Los Angeles County
Metropolitan Transportation Authority

Adopted Budget

July 1, 2024 – June 30, 2025

FY25



Metro

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Metro wants to be the first choice for transportation among LA County residents and visitors, a heavy lift in Southern California, which is notorious for its car culture. While our ambitions are great, they are especially important as we seek to reduce our carbon emissions and become a more environmentally sustainable community, so we are doing the hard work necessary to earn your confidence and patronage. To all our riders, thank you for the trust you've put in us, to get you to where you need to go across LA County.

Metro's FY25 Adopted Budget reflects our commitments to equity and fiscal discipline while making the investments needed to ensure we can provide a safe, clean, comfortable, reliable, and easy ride for everyone who goes Metro. Everything we do, from implementing the nation's largest capital improvement program to running the US's second busiest transit system, depends on the hard work of the more than 11,200 members of the Metro family, each of whom plays a vital role in the success of transit in LA County.

In last year's budget, we made big investments in frequency, reliability, cleanliness, and safety, and we provided needed resources to advance our capital projects, to provide more and better transit service to all LA County residents. Those investments helped to boost our ridership by 10.2% in the first three-quarters of FY24 compared to FY23. This year, we are doubling down on those commitments, to welcome more riders back to our system and to provide a better transit experience than ever before.

Metro's Adopted $9.0 billion budget for FY25 is 3.6% lower than in FY24, mainly due to the conclusion of two major capital projects, the initial operating segment of the K Line in South LA and the Regional Connector in Downtown LA. While these projects allowed us to reduce capital allocated to construction, the operation of these new parts of our rail system necessitated an increase in funding to operations, to ensure their successful performance.

In FY25, we will complete another major project, the Airport Metro Connector, which is expected to open in the fall of 2024. The Airport Metro Connector project enables a new operating plan for the C and K Lines that will allow us to boost frequency to 8 minutes in the peak periods and 10 minutes off-peak, matching service frequencies on the A & E Lines that have been in effect since December 2023.

In addition to the Airport Metro Connector, other major Metro projects will move closer to completion. The FY25 Adopted budget allocates resources for testing and pre-revenue service on the D Line Subway Extension Phase 1 and the Foothill A Line Extension to Pomona. We will also open Segment A of the Rail-to-Rail Active Transportation Project in FY25, providing better active transportation connections between the K Line, the J Line, and the A Line in South LA. These projects will enhance the experience of customers, both while on the system and while getting to our system.

The safety of Metro's riders and employees will continue to be our top priority, and the Adopted FY25 budget expands upon our successful multilayered public safety strategy that is driving crime down on our system. In the Adopted budget, Metro has allocated resources to hire 53 more Transit Security Officers (TSOs) to protect our customers and employees and enforce the Metro code of conduct, especially on weekends and late nights. We will also continue implementing our TSO Bus Riding Teams program, to help keep our operators and the millions of Angelenos who ride the bus safe.

We'll enhance our investments in Metro Ambassadors as we prepare to move the program in-house and make Ambassadors permanent represented Metro employees. We'll continue our investments in homeless outreach services, mental health outreach, and Community Intervention specialists, to ensure that we're deploying the right resources to address issues that occur on our system.

In addition to these investments, Metro will take additional steps in FY25 to ensure the safety of our bus operators. Bus operator assaults have been rising nationally, and Metro's operators have not been spared from this trend. Between 2019 and 2023, bus operator assaults on Metro rose 74 percent, and 90 percent of incidents since 2023 occurred despite the use of the current bus operator compartment barriers. In April 2024, Metro's Board authorized the agency to implement emergency procurement processes, allowing us to quickly install new bus operator compartment barriers that fully enclose our bus operators to help keep them safe. These new bus barriers are being produced in-house by Metro's maintenance department and will be made from a tempered glass material with a special coating to reduce reflection. Metro will install these retrofit barriers on the entire bus fleet by the end of 2024.

The cleanliness of our vehicles and stations also continues to be a top priority of our riders, and we'll do even more in FY25 to ensure that our system is as clean and welcoming as possible. The FY25 Adopted budget contains resources to hire 165 more custodians and facilities maintenance employees to support our cleaning efforts, including up to 50 part-time custodians hired through our Room-to-Work Program that supports unhoused riders and other individuals with career opportunities working for Metro. We'll also augment our daily bus and rail cleaning regimens, and we'll add dedicated custodial staff at 17 of our busiest rail stations, to ensure they are always ready to welcome our riders.

Related to both safety and cleanliness, the Adopted FY25 budget also calls for an expansion of our efforts to improve the station experience on our rail system. Metro's station experience improvements at our Westlake/MacArthur Park station have led to a decrease in crime, a decrease in fare evasion, and an increase in paid fare entries at that station, and in FY25, we'll expand those efforts to more stations: Pershing Square, Compton, Firestone, Harbor Freeway, Lake, Norwalk, and Pico. We'll improve lighting, ventilation, cameras, elevators, and fare gates at these stations, and we'll add new self-service restrooms, to ensure people can ride Metro comfortably.

Just like last year, all these investments focus on one thing: putting people first. The FY25 Budget listens to our customers and makes investments in the areas they want us to address the most. As we look forward to hosting the FIFA World Cup and the NBA All-Star Game in 2026, the Super Bowl in 2027, and the Olympic and Paralympic Games in 2028, each of these investments will help us deliver a world-class transit system for the residents of and visitors to LA County that will help us be ready for those events as well as making legacy improvements that will benefit Angelenos long after all those activities are over.

Thank you for going Metro and thank you for helping us deliver a transit system that puts people first!

With gratitude,



Stephanie N. Wiggins
Chief Executive Officer

Board of Directors



1

Karen Bass
Chair
Mayor of the City of Los Angeles



2

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



3

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



4

Kathryn Barger
LA County Board Supervisor
Fifth Supervisorial District



5

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



6

Jacquelyn Dupont-Walker
Appointee of Mayor of the
City of Los Angeles



7

Lindsey Horvath
LA County Board Supervisor
Third Supervisorial District



8

Paul Krekorian
Appointee of Mayor of the
City of Los Angeles



9

Holly J. Mitchell
LA County Board Supervisor
Second Supervisorial District



10

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



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

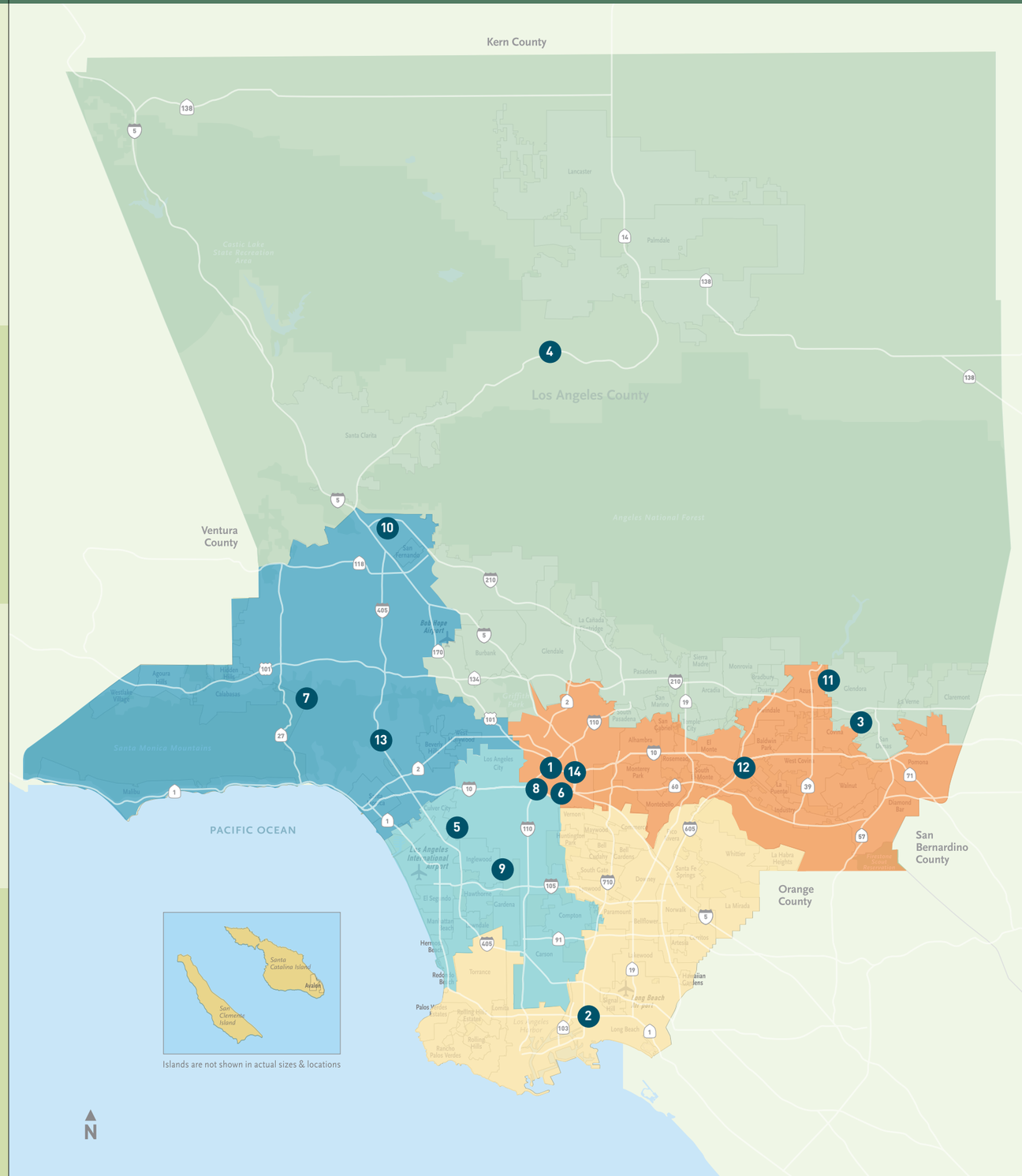


14

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

Note

Represents the composition of the Board of Directors that adopted the FY25 Budget in May 2024.



Management Organizational Chart

Chief Executive Officer (CEO)
Stephanie N. Wiggins

Deputy CEO
Sharon Gookin

Chief of Staff
Nicole Englund

Chief Operations Officer
Conan Cheung

Chief People Officer
Ilyssa DeCasperis

Chief Program Management Officer
Timothy Lindholm

Chief Safety Officer
Ken Hernandez (Interim)

Chief Innovation Officer
Seleta Reynolds

Chief Planning Officer
Ray Sosa

Chief Financial Officer
Nalini Ahuja

Chief Customer Experience Officer
Jennifer Vides



Transit Expansion Timeline

1990

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

B LINE (RED) OPENS
Union Station to Westlake / MacArthur Park

1995

C LINE (GREEN) OPENS
Norwalk to Redondo Beach

B LINE (RED) EXTENDED
Wilshire / Vermont

B LINE (RED) EXTENDED
Hollywood / Vine

2000

B LINE (RED) EXTENDED
North Hollywood

L LINE (GOLD) OPENS
Union Station to Sierra Madre Villa

2005

G LINE (ORANGE) OPENS
North Hollywood to Warner Center

D LINE (PURPLE) OPENS
Wilshire / Western

L LINE (GOLD) EXTENDED
Atlantic Station

2010

J LINE (SILVER) OPENS
El Monte to Harbor Gateway Transit Center

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

G LINE (ORANGE) EXTENDED
Chatsworth

2015

E LINE (EXPO) PHASE 2
Santa Monica

L LINE (GOLD) EXTENSION
APU / Citrus College

2020

K LINE OPENS

REGIONAL CONNECTOR LINKS RAIL LINES
Downtown LA

LAX/METRO TRANSIT CENTER

D LINE (PURPLE) EXTENSION - *Section 1*

2025

G LINE (ORANGE) IMPROVEMENTS

A LINE (FOOTHILL) EXTENSION
Pomona

NORTH HOLLYWOOD TO PASADENA
BRT Connector

D LINE (PURPLE) EXTENSION - *Section 2*

D LINE (PURPLE) EXTENSION - *Section 3*

VERMONT TRANSIT CORRIDOR

2030

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT

C LINE EXTENSION TO TORRANCE

SEPULVEDA PASS TRANSIT CORRIDOR

EASTSIDE TRANSIT CORRIDOR - *Phase 2*

2035

SOUTHEAST GATEWAY LINE

2040

2045

K LINE NORTHERN EXTENSION

LINCOLN BOULEVARD BRT

2050

C LINE EASTERN EXTENSION
Norwalk

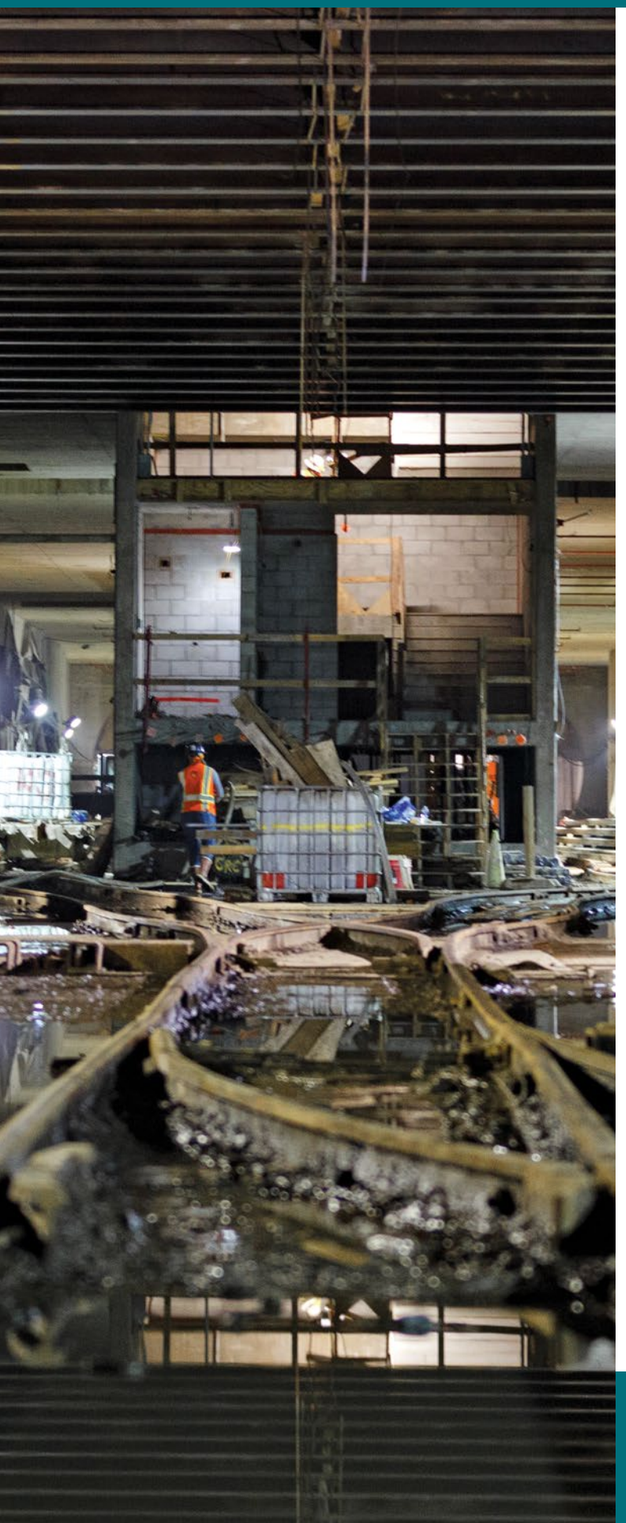
2055

SEPULVEDA PASS WESTSIDE TO LAX

G LINE (ORANGE) CONVERSION TO LIGHT RAIL

HISTORIC DOWNTOWN STREETCAR





Metro is dedicated to become Angelenos' number one choice for transportation. Sound financial decisions are the pillars of Metro's core goals.

The adopted $9.0 billion budget for FY25 is balanced and focused on a service plan to include:

> **System expansion integration**

> **Customer experience enhancements**

> **Safety and cleanliness**

> **Maintaining and modernizing assets**

> **Employee safety, retention, and engagement**

This year's budget kicked off with an enhanced and expanded public engagement incorporating comments received throughout this process, including the interactive My Metro Budget activity. The budget continues to prioritize funding for customer service initiatives experience and resumes Metro's core business of planning, operations, and construction activities through an equity lens.

Metro has developed a culture focused on equity, fiscal discipline, and cost mitigation. Metro staff will continue preserving sound financial planning to implement transit capital investments and operating plans successfully.

Metro faces budget challenges with escalating operating and capital costs, rail system and operation expansion, new initiatives to make the system clean, safe, and reliable, and revenue shortages. Metro will continue to identify mitigation strategies to help address current and future challenges while strengthening cost controls through the Equitable Zero-Based Budget (EZBB) process.

The EZBB process continues to drive this year's annual budget development as a cost control tool that integrates an equity lens to develop a fiscally and equitable responsible budget. This budget facilitates a collaborative approach across Metro departments and incorporates feedback from the expanded public outreach efforts to ensure that every department aligns with the strategic priorities. It allocates resources based on Metro's mission, core focuses, and agency strategic imperatives.

Universal mobility means that everyone – no matter age, ability, location and socioeconomic status – can access transportation options that will get them anywhere they need to go.

> **Increase access to opportunities by making it safe, clean, and affordable**
> **Reduce inequality and promote equity and dignity**

Fare Capping, LIFE, Go Pass and the Mobility Wallet programs reflect Metro's commitment to connecting low-income Angelenos with a range of transportation resources to expand access to opportunity and foster a more integrated mobility landscape.

These programs reduce or eliminate the cost barrier associated with utilizing public transit and other transportation services. This aligns with and expands the broader fareless concept to support free or reduced transit fares by subsidizing the cost for individuals, making transit more accessible and attractive.

> **Fare Capping**
- Expand mobility across Los Angeles County
- Increase access to opportunity by creating a fare structure that is easy to use
- Make paying fare more equitable

First 6 months in FY24:

95% of Metro customers have used Stored Value

1.45M free rides earned by Metro customers

$1.27M saved by customers from reaching the caps

> **LIFE (Low Income Fare is Easy)**
- Help reduce transportation costs for low-income customers
- Advance social and economic mobility for economically disadvantaged individuals
- Furthering access to public transit for low-income customers

In FY24:

309,959 total LIFE participants. Enrollments are attributed to the various partnerships, coordinated efforts and continued improvements to the program, resulting in a more accessible and seamless enrollment process.

Metro's Fare Capping and LIFE Program earned Metro two Transport Ticketing Awards from Transport Ticketing Global, the largest international event dedicated to smart ticketing for public transit.

> **Go Pass Pilot Program**
- Provides free fares to students in participating K-14 school districts, charter networks, private schools, public vocational schools, and community colleges
- Students have access to Metro as well as 15 additional transit agencies
- Increases students' mobility, school attendance, graduation rates, and access to social activities
- Promotes a better quality of life and better job opportunities
- Reduces car dependency among younger generations and fosters a culture of public transit usage

In FY24:

27% of 81 public school districts in LA County are participating in the program

69% of charter network

39% of independent charter schools

69% of community college districts

> **Mobility Wallet Pilot**
- Metro and LADOT have teamed up and will provide $150 per month in subsidies for use on shared mobility, such as Metro rail, bus, Blue LA EV car and rideshare, Metrolink, bike share, scooters and more
- The pilot is currently in month 10 of the first phase
- Plans to launch phase two in FY25, up to 2,000 randomly selected residents

Participants have taken:

58,007 bus and rail trip purchases

41,982 ride-hailing, taxi and Access Services trips

100s of trips on Metrolink, Amtrak, Greyhound, FlixBus, Metro Bike Share, shared scooters, Blue LA EV car share, and other transportation services

Airport Regional Connector

The LAX/Metro Transit Center, formerly known as the Airport Metro Connector, is an upcoming station hub located at Aviation Blvd/96th Street on the C and K Lines.

This vital infrastructure project aims to facilitate quicker and smoother transfers to the Los Angeles International Airport (LAX). It will offer a direct connection to the future LAX Automated People Mover.

