Los Angeles County
Metropolitan Transportation Authority

Adopted Budget

July 1, 2023 – June 30, 2024

FY24



Metro



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Cover: Red Line Construction (1993). Image from the Metro Art exhibition Ken Karagozian, ***Deep Connections****, previously on view at the Union Station Passageway Art Gallery.*




STAY BEHIND YELLOW LINE
STAY BEHIND



There's an incredible change happening at Metro, one that has been years in the making. This change is being driven by our people, what I like to call the Metro family. The Metro family is emerging from the difficulties of the last three years with a renewed energy and focus on delivering a world-class transportation system for Los Angeles County. Whether they work in customer-facing roles, are planning and delivering new transit projects, or providing professional support necessary to do our work, the 11,000+ members of the Metro family are moving with a shared purpose: to put people first, and to make Metro the first choice for transportation for Angelenos.

In last year's budget, Metro made big, new investments in new programs to improve the customer experience, implemented a new public safety plan, restored our pre-pandemic service level on buses, made transit more accessible to millions of students and low-income Angelenos, and built our ranks to ensure we could deliver on our promises in the future. We also delivered important projects, including the K Line in South Los Angeles and Inglewood, and the Regional Connector in Downtown Los Angeles. We have momentum, and in FY24, we're going to gain more, but we're going to have to do it in a changed fiscal environment with new pressures on our agency to deliver.

Metro's $9.0 billion FY24 Adopted Budget includes many new and innovative projects and programs that will build on our momentum and have meaningful impacts for LA County's 10 million residents. While we must continue to focus on prudent fiscal planning to ensure we can complete pipeline projects and maintain long-term financial stability, we will continue to reinvent and reimagine ourselves with forward-thinking approaches to regional mobility that put people first.

Demand for transit services has changed, especially on weekdays as LA County's traditional employment centers have become less busy due to remote work. To meet this changing demand, the FY24 Adopted Budget invests more in service frequency and reliability, cleaning and public safety. Understanding the impact of the societal crises of mental health, drug addiction and homelessness on our transit service, it also includes additional funding for programs and services to help unhoused people sheltering on and around our system, as well as programs for people in need of mental health resources on Metro. We've listened to our customers, and we're making the improvements necessary to deliver the transit service they want and deserve.

To get our customers where they need to go predictably and with confidence, we're investing $2.4 billion in the Metro Transit Operating and Maintenance Program in FY24, an increase of 6.1% or $136.8 million over the FY23 Budget. This investment will enable us to deliver 8.9 million revenue service hours (RSHs) of transit services, which is a 9.6% higher level of service than we delivered before the pandemic, including a 27.5% higher level of service than we delivered before the pandemic on the rail system.

To deliver a cleaner system, we're investing $201 million in cleaning efforts, an increase of 13% or $23.6 million over the FY23 Budget. This investment will enable us to create 10 roving cleaning teams, hire 21 more full-time custodial staff and hire up to 50 temporary part-time custodial staff dedicated to our B and D subway lines. Metro is also increasing the frequency of cleaning, expanding "in-line" and mid-day bus interior cleaning, "end of line" cleaning on rail, station hot spots, and expanded activities at Metro's most traveled stations and terminals.

To deliver a safer system, we're implementing a comprehensive, multi-layered strategy through our Reimagined Public Safety Framework, which aligns operations to the needs of the public through deliberate effective public safety initiatives. In addition to our continued contract investment in law enforcement services and the pilot Metro Ambassadors, our Transit Security Officer ranks will also increase to address compliance with the code of conduct. We're also investing in enhanced security cameras, fare gates, lighting, and other safety infrastructure, to make our customers' experiences on Metro as safe as they can be.

To address the impact of the societal crises of mental health, drug addiction and homelessness on our transit service, we'll invest even more in social services to ameliorate the impact of these issues on our transit service. In FY24, we'll invest $13.5 million in outreach to unhoused people, in partnership with People Assisting the Homeless (PATH) and the LA County Department of Health Services (DHS). We'll also dedicate $10 million to a new partnership with the LA County Department of Mental Health Services (DMH), to provide training support to identify mental health concerns and proper responses, strategies to address critical crisis response needs, and Community Mental Health Ambassadors. And we'll invest another $1.8 million for short-term shelters, workforce partnerships, and other strategies to help address these issues on our system.

To ensure that more people have access to Metro and to drive ridership recovery, the FY24 Adopted Budget also invests in free and reduced fares. Two fare discount programs, the GoPass Pilot program for K-12 and Community College students and the Low-Income Fare is Easy (LIFE) help reduce a major household expense for working families, and ensure that everyone, regardless of their economic condition, can get to school, work, and health care appointments with ease. The FY24 Adopted Budget contains funds to support and expand those programs, as well as new programs to drive transit equity, like Mobility Wallet and Fare Capping.

Finally, to ensure that our customers have access to the best transit and transportation facilities, we'll continue our investment in the nation's largest capital program. In FY24, full-scale construction will begin on the G (Orange) Line Improvements Project. Game changing projects like the Airport Metro Connector and the Purple Line Extension will move closer to completion, and we'll continue to make rapid improvements to bus speeds and reliability through the installation of peak-hour bus lanes and transit signal prioritization.

All these investments focus on one thing: putting people first. Metro's budget must reflect that we are here to serve our customers. The FY24 Adopted Budget makes key investments in the areas our customers want us to address the most, and it sets us up for success in the years to come. We have our work cut out for us at Metro. This budget helps us meet this moment, to maintain the momentum from the past year and deliver a world class transit system for the people of LA County that will be their first choice for transportation.



Stephanie N. Wiggins
Chief Executive Officer

Board of Directors



1

Ara Najarian
Chair
Appointee of LA County City Selection Committee - North County/ San Fernando Valley sector



2

Jacquelyn Dupont-Walker
First Vice Chair
Appointee of Mayor of the City of Los Angeles



3

Janice Hahn
Second Vice Chair
LA County Board Supervisor Fourth Supervisorial District



4

Kathryn Barger
LA County Board Supervisor Fifth Supervisorial District



5

Karen Bass
Mayor of the City of Los Angeles



6

James Butts
Appointee of LA County City Selection Committee Southwest Corridor sector



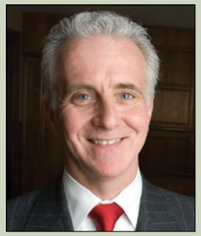
7

Fernando Dutra
Appointee of LA County City Selection Committee Southeast Long Beach sector



8

Lindsey Horvath
LA County Board Supervisor Third Supervisorial District



9

Paul Krekorian
Appointee of Mayor of the City of Los Angeles



10

Holly J. Mitchell
LA County Board Supervisor Second Supervisorial District



11

Tim Sandoval
Appointee of LA County City Selection Committee - San Gabriel Valley sector



12

Hilda L. Solis
LA County Board Supervisor First Supervisorial District



13

Katy Yaroslavsky
Appointee of Mayor of the City of Los Angeles



14

Gloria Roberts
Caltrans District Seven Director (interim)
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY24 Budget in May 2023.



Management Organizational Chart



Transit Expansion Timeline

1990

BLUE LINE OPENS
7th St / Metro Center to Downtown Long Beach

1995

GREEN LINE OPENS
Norwalk to Redondo Beach

RED LINE & D LINE (PURPLE) OPEN
Union Station to Westlake / MacArthur Park

RED LINE EXTENDED
Wilshire / Vermont

RED LINE EXTENDED
Hollywood / Vine

2000

RED LINE EXTENDED
North Hollywood

GOLD LINE OPENS
Union Station to Sierra Madre Villa

2005

ORANGE LINE OPENS
North Hollywood to Warner Center

PURPLE LINE OPENS
Wilshire / Western

GOLD LINE EXTENDED
Atlantic Station

2010

SILVER LINE OPENS
El Monte to Harbor Gateway Transit Center

EXPO LINE OPENS
7th St / Metro Center to Culver City

ORANGE LINE EXTENDED
Chatsworth

2015

EXPO LINE PHASE 2
Santa Monica

GOLD LINE EXTENSION
APU / Citrus College

2020

NORTH HOLLYWOOD TO PASADENA
BRT Connector (FEIR)

K LINE OPENS

REGIONAL CONNECTOR LINKS RAIL LINES
Downtown LA

A LINE (FOOTHILL) EXTENSION
Pomona

LAX/METRO TRANSIT CENTER

2025

PURPLE (D LINE) EXTENSION
Section 1

G LINE IMPROVEMENTS

PURPLE (D LINE) EXTENSION
Section 2

PURPLE (D LINE) EXTENSION
Section 3

VERMONT TRANSIT CORRIDOR

2030

C LINE EXTENSION
Crenshaw Bl, Torrance

EAST SAN FERNANDO VALLEY LRT

SEPULVEDA PASS TRANSIT CORRIDOR

2035

EASTSIDE TRANSIT CORRIDOR
Phase 2

2040

WEST SANTA ANA BRANCH TRANSIT CORRIDOR

2045

K LINE NORTHERN EXTENSION

LINCOLN BOULEVARD BRT

2050

C LINE EASTERN EXTENSION
Norwalk

2055

SEPULVEDA PASS WESTSIDE TO LAX

G LINE CONVERSION TO LIGHT RAIL

HISTORIC DOWNTOWN STREETCAR


1750
2000



Metro strives post pandemic to redefine daily travel habits and create legacy investments that improve the ease, accessibility and travel experience across the most important journeys for Metro's current and future customers. The overall operating deficit, also referred to as the 'fiscal cliff,' and the challenges of major infrastructure capital projects are two distinct concerns impacting Metro.

Metro recognizes the additional financial risks stemming from Transportation Infrastructure Development (TID) as we continue to build out the ordinance approved major construction projects. Project risks arise from higher bid prices, cost increases due to a tighter labor market and rising demand for goods with supply chain constraints.

Growing operating transit costs are expected over the next three years, driven by the growing rail system and expanding service, as well as the implementation of zero-emission buses. At the same time, Metro continues to invest in new initiatives to make the system clean, safe and reliable.

With federal stimulus funding exhausted, Metro, like transit agencies across the nation, faces financial challenges and pressures, making it imperative that every dollar is budgeted and spent wisely.

Metro continues to identify mitigation strategies to help address current and future challenges through the Equitable Zero-Based Budgeting (EZBB) process. The EZBB process is the driving force that serves as the cost control tool that integrates an equity lens to develop a fiscally responsible budget.

Through EZBB, Metro manages challenges by program on an annual basis to:

- **> Strengthen Cost Control**
- **> Financial Review milestones**
- **> Prioritize projects based on aligned strategic imperatives and priorities**
- **> Interdepartmental collaboration to identify mitigation strategies**

In addition, current and future challenges will be addressed through Early Intervention Team and other task force efforts.

FY24 Adopted Budget of $9.0 billion is balanced and focused on a service plan to include system expansion, integration, customer experience enhancement, safety and cleanliness, maintaining assets in a state of good repair, employee safety, retention and public engagement.

Improving our customers' experience is an ongoing priority for Metro, as we reach for our goal to be first choice in transportation for residents and visitors to Los Angeles County.

Metro is constantly innovating new pilot programs and initiatives to make our system more reliable, accessible and convenient.

Metro's annual Customer Experience (CX) Rider Survey results reiterated the need to address the same five issues captured in 2020 and 2022 CX Plans: Cleanliness, Public Safety, Comfort and Amenities, Customer Information and Time Competitiveness and Connectivity.

In the FY24 Adopted Budget, CX will continue to advance multi-year projects such as the Metro Ambassador Pilot, aging station renovations, continuing cleaning surge activities and begin work on new improvement opportunities.

To center the actions we are taking around measurable goals, each category reflects set priorities of the 2024 Customer Experience (CX) Plan:

> Make It Clean
- Hiring of additional cleaning staff
- Maintain cleaning surge activities
- Pilot physical station improvements, such as 7th Street/ Metro Center station renovation design and restroom pilot projects

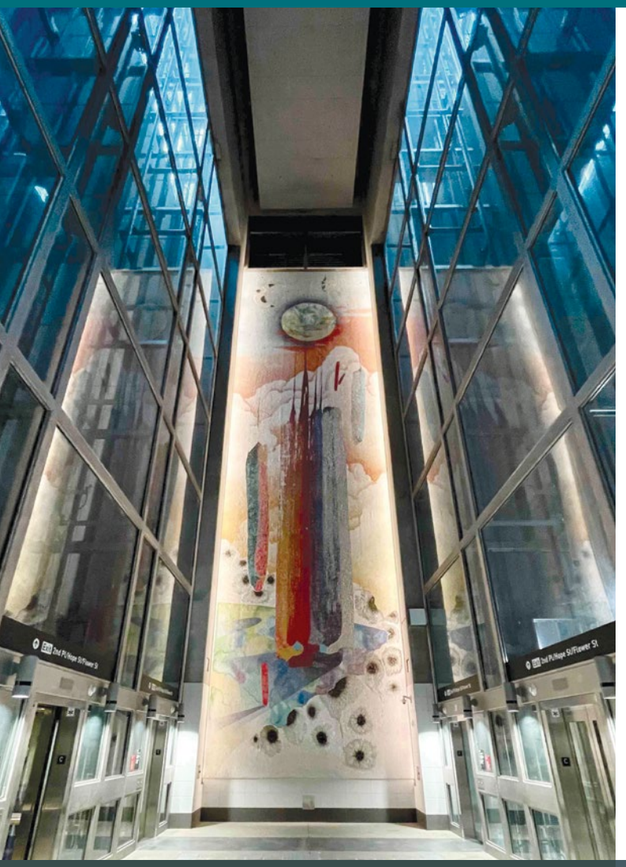
> Make It Safe
- Monitor, adjust and enhance the Metro Ambassador Pilot program, and evaluate its efficacy in addressing rider concerns
- Hire more Transit Security Officers, and provide Narcan and training for Metro security staff and Ambassadors
- Installation of live look-in cameras, upgraded security surveillance monitors and new Blue Light Call boxes
- Creation of an Integrated Public Safety Dashboard to improve safety data analysis

> Make It Comfortable
- Vinyl seat replacements (all bus and in-service rail vehicles) are on target to be completed by June 2023.
- Installation of bus stop lighting, with technical support for local jurisdictions
- Increased homeless outreach partnerships and pilot outreach center (continued from FY23)

> Make It Easy
- Improve real-time information by installing bus stop e-paper signs and expanding *Customer Care Center* hours.
- Creation of new Customer Service Center at the Westlake/MacArthur Park Station.
- Continued expansion, outreach and support for *GoPass* and *LIFE* programs
- Materials distribution and outreach for a new fare capping policy
- Consolidation/improvement of Metro mobile applications

> Make It Reliable
- Acceleration of bus lane implementation and support for the camera-monitored bus lane enforcement program
- Further system reliability upgrades through capital investments planned ahead of the 2028 Olympic Games, as approved by the Board, and proposed by the Office of Strategic Innovation





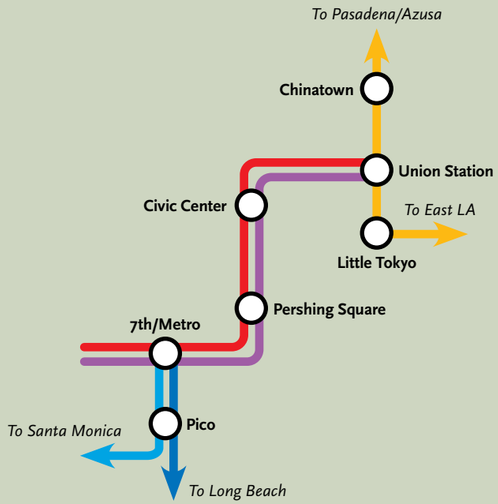
The ambitious, complex project, which began in 2013, is unique among rail projects in the United States. The 1.9 miles of new track laid for the project allow light rail trains to travel between Union Station and the busy 7th Street/Metro Center Station in Downtown's Financial District. Before the Regional Connector, that's a journey only Metro's heavy rail lines could make. Bridging this gap allows Metro to merge the hook-shaped L (Gold) line with the A (Blue) and E (Expo) lines, creating two serpent-like train lines where there were once three.

The Regional Connector includes three new underground stations:

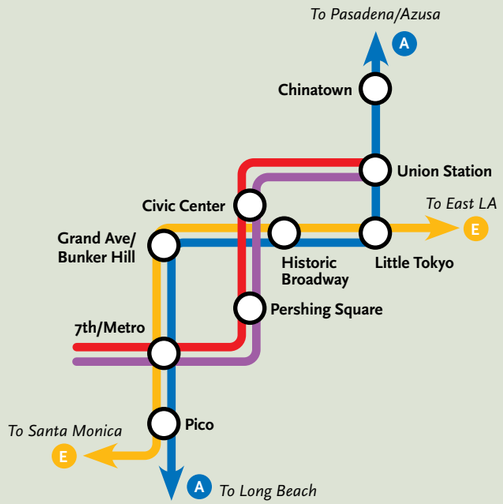
- **Little Tokyo/Arts District Station** where riders will have easy access to historically rich and vibrant neighborhoods and cultural institutions
- **Historic Broadway Station** features two nationally registered districts: Broadway Theater District, (12 original theaters within seven blocks) and old Spring Street (original Financial District of Downtown Los Angeles)
- **Grand Avenue Arts/Bunker Hill Station** connects riders to downtown's performing arts institutions, museums, fine dining experiences and more

These new stations will transform the way many riders can experience the Metro system, provide riders a seamless, one-seat journey from as far as Azusa to Long Beach and from East Los Angeles to Santa Monica with no transfers required.

BEFORE



AFTER



With the introduction of the Cleaning Surge program as part of the FY23 CX Plan, Metro remains committed to maintaining cleanliness standards that Metro customers deserve. The FY24 Adopted Budget includes $201.0 million for all cleaning efforts, 21 new custodial staff and up to 50 new part-time custodial staff through the Room-to-Work program.

BUS CLEANLINESS

Daily cleanings include:

- Removal of trash
- Vacuum/blow out debris
- Cleaning interior "touchpoints"
- Mopping floors
- Removing graffiti
- Washing vehicle exteriors
- Daily Bus cleaning at 4 terminals, 7 days a week

RAIL CLEANLINESS

Daily cleanings include:

- Exterior Carwash, Interior deep cleaning of all surfaces and floor scrub
- Sanitation of interior touch points, floor sweep and mop
  - All trains thoroughly disinfected 2x/day
- End-of-line (EOL) cleaning, cleaning surge 7-days/week
  - New service attendants for EOL and in-line cleaning

BUS TERMINALS & RAIL STATIONS

Daily cleanings include:

- Terminals
  - Trash and graffiti removed
  - Interiors wiped and mopped
- Rail Stations
  - Two daily general cleanup services
  - Pressure washing of exteriors/plazas 1x/week
  - Disinfection of touch points 2x/day
  - Perform sweeps 3x/week to clean up station corridor
  - Rail custodial staff at 13 designated Hot Spots – round the clock cleaning services

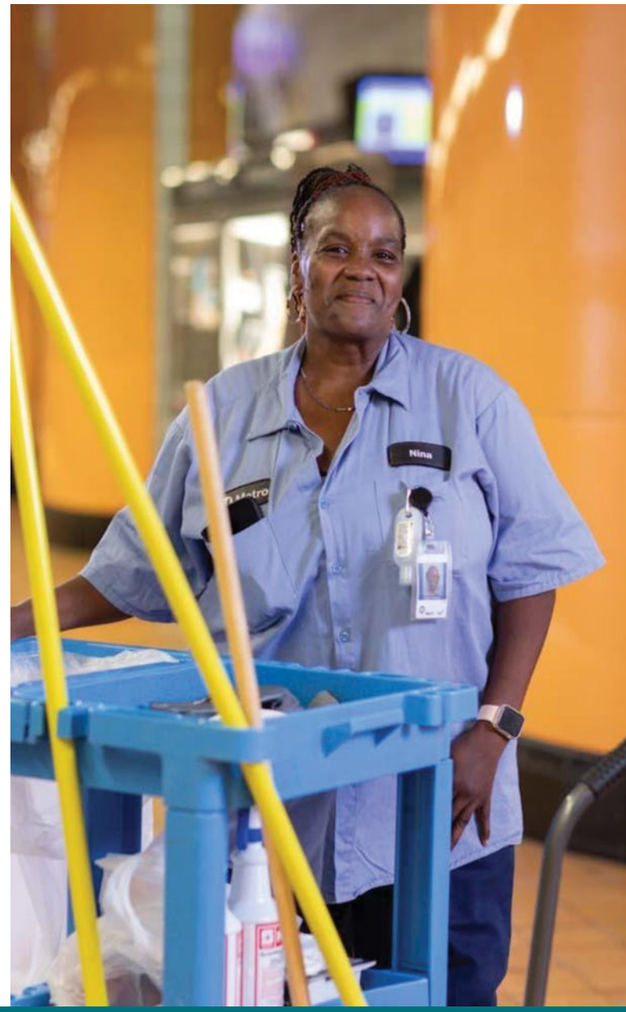
VINYL SEAT REPLACEMENT

Replacing fabric seats with vinyl seats stemmed from the public's comments. The vinyl inserts allow for easy maintenance of soiled or damaged seats and deter the spread of potential diseases.

- All bus fleet and all in service rail vehicles are on target to be completed by June 2023.

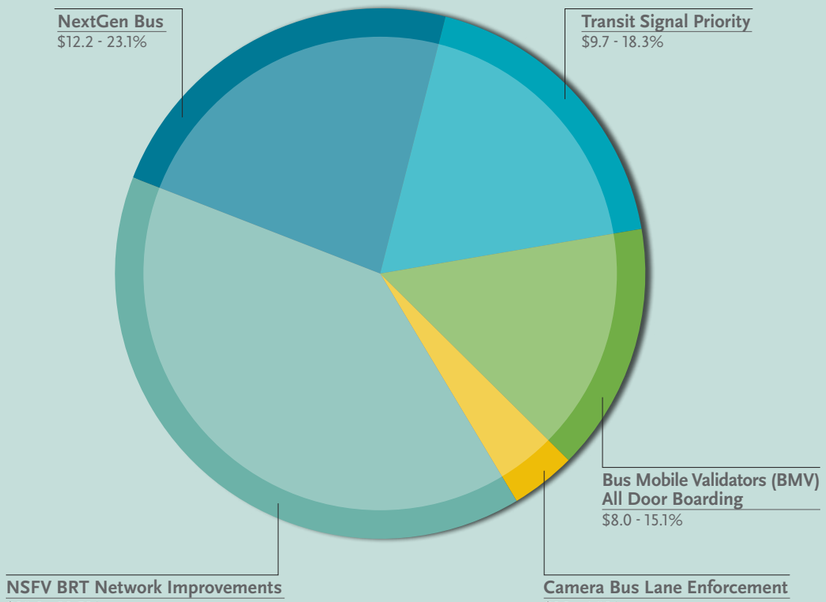
The Station Evaluation program has also played an important role in keeping Metro locations clean. The program helps provide a snapshot of the current station conditions and where improvements should be made.

The evaluations consist of two subcategories (functionality and appearance) with 38 inspection points ranging from stairs, elevators, lighting, seating, etc. Rating thresholds on a scale of 1-4 for each category determine if a station earned a pass or no-pass score.



