,770	93	13,000	
Metro Blue Line Yard Signal System Rehabilitation	454	-	4,600	
Metro Green Line Train Control Track Circuits & TWC Replacement	721	558	28,851	
Metro Green Line UPS for Train Control & Communication Building	1,040	9	1,200	
Metro Red Line Access Control / Alarm Monitoring System Replacement	296	1,711	2,319	
Metro Red Line Gas Analyzer Upgrade	695	574	4,000	
Metro Red Line Train-to-Wayside Communication Rehabilitation	27	20	1,800	
Metro Red Line Tunnel Lighting Rehabilitation	3,799	110	9,000	
MGL Emergency Trip System	1,528	1,361	5,500	
MGL Negative Grounding Devices	350	670	1,500	
Replacement of Power Supplies/ Batteries on Red Line FY17 - FY22	107	951	3,684	
Systemwide Corrosion Protection System Replacement	5,019	199	13,000	
<b>Wayside Systems Total</b>	<b>\$ 100,595</b>	<b>\$ 76,932</b>	<b>\$ 415,909</b>	
<b>SGR Bus and Rail Total</b>	<b>\$ 938,623</b>	<b>\$ 439,580</b>	<b>\$ 2,628,595</b>	
<b>Other Asset Improvements</b>				
<b>Non MR/MM Major Construction</b>				
Metro Emergency Operations Center	\$ 20,742	\$ 9,510	\$ 112,700	
Metro Red Line Segment II Closeout	32,166	150	32,482	
Metro Red Line Segment III North Hollywood Closeout	4,439	50	4,408	
Rosa Parks/Willowbrooks	17,317	12,137	109,305	
<b>Non MR/MM Major Construction Total</b>	<b>\$ 74,663</b>	<b>\$ 21,847</b>	<b>\$ 258,895</b>	

## Metro Transit—State of Good Repair Project Detail List (Continued)

Project Description (\$ in Thousands)	Forecasted Expenditures thru FY18	FY19 Proposed	Life of Project	Note
<b>123 Regional and Hubs</b>				
124 Automated License Plate Recognition Network Phase 1	\$ 1,880	\$ 105	\$ 2,069	
125 Automated License Plate Recognition Network Phase 2	1,378	256	1,602	
126 Cesar Chavez Bus Stop Improvements	548	332	2,100	
127 El Monte Busway & Transit Center Expansion	3	150	60,106	
128 Gateway Building Renovations	19,903	2,412	42,842	
129 Gateway New LED Lighting	605	109	2,589	
130 Metro Security Kiosks at Rail Stations	4,813	194	5,150	
131 Mobile & Tablet Applications	1,031	243	978	
132 Muni TVM Installation	8	50	1,728	
133 Patsaouras Bus Plaza Paver Retrofit	7,337	342	9,093	
134 Patsaouras Plaza Bus Station Construction	2,448	7,660	39,793	
135 Public Plug-In Charge Station	742	141	973	
136 Regional Rail Signage System Improvements	2,133	259	2,231	
137 Tablet Regional Point of Sale Device	1,308	295	1,921	
138 TAP API 3.0	166	315	1,200	
139 TAP NFC Mobile App Development	638	-	625	
140 TAP CRM Phase 2.0 - Automation and Enhancement	1,368	-	1,400	
141 TAP CRM Phase 2.1 - RPOS/LIFE Implementation	-	125	3,300	New
142 Ticket Vending Machine Installations	4,627	198	6,736	
143 TVM Software Upgrade - Multiple Ticket & Language	36	95	1,750	
144 UFS CPA Upgrade	15,071	416	15,221	
145 UFS Disaster Recovery	3,764	200	8,085	
<b>146 Regional and Hubs Total</b>	<b>\$ 69,806</b>	<b>\$ 13,900</b>	<b>\$ 211,491</b>	
<b>147 Technology</b>				
148 Agency Information Security & Compliance Program	\$ 1,663	\$ 1,869	\$ 7,814	
149 Application Platform Systems Upgrades (FY17-FY18)	1,292	-	1,685	3
150 Connected Buses with Wi-Fi	1,345	1,672	7,968	
151 Connected Facilities Project	-	175	7,455	New
152 Digital Incident Management System	1,235	-	2,064	
153 E-discovery & Legal Hold Management	533	1,141	3,800	
154 Enterprise Accident & Incident Tracking System	372	1,130	2,488	
155 Enterprise Asset Management System	-	2,729	-	New, 1
156 Enterprise Telephone & Unified Messaging System	436	1,146	10,146	
157 Financial & Budget Systems Integration	1,162	500	4,200	
158 FIS R12 Upgrade	11,089	928	12,900	
159 GIRO HASTUS Upgrade & Enhancement	3,059	100	4,010	
160 HASTUS Infrastructure Upgrade	1,491	-	1,687	
161 Human Capital System Project	-	480	3,980	New
162 Internet-based Customer Help Desk	781	447	1,142	
163 IT Platform Refresh Program	-	980	2,005	New
164 IT Workstation Refresh Program	-	1,330	2,120	New
165 Nextrip Electronic Signage	1,587	1,532	4,400	
166 Real Estate Management System	-	500	1,748	New
167 Technology Projects to Enhance the Customer Experience	258	1,002	2,227	
168 Workstation & Network Technology Refresh (FY17 - FY18)	2,625	-	2,700	3
<b>169 Technology Total</b>	<b>\$ 28,928</b>	<b>\$ 17,660</b>	<b>\$ 86,540</b>	
<b>170 Other Asset Improvements Total</b>	<b>\$ 173,398</b>	<b>\$ 53,407</b>	<b>\$ 556,926</b>	
<b>171 TOTAL SGR AND OTHER ASSET IMPROVEMENTS</b>	<b>\$ 1,112,021</b>	<b>\$ 492,987</b>	<b>\$ 3,185,521</b>	
<b>172 Other Operating Capital</b>				
173 Bicycle Access Improvements-Rail	\$ 1,067	\$ 175	\$ 1,843	4
174 Metro Bike Share Phase 2-Exp	4,436	-	4,499	3
175 Metro Bike Share Phase 3-Exp	-	12,775	-	New, 2
176 Union Station Renovation Plan	17,311	-	17,311	3
177 Union Station Metro Bike Hub	2,448	-	2,470	3
178 Parking Guidance System	3,584	2,228	5,025	
179 Union Station FLS-ADA & LED	9,387	6,690	19,946	
180 Bike Share TAP Integration	891	555	1,650	
181 Union Station Restroom Renovation	-	6,465	7,950	
182 Parking -TAP Integration	570	-	924	3
<b>183 TOTAL OTHER OPERATING CAPITAL</b>	<b>\$ 39,695</b>	<b>\$ 28,887</b>	<b>\$ 61,618</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) Separate Board approval of LOP budget is required when project is defined