FEATURES & FACILITIES

> Light Rail Station
The hub will feature a state-of-the-art light rail station with the largest platform in the Metro light rail system. It will have two grade-separated rail crossings with escalators and dual elevators, and new ADA-compliant swing door fare gates for smooth passage with luggage. The platform will be completely covered by an overhead shelter

> Bus Plaza
A dedicated 16 bay bus plaza will provide efficient and convenient access to buses

> Bicycle Parking
Ample active transportation/bicycle parking facility will feature a multi-level design, promoting sustainable transportation to the transit center

> Customer Service Center
There will be a complete customer service center and other conveniences such as interactive information kiosks, ticket vending machines (TVMs), public restrooms, and commercial space for potential tenants

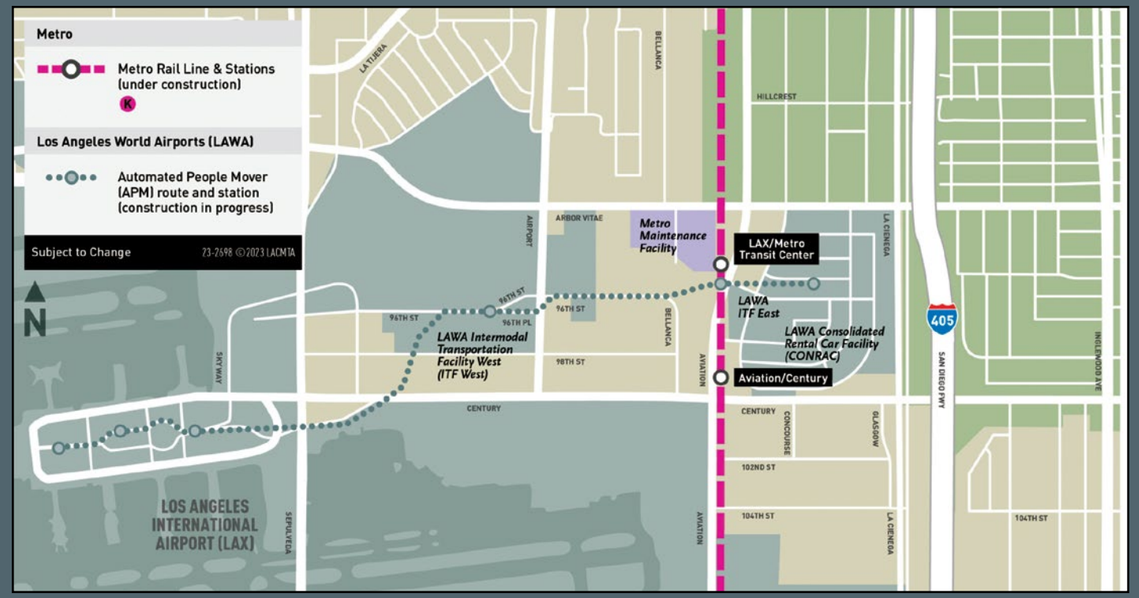
> Customer Service Staff
Customer service agents will staff the station's Customer Center, provide in-person customer service, handle fare media sales, address customer inquiries, and adequately staff the Lost and Found office without compromising service levels elsewhere

> Passenger Pick-Up and Drop-Off Area
A designated area for passenger pick-up and drop-off will enhance convenience for travelers arriving in private vehicles to the station

BUDGET & SUPPORT

The $143.5 million adopted budget for FY25 supports the construction and system integration activities necessary to bring this project to fruition.

This investment underscores Metro's commitment to improving transportation infrastructure and enhancing connectivity for all passengers.



Metro remains committed to maintaining the high cleanliness standards that our customers deserve.

For FY25, we are significantly enhancing our commitment to cleanliness with a comprehensive increase in cleaning activities. The FY25 Adopted Budget reflects a 14.4% increase, amounting to $32.2 million. This substantial investment includes the addition of 165 new staff members who will be directly deployed to clean and upkeep bus and rail vehicles, stations, stops, and facilities. Our enhanced cleaning efforts are part of Metro's ongoing dedication to improving the customer experience and maintaining a safe, hygienic, and welcoming transit system for all.

BUS CLEANING

> Daily Cleaning
- A comprehensive plan for daily bus cleaning across four terminals, operating seven days a week

> Terminals
- Trash and graffiti removal
- Wiping and mopping of interior surfaces

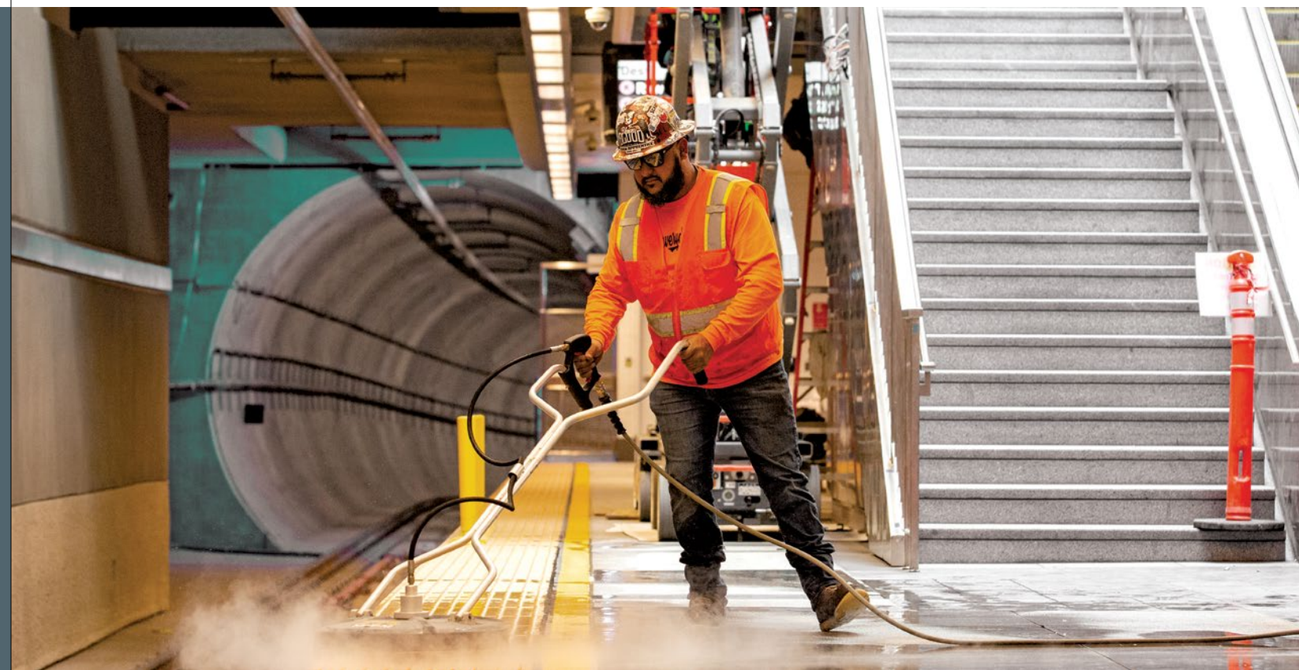
> Buses
- Removal of trash
- Mopping floors
- Removing graffiti
- Vacuuming and removal of debris
- Cleaning interior "touchpoints"
- Washing bus exterior

RAIL CLEANING

> Daily Cleaning
- A comprehensive plan for daily rail cleaning across 101 stations and 6 rail lines

> Stations
- Increased Pressure Washing: Hot Spot stations will now be pressure washed 2-3 times weekly
- Amplified Auto-Scrubbing: Underground stations will undergo auto-scrubbing 5 times a week. 10 new ICE (Intelligent Cleaning Equipment) scrubber units have been procured
- Elevator, escalator, and staircase railings, map cases, seating areas, and ticket machines will be wiped down daily. Elevators will be disinfected, and odor neutralized regularly
- Increased track cleanups at key underground station stops.
- More than 600 "No Loitering" signs have been installed to supplement safety and cleanliness measures

> End-of-Line (EOL) and In-Line Rail Car cleaning
- EOL cleaning - cleaning surge 7-days/week.
- New service attendants for EOL and in-line cleaning
- Current coverage will be expanded to ensure thorough cleaning of rail cars during revenue service and at rail yards.
- Advanced deep-cleaning protocols will be used to elevate cleaning standards.



Prioritizing Safety

Metro's transformational change to public safety employs deliberate and equity-driven public safety initiatives.

The FY25 Adopted Budget includes $354.1 million, in resource deployment for enhancing public safety on our system. This represents a 11% increase over the FY24 Budget.

METRO TRANSIT SECURITY

> Additional 53 Metro Transit Security personnel are included in the FY25 Budget

PRIVATE SECURITY & LAW ENFORCEMENT

> Private Security remains at the FY24 Budget level and Law Enforcement is based on the current FY24 total multi-agency contract value at deployment

TRANSIT AMBASSADORS

> Deployment of trained contract personnel on Metro's vehicles and at Metro's facilities

HOMELESS/MENTAL HEALTH OUTREACH

> Partnerships with Los Angeles County Department of Health Services (DHS) and multi-disciplinary teams to address mental health needs

- Projects for Assistance in Transition from Homelessness (PATH)
- Department of Mental Health Services (DMH)
- Mental Health Crisis Response Teams (MCOT)

NEW TRANSIT PUBLIC SAFETY MODEL

Metro has found that the path forward to better relationships with Metro riders and to deal with the high quality of life issues on the system is to create a people-centered safety culture founded on the principles of a care-first approach, appropriate response, understanding the transit environment, cultural competency, diversity, and transparency.

PRIVATE SECURITY AND LAW ENFORCEMENT

> **Objectives** that prioritize transit riders' and employees' safety and create alignment with Metro's diverse ridership and public safety vision

> **Implementation Plan Phases:** Transition, Resource Planning, and Monitoring and Evaluation

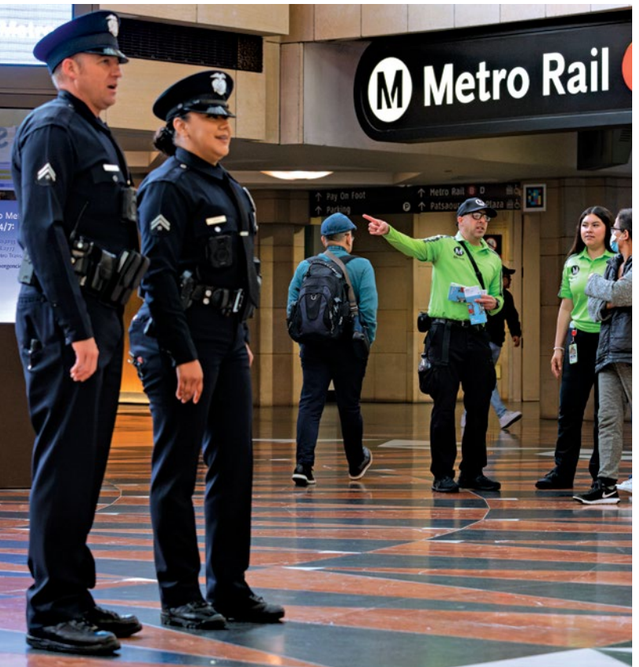
> **Financial Impacts** of varying proposed Transit Community Public Safety Department (TCPSD) models

> **Comprehensive transit-specific training curriculum** that creates a foundational awareness of the transit environment, incorporating care-based strategies, trauma-informed response, de-escalation, and customer service for the new TCPSD workforce

> **Accountability & Transparency Metrics** by establishing measurable department key performance indicators, creating layers of accountability, including a Civilian Review Committee, and engaging the public and relevant stakeholders

> **Zone-Based and Tiered/Co-Response Model of Transit Policing:** integrating communication and protocols for engaging ambassadors, crisis intervention specialists/ clinicians, and homeless outreach providers in coordination with public safety personnel to reduce response times and improve service.

Metro is focused on balancing enforcement and care-based strategies to improve the safety of Metro employees and customers on the transit system. The objectives of the TCPSD are increased visibility, accountability, and consistent service delivery, using a specialized transit community public safety workforce.



Station Experience

The Westlake/MacArthur Park station piloted intervention strategies to elevate public safety, cleanliness, operations and customer experience. Based on the successful outcomes, the CEO established a Station Experience unit to expand these strategies throughout Metro stations and Transit Centers.

The FY25 Adopted Budget expands the Station Experience strategies and includes:

> **$9.9M to expand to more stations and includes $7.5M in Capital improvements for these efforts**

> **10 new FTE's (2 non-contract and 8 contract)**

> **Station Enhancements**

- Improvements to lighting, ventilation, fare gates, cameras, elevators, escalators, and restrooms
- Improve customer experience by addressing the appearance and safety of stations
- Apply new technologies and innovation by implementing ICE (Intelligent Cleaning Equipment) auto-scrubbers, commercial use vacuum cleaners on tracks (testing) and bear-resistant trash receptacles (pilot)
- Environmental Design interventions are paired with Care-based strategies

> **Next Stations**

- Pershing Square
- Compton
- Firestone
- Harbor Freeway
- Norwalk
- Pico
- Lake

> **Stations are prioritized based on the following criteria:**

- Geographical equity + focus on Equity Focus Communities
- Historical station evaluation scores
- Reported crime, citations, warnings
- Customer care complaints
- Observations of people experiencing homelessness

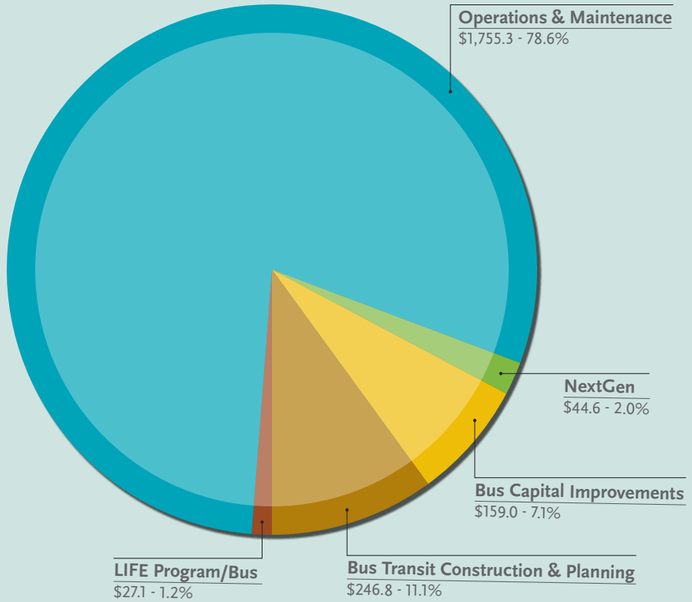
> **FY25 New & Expanded Pilot Strategies**

- TAP-to-Exit pilot expansion
- Elevator Open Door pilot expansion
- Smart Restroom pilot expansion
- Taller Faregate pilot expansion
- New Pilot: Weapons Detection technology
- Video Management Analytics



Total Bus Investments

FY25 Adopted Total Bus Investments: $2,232.9 ($ in Millions)





Metro is committed to investments in the bus system. The FY25 Proposed Budget includes total bus investments of $2.2 billion, a 17.0% increase over the FY24 Budget.

Metro's comprehensive Total Bus Investment includes:

> **Bus Operations and Maintenance**
- Bus Service
- Cleaning
- Public Safety
- Other Operating and Support costs

> **NextGen initiatives**

> **Bus Capital Improvements**

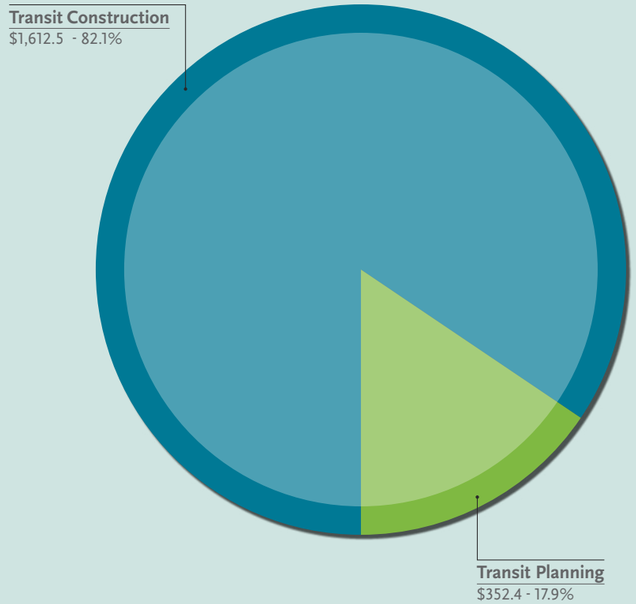
> **Bus Transit Planning and construction**

> **Customer Experience initiatives and studies**

> **LIFE Program**

Transportation Infrastructure Development (TID)

FY25 Adopted Budget for TID: 1,964.9 ($ in Millions)



The Transit Infrastructure Development (TID) Program delivers rail and bus rapid transit (BRT) route expansions and improvements identified in the Measure R and Measure M Ordinances.

In the FY25 Adopted Budget, the TID Program totals $2.0 billion, a reduction of 21.6% from FY24. This reflects the various stages of project development, including:

> **Projects Nearing Completion**
- LAX/Metro Transit Center
- A Line Extension to Pomona
- D Line Extension Section 1

> **Projects in Early Construction**
- East San Fernando Valley Light Rail
- G Line Improvements
- North Hollywood to Pasadena BRT

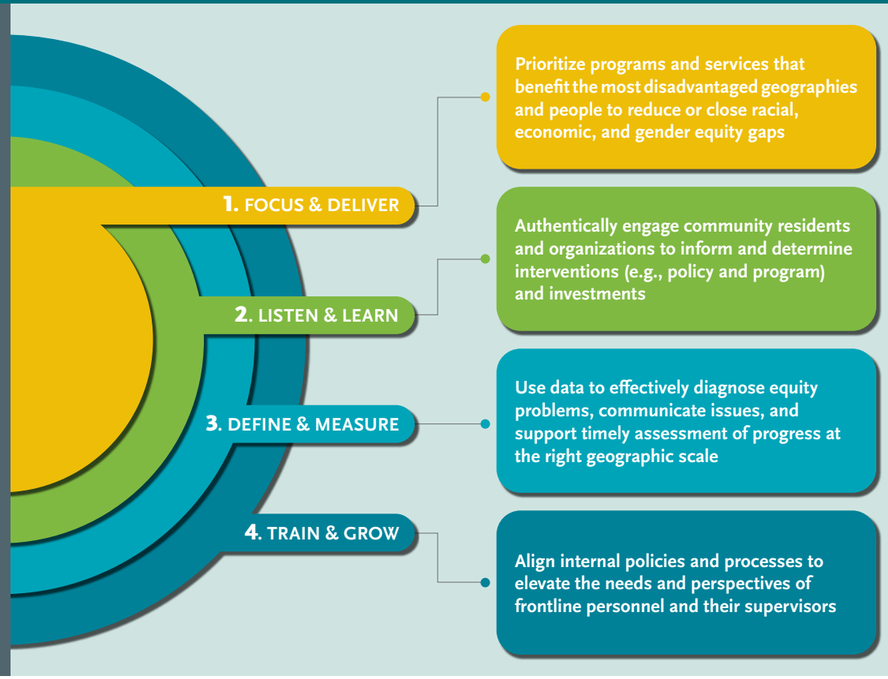
While the overall program budget is reduced, projects in the planning phase continue to advance, as evidenced by the 61.1% growth from $218.8 million in FY24 to $352.4 million in the FY25 Adopted Budget.

FY25 ADOPTED BUDGET FOR TID

> **Total: $1,964.9 million**
- Transit Construction: $1,612.5 million (82.1%)
- Transit Planning: $352.4 million (17.9%)

Metro is dedicated to delivering projects that enhance mobility across LA County. While we navigate an environment where costs of raw materials and professional services are rising faster than revenue growth, we remain committed to overcoming financial challenges to ensure the successful completion of these vital projects.

Access to Goods & Services, Education, Jobs & Other Economic Opportunities





Metro continues to assess equity in our annual budget, from multi-year projects to geographic impacts to operating expenses.

The FY25 Adopted Budget funds several programs and services that directly benefit or disproportionately serve marginalized communities and help to reduce equity gaps.

METRO BUDGET EQUITY ASSESSMENT TOOL (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:

- On the Move Riders Program
- 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
- My Metro Budget Activity
- Telephone Town Hall
- 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 101 Training
- Equity Liaisons
- Employee Resource Groups
- Implicit bias training
- De-escalation training
- Customer service training
- Room-to-Work Program

Equity is both an Outcome and a Process used to address racial, socio-economic, and gender-disparities, to ensure fair and just access – with respect to where you have been and your capacity to improve from that point this includes jobs, housing, education, mobility options, and healthier communities.

Metro will continue its focus on ensuring equity for customers. The new budget was developed using key equity assessment budget tools. Metro's budget provides targeted and indirect benefits to Equity Focus Communities, including continued support for its Low-Income Fare is Easy and GoPass Pilot Programs, as well as the rollout of its Mobility Wallet and Fare Capping programs, which provide vital fare relief for more L.A. Metro riders.