NextGen Speed & Reliability

FY24 Adopted Budget for NextGen Speed & Reliability: $52.9 ($ in Millions)





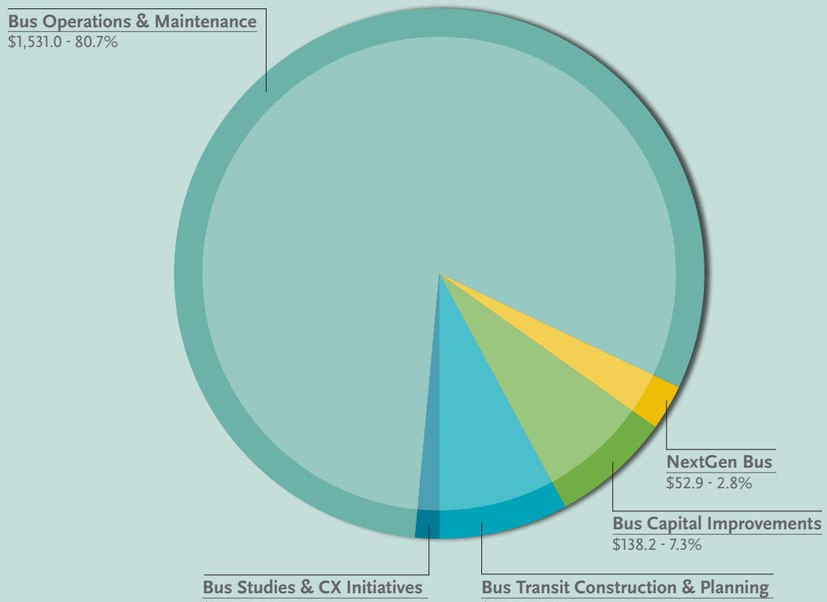
The NextGen Bus plan is a reimagined system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today's riders.

The FY24 Adopted Budget invests $52.9 million in NextGen, an increase of 89.3% over the FY23 Budget.

- NextGen Bus Priority Lanes, Curb modifications, layover optimization, bus/rail speed and reliability improvements
- North San Fernando Valley (NSFV) Bus Rapid Line (BRT) Network Improvements: Bus Priority Lanes, Curb modifications and enhancements, bus shelters
- Accelerates transit improvements with laser focus, resolves core issues and builds trust with partner agencies
- Force multiplier that improves customer experience and operator conditions, with operational savings reinvested into better service
- Boarding speeds up to 2x faster than front door only, especially at busier bus stops

Total Bus Investments

FY24 Adopted Budget for Bus Investments: $1,896.7 ($ in Millions)



Note

For more detail, see Appendix VII

Metro is committed to investments in the bus system. The FY24 Adopted Budget includes total bus investments of almost $1.9 billion, a 10% increase over the FY23 Budget.

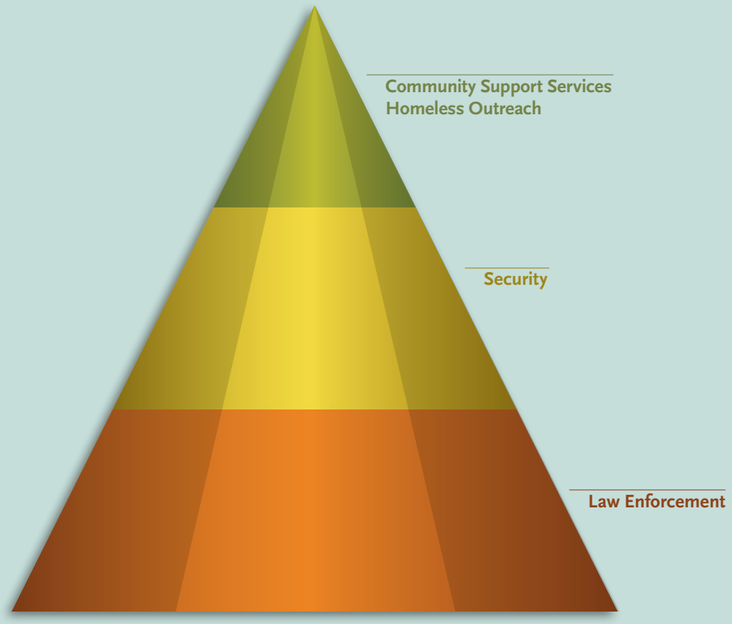
Bus investments across all Metro programs include:

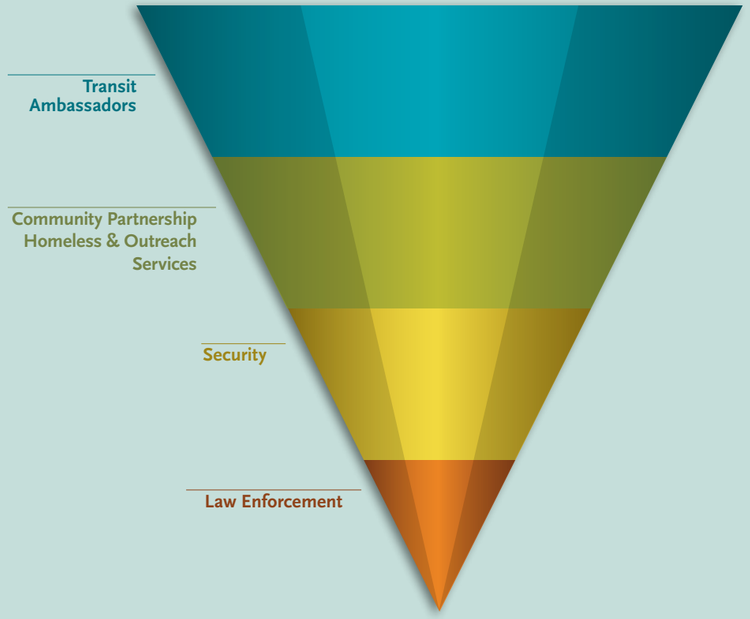
- Bus Operations & Maintenance
  - Bus Service, Cleaning, Public Safety and other Operating & Support costs
- NextGen Bus plan
- Bus Capital Improvements
- Electric buses and charging infrastructure
- Facilities improvements, Fleet maintenance
- BRT and feasibility studies
- Bus Transit Construction & Planning
- Bus Studies and CX Initiatives



Current Model

- > Prescriptive & Fixed
- > Inconsistent Rule Compliance
- > Reactive Response
- > Obscure Data & Outcomes
- > Enforcement-Focused through a singular tactical response ("one size fits all")
- > Siloed





New Model

- > Data-Driven & Flexible
- > Equitable Rule Compliance
- > Proactive Response
- > Transparent Outcomes
- > Strategic Enforcement through analytics-led safety & security using a layered approach
- > Collaborative



Reimagining Public Safety Framework is Metro's competitive game plan for transformational change to public safety, which aligns the needs of the public through deliberate and equity-driven public safety initiatives.

The FY24 Adopted Budget includes $315.3 million in public safety resource deployment, through a multi-layered strategy for enhancing public safety on our system.

This budget includes additional Transit Security Personnel that will create Permanent Bus Riding Teams, who are deployed to specific lines with higher frequencies of public safety issues, with the primary objective of deterring bus operator assaults and code of conduct violations.

Other safety programs and tools to enhance public safety are *Respect* the *Ride*, the *Transit Watch* app, the *Employee Assault Mitigation Task Force* and other efforts that are responsive to the security needs of riders and employees.

A comprehensive, multi-layered strategy is essential for enhancing public safety on our system. Law enforcement presence will be supplemented with various interventions to ensure that appropriate personnel are deployed to address specific issues.

- > **Transit Ambassadors**
- > **Homeless Outreach and Mental Health Crisis**
- > **Additional Transit Security Officers**
- > **Dedicated bus-riding teams**

With the growing need for homeless outreach and mental health resources, Metro is partnering with LA County to help provide resources on our system.

- > LA County Department of Health Services (DHS) multi-disciplinary teams, including PATH
- > LA County Department of Mental Health Services (DMS) to provide training support to identify mental health concerns and proper responses, strategies to address critical crisis response needs and Community Health Ambassadors

Westlake/MacArthur Park Station, served by Metro B and D Lines (Red/Purple) and nearby NextGen Tier 1 bus lines, has been impacted by societal challenges impacting public safety. This program will pilot interventions that deter non-transit loitering and restore safe and reliable transit. These interventions include a variety of upgrades to:

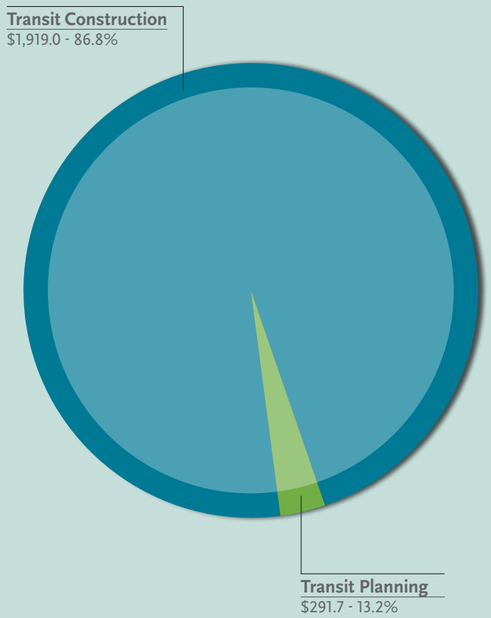
- > **Faregates**
- > **Station lighting**
- > **CCTV cameras**
- > **Alarms**
- > **Bench seating**
- > **Signage**
- > **New station kiosk**

These enhancements will improve customer experience and public safety.

Metro continues collaboration across the County for short-term shelters, workforce partnerships and will be tracking Metro's engagement and outreach through a homeless app.

Transit Infrastructure Development (TID)

FY24 BUDGET FOR TID: $2,210.7 ($ IN MILLIONS)

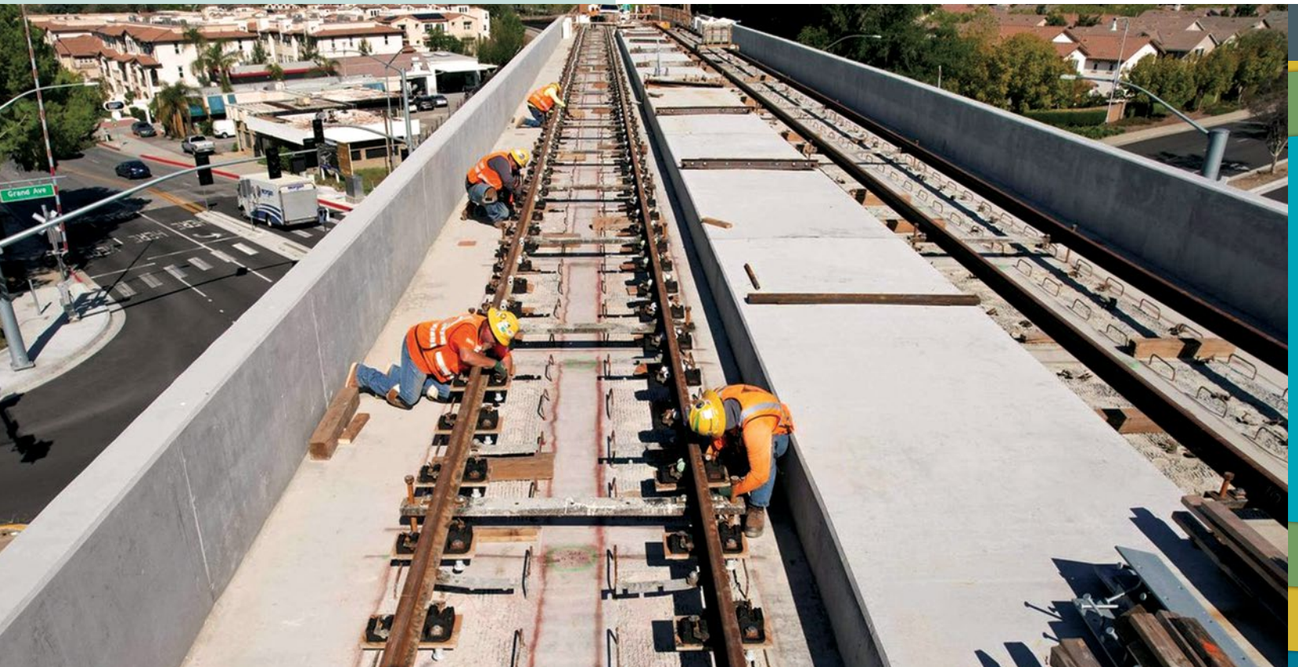


Transit Infrastructure Development (TID) program is part of Metro's diverse portfolio of more than 70 capital projects which consists of new transit projects, expansions and improvements for LA County per the voter approved Measure R and Measure M sales tax ordinances. The FY24 Adopted Budget includes $2.2B allocated for TID. Major capital projects currently under construction in FY24 include:

- **LAX/Metro Transit Center**
- **D Line (Purple) Extension**
- **East San Fernando Valley LRT**
- **BRT Connector B/G Line to L Line**
- **G Line BRT Improvements**
- **Gold Line Foothill Extension**

Metro needs to be mindful of the project costs and potential funding gaps faced by each project over the next ten years and beyond to coordinate funding plans and project delivery. The Early Intervention Team (EIT) was established in FY23 to provide additional leadership support for Metro's capital program. The EIT's main objectives include:

- Improving successful delivery of the capital program, focusing on cost and schedule containment strategies and shared inter-departmental objectives
- Updating of project forecasts, with consideration of full life cycle costs, to allow the CEO and Board to assess the agency's ability to continue delivery of the planned capital projects



Equity

Metro continues its commitment to equity in decision-making around public investments and services.

The FY24 Adopted Budget was developed using an Equitable Zero-Based Budgeting (EZBB) process and the Metro Budget Equity Assessment Tool (MBEAT) to assess every single budget request.

MBEAT

- 238 Capital Projects
- 217 Budget Cost Centers
- MBEAT goal is to identify and prioritize funding for projects that prevent or reduce harm and maximize the benefits for those that need it the most.

EQUITY PRINCIPLES HIGHLIGHTS

1. Focus & Deliver:

- Youth on the Move
- Low-Income Fare is Easy (LIFE Program)
- GoPass Pilot Program
- Metro's Workforce Initiative Now- Los Angeles (WIN-LA)
- Room-to-Work
- Multidisciplinary Outreach Teams (MDT)
- Fare Capping
- Metro Active Transport (MAT) program
- NextGen

2. Listen & Learn:

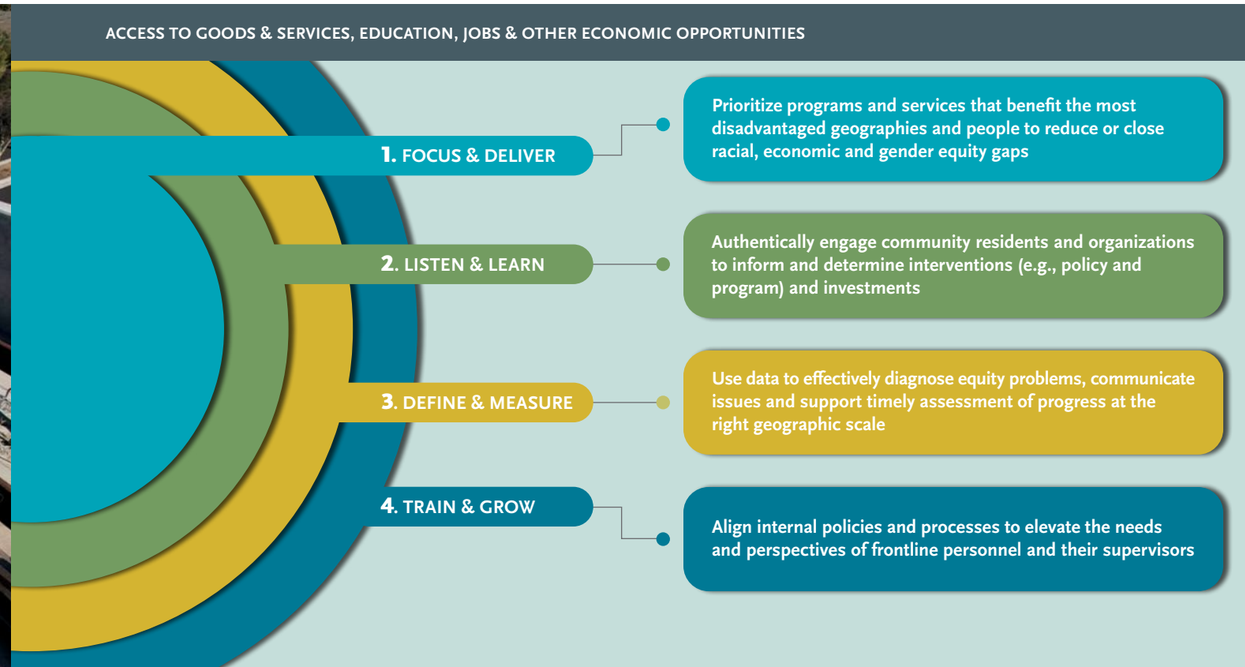
- Community Based Organizations (CBO) Partnership Strategy
- First/Last Mile Plan
- Vermont Transit Corridor
- Partnering with Faith-Based Organizations
- Translation Services
- Community-based arts and cultural organizations
- Closed captioning

3. Define & Measure:

- Mobility Wallet Pilot
- Equity Focus Communities Map & Definition Update
- Equity Information Hub
- Access to Opportunity baseline maps

4. Train & Grow:

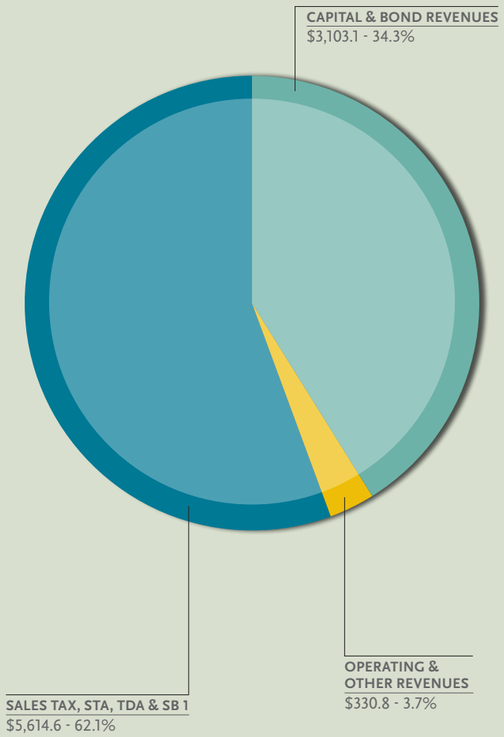
- Bienvenidos a Metro
- Equity Training
- Equity Liaison
- Diversity & Inclusion Programs
- Implicit bias training
- Professional Education for TSO and Security Control Specialists
- De-escalation training
- Customer service training
- Room-to-Work Program training



Budget Details



SUMMARY OF RESOURCES ($ IN MILLIONS)



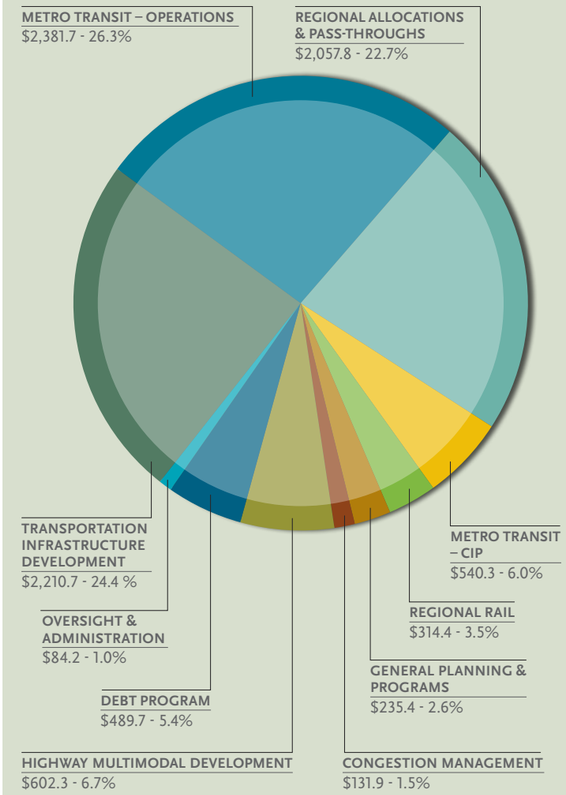
RESOURCE ASSUMPTIONS

- Sales tax and Transportation Development Act (TDA) revenues are projected to be $5,400.0 million, a $756.9 million, or 16.3%, increase from the FY23 Budget, based on economic analyses and nationally recognized forecasting agencies.
- State Transit Assistance (STA) and Senate Bill 1 (SB 1) revenues for bus and rail operations and capital in FY24 are expected to be $214.6 million region-wide, representing a 4.9% decline from the FY23 Budget.
- Fare revenues are expected to come in at $146.8 million, a 35.8% increase from the FY23 Budget but a 23% increase from the estimated year-end actuals. Projections are based on estimated FY23 actuals, conclusion of the 50% promotional offer implementation of fare capping, suite of fare changes and a modest 3% increase in ridership
- ExpressLanes toll revenues are expected at $65.5 million in FY24, including usage and violation fees from the existing I-10 and I-110 operating segments.
- Advertising revenues of $27.7 million are expected in FY24, a slight decline from the FY23 Budget of $32.6 million, reflecting restructured advertising contracts.
- Other revenues are expected to come in at $90.9 million in FY24, a 30.0% increase from the FY23 Budget, and include revenues from the bike program, park and ride, leases, vending, film, SAFE, auto registration fees, transit court fees, CNG fuel credits, Measure W, investment income and other miscellaneous revenues.
- The last of the Federal covid relief funding, ARPA, was exhausted in FY23, creating a loss of $1,239.5 billion. Metro's grant revenues are expected to increase by $1,158.2 million over FY23, primarily from the Federal IIJA program and Federal CMAQ funding for Metro's new rail segments.

EXPENDITURES ASSUMPTIONS

- The total bus, rail and Metro Micro service includes 8.9 million Revenue Service Hours (RSHs) combined, a 2.3% increase over the FY23 Budget. The service plan includes 272.2 thousand RSHs for Metro Micro Service, a 9.6% increase from pre-pandemic levels
- In FY23, actual ridership and significant operator shortage contributed to reduced bus and rail scheduled service levels. Metro implemented a bus operator hiring initiative to solve the operator shortage issue. This will assist us in achieving a fully staffed bus operator model to run full, pre-pandemic service levels.
- Headways from a 10-minute peak and 12-minute off-peak service to an 8-minute peak and 10-minute off-peak service on all light rail lines. The plan will also increase daytime all-week service frequency to 10 minutes from the current 15 minutes on the subway, B Line (Red) and D Line (Purple), in line with the NextGen Bus Plan Tier 1 minimum headway frequency
- The FY24 Adopted Budget includes 10,883 FTEs, an increase of 248 FTEs from FY23. The 240 new additions consist of 90 Non-Represented FTEs and 158 Represented FTEs. The increase of 90 Non-Represented FTEs will better serve our core focuses of Customer Experience (CX) Plan, Homeless/Mental Health Outreach, Reimagining Public Safety and NextGen.
- The net increase of 158 Represented FTEs will support Cleaning programs on both bus and rail systems, pre- revenue service of K Line (Crenshaw/ LAX) Phase II and operating a full year of revenue service for Regional Connector and Reimagination of public safety framework.
- The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 3.7% over FY24.