(3) Project completed or in closeout phase

(4) Projects captured under General Planning and Programs

# **Appendix IV**

## **Regional Transit Allocations**

## Regional Transit Allocations

REVENUE ESTIMATES						
STATE AND LOCAL	FY19 Estimated Revenue	Carryover FY17 Budget vs Actual	Interest FY17 Actual	FY19 Total Funds Available	N O T E	FY18 Total Funds Available
<b>1 Transportation Development Act:</b>						
2     Planning & Administration:						
3         Planning - Metro	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000		\$ 2,000,000
4         Planning - SCAG	3,165,000	(29,760)		3,135,240		3,015,021
5         Administration - Metro	3,335,000	29,760		3,364,760		3,484,979
6                     Sub-total	8,500,000	-	-	8,500,000		8,500,000
7						
8     Article 3 Pedestrian & Bikeways	2.0000%	8,270,000	(79,361)	8,190,639		7,870,055
9     Article 4 Bus Transit	91.6922%	379,147,341	(3,638,381)	2,302,277		377,811,236
10     Article 8 Streets & Highways	6.3078%	26,082,659	(250,295)	25,832,364		24,973,370
11 <b>Total</b>		<b>422,000,000</b>	<b>(3,968,037)</b>	<b>2,302,277</b>	<b>1</b>	<b>403,418,765</b>
12						
<b>13 Proposition A:</b>						
14     Administration	5.0000%	42,200,000	(317,914)	41,882,086		40,106,824
15     Local Return	25.0000%	200,450,000	n/a	200,450,000	3	190,475,000
16     Rail Development	35.0000%	280,630,000	(2,114,126)	278,515,874		266,710,377
17     Bus Transit:	40.0000%					
18         95% of 40% Capped at CPI 2.2500%		244,313,659	n/a	244,313,659	2	238,937,564
19         95% of 40% Over CPI		60,370,341		60,370,341	4	50,584,436
20                     Sub-total		304,684,000	-	304,684,000		289,522,000
21						
22     5% of 40% Incentive		16,036,000	(120,807)	15,915,193		15,240,593
23 <b>Total</b>		<b>844,000,000</b>	<b>(2,552,847)</b>	<b>841,447,153</b>	<b>1</b>	<b>802,054,794</b>
24						
<b>25 Proposition C:</b>						
26     Administration	1.5000%	12,660,000	(96,465)	12,563,535		12,032,144
27     Rail/Bus Security	5.0000%	41,567,000	(316,725)	41,250,275		39,505,539
28     Commuter Rail	10.0000%	83,134,000	(633,450)	82,500,550		79,011,078
29     Local Return	20.0000%	166,268,000	n/a	166,268,000	3	157,994,000
30     Freeways and Highways	25.0000%	207,835,000	(1,583,626)	206,251,374		197,527,696
31     Discretionary	40.0000%	332,536,000	(2,533,802)	330,002,198		316,044,313
32 <b>Total</b>		<b>844,000,000</b>	<b>(5,164,068)</b>	<b>838,835,932</b>	<b>1</b>	<b>802,114,770</b>
33						
<b>34 State Transit Assistance:</b>					5,7	
35     Bus (PUC 99314 Rev Base Share)		47,059,273	14,334,269	91,565	61,485,106	13,644,863
36     Rail (PUC 99313 Population Share)		35,396,848	6,837,140	51,866	42,285,854	19,535,515
37 <b>Total</b>		<b>82,456,121</b>	<b>21,171,409</b>	<b>143,431</b>	<b>103,770,960</b>	<b>33,180,378</b>
38						
<b>39 SB 1 State Transit Assistance:</b>					5,7	
40     Bus (PUC 99314 Rev Base Share)		38,826,260	-	-	38,826,260	8
41     Rail (PUC 99313 Population Share)		29,204,175	-	-	29,204,175	-
42 <b>Total</b>		<b>68,030,435</b>	<b>-</b>	<b>-</b>	<b>68,030,435</b>	<b>-</b>
43						
<b>44 SB 1 State Of Good Repair</b>					7	
45     Bus (PUC 99314 Rev Base Share)		18,085,788	-	-	18,085,788	8
46     Rail (PUC 99313 Population Share)		13,603,692	-	-	13,603,692	-
47 <b>Total</b>		<b>31,689,480</b>	<b>-</b>	<b>-</b>	<b>31,689,480</b>	<b>-</b>