Equity Principles Highlights

> Prioritize programs and services that benefit the most disadvantaged geographies and people to reduce or close racial, economic, and gender equity gaps

> Authentically engage community residents and organizations to inform and determine interventions (e.g., policy and program) and investments (Listen and Learn)

> Use data to effectively diagnose equity problems, communicate issues, and support timely assessment of progress at the correct geographic scale (Define and Measure)
  - Metro continues to assess equity in the annual budget, from multi-year projects to geographic impacts to operating expenses including an Equitable Service Plan that improves transit service frequency and reliability for L.A. Metro riders
  - The FY25 Adopted Budget funds several programs and services that directly benefit or disproportionately serve marginalized communities and help to reduce equity gaps

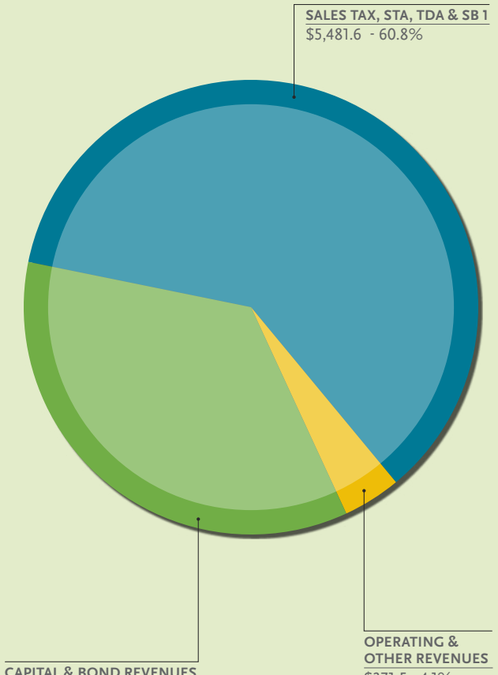
Equity Platform Mitigating Project

> Business Interruption Fund (BIF): The funding for services required to continue the implementation of Metro's Pilot Business Interruption Fund and provide financial assistance to the small "mom and pop" businesses impacted by the construction of ongoing Rail Construction Projects

> Measure R Administration funds were previously identified as eligible for the Business Interruption Fund expense through prior Board of Directors authorization and approval



SUMMARY OF RESOURCES ($ IN MILLIONS)



RESOURCE ASSUMPTIONS

> Sales tax and Transportation Development Act (TDA) revenues are projected to be $5.2 billion, a $198 million, or 3.7%, decrease from the FY24 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 FY25 are expected to be $279.7 million region-wide, representing a 30.3% increase from the FY24 Budget

> Fare revenues are expected to come in at $174.6 million, a 18.9% increase from the FY24 Budget. Projections are based on estimated FY24 actuals, implementation of fare capping, suite of fare changes and a modest 3% increase in ridership. This reflects return-to-office trend for telecommuters and continuing improvements in customer experience initiatives

> ExpressLanes toll revenues are expected at $81.7 million in FY25 including usage and violation fees from the existing I-10 and I-110 operating segments

> Advertising revenues of $27.2 million are expected in FY25, a slight decline from the FY24 Budget of $27.7 million, reflecting restructured advertising contracts

> Other revenues are expected to come in at $88.0 million in FY25, a 3.2% decrease from the FY24 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

EXPENDITURES ASSUMPTIONS

> FY25 service plan will increase service to above pre-pandemic levels. Service will consist of 8.8 million (RSH) of bus and rail service, 272 thousand (RSH) of Metro Micro, a 5.3% increase over the FY24 actual hours

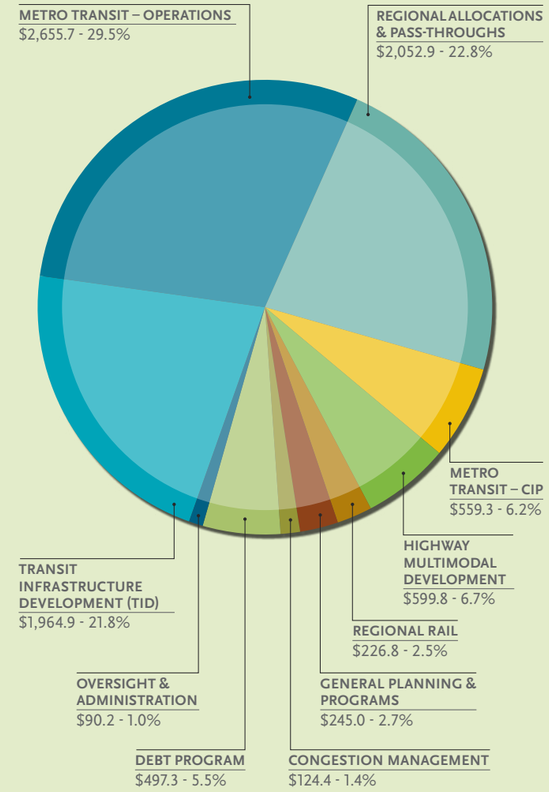
> The bus service plan continues transforming through NextGen, creating an all-day, faster, more frequent, and reliable network

> Efforts will continue to expand bus lanes and implement speed and reliability improvements. Other rail improvements include a full-year operation of enhanced frequencies
- 8-minute peak/10-minute off-peak/weekends on the A and E Lines and continued 10-minute daytime frequency on the C and K Lines
- Launch of a new operating plan on the C Line (Norwalk-LAX) with an improved weekday peak frequency of 8 minutes
- The 10-minute daytime frequency will be scheduled on the B and D Lines
- Increased frequency, particularly during off-peak hours

> The FY25 Adopted Budget includes 11,283 FTEs, an increase of 400 FTEs from FY24. The 400 new additions consist of 107 Non-Represented FTEs and 293 Represented FTEs

> The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 3.2% over FY25

SUMMARY OF EXPENDITURES ($ IN MILLIONS)



BUDGETED RESOURCES ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	% CHANGE
Sales Tax, TDA, & STA/SB1 Revenues	$ 5,614.6	$ 5,481.6	-2.4%
Operating & Other Revenues	330.8	371.5	12.3%
Capital & Bond Resources	3,403.0	3,163.3	-7.0%
Resources Total	**$ 9,348.4**	**$ 9,016.4**	**-3.6%**

FTE SUMMARY BY CABINET	FY24 BUDGET	FY25 ADOPTED	CHANGE
Board of Directors	63	66	3
Chief Executive Office	138	141	3
Chief of Staff	48	50	2
Chief People Office	266	285	19
Chief Safety Office	441	497	56
Customer Experience Office	369	381	12
Office of Strategic Innovation	14	16	2
Operations	8,549	8,785	236
Planning & Development	198	210	12
Program Management	235	264	29
Strategic Financial Management	562	588	26
Total Agencywide Represented	**10,883**	**11,283**	**400**
Subtotal Represented	**8,982**	**9,275**	**293**
Subtotal Non-Represented	**1,901**	**2,008**	**107**
Total FTEs	**10,883**	**11,283**	**400**

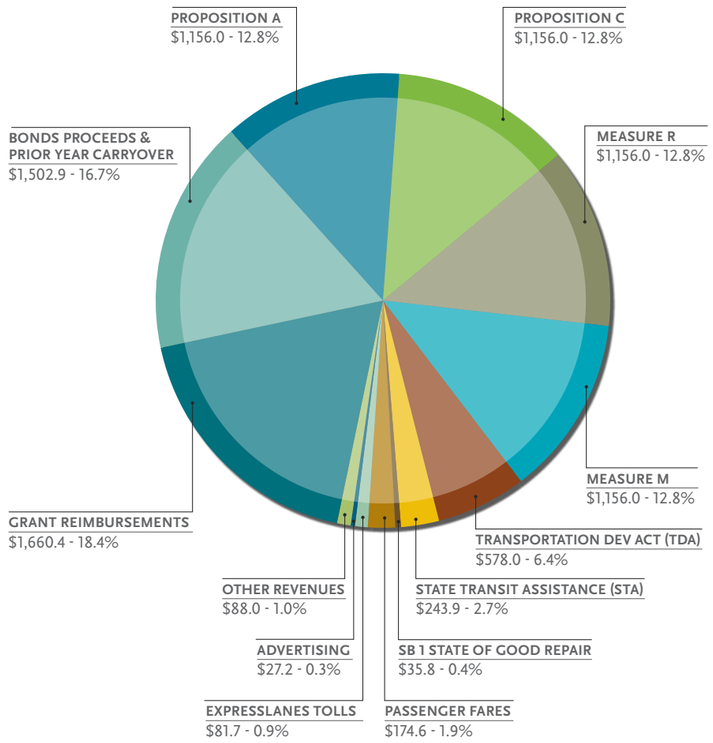
EXPENDITURES BY CABINET ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	% CHANGE
Board of Directors	$ 42.1	$ 37.0	-12.1%
Chief Executive Office	72.2	60.1	-16.8%
Chief of Staff	47.5	49.6	4.4%
Chief People Office	113.2	122.2	8.0%
Chief Safety Office	364.6	382.4	4.9%
Customer Experience Office	185.7	177.7	-4.3%
Office of Strategic Innovation	15.9	15.6	-1.9%
Operations	2,653.7	2,917.0	9.9%
Planning & Development	1,047.9	965.1	-7.9%
Program Management	2,718.6	2,083.3	-23.4%
Strategic Financial Management	2,086.9	2,206.5	5.7%
Total Expenditure by Cabinet	**$ 9,348.4**	**$ 9,016.4**	**-3.6%**

BUDGETED EXPENDITURES ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	% CHANGE
Transit Infrastructure Development (TID)	$ 2,507.5	$ 1,964.9	-21.6%
Metro Transit - Operations	2,353.5	2,655.7	12.8%
Metro Transit - CIP	541.4	559.3	3.3%
Regional Allocations & Pass-Throughs	2,058.3	2,052.9	-0.3%
Highway Multimodal Development	619.8	599.8	-3.2%
Regional Rail	315.9	226.8	-28.2%
General Planning & Programs	240.6	245.0	1.8%
Congestion Management	131.2	124.4	-5.2%
Debt Program	489.9	497.3	1.5%
Oversight & Administration	90.3	90.2	0.0%
Total Expenditures	**$ 9,348.4**	**$ 9,016.4**	**-3.6%**

Summary of Resources

REVENUES ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
SALES TAX, TDA & STA REVENUES				
Proposition A	$ 1,200.0	$ 1,156.0	$ (44.0)	-3.7%
Proposition C	1,200.0	1,156.0	(44.0)	-3.7%
Measure R	1,200.0	1,156.0	(44.0)	-3.7%
Measure M	1,200.0	1,156.0	(44.0)	-3.7%
Transportation Development Act (TDA)	600.0	578.0	(22.0)	-3.7%
State Transit Assistance (STA)/SB1 STA [1]	188.0	243.9	55.9	29.7%
SB1 State of Good Repair [1]	26.7	35.8	9.1	34.2%
Subtotal Sales Tax, TDA, & STA/SB1 Revenues	**$ 5,614.6**	**$ 5,481.6**	**$ (133.0)**	**-2.4%**
OPERATING & OTHER REVENUES				
Passenger Fares	$ 146.8	$ 174.6	$ 27.7	18.9%
ExpressLanes Tolls	65.5	81.7	16.3	24.8%
Advertising	27.7	27.2	(0.4)	-1.6%
Other Revenues [2]	90.9	88.0	(2.9)	-3.2%
Subtotal Operating & Other Revenues	**$ 330.8**	**$ 371.5**	**$ 40.7**	**12.3%**
CAPITAL & BOND RESOURCES				
Grant Reimbursements [3]	$ 1,506.6	$ 1,660.4	$ 153.8	10.2%
Bond Proceeds & Prior Year Carryover [4]	1,896.4	1,502.9	(393.5)	-20.7%
Subtotal Capital & Bond Resources	**$ 3,403.0**	**$ 3,163.3**	**$ (239.7)**	**-7.0%**
Total Resources	**$ 9,348.4**	**$ 9,016.4**	**$ (332.0)**	**-3.6%**

FY25 Summary of Resources: $9,016.4 ($ 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.

FY25 Estimated Sales Tax, TDA & STA Revenues

REVENUES ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
PROPOSITION A				
5% Administration	$ 60.0	$ 57.8	$ (2.2)	-3.7%
25% Local Return	285.0	274.6	(10.5)	-3.7%
35% Rail Development	399.0	384.4	(14.6)	-3.7%
40% Discretionary	-	-	-	-
Transit (95% of 40%)	433.2	417.3	(15.9)	-3.7%
Incentive (5% of 40%)	22.8	22.0	(0.8)	-3.7%
Subtotal Proposition A Estimated Tax Revenue	**$ 1,200.0**	**$ 1,156.0**	**$ (44.0)**	**-3.7%**
PROPOSITION C				
1.5% Administration	$ 18.0	$ 17.3	$ (0.7)	-3.7%
5% Rail/Bus Security	59.1	56.9	(2.2)	-3.7%
10% Commuter Rail	118.2	113.9	(4.3)	-3.7%
20% Local Return	236.4	227.7	(8.7)	-3.7%
25% Freeways/Highways	295.5	284.7	(10.8)	-3.7%
40% Discretionary	472.8	455.5	(17.3)	-3.7%
Subtotal Prop C Estimated Tax Revenue	**$ 1,200.0**	**$ 1,156.0**	**$ (44.0)**	**-3.7%**
MEASURE R				
1.5% Administration	$ 18.0	$ 17.3	$ (0.7)	-3.7%
2% Transportation Capital Metro Rail	23.6	22.8	(0.9)	-3.7%
3% Transportation Capital Metrolink	35.5	34.2	(1.3)	-3.7%
5% Operations - New Rail	59.1	56.9	(2.2)	-3.7%
15% Local Return	177.3	170.8	(6.5)	-3.7%
20% Operations - Bus	236.4	227.7	(8.7)	-3.7%
20% Highway Capital	236.4	227.7	(8.7)	-3.7%
35% Transportation Capital New Rail/Bus BRT	413.7	398.5	(15.2)	-3.6%
Subtotal Measure R Estimated Tax Revenue	**$ 1,200.0**	**$ 1,156.0**	**$ (44.0)**	**-3.7%**
MEASURE M				
0.5% Administration [1]	$ 6.2	$ 6.0	$ (0.2)	-3.7%
1% Regional Rail	11.8	11.4	(0.4)	-3.7%
2% Metro State of Good Repair (SGR)	23.6	22.8	(0.9)	-3.7%
2% Active Transportation Projects (ATP)	23.6	22.8	(0.9)	-3.7%
2% ADA Paratransit/ Metro Discounts	23.6	22.8	(0.9)	-3.7%
5% Rail Operations	59.1	56.9	(2.2)	-3.7%
17% Local Return [1]	200.9	193.6	(7.4)	-3.7%
17% Highway Construction	200.9	193.6	(7.4)	-3.7%
20% Transit Operations	236.4	227.7	(8.7)	-3.7%
35% Transit Construction	413.7	398.5	(15.2)	-3.7%
Subtotal Measure M Estimated Tax Revenue	**$ 1,200.0**	**$ 1,156.0**	**$ (44.0)**	**-3.7%**
TRANSPORTATION DEVELOPMENT ACT (TDA)				
Administration	$ 14.9	$ 14.5	$ (0.4)	-2.6%
2.0% Article 3 (Pedestrians & Bikeways)	11.7	11.3	(0.4)	-3.7%
90.7% Article 4 (Bus Transit)	531.2	511.3	(20.0)	-3.8%
7.3% Article 8 (Transit/Streets & Highways)	42.2	40.9	(1.2)	-2.9%
Subtotal TDA Estimated Tax Revenue	**$ 600.0**	**$ 578.0**	**$ (22.0)**	**-3.7%**
STATE TRANSIT ASSISTANCE (STA)/SENATE BILL 1 (SB1) [2]				
STA/SB1 STA Bus	$ 82.1	$ 138.8	$ 56.8	69.2%
STA/SB1 STA Rail	105.9	105.1	(0.8)	-0.8%
SB1 State of Good Repair Bus	11.6	20.4	8.7	75.0%
SB1 State of Good Repair Rail	15.0	15.4	0.4	2.6%
Subtotal STA/SB1 Estimated Tax Revenue	**$ 214.6**	**$ 279.6**	**$ 65.0**	**30.3%**
Total Revenues	**$ 5,614.6**	**$ 5,481.6**	**$ (133.0)**	**-2.4%**

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)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
TRANSIT INFRASTRUCTURE DEVELOPMENT				
Construction	$ 2,288.8	$ 1,612.5	$ (676.3)	-29.5%
Planning	218.8	352.4	133.6	61.1%
Total Transportation Infrastructure Development	**$ 2,507.5**	**$ 1,964.9**	**$ (542.7)**	**-21.6%**
METRO TRANSIT - OPERATIONS				
Operations & Maintenance	$ 2,322.3	$ 2,628.4	$ 306.0	13.2%
Regional Operating Services	31.1	27.3	(3.8)	-12.2%
Subtotal Metro Transit - Operations	**$ 2,353.5**	**$ 2,655.7**	**$ 302.2**	**12.8%**
METRO TRANSIT - CAPITAL IMPROVEMENT PROGRAM (CIP)				
Bus and Rail	$ 366.2	$ 378.8	$ 12.6	3.4%
Other Asset Improvements	175.2	180.5	5.4	3.1%
Subtotal Metro Transit - Capital Improvement Program (CIP)	**$ 541.4**	**$ 559.3**	**$ 18.0**	**3.3%**
Total Metro Transit	**$ 2,894.8**	**$ 3,215.1**	**$ 320.2**	**11.1%**
REGIONAL ALLOCATIONS & PASS-THROUGHS				
Fare Assistance	$ 32.2	$ 34.3	$ 2.1	6.5%
Local Agencies	1,213.7	1,214.0	0.4	0.0%
Regional Federal Grants	30.5	23.7	(6.8)	-22.2%
Regional Transit	781.8	780.8	(1.0)	-0.1%
Total Regional Allocations & Pass-Throughs	**$ 2,058.3**	**$ 2,052.9**	**$ (5.4)**	**-0.3%**
Total Highway Multimodal Development	**$ 619.8**	**$ 599.8**	**$ (20.0)**	**-3.2%**
REGIONAL RAIL				
Metro Regional Rail	$ 159.5	$ 56.9	$ (102.6)	-64.3%
Metrolink	156.4	169.9	13.5	8.6%
Total Regional Rail	**$ 315.9**	**$ 226.8**	**$ (89.1)**	**-28.2%**
GENERAL PLANNING & PROGRAMS				
Active Transportation, Bike, & Other	$ 83.1	$ 95.8	$ 12.8	15.4%
Financial, Grants Management & Admin	60.5	48.3	(12.1)	-20.1%
Property Management	88.6	76.6	(12.1)	-13.6%
Public Private Partnership (P3)/Unsolicited Proposals	8.5	24.3	15.8	186.7%
Total General Planning & Programs	**$ 240.6**	**$ 245.0**	**$ 4.4**	**1.8%**
CONGESTION MANAGEMENT				
ExpressLanes	$ 62.0	$ 55.5	$ (6.5)	-10.5%
Freeway Service Patrol	40.0	40.8	0.8	1.9%
Motorist Services	14.8	14.1	(0.7)	-4.5%
Rideshare Services	14.4	14.0	(0.4)	-2.5%
Total Congestion Management	**$ 131.2**	**$ 124.4**	**$ (6.8)**	**-5.2%**
Total Debt Program [1]	**$ 489.9**	**$ 497.3**	**$ 7.4**	**1.5%**
Total Oversight & Administration	**$ 90.3**	**$ 90.2**	**$ -**	**0.0%**
Grand Total	**$ 9,348.4**	**$ 9,016.4**	**$ (331.9)**	**-3.6%**

Notes

(1) Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management costs of $3.8M in FY24 and $3.5M in FY25.

Totals may not add due to rounding.