SUMMARY OF EXPENDITURES ($ IN MILLIONS)



BUDGETED RESOURCES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	% CHANGE
Sales Tax, TDA, & STA/SB1 Revenues	$ 4,868.7	$ 5,614.7	15.3%
Operating & Other Revenues	275.8	330.8	19.9%
Capital & Bond Resources	3,641.0	3,103.1	-14.8%
Resources Total	**$ 8,785.5**	**$ 9,048.5**	**3.0%**

FTE SUMMARY BY CABINET	FY23 BUDGET	FY24 ADOPTED	CHANGE
Board of Directors	60	63	3
Chief Executive Office	30	32	2
Chief of Staff	46	53	7
Chief People Office	258	265	7
Chief Safety Office	388	442	54
Customer Experience Office	354	368	14
Office of Strategic Innovation	14	14	-
Operations	8,440	8,549	109
Planning & Development	190	198	8
Program Management	284	304	20
Strategic Financial Management	579	595	16
Total Agencywide Represented	**10,643**	**10,883**	**240**
Subtotal Represented	**8,824**	**8,982**	**158**
Subtotal Non-Represented	**1,819**	**1,901**	**82**
Total FTEs	**10,643**	**10,883**	**240**

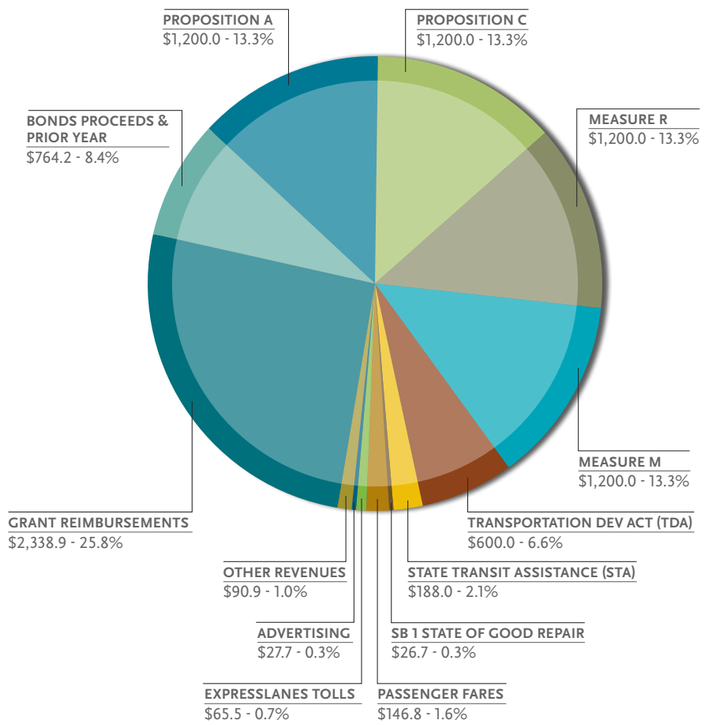
EXPENDITURES BY CABINET ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	% CHANGE
Board of Directors	$ 34.7	$ 38.8	11.7%
Chief Executive Office	9.6	$14.3	49.0%
Chief of Staff	40.9	57.8	41.3%
Chief People Office	105.7	112.8	6.7%
Chief Safety Office	315.3	361.8	14.8%
Customer Experience Office	166.0	165.8	-0.1%
Office of Strategic Innovation	14.2	12.2	-14.1%
Operations	2,494.5	2,625.2	5.2%
Planning & Development	1,055.3	1,040.3	-1.4%
Program Management	2,601.6	2,435.2	-6.4%
Strategic Financial Management	1,947.7	2,184.3	12.1%
Total Expenditure by Cabinet	**$ 8,785.5**	**$ 9,048.5**	**3.0%**

BUDGETED EXPENDITURES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	% CHANGE
Transportation Infrastructure Development	$ 2,328.9	$ 2,210.7	-5.1%
Metro Transit - Operations	2,244.9	2,381.7	6.1%
Metro Transit - Capital Improvement Program (CIP)	504.7	540.3	7.1%
Regional Allocations & Pass-Throughs	1,902.6	2,057.8	8.2%
Highway Multimodal Development	579.1	602.3	4.0%
Regional Rail	292.4	314.4	7.5%
General Planning & Programs	220.9	235.4	6.6%
Congestion Management	136.6	131.9	-3.5%
Debt Program	489.2	489.7	0.1%
Oversight & Administration	86.1	84.2	-2.2%
Total Expenditures	**$ 8,785.5**	**$ 9,048.5**	**3.0%**

Summary of Resources

REVENUES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
SALES TAX, TDA & STA REVENUES				
Proposition A	$ 1,031.8	$ 1,200.0	$ 168.2	16.3%
Proposition C	1,031.8	1,200.0	168.2	16.3%
Measure R	1,031.8	1,200.0	168.2	16.3%
Measure M	1,031.8	1,200.0	168.2	16.3%
Transportation Development Act (TDA)	515.9	600.0	84.1	16.3%
State Transit Assistance (STA)/SB1 STA [1]	193.7	188.0	(5.7)	-2.9%
SB1 State of Good Repair [1]	31.9	26.7	(5.2)	-16.4%
Subtotal Sales Tax, TDA, & STA/SB1 Revenues	**$ 4,868.7**	**$ 5,614.6**	**$ 746.0**	**15.3%**
OPERATING & OTHER REVENUES				
Passenger Fares	$ 106.0	$ 146.8	$ 40.8	35.8%
ExpressLanes Tolls	66.9	65.5	(1.4)	-2.1%
Advertising	32.6	27.7	(4.9)	-15.0%
Other Revenues [2]	69.9	90.9	21.0	30.0%
Subtotal Operating & Other Revenues	**$ 275.8**	**$ 330.8**	**$ 55.0**	**19.9%**
CAPITAL & BOND RESOURCES				
ARPA	$ 1,239.5	$ -	$ (1,239.5)	-100.0%
Grant Reimbursements [3]	1,180.7	2,338.9	1,158.2	98.1%
Bond Proceeds, TIFIA & Prior Year Carryover [4]	1,220.8	764.2	(456.6)	-37.4%
Subtotal Capital & Bond Resources	**$ 3,641.0**	**$ 3,103.1**	**$ (537.8)**	**-14.8%**
Total Resources	**$ 8,785.5**	**$ 9,048.5**	**$ 263.1**	**3.0%**

Total FY24 Resources: $9,048.5 ($ in Millions)



Notes

(1) Refer to the Regional Transit Allocations Chart for STA and SB 1 allocation details.

(2) Other Revenues include bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buy down, auto registration fees, transit court fees, CNG credits, Measure W revenues, investment income and other miscellaneous revenues.

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

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

Totals may not add due to rounding.

Sales Tax, TDA & STA Revenues

REVENUES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
PROPOSITION A				
5% Administration	$ 51.6	$ 60.0	$ 8.4	16.3%
25% Local Return	245.1	285.0	39.9	16.3%
35% Rail Development	343.1	399.0	55.9	16.3%
40% Discretionary				
Transit (95% of 40%)	372.5	433.2	60.7	16.3%
Incentive (5% of 40%)	19.6	22.8	3.2	16.3%
Subtotal Proposition A Estimated Tax Revenue	**$ 1,031.8**	**$ 1,200.0**	**$ 168.2**	**16.3%**
PROPOSITION C				
1.5% Administration	$ 15.5	$ 18.0	$ 2.5	16.3%
5% Rail/Bus Security	50.8	59.1	8.3	16.3%
10% Commuter Rail	101.6	118.2	16.6	16.3%
20% Local Return	203.3	236.4	33.1	16.3%
25% Freeways/Highways	254.1	295.5	41.4	16.3%
40% Discretionary	406.5	472.8	66.3	16.3%
Subtotal Prop C Estimated Tax Revenue	**$ 1,031.8**	**$ 1,200.0**	**$ 168.2**	**16.3%**
MEASURE R				
1.5% Administration	$ 15.5	$ 18.0	$ 2.5	16.3%
2% Transportation Capital Metro Rail	20.3	23.6	3.3	16.3%
3% Transportation Capital Metrolink	30.5	35.5	5.0	16.3%
5% Operations - New Rail	50.8	59.1	8.3	16.3%
15% Local Return	152.4	177.3	24.9	16.3%
20% Operations - Bus	203.3	236.4	33.1	16.3%
20% Highway Capital	203.3	236.4	33.1	16.3%
35% Transportation Capital New Rail/BRT	355.7	413.7	58.0	16.3%
Subtotal Measure R Estimated Tax Revenue	**$ 1,031.8**	**$ 1,200.0**	**$ 168.2**	**16.3%**
MEASURE M				
0.5% Administration [1]	$ 5.3	$ 6.2	$ 0.9	16.3%
1% Regional Rail	10.2	11.8	1.7	16.3%
2% Metro State of Good Repair (SGR)	20.3	23.6	3.3	16.3%
2% Active Transportation Projects (ATP)	20.3	23.6	3.3	16.3%
2% ADA Paratransit/ Metro Discounts	20.3	23.6	3.3	16.3%
5% Rail Operations	50.8	59.1	8.3	16.3%
17% Local Return [1]	172.8	200.9	28.2	16.3%
17% Highway Construction	172.8	200.9	28.2	16.3%
20% Transit Operations	203.3	236.4	33.1	16.3%
35% Transit Construction	355.7	413.7	58.0	16.3%
Subtotal Measure M Estimated Tax Revenue	**$ 1,031.8**	**$ 1,200.0**	**$ 168.2**	**16.3%**
TRANSPORTATION DEVELOPMENT ACT (TDA)				
Administration	$ 12.9	$ 14.9	$ 1.9	15.0%
2.0% Article 3 (Pedestrians & Bikeways)	10.1	11.7	1.6	16.3%
90.8% Article 4 (Bus Transit)	458.9	531.2	72.3	15.8%
7.2% Article 8 (Transit/Streets & Highways)	34.0	42.2	8.2	24.0%
Subtotal TDA Estimated Tax Revenue	**$ 515.9**	**$ 600.0**	**$ 84.1**	**16.3%**
STATE TRANSIT ASSISTANCE (STA)/SB1 [2]				
STA/SB1 STA Bus	$ 109.5	$ 82.1	$ (27.5)	-25.1%
STA/SB1 STA Rail	84.1	105.9	21.8	25.9%
SB1 State of Good Repair Bus	18.0	11.6	(6.4)	-35.5%
SB1 State of Good Repair Rail	13.9	15.0	1.2	8.3%
Subtotal STA/SB1 Estimated Tax Revenue	**$ 225.6**	**$ 214.6**	**$ (10.9)**	**-4.9%**
Total Revenues	**$ 4,868.7**	**$ 5,614.6**	**$ 746.0**	**15.3%**

Notes

(1) One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.

(2) Refers to the Regional Transit Allocations Chart for STA/ SB1 allocation details.

Totals may not add due to rounding.

Summary of Expenditures by Program

PROGRAM TYPE ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
TRANSPORTATION INFRASTRUCTURE DEVELOPMENT				
Construction	$ 2,157.2	$ 1,919.0	$ (238.2)	-11.0%
Planning [1]	171.7	291.7	120.0	69.9%
Total Transportation Infrastructure Development	**$ 2,328.9**	**$ 2,210.7**	**$ (118.2)**	**-5.1%**
METRO TRANSIT - OPERATIONS				
Operations & Maintenance	$ 2,217.1	$ 2,353.2	$ 136.1	6.1%
Regional Operating Services	27.9	28.5	0.6	2.3%
Subtotal Metro Transit - Operations	**$ 2,244.9**	**$ 2,381.7**	**$ 136.8**	**6.1%**
METRO TRANSIT - CAPITAL IMPROVEMENT PROGRAM (CIP)				
Bus and Rail	$ 375.7	$ 365.1	$ (10.5)	-2.8%
Other Asset Improvements	129.0	175.2	46.2	35.8%
Subtotal Metro Transit - Capital Improvement Program (CIP)	**$ 504.7**	**$ 540.3**	**$ 35.6**	**7.1%**
Total Metro Transit	**$ 2,749.6**	**$ 2,922.0**	**$ 172.4**	**6.3%**
REGIONAL ALLOCATIONS & PASS-THROUGHS				
Fare Assistance	$ 30.3	$ 32.5	$ 2.1	7.1%
Local Agencies	1,150.9	1,213.6	62.7	5.4%
Regional Federal Grants	29.0	30.4	1.5	5.1%
Regional Transit	692.5	781.3	88.9	12.8%
Total Regional Allocations & Pass-Throughs	**$ 1,902.6**	**$ 2,057.8**	**$ 155.2**	**8.2%**
Total Highway Multimodal Development	**$ 579.1**	**$ 602.3**	**$ 23.2**	**4.0%**
REGIONAL RAIL				
Metro Regional Rail	$ 146.8	$ 157.9	$ 11.1	7.6%
Metrolink	145.6	156.4	10.8	7.4%
Total Regional Rail	**$ 292.4**	**$ 314.4**	**$ 21.9**	**7.5%**
GENERAL PLANNING & PROGRAMS				
Active Transportation, Bike, & Other	$ 80.2	$ 84.2	$ 4.1	5.1%
Financial, Grants Management & Admin	50.4	60.1	9.7	19.2%
Property Management	84.3	86.2	1.9	2.3%
Public Private Partnership (P3)/Unsolicited Proposals	6.0	4.9	(1.1)	-18.6%
Total General Planning & Programs	**$ 220.9**	**$ 235.4**	**$ 14.5**	**6.6%**
CONGESTION MANAGEMENT				
ExpressLanes	$ 70.5	$ 61.9	$ (8.6)	-12.2%
Freeway Service Patrol	39.9	41.4	1.5	3.8%
Motorist Services	14.6	14.7	0.1	0.8%
Rideshare Services	11.6	13.9	2.2	19.2%
Total Congestion Management	**$ 136.6**	**$ 131.9**	**$ (4.7)**	**-3.5%**
Total Debt Program [2]	**$ 489.2**	**$ 489.7**	**$ 0.6**	**0.1%**
Total Oversight & Administration	**$ 86.1**	**$ 84.2**	**$ (1.9)**	**-2.2%**
Grand Total	**$ 8,785.5**	**$ 9,048.5**	**$ 263.0**	**3.0%**

Notes

(1) Light Rail Vehicle purchase of $2.9M is reported under Metro Transit - Capital Improvement Program (CIP).

(2) Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of $3.2M in FY23 and $3.6M in FY24.

Totals may not add due to rounding.

Summary of Expenditures by Cabinet

EXPENDITURES BY CABINET ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
BOARD OF DIRECTORS				
County Counsel	$ 17.6	$ 19.5	$ 1.9	10.7%
Ethics Office	2.1	2.9	0.7	33.5%
Inspector General	8.5	9.1	0.6	7.4%
Office of the Board Administration	6.5	7.3	0.8	12.5%
Subtotal Board of Directors	**$ 34.7**	**$ 38.8**	**$ 4.0**	**11.7%**
Chief Executive Office	$ 9.6	$ 14.3	$ 4.7	49.0%
Chief of Staff	40.9	57.8	16.9	41.3%
Chief People Office	105.7	112.8	7.0	6.7%
Chief Safety Office	315.3	361.8	46.5	14.8%
Customer Experience Office	166.0	165.8	(0.2)	-0.1%
Office of Strategic Innovation	14.2	12.2	(2.0)	-14.1%
Operations	2,494.5	2,625.2	130.7	5.2%
Planning & Development	1,055.3	1,040.3	(15.0)	-1.4%
Program Management	2,601.6	2,435.2	(166.4)	-6.4%
Strategic Financial Management	1,947.7	2,184.3	236.6	12.1%
Total Expenditure by Cabinet	**$ 8,785.5**	**$ 9,048.5**	**$ 263.0**	**3.0%**

Summary of Expenditures by Type

EXPENDITURES BY TYPE ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
Labor & Benefits	$ 1,660.3	$ 1,785.4	$ 125.1	7.5%
Asset Acquisitions for Transit & Highway Projects	2,019.3	1,836.1	(183.3)	-9.1%
Regional Transit/Highway Subsidies	2,599.1	2,712.7	113.6	4.4%
Contract & Professional Services	1,584.6	1,751.6	166.9	10.5%
Materials & Supplies	314.6	342.4	27.9	8.9%
Public Liability/Property Damage (PL/PD) & Other Insurance	119.8	131.5	11.7	9.8%
Debt Principal/Interest [1]	484.8	485.0	0.2	0.0%
Training & Travel	3.0	3.8	0.8	26.2%
Total Expenditure by Type	**$ 8,785.5**	**$ 9,048.5**	**$ 263.0**	**3.0%**

Notes

(1) Professional services of $1.2M in FY23 and $1.1M in FY24 for debt service that is included in the Debt Service section is reported as Contract & Professional Services in this table.

Totals may not add due to rounding.

Enterprise Fund: Bus & Rail Operations

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

RESOURCES & EXPENSES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
TRANSIT OPERATIONS RESOURCES						
Transit Fares & Other Revenues						
Fares [1]	$ 106.5	$ 146.8	$ 114.3	$ 32.5	$ -	$ -
Advertising	32.6	27.7	24.6	3.0	-	-
Other Revenues [2]	11.8	7.7	5.9	-	1.8	-
Subtotal Transit Fare & Other Revenues	**$ 150.9**	**$ 182.2**	**$ 144.8**	**$ 35.6**	**$ 1.8**	**$ -**
Federal & State Grants						
Federal Preventive Maintenance	$ 551.1	$ 572.0	$ 308.9	$ 263.1	$ -	$ -
Federal CMAQ	14.7	20.3	-	20.3	-	-
Federal & State Grants	25.3	31.2	5.5	24.3	-	1.4
Local Toll Revenue Grant Program	4.4	4.4	4.4	-	-	-
Subtotal Federal & State Grants	**$ 595.5**	**$ 627.8**	**$ 318.7**	**$ 307.7**	**$ -**	**$ 1.4**
Local Subsidies						
Prop A – (40% Bus) & (35% Rail)	$ 132.9	$ 416.6	$ 262.4	$ 154.2	$ -	$ -
Prop C – (40% Bus/Rail), (5% Security) & Interest	496.6	689.2	450.4	213.5	-	25.3
Measure R – (20% Bus) & (5% Rail)	223.8	90.2	90.2	-	-	-
Measure M – (20% Bus), (5% Rail), (2% SGR)	157.9	190.2	190.2	-	-	-
TDA Article 4	289.9	126.7	19.1	94.5	-	13.2
STA, SB1 STA, & SB1 SGR	196.9	58.8	58.8	-	-	-
General Fund & Other Funds	-	-	-	-	-	-
Subtotal Local Subsidies	**$ 1,498.0**	**$ 1,571.7**	**$ 1,071.0**	**$ 462.2**	**$ -**	**$ 38.5**
Total Transit Operations Resources	**$ 2,244.4**	**$ 2,381.7**	**$ 1,534.5**	**$ 805.5**	**$ 1.8**	**$ 39.9**
Transit Capital Resources						
Federal, State & Local Grants	$ 1,065.0	$ 995.7	$ 95.6	$ 900.1	$ -	$ -
Local & State Sales Tax [3]	1,008.0	1,150.1	261.3	888.8	-	-
Other Capital Financing	777.5	614.0	28.9	585.1	-	-
Subtotal Transit Capital Resources	**$ 2,850.5**	**$ 2,759.8**	**$ 385.8**	**$ 2,374.0**	**$ -**	**$ -**
Total Transit Operations & Capital Resources	**$ 5,094.9**	**$ 5,141.5**	**$ 1,920.4**	**$ 3,179.5**	**$ 1.8**	**$ 39.9**
TRANSIT OPERATIONS EXPENSES						
Labor & Benefits	$ 1,393.1	$ 1,486.7	$ 1,028.8	$ 419.0	$ 0.8	$ 38.0
Fuel & Propulsion Power	82.5	92.4	45.1	47.2	-	-
Materials & Supplies	125.0	120.6	76.4	42.0	0.0	2.2
Contract & Professional Services	429.7	441.2	155.8	257.5	0.6	27.3
PL/PD & Other Insurance	59.6	68.9	56.6	12.3	-	-
Purchased Transportation	70.2	77.9	77.9	-	-	-
Allocated Overhead [4]	34.2	34.7	32.1	(13.3)	0.4	15.4
Regional Chargeback	-	-	34.2	9.8	-	(44.0)
Other Expenses [5]	49.9	59.3	27.5	30.9	0.0	1.0
Total Transit Operations Expenses [6]	**$ 2,244.4**	**$ 2,381.7**	**$ 1,534.5**	**$ 805.5**	**$ 1.8**	**$ 39.9**
Total Transit Capital Expenses Operating	**$ 2,674.7**	**$ 2,469.9**	**$ 300.6**	**$ 2,169.3**	**$ -**	**$ -**
Total Transit Capital Expenses Planning	**$ 175.9**	**$ 289.9**	**$ 85.3**	**$ 204.7**	**$ -**	**$ -**
Total Capital Expenses [7]	**$ 2,850.5**	**$ 2,759.8**	**$ 385.8**	**$ 2,374.0**	**$ -**	**$ -**
Total Transit Operations & Capital Expenses	**$ 5,094.9**	**$ 5,141.5**	**$ 1,920.4**	**$ 3,179.5**	**$ 1.8**	**$ 39.9**
Transit Operations & Capital (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Notes

(1) Fare revenues includes $2.8M revenues from TAP card sales.

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

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

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

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

(6) Presentation of expenses on this schedule follow Generally Accepted Accounting principles (GAAP) reporting as presented in this schedule.

(7) Capital expenses for operations and construction project planning are combined for reporting purposes and include non bus and rail operating items.

Totals may not add due to rounding.

Enterprise Fund: Other

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

RESOURCES & EXPENSES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	BIKE & RIDE
OTHER TRANSIT OPERATIONS RESOURCES						
Toll Fares & Other Revenues						
Tolls & Violation Fines	$ 66.9	$ 65.5	$ -	$ 65.5	$ -	$ -
Rental & Lease Income	3.0	3.4	0.8	-	1.5	1.1
Subtotal Toll Fares & Other Revenues	**$ 69.9**	**$ 68.9**	**$ 0.8**	**$ 65.5**	**$ 1.5**	**$ 1.1**
Local Subsidies						
Propositions A & C	$ 4.8	$ 5.5	$ -	$ -	$ -	$ 5.5
Measure M	-	-	-	-	-	-
General Fund	8.9	10.1	2.3	-	5.7	2.1
City of LA	9.6	9.6	-	-	9.6	-
Subtotal Local Subsidies	**$ 23.3**	**$ 25.2**	**$ 2.3**	**$ -**	**$ 15.3**	**$ 7.6**
Total Other Transit Operations Resources	**$ 93.2**	**$ 94.0**	**$ 3.1**	**$ 65.5**	**$ 16.8**	**$ 8.6**
Other Transit Operations Expenses						
Labor & Benefits	$ 6.2	$ 6.5	$ 0.7	$ 3.0	$ 0.9	$ 1.9
Materials & Supplies	-	-	-	-	-	-
Contract & Professional Services	66.8	58.3	0.4	37.5	15.3	5.2
PL/PD & Other Insurance	0.4	0.5	0.5	-	-	-
Allocated Overhead	2.6	2.9	0.8	0.4	0.4	1.4
Other Expenses	0.8	1.1	0.0	0.7	0.2	0.1
Total Other Transit Operations Expenses	**$ 76.9**	**$ 69.4**	**$ 2.3**	**$ 41.6**	**$ 16.8**	**$ 8.6**
Transit Operations (Deficit)/Surplus [1]	**(7.0)**	**(0.5)**	**(1.5)**	**23.9**	**(15.3)**	**(7.6)**
Net Income	**$ 16.3**	**$ 24.7**	**$ 0.8**	**$ 23.9**	**$ -**	**$ -**
OTHER OPERATIONS						
NON-OPERATING EXPENSES						
Toll Grant Revenue to Bus Operations	$ 4.4	$ 4.4	$ -	$ 4.4	$ -	$ -
Congestion Pricing Program	11.8	12.4	-	12.4	-	-
Capital Projects	0.6	1.9	1.9	-	-	-
Congestion Relief Transit Operating Subsidy	3.6	3.6	-	3.6	-	-
Congestion Relief Toll Revenue Grant Program [2]	6.0	6.2	-	6.2	-	-
Total Other Operations Non-Operating Expenses	**$ 26.4**	**$ 28.4**	**$ 1.9**	**$ 26.5**	**$ -**	**$ -**
Change in Net Asset	**(10.1)**	**(3.8)**	**(1.1)**	**(2.6)**	**-**	**-**
Net Asset - Beginning of Year	**186.8**	**176.7**	**(3.1)**	**179.8**	**-**	**-**
Net Asset - End of Year	**176.7**	**173.0**	**(4.3)**	**177.2**	**-**	**-**

Notes

(1) Transit Operations (Deficit)/Surplus is derived by subtracting Other Transit Operations Expenses Total from Toll Fares & Other Revenues Subtotal.