## Regional Transit Allocation (Continued)

REVENUE ESTIMATES							
STATE AND LOCAL		FY19 Estimated Revenue	Carryover FY17 Budget vs Actual	Interest FY17 Actual	FY19 Total Funds Available	N O T E	FY18 Total Funds Available
48	<b>Measure R:</b>						
49	Administration	1.5000%	12,660,000	(117,131)	(44,031)		12,587,664
50	Transit Capital - "New Rail"	35.0000%	290,969,000	(2,692,050)	842,233		275,852,269
51	Transit Capital - Metrolink	3.0000%	24,940,200	(230,747)	1,205,722		25,494,592
52	Transit Capital - Metro Rail	2.0000%	16,626,800	(153,831)	(322,851)		15,021,482
53	Highway Capital	20.0000%	166,268,000	(1,538,314)	1,534,932		163,459,947
54	Operations "New Rail"	5.0000%	41,567,000	(384,579)	153,146		40,602,484
55	Operations Bus	20.0000%	166,268,000	(1,538,314)	(44,725)		158,048,806
56	Local Return	15.0000%	124,701,000	n/a	77	3	118,495,449
57	<b>Total</b>		<b>844,000,000</b>	<b>(6,654,967)</b>	<b>3,324,503</b>	<b>1</b>	<b>809,562,693</b>
58							
59	<b>Measure M:</b>						
60	Local Return Supplemental & Administration:						
61	Administration	0.5000%	4,346,600	-	4,346,600		3,923,785
62	Supplemental transfer to Local Return	1.0000%	8,313,400	n/a	8,313,400	3,6	7,504,715
63	Sub-total		12,660,000		12,660,000		11,428,500
64							
65	Local Return Base	16.0000%	133,014,400	n/a	133,014,400	3,6	120,075,440
66	Metro Rail Operations	5.0000%	41,567,000	-	41,567,000		37,523,575
67	Transit Operations ( Metro & Municipal Providers)	20.0000%	166,268,000	-	166,268,000		150,094,300
68	ADA Paratransit/Metro Discounts for Seniors & Students	2.0000%	16,626,800	-	16,626,800		15,009,430
69	Transit Construction	35.0000%	290,969,000	-	290,969,000		262,665,025
70	Metro State of Good Repairs	2.0000%	16,626,800	-	16,626,800		15,009,430
71	Highway Construction	17.0000%	141,327,800	-	141,327,800		127,580,155
72	Metro Active Transportation Program	2.0000%	16,626,800	-	16,626,800		15,009,430
73	Regional Rail	1.0000%	8,313,400	-	8,313,400		7,504,715
74	<b>Total</b>		<b>844,000,000</b>	<b>-</b>	<b>-</b>		<b>761,900,000</b>
75	<b>Total Funds Available</b>		<b>\$ 3,980,176,036</b>	<b>\$ 2,831,489</b>	<b>\$ 5,770,211</b>	<b>\$ 3,988,777,736</b>	<b>\$ 3,612,231,400</b>
76							
77	<b>(Lines 4, 9, 17, 27 and 36)</b>		<b>\$ 80,366,600</b>	<b>\$ (531,509)</b>	<b>\$ (44,031)</b>	<b>\$ 79,791,060</b>	<b>\$ 77,150,416</b>

**Notes:**

- 1) The revenue estimate is 3.4% over the FY18 revenue estimate based on several economic forecasts evaluated by MTA.
- 2) CPI of 2.25% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to included operators.
- 3) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- 4) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- 5) STA Revenue estimate from the State Controller's office is reduced by 10% for the revenue based share and population based share due to anticipated shortfall of FY19 revenue.
- 6) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.
- 7) The SGR program is one of the two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program to come from the increase in Vehicle License Fee in order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- 8) Metro will follow Measure R allocation methodology for STA and SGR portion of SB1.



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