Summary of Expenditures by Cabinet

EXPENDITURES BY CABINET ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
BOARD OF DIRECTORS				
County Counsel	$ 22.1	$ 17.7	$ (4.4)	-19.9%
Ethics Office	3.0	2.9	(0.1)	-3.3%
Inspector General	9.4	8.2	(1.2)	-12.8%
Office of the Board Administration	7.5	8.2	0.7	9.3%
Subtotal Board of Directors	**$ 42.1**	**$ 37.0**	**$ (5.0)**	**-12.1%**
Chief Executive Office	$ 72.2	$ 60.1	$ (12.1)	-16.8%
Chief of Staff	47.5	49.6	2.1	4.4%
Chief People Office	113.2	122.2	8.9	8.0%
Chief Safety Office	364.6	382.4	17.7	4.9%
Customer Experience Office	185.7	177.7	(8.0)	-4.3%
Office of Strategic Innovation	15.9	15.6	(0.3)	-1.9%
Operations	2,653.7	2,917.0	263.3	9.9%
Planning & Development	1,047.9	965.1	(82.8)	-7.9%
Program Management	2,718.6	2,083.3	(635.3)	-23.4%
Strategic Financial Management	2,086.9	2,206.5	119.6	5.7%
Total Expenditure by Cabinet	**$ 9,348.4**	**$ 9,016.4**	**$ (331.9)**	**-3.6%**

Summary of Expenditures by Type

EXPENDITURES BY TYPE ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
Labor & Benefits	$ 1,784.1	$ 1,895.5	$ 111.4	6.2%
Asset Acquisitions for Transit & Highway Projects	2,139.1	1,768.4	(370.7)	-17.3%
Regional Transit/Highway Subsidies	2,707.8	2,555.1	(152.7)	-5.6%
Contract & Professional Services	1,753.6	1,739.8	(13.8)	-0.8%
Materials & Supplies	343.4	359.0	15.6	4.5%
Public Liability/Property Damage (PL/PD) & Other Insurance	131.5	202.4	70.8	53.8%
Debt Principal/Interest [1]	485.0	492.2	7.3	1.5%
Training & Travel	3.8	4.1	0.3	7.9%
Total Expenditure by Type	**$ 9,348.4**	**$ 9,016.4**	**$ (331.9)**	**-3.6%**

Notes

(1) Professional services of $1.1M in FY24 and $1.2M in FY25 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)	FY24 BUDGET	FY25 ADOPTED TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
TRANSIT OPERATIONS RESOURCES						
Transit Fares & Other Revenues						
Fares [1]	$ 146.8	$ 174.6	$ 135.3	$ 39.3	$ -	$ -
Advertising	27.7	27.2	24.0	3.2	-	-
Other Revenues [2]	7.7	10.5	9.2	-	1.3	-
Subtotal Transit Fare & Other Revenues	**$ 182.2**	**$ 212.3**	**$ 168.4**	**$ 42.5**	**$ 1.3**	**$ -**
Federal & State Grants						
Federal Preventive Maintenance	$ 367.2	$ 577.5	$ 339.1	$ 238.3	$ -	$ -
Federal CMAQ	25.0	42.2	-	42.2	-	-
Federal & State Grants	31.2	-	-	-	-	-
Subtotal Federal & State Grants	**$ 423.4**	**$ 619.6**	**$ 339.1**	**$ 280.5**	**$ -**	**$ -**
Local Subsidies						
Prop A – (40% Bus) & (35% Rail)	$ 213.2	$ 324.7	$ 281.7	$ 27.1	$ -	$ 15.9
Prop C – (40% Bus/Rail), (5% Security) & Interest	692.9	212.5	103.9	98.5	-	10.1
Measure R – (20% Bus) & (5% Rail)	190.2	397.7	220.8	176.9	-	-
Measure M – (20% Bus), (5% Rail), (2% SGR)	259.3	262.2	205.3	56.9	-	-
TDA Article 4	28.0	288.2	275.0	-	-	13.2
STA, SB1 STA & SB1 SGR	331.7	282.9	162.4	120.5	-	-
Toll & Revenue Grant	4.4	4.4	4.4	-	-	-
General Fund & Other Funds	30.2	53.5	0.0	51.3	-	2.2
Subtotal Local Subsidies	**$ 1,749.9**	**$ 1,826.1**	**$ 1,253.4**	**$ 531.2**	**$ -**	**$ 41.4**
Total Transit Operations Resources	**$ 2,355.5**	**$ 2,657.9**	**$ 1,761.0**	**$ 854.2**	**$ 1.3**	**$ 41.4**
Transit Capital Resources						
Federal, State & Local Grants	$ 545.9	$ 570.3	$ 146.4	$ 423.8	$ -	$ -
Local & State Sales Tax [3]	1,369.3	1,041.5	355.1	686.4	-	-
Other Capital Financing	1,250.2	929.2	4.5	924.7	-	-
Subtotal Transit Capital Resources	**$ 3,165.3**	**$ 2,541.0**	**$ 506.1**	**$ 2,034.9**	**$ -**	**$ -**
Total Transit Operations & Capital Resources	**$ 5,520.9**	**$ 5,198.9**	**$ 2,267.1**	**$ 2,889.0**	**$ 1.3**	**$ 41.4**
TRANSIT OPERATIONS EXPENSES						
Labor & Benefits	$ 1,486.7	$ 1,612.6	$ 1,118.0	$ 449.3	$ 0.8	$ 44.5
Fuel & Propulsion Power	89.5	95.5	49.6	45.9	-	-
Materials & Supplies	124.1	134.5	98.2	34.7	-	1.6
Contract & Professional Services	440.6	491.6	196.8	268.3	0.3	26.2
PL/PD & Other Insurance	68.9	84.8	69.9	14.9	-	-
Purchased Transportation	79.9	82.1	80.1	-	-	2.0
Allocated Overhead [4]	7.2	97.3	79.9	2.9	0.3	14.1
Regional Chargeback	-	-	38.6	11.0	-	(49.6)
Other Expenses [5]	58.5	59.7	29.9	27.2	-	2.5
Total Transit Operations Expenses [6]	**$ 2,355.5**	**$ 2,657.9**	**$ 1,761.0**	**$ 854.2**	**$ 1.3**	**$ 41.4**
Total Transit Capital Expenses Operating	**$ 2,843.9**	**$ 2,238.9**	**$ 485.5**	**$ 1,753.4**	**$ -**	**$ -**
Total Transit Capital Expenses Planning	**$ 321.4**	**$ 302.1**	**$ 20.6**	**$ 281.5**	**$ -**	**$ -**
Total Capital Expenses [7]	**$ 3,165.3**	**$ 2,541.0**	**$ 506.1**	**$ 2,034.9**	**$ -**	**$ -**
Total Transit Operations & Capital Expenses	**$ 5,520.9**	**$ 5,198.9**	**$ 2,267.1**	**$ 2,889.0**	**$ 1.3**	**$ 41.4**
Transit Operations & Capital (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Notes

(1) Fare revenues includes $2.05M 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). In certain cases, this may differ slightly from Summary of Expenditures table.

(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)	FY24 BUDGET	FY25 ADOPTED TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	BIKE & RIDE
OTHER TRANSIT OPERATIONS RESOURCES						
Toll Fares & Other Revenues						
Tolls & Violation Fines	$ 65.5	$ 81.7	$ -	$ 81.7	$ -	$ -
Rental & Lease Income	3.4	2.9	(2.2)	-	1.5	3.5
Subtotal Toll Fares & Other Revenues	**$ 68.9**	**$ 84.6**	**$ (2.2)**	**$ 81.7**	**$ 1.5**	**$ 3.5**
Local Subsidies						
Propositions A & C	$ 5.6	$ 1.9	$ -	$ -	$ -	$ 1.9
Measure M	-	-	-	-	-	-
General Fund	10.3	10.7	2.1	-	7.9	0.6
City of LA	9.6	14.4	0.0	-	14.4	-
Subtotal Local Subsidies	**$ 25.6**	**$ 27.0**	**$ 2.1**	**$ -**	**$ 22.3**	**$ 2.5**
Total Other Transit Operations Resources	**$ 94.4**	**$ 111.6**	**$ -**	**$ 81.7**	**$ 23.9**	**$ 6.0**
Other Transit Operations Expenses						
Labor & Benefits	$ 6.5	$ 6.2	$ 0.5	$ 2.7	$ 1.0	$ 2.0
Materials & Supplies	-	-	-	-	-	-
Contract & Professional Services	58.3	61.7	0.8	35.7	22.2	3.0
PL/PD & Other Insurance	0.5	0.6	0.6	-	-	-
Allocated Overhead	3.5	2.1	0.3	0.5	0.3	1.0
Other Expenses	1.1	1.1	-	0.8	0.3	0.1
Total Other Transit Operations Expenses	**$ 69.9**	**$ 71.7**	**$ 2.1**	**$ 39.6**	**$ 23.9**	**$ 6.0**
Transit Operations (Deficit)/Surplus [1]	**$ (1.0)**	**$ 13.0**	**$ (4.3)**	**$ 42.1**	**$ (22.3)**	**$ (2.5)**
Net Income	**$ 24.5**	**$ 39.9**	**$ (2.2)**	**$ 42.1**	**$ -**	**$ -**
OTHER OPERATIONS						
NON-OPERATING EXPENSES						
Toll Grant Revenue to Bus Operations	$ 4.4	$ 4.4	$ -	$ 4.4	$ -	$ -
Congestion Pricing Program	12.4	7.9	-	7.9	-	-
Capital Projects	1.8	17.6	1.8	15.9	-	-
Congestion Relief Transit Operating Subsidy	3.6	3.6	-	3.6	-	-
Congestion Relief Toll Revenue Grant Program [2]	6.2	6.4	-	6.4	-	-
Total Other Operations Non-Operating Expenses	**$ 28.3**	**$ 39.9**	**$ 1.8**	**$ 38.1**	**$ -**	**$ -**
Change in Net Asset	**$ (3.8)**	**$ 0.1**	**$ (3.9)**	**$ 4.0**	**$ -**	**$ -**
Net Asset - Beginning of Year	**$ 209.7**	**$ 205.9**	**$ (11.9)**	**$ 219.4**	**$ (1.6)**	**$ -**
Net Asset - End of Year	**$ 205.9**	**$ 205.9**	**$ (15.8)**	**$ 223.4**	**$ (1.6)**	**$ -**

Notes

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

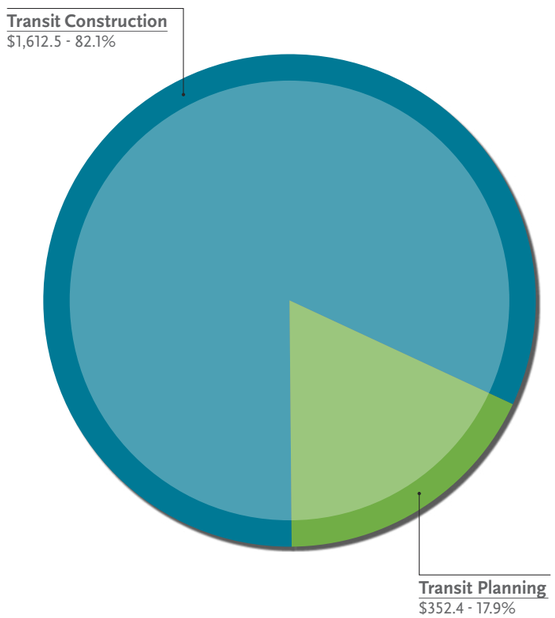
(2) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

Totals may not add due to rounding.

TID Summary

TRANSIT INFRASTRUCTURE DEVELOPMENT ($ IN MILLIONS)	FORECASTED EXPENDITURES THRU FY24 [1]	FY25 ADOPTED	LIFE OF PROJECT
TRANSIT EXPANSION			
Transit Construction			
RAIL			
A Line (Gold) Foothill Extensions 2A & 2B	$ 2,015.5	$ 146.7	$ 2,345.1
Airport Metro Connector	683.0	143.5	902.2
D Line (Purple) Sections 1, 2, & 3	7,324.3	694.7	10,255.8
E Line (Expo) Light Rail Transit	2,292.0	2.8	2,301.0
East San Fernando Valley Light Rail	419.7	281.3	882.2
K Line (Crenshaw/LAX) Light Rail Transit	2,728.0	21.0	2,739.5
Regional Connector	1,751.6	37.7	1,829.1
BUS			
G Line (Orange) Bus Rapid Transit (BRT) Improvements	136.9	106.8	149.7
North Hollywood to Pasadena BRT	77.2	114.4	-
SYSTEMWIDE [2]	$ -	$ 63.6	$ -
Subtotal Transit Construction	$ 17,428.4	$ 1,612.5	$ 21,404.6
Subtotal Transit Planning [3], [4]	$ 597.1	$ 352.4	$ 29.7
Total Transit Infrastructure Development	$ 18,025.5	$ 1,964.9	$ 21,434.3

FY25 TID Budget: $1,964.9 ($ in Millions)



Notes

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

(2) Annually funded.

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

(4) E Line Eastside LRT Phase 2, C Line Extension to Torrance, Southeast Gateway Line, and the Sepulveda Corridor are included in this category. Refer to Appendix V for a detailed list of Transit Planning projects.

Totals may not add due to rounding.

Operations & Maintenance

METRO TRANSIT ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
Operations & Maintenance (O&M)	$ 2,353.5	$ 2,655.7	$ 302.2	12.8%
Capital Improvement Program (CIP)	541.4	559.3	18.0	3.3%
Total Metro Transit	$ 2,894.8	$ 3,215.1	$ 320.2	11.1%

METRO TRANSIT – OPERATIONS ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
Bus	$ 1,541.4	$ 1,755.3	$ 213.9	13.9%
Rail	772.6	858.5	85.9	11.1%
Metro Micro (Microtransit)	39.4	41.9	2.4	6.2%
Total Metro Transit - Operations	$ 2,353.5	$ 2,655.7	$ 302.2	12.8%

METRO MICRO ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor	$ 20.2	$ 21.3	$ 1.2	5.7%	51.0%
Contract/Vehicle Lease	14.0	15.2	1.2	8.5%	36.3%
Other Metro Operating Expenses	5.2	5.3	0.1	1.7%	12.7%
Total Metro Micro	$ 39.4	$ 41.9	$ 2.4	6.2%	100.0%

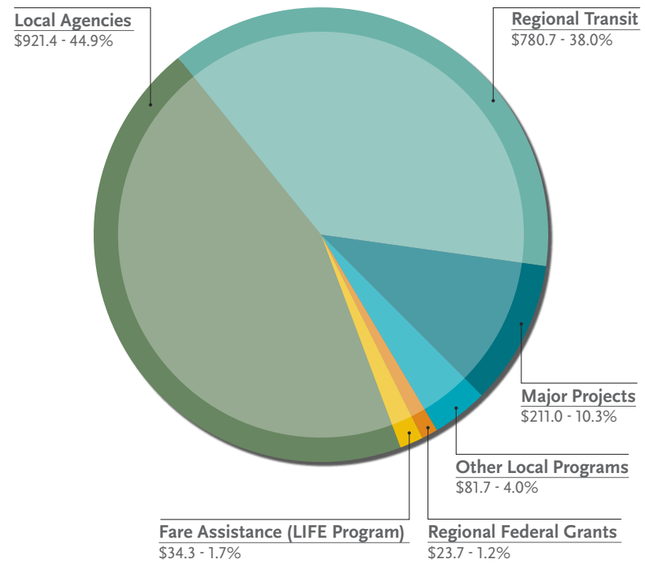
BUS & RAIL ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE	% OF TOTAL
Labor	$ 1,361.4	$ 1,478.1	$ 116.7	8.6%	56.5%
Parts & Supplies	109.2	118.4	9.2	8.4%	4.5%
CNG Fuel/Propulsion Power	89.5	95.5	6.0	6.7%	3.7%
Contract/Professional Services	433.1	483.2	50.2	11.6%	18.5%
Other Operating Expenses	191.8	199.7	7.9	4.1%	7.6%
FTA Cost Allocations	129.1	238.9	109.8	85.0%	9.1%
Total Bus & Rail [1]	$ 2,314.1	$ 2,613.8	$ 299.8	13.0%	100.0%

Notes

(1) Metro Micro budget not included in FY24 and FY25 Bus & Rail total costs.

Totals may not add due to rounding.

REGIONAL ALLOCATIONS & PASS-THROUGHS ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
LOCAL AGENCIES				
LOCAL AGENCY PROGRAMS				
Local Return (Prop A, Prop C, Measure R, Measure M)	$ 899.6	$ 866.7	$ (33.0)	-3.7%
Transportation Development Act Articles 3 & 8	62.6	54.7	(7.8)	-12.5%
Subtotal Local Agency Programs	**$ 962.2**	**$ 921.4**	**$ (40.8)**	**-4.2%**
MAJOR PROJECTS				
Inglewood Transit Connector & Other South Bay Projects	$ 91.7	$ 179.5	$ 87.8	95.8%
Alameda Corridor East Grade Separation Phase 2	37.1	14.0	(23.1)	-62.2%
Sankofa Park Project	25.0	16.3	(8.7)	-34.8%
Antelope Valley Line Projects	10.5	1.1	(9.4)	-89.2%
Subtotal Major Projects	**$ 164.3**	**$ 211.0**	**$ 46.7**	**28.4%**
OTHER LOCAL PROGRAMS				
Active Transportation, Transit Projects & Programs	$ 27.5	$ 28.8	$ 1.3	4.8%
Call for Projects	45.9	40.2	(5.7)	-12.4%
Congestion Reduction Demonstration (CRD)	6.2	6.4	0.2	3.5%
Federal Pass-through	6.5	5.5	(1.0)	-14.7%
Transit Oriented Development Planning Grants	1.1	0.7	(0.4)	-36.1%
Subtotal Other Local Programs	**$ 87.2**	**$ 81.7**	**$ (5.5)**	**-6.3%**
Total Local Agencies	**$ 1,213.7**	**$ 1,214.0**	**$ 0.4**	**0.0%**
REGIONAL TRANSIT				
Municipal & Local Operators	$ 620.4	$ 590.9	$ (29.5)	-4.7%
Access Services	161.4	189.8	28.5	17.6%
Total Regional Transit	**$ 781.8**	**$ 780.7**	**$ (1.0)**	**-0.1%**
Total Regional Federal Grants	**$ 30.5**	**$ 23.7**	**$ (6.8)**	**-22.2%**
Total Fares Assistance (LIFE Program) (1)	**$ 32.2**	**$ 34.3**	**$ 2.1**	**6.5%**
Total Regional Allocations & Pass-Throughs	**$ 2,058.3**	**$ 2,052.8**	**$ (5.4)**	**-0.3%**



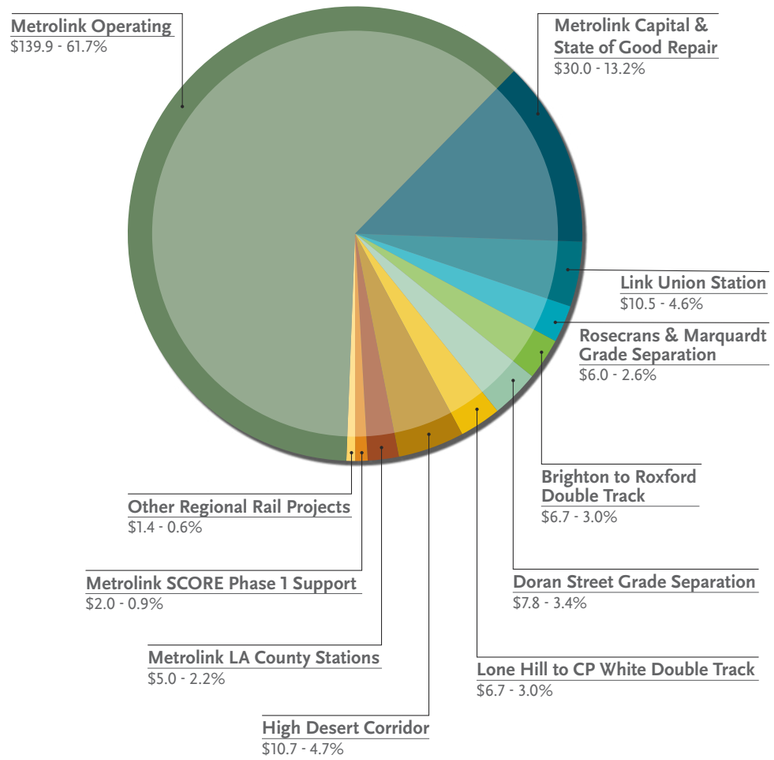
FY25 Regional Allocations & Pass-throughs Budget: $2,052.8 ($ in Millions)

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)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
METRO REGIONAL RAIL				
Link Union Station	$ 96.8	$ 10.5	$ (86.2)	-89.1%
Rosecrans & Marquardt Grade Separation	29.1	6.0	(23.1)	-79.4%
Brighton to Roxford Double Track	9.8	6.7	(3.1)	-31.5%
Doran Street Grade Separation	8.3	7.8	(0.5)	-5.5%
Lone Hill to CP White Double Track	5.9	6.7	0.8	13.5%
High Desert Corridor	3.0	10.7	7.8	263.6%
Metrolink LA County Stations	2.6	5.0	2.4	89.2%
Metrolink SCORE Phase 1 Support	2.3	2.0	(0.3)	-12.6%
Other Metro Regional Rail	1.6	1.4	(0.2)	-12.5%
Subtotal Metro Regional Rail	**$ 159.4**	**$ 57.0**	**$ (102.5)**	**-64.3%**
METROLINK				
Metolink Operating	126.4	139.9	13.5	10.7%
Metrolink Capital & State of Good Repair	30.0	30.0	-	-0.1%
Subtotal Metrolink	**$ 156.4**	**$ 169.9**	**$ 13.5**	**8.6%**
Total Regional Rail	**$ 315.9**	**$ 226.9**	**$ (89.0)**	**-28.2%**

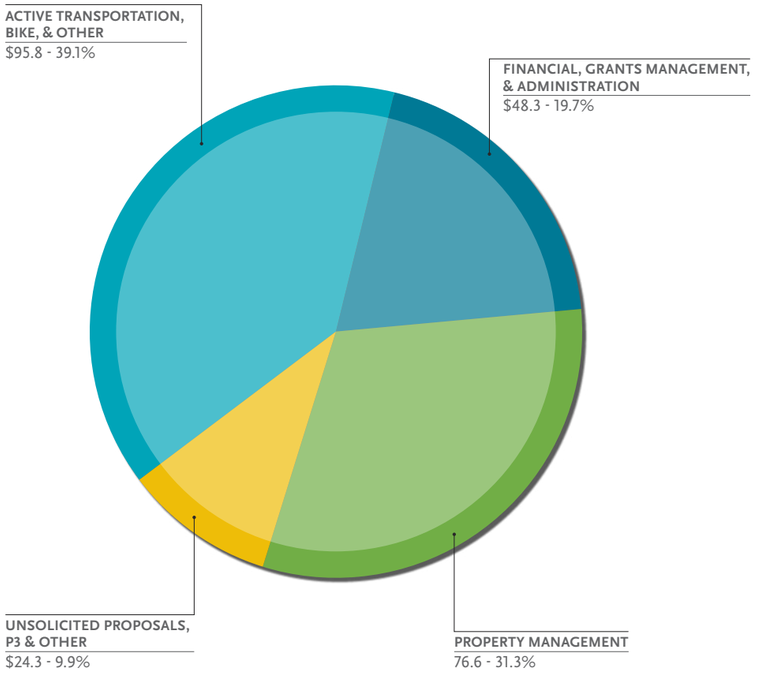


FY25 Regional Rail Budget: $226.9 ($ in Millions)

Note

Totals may not add due to rounding.