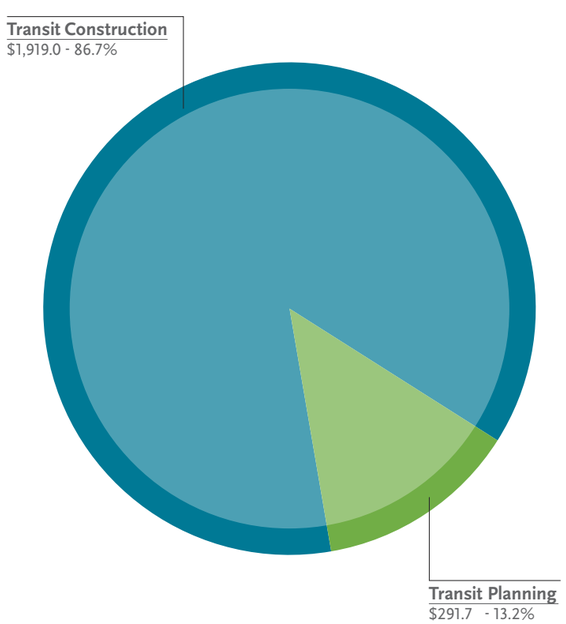
(2) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

Totals may not add due to rounding.

TID Summary

TRANSPORTATION INFRASTRUCTURE DEVELOPMENT ($ IN MILLIONS)	FORECASTED EXPENDITURES THRU FY23 (1)	FY24 ADOPTED	LIFE OF PROJECT
TRANSIT EXPANSION			
Transit Construction			
RAIL			
Airport Metro Connector	$ 562.0	$ 174.7	$ 898.6
D Line (Purple) Sections 1, 2, & 3	6,610.0	1,059.3	9,895.5
E Line (Expo) Light Rail Transit	2,292.0	3.0	2,301.0
East San Fernando Valley Light Rail	101.3	285.6	496.9
K Line (Crenshaw/LAX) Light Rail Transit	2,374.2	43.0	2,439.5
L Line (Gold) Foothill Extensions 2A & 2B (6)	1,870.5	214.8	2,331.8
Regional Connector	1,752.6	18.8	1,831.0
BUS			
G Line (Orange) BRT Improvements	45.3	74.5	149.7
SYSTEMWIDE (2)		45.4	
Subtotal Transit Construction	**$ 15,607.8**	**$ 1,919.0**	**$ 20,343.9**
Subtotal Transit Planning (3), (4), (5)	**$ 518.0**	**$ 291.7**	**$ 29.7**
Total Transportation Infrastructure Development	**$ 16,125.7**	**$ 2,210.7**	**$ 20,373.6**

FY24 TID Budget: 2,210.3 ($ in Millions)



Notes

(1) Forecasted expenditures through FY23 equal actual expenditure through FY22 plus FY23 Budget.

(2) Annually funded.

(3) No Board LOP during the planning phase except for Eastside Light Rail Access Phase 3. All other projects are annually funded.

(4) Eastside Extension, C Line (Green) Extension, West Santa Ana Branch Corridor, and the Sepulveda Pass Corridor are included in this category. Refer to Appendix III for a detailed list of Transit Planning projects.

(5) Light Rail Vehicle purchase of $2.9M included here is reported under the Capital Improvement Program (CIP) on page 30, Summary of Expenditures by Program.

(6) Regional Connector started its service in June of 2023, providing single seat ride between A and L Lines. Future publications will list this under A Line.

Totals may not add due to rounding.

Operations & Maintenance

METRO TRANSIT ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
Operations	$ 2,244.9	$ 2,381.7	$ 136.8	6.1%
Capital Improvement Program (CIP)	504.7	540.3	35.6	7.1%
Total Metro Transit	**$ 2,749.6**	**$ 2,922.0**	**$ 172.4**	**6.3%**

METRO TRANSIT - OPERATIONS ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
Bus	$ 1,468.8	$ 1,531.0	$ 62.2	4.2%
Rail	737.1	810.6	73.5	10.0%
Metro Micro (Microtransit)	39.1	40.1	1.1	2.7%
Total Metro Transit - Operations	**$ 2,244.9**	**$ 2,381.7**	**$ 136.8**	**6.1%**

METRO MICRO ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor	$ 19.3	$ 20.2	$ 0.9	4.6%	50.4%
Contract/Vehicle Lease	14.8	15.1	0.3	2.0%	37.5%
Other Metro Operating Expenses	5.0	4.8	(0.1)	-2.6%	12.0%
Total Metro Micro	**$ 39.1**	**$ 40.1**	**$ 1.1**	**2.7%**	**100.0%**

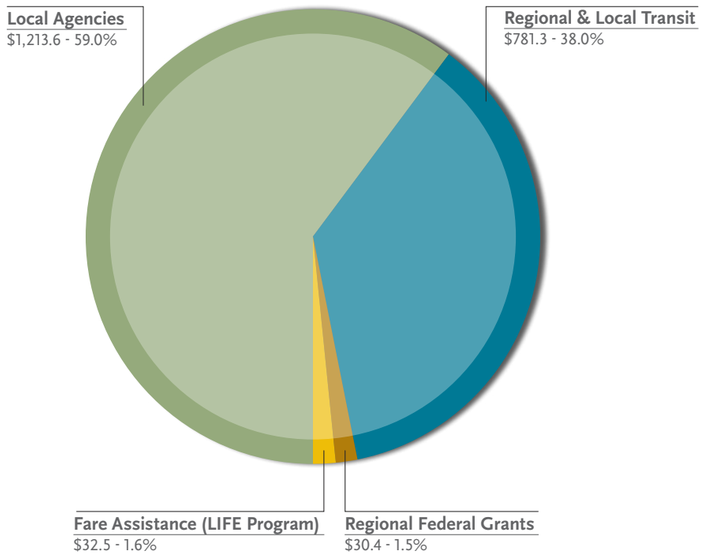
BUS & RAIL ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor	$ 1,315.2	$ 1,404.6	$ 89.4	6.8%	60.0%
Parts & Supplies	110.9	107.5	(3.4)	-3.1%	4.6%
CNG Fuel/Propulsion Power	82.5	92.4	9.8	11.9%	3.9%
Contract/Professional Services	421.5	432.7	11.1	2.6%	18.5%
Other Operating Expenses	275.7	304.4	28.7	10.4%	13.0%
Total Bus & Rail (1)	**$ 2,205.9**	**$ 2,341.6**	**$ 135.7**	**6.2%**	**100.0%**

Notes

(1) Metro Micro budgets are not included in FY23 and FY24 operating costs.

Totals may not add due to rounding.

REGIONAL ALLOCATIONS & PASS-THROUGHS ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
LOCAL AGENCIES				
LOCAL AGENCY PROGRAMS				
Local Return (Prop A, Prop C, Measure R, Measure M)	$ 773.5	$ 899.6	$ 126.1	16.3%
Transportation Development Act Articles 3 & 8	48.8	62.6	13.8	28.2%
Subtotal Local Agency Programs	**$ 822.4**	**$ 962.2**	**$ 139.9**	**17.0%**
MAJOR PROJECTS				
Alameda Corridor East Grade Separation Phase 2	$ 20.1	$ 14.1	$ (6.0)	-29.9%
(New) Antelope Valley Line Projects	-	25.0	25.0	100.0%
Inglewood Transit Connector	208.4	114.7	(93.7)	-45.0%
Sankofa Park Project	12.2	10.5	(1.7)	-13.9%
Subtotal Major Projects	**$ 240.6**	**$ 164.3**	**$ (76.4)**	**-31.7%**
OTHER LOCAL PROGRAMS				
Active Transportation, Transit Projects & Programs	$ 24.3	$ 27.4	$ 3.1	13.0%
Call for Projects	49.7	45.9	(3.7)	-7.5%
Congestion Reduction Demonstration (CRD)	6.0	6.2	0.2	3.4%
Federal Pass-through	6.5	6.5	(0.0)	-0.5%
Transit Oriented Development Planning Grants	1.5	1.1	(0.4)	-25.3%
Subtotal Local Programs	**$ 87.9**	**$ 87.1**	**$ (0.8)**	**-0.9%**
Total Local Agencies	**$ 1,150.9**	**$ 1,213.6**	**$ 62.7**	**5.4%**
REGIONAL TRANSIT				
Municipal & Local Operators	$ 536.4	$ 619.9	$ 83.5	15.6%
Access Services	156.1	161.4	5.3	3.4%
Total Regional Transit	**$ 692.5**	**$ 781.3**	**$ 88.9**	**12.8%**
Total Regional Federal Grants	**$ 29.0**	**$ 30.4**	**$ 1.5**	**5.1%**
Total Fares Assistance (LIFE Program) [1]	**$ 30.3**	**$ 32.5**	**$ 2.1**	**7.1%**
Total Regional Allocations & Pass-Throughs	**$ 1,902.6**	**$ 2,057.8**	**$ 155.2**	**8.2%**



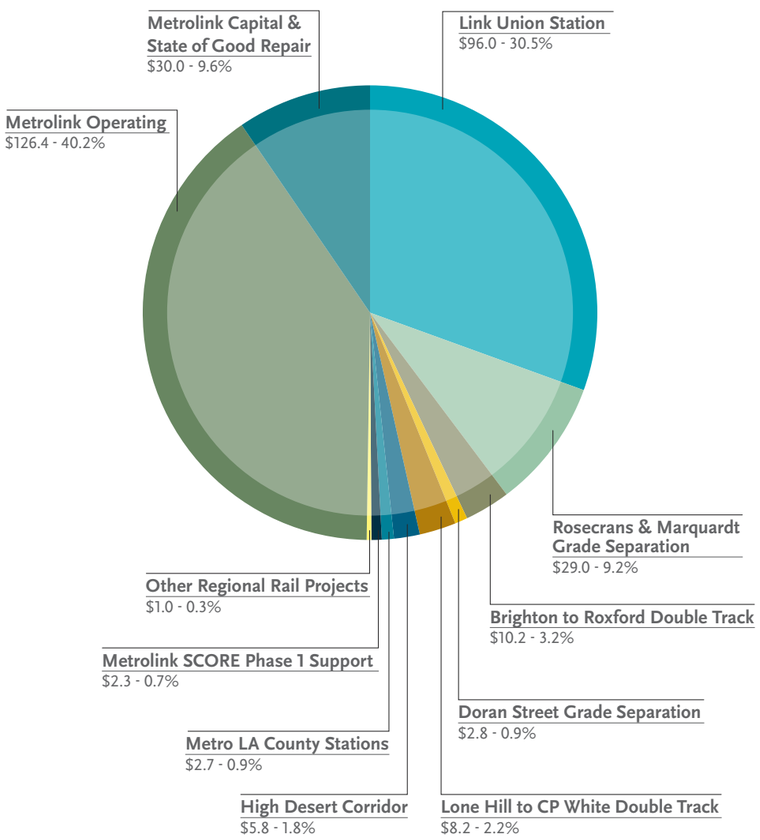
FY24 Regional Allocations & Pass-throughs Budget: $2,057.8 ($ in Millions)

Notes

(1) LIFE stands for Low-Income Fare is Easy, a program established to provide additional fare discounts for eligible low income riders.

Totals may not add due to rounding.

REGIONAL RAIL ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
METRO REGIONAL RAIL				
Link Union Station	$ 91.9	$ 96.0	$ 4.06	4.4%
Rosecrans & Marquardt Grade Separation	27.8	29.0	1.2	4.2%
Brighton to Roxford Double Track	3.4	10.2	6.8	197.0%
Doran Street Grade Separation	3.6	2.8	(0.8)	-21.8%
Lone Hill to CP White Double Track	12.5	8.2	(4.3)	-34.4%
High Desert Corridor	6.5	5.8	(0.7)	-10.9%
Metrolink LA County Stations	0.1	2.7	2.6	5079.2%
Metrolink SCORE Phase 1 Support	-	2.3	2.3	n/a
Other Metro Regional Rail	1.0	1.0	-	4.5%
Subtotal Metro Regional Rail	**$ 146.7**	**$ 157.9**	**$ 11.2**	**7.6%**
METROLINK				
Metolink Operating	120.6	126.4	5.8	4.8%
Metrolink Capital & State of Good Repair	25.0	30.0	5.0	20.1%
Subtotal Metrolink	**$ 145.6**	**$ 156.4**	**$ 10.8**	**7.5%**
Total Regional Rail	**$ 292.4**	**$ 314.4**	**$ 22.0**	**7.5%**



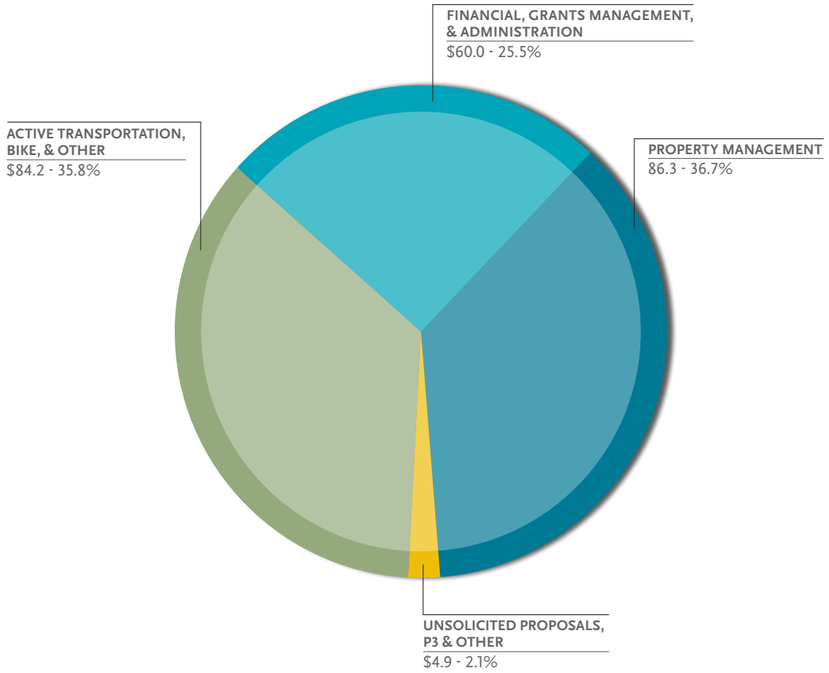
FY24 Regional Rail Budget: $314.4 ($ in Millions)

Note

Totals may not add due to rounding.

GENERAL PLANNING & PROGRAMS ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
ACTIVE TRANSPORTATION, BIKE, & OTHER				
Active Transportation including Bike	$ 43.0	$ 45.8	$ 2.9	6.6%
First Last Mile	2.6	2.7	0.1	3.3%
Sustainability	16.5	20.2	3.7	22.2%
System Connectivity Program & Studies	18.1	15.6	(2.6)	-14.1%
Subtotal Active Transportation, Bike, & Other	**$ 80.2**	**$ 84.2**	**$ 4.1**	**5.1%**
FINANCIAL, GRANTS MANAGEMENT, & ADMINISTRATION				
Financial Planning & Grants Management	$ 29.1	$ 33.8	$ 4.7	16.2%
Administrative & Planning Support	21.3	26.2	4.9	23.0%
Subtotal Financial, Grants Management, & Admin	**$ 50.4**	**$ 60.0**	**$ 9.6**	**19.0%**
PROPERTY MANAGEMENT				
Art & Design	$ 1.6	$ 1.8	$ 0.2	12.5%
Joint Development	17.4	18.4	1.0	5.7%
Parking	10.3	9.1	(1.2)	-11.7%
Property Maintenance & Contract Management	29.8	29.6	(0.2)	-0.7%
Transit Oriented Communities (TOC)	9.3	13.0	3.7	39.8%
Union Station	15.7	14.4	(1.3)	-8.3%
Subtotal Property Management	**$ 84.1**	**$ 86.3**	**$ 2.2**	**2.6%**
Subtotal Unsolicited Proposals, P3 & Other	**$ 6.0**	**$ 4.9**	**$ (1.1)**	**-43.4%**
Total General Planning & Programs	**$ 220.7**	**$ 235.4**	**$ 14.5**	**6.0%**

FY24 General Planning & Programs Budget: $235.4 ($ in Millions)

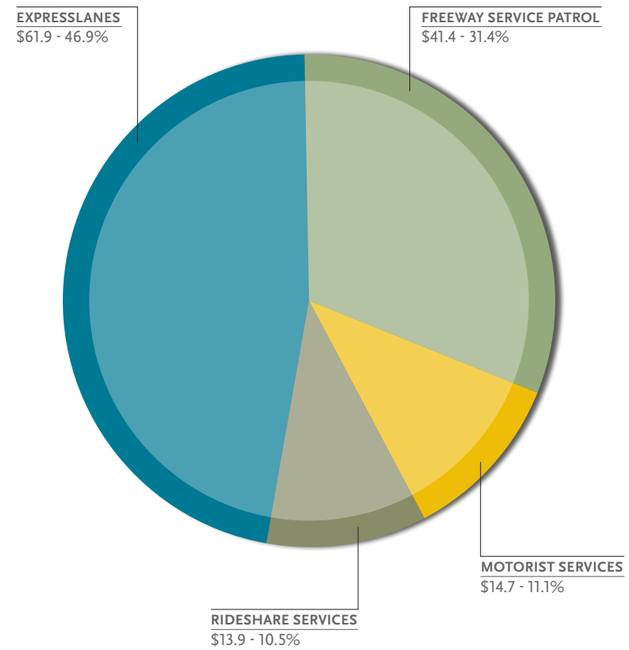


Notes

(1) Please refer to Appendix III for Other Operating Capital projects that are included within General Planning and Programs.

Totals may not add due to rounding.

CONGESTION MANAGEMENT ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
ExpressLanes	$ 70.5	$ 61.9	$ (8.6)	-12.2%
Freeway Service Patrol	39.9	41.4	1.5	3.8%
Motorist Services	14.6	14.7	0.1	0.8%
Rideshare Services	11.6	13.9	2.2	19.2%
Total Congestion Management	**$ 136.6**	**$ 132.0**	**$ (5.0)**	**-3.7%**



FY24 Congestion Management Budget: $132.0 ($ in Millions)

Note

Totals may not add due to rounding.

Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE ($ IN THOUSANDS)	FY23 BUDGET BUS	FY23 BUDGET RAIL	FY23 BUDGET HIGHWAY	FY23 BUDGET TOTAL	FY24 ADOPTED BUS	FY24 ADOPTED RAIL	FY24 ADOPTED HIGHWAY	FY24 ADOPTED TOTAL
RESOURCES								
Proposition A 35% Rail Set Aside [1]	$ -	$ 134,826.3	$ -	$ 134,826.3	$ -	$ 99,861.1	$ -	$ 99,861.1
Proposition A 40% Discretionary	1,492.3	-	-	1,492.3	1,492.0	-	-	1,492.0
Proposition C 40% Discretionary	9,217.1	57,977.0	-	67,194.1	6,216.5	39,268.0	-	45,484.5
Proposition C 10% Commuter Rail	-	8,158.2	-	8,158.2	-	3,433.4	-	3,433.4
Proposition C 25% Street & Highways	-	-	116,160.5	116,160.5	-	-	117,353.1	117,353.1
Measure R Transit Capital - New Rail 35%	-	223,356.9	-	223,356.9	-	248,822.0	-	248,822.0
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2,060.6	-	2,060.6	-	2,045.5	-	2,045.5
Measure R Highway Capital 20%	-	-	591.1	591.1	-	-	592.7	592.7
Measure R BAB Federal Subsidy	-	9,832.9	-	9,832.9	-	9,470.8	-	9,470.8
Measure M Transit Construction 35%	-	-	-	-	-	27,874.0	-	27,874.0
Total Funding Demand of Debt Service	**$ 10,709.4**	**$ 436,211.9**	**$ 116,751.6**	**$ 563,672.9**	**$ 7,708.5**	**$ 430,774.8**	**$ 117,945.8**	**$ 556,429.1**
Total (Premium)/Discount Amortization [2]	**$ (1,476.8)**	**$ (60,153.1)**	**$ (16,099.9)**	**$ (77,729.8)**	**$ (973.8)**	**$ (54,418.8)**	**$ (14,899.8)**	**$ (70,292.4)**
Total Debt Service Expense [3]	**$ 9,232.6**	**$ 376,058.8**	**$ 100,651.7**	**$ 485,943.1**	**$ 6,734.7**	**$ 376,356.0**	**$ 103,046.0**	**$ 486,136.7**
Debt Service (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE ($ IN THOUSANDS)	BEGINNING FY23 BALANCE BUS	BEGINNING FY23 BALANCE RAIL	BEGINNING FY23 BALANCE HIGHWAY	BEGINNING FY23 BALANCE TOTAL	BEGINNING FY24 BALANCE BUS	BEGINNING FY24 BALANCE RAIL	BEGINNING FY24 BALANCE HIGHWAY	BEGINNING FY24 BALANCE TOTAL
Proposition A	$ 9,396.3	$ 848,938.7	$ -	$ 858,335.0	$ 11,257.3	$ 753,442.7	$ -	$ 764,700.0
Proposition C	87,390.6	627,051.0	1,101,358.3	1,815,799.9	63,769.2	438,033.6	1,203,817.2	1,705,620.0
Measure R [4]	-	2,817,000.0	-	2,817,000.0	-	2,729,275.0	-	2,729,275.0
Total Outstanding Debt Principal Balance [4]	**$ 96,786.9**	**$4,292,989.7**	**$1,101,358.3**	**$5,491,134.9**	**$ 75,026.5**	**$ 3,920,751.3**	**$ 1,203,817.2**	**$5,199,595.0**

Notes

(1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: $4.2M in FY23 and $4.0M in FY24.

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

(3) The Debt Service Expense Total excludes USG Building General Revenue Bonds of $11.3M debt service.