GENERAL PLANNING & PROGRAMS ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
ACTIVE TRANSPORTATION, BIKE, & OTHER				
Active Transportation including Bike	$ 46.2	$ 55.8	$ 9.6	20.9%
First Last Mile	2.8	3.6	0.7	25.8%
Sustainability	18.3	19.8	1.5	8.0%
System Connectivity Program & Studies	15.7	16.7	1.0	6.1%
Subtotal Active Transportation, Bike & Other	**$ 83.1**	**$ 95.8**	**$ 12.8**	**15.4%**
FINANCIAL, GRANTS MANAGEMENT & ADMINISTRATION				
Financial Planning & Grants Management	$ 24.8	$ 20.2	$ (4.6)	-18.4%
Administrative & Planning Support	35.7	28.1	(7.6)	-21.3%
Subtotal Financial, Grants Management, & Admin	**$ 60.5**	**$ 48.3**	**$ (12.2)**	**-20.1%**
PROPERTY MANAGEMENT				
Art & Design	$ 1.9	$ 1.6	$ (0.3)	-13.3%
Joint Development	20.4	15.2	(5.2)	-25.6%
Parking	9.3	6.5	(2.9)	-30.8%
Property Maintenance and Contract Management	33.1	27.1	(6.1)	-18.3%
Transit Oriented Communities (TOC)	9.5	10.5	0.9	9.7%
Union Station	14.3	15.7	1.4	10.0%
Subtotal Property Management	**$ 88.6**	**$ 76.6**	**$ (12.1)**	**-13.6%**
Subtotal Unsolicited Proposals, P3 & Other	**$ 8.5**	**$ 24.3**	**$ 15.8**	**186.7%**
Total General Planning & Programs	**$ 240.6**	**$ 245.0**	**$ 4.4**	**1.8%**



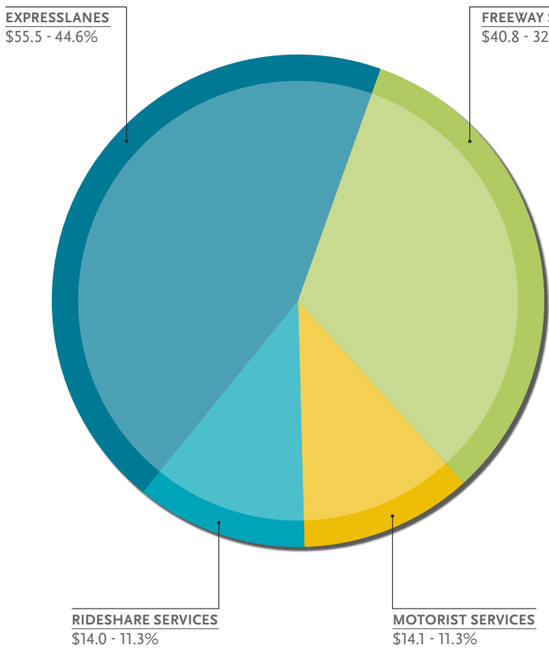
FY25 General Planning & Programs Budget: $245.0 ($ in Millions)

Notes

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

Totals may not add due to rounding.

CONGESTION MANAGEMENT ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
ExpressLanes	$ 62.0	$ 55.5	$ (6.5)	-10.5%
Freeway Service Patrol	40.0	40.8	0.8	1.9%
Motorist Services	14.8	14.1	(0.7)	-4.5%
Rideshare Services	14.4	14.0	(0.4)	-2.5%
Total Congestion Management	**$ 131.2**	**$ 124.4**	**$ (6.8)**	**-5.2%**



FY25 Congestion Management Budget: $124.4 ($ in Millions)

Note

Totals may not add due to rounding.

Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE ($ IN THOUSANDS)	FY24 BUDGET BUS	FY24 BUDGET RAIL	FY24 BUDGET HIGHWAY	FY24 BUDGET TOTAL	FY25 ADOPTED BUS	FY25 ADOPTED RAIL	FY25 ADOPTED HIGHWAY	FY25 ADOPTED TOTAL
RESOURCES								
Proposition A 35% Rail Set Aside [1]	$ -	$ 99,861.1	$ -	$ 99,861.1	$ -	$ 103,432.1	$ -	$ 103,432.1
Proposition A 40% Discretionary	1,492.0	-	-	1,492.0	948.5	-	-	948.5
Proposition C 40% Discretionary	6,216.5	39,268.0	-	45,484.5	5,348.4	40,704.3	-	46,052.7
Proposition C 10% Commuter Rail	-	3,433.4	-	3,433.4	-	3,613.9	-	3,613.9
Proposition C 25% Street & Highways	-	-	117,353.1	117,353.1	-	-	110,610.5	110,610.5
Measure R Transit Capital - New Rail 35%	-	248,822.0	-	248,822.0	-	264,947.1	-	264,947.1
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2,045.5	-	2,045.5	-	2,029.5	-	2,029.5
Measure R Highway Capital 20%	-	-	592.7	592.7	-	-	591.1	591.1
Measure R BAB Federal Subsidy	-	9,470.8	-	9,470.8	-	9,081.8	-	9,081.8
Measure M Transit Construction 35%	-	27,874.0	-	27,874.0	-	25,249.1	-	25,249.1
Total Funding Demand of Debt Service	**$ 7,708.5**	**$ 430,774.8**	**$ 117,945.8**	**$ 556,429.1**	**$ 6,296.9**	**$ 449,057.8**	**$ 111,201.6**	**$ 566,556.3**
Total (Premium)/Discount Amortization [2]	**$ (973.8)**	**$ (54,418.8)**	**$ (14,899.8)**	**$ (70,292.4)**	**$ (808.7)**	**$ (57,671.1)**	**$ (14,281.3)**	**$ (72,761.1)**
Total Debt Service Expense [3]	**$ 6,734.7**	**$ 376,356.0**	**$ 103,046.0**	**$ 486,136.7**	**$ 5,488.2**	**$ 391,386.7**	**$ 96,920.3**	**$ 493,795.2**
Debt Service (Deficit)/Surplus	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE ($ IN THOUSANDS)	BEGINNING FY24 BALANCE BUS	BEGINNING FY24 BALANCE RAIL	BEGINNING FY24 BALANCE HIGHWAY	BEGINNING FY24 BALANCE TOTAL	BEGINNING FY25 BALANCE BUS	BEGINNING FY25 BALANCE RAIL	BEGINNING FY25 BALANCE HIGHWAY	BEGINNING FY25 BALANCE TOTAL
Proposition A	$ 11,257.3	$ 753,442.7	$ -	$ 764,700.0	$ 6,154.1	$ 671,080.9	$ -	$ 677,235.0
Proposition C	63,769.2	438,033.6	1,203,817.2	1,705,620.0	50,789.1	420,855.0	1,050,380.9	1,522,025.0
Measure R	-	2,729,275.0	-	2,729,275.0	-	2,620,610.0	-	2,620,610.0
Total Outstanding Debt Principal Balance [4]	**$ 75,026.5**	**$ 3,920,751.3**	**$ 1,203,817.2**	**$ 5,199,595.0**	**$ 56,943.2**	**$ 3,712,545.9**	**$ 1,050,380.9**	**$ 4,819,870.0**

Notes

(1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: $4.7M in FY24 and $4.6M in FY25.

(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 $32.9M 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.

FY25 Adopted Debt Policy: Tax Revenue Sources for Debt Servicing

TAX REVENUE SOURCE FOR DEBT SERVICING ($ IN MILLIONS)	FY25 NET SALES TAX REVENUE	FY25 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]	$ 384.4	$ 86.9	$ 334.4	$ 3,628.7	26.0%
PA 40% Discretionary [4]	439.3	0.9	-	-	100.0%
PROPOSITION C (PC)					
PC 10% Commuter Rail [5]	$ 113.9	$ 2.8	$ 45.5	$ 627.1	6.1%
Proposition C 25% Street & Highways [6]	284.7	108.3	170.8	916.1	63.4%
Proposition C 40% Discretionary [7]	455.5	41.5	182.2	2,062.0	22.8%
MEASURE R (MR)					
MR Transit Capital - New Rail 35% [8]	$ 398.5	$ 258.2	$ 346.7	$ 814.5	74.5%
MR Highway Capital 20% [9]	227.7	0.6	136.6	1,251.7	0.4%
MR Transit Capital - Metrolink 3% [10]	34.2	-	29.7	273.4	0.0%
MR Transit Capital - Metro Rail 2% [11]	22.8	2.0	19.8	163.6	10.2%
MEASURE M (MM)					
MM Transit Construction 35% [12]	$ 398.5	$ -	$ 346.7	$ 5,082.9	0.0%
MM Highway Construction 17% [12]	193.6	-	168.4	2,468.9	0.0%
MM Metro Active Trans Program [12]	22.8	-	19.8	290.5	0.0%
MM Metro State of Good Repair 2% [12]	22.8	-	19.8	290.5	0.0%
MM Regional Rail 1% [12]	11.4	-	9.9	145.2	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, 2025

FUND TYPE ($ IN MILLIONS)	FY25 ESTIMATED ENDING FUND BALANCE
Proposition A	
Discretionary Transit (95% of 40%) [1], [4]	$ 359.2
Discretionary Incentive (5% of 40%) [1]	56.4
Rail (35%) [1], [4]	336.0
Interest	38.7
Total Proposition A	**$ 790.3**
Proposition C	
Discretionary (40%) [1]	$ 396.1
Security (5%) [1]	6.7
Commuter Rail (10%) [1]	3.2
Street & Highway (25%)	302.3
Interest	14.7
Total Proposition C	**$ 718.5**
Measure R	
Administration (1.5%)	$ 16.3
Transit Capital - Metrolink (3%)	(63.8)
Transit Capital - Metro Rail (2%)	0.4
Transit Capital - New Rail (35%) [2]	69.2
Highway Capital (20%) [2], [3]	(169.4)
New Rail Operations (5%) [1]	22.2
Bus Operations (20%) [1]	285.1
Total Measure R	**$ 159.9**
Measure M	
Administration (0.5%)	$ 7.1
Local Return (17%)	0.4
Metro Rail Operations (5%) [1]	-
Transit Operations (20%) [1]	300.1
ADA Paratransit for the Disabled, Metro Discounts for Seniors & Students (2%)	-
Transit Construction (35%) [2]	(294.2)
Metro State of Good Repair (2%)	8.1
Highway Construction (17%) [3]	611.5
Metro Active Transportation Program (2%) [1]	67.2
Regional Rail (1%)	-
Total Measure M	**$ 700.1**
Transportation Development Act (TDA)	
Article 3 [1]	$ 16.8
Article 4[1]	457.9
Article 8 [1]	24.4
Total TDA	**$ 496.1**
State Transit Assistance (STA)	
Revenue Share [1]	$ 2.3
Population Share [1]	-
Total STA	**$ 2.3**
The Road Recovery and Accountability Act of 2017 (SB1-SGR)	
Revenue Share [1]	$ 18.5
Population Share [1]	-
Total SB1-SGR	**$ 18.5**
The Road Recovery and Accountability Act of 2017 (SB1-STA)	
Revenue Share [1]	$ 11.2
Population Share	-
SB1-STA Total	**$ 11.2**
SAFE Fund Total [3]	**$ 40.0**
Other Special Revenue Funds Total [3]	**$ 104.9**
General Fund	
Administration - Propositions A & C & TDA	$ (11.0)
LCFS 80% [3]	13.2
General Fund/Other [4]	(3.7)
General Fund Total	**$ (1.4)**
FY25 Estimated Ending Fund Balance Total	**$ 3,040.3**
Less: Mandatory Operating Reserve [4]	**$ 219.9**
FY25 Estimated Ending Fund Balance After Reserve [5]	**$ 2,820.4**

Please refer to footnotes on page 42.

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 FY25. The estimated FY25 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V, page 58 and Appendix VI, page 64. The remaining $4,043.5M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/ Modernization projects.

Totals may not add due to rounding.

Statement of Revenues, Expenditures & Changes in Fund Balances for the Years Ending June 30, 2024 & 2025

GOVERNMENT FUNDS ($ IN MILLIONS)	SPECIAL REVENUE FUNDS		GENERAL FUNDS		TOTAL	
	FY24 BUDGET	FY25 ADOPTED	FY24 BUDGET	FY25 ADOPTED	FY24 BUDGET	FY25 ADOPTED
REVENUES						
Sales Tax [1]	$ 5,629.3	$ 5,497.8	$ -	$ -	$ 5,629.3	$ 5,497.8
Intergovernmental Grants [2]	288.1	386.2	58.1	55.6	346.2	441.8
Investment Income	0.1	0.1	1.7	2.8	1.8	2.9
Lease & Rental	-	-	16.0	15.9	16.0	15.9
Licenses & Fines	-	-	0.8	0.8	0.8	0.8
Federal Fuel Credits & Other	-	-	46.5	36.6	46.5	36.6
Total Revenues	**$ 5,917.5**	**$ 5,884.1**	**$ 123.1**	**$ 111.7**	**$ 6,040.6**	**$ 5,995.8**
EXPENDITURES						
Subsidies	$ 2,444.9	$ 2,381.8	$ 58.0	$ 49.0	$ 2,502.9	$ 2,430.8
Operating Expenditures	595.5	534.5	276.7	286.5	872.2	821.0
Debt & Interest Expenditures	-	-	-	-	-	-
Debt Principal Retirement	-	-	-	-	-	-
Total Expenditures	**$ 3,040.4**	**$ 2,916.3**	**$ 334.7**	**$ 335.5**	**$ 3,375.1**	**$ 3,251.8**
TRANSFERS						
Transfers In	$ 224.8	$ 148.6	$ 186.9	$ 176.7	$ 411.7	$ 325.3
Transfers (Out)	(4,310.7)	(3,666.4)	(47.3)	(56.3)	(4,358.0)	(3,722.7)
Proceeds from Financing	37.9	32.5	-	-	37.9	32.5
Total Transfers	**$ (4,048.0)**	**$ (3,485.3)**	**$ 139.6**	**$ 120.4**	**$ (3,908.4)**	**$ (3,364.9)**
Net Change in Fund Balances	**$ (1,170.9)**	**$ (517.5)**	**$ (72.0)**	**$ (103.4)**	**$ (1,242.9)**	**$ (620.9)**
Fund Balances - Beginning of Year	$ 4,730.1	$ 3,559.1	$ 174.0	$ 101.9	$ 4,904.1	$ 3,661.0
Fund Balances - End of Year [3]	**$ 3,559.1**	**$ 3,041.7**	**$ 101.9**	**$ (1.4)**	**$ 3,661.0**	**$ 3,040.3**

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 FY25. The estimated FY25 fund balance does not cover all the existing and known encumbrance/commitments. Refer to Appendix V, page 58 and Appendix VI, page 64. The remaining $4,043.5M 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	FY24 BUDGET	FY25 ADOPTED	CHANGE	% CHANGE
BOARD OF DIRECTORS				
County Counsel	3	3	-	0.0%
Ethics Office	9	9	-	0.0%
Inspector General	24	24	-	0.0%
Office of the Board Administration	27	30	3	11.1%
Subtotal Board of Directors	**63**	**66**	**3**	**4.8%**
Chief Executive Office	138	141	3	2.2%
Chief of Staff	48	50	2	4.2%
Chief People Office	266	285	19	7.1%
Chief Safety Office	441	497	56	12.7%
Customer Experience Office	369	381	12	3.3%
Office of Strategic Innovation	14	16	2	14.3%
Operations	8,549	8,785	236	2.8%
Planning & Development	198	210	12	6.1%
Program Management	235	264	29	12.3%
Strategic Financial Management	562	588	26	4.6%
Total FTEs	**10,883**	**11,283**	**400**	**3.7%**
Total Metro Represented	**8,982**	**9,275**	**293**	**3.3%**
Total Metro Non-Represented	**1,901**	**2,008**	**107**	**5.6%**
Total Metro	**10,883**	**11,283**	**400**	**3.7%**



Appendices



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, 2024 & 2025

PTSC ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED
Revenues	$ 594.8	$ 642.5
Expenditures	594.8	642.5
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**

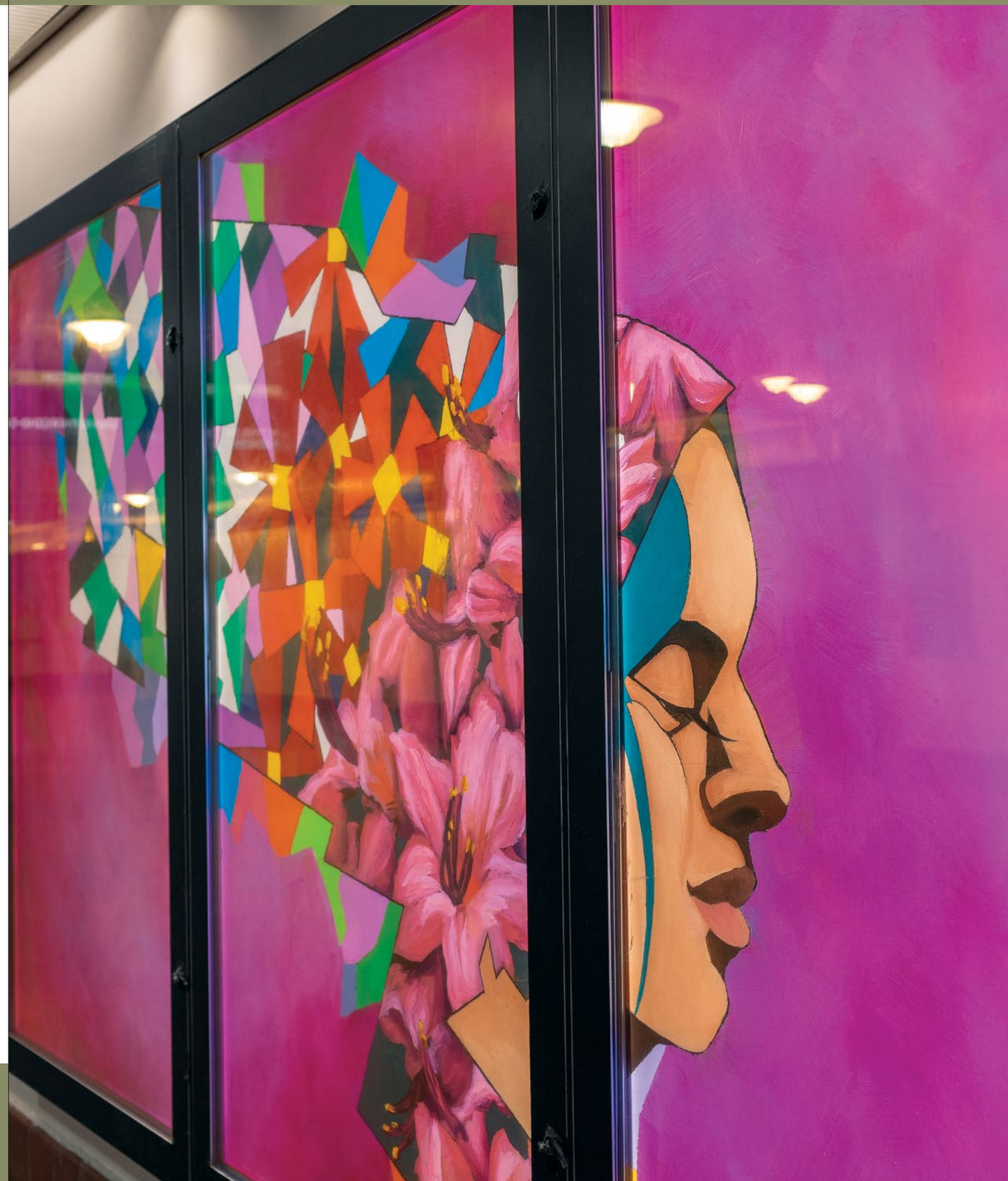
SAFE receives funding from a dedicated $1 surcharge assessed on each vehicle registered within Los Angeles County.