(4) The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of $11.3M Debt Service and $42.8M outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

Totals may not add due to rounding.

FY24 Adopted Debt Policy: Tax Revenue Sources for Debt Servicing

TAX REVENUE SOURCE FOR DEBT SERVICING ($ IN MILLIONS)	FY24 NET SALES TAX REVENUE	FY24 DEBT SERVICE [1]	ANNUAL DEBT SERVICE MAXIMUM [2]	MAXIMUM ADDITIONAL BOND INSURANCE ALLOWED	% OF ALLOWABLE REVENUE USED
PROPOSITION A (PA)					
PA 35% Rail Set Aside [3]	$ 399.0	$ 81.3	$ 347.1	$ 3,897.0	23.4%
PA 40% Discretionary [4]	456.0	1.5	n/a	n/a	100.0%
PROPOSITION C (PC)					
PC 10% Commuter Rail [5]	$ 118.2	$ 2.8	$ 47.3	$ 652.7	5.8%
Proposition C 25% Street & Highways [6]	295.5	115.5	177.3	905.8	65.2%
Proposition C 40% Discretionary [7]	472.8	41.9	189.1	2,158.7	22.1%
MEASURE R (MR)					
MR Transit Capital - New Rail 35% [8]	$ 413.7	$ 242.5	$ 359.9	$ 1,135.3	67.4%
MR Highway Capital 20% [9]	236.4	0.6	141.8	1,365.2	0.4%
MR Transit Capital - Metrolink 3% [10]	35.5	0.0	30.9	298.2	0.0%
MR Transit Capital - Metro Rail 2% [11]	23.6	2.0	20.6	179.0	9.9%
MEASURE M (MM)					
MM Transit Construction 35% [12]	$ 413.7	$ -	$ 359.9	$ 5,276.4	0.0%
MM Highway Construction 17% [12]	200.9	-	174.8	2,562.8	0.0%
MM Metro Active Trans Program 2% [12]	23.6	-	20.6	301.5	0.0%
MM Metro State of Good Repair 2% [12]	23.6	-	20.6	301.5	0.0%
MM Regional Rail 1% [12]	11.8	-	10.3	150.8	0.0%

Notes

(1) All of the debt service amounts are for long-term debt. Short-term debt is not included because they are used as a short-term interim financing tool and are paid off with the issuance of long-term bonds.

(2) This is a calculation of the annual debt service maximum allowed per the Board approved Debt Policy.

(3) Debt policy limits annual debt service to 87% of PA 35% tax revenue.

(4) No further debt issuance is permitted pursuant to the debt policy.

(5) Debt policy limits annual debt service to 40% of PC 10% tax revenue.

(6) Debt policy limits annual debt service to 60% of PC 25% tax revenue.

(7) Debt policy limits annual debt service to 40% of PC 40% tax revenue.

(8) Debt policy limits annual debt service to 87% of MR 35% tax revenue.

(9) Debt policy limits annual debt service to 60% of MR 20% tax revenue.

(10) Debt policy limits annual debt service to 87% of MR 3% tax revenue.

(11) Debt policy limits annual debt service to 87% of MR 2% tax revenue.

(12) Debt policy limits annual debt service to 87% of MM 35%, MM 17%, MM ATP 2%, MM SGR 2%, MM Regional Rail 1% tax revenues.

Totals may not add due to rounding.

Estimated Fund Balances for the Year Ending June 30, 2024

FUND TYPE ($ IN MILLIONS)	FY24 ESTIMATED ENDING FUND BALANCE
Proposition A	
Discretionary Transit (95% of 40%) [1], [4]	$ 651.7
Discretionary Incentive (5% of 40%) [1]	47.4
Rail (35%) [1], [4]	244.5
Interest	15.4
Total Proposition A	**$ 959.0**
Proposition C	
Discretionary (40%) [1]	$ 259.3
Security (5%) [1]	4.2
Commuter Rail (10%) [1]	55.0
Street & Highway (25%)	154.4
Interest	-
Total Proposition C	**$ 472.9**
Measure R	
Administration (1.5%)	$ 17.1
Transit Capital - Metrolink (3%)	(58.5)
Transit Capital - Metro Rail (2%)	19.0
Transit Capital - New Rail (35%) [2]	(157.9)
Highway Capital (20%) [2], [3]	(231.4)
New Rail Operations (5%) [1]	136.6
Bus Operations (20%) [1]	432.3
Total Measure R	**$ 157.2**
Measure M	
Administration (0.5%)	$ 5.0
Local Return (17%)	-
Metro Rail Operations (5%) [1]	201.9
Transit Operations (20%) [1]	332.6
ADA Paratransit for the Disabled, Metro Discounts for Seniors and Students (2%)	-
Transit Construction (35%) [2]	(196.3)
Metro State of Good Repair (2%)	47.1
Highway Construction (17%) [3]	349.8
Metro Active Transportation Program (2%) [1]	56.2
Regional Rail (1%)	(1.3)
Total Measure M	**$ 794.9**
Transportation Development Act (TDA)	
Article 3 [1]	$ 16.8
Article 4 [1]	457.4
Article 8 [1]	17.8
Total TDA	**$ 491.9**
State Transit Assistance (STA)	
Revenue Share [1]	$ 30.3
Population Share [1]	31.7
Total STA	**$ 62.0**
The Road Recovery and Accountability Act of 2017 (SB1-SGR)	
Revenue Share [1]	$ 16.1
Population Share	12.0
Total SB1-SGR	**$ 28.1**
The Road Recovery and Accountability Act of 2017 (SB1-STA)	
Revenue Share [1]	$ 35.2
Population Share	31.0
SB1-STA Total	**$ 66.2**
SAFE Fund Total [3]	**$ 34.6**
Other Special Revenue Funds Total [3]	**$ 66.2**
General Fund	
Administration - Propositions A & C & TDA	$ (50.4)
LCFS 80% [3]	32.0
General Fund/Other [4]	(3.2)
General Fund Total	**$ (21.6)**
FY23 Estimated Ending Fund Balance Total	**$ 3,111.5**
Less: Mandatory Operating Reserve [4]	**$ 207.4**
FY23 Estimated Ending Fund Balance After Reserve [5]	**$ 2,904.1**

Notes

(1) Committed - previously allocated to Metro, Municipal Operators, and cities.

(2) Deficits in MR35, MR20, and MM35 can be mitigated by bond proceeds based on project activities and actual cash flow demand.

(3) Restricted by legislation and Board-approved projects and programs.

(4) Required by the Board-approved Financial Stability Policy.

(5) The budgetary fund balance represents the estimated net position at the end of FY24. The estimated FY24 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V, page 57 and Appendix VI, page 63. The remaining $3,808.2M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/Modernization projects.

Totals may not add due to rounding.

Please refer to footnotes on page 42.

Statement of Revenues, Expenditures & Changes in Fund Balances for the Years Ending June 30, 2023 & 2024

GOVERNMENT FUNDS ($ IN MILLIONS)	SPECIAL REVENUE FUNDS		GENERAL FUNDS		TOTAL	
	FY23 BUDGET	FY24 ADOPTED	FY23 BUDGET	FY24 ADOPTED	FY23 BUDGET	FY24 ADOPTED
REVENUES						
Sales Tax [1]	$ 4,881.7	$ 5,629.3	$ -	$ -	$ 4,881.7	$ 5,629.3
Intergovernmental Grants [2]	249.4	316.9	34.3	40.5	283.7	357.4
Investment Income	0.1	0.1	0.3	1.7	0.4	1.8
Lease & Rental	-	-	15.0	16.0	15.0	16.0
Licenses & Fines	-	-	0.8	0.8	0.8	0.8
Federal Fuel Credits & Other	-	-	25.9	46.5	25.9	46.5
Total Revenues	**$ 5,131.2**	**$ 5,946.3**	**$ 76.3**	**$ 105.5**	**$ 5,207.5**	**$ 6,051.8**
EXPENDITURES						
Subsidies	$ 2,272.6	$ 2,453.6	$ 49.4	$ 58.5	$ 2,322.0	$ 2,512.1
Operating Expenditures	565.2	585.0	234.3	248.3	799.5	833.3
Debt & Interest Expenditures	-	-	-	-	-	-
Debt Principal Retirement	-	-	-	-	-	-
Total Expenditures	**$ 2,837.8**	**$ 3,038.6**	**$ 283.7**	**$ 306.8**	**$ 3,121.5**	**$ 3,345.4**
TRANSFERS						
Transfers In	$ 287.1	$ 200.1	$ 148.2	$ 149.9	$ 435.3	$ 350.0
Transfers (Out)	(3,499.5)	(3,498.3)	(49.1)	(14.8)	(3,548.6)	(3,513.1)
Proceeds from Financing	43.0	37.8	-	-	43.0	37.8
Total Transfers	**$ (3,169.4)**	**$ (3,260.4)**	**$ 99.1**	**$ 135.1**	**$ (3,070.3)**	**$ (3,125.3)**
Net Change in Fund Balances	**$ (876.0)**	**$ (352.7)**	**$ (108.3)**	**$ (66.2)**	**$ (984.3)**	**$ (418.9)**
Fund Balances - Beginning of Year	$ 4,362.3	$ 3,486.2	$ 153.1	$ 44.7	$ 4,515.4	$ 3,530.9
Fund Balances - End of Year [3]	**$ 3,486.2**	**$ 3,133.5**	**$ 44.7**	**$ (21.6)**	**$ 3,530.9**	**$ 3,111.9**

Notes

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

(2) Federal, State, and Local grants for Regional Rail, Transportation Infrastructure Development, Freeway Service Patrol, Pass-Through, and miscellaneous planning projects.

(3) The budgetary fund balance represents the estimated net position at the end of FY24. The estimated FY24 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V, page 56 and Appendix VI, page 60. The remaining $3,808.2M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/Modernization projects.

Totals may not add due to rounding.

Full-Time Equivalents (FTE)

Summary of FTE by Cabinet Detail

CABINET	FY23 BUDGET	FY24 ADOPTED	CHANGE	% CHANGE
BOARD OF DIRECTORS				
County Counsel	3	3	-	0.0%
Ethics Office	7	9	2	28.6%
Inspector General	23	24	1	4.3%
Office of the Board Administration	27	27	-	0.0%
Subtotal Board of Directors	**60**	**63**	**3**	**5.0%**
Chief Executive Office	30	32	2	6.7%
Chief of Staff	46	53	7	15.2%
Chief People Office	258	265	7	2.7%
Chief Safety Office	388	442	54	13.9%
Customer Experience Office	354	368	14	4.0%
Office of Strategic Innovation	14	14	-	0.0%
Operations	8,440	8,549	109	1.3%
Planning & Development	190	198	8	4.2%
Program Management	284	304	20	7.0%
Strategic Financial Management	579	595	16	2.8%
Total FTEs	**10,643**	**10,883**	**240**	**2.3%**
Total Metro Represented	**8,824**	**8,982**	**158**	**1.8%**
Total Metro Non-Represented	**1,819**	**1,901**	**82**	**4.5%**
Total Metro	**10,643**	**10,883**	**240**	**2.3%**





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 & Changes in Retained Earnings for the Years Ending June 30, 2023 & 2024

PTSC ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED
Revenues	$ 519.98	$ 594.8
Expenditures	519.98	594.8
Increase (decrease) in retained earnings	-	-
Retained Earnings – Beginning of Year	-	-
Retained Earnings – End of Year	**$ -**	**$ -**

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
- SOCAL 511 – Mobile Call Box program (motorist aid)
- SOCAL 511 – Traveler Information System

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

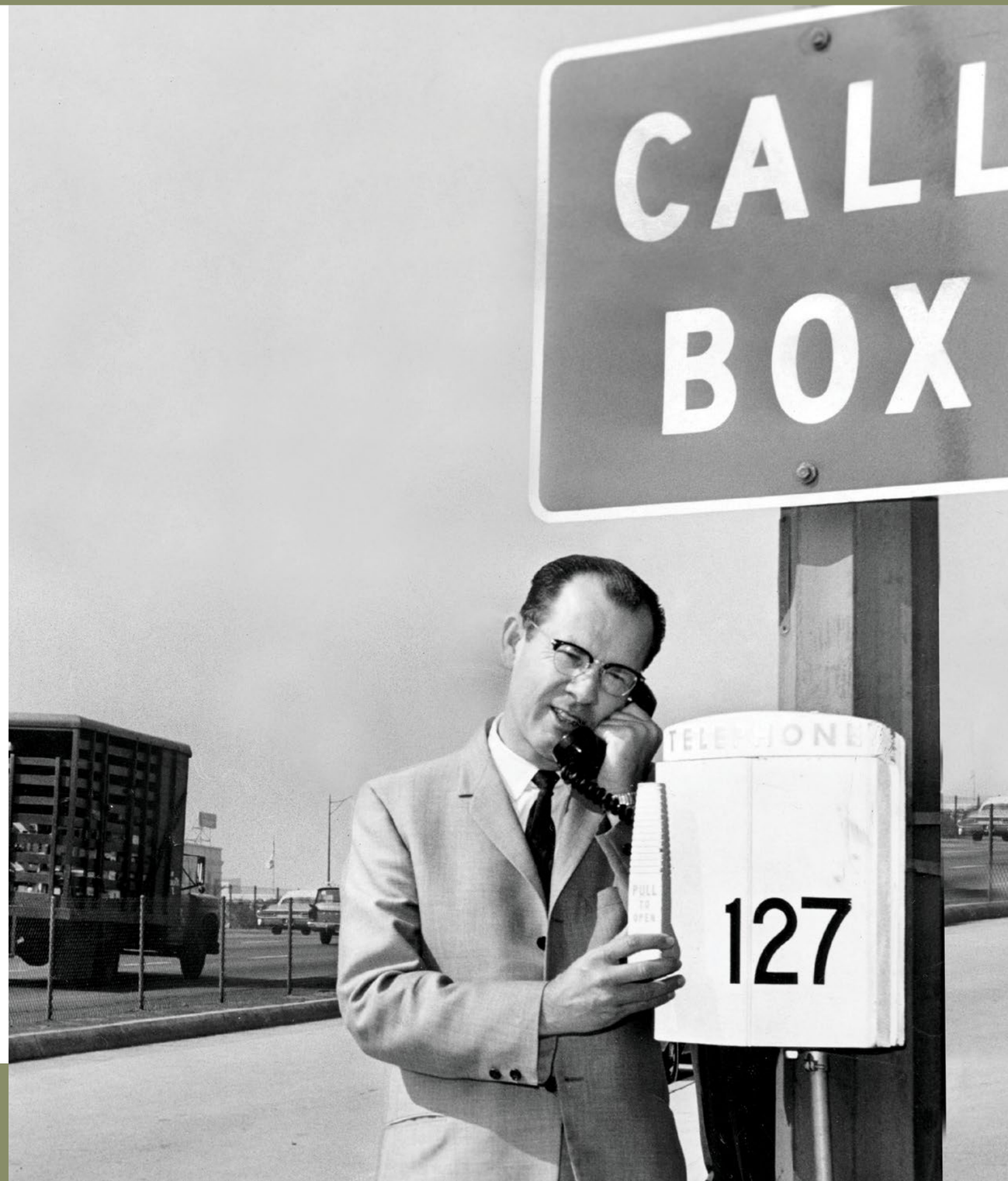
Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2023 & 2024

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED
Revenues	$ 8.1	$ 8.4
Expenditures	8.4	8.8
Excess (deficiency) of revenue over expenditure	(0.3)	(0.4)
Other financing & sources (uses) - transfer out	-	-
Fund Balances – Beginning of Year	35.3	35.0
Retained Earnings – End of Year	**$ 35.0**	**$ 34.6**

Note

Totals may not add due to rounding.

Photo: Kenneth Hahn, Herald Examiner Collection/ Los Angeles Public Library.



Appendix II: Bus & Rail Operating Statistics

STATISTIC	BUS FY23 BUDGET	BUS FY24 ADOPTED	BUS % INCREASE	RAIL FY23 BUDGET	RAIL FY24 ADOPTED	RAIL % INCREASE	TOTAL FY23 BUDGET	TOTAL FY24 ADOPTED	TOTAL % INCREASE
SERVICE PROVIDED (000) [1]									
Revenue Service Hours (RSH)	7,089	7,119	0.4%	1,341	1,506	12.3%	8,430	8,625	2.3%
Revenue Service Miles (RSM)	74,435	73,735	-0.9%	29,014	28,690	-1.1%	103,449	102,425	-1.0%
SERVICE CONSUMED (000) [1]									
Unlinked Boardings	255,812	211,703	-17.2%	70,787	60,258	-14.9%	326,599	271,961	-16.7%
Passenger Miles	1,080,647	750,218	-30.6%	454,693	327,581	-28.0%	1,535,340	1,077,799	-29.8%
OPERATING REVENUE (000)									
Fare Revenue [2]	$ 83,025	$ 112,049	35.0%	$ 22,975	$ 31,951	39.1%	$ 106,000	$ 144,000	35.8%
Advertising/Other	$ 37,600	$ 30,500	-18.9%	$ 5,200	$ 3,000	-42.3%	$ 42,800	$ 33,500	-21.7%
Total Operating Revenue	**$ 120,625**	**$ 142,549**	**18.2%**	**$ 28,175**	**$ 34,951**	**24.1%**	**$ 148,800**	**$ 177,500**	**19.3%**
OPERATING COST DATA (000)									
Transportation	$ 511,170	$ 538,869	5.4%	$ 103,227	$ 113,063	9.5%	$ 614,397	$ 651,932	6.1%
Maintenance	$ 443,395	$ 440,409	-0.7%	$ 339,217	$ 373,335	10.1%	$ 782,611	$ 813,744	4.0%
Regional	$ 32,009	$ 34,207	6.9%	$ 10,845	$ 9,754	-10.1%	$ 42,854	$ 43,962	2.6%
Other & Support Cost	$ 459,723	$ 494,121	7.5%	$ 279,531	$ 309,336	10.7%	$ 739,253	$ 803,458	8.7%
Total Operating Cost [3], [4]	**$ 1,446,297**	**$ 1,507,607**	**4.2%**	**$ 732,819**	**$ 805,488**	**9.9%**	**$ 2,179,116**	**$ 2,313,095**	**6.1%**
Subsidy Data (000)	**$ 1,325,672**	**$ 1,365,059**	**3.0%**	**$ 704,644**	**$ 770,536**	**9.4%**	**$ 2,030,316**	**$ 2,135,595**	**5.2%**
PER BOARDING STATISTICS									
Fare Revenue	$ 0.32	$ 0.53	63.1%	$ 0.32	$ 0.53	63.1%	$ 0.32	$ 0.53	63.1%
Operating Cost	$ 5.65	$ 7.12	26.0%	$ 10.35	$ 13.37	29.1%	$ 6.67	$ 8.51	27.5%
Subsidy	$ 5.18	$ 6.45	24.4%	$ 9.95	$ 12.79	28.5%	$ 6.22	$ 7.85	26.3%
Passenger Miles	4.22	3.54	-16.1%	6.42	5.44	-15.4%	4.70	3.96	-15.7%
Fare Recovery %	5.7%	7.4%	29.5%	3.1%	4.0%	26.5%	4.9%	6.2%	28.0%
PER RSH STATISTICS									
Revenue	$ 17.02	$ 20.02	17.7%	$ 21.01	$ 23.21	10.5%	$ 17.65	$ 20.58	16.6%
Boardings	36.09	29.74	-17.6%	52.79	40.02	-24.2%	38.74	31.53	-18.6%
Passenger Miles	152.44	105.38	-30.9%	339.09	217.55	-35.8%	182.13	124.96	-31.4%
Transportation Cost	$ 72.11	$ 75.69	5.0%	$ 76.98	$ 75.09	-2.5%	$ 72.88	$ 75.59	3.7%
Maintenance Cost	$ 62.55	$ 61.86	-1.1%	$ 252.98	$ 247.93	-2.0%	$ 92.84	$ 94.35	1.6%
Regional Cost	$ 4.52	$ 4.80	6.4%	$ 8.09	$ 6.48	-19.9%	$ 5.08	$ 5.10	0.3%
Other & Support Cost	$ 64.85	$ 69.41	7.0%	$ 208.46	$ 205.43	-1.5%	$ 87.69	$ 93.15	6.2%
Total Cost	**$ 204.02**	**$ 211.77**	**3.8%**	**$ 546.51**	**$ 534.93**	**-2.1%**	**$ 258.50**	**$ 268.19**	**3.7%**
Subsidy	**$ 187.00**	**$ 191.74**	**2.5%**	**$ 525.50**	**$ 511.72**	**-2.6%**	**$ 240.85**	**$ 247.61**	**2.8%**
PER PASSENGER MILE STATISTICS									
Revenue	$ 0.11	$ 0.19	70.2%	$ 0.06	$ 0.11	72.2%	$ 0.10	$ 0.16	69.9%
Transportation Cost	$ 0.47	$ 0.72	51.8%	$ 0.23	$ 0.35	52.0%	$ 0.40	$ 0.60	51.2%
Maintenance Cost	$ 0.41	$ 0.59	43.1%	$ 0.75	$ 1.14	52.8%	$ 0.51	$ 0.76	48.1%
Regional Cost	$ 0.03	$ 0.05	53.9%	$ 0.02	$ 0.03	24.9%	$ 0.03	$ 0.04	46.1%
Other & Support Cost	$ 0.43	$ 0.66	54.8%	$ 0.61	$ 0.94	53.6%	$ 0.48	$ 0.75	54.8%
Total Cost	**$ 1.34**	**$ 2.01**	**50.2%**	**$ 1.61**	**$ 2.46**	**52.6%**	**$ 1.42**	**$ 2.15**	**51.2%**
Subsidy	**$ 1.23**	**$ 1.82**	**48.3%**	**$ 1.55**	**$ 2.35**	**51.8%**	**$ 1.32**	**$ 1.98**	**49.8%**
FTE'S PER HUNDRED [5]									
Operators per RSH	4.58	4.66	1.7%	3.33	3.09	-7.0%	4.45	4.29	-3.5%
Mechanics per RSM	0.11	0.12	3.2%	0.10	0.11	10.4%	0.11	0.11	0.0%
Service Attendants per RSM	0.08	0.08	0.0%	0.06	0.06	0.0%	0.07	0.07	0.0%
MOW Inspectors per RM	-	-	-	3.16	3.15	-0.2%	3.16	3.15	-0.2%
Transit Operations Supervisors/RSH	0.64	0.67	4.0%	2.44	2.28	-6.7%	0.96	0.95	-0.9%

SERVICE LEVEL DETAILS

SERVICE HOURS	FY23 BUDGET	FY24 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	6,360,171	6,380,701	20,530
J Line (Silver)	125,287	121,890	(3,397)
G Line (Orange)	104,921	100,760	(4,161)
Purchased Transportation	498,656	515,864	17,208
Subtotal Bus	**7,089,035**	**7,119,215**	**30,180**
Rail			
A Line (Blue)	447,224	516,741	69,517
C Line (Green)	109,706	129,129	19,423
K Line (Crenshaw/LAX)	47,509	87,210	39,701
L Line (Gold)	61,641	-	(61,641)
E Line (Expo)	318,474	351,729	33,255
B Line (Red) / D Line (Purple)	356,353	420,968	64,615
Subtotal Rail	**1,340,907**	**1,505,777**	**164,870**
Metro Micro	271,440	272,239	799
Total Revenue Service Hours	**8,701,382**	**8,897,231**	**195,849**
PRE-REVENUE			
K Line (Crenshaw/LAX)	10,513	1,925	(8,588)
D Line (Purple) Extension (Section 1)	-	7,665	7,665
Regional Connector	22,798	-	(22,798)
Total Pre-Revenue Svc Hrs	**33,311**	**9,590**	**(23,721)**
Total Service Hours	**8,734,693**	**8,906,821**	**172,128**