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2024 & 2025

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED
Revenues	$ 8.4	$ 8.8
Expenditures	8.8	7.9
Excess (deficiency) of revenue over expenditure	(0.4)	1.0
Other financing & sources (uses) - transfer out	-	-
Fund Balances – Beginning of Year	39.0	39.4
Retained Earnings – End of Year	**$ 39.0**	**$ 40.0**

Note

Totals may not add due to rounding.



Appendix II: Service Statistics

STATISTIC	BUS FY24 BUDGET (1)	BUS FY25 ADOPTED	BUS % CHANGE	RAIL FY24 BUDGET (1)	RAIL FY25 ADOPTED	RAIL % CHANGE	TOTAL FY24 BUDGET (1)	TOTAL FY25 ADOPTED	TOTAL % CHANGE
SERVICE PROVIDED (000) (2)									
Revenue Service Hours (RSH)	6,907	7,158	3.6%	1,205	1,403	16.4%	8,113	8,561	5.5%
Revenue Service Miles (RSM)	71,017	73,584	3.6%	23,719	27,549	16.1%	94,737	101,133	6.8%
SERVICE CONSUMED (000) (2)									
Unlinked Boardings	211,703	257,012	21.4%	60,258	74,596	23.8%	271,961	331,608	21.9%
Passenger Miles	750,218	903,099	20.4%	327,581	322,205	-1.6%	1,077,799	1,225,304	13.7%
OPERATING REVENUE (000)									
Fare Revenue (3)	$ 112,049	$ 133,696	19.3%	$ 31,951	$ 38,804	21.4%	$ 144,000	$ 172,500	19.8%
Advertising/Other	$ 30,500	$ 33,200	8.9%	$ 3,000	$ 3,200	6.7%	$ 33,500	$ 36,400	8.7%
Total Operating Revenue	**$ 142,549**	**$ 166,896**	**17.1%**	**$ 34,951**	**$ 42,004**	**20.2%**	**$ 177,500**	**$ 208,900**	**17.7%**
OPERATING COST DATA (000)									
Transportation	$ 509,083	$ 573,134	12.6%	$ 110,726	$ 104,682	-5.5%	$ 619,809	$ 677,816	9.4%
Maintenance	$ 442,340	$ 484,367	9.5%	$ 357,913	$ 367,780	2.8%	$ 800,253	$ 852,147	6.5%
Regional	$ 33,470	$ 38,633	15.4%	$ 9,544	$ 11,017	15.4%	$ 43,015	$ 49,650	15.4%
Other & Support Cost	$ 530,670	$ 636,221	19.9%	$ 289,156	$ 370,672	28.2%	$ 819,826	$ 1,006,893	22.8%
Total Operating Cost (4)	**$ 1,515,563**	**$ 1,732,355**	**14.3%**	**$ 767,339**	**$ 854,151**	**11.3%**	**$ 2,282,902**	**$ 2,586,506**	**13.3%**
Subsidy Data (000)	**$ 1,373,015**	**$ 1,565,459**	**14.0%**	**$ 732,388**	**$ 812,147**	**10.9%**	**$ 2,105,402**	**$ 2,377,606**	**12.9%**
PER BOARDING STATISTICS									
Fare Revenue	$ 0.53	$ 0.52	-1.7%	$ 0.53	$ 0.52	-2.2%	$ 0.53	$ 0.52	-1.8%
Operating Cost	$ 7.16	$ 6.74	-5.8%	$ 12.73	$ 11.45	-10.1%	$ 8.39	$ 7.80	-7.1%
Subsidy	$ 6.49	$ 6.09	-6.1%	$ 12.15	$ 10.89	-10.4%	$ 7.74	$ 7.17	-7.4%
Passenger Miles	3.54	3.51	-0.8%	5.44	4.32	-20.5%	3.96	3.70	-6.8%
Fare Recovery %	7.4%	7.7%	4.4%	4.2%	4.5%	9.1%	6.3%	6.7%	5.7%
PER RSH STATISTICS									
Revenue	$ 20.64	$ 23.32	13.0%	$ 29.01	$ 29.94	3.2%	$ 21.88	$ 24.40	11.5%
Boardings	30.65	35.91	17.2%	50.01	53.17	6.3%	33.52	38.74	15.5%
Passenger Miles	108.61	126.17	16.2%	271.85	229.65	-15.5%	132.86	143.13	7.7%
Transportation Cost	$ 73.70	$ 80.07	8.6%	$ 91.89	$ 74.61	-18.8%	$ 76.40	$ 79.18	3.6%
Maintenance Cost	$ 64.04	$ 67.67	5.7%	$ 297.02	$ 262.13	-11.7%	$ 98.64	$ 99.54	0.9%
Regional Cost	$ 4.85	$ 5.40	11.4%	$ 7.92	$ 7.85	-0.9%	$ 5.30	$ 5.80	9.4%
Other & Support Cost	$ 76.83	$ 88.89	15.7%	$ 239.96	$ 264.20	10.1%	$ 101.06	$ 117.62	16.4%
Total Cost	**$ 219.41**	**$ 242.03**	**10.3%**	**$ 636.79**	**$ 608.79**	**-0.04%**	**$ 281.41**	**$ 302.14**	**7.4%**
Subsidy	**$ 198.77**	**$ 218.71**	**10.0%**	**$ 607.79**	**$ 578.85**	**-0.05%**	**$ 259.53**	**$ 277.73**	**7.0%**
PER PASSENGER MILE STATISTICS									
Revenue	$ 0.19	$ 0.18	-2.7%	$ 0.11	$ 0.13	22.2%	$ 0.16	$ 0.17	3.5%
Transportation Cost	$ 0.68	$ 0.63	-6.5%	$ 0.34	$ 0.32	-3.9%	$ 0.58	$ 0.55	-3.8%
Maintenance Cost	$ 0.59	$ 0.54	9.0%	$ 1.09	$ 1.14	4.5%	$ 0.74	$ 0.70	-6.3%
Regional Cost	$ 0.04	$ 0.04	-	$ 0.03	$ 0.03	-	$ 0.04	$ 0.04	-
Other & Support Cost	$ 0.71	$ 0.70	-0.4%	$ 0.88	$ 1.15	30.3%	$ 0.76	$ 0.82	8.0%
Total Cost	**$ 2.02**	**$ 1.92**	**-5.0%**	**$ 2.34**	**$ 2.65**	**0.13%**	**$ 2.12**	**$ 2.11**	**-0.3%**
Subsidy	**$ 1.83**	**$ 1.73**	**-5.3%**	**$ 2.24**	**$ 2.52**	**0.13%**	**$ 1.95**	**$ 1.94**	**-0.7%**
FTE'S PER HUNDRED (5)									
Operators per RSH	4.71	4.64	-1.5%	3.87	2.56	-33.8%	4.66	4.20	-9.9%
Mechanics per RSM	0.12	0.12	-	0.13	0.12	-13.5%	0.12	0.12	-
Service Attendants per RSM	0.08	0.08	-	0.07	0.08	5.4%	0.08	0.08	-
Maintenance of Way (MOW)	-	-	-	3.16	3.18	0.7%	3.16	3.18	0.7%
Transit Operations Supervisors/RSH	0.68	0.67	-0.7%	2.85	2.51	-11.8%	1.03	0.98	-5.6%

SERVICE LEVEL DETAILS

SERVICE HOURS	FY24 BUDGET (1)	FY25 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	6,220,331	6,450,805	230,474
J Line (Silver)	122,429	126,200	3,771
G Line (Orange)	93,299	99,631	6,333
Purchased Transportation	471,431	481,076	9,645
Subtotal Bus	**6,907,489**	**7,157,711**	**250,222**
Rail			
A Line (Blue)	475,104	498,386	23,282
C Line (Green) / K Line (Crenshaw/LAX)	166,029	233,502	67,473
E Line (Expo)	289,788	294,848	5,060
B Line (Red) / D Line (Purple)	274,090	376,288	102,198
Subtotal Rail	**1,205,011**	**1,403,023**	**198,012**
Metro Micro	272,239	271,440	(799)
Total Revenue Service Hours	**8,384,739**	**8,832,174**	**447,435**
PRE-REVENUE			
K Line (Crenshaw/LAX)	1,925	8,629	6,704
Purple Line Extension (Phase 1)	7,665	32,019	24,354
A Line to Pomona Extension	-	49,252	49,252
Total Pre-Revenue Service Hours	**9,590**	**89,900**	**80,310**
Total Service Hours	**8,394,329**	**8,922,074**	**527,745**

SERVICE MILES	FY24 BUDGET (1)	FY25 ADOPTED	CHANGE
REVENUE			
Bus			
Local & Rapid	61,387,597	63,662,108	2,274,512
J Line (Silver)	2,688,470	2,771,284	82,814
G Line (Orange)	1,411,620	1,507,432	95,811
Purchased Transportation	5,529,745	5,642,876	113,131
Subtotal Bus	**71,017,432**	**73,583,699**	**2,566,268**
Rail			
A Line (Blue)	10,587,644	11,106,471	518,826
C Line (Green) / K Line (Crenshaw/LAX)	3,331,603	4,685,540	1,353,937
E Line (Expo)	4,774,745	4,858,113	83,368
B Line (Red) / D Line (Purple)	5,025,281	6,899,017	1,873,736
Subtotal Rail	**23,719,273**	**27,549,141**	**3,829,867**
Metro Micro	2,722,390	2,714,400	(7,990)
Total Revenue Service Miles	**97,459,095**	**103,847,240**	**6,388,145**
PRE-REVENUE			
K Line (Crenshaw/LAX)	29,481	132,147	102,666
Purple Line Extension (Phase 1)	140,533	587,052	446,519
A Line to Pomona Extension	-	1,097,576	1,097,576
Total Pre-Revenue Service Miles	**170,014**	**1,816,775**	**1,646,760**
Total Service Miles	**97,629,109**	**105,664,015**	**8,034,905**

BOARDINGS (000)	FY24 BUDGET	FY25 ADOPTED	CHANGE
Bus			
Local & Rapid	193,351	234,732	41,381
J Line (Silver)	4,202	5,101	899
G Line (Orange)	4,498	5,461	963
Purchased Transportation	9,652	11,718	2,066
Subtotal Bus	**211,703**	**257,012**	**45,309**
Rail			
A Line (Blue)	16,651	20,707	4,056
C Line (Green) / K Line (Crenshaw/LAX)	6,488	7,241	753
E Line (Expo)	10,906	20,348	9,442
B Line (Red) / D Line (Purple)	26,213	26,300	87
Subtotal Rail	**60,258**	**74,596**	**14,338**
Metro Micro	759	759	-
Total Boardings	**272,720**	**332,367**	**59,647**

PASSENGER MILES (000)	FY24 BUDGET	FY25 ADOPTED	CHANGE
Bus			
Local & Rapid	642,946	775,208	132,262
J Line (Silver)	38,453	45,743	7,290
G Line (Orange)	27,417	32,931	5,514
Purchased Transportation	41,402	49,216	7,814
Subtotal Bus	**750,218**	**903,099**	**152,881**
Rail			
A Line (Blue)	104,001	130,302	26,301
C Line (Green) / K Line (Crenshaw/LAX)	20,545	23,189	2,644
E Line (Expo)	69,115	128,267	59,152
B Line (Red) / D Line (Purple)	133,920	134,614	694
Subtotal Rail	**327,581**	**416,372**	**88,791**
Metro Micro	2,511	2,511	-
Total Passenger Miles	**1,080,310**	**1,321,982**	**241,672**

Notes (page 50)

(1) FY24 Budgeted RSH and RSM reflect a FY24 year-end estimate; therefore it may deviate from the RSH budget outlined in last year's budget book.

(2) FY24 and FY25 sevice levels do not include Metro Micro in Bus.

(3) FY25 Fare Revenues do not include $2.05M from TAP card sales or Metro Micro revenues in Bus.

(4) FY24 and FY25 operating costs do not include Metro Micro costs in Bus.

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

Totals may not add due to rounding.

Note (page 51)

(1) FY24 Budgeted RSH and RSM reflect a FY24 year-end estimate; therefore it may deviate from the RSH budget outlined in last year's budget book.

Appendix III: Activity-Based Bus Cost Model

ACTIVITIES	FY24 BUDGET [1] $000	FY24 BUDGET [1] $/RSH	FY25 ADOPTED $000	FY25 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 462,440	$ 71.85	$ 515,478	$ 77.21	$ 53,038	$ 5.35
Materials & Supplies	866	0.13	1,031	0.15	165	0.02
Services	192	0.03	75	0.01	(117)	(0.02)
Field Supervision	15,429	2.40	17,248	2.58	1,819	0.19
Control Center	11,334	1.76	10,949	1.64	(386)	(0.12)
Training	13,586	2.11	22,651	3.39	9,065	1.28
Scheduling & Planning	5,235	0.81	5,703	0.85	467	0.04
Total Transportation	**$ 509,083**	**$ 79.10**	**$ 573,134**	**$ 85.84**	**$ 64,051**	**$ 6.74**
DIVISION MAINTENANCE						
Wages & Benefits	$ 201,126	$ 31.25	$ 207,851	$ 31.13	$ 6,725	$ (0.12)
Materials & Supplies	45,736	7.11	64,867	9.72	19,131	2.61
Services	114	0.02	117	0.02	3	-
Fuel	46,519	7.23	53,007	7.94	6,489	0.71
Fueling Contractor Reimbursement	-	-	-	-	-	-
Subtotal Division Maintenance	**$ 293,494**	**$ 45.60**	**$ 325,842**	**$ 48.80**	**$ 32,348**	**$ 3.20**
CENTRAL MAINTENANCE						
Wages & Benefits	$ 39,010	$ 6.06	$ 41,115	$ 6.16	$ 2,105	$ 0.10
Materials & Supplies	10,214	1.59	9,958	1.49	(256)	(0.10)
Services	148	0.02	308	0.05	160	0.02
Subtotal Central Maintenance	**$ 49,373**	**$ 7.67**	**$ 51,381**	**$ 7.70**	**$ 2,009**	**$ 0.02**
OTHER MAINTENANCE						
Facilities	$ 65,428	$ 10.17	$ 69,133	$ 10.35	$ 3,705	$ 0.19
Support	20,708	3.22	24,015	3.60	3,306	0.38
Non-Revenue Vehicles	12,251	1.90	13,805	2.07	1,554	0.16
Training	2,711	0.42	2,707	0.41	(4)	(0.02)
Subtotal Other Maintenance	**$ 101,098**	**$ 15.71**	**$ 109,659**	**$ 16.42**	**$ 8,561**	**$ 0.72**
Total Maintenance	**$ 443,965**	**$ 68.98**	**$ 486,882**	**$ 72.92**	**$ 42,917**	**$ 3.94**
OTHER OPERATING						
Transit Security	$ 84,687	$ 13.16	$ 100,952	$ 15.12	$ 16,265	$ 1.96
Customer Experience [2]	47,121	7.32	65,996	9.88	18,874	2.56
Workers' Compensation	89,644	13.93	99,182	14.86	9,538	0.93
Casualty & Liability	55,625	8.64	70,206	10.52	14,580	1.87
Revenue	12,232	1.90	14,252	2.13	2,020	0.23
Utilities	19,786	3.07	20,753	3.11	966	0.03
Building Costs	6,014	0.93	7,364	1.10	1,350	0.17
Service Development	3,270	0.51	1,868	0.28	(1,402)	(0.23)
Other Metro Operations	23,298	3.62	22,144	3.32	(1,154)	(0.30)
Safety	5,387	0.84	5,405	0.81	18	(0.03)
Transitional Duty Program	1,504	0.23	2,062	0.31	557	0.08
Copy Services	657	0.10	842	0.13	185	0.02
Total Other Operating	**$ 349,226**	**$ 54.26**	**$ 411,024**	**$ 61.56**	**$ 61,798**	**$ 7.30**

ACTIVITIES	FY24 BUDGET $000	FY24 BUDGET $/RSH	FY25 ADOPTED $000	FY25 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
SUPPORT FUNCTIONS						
Procurement	$ 36,460	$ 5.66	$ 39,145	$ 5.86	$ 2,685	$ 0.20
Information & Technology Services	29,085	4.52	36,677	5.49	7,592	0.97
Communications	14,034	2.18	15,208	2.28	1,174	0.10
Finance & Budget	22,101	3.43	22,544	3.38	443	(0.06)
Chief Executive Office	5,323	0.83	30,871	4.62	25,548	3.80
Human Resources	11,362	1.77	15,111	2.26	3,749	0.50
Construction	3,226	0.50	5,126	0.77	1,900	0.27
Real Estate	3,256	0.51	3,316	0.50	60	(0.01)
Management Audit Services	1,708	0.27	2,240	0.34	533	0.07
Board Oversight	1,838	0.29	2,709	0.41	871	0.12
Subtotal Support Functions	**$ 128,391**	**$ 19.95**	**$ 172,945**	**$ 25.90**	**$ 44,554**	**$ 5.95**
Total Local & Rapid Bus	**$1,430,664**	**$ 222.29**	**$1,643,984**	**$ 246.23**	**$ 213,320**	**$ 23.94**
PURCHASED TRANSPORTATION						
Contracted Service	$ 71,967	$ 152.66	$ 74,245	$ 154.33	$ 2,279	$ 1.68
Security	6,203	13.16	7,274	15.12	1,071	1.96
Administration	6,729	14.27	6,851	14.24	122	(0.03)
Total Purchased Transportation	**$ 84,898**	**$ 180.09**	**$ 88,370**	**$ 183.69**	**$ 3,472**	**$ 3.61**
Activities Total [1]	**$1,515,563**	**$ 219.41**	**$1,732,355**	**$ 242.03**	**$ 216,792**	**$ 22.62**
METRO MICRO						
Services & Other	$ 13,994	$ 51.00	$ 15,190	$ 55.96	$ 140	$ 0.68
Wages & Benefits	20,179	74.00	21,338	78.61	1,154	4.47
Other Operating Costs	5,252	19.00	5,340	19.67	488	1.85
Total Metro Micro	**$ 39,426**	**$ 145.00**	**$ 41,868**	**$ 154.25**	**$ 1,782**	**$ 7.00**

REVENUE SERVICE HOURS (RSH)	FY24 BUDGET	FY25 ADOPTED	CHANGE
Directly Operated	6,436	6,677	241
Purchased Transportation	471	481	10
Total Bus RSH	**6,907**	**7,158**	**250**
Metro Micro RSH	**272**	**271**	**(1)**

Notes

(1) FY24 Budgeted RSH reflect a FY24 year-end estimate.

(2) Contains customer care programs such as Transit Ambassadors and other Homeless Outreach programs.

Totals may not add due to rounding.

Notes

(1) FY24 Budgeted RSH reflect a FY24 year-end estimate.

(2) Contains customer care programs such as Transit Ambassadors and other Homeless Outreach programs.

Totals may not add due to rounding.

Appendix IV : Activity-Based Rail Cost Model

ACTIVITIES	FY24 BUDGET $000	FY24 BUDGET $/RSH	FY25 ADOPTED $000	FY25 ADOPTED $/RSH	CHANGE $000	CHANGE $/RSH
TRANSPORTATION						
Wages & Benefits	$ 84,367	$ 70.0	$ 75,961	$ 54.14	$ (8,406)	$ (15.87)
Materials & Supplies	275	0.23	509	0.36	234	0.13
Services	6	-	5	-	(1)	-
Control Center	22,206	18.43	22,435	15.99	229	(2.44)
Training	3,872	3.21	5,773	4.11	1,901	0.90
Total Transportation	**$ 110,726**	**$ 91.89**	**$ 104,682**	**$ 74.61**	**$ (6,044)**	**$ (17.28)**
VEHICLE MAINTENANCE						
Wages & Benefits	$ 98,395	$ 81.65	$ 112,074	$ 79.88	$ 13,679	$ (1.77)
Materials & Supplies	26,510	22.00	18,465	13.16	(8,045)	(8.84)
Subtotal Vehicle Maintenance	**$ 124,906**	**$ 103.66**	**$ 130,539**	**$ 93.04**	**$ 5,633**	**$ (10.61)**
WAYSIDE MAINTENANCE						
Wages & Benefits	$ 51,152	$ 42.45	$ 52,530	$ 37.44	$ 1,378	$ (5.01)
Materials & Supplies	4,647	3.86	4,720	3.36	73	(0.49)
Services	1,517	1.26	1,095	0.78	(422)	(0.48)
Propulsion Power	45,326	37.61	46,051	32.82	725	(4.79)
Subtotal Wayside Maintenance	**$ 102,641**	**$ 85.18**	**$ 104,396**	**$ 74.41**	**$ 1,755**	**$ (10.77)**
OTHER MAINTENANCE						
Facilities	$ 121,771	$ 101.05	$ 126,603	$ 90.24	$ 4,832	$ (10.82)
Support	5,485	4.55	3,490	2.49	(1,995)	(2.06)
Non-Revenue Vehicles	3,531	2.93	3,466	2.47	(65)	(0.46)
Subtotal Other Maintenance	**$ 130,787**	**$ 108.54**	**$ 133,559**	**$ 95.19**	**$ 2,772**	**$ (13.34)**
Total Maintenance	**$ 358,333**	**$ 297.37**	**$ 368,494**	**$ 262.64**	**$ 10,161**	**$ (34.73)**
OTHER OPERATING						
Transit Security	$ 143,916	$ 119.43	$ 183,251	$ 130.61	$ 39,335	$ 11.18
Customer Experience [2]	24,957	20.71	23,250	16.57	(1,707)	(4.14)
Workers' Compensation	18,996	15.76	21,620	15.41	2,624	(0.35)
Casualty & Liability	9,287	7.71	14,961	10.66	5,674	2.96
Revenue	20,332	16.87	24,629	17.55	4,297	0.68
Utilities	12,335	10.24	12,443	8.87	108	(1.37)
Building Costs	1,151	0.96	393	0.28	(758)	(0.68)
Service Development	5,349	4.44	5,381	3.84	32	(0.60)
Other Metro Operations	9,822	8.15	17,310	12.34	7,488	4.19
Safety	6,926	5.75	9,638	6.87	2,712	1.12
Transitional Duty Program	427	0.35	528	0.38	101	0.02
Copy Services	143	0.12	50	0.04	(93)	(0.08)
Total Other Operating	**$ 253,640**	**$ 210.49**	**$ 313,453**	**$ 223.41**	**$ 59,813**	**$ 12.92**
SUPPORT FUNCTIONS						
Procurement	$ 16,860	$ 13.99	$ 21,698	$ 15.47	$ 4,838	$ 1.47
Informational & Technology Services	6,856	5.69	4,575	3.26	(2,281)	(2.43)
Communications	6,040	5.01	8,921	6.36	2,881	1.35
Finance & Budget	3,424	2.84	1,797	1.28	(1,627)	(1.56)
Chief Executive Office	890	0.74	16,020	11.42	15,130	10.68
Human Resources	1,068	0.89	1,290	0.92	222	0.03
Construction	146	0.12	143	0.10	(3)	(0.02)
Real Estate	8,615	7.15	12,789	9.12	4,174	1.97
Management Audit Services	371	0.31	136	0.10	(235)	(0.21)
Board Oversight	370	0.31	152	0.11	(218)	(0.20)
Total Support Functions	**$ 44,640**	**$ 37.05**	**$ 67,522**	**$ 48.13**	**$ 22,882**	**$ 11.08**
Grand Total Activity Based Rail Costs [3], [4]	**$ 767,339**	**$ 636.79**	**$ 854,151**	**$ 608.79**	**$ 86,812**	**$ (28.00)**
Total Rail RSH (in 000s)		**1,205**		**1,403**		**198**

Notes

(1) FY24 Budgeted RSH reflect a FY24 year-end estimate.

(2) Contains Customer Care programs such as Transit Ambassadors and other Homeless Outreach programs that are allocated between Bus and Rail.

(3) LAX/Metro Transit Center revenue service hours are in the FY25 plan, however, staffing needs are not reflected in the budget.

(4) Wage increases for AFSME, ATU, TCU and Teamsters are not included in the FY25 adopted costs pending the conclusion of Collective Bargaining Agreement negotiations.

Totals may not add due to rounding.



Appendix V: Transportation Infrastructure Development Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [1]	FY25 ADOPTED	LIFE OF PROJECT
TRANSIT CONSTRUCTION			
Bus			
G Line (Orange) Bus Rapid Transit (BRT) Improvements			
G Line (Orange) BRT Improvements: Construction [2]	$ 133,357.7	$ 106,759.6	$ 149,683.0
G Line (Orange) BRT Improvements: Planning	3,575.4	58.8	-
Subtotal G Line (Orange) BRT Improvements	**$ 136,933.1**	**$ 106,818.5**	**$ 149,683.0**
North Hollywood to Pasadena BRT [3]			
North Hollywood to Pasadena BRT Connector: Construction	$ 51,351.9	$ 113,388.4	$ -
North Hollywood to Pasadena BRT Connector: Planning	25,883.9	1,023.2	-
Subtotal North Hollywood to Pasadena BRT	**$ 77,235.8**	**$ 114,411.5**	**$ -**
Subtotal Bus	**$ 214,168.9**	**$ 221,230.0**	**$ 149,683.0**
Rail			
Airport Metro Connector			
Airport Metro Connector: Planning	$ 55,871.4	$ 36.1	$ -
Airport Metro Connector: Construction	627,172.0	142,460.7	898,581.0
Airport Metro Connector: Station Integration [5]	-	1,000.0	3,666.6
Subtotal Airport Metro Connector	**$ 683,043.4**	**$ 143,496.7**	**$ 902,247.6**
A Line (Gold) Foothill Extension 2A			
A Line (Gold) Foothill Extension: Insurance Betterment [4]	$ 2,079.9	$ -	$ 2,079.9
A Line (Gold) Foothill Extension: Construction [4]	646,579.5	-	708,833.0
A Line (Gold) Foothill Extension: Planning [4]	426.9	-	-
A Line (Gold) Foothill Extension: Maintenance Facility - Metro 75% [4]	207,118.7	-	207,437.4
A Line (Gold) Foothill Extension Closeout	3,700.0	1,500.0	5,200.0
Azusa A Line Retaining Wall Repair	64.5	-	1,330.0
Light Rail Vehicle [4]	60,340.9	-	-
Subtotal A Line (Gold) Foothill Extension 2A	**$ 920,310.4**	**$ 1,500.0**	**$ 924,880.2**
A Line (Gold) Foothill Extension 2B			
A Line (Gold) Foothill Extension 2B: Planning [4]	$ 30,969.2	$ -	$ -
A Line (Gold) Foothill Extension 2B: Construction	1,007,082.6	143,973.1	1,406,870.8
A Line (Gold) Foothill Extension 2B: Alignment Integration [5]	-	1,250.0	13,346.8
Light Rail Vehicle [4]	57,100.0	-	-
Subtotal A Line (Gold) Foothill Extension 2B	**$ 1,095,151.8**	**$ 145,223.1**	**$ 1,420,217.5**
D Line (Purple) Section 1			
D Line (Purple) Business Interruption Fund	$ 10,286.5	$ 1,166.7	$ 6,966.3
D Line (Purple) Insurance Betterment [4]	6,505.1	-	6,505.1
D Line (Purple) Section 1: Construction	2,857,772.0	215,362.0	3,353,879.6
D Line (Purple) Section 1: Planning Phase 1 [4]	8,504.7	-	-
D Line (Purple) Section 1: Planning Phase 2 [4]	36,887.0	-	-
D Line (Purple) Section 1: Alignment Integration	9,860.0	12,340.0	22,200.0
Division 20 Portal Widening & Turnback Facility	829,118.5	104,966.2	956,749.6
Division 20 Shop Expansion [3]	2,967.1	419.6	-
Non-Revenue Vehicle [4]	846.3	-	-
Subtotal D Line (Purple) Section 1	**$ 3,762,747.2**	**$ 334,254.5**	**$ 4,346,300.6**
D Line (Purple) Section 2			
Beverly Hills North Portal	$ 3,959.5	$ 3,007.4	$ 29,250.0
D Line (Purple) Section 2: Business Interruption Fund	5,341.6	1,166.7	6,966.3
D Line (Purple) Section 2: Construction	1,833,869.7	162,886.5	2,574,969.3
D Line (Purple) Section 2: Planning	3,402.5	-	-
D Line (Purple) Section 2: Alignment Integration	1,447.1	2,407.0	14,700.0
Subtotal D Line (Purple) Section 2	**$ 1,848,020.4**	**$ 169,467.6**	**$ 2,625,885.6**
D Line (Purple) Section 3			
D Line (Purple) Section 3: Business Interruption Fund	$ 242.3	$ 1,166.7	$ 6,966.3
D Line (Purple) Section 3: Construction	1,712,464.1	189,823.7	3,276,623.3
D Line (Purple) Section 3: Planning [4]	875.1	-	-
Subtotal D Line (Purple) Section 3	**$ 1,713,581.5**	**$ 190,990.3**	**$ 3,283,589.5**
E Line (Expo)			
Division 22 Paint & Body Shop [4]	$ 10,321.8	$ -	$ 11,000.0
E Line (Expo) 1 Light Rail Vehicle [4]	66,906.7	-	-
E Line (Expo) 2 Insurance Betterment [4]	2,462.9	-	2,462.9
E Line (Expo) 2 Light Rail Vehicle [4]	195,269.2	-	-
E Line (Expo) Closeout	2,307.5	2,792.5	5,100.0
E Line (Expo) Light Rail Transit Phase 1: Expo Authority [4]	847,094.6	-	967,400.0
E Line (Expo) Light Rail Transit Phase 1: Metro Incurred [4]	61,858.9	-	-
E Line (Expo) Light Rail Transit Phase 2: Construction [4]	924,614.5	-	1,295,058.0
E Line (Expo) Light Rail Transit Phase 2: Holdback [4]	39,095.3	-	-
E Line (Expo) Light Rail Transit Phase 2: Non-Holdback [4]	123,101.2	-	-
E Line (Expo) Light Rail Transit Phase 2: Planning [4]	396.1	-	-
E Line (Expo) Phase 2 [4]	3,050.5	-	3,900.0
E Line (Expo) Phase 2 Bikeway [4]	15,499.7	-	16,102.2
Subtotal E Line (Expo)	**$ 2,291,979.0**	**$ 2,792.5**	**$ 2,301,023.1**
East San Fernando Valley Light Rail			
East San Fernando Valley LRT: Business Interruption Fund	$ -	$ 2,480.0	$ 2,480.0
East San Fernando Valley LRT: Planning	24,171.6	900.4	-
East San Fernando Valley LRT: Construction [2]	395,527.6	277,950.3	879,731.0
Subtotal East San Fernando Valley Light Rail	**$ 419,699.3**	**$ 281,330.7**	**$ 882,211.0**
K Line (Crenshaw/LAX)			
K Line (Crenshaw/LAX) Business Interruption Fund	$ 23,573.0	$ -	$ 23,573.0
K Line (Crenshaw/LAX) Fare Gates [4]	7,647.0	-	7,800.0
K Line (Crenshaw/LAX) Insurance Betterment [4]	5,275.7	-	5,275.7
K Line (Crenshaw/LAX) Light Rail Transit: Catch-All	45,724.9	11,275.1	57,000.0
K Line (Crenshaw/LAX) Light Rail Transit: Construction	2,426,161.3	9,706.5	2,447,900.0
K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 1 [4]	5,526.2	-	-
K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 2 [4]	20,022.9	-	-
K Line (Crenshaw/LAX) Pre-Revenue Service	37,315.2	-	40,956.0
Southwestern Maintenance Yard [4]	156,783.0	-	157,000.0
Subtotal K Line (Crenshaw/LAX)	**$ 2,728,029.3**	**$ 20,981.6**	**$ 2,739,504.7**
Regional Connector			
Regional Connector Business Interruption Fund	$ 4,814.8	$ -	$ 4,814.8
Regional Connector Catch-All	2,168.9	7,831.1	10,000.0
Regional Connector Insurance Betterment [4]	4,006.8	-	4,006.8
Regional Connector System Intergration [4]	3,314.8	-	-
Regional Connector: Construction	1,652,046.6	29,305.8	1,750,840.6
Regional Connector: Construction Non-FFGA	57,543.2	580.0	59,389.2
Regional Connector: Planning [4]	27,748.2	-	-
Subtotal Regional Connector	**$ 1,751,643.4**	**$ 37,717.0**	**$ 1,829,051.3**
Subtotal Rail	**$ 17,214,205.5**	**$ 1,327,754.0**	**$ 21,254,911.1**
Systemwide			
Anticipated Measure R & M Projects [6]	$ -	$ 60,248.9	$ -
Metro Business Solution Center [7]	-	3,316.5	-
Total Systemwide	**$ -**	**$ 63,565.4**	**$ -**
Total Transit Construction	**$ 17,428,374.4**	**$ 1,612,549.3**	**$ 21,404,594.1**

Notes

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

(2) G Line and East San Fernando Valley Light Rail LOP is for pre-construction phase only.

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

(4) Project completed or in closeout phase.

(5) New project.

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

(7) Annually funded.

Totals may not add due to rounding.

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [1]	FY25 ADOPTED	LIFE OF PROJECT
TRANSIT PLANNING [8]			
C Line Extension to Torrance	$ 62,578.6	$ 58,290.2	$ -
Countywide BRT Planning	1,652.4	2,401.7	-
E Line Eastside LRT Phase 2	82,708.3	45,450.9	-
Eastside Light Rail Access Phases 1 & 2	16,461.4	-	-
Eastside Light Rail Access Phase 3 [9]	28,137.1	608.0	29,703.1
K Line Northern	45,123.5	8,260.6	-
North San Fernando Valley BRT	11,516.4	2,047.0	-
Rail & Bus Operations Control Center Upgrade	3,183.3	16,905.6	-
Sepulveda Corridor	203,218.8	60,540.8	-
SGV Feasibility Study	3,088.9	955.7	-
Southeast Gateway Line	126,150.7	136,809.9	-
Vermont Transit Corridor	13,325.3	20,100.1	-
Total Transit Planning	**$ 597,144.6**	**$ 352,370.6**	**$ 29,703.1**
Total Transit Expansion	**$ 18,025,519.0**	**$ 1,964,919.9**	**$ 21,434,297.2**

Notes

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

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

(9) LOP authorized by the Board.

Totals may not add due to rounding.

Highway Project List

PROJECT DESCRIPTION ($ IN MILLIONS)	FY24 BUDGET	FY25 ADOPTED	$ CHANGE	% CHANGE
MEASURES R & M CONSTRUCTION & SUBREGIONAL PROJECTS				
Countywide Soundwall Constructions	$ 21.9	$ 29.1	$ 7.2	33.0%
High Desert Corridor (environmental)	0.1	-	(0.1)	-100.0%
Highway Demand Based Program (San Gabriel Valley)	0.1	0.1	-	-
Highway Efficiency Programs	3.6	1.6	(2.0)	-55.9%
Highway Operational Improvements in Arroyo Verdugo Subregion	7.5	5.0	(2.5)	-33.3%
Highway Operational Improvements in Las Virgenes/Malibu Subregion	3.0	2.1	(0.9)	-28.4%
I-105 ExpressLane from I-405 to I-605	81.2	129.2	48.0	59.1%
Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane)	9.0	7.6	(1.4)	-15.7%
Interstate 405, I-110, I-105 and SR-91 Ramp & Interchange Improvements (South Bay)	54.0	30.4	(23.6)	-43.8%
I-5 Capacity Enhancement from SR-134 to SR-170	12.5	4.4	(8.1)	-64.4%
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	20.7	12.0	(8.7)	-42.2%
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	105.5	52.9	(52.6)	-49.9%
Interstate 5/St. Route 14 Capacity Enhancement (North County)	3.5	1.0	(2.5)	-71.4%
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)	89.9	109.6	19.7	21.8%
Interstate 710 South and/or Early Action Projects (Gateway Cities)	24.5	38.7	14.2	58.0%
South Bay Highway Operational Improvements	10.0	0.5	(9.5)	-95.0%
SR-14 Safety Improvements	2.2	4.0	1.9	86.5%
SR-57/SR-60 Interchange Improvements	66.6	82.7	16.1	24.2%
SR-71 Gap from I-10 to Rio Rancho Roadv	25.0	30.0	5.0	20.0%
SR-710 N Corridor Mobility Improvements	12.7	4.8	(7.9)	-62.5%
State Route 138 Capacity Enhancements (North County)	10.0	5.0	(5.0)	-50.0%
Transportation System & Mobility Improvement Program (South Bay)	19.4	5.5	(13.9)	-71.6%
Subtotal Measures R & M Construction & Subregional Projects	**$ 582.9**	**$ 556.2**	**$ (26.7)**	**-4.6%**
Other Highway Projects				
Caltrans Property Maintenance	$ 1.2	$ 1.3	$ 0.1	12.7%
Highway Planning	4.9	3.1	(1.8)	-37.0%
I-210 Barrier Replacement	2.3	1.7	(0.6)	-26.2%
I-405 Carpool Lane	0.5	0.5	-	-
NextGen Bus Lanes	28.0	36.9	8.9	31.9%
Subtotal Other Highway Projects	**$ 36.9**	**$ 43.5**	**$ 6.6**	**18.0%**
Total Highway Multimodal Development	**$ 619.8**	**$ 599.8**	**$ (20.0)**	**-3.2%**

Appendix VI: Metro Transit – Capital Improvement Program Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [4]	FY25 ADOPTED	LIFE OF PROJECT
BUS & RAIL			
Bus - Fleet Procurement			
40' Compressed Natural Gas Buses	$ 392,856.5	$ 691.6	$ 420,913.3
60' Battery Electric Zero Emission Buses	71,180.5	2,067.3	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	4,429.1	679.3	8,109.5
60' Compressed Natural Gas Buses	142,140.6	435.4	149,311.4
40' Battery Electric Zero Emission Buses	85,673.6	41,158.9	163,534.0
40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure [1]	-	1,500.0	-
Battery Electric Buses & Chargers [1]	-	1,142.0	-
Subtotal Bus - Fleet Procurement	**$ 696,280.4**	**$ 47,674.4**	**$ 821,871.6**
Bus - Facilities Improvements			
Electric Bus Charging Infrastructure J (Silver) Line	$ 10,182.4	$ 17,135.8	$ 50,000.0
Metro G Line (Orange) Reclaimed Water Project	558.9	92.2	655.4
Fire Alarm Panel Replacement Throughout Metro Facilities	1,806.9	1,174.4	9,830.0
Bus Division Improvements IV	10,458.9	4,590.3	28,000.0
Division 1 Street Closure	7,604.0	1,892.2	9,500.0
Environmental Compliance Capital Project (FY23-FY27)	6,969.1	4,907.7	35,000.0
Division 8 Charging Infrastructure [2]	-	8,000.0	65,131.1
Resilience Charging System [2]	-	5,000.4	22,447.9
Division Zero Emission Bus Infrastructure Transition [1]	-	2,000.0	-
Operations Central Instruction (OCI) Campus [2]	-	3,500.0	24,500.0
Subtotal Bus - Facilities Improvements	**$ 37,580.2**	**$ 48,292.9**	**$ 245,064.3**
Bus - Fleet Maintenance			
Bus Engine Replacements	$ 6,052.3	$ 3,206.0	$ 13,518.0
New Flyer/El Dorado Bus Midlife	68,169.7	43,388.5	205,000.0
Bus Maintenance Equipment Acquisition	1,027.9	1,000.0	3,900.0
Collision Avoidance Demo [1]	1,533.5	1,028.0	-
Subtotal Bus - Fleet Maintenance	**$ 76,783.4**	**$ 48,622.6**	**$ 222,418.0**
Rail - Facilities Improvements			
Metro A Line (Blue) Artwork	$ 254.1	$ 62.0	$ 477.2
A Line (Blue) & E Line (Expo) Tunnel Artwork	214.8	50.7	453.0
Metro Art Enhancement	92.0	30.6	147.0
Rail Facility Improvements	15,638.3	4,590.3	24,400.0
Elevator Modernization & Escalator Replacement	3,421.4	1,390.1	126,692.0
Logistics Equipment Replacement	1,015.0	283.4	1,500.0
Metro C Line (Green)/L Line (Gold) Backup Battery Replacement	1,023.5	507.0	1,871.5
ETEL/PTEL Replacement	1,199.7	155.4	2,440.0
Metro C Line (Green) Art Refurbishments [2]	-	720.1	3,022.3
Metro B Line (Red) & Metro D Line (Purple) Art Refurbishment(2)	-	870.9	3,257.7
Station Experience Improvements [2]	-	9,929.3	28,255.0
Station Experience - Cameras [2]	-	15.0	1,500.0
Division 1,2,18 CCTV Parking Lot Improvements [2]	-	100.0	4,000.0
Subtotal Rail - Facilities Improvements	**$ 22,858.7**	**$ 18,704.8**	**$ 198,015.8**
Rail - Fleet Procurement			
P3010 Light Rail Vehicle (LRV) Project Plus Options	$ 808,459.9	$ 10,296.3	$ 867,153.5
LRV Design, Procure & Management	29,908.4	79.0	30,000.0
Heavy Rail Vehicle Procurement	64,037.4	36,610.7	130,901.0
HR5000 Heavy Rail Vehicle Procurement	-	11,452.2	777,588.0
Subtotal Rail - Fleet Procurement	**$ 902,405.7**	**$ 58,438.2**	**$ 1,805,642.5**