SERVICE MILES	FY23 BUDGET	FY24 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	65,400,264	63,408,517	(1,991,747)
J Line (Silver)	2,319,547	2,665,253	345,706
G Line (Orange)	1,472,736	1,543,559	70,823
Purchased Transportation	5,242,318	6,117,937	875,619
Subtotal Bus	**74,434,865**	**73,735,266**	**(699,599)**
Rail			
A Line (Blue)	9,419,147	10,188,513	769,366
C Line (Green)	3,041,294	3,254,051	212,757
K Line (Crenshaw/LAX)	1,317,048	1,333,806	16,758
L Line (Gold) [1]	1,461,655	-	(1,461,655)
E Line (Expo)	5,436,499	5,451,800	15,301
B Line (Red) / D Line (Purple)	8,338,656	8,461,457	122,801
Subtotal Rail	**29,014,299**	**28,689,627**	**(324,672)**
Metro Micro	2,428,110	2,722,390	294,280
Total Revenue Service Miles	**105,877,274**	**105,147,283**	**(729,991)**
PRE-REVENUE			
K Line (Crenshaw/LAX)	220,773	29,439	(191,334)
D Line (Purple) Extension (Section 1)	-	154,067	154,067
Regional Connector	478,761	-	(478,761)
Total Pre-Revenue Svc Miles	**699,534**	**183,506**	**(516,028)**
Total Service Miles	**106,576,808**	**105,330,789**	**(1,246,019)**

BOARDINGS (000)	FY23 BUDGET	FY24 ADOPTED	CHANGE
Bus			
Local & Rapid	233,467	193,351	(40,116)
J Line (Silver)	4,773	4,202	(571)
G Line (Orange)	6,215	4,498	(1,717)
Purchased Transportation	11,357	9,652	(1,705)
Subtotal Bus	**255,812**	**211,703**	**(44,109)**
Rail			
A Line (Blue)	15,535	16,651	1,116
C Line (Green)	5,977	5,764	(213)
K Line (Crenshaw/LAX)	2,418	724	(1,694)
L Line (Gold)	3,397	-	(3,397)
E Line (Expo)	14,489	10,906	(3,583)
B Line (Red) / D Line (Purple)	28,971	26,213	(2,758)
Subtotal Rail	**70,787**	**60,258**	**(10,529)**
Metro Micro	713	759	46
Total Boardings	**327,312**	**272,720**	**(54,592)**

PASSENGER MILES (000)	FY23 BUDGET	FY24 ADOPTED	CHANGE
Bus			
Local & Rapid	937,667	642,946	(294,721)
J Line (Silver)	50,332	38,453	(11,879)
G Line (Orange)	39,817	27,417	(12,400)
Purchased Transportation	52,831	41,402	(11,429)
Subtotal Bus	**1,080,647**	**750,218**	**(330,429)**
Rail			
A Line (Blue)	119,190	104,001	(15,189)
C Line (Green)	44,857	19,220	(25,637)
K Line (Crenshaw/LAX)	18,145	1,325	(16,820)
L Line (Gold)	29,818	-	(29,818)
E Line (Expo)	103,094	69,115	(33,979)
B Line (Red) / D Line (Purple)	139,589	133,920	(5,669)
Subtotal Rail	**454,693**	**327,581**	**(127,112)**
Metro Micro	2,356	2,511	155
Total Passenger Miles	**1,537,696**	**1,080,310**	**(457,386)**

Notes (page 50)

(1) FY23 and 24 service levels do not include Metro Micro in Bus.

(2) FY24 fare revenues do not include $2.8M from TAP card sales or Metro Micro revenues in Bus.

(3) FY23 and 24 operating costs do not include Regional Operating Services costs (TAP, Regional Activities, and Transit Court costs) and Metro Micro costs in Bus.

(4) COVID-19 project's budget was closed during FY23, therefore has no expenses in FY24.

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

Notes (page 51)

(1) L Line (Gold) Service was allocated to A and E Line in FY24 due to the opening of the Regional Connector project.

Totals may not add due to rounding.

Appendix III: Activity-Based Bus Cost Model

ACTIVITIES	FY23 BUDGET $000	FY23 BUDGET $/RSH	FY24 ADOPTED $000	FY24 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 472,687	$ 71.72	497,604	$ 75.36	24,917	$ 3.63
Materials & Supplies	1,722	0.26	866	0.13	(856)	(0.13)
Services & Other	-	-	75	0.01	75	0.01
Field Supervision	15,473	2.35	15,429	2.34	(43)	(0.01)
Control Center	11,224	1.70	11,334	1.72	110	0.01
Training Transp	10,065	1.53	13,561	2.05	3,496	0.53
Scheduling & Planning	-	-	-	-	-	-
Total Transportation	**$ 511,170**	**$ 77.56**	**538,869**	**$ 81.61**	**27,699**	**$ 4.04**
DIVISION MAINTENANCE						
Wages & Benefits	$ 198,017	$ 30.05	201,126	$ 30.46	3,109	$ 0.41
Materials & Supplies	46,537	7.06	45,736	6.93	(802)	(0.14)
Services & Other	202	0.03	114	0.02	(88)	(0.01)
Fuel	45,059	6.84	47,301	7.16	2,242	0.33
Fueling Contractor Reimbursement	-	-	-	-	-	-
Subtotal Division Maintenance	**$ 289,815**	**$ 43.98**	**294,276**	**$ 44.56**	**4,461**	**$ 0.59**
CENTRAL MAINTENANCE						
Wages & Benefits	$ 39,864	$ 6.05	39,010	$ 5.91	(854)	$ (0.14)
Materials & Supplies	5,077	2.29	10,214	1.55	(4,863)	(0.74)
Services & Other	364	0.06	308	0.05	(56)	(0.01)
Subtotal Central Maintenance	**$ 55,306**	**$ 8.39**	**49,533**	**$ 7.50**	**(5,773)**	**$ (0.89)**
OTHER MAINTENANCE						
Facilities	$ 63,470	$ 9.63	63,660	$ 9.64	190	$ 0.01
Support	18,812	2.85	19,666	2.98	854	0.12
Non-Revenue Vehicles	14,860	2.25	12,251	1.86	(2,609)	(0.40)
Training	2,626	0.40	2,711	0.41	85	0.01
Subtotal Other Maintenance	**$ 99,768**	**$ 15.14**	**98,288**	**$ 14.88**	**(1,480)**	**$ (0.25)**
Total Maintenance	**$ 444,889**	**$ 67.51**	**442,097**	**$ 66.95**	**(2,792)**	**$ (0.56)**
OTHER OPERATING						
Transit Security	$ 59,874	$ 9.09	80,336	$ 12.17	20,462	$ 3.08
Customer Experience	36,624	5.56	50,255	7.61	13,631	2.05
Workers' Compensation	51,715	7.85	54,063	8.19	2,348	0.34
Casualty & Liability	50,680	7.69	56,843	8.61	6,163	0.92
Revenue	12,922	1.96	12,678	1.92	(244)	(0.04)
Utilities	17,879	2.71	19,662	2.98	1,783	0.26
Building Costs	5,541	0.84	3,971	0.60	(1,570)	(0.24)
Service Development	14,805	2.25	8,625	1.31	(6,180)	(0.94)
Other Metro Operations	15,965	2.42	23,710	3.59	7,745	1.17
Safety	4,543	0.69	5,320	0.81	776	0.12
Transitional Duty Program	1,837	0.28	1,504	0.23	(332)	(0.05)
Copy Services	650	0.10	399	0.06	(251)	(0.04)
Total Other Operating	**$ 273,034**	**$ 41.43**	**317,365**	**$ 48.06**	**44,330**	**$ 6.63**
SUPPORT DEPARTMENT						
Procurement	$ 31,411	$ 4.77	34,717	$ 5.26	3,306	$ 0.49
Informational & Technology Services	27,675	4.20	23,306	3.53	(4,369)	(0.67)
Communications	13,412	2.04	14,038	2.13	626	0.09
Finance & Budget	24,983	3.79	16,646	2.52	(8,337)	(1.27)
Chief Executive Office	23,624	3.58	20,064	3.04	(3,560)	(0.55)
Human Resources	9,435	1.43	6,934	1.05	(2,500)	(0.38)
Construction	5,243	0.80	3,159	0.48	(2,085)	(0.32)
Real Estate	2,411	0.37	3,225	0.49	814	0.12
Administration	-	-	-	-	-	-
Management Audit Services	1,709	0.26	1,043	0.16	(665)	(0.10)
Board Oversight	1,628	0.25	1,172	0.18	(455)	(0.07)
Total Support Departments	**$ 141,531**	**$ 21.48**	**124,305**	**$ 18.82**	**(17,226)**	**$ (2.65)**
Total Local & Rapid Bus	**$1,370,625**	**$ 207.97**	**1,422,636**	**$ 215.44**	**52,011**	**$ 7.47**
PURCHASED TRANSPORTATION						
Contracted Service	$ 64,397	$ 129.14	71,967	$ 139.51	7,570	$ 10.37
Security	4,530	9.09	6,276	12.17	1,746	3.08
Administration	6,745	13.53	6,729	13.04	(17)	(0.48)
Total Purchased Transportation	**$ 75,672**	**$ 151.75**	**84,971**	**$ 164.72**	**9,299**	**$ 12.96**
Grand Total Bus Costs [1], [2]	**$1,446,297**	**$ 204.02**	**1,507,607**	**$ 211.77**	**61,310**	**$ 7.75**
METRO MICRO						
Services & Other	$ 14,850	$ 54.71	15,050	$ 55.28	200	$ 0.57
Wages & Benefits	19,344	38.79	20,230	74.31	886	35.52
Other Operating Costs	5,005	10.04	4,860	17.85	(14 5)	7.81
Total Metro Micro	**$ 39,198**	**$ 103.54**	**40,139**	**$ 147.44**	**941**	**$ 43.91**

REVENUE SERVICE HOURS (RSH)	FY23 BUDGET	FY24 ADOPTED	INC/(DEC)
Directly Operated	6,590	6,603	13
Purchased Transportation	499	516	17
Total Bus RSH (in 000s) [3]	**7,089**	**7,119**	**30**
Metro Micro	271	272	1

Note

Totals may not add due to rounding.

Notes

(1) The FY24 budget includes $20M for Transit Ambassadors for both bus and rail as directed by Board motion 26.2.

(2) COVID-19 project's budget was closed during FY23, therefore has no expenses in FY24 budget.

(3) Metro Micro is not included in Bus Program, RSH is not included with Total Bus RSH.

Totals may not add due to rounding.

Appendix IV : Activity-Based Rail Cost Model

ACTIVITIES	FY23 BUDGET $000	FY23 BUDGET $/RSH	FY24 ADOPTED $000	FY24 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 78,332	$ 58.42	$ 86,688	$ 57.57	$ 8,356	$ (0.85)
Materials & Supplies	260	0.19	280	0.19	20	-
Services	3	-	16	-	13	-
Control Center	20,903	15.59	22,206	14.75	1,303	(0.84)
Training	3,729	2.78	3,872	2.57	143	(0.21)
Total Transportation	**$ 103,227**	**$ 76.98**	**$ 113,063**	**$ 75.09**	**$ 9,836**	**$ (1.90)**
VEHICLE MAINTENANCE						
Wages & Benefits	$ 93,719	$ 69.89	$ 104,721	$ 69.55	$ 11,002	$ (0.35)
Materials & Supplies	22,281	16.62	26,621	17.68	4,340	1.06
Services	300	0.22	106	0.07	(194)	(0.15)
Subtotal Vehicle Maintenance	**$ 116,300**	**$ 86.73**	**$ 131,448**	**$ 87.30**	**$ 15,148**	**$ 0.56**
WAYSIDE MAINTENANCE						
Wages & Benefits	$ 66,308	$ 49.45	$ 70,743	$ 46.98	$ 4,435	$ (2.47)
Materials & Supplies	5,948	4.44	6,545	4.35	597	(0.09)
Services	1,033	0.77	1,610	1.07	577	0.30
Propulsion Power	40,467	30.18	47,399	31.48	6,932	1.30
Subtotal Wayside Maintenance	**$ 113,755**	**$ 84.83**	**$ 126,297**	**$ 83.87**	**$ 12,542**	**$ (0.96)**
OTHER MAINTENANCE						
Facilities	$ 97,719	$ 72.88	$ 103,396	$ 68.67	$ 5,677	$ (4.21)
Support	8,057	6.01	9,101	6.04	1,044	0.04
Non-Revenue Vehicles	3,821	2.85	3,533	2.35	(288)	(0.50)
Subtotal Other Maintenance	**$ 109,596**	**$ 81.73**	**$ 116,030**	**$ 77.06**	**$ 6,434**	**$ (4.68)**
Total Maintenance	**$ 339,652**	**$ 253.30**	**$ 373,774**	**$ 248.23**	**$ 34,122**	**$ (5.07)**
OTHER OPERATING						
Transit Security	$ 136,250	$ 101.61	$ 165,349	$ 109.81	$ 29,099	$ 8.20
Customer Experience [1], [2]	36,111	26.93	21,367	14.19	(14,744)	(12.74)
Workers' Compensation	9,720	7.25	12,027	7.99	2,307	0.74
Casualty & Liability	7,787	5.81	11,576	7.69	3,789	1.88
Revenue	17,048	12.71	19,027	12.64	1,979	(0.08)
Utilities	9,779	7.29	15,812	10.50	6,033	3.21
Building Costs	2,065	1.54	870	0.58	(1,195)	(0.96)
Service Development	404	0.30	552	0.37	148	0.07
Other Metro Operations	5,767	4.30	8,819	5.86	3,052	1.56
Safety	8,032	5.99	9,585	6.37	1,553	0.38
Transitional Duty Program	659	0.49	427	0.28	(232)	(0.21)
Copy Services	266	0.20	108	0.07	(158)	(0.13)
Total Other Operating	**$ 233,888**	**$ 174.43**	**$ 265,51**	**$ 176.33**	**$ 31,631**	**$ 1.91**
SUPPORT FUNCTIONS						
Procurement	$ 16,227	$ 12.10	$ 19,153	$ 12.72	$ 2,926	$ 0.62
Informational & Technology Services	9,164	6.83	6,160	4.09	(3,004)	(2.74)
Communications	8,069	6.02	8,238	5.47	169	(0.55)
Finance & Budget	7,642	5.70	4,057	2.69	(3,585)	(3.00)
Chief Executive Office	1,658	1.24	743	0.49	(915)	(0.74)
Human Resources	4,293	3.20	2,222	1.48	(2,071)	(1.73)
Construction	201	0.15	65	0.04	(136)	(0.11)
Real Estate	7,489	5.59	11,931	7.92	4,442	2.34
Management Audit Services	698	0.52	282	0.19	(416)	(0.33)
Board Oversight	610	0.45	280	0.19	(330)	(0.27)
Total Support Functions	**$ 56,052**	**$ 41.80**	**$ 53,132**	**$ 35.29**	**$ (2,920)**	**$ (6.52)**
Grand Total Rail Costs [3]	**$ 732,819**	**$ 546.5**	**$ 805,488**	**$ 534.93**	**$ 72,669**	**$ (11.58)**
Total Rail RSH (in 000s)		**1,341**		**1,506**		**165**

Notes

(1) Contains customer care programs such as Transit Ambassadors and other homeless outreach programs.

(2) The FY24 budget includes $20M for Transit Ambassadors for both bus and rail as directed by Board motion 26.2.

(3) COVID-19 budget is not included in FY23 and FY24 operating costs.

Totals may not add due to rounding.



Appendix V: Transportation Infrastructure Development Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY23 [1]	FY24 ADOPTED	LIFE OF PROJECT
TRANSIT CONSTRUCTION			
Bus			
G Line (Orange) BRT Improvements			
G Line (Orange) BRT Improvements: Construction	$ 41,783.3	$ 74,451.5	$ 149,683.0
G Line (Orange) BRT Improvements: Planning	3,496.2	73.5	-
Subtotal G Line (Orange) BRT Improvements	**$ 45,279.5**	**$ 74,525.0**	**$ 149,683.0**
Total Bus	**$ 45,279.5**	**$ 74,525.0**	**$ 149,683.0**
Rail			
Airport Metro Connector			
Airport Metro Connector: Planning	$ 55,753.3	$ 114.6	$ -
Airport Metro Connector: Construction	506,216.3	174,598.8	898,581.0
Subtotal Airport Metro Connector	**$ 561,969.7**	**$ 174,713.4**	**$ 898,581.0**
D Line (Purple) Section 1			
D Line (Purple) Business Interruption Fund	$ 13,243.5	$ 5,500.0	$ 18,743.5
D Line (Purple) Insurance Betterment [3]	6,505.1	-	6,505.1
D Line (Purple) Section 1: Construction	2,583,651.8	324,716.7	3,128,879.6
D Line (Purple) Section 1: Planning Phase 1 [3]	8,504.7	-	-
D Line (Purple) Section 1: Planning Phase 2 [3]	36,882.3	-	-
D Line (Purple) Section 1: System Integration [4]	-	13,751.3	22,200.0
Division 20 Portal Widening & Turnback Facility	699,450.4	139,382.0	956,749.6
Division 20 Shop Expansion [2]	4,163.4	1,198.1	-
Non-Revenue Vehicle [3]	853.9	-	854.0
Subtotal D Line (Purple) Section 1	**$ 3,353,255.2**	**$ 484,548.1**	**$ 4,133,931.8**
D Line (Purple) Section 2			
Beverly Hills North Portal	$ 74.7	$ 3,845.7	$ 29,250.0
D Line (Purple) Section 2: Construction	1,715,315.5	225,124.1	2,440,969.3
D Line (Purple) Section 2: Planning	3,377.4	-	-
D Line (Purple) Section 2: System Integration [4]	-	1,421.7	14,700.0
Subtotal D Line (Purple) Section 2	**$ 1,718,767.6**	**$ 230,391.5**	**$ 2,484,919.3**
D Line (Purple) Section 3			
D Line (Purple) Section 3: Construction	$ 1,537,070.4	$ 344,312.7	$ 3,276,623.3
D Line (Purple) Section 3: Planning [3]	875.1	-	-
Subtotal D Line (Purple) Section 3	**$ 1,537,945.5**	**$ 344,312.7**	**$ 3,276,623.3**
E Line (Expo)			
Division 22 Paint & Body Shop [3]	$ 10,321.8	$ -	$ 11,000.0
E Line (Expo) 1 Light Rail Vehicle [3], [5]	66,906.7	-	-
E Line (Expo) 2 Insurance Betterment [3]	2,462.9	-	2,462.9
E Line (Expo) 2 Light Rail Vehicle [3]	195,269.2	-	-
E Line (Expo) Closeout	2,072.7	3,027.3	5,100.0
E Line (Expo) Light Rail Transit Phase 1: Expo Authority [3]	847,082.6	-	967,400.0
E Line (Expo) Light Rail Transit Phase 1: Metro Incurred [3]	61,825.0	-	-
E Line (Expo) Light Rail Transit Phase 2: Construction [3]	924,894.2	-	1,295,058.0
E Line (Expo) Light Rail Transit Phase 2: Holdback [3]	39,095.7	-	-
E Line (Expo) Light Rail Transit Phase 2: Non-Holdback [3]	123,101.3	-	-
E Line (Expo) Light Rail Transit Phase 2: Planning [3]	396.1	-	-
E Line (Expo) Phase 2 Betterment [3]	3,050.5	-	3,900.0
E Line (Expo) Phase 2 Bikeway [3]	15,500.7	-	16,102.2
Subtotal E Line (Expo)	**$ 2,291,979.4**	**$ 3,027.3**	**$ 2,301,023.1**
East San Fernando Valley Light Rail			
East San Fernando Valley Light Rail: Construction	$ 79,886.7	$ 283,700.3	$ 496,856.0
East San Fernando Valley Light Rail: Planning	21,373.9	1,911.5	-
Subtotal East San Fernando Valley Light Rail	**$ 101,260.7**	**$ 285,611.8**	**$ 496,856.0**
K Line (Crenshaw/LAX)			
K Line (Crenshaw/LAX) Business Interruption Fund	$ 22,508.5	$ 1,000.0	$ 23,508.5
K Line (Crenshaw/LAX) Fare Gates [3]	7,332.5	-	7,800.0
K Line (Crenshaw/LAX) Insurance Betterment [3]	5,275.7	-	5,275.7
K Line (Crenshaw/LAX) Light Rail Transit: Catch-All	28,056.1	15,924.5	57,000.0
K Line (Crenshaw/LAX) Light Rail Transit: Construction	2,091,626.8	25,206.2	2,148,000.0
K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 1 [3]	5,526.2	-	-
K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 2 [3]	20,022.9	-	-
K Line (Crenshaw/LAX) Pre-Revenue Service	37,072.7	820.0	40,956.0
Southwestern Maintenance Yard [5]	156,823.4	-	157,000.0
Subtotal K Line (Crenshaw/LAX)	**$ 2,374,244.8**	**$ 42,950.7**	**$ 2,439,540.3**
L Line (Gold) Foothill Extension 2A [10]			
Azusa L Line Retaining Wall Repair [4]	$ -	$ 59.1	$ 1,330.0
L Line (Gold) Foothill Extension Insurance Betterment [3]	2,079.0	-	2,079.0
L Line (Gold) Foothill Extension: Construction [3]	646,556.8	-	708,833.0
L Line (Gold) Foothill Extension: Planning [3]	426.9	-	-
L Line (Gold) Foothill Extension Maintenance Facility - Metro 75% [3]	207,118.7	-	207,437.4
Light Rail Vehicle [3]	60,340.9	-	-
L Line (Gold) Foothill Extension Closeout	692.8	4,350.8	5,200.0
Subtotal L Line (Gold) Foothill Extension 2A	**$ 917,216.0**	**$ 4,409.9**	**$ 924,880.2**
L Line (Gold) Foothill Extension 2B [10]			
L Line (Gold) Foothill Extension 2B: Planning [3]	$ 30,966.8	$ -	$ -
L Line (Gold) Foothill Extension 2B: Construction	865,192.8	210,355.2	1,406,870.8
Light Rail Vehicle [3]	57,100.0	-	-
Subtotal L Line (Gold) Foothill Extension 2B	**$ 953,259.6**	**$ 210,355.2**	**$ 1,406,870.8**
Regional Connector			
Regional Connector Business Interruption Fund	$ 5,229.9	$ 1,500.0	$ 6,729.9
Regional Connector Catch-All	-	7,500.0	10,000.0
Regional Connector Insurance Betterment [3]	4,006.8	-	4,006.8
Regional Connector System Integration [2]	8,577.9	200.0	-
Regional Connector: Construction	1,650,788.0	9,091.5	1,750,840.6
Regional Connector: Construction Non-FFGA	56,251.9	500.0	59,389.22
Regional Connector: Planning [3]	27,735.8	-	-
Subtotal Regional Connector	**$ 1,752,590.3**	**$ 18,791.5**	**$ 1,830,966.5**
Total Rail	**$ 15,562,488.6**	**$ 1,799,112.2**	**$ 20,194,192.1**
Systemwide [5]			
Anticipated Measure R & M Projects [6]	$ -	$ 42,990.0	$ -
Metro Business Solution Center	-	2,384.6	-
Total Systemwide	**$ -**	**$ 45,374.6**	**$ -**
Total Transit Construction	**$ 15,607,768.2**	**$ 1,919,011.7**	**$ 20,343,875.1**
Transit Planning [7]			
Broadway BRT	$ 300.0	$ 3,991.9	$ -
BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	20,158.9	59,677.9	-
C Line (Green) Extension: Redondo to South Bay	37,625.5	43,796.9	-
Crenshaw Northern Extension	27,862.5	18,616.0	-
Eastside Extension	70,334.6	22,066.2	-
Eastside Extension - Light Rail Vehicles [2], [9]	68,278.0	2,850.0	-
Eastside Light Rail Access Phases 1 & 2	16,042.6	2,538.9	-
Eastside Light Rail Access Phase 3 [8]	20,485.7	2,713.3	29,703.1
North San Fernando Valley BRT	11,522.7	20,848.3	-
San Gabriel Valley Transit Feasibility Study	2,801.1	1,932.9	-
Sepulveda Pass Corridor	141,466.2	71,210.1	-
Vermont Transit Corridor	6,730.2	6,363.7	-
West Santa Ana Branch Corridor	94,349.2	37,923.4	-
Total Transit Planning	**$ 517,957.2**	**$ 294,529.4**	**$ 29,703.1**
Total Transit Expansion	**$ 16,125,725.4**	**$ 2,213,541.1**	**$ 20,373,578.2**

Notes

(1) Forecasted expenditures through FY24 is actual expenditure through FY23 plus FY24 Budget

(2) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(3) Project completed or in closeout phase.

(4) New project proposed for Board adoption.

(5) Annually funded.

Totals may not add due to rounding.

Notes

(1) Forecasted expenditures through FY23 is actual expenditure through FY22 plus FY23 Budget.

(2) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(3) Project completed or in closeout phase.

(4) New project proposed for Board adoption.

(5) Annually funded.

(6) Separate board authorization is required for new projects or LOP budget changes.

(7) No Board LOP during planning phase; project is funded on an annual basis.

(8) LOP authorized by the Board.

(9) Captured under the Capital Improvement Program (CIP) on page 30, Summary of Expenditures by Program.

(10) Regional Connector started its service in June of 2023, providing single seat ride between A and L Lines. Future publications will list this under A Line.

Totals may not add due to rounding.

Appendix V: Transportation Infrastructure Development Project List

Highway Multimodal Development

PROJECT DESCRIPTION ($ IN MILLIONS)	FY23 BUDGET	FY24 ADOPTED	$ CHANGE	% CHANGE
MEASURES R & M CONSTRUCTION & SUBREGIONAL PROJECTS				
Countywide Soundwall Constructions	$ 23.9	$ 22.7	$ (1.2)	-5.0%
High Desert Corridor (environmental)	0.3	0.1	(0.1)	-52.0%
Highway Demand Based Program (SG)	-	0.1	0.1	N/A
Highway Efficiency Programs	2.0	6.2	4.2	208.0%
Highway Operational Improvements in Arroyo Verdugo Subregion	8.2	7.5	(0.7)	-9.0%
Highway Operational Improvements in Las Virgenes/Malibu Subregion	6.8	3.0	(3.8)	-55.8%
I-105 ExpressLane from I-405 to I-605	38.8	81.1	42.3	109.0%
Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane)	7.0	9.0	2.0	28.6%
Interstate 405, I-110, I-105 & SR-91 Ramp & Interchange Improvements (South Bay)	45.3	53.5	8.3	18.2%
I-5 Capacity Enhancement from SR-134 to SR-170	19.0	12.5	(6.5)	-34.4%
I-5 Carmenita Road Interchange Improvement	2.0	0.6	(1.4)	-70.0%
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	19.0	20.1	1.1	5.7%
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	153.1	105.2	(48.0)	-31.3%
Interstate 5/St. Route 14 Capacity Enhancement (North County)	0.2	3.5	3.3	1317.0%
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)	62.0	89.5	27.5	44.3%
Interstate 710 South and/or Early Action Projects (Gateway Cities)	18.8	23.7	4.9	25.9%
South Bay Highway Operational Improvements	2.3	10.0	7.7	327.0%
SR-57/SR-60 Interchange Improvements	72.3	66.2	(6.1)	-8.5%
SR-71 Gap from I-10 to Rio Rancho Road	40.0	25.0	(15.0)	-37.5%
SR-710 N Corridor Mobility Improvements	11.9	12.7	0.8	6.4%
State Route 138 Capacity Enhancements (North County)	10.7	10.0	(0.7)	-6.5%
Transportation System & Mobility Improvement Program (South Bay)	13.4	19.5	6.1	45.5%
Subtotal Measures R & M Construction & Subregional Projects	**$ 557.3**	**$ 581.7**	**24.4**	**4.4%**
Other Highway Projects				
Caltrans Property Maintenance	$ 0.9	$ 1.2	0.3	30.6%
Highway Planning	3.3	4.5	1.2	37.0%
I-210 Barrier Replacement	6.6	2.2	(4.4)	-66.4%
I-405 Carpool Lane	0.5	0.5	(0.0)	-6.4%
NextGen Bus Lanes	10.5	12.2	1.7	16.5%
Subtotal Other Highway Projects	**$ 21.8**	**$ 20.6**	**$ (1.2)**	**-5.6%**
Total Highway Multimodal Development	**$ 579.1**	**$ 602.3**	**$ 23.2**	**4.0%**

Note

Totals may not add due to rounding.



Appendix VI: Metro Transit – Capital Improvement Program Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY23	FY24 ADOPTED	LIFE OF PROJECT
BUS & RAIL			
Bus - Fleet Procurement			
40' Compressed Natural Gas Buses	$ 386,554.2	$ 4,751.9	$ 420,913.3
60' Battery Electric Zero Emission Buses	66,976.0	4,624.1	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	1,699.6	2,683.0	5,109.5
60' Compressed Natural Gas Buses	140,452.0	1,519.0	149,311.4
40' Battery Electric Zero Emission Buses	17,748.0	56,484.6	163,534.0
Subtotal Bus - Fleet Procurement	**$ 613,429.7**	**$ 70,062.7**	**$ 818,871.6**
Bus - Facilities Improvements			
Electric Bus Charging Infrastructure J (Silver) Line	$ 395.4	$ 8,567.3	$ 50,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	1,025.4	734.6	3,474.0
Bus Division Improvements IV	5,962.7	4,127.1	28,000.0
Division 1 Street Closure	3,966.2	4,617.3	9,500.0
Environmental Compliance Capital Project (FY23-FY27)	667.7	2,984.7	35,000.0
Bus Stops: P1 Security Enhancements [1]	-	-	3,000.0
Metro G Line (Orange) In-Road Warning Lights	166.8	-	198.4
Subtotal Bus - Facilities Improvements	**$ 12,184.3**	**$ 21,031.0**	**$ 129,172.4**
Bus - Fleet Maintenance			
Bus Engine Replacements	$ 3,285.2	$ 2,659.2	$ 13,518.0
New Flyer/El Dorado Bus Midlife	16,439.3	40,451.8	205,000.0
Bus Maintenance Equipment Acquisition	-	1,000.0	3,900.0
Subtotal Bus - Fleet Maintenance	**$ 19,724.6**	**$ 44,111.0**	**$ 222,418.0**
Rail - Facilities Improvements			
Metro A Line (Blue) Artwork	$ 162.0	$ 62.0	$ 477.2
A Line (Blue) & E Line (Expo) Tunnel Artwork	163.8	50.9	453.0
Metro Art Enhancement	61.4	30.6	147.0
Rail Facility Improvements	10,053.5	5,097.1	24,400.0
Elevator Modernization & Escalator Replacement	1,206.8	2,200.8	126,692.0
Metro C Line (Green)/L Line (Gold) Backup Battery Replacement	88.4	604.7	1,871.5
Logistics Equipment Replacement	0.3	670.8	1,500.0
Subtotal Rail - Facilities Improvements	**$ 11,736.3**	**$ 8,716.9**	**$ 155,540.7**
Rail - Fleet Procurement			
P3010 Light Rail Vehicle (LRV) Project Plus Options	$ 797,187.5	$ 9,939.5	$ 867,153.5
LRV Design, Procure & Management	29,227.1	350.0	30,000.0
Heavy Rail Vehicle Procurement	39,517.8	22,491.4	130,901.0
Subtotal Rail - Fleet Procurement	**$ 865,932.4**	**$ 32,780.9**	**$ 1,028,054.5**
Rail - Fleet Maintenance			
Heavy Rail Vehicle Midlife	$ 50,873.9	$ 1,918.3	$ 105,109.6
P2000 Light Rail Midlife Modernization	98,438.7	25,471.0	160,800.0
P2550 Light Rail Vehicle	24,767.3	4,053.0	35,007.5
P2550 Light Rail Vehicle Mid-Life Overhaul	27,886.4	89,491.4	206,340.8
P2000 Vehicle Component Replacement	-	1,926.1	16,100.0
P3010 Fleet-Friction Brake Overhaul	101.8	5,400.0	35,990.0
A650 Low Voltage Power Supply & Friction Brake Overhaul	394.8	2,600.5	11,000.0
P3010 Fleet Component Overhaul	-	5,320.0	36,000.0
Subtotal Rail - Fleet Maintenance	**$ 202,462.8**	**$ 136,180.2**	**$ 606,348.0**

Notes

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

Totals may not add due to rounding.

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY23	FY24 ADOPTED	LIFE OF PROJECT
Wayside Systems			
Heavy Rail Supervisory Control & Data Acq Systems (SCADA) Replacement	$ 13,444.3	$ 1,209.9	$ 15,882.5
Fiber Optic Main Loop Upgrade	2,914.5	1,020.0	4,250.0
Systemwide Corrosion Protection	6,116.8	415.0	13,000.0
Metro B Line (Red) Train to Wayside Communication (TWC) Rehabilitation	844.9	103.0	1,800.0
Metro B Line (Red) Electronic Access Control	1,358.1	251.4	2,319.0
Metro C Line (Green) Track Circuits & TWC System Refurbishments	21,986.7	857.3	28,851.2
Maintenance Of Way Tools & Equipment	1,591.5	130.0	3,325.8
Metro A Line (Blue)/ L Line (Gold) Train Control Battery Replacement	602.9	350.0	1,685.5
Metro C Line (Green) Switch Machine Overhaul	424.8	478.6	2,763.7
Metro A Line (Blue) Trip System Replacement	2,269.5	1,300.0	8,306.9
Metro B Line (Red) Fire Control Panel Upgrade	765.3	1,352.5	3,000.0
Overhead Catenary System (OCS) Inspection System	113.9	243.9	1,259.0
Metro B Line (Red) SEG-2 SCADA Equipment Replacement	-	365.8	8,270.0
Metro C Line (Green) OCS Replacement	110.3	2,647.6	38,350.0
Metro B Line (Red) Program Station Stop Replacement	1.3	110.0	2,860.0
Metro C Line (Green) Arroyo Seco Hill Stabilization	53.1	994.5	10,660.0
Systemwide Corrosion Control	-	1,145.6	21,350.0
Metro B Line (Red) Mainline Fastener Replacement	968.2	2,321.1	36,980.0
Metro B Line (Red) Backup Batteries FY22-FY25	181.6	720.6	5,640.0
Metro A Line (Blue) 7th/Metro Substation Replacement	685.2	1,733.2	7,860.0
Transit Passenger Information System (TPIS) Station Replacement - Expo I/PGL	121.8	626.9	1,390.0
Digital Rail Radio System	17,919.9	1,010.0	25,000.0
Metro G Line (Orange) Communication Transmission System (CTS) Nodes Replacement	-	562.8	5,650.0
Rail Communication System UPS Backup & Battery Replacement	-	517.2	10,300.0
Closed Circuit TV (CCTV) System Upgrade	-	2,387.8	15,630.0
Metro A Line (Blue) Train Control Non-Vital Relay	-	1,530.0	11,100.0
Metro B Line (Red) Vital Processor Upgrade	-	3,130.9	50,100.0
Metro L Line (Gold) Electronic Code 5/Vital Harmon Logic Processor Upgrade	-	166.5	5,580.0
Metro L Line (Gold) Eastside SCADA Equipment Replacement	-	419.2	3,900.0
Train Control DC St&by Power	-	480.2	3,700.0
Metro L Line (Gold) Gate Mechanism	-	385.4	4,690.0
OCS Tools & Equipment	-	300.0	3,700.0
Metro B Line (Red) Segment 1 SCADA Equipment Replacement	-	332.3	1,700.0
Metro L Line (Gold) Uninterruptible Power Supply (UPS) Replace	-	733.6	1,400.0
Metro A Line (Blue) & E Line (Expo) Light Rail Speed Improvement [1]	-	65.0	-
Correct Side Door Opening [1]	-	930.0	-
Foothill Back Up Generators	-	116.0	2,750.0
Metro C Line (Green) Substation Replacement	-	4,064.9	98,500.0
Emergency Power Replacement	-	260.0	10,100.0
Light Rail Protective Relay	-	750.6	12,600.0
Metro B Line (Red) Auxiliary Power [1]	-	1,582.6	-
Metro B Line (Red) Seg-3 SCADA Equipment	-	867.3	8,300.0
Metro L Line (Gold) Weight Poles & Air Brake	-	880.6	9,200.0
Substation Test Equipment/Tools	-	78.0	1,970.0
Metro B Line (Red) Segment 1 Substation Replacement [1]	-	2,002.6	-
Division 20 Bungalow A Replacement [2]	-	1,000.0	15,000.0
Monrovia Station Crossing Upgrade Pilot	-	1,613.7	1,700.0
Metro A Line (Blue), E Line (Expo) & L Line (Gold) Led Tunnel Lights [2]	-	300.0	6,773.7

Notes

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

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

Totals may not add due to rounding.

Appendix VI: Metro Transit – Capital Improvement Program Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY23	FY24 ADOPTED	LIFE OF PROJECT
Metro A Line (Blue) Gate Mechanism Replacement [2]	-	700.0	5,934.9
Metro B Line (Red) & D Line (Purple) CTS Upgrade [1]	-	600.0	-
Harbor Hump Direct Fixation Replacement [2]	-	100.0	3,015.3
Metro C Line (Green) Mainline Fastener Replacement [2]	-	195.0	17,089.2
Metro C Line (Green) Mainline Turnout Tie Replacement [2]	-	350.0	5,991.7
Tunnel Fan & Damper Replacement [1]	-	350.0	-
VHF Rail Radio System Replacement [1]	-	205.0	-
Distributed Energy Resources [2]	-	500.0	3,000.0
Metro A Line (Blue) Resignaling Rehabilitation	110,983.4	4,409.6	118,290.0
Subtotal Wayside Systems	**$ 183,458.0**	**$ 52,253.7**	**$ 682,468.4**
Total Bus & Rail	**$ 1,908,928.1**	**$ 365,136.5**	**$ 3,642,873.5**
NON-MEASURE R (MR)/MEASURE M (MM) MAJOR CONSTRUCTION			
Metro Center Street Project	$ 100,482.0	$ 12,735.8	$ 143,688.3
Industrial Park Study [1]	126.3	125.0	-
Rosa Parks/Willowbrook Station	124,083.7	1,256.3	128,348.4
Rail to Rail Construction	57,358.6	47,453.2	143,284.0
Rail Operations Center (ROC)/ Bus Operation Center (BOC) Upgrade [1]	-	3,124.9	-
Subtotal Non MR/MM Major Construction	**$ 282,050.6**	**$ 64,695.3**	**$ 415,320.7**
OTHER ASSET IMPROVEMENTS			
Non-Revenue Vehicles			
FY20 Non-Revenue Vehicle Replacement	$ 4,228.4	$ 500.0	$ 8,800.0
FY22 Emergency Generator Replacements	265.1	2,000.0	4,130.0
FY22 Non-Revenue Vehicle Equipment Replacement	0.8	560.0	1,520.0
AQMD 1196 Rule Non-Revenue Vehicle Replacement	7.9	1,632.0	9,400.0
FY23 Emergency Generator Replacements	-	1,000.0	1,950.0
FY23 Non-Revenue Vehicle Replacements	-	6,500.0	13,700.0
Facilities Maintenance Vehicles & Equipment	-	65.0	1,550.0
Maintenance of Way (MOW) Vehicles & Equipment	-	337.0	6,100.0
Vehicle Operations (VO) Laptops [4]	74.5	75.0	500.0
Subtotal Non-Revenue Vehicles	**$ 4,576.6**	**$ 12,669.0**	**$ 47,650.0**
Regional & Hubs			
Fire Detection System Renovation	$ 1.8	$ 759.7	$ 5,950.0
Countywide Transit Signal Priority (TSP) Upgrade & Expansion	1,944.0	3,967.2	10,620.0
NextGen Cloud Based Transit Signal Priority (TSP)	136.9	5,774.4	15,000.0
Universal Fare Collection System (UFS) Disaster Recovery	3,065.1	-	8,085.0
Ticket Vending Machine (TVM) Software Upgrade	533.4	-	1,729.8
Building Renovation Plan	35,400.9	921.6	42,842.0
Metrolink Pedestrian Connection	283.7	34.4	825.0
Systemwide Signage	6,892.3	5,500.0	24,100.0
Fare Capping [1]	4,243.3	800.0	-
Life Portal Development	586.6	200.0	854.0
Gateway New LED Lighting	65.1	-	2,588.7
Passenger Screen-Facility Hardening	1,887.5	1,400.0	3,448.8
CCTV Video Analytics Technology	1,680.9	1,900.0	7,200.0
Track & Tunnel Intrusion Detection	6,874.3	3,947.5	10,821.8
Call Point Security Blue Light Boxes	1.3	1,417.4	13,950.0
USG Building Drainage Piping	-	684.7	11,260.0
Patsaouras Bus Plaza Station Improvements	50,452.0	38.4	50,913.0
Chatsworth Metrolink Station ADA Improvements	444.1	2,488.3	4,000.0
Cashroom Processing Equipment [2]	-	750.0	750.0
Muni Bus Mobile Validators (BMV) Replacement [2]	-	500.0	4,912.0
Mobility Wallet (CARB Step)	-	222.0	673.3
Tapforce Conversion [2]	-	300.0	1,200.0
EV Parking Equipment [2]	-	1,296.7	2,000.0
USG & Bus Division UPS & HVAC [2]	-	575.0	1,600.0
Subtotal Regional & Hubs	**$ 114,493.2**	**$ 33,477.2**	**$ 225,323.4**
TECHNOLOGY			
Financial & Budget System Integration	$ 1,683.4	$ 300.0	$ 4,200.0
Agency Information Security & Compliance Program	6,402.6	1,115.0	7,814.0
Enterprise Telephone & United Messaging System	5,307.1	419.5	9,646.0
Technology Enhancement For Customer Experience	1,008.9	350.0	2,226.8
Enterprise Asset Management System (EAMS)	21,823.6	18,766.2	68,750.0
Human Capital System Project	1,673.8	500.0	3,980.0
Real Estate Management System	915.1	242.1	1,748.0
Connected Facilities Project	1,318.6	500.0	7,454.2
Payroll System Replacement Program	1.2	16,508.7	22,856.0
Data Center Modernization	2,379.9	800.0	5,500.0
Oracle E-Business System Upgrade	973.9	300.0	2,636.0
Integrated Data & Communications System Replacement	41.5	2,500.0	33,980.0
Data Governance Program [2]	-	425.0	2,550.0
IT Workstation Refresh Program FY24-FY25 [2]	-	1,750.0	3,000.0
Platform Refresh FY24-FY25 [2]	-	1,750.0	3,000.0
Cyber Security Management [2]	-	1,229.1	3,365.2
Print Shop Press & Cutter [2]	-	637.0	1,911.2
2nd Generation Bus Mobile Validators (BMV)	5,284.3	8,028.6	18,100.0
Union Station Gateway (USG) Building Data Center	-	319.7	3,450.0
Advanced Transportation Management System II (ATMS) Bus System Replacement [2]	0.7	797.3	117,000.0
Hastus v2022 Upgrade [4]	-	2,038.1	5,421.0
Camera Bus Lane Enforcement [1]	-	2,085.0	-
Core Server & Ticket Vending Machine Upgrade	-	3,000.0	13,300.0
Subtotal Technology	**$ 48,814.5**	**$ 64,361.2**	**$ 341,888.4**
Total Other Asset Improvements	**$ 449,934.9**	**$ 175,202.7**	**$ 1,030,182.5**
Total CIP Budget	**$ 2,358,863.0**	**$ 540,339.2**	**$ 4,673,056.0**
OTHER OPERATING CAPITAL [3]			
Parking Guidance System	$ 3,087.5	$ 430.9	$ 5,025.0
Bike Locker Capital Improvements	334.0	1,577.0	3,000.0
Metro Bike Share Replenishment [2]	1,436.0	150.0	2,000.0
LA Union Station Digital Signage Upgrades [2]	450.0	500.0	2,750.0
LA Union Station Electrical System Upgrade [2]	725.0	500.0	6,325.0
LA Union Station Public Safety Address System [2]	625.0	540.0	3,905.0
LA Union Station Ticket Concourse Restroom [2]	1,012.5	912.5	1,925.0
LA Union Station Building Information Modeling & Survey [2]	550.0	500.0	3,850.0
LA Union Station Access Control System Upgrade [2]	-	1,100.0	1,100.0
LA Union Station S. Patio Plumbing/Pavers [2]	-	3,550.0	13,500.0
LA Union Station Plumbing Infrastructure [2]	-	1,750.0	3,500.0
Total Other Operating Capital	**$ 8,220.0**	**$ 11,510.4**	**$ 46,880.0**

Notes

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

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

Totals may not add due to rounding.

Notes

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

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

(3) Projects captured under General Planning & Programs.

(4) LOP established.

Totals may not add due to rounding.

Appendix VII: Total Bus Investments

BUS INVESTMENTS ($ IN THOUSANDS)	FY23 BUDGET	FY24 BUDGET	$ CHANGE	% CHANGE	LIFE OF PROJECT
Operating & Maintenance					
Public Safety					
Security (LE/Private/Metro)	$ 66,335.4	$ 90,556.9	$ 24,221.5	36.5%	n/a
Transit Ambassador Program (1)	12,400.0	6,200.0	(6,200.0)	-50.0%	n/a
Homeless Outreach	4,730.9	7,827.7	3,096.8	65.5%	n/a
Subtotal Public Safety	**$ 83,466.3**	**$ 104,584.6**	**$ 21,118.3**	**2 5.3%**	**n/a**
Other Operating & Support					
Workers Compensation	$ 49,252.3	$ 51,505.4	$ 2,253.1	4.6%	n/a
PLPD	32,941.4	33,145.5	204.1	0.6%	n/a
Customer Care Call Center	62,461.9	49,073.1	(13,388.8)	-21.4%	n/a
Supply Chain, Warehouse & Inventory Management	49,993.5	58,481.3	8,487.8	17.0%	n/a
Purchased Transportation	64,396.9	71,966.7	7,569.8	11.8%	n/a
Subtotal Other Operating & Support	**$ 259,046.0**	**$ 264,172.0**	**$ 5,126.0**	**2.0%**	**n/a**
Subtotal Directly Operated Service Delivery – Labor	**$ 719,759.6**	**$ 742,208.5**	**$ 22,448.9**	**3.1%**	**n/a**
Subtotal Directly Operated Service Delivery – Parts, Supplies, CNG, Other	**$ 322,510.9**	**$ 323,510.2**	**$ 999.3**	**0.3%**	**n/a**
Subtotal Cleanliness	**$ 84,012.2**	**$ 96,509.7**	**$ 12,497.5**	**14.9%**	**n/a**
Total Operations & Maintenance	**$ 1,468,795.0**	**$ 1,530,985.0**	**$ 62,190.0**	**4.2%**	**n/a**
NextGen					
Bus Mobile Validators (BMV) – All Door Boarding	$ 7,000.9	$ 8,028.6	$ 1,027.7	14.7%	$ 18,100.0
Camera Bus Lane Enforcement	-	2,085.0	2,085.0	100.0%	n/a
Transit Signal Priority	6,014.2	9,741.6	3,727.4	62.0%	25,620.0
NextGen Bus Lanes	10,498.2	12,231.5	1,733.3	16.5%	n/a
NSFV BRT Network Improvements (2)	4,451.6	20,848.3	16,396.7	368.3%	n/a
Subtotal NextGen	**$ 27,965.0**	**$ 52,934.9**	**$ 24,969.9**	**89.3%**	**$ 43,720.0**
Bus Capital Improvements					
Bus Fleet Procurement					
40' Battery Electric Zero Emission Buses	$ 70,749.7	$ 56,484.6	$ (14,265.1)	-20.2%	$ 163,534.0
40' Compressed Natural Gas Buses	5,599.8	4,751.9	(847.9)	-15.1%	420,913.3
60' Battery Electric Zero Emission Buses	4,816.2	4,624.1	(192.1)	-4.0%	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	487.7	2,683.0	2,195.3	450.1%	5,109.5
60' Compressed Natural Gas Buses	452.9	1,519.0	1,066.1	235.4%	149,311.4
Subtotal Bus Fleet Procurement	**$ 82,106.3**	**$ 70,062.7**	**$ (12,043.6)**	**- 14.7%**	**$ 818,871.6**
Bus Facilities Improvements					
Bus Division Improvements IV	$ 3,342.0	$ 4,127.1	$ 785.1	23.5%	$ 28,000.0
Division 1 Street Closure	1,000.0	4,617.3	3,617.3	361.7%	9,500.0
Electric Bus Charging Infrastructure J (Silver) Line	10,803.0	8,567.3	(2,235.7)	-20.7%	50,000.0
Environmental Compliance Capital Project (FY23-FY27)	4,810.2	2,984.7	(1,825.5)	-38.0%	35,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	1,295.2	734.6	(560.6)	-43.3%	3,474.0
Metro G (Orange) Line In – Road Warning Lights	35.1	-	(35.1)	-100.0%	198.4
Subtotal Bus Facilities Improvements	**$ 21,285.5**	**$ 21,031.0**	**$ (254.5)**	**-1.2%**	**$ 126,172.4**
Bus Fleet Maintenance					
Bus Engine Replacements	$ 3,060.9	$ 2,659.2	$ (401.7)	-13.1%	$ 13,518.0
New Flyer/El Dorado Bus Midlife	17,235.4	40,451.8	23,216.4	134.7%	205,000.0
Subtotal Bus Fleet Maintenance	**$ 20,296.4**	**$ 43,111.0**	**$ 22,814.6**	**112.4%**	**$ 218,518.0**
Regional & Hubs					
Passenger Screen-Facility Hardening	$ 600.0	$ 1,400.0	$ 800.0	133.3%	$ 3,448.8
Muni Bus Mobile Validators (BMV) Replacement	-	500.0	500.0	100.0%	4,912.0
Patsaouras Bus Plaza Station Improvements	450.3	38.4	(411.9)	-91.5%	50,913.0
Subtotal Regional & Hubs	**$ 1,050.3**	**$ 1,938.4**	**$ 888.1**	**84.6%**	**$ 59,273.8**
Technology					
Advanced Transportation Management System II (ATMS) Replacement	$ 2,425.0	$ 797.3	$ (1,627.7)	-67.1%	$ 117,000.0
Subtotal Technology	**$ 2,425.0**	**$ 797.3**	**$ (1,627.7)**	**-67.1%**	**$ 117,000.0**
Non MR/MM Major Construction					
Rosa Parks/Willowbrook Station	$ 4,671.4	$ 1,256.3	$ (3,415.1)	-73.1%	$ 128,348.4
Subtotal Non MR/MM Major Construction	**$ 4,671.4**	**$ 1,256.3**	**$ (3,415.1)**	**-73.1%**	**$ 128,348.4**
Subtotal Bus Capital Improvements	**$ 131,834.8**	**$ 138,196.8**	**$ 6,362.0**	**4.8%**	**$ 1,468,184.2**
Bus Transit Construction & Planning					
Transit Construction					
G Line (Orange) BRT Improvements: Construction	$ 56,693.2	$ 74,451.5	$ 17,758.3	31.3%	$ 149,683.0
G Line (Orange) BRT Improvements: Planning	756.2	73.5	(682.7)	-90.3%	n/a
Subtotal Transit Construction	**$ 57,449.4**	**$ 74,525.0**	**$ 17,075.6**	**29.7%**	**149,683.0**
Transit Planning					
Broadway BRT	$ 300.0	$ 3,991.9	$ 3,691.9	1230.6%	n/a
BRT Connector B Line (Red)/ G Line (Orange) to L Line (Gold)	7,218.5	59,677.9	52,459.4	726.7%	n/a
San Gabriel Valley Transit Feasibility Study	1,875.3	1,932.9	57.6	3.1%	n/a
Vermont Transit Corridor	2,673.8	6,363.7	3,689.9	138.0%	n/a
Subtotal Transit Planning	**$ 12,067.7**	**$ 71,966.4**	**$ 59,898.7**	**496.4%**	**n/a**
Subtotal Bus Transit Construction & Planning	**$ 69,517.1**	**$ 146,491.4**	**$ 76,974.3**	**110.7%**	**$ 149,683.0**
Bus Studies and Customer Experience (CX) Initiatives					
LIFE Program	$ 23,237.6	$ 25,316.5	$ 2,078.9	8.9%	n/a
Other Bus Planning & Studies	1,857.2	1,571.4	(285.8)	-15.4%	n/a
Bus Stop Lighting	-	150.0	150.0	100.0%	n/a
Adopt-a-Stop	-	1,000.0	1,000.0	100.0%	n/a
Subtotal Bus Studies and CX Initiatives	**$ 25,094.8**	**$ 28,037.9**	**$ 2,943.1**	**11.7%**	**n/a**
Total Bus Investments	**$ 1,723,206.7**	**$ 1,896,646.1**	**$ 173,439.4**	**10.1%**	**$ 1,661,587.2**

Notes

(1) The FY23 Budget for bus includes a one time $6M of rollover budget from FY22 (The FY24 budget includes the $20M for Transit Ambassadors for both bus and rail as directed by Board motion 26.2).

(2) Includes Bus stop shelters and shades as well as curb modifications.

Totals may not add due to rounding.

Note

Totals may not add due to rounding.

Appendix VIII: Regional Transit Allocations

STATE & LOCAL ($ IN THOUSANDS)		FY24 ESTIMATED REVENUE	CARRYOVER FY23 BUDGET VS ACTUAL	INTEREST FY23 ACTUAL	FY24 TOTAL FUNDS AVAILABLE	FY24 TOTAL FUNDS
TRANSPORTATION DEVELOPMENT ACT						
Planning & Administration						
Planning - Metro		$ 6,000.0	$ -	$ -	$ 6,000.0	$ 5,159.0
Planning - SCAG		4,500.0	-	-	4,500.0	3,869.3
Administration - Metro		4,378.9	-	-	4,378.9	3,909.7
Subtotal Planning & Administration		**$ 14,878.9**	**$ -**	**$ -**	**$ 14,878.9**	**$ 12,937.9**
Article 3 Pedestrian & Bikeways	2.0%	$ 11,702.4	$ 1,853.2	$ 36.0	$ 13,591.6	$ 11,144.3
Article 4 Bus Transit	90.8%	531,242.2	84,125.7	1,635.7	617,003.7	508,403.2
Article 8 Streets & Highways	7.2%	42,176.5	6,678.9	129.9	48,985.3	37,668.2
Total Transportation Development Act		**$ 600,000.0**	**$ 92,657.8**	**$ 1,801.6**	**$ 694,459.4**	**$ 570,153.7**
PROPOSITION A						
Administration	5.0%	$ 60,000.0	$ 11,310.3	$ -	$ 71,310.3	$ 58,250.1
Local Return [1]	25.0%	285,000.0	n/a	-	285,000	245,052.5
Rail Development	35.0%	399,000.0	75,213.5	-	474,213.5	387,363.2
Bus Transit: [2],[3]	40.0%	-	-	-	-	-
95% of 40% Capped at CPI of	3.71%	279,341.4	n/a	-	279,341.4	269,348.5
95% of 40% Over CPI		153,858.6	n/a	-	153,858.6	103,131.3
Subtotal Bus Transit		**$ 433,200.0**	**$ -**	**$ -**	**$ 433,200.0**	**$ 372,479.8**
5% of 40% Incentive		22,800.0	4,297.9	-	27,097.9	22,135.0
Total Proposition A		**$ 1,200,000.0**	**$ 90,821.7**	**$ -**	**$ 1,290,821.7**	**$ 1,085,280.6**
PROPOSITION C						
Administration	1.5%	$ 18,000.0	$ 3,393.0	$ -	$ 21,393.0	$ 17,475.2
Rail/Bus Security	5.0%	59,100.0	11,140.5	-	70,240.5	57,376.8
Commuter Rail	10.0%	118,200.0	22,281.0	-	140,481.0	114,753.5
Local Return [1]	20.0%	236,400.0	n/a	-	236,400	203,264.6
Freeways and Highways	25.0%	295,500.0	55,702.5	-	351,202.5	286,883.8
Discretionary	40.0%	472,800.0	89,124.0	-	561,924.0	459,014.1
Total Proposition C		**$ 1,200,000.0**	**$ 181,641.0**	**$ -**	**$ 1,381,641.0**	**$ 1,138,767.9**
STATE TRANSIT ASSISTANCE [4]						
Bus (PUC 99314 Revenue Base Share		$ 45,109.3	$ 34,638.4	$ 154.5	$ 79,902.2	$ 60,136.2
Rail (PUC 99313 Population Share)		58,209.4	26,503.6	99.7	84,812.8	46,500.4
Total State Transit Assistance		**$ 103,318.7**	**$ 61,142.0**	**$ 254.2**	**$ 164,714.9**	**$ 106,636.6**
SB1 STATE TRANSIT ASSISTANCE [4], [5]						
Bus (PUC 99314 Revenue Base Share) [6]		$ 36,956.9	$ 28,741.7	$ 127.7	$ 65,826.3	$ 50,239.2
Rail (PUC 99313 Population Share)		47,689.5	21,993.3	82.6	69,765.4	38,843.6
Total SB1 State Transit Assistance		**$ 84,646.4**	**$ 50,735.0**	**$ 210.3**	**$ 135,591.7**	**$ 89,082.8**
SB1 STATE OF GOOD REPAIR [6]						
Bus (PUC 99314 Revenue Base Share) [6]		$ 11,636.6	$ 1,624.5	$ 146.9	$ 13,408.0	$ 22,636.3
Rail (PUC 99313 Population Share)		15,016.0	1,295.1	49.2	16,360.2	17,461.7
Total SB1 State Of Good Repair		**$ 26,652.6**	**$ 2,919.5**	**$ 196.1**	**$ 29,768.2**	**$ 40,097.9**
MEASURE R						
Administration	1.5%	$ 18,000.0	$ 3,392.4	$ (374.2)	$ 21,018.2	$ 17,233.3
Transit Capital - "New Rail"	35.0%	413,700.0	77,969.2	3,037.5	494,706.7	401,121.3
Transit Capital - Metrolink	3.0%	35,460.0	6,683.1	(448.3)	41,694.8	34,519.6
Transit Capital - Metro Rail	2.0%	23,640.0	4,455.4	(142.6)	27,952.8	23,126.7
Highway Capital	20.0%	236,400.0	44,553.8	(1,482.2)	279,471.6	228,958.2
Operations "New Rail"	5.0%	59,100.0	11,138.5	(1,079.2)	69,159.3	57,495.7
Operations Bus	20.0%	236,400.0	44,553.8	(4,713.9)	276,239.9	230,272.5
Local Return [1]	15.0%	177,300.0	n/a	n/a	177,300.0	152,448.5
Total Measure R		**$ 1,200,000.0**	**$ 192,746.2**	**$ (5,203.0)**	**$ 1,387,543.2**	**$ 1,145,175.7**

STATE & LOCAL ($ IN THOUSANDS)		FY24 ESTIMATED REVENUE	CARRYOVER FY23 BUDGET VS ACTUAL	INTEREST FY23 ACTUAL	FY24 TOTAL FUNDS AVAILABLE	FY24 TOTAL FUNDS
MEASURE M						
Local Return Supplemental & Administration						
Administration	0.5%	$ 6,180.0	$ 1,158.4	$ (50.3)	$ 7,288.1	$ 6,000.0
Supplemental Transfer to Local Return [1], [7]	1.0%	11,820.0	n/a	n/a	11,820.0	10,163.2
Subtotal Local Return Supplemental & Administration		**$ 18,000.0**	**$ 1,158.4**	**$ (50.3)**	**$ 19,108.1**	**$ 16,163.2**
Local Return Base [1], [7]	16.0%	$ 189,120.0	n/a	n/a	$ 189,120.0	$ 162,611.7
Metro Rail Operations	5.0%	59,100.0	11,078.0	(1,074.8)	69,103.2	57,437.9
Transit Operations (Metro & Municipal Providers)	20.0%	236,400.0	44,311.9	(4,705.5)	276,006.4	229,911.5
ADA Paratransit/Metro Discounts for Seniors & Students	2.0%	23,640.0	4,431.2	93.9	28,165.1	22,871.1
Transit Construction	35.0%	413,700.0	77,545.8	3,326.9	494,572.7	401,783.2
Metro State of Good Repairs	2.0%	23,640.0	4,431.2	(172.1)	27,899.1	22,981.5
Highway Construction	17.0%	200,940.0	37,665.1	(6,490.2)	232,114.9	195,049.2
Metro Active Transportation Program	2.0%	23,640.0	4,431.2	(609.5)	27,461.7	22,974.2
Regional Rail	1.0%	11,820.0	2,215.6	(84.4)	13,951.2	11,442.1
Total Measure M		**$ 1,200,000.0**	**$ 187,268.3**	**$ (9,766.1)**	**$ 1,377,502.2**	**$ 1,143,225.6**
Total Funds Available [8]		**$ 5,614,617.6**	**$ 859,931.6**	**$ (12,506.8)**	**$ 6,462,042.4**	**$ 5,318,420.8**
Total Planning & Admin Allocation		**$ 117,058.9**	**$ 19,254.2**	**$ (424.6)**	**$ 135,888.5**	**$ 111,896.5**

Notes

(1) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

(2) Consumer price index (CPI) of 3.71% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.

(3) Proposition A 95% of 40% Bus Transit growth over CPI 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.

(4) STA Revenue estimate from the State Controller's office is reduced by 10% for the revenue-base share and population-base share due to anticipated shortfall of FY24 revenue.

(5) In order to be eligible for SB1-SGR funding, eligible agencies must comply with various reporting requirements. SGR revenue estimates from the State Controller's Office is reduced by 5% due to anticipated shortfall of FY24 revenue.

(6) STA and SGR portion of SB 1 will be allocated based on Measure R allocation methodology.

(7) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Totals may not add due to rounding.

Notes

(1) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.

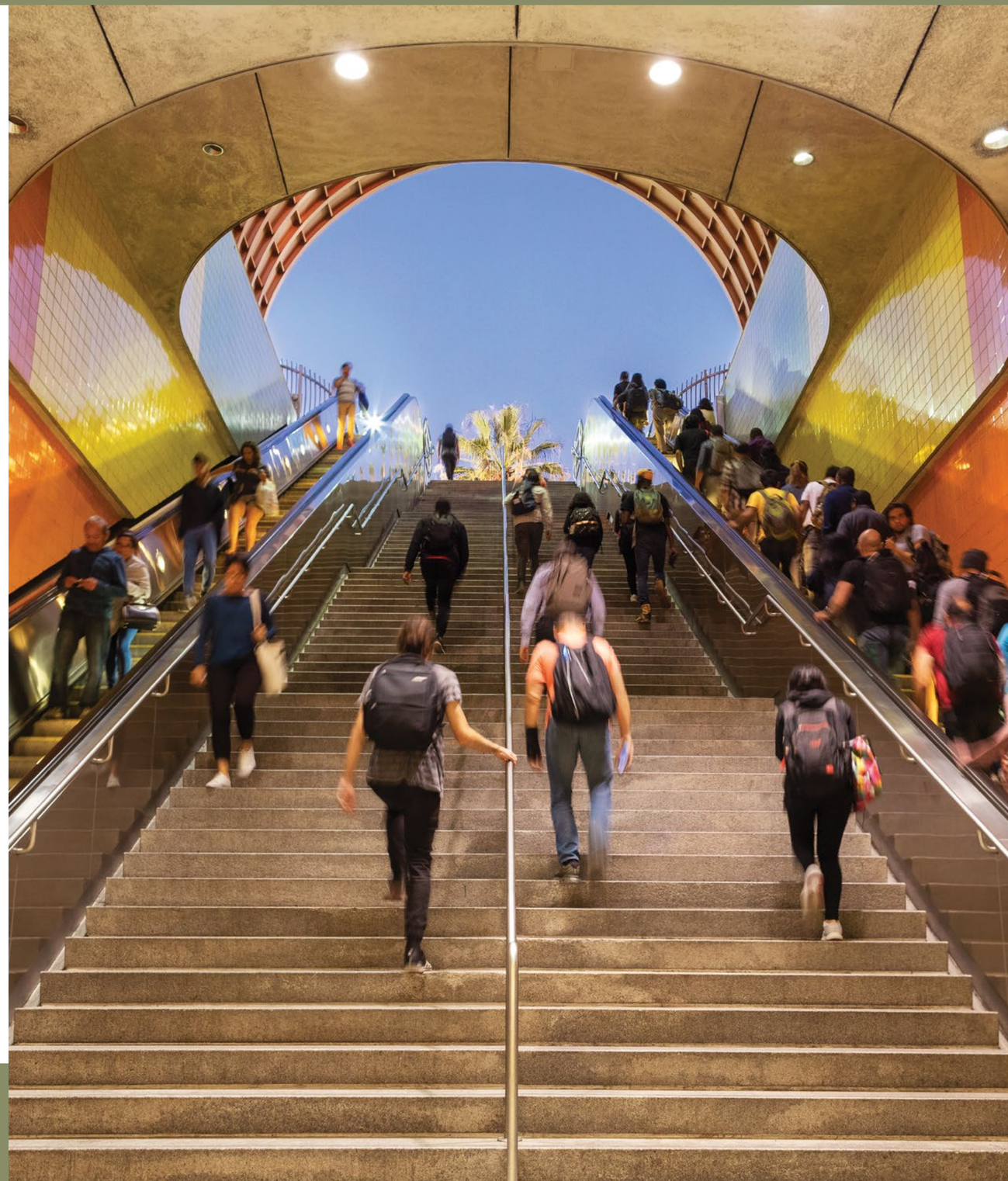
(7) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

(8) Per government accounting standards, reported interest is derived from the fair value of investments as of the end of FY22. Based on market conditions at that time, the amounts may be positive or negative.

Totals may not add due to rounding.

Appendix IX: Abbreviations

ADA	Americans with Disabilities Act
AFSCME	American Federation of State, County, & Municipal Employees
API	Application Program Interface
AQMD	Air Quality Management District
ARPA	American Rescue Plan Act
ASRS	Automated Storage Retrieval System
ATP	Active Transportation Projects
BAB	Build America Bonds
BRT	Bus Rapid Transit
BYD	Build Your Dreams Company
CARES	Coronavirus Aid, Relief, and Economic Security
CBO	Community Based Organizations
CEO	Chief Executive Office
CMAQ	Congestion Mitigation and Air Quality
CMF	Central Maintenance Facility
CNG	Compressed Natural Gas
CPI	Consumer Price Index
CRA	Community Redevelopment Agency
CRRSA	Coronavirus Response & Relief Supplemental Appropriations
EPA	Environmental Protection Agency
EV	Electric Vehicle
FEIR	Final Environmental Impact Review
FFGA	Full Funding Grant Agreement
FIS	Financial Information System
FLS	Fire Life Safety
FSI	Fareless System Initiative
FTE	Full-Time Equivalent
FY	Fiscal Year
HOV	High Occupancy Vehicle
HRV	Heavy Rail Vehicle
I	Interstate
IAT	Interagency Transfer
INTP	Immediate Needs Transportation Program
ITS	Information and Technology Services
LACMTA	Los Angeles County Metropolitan Transportation Authority
LAX	Los Angeles International Airport
LED	Light-Emitting Diode
LIFE	Low-Income Fare is Easy
LOP	Life of Project
LRT	Light Rail Transit
LRV	Light Rail Vehicle
MBEAT	Metro Budget Equity Assessment Tool
Metro	Metropolitan Transportation Authority
Metrolink	Southern California Regional Rail Authority
MGL	Metro Green Line
MM	Measure M
MOW	Maintenance of Way
MPV	Mobile Phone Validator
MR	Measure R
NABI	North American Bus Industries
NC	Non-Contract
NFC	Near Field Communication
OCS	Overhead Catenary System
P3	Public-Private Partnership
PA	Proposition A
PC	Proposition C
PERS	Public Employees' Retirement System
PGL	Pasadena Gold Line
PL/PD	Public Liability/Property Damage
PSAC	Public Safety Advisory Committee
PTMISEA	Public Transportation Modernization, Improvement, & Service Enhancement Account
PTSC	Public Transportation Services Corporation
PUC	Public Utilities Code
R12	Release 12 of FIS
RM	Route Mile
RPOS	Regional Point of Sale
RRTP	Rider Relief Transportation Program
RSH	Revenue Service Hour
RSM	Revenue Service Mile
SAFE	Service Authority for Freeway Emergencies
SB1	Senate Bill 1 (The Road Repair Accountability Act of 2017)
SCADA	Supervisory Control and Data Acquisition
SCAG	Southern California Association of Governments
SCO	State Controller's Office
SCRRA	Southern California Regional Rail Authority
SGR	State of Good Repair
SHORE	Support for Homeless Re-Entry Program
SLT	Senior Leadership Team
SOC	Security Operations Center
SR	State Route
STA	State Transit Assistance
TAM	Transit Asset Management
TAP	Transit Access Pass
TDA	Transportation Development Act
TID	Transportation Infrastructure Development
TIFIA	Transportation Infrastructure & Innovation Act
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
TPSS	Traction Power Substation
Trans	Transportation
TVM	Ticket Vending Machine
TWC	Train to Wayside Communications
UFS	Universal Fare System
UPS	Uninterruptible Power Supply
USG	Union Station Gateway
VA	Veterans Affairs
VSIP	Voluntary Separation Incentive Program



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