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [4]	FY25 ADOPTED	LIFE OF PROJECT
Rail - Fleet Maintenance			
Heavy Rail Vehicle Midlife	$ 53,192.4	$ 8,895.8	$ 105,109.6
P2000 Light Rail Midlife Modernization	133,363.1	8,831.5	160,800.0
P2550 Light Rail Vehicle	31,263.7	1,000.0	35,007.5
P2550 Light Rail Vehicle Mid-Life Overhaul	125,584.9	32,934.7	206,340.8
P2000 Vehicle Component Replacement	1,988.3	2,285.2	16,100.0
P3010 Fleet-Friction Brake Overhaul	5,537.7	7,422.1	35,990.0
A650 Low Voltage Power Supply & Friction Brake Overhaul	3,840.9	4,231.3	11,000.0
P3010 Fleet Component Overhaul	5,320.0	6,008.1	36,000.0
A650 Heavy Rail Vehicle Refurbishment	-	22,348.5	264,662.6
Subtotal Rail - Fleet Maintenance	**$ 360,091.0**	**$ 93,957.2**	**$ 871,010.6**
Wayside Systems			
Division 20 Bungalow A Replacement	$ 1,000.0	$ 6,100.7	$ 15,000.0
Monrovia Station Crossing Upgrade Pilot	1,047.8	651.6	1,700.0
VHF Rail Radio System Replacement [1]	205.0	523.1	-
Metro C Line (Green) Mainline Turnout Tie Replacement	350.0	901.5	5,991.7
Heavy Rail Supervisory Control & Data Acquisition Systems (SCADA) Replacement	14,656.9	959.6	15,882.5
Fiber Optic Main Loop Upgrade	3,940.2	-	4,250.0
Systemwide Corrosion Protection	6,548.0	-	13,000.0
Metro B Line (Red) Train to Wayside Communication (TWC) Rehabilitation	951.8	122.3	1,800.0
Metro B Line (Red) Electronic Access Control	1,613.0	422.9	2,319.0
Metro C Line (Green) Track Circuits & TWC System Refurbishments	23,474.5	1,110.1	28,851.2
Metro A Line (Blue) Resignaling Rehabilitation	117,446.0	656.6	118,290.0
Maintenance Of Way Tools & Equipment	2,034.4	518.4	3,325.8
Metro A Line (Blue)/ L Line (Gold) Train Control Battery Replacement	988.7	-	1,685.5
Metro C Line (Green) Switch Machine Overhaul	903.8	591.2	2,763.7
Metro A Line (Blue) Trip System Replacement	3,569.5	458.2	8,306.9
Metro B Line (Red) Fire Control Panel Upgrade	2,172.7	778.7	19,000.0
Correct Side Door Opening	930.0	536.8	9,062.0
Overhead Catenary System (OCS) Inspection System	410.6	617.3	1,259.0
Metro B Line (Red) SEG-2 SCADA Equipment Replacement	366.2	1,328.8	8,270.0
Metro C Line (Green) OCS Replacement	2,959.1	6,944.4	38,350.0
Metro B Line (Red) Program Station Stop Replacement	113.2	1,460.9	2,860.0
Metro C Line (Green) Arroyo Seco Hill Stabilization	1,048.0	358.8	10,660.0
Systemwide Corrosion Control	1,146.0	1,558.1	21,350.0
Metro B Line (Red) Mainline Fastener Replacement	3,316.2	4,686.7	36,980.0
Metro B Line (Red) Backup Batteries FY22-FY25	951.6	1,465.4	5,640.0
Metro A Line (Blue) 7th/Metro Substation Replacement	2,282.3	695.8	7,860.0
Transit Passenger Information System (TPIS) Station Replacement - Expo I/PGL	941.6	442.9	1,390.0
Foothill Back Up Generators	116.0	507.9	2,750.0
Metro G Line (Orange) Communication Transmission System (CTS) Nodes Replacement	563.0	579.4	5,650.0
Metro C Line (Green) Substation Replacement	4,065.6	1,577.6	98,500.0
Rail Communication System UPS Backup & Battery Replacement	517.3	638.8	10,300.0
Closed Circuit TV (CCTV) System Upgrade	2,388.0	1,194.3	15,630.0
Metro A Line (Blue) Train Control Non-Vital Relay	1,530.4	2,900.3	11,100.0
Metro B Line (Red) Vital Processor Upgrade	3,131.2	4,656.0	50,100.0
Metro L Line (Gold) Electronic Code 5/Vital Harmon Logic Processor Upgrade	166.7	445.6	5,580.0
Metro L Line (Gold) Eastside SCADA Equipment Replacement	419.2	202.1	3,900.0

Notes

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(2) New project proposed for Board adoption.

(3) Projects captured under General Planning & Programs.

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

Totals may not add due to rounding.

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Appendix VI: Metro Transit – Capital Improvement Program Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [4]	FY25 ADOPTED	LIFE OF PROJECT
Metro B Line (Red) Seg-3 SCADA Equipment	867.5	1,085.9	8,300.0
Train Control DC Standby Power	480.5	588.8	3,700.0
Metro L Line (Gold) Weight Poles & Air Brake	881.0	823.7	9,200.0
Metro L Line (Gold) Gate Mechanism	385.6	1,070.7	4,690.0
Emergency Power Replacement	260.0	117.4	10,100.0
OCS Tools & Equipment	300.0	308.7	3,700.0
Metro B Line (Red) Segment 1 SCADA Equipment Replacement	332.5	370.0	1,700.0
Light Rail Protective Relay	751.0	573.7	12,600.0
Metro B Line (Red) Auxiliary Power [1]	1,582.9	1,261.3	-
Metro B Line (Red) Segment 1 Substation Replacement [1]	2,002.9	760.2	-
Metro L Line (Gold) Uninterruptible Power Supply (UPS) Replace	733.7	278.4	1,400.0
Substation Test Equipment/Tools	78.0	479.3	1,970.0
Metro A Line (Blue) & E Line (Expo) Light Rail Speed Improvement [1]	65.0	286.8	-
Metro A Line (Blue), E Line (Expo) & L Line (Gold) Led Tunnel Lights	300.0	389.6	6,800.0
Metro B Line (Red) & D Line (Purple) CTS Upgrade [1]	600.0	143.7	-
Metro A Line (Blue) Gate Mechanism Replacement	700.0	205.8	5,950.0
Harbor Hump Direct Fixation Replacement	100.0	383.2	3,015.3
Metro C Line (Green) Mainline Fastener Replacement	195.0	2,863.0	17,100.0
Tunnel Fan & Damper Replacement [1]	350.0	1,039.6	-
Distributed Energy Resources	500.0	-	3,000.0
Digital Rail Radio System	19,090.5	2,183.7	25,000.0
Metro B Line (Red) Protective Relay [2]	-	325.0	9,759.8
Metro B (Red) & D Line (Purple) Auxiliary RM CCTV Alarm [2]	-	500.0	12,180.8
Metro A Line (Blue) TC Cases & Hawk [2]	-	250.0	18,600.0
Maintenance Of Way Training Facility [2]	-	286.0	10,000.0
Subtotal Wayside Systems	**$ 238,820.9**	**$ 63,167.0**	**$ 758,123.2**
Total Bus & Rail	**$ 2,334,820.1**	**$ 378,857.2**	**$ 4,922,145.9**
NON-MEASURE R (MR)/MEASURE M (MM) MAJOR CONSTRUCTION			
Metro Center Street Project	$ 121,929.4	$ 1,116.2	$ 143,688.3
Rosa Parks/Willowbrook Station	125,533.1	738.7	128,348.4
Rail to Rail Construction	119,504.8	27,282.5	166,384.0
Industrial Park Study [1]	126.3	1,763.7	-
FY25 Platform Extension Metro C Line (Green) [1]	-	2,750.0	-
Traction Power Substation (TPSS) K Line [1]	-	4,000.0	-
Add TPSS Metro C Line (Green) 3 Car Capacity [1]	-	2,250.0	-
Subtotal Non MR/MM Major Construction	**$ 367,093.6**	**$ 39,901.2**	**$ 438,420.7**
OTHER ASSET IMPROVEMENTS			
Non-Revenue Vehicles			
FY20 Non-Revenue Vehicle Replacement	$ 4,804.9	$ 2,195.1	$ 8,800.0
FY22 Emergency Generator Replacements	2,421.5	1,292.5	4,130.0
FY22 Non-Revenue Vehicle Equipment Replacement	560.8	325.3	1,520.0
AQMD 1196 Rule Non-Revenue Vehicle Replacement	1,642.2	1,362.3	9,400.0
FY23 Emergency Generator Replacements	974.8	975.0	1,950.0
FY23 Non-Revenue Vehicle Replacements	6,523.5	815.4	13,700.0
Facilities Maintenance Vehicles & Equipment	65.0	551.8	1,550.0
Maintenance of Way (MOW) Vehicles & Equipment	337.0	1,057.3	6,100.0
Vehicle Operations (VO) Laptops [1]	167.5	100.0	-
FY25 Non-Revenue Vehcile Equipment Replacement [2]	-	289.6	16,500.0
Subtotal Non-Revenue Vehicles	**$ 17,497.3**	**$ 8,964.3**	**$ 63,650.0**

Notes

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PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [4]	FY25 ADOPTED	LIFE OF PROJECT
Regional & Hubs			
Patsaouras Bus Plaza Station Improvements	$ 50,526.2	$ 15.0	$ 50,913.0
Chatsworth Metrolink Station ADA Improvements	425.4	3,567.1	4,000.0
Fire Detection System Renovation	934.8	437.4	5,950.0
Countywide Transit Signal Priority (TSP) Upgrade and Expansion	7,057.2	2,842.0	10,620.0
NextGen Cloud Based Transit Signal Priority (TSP)	6,742.4	696.5	15,000.0
E PPR Bus Stop Electrical Signage [2]	-	200.0	585.0
Ticket Vending Machine (TVM) Software Upgrade	533.4	250.0	1,729.8
USG & Bus Division UPS & HVAC	575.0	700.0	1,600.0
Public Plug-In Charge Stations	472.7	-	973.0
Building Renovation Plan	40,299.7	2,159.2	42,842.0
Muni Ticket Vending Machine Installations	441.1	250.0	1,728.0
Metrolink Pedestrian Connection	318.1	-	825.0
Systemwide Signage	13,829.6	2,555.5	24,100.0
Fare Capping [1]	5,972.0	-	-
Life Portal Development	937.7	-	980.0
Mobility Wallet (CARB Step) [1]	72.0	-	-
Tap Plus [1]	-	29,000.0	-
Tapforce Conversion	300.0	250.0	1,200.0
TAP Plus Salesforce Integration [2]	-	500.0	5,000.0
Muni Bus Mobile Validators (BMV) Replacement [2]	500.0	2,922.1	4,912.0
Gateway New LED Lighting	65.1	16.5	2,588.7
Passenger Screen-Facility Hardening	598.1	78.5	3,448.8
CCTV Video Analytics Technology	4,165.1	-	7,200.0
Track and Tunnel Intrusion Detection	11,371.9	-	11,372.0
Video Management Security (VMS) Intelligence System [5]	-	5,141.4	5,268.2
Call Point Security Blue Light Boxes	1,419.1	851.0	13,950.0
USG Building Drainage Piping	684.7	624.2	11,260.0
Bus Division Improvements V [2]	-	2,818.0	35,000.0
Cashroom Processing Equipment	750.0	-	750.0
EV Parking Equipment	1,296.7	-	2,000.0
USG Electrical and Security System [2]	-	2,265.4	25,000.0
Rail Facility Maintenance & IM [2]	-	3,690.4	35,000.0
Subtotal Regional & Hubs	**$ 150,287.9**	**$ 61,830.4**	**$ 325,795.6**
TECHNOLOGY			
2nd Generation Bus Mobile Validators (BMV)	$ 15,249.3	$ 1,660.4	$ 18,100.0
Union Station Gateway (USG) Building Data Center	319.7	537.4	3,450.0
Financial & Budget System Integration	1,983.4	1,573.2	4,200.0
Agency Information Security & Compliance Program	7,185.4	622.0	7,814.0
Enterprise Telephone & United Messaging System	6,569.7	868.4	9,646.0
Technology Enhancement For Customer Experience	1,358.9	400.0	2,226.8
Enterprise Asset Management System (EAMS)	43,524.4	15,598.0	68,750.0
Human Capital System Project	2,173.9	600.0	3,980.0
Real Estate Management System	1,240.9	200.0	1,748.0
Connected Facilities Project	1,818.3	500.0	7,454.2
Payroll System Replacement Program	12,892.7	9,963.2	22,856.0
Data Center Modernization	3,346.4	-	5,500.0
Oracle E-Business System Upgrade	2,087.3	-	2,636.0
Core Server and Ticket Vending Machine Upgrade	3,000.0	6,500.0	13,300.0
Advanced Transportation Management System II (ATMS) Bus System Replacement	934.5	10,807.3	117,000.0
Hastus v2022 Upgrade	2,038.5	3,121.8	5,421.0
Vendor Portal Integration	301.3	610.3	2,911.9

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(5) LOP increase.

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Appendix VI: Metro Transit – Capital Improvement Program Project List

PROJECT DESCRIPTION ($ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY24 [4]	FY25 ADOPTED	LIFE OF PROJECT
Data Governance Program	425.0	1,425.0	2,550.0
IT Workstation Refresh Program FY24-FY25	1,750.0	1,250.0	3,000.0
Platform Refresh FY24-FY25	1,750.0	1,250.0	3,000.0
Cyber Security Management	1,229.1	700.0	3,365.2
Cyber Security Program	-	840.0	5,300.0
Cyber Security Infrastructure [2]	-	600.0	1,257.2
LAUS CCTV Camera Upgrades [2]	-	700.0	2,071.0
LAUS North Patio Secuirty Fencing [2]	-	700.0	1,593.5
Integrated Data and Communications System Replacement	2,551.6	3,000.0	33,980.0
Camera Bus Lane Enforcement	2,085.0	2,500.0	11,000.0
Print Shop Press and Cutter	637.0	1,274.2	1,911.2
Logistics Equipment Replacement Phase 2 [1]	-	588.5	-
IT Service Management [2]	-	1,405.0	4,475.0
Subtotal Technology	**$ 116,452.1**	**$ 69,794.7**	**$ 370,497.0**
Total Other Asset Improvements	**$ 651,330.9**	**$ 180,490.5**	**$ 1,198,363.2**
Total CIP Budget	**$ 2,986,151.1**	**$ 559,347.7**	**$ 6,120,509.2**
OTHER OPERATING CAPITAL [3]			
Parking Guidance System	$ 3,121.5	$ 430.1	$ 5,025.0
Bike Locker Captial Improvements	872.4	1,565.3	3,000.0
Bike Hub Capital Improvements [2]	-	500.0	4,400.0
Bike Share TAP Integration [5]	1,149.7	500.0	1,650.0
Metro Bike Share Replenishment	1,687.0	150.0	2,000.0
4540 MBS Eqpt. & Expansion [2]	-	4,000.0	4,000.0
Station-wide Tile Replacement	248.4	50.0	1,000.0
LA Union Station Digital Signage Upgrades	450.0	750.0	2,750.0
LA Union Station Electrical System Upgrade	725.0	750.0	6,325.0
LA Union Station Public Safety Address System	1,125.0	750.0	3,905.0
LA Union Station Building Information Modeling & Survey	1,050.0	800.0	3,850.0
LA Union Station Access Control System Upgrade	1,000.0	-	1,100.0
LA Union Station S. Patio Plumbing/Pavers	1,775.0	8,000.0	13,500.0
LA Union Station Plumbing Infrastructure	1,750.0	1,750.0	3,500.0
Total Other Operating Capital	**$ 14,954.0**	**$ 19,995.4**	**$ 56,005.0**

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(5) LOP increase.

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Appendix VII: NextGen & Bus CIP

BUS INVESTMENTS ($ IN THOUSANDS)	FY24 BUDGET	FY25 BUDGET	$ CHANGE	% CHANGE	LIFE OF PROJECT
Operating & Maintenance					
Public Safety					
Security (LE/Private/Metro)	$ 96,205.6	$ 113,949.6	$ 17,744.1	18.4%	-
Transit Ambassador Program	7,517.6	12,603.0	5,085.4	67.6%	-
Homeless/Mental Health Outreach	7,822.1	7,808.2	(14.0)	-0.2%	-
Subtotal Public Safety	**$ 111,545.30**	**$ 134,360.80**	**$ 22,815.50**	**20.5%**	**-**
Other Operating & Support					
Workers Compensation	$ 76,870.90	$ 85,232.30	$ 8,361.40	10.9%	-
PLPD	33,145.5	44,661.3	11,515.9	34.7%	-
Customer Care Call Center	65,017.3	62,520.8	(2,496.5)	-3.8%	-
Supply Chain, Warehouse & Inventory Management	60,060.4	58,678.0	(1,382.4)	-2.3%	-
Purchased Transportation	71,966.7	74,245.3	2,278.6	3.2%	-
Subtotal Other Operating & Support	**$ 307,060.7**	**$ 325,337.7**	**$ 18,277.0**	**6.0%**	**-**
Subtotal Directly Operated Service Delivery – Labor	**$ 568,165.3**	**$ 663,079.4**	**$ 94,914.2**	**16.7%**	**-**
Subtotal Directly Operated Service Delivery – Parts, Supplies, CNG, Other	**$ 446,724.6**	**$ 520,488.2**	**$ 73,763.5**	**16.5%**	**-**
Subtotal Cleanliness	**$ 107,918.4**	**$ 112,048.5**	**$ 4,130.2**	**3.8%**	**-**
Total Operations & Maintenance	**$ 1,541,414.3**	**$ 1,755,314.6**	**$ 213,900.3**	**13.9%**	**-**
NextGen					
Bus Mobile Validators (BMV) – All Door Boarding	$ 9,280.9	$ 1,660.4	$ (7,620.5)	-82.1%	$ 18,100.0
Camera Bus Lane Enforcement	2,085.0	2,500.0	415.0	19.9%	11,000.0
Transit Signal Priority	10,242.4	3,538.5	(6,703.9)	-65.5%	25,620.0
NextGen Bus Lanes [1]	5,590.0	4,758.6	(831.4)	-14.9%	-
NextGen Curb Improvements [1]	2,000.0	8,100.4	6,100.4	305.0%	-
NextGen Bus Stops & Shelters [1]	10,400.0	16,372.1	5,972.1	57.4%	-
Bus Termini & Layover Improvement [1]	-	3,000.0	3,000.0	100.0%	-
NextGen Speed Improvement & Headway Management [1]	9,994.5	4,666.7	(5,327.8)	-53.3%	-
Total NextGen	**$ 49,592.7**	**$ 44,596.8**	**$ (4,996.0)**	**-10.1%**	**$ 54,720.0**
Bus Capital Improvements					
Bus Fleet Procurement					
40' Battery Electric Zero Emission Buses	$ 56,487.8	$ 41,158.9	$ (15,328.9)	-27.1%	$ 163,534.0
40' Compressed Natural Gas Buses	4,752.3	691.6	(4,060.7)	-85.4%	420,913.3
60' Battery Electric Zero Emission Buses	4,625.1	2,067.3	(2,557.8)	-55.3%	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	2,683.3	679.3	(2,004.0)	-74.7%	5,109.5
60' Compressed Natural Gas Buses	1,519.5	435.4	(1,084.1)	-71.3%	149,311.4
40' Battery Electric Zero Emission Buses & En-Route Charging Infrastructure [1]	-	1,500.0	1,500.0	100.0%	-
Battery Electric Buses & Chargers [1]	-	1,142.0	1,142.0	100.0%	-
Subtotal Bus Fleet Procurement	**$ 70,068.0**	**$ 47,674.4**	**$ (22,393.6)**	**-32.0%**	**$ 818,871.6**
Bus Facilities Improvements					
Bus Division Improvements IV	$ 4,109.9	$ 4,590.3	$ 480.4	11.7%	$ 28,000.0
Division 1 Street Closure	4,623.4	1,892.2	(2,731.2)	-59.1%	9,500.0
Metro G Line (Orange) Reclaimed Water Project	-	92.2	92.2	100.0%	655.4
Electric Bus Charging Infrastructure J (Silver) Line	8,569.8	17,135.8	8,566.0	100.0%	50,000.0
Division 8 Charging Infrastructure [2]	-	8,000.0	8,000.0	100.0%	65,131.1
Resilience Charging System [2]	-	5,000.4	5,000.4	100.0%	22,447.9
Division Zero Emission Bus Infrastructure Transition [1]	-	2,000.0	2,000.0	100.0%	-
Environmental Compliance Capital Project (FY23-FY27)	2,996.6	4,907.7	1,911.1	63.8%	35,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	734.7	1,174.4	439.7	59.8%	3,474.0
Subtotal Bus Facilities Improvements	**$ 21,034.4**	**$ 44,793.0**	**$ 23,758.5**	**113.0%**	**$ 175, 734.3**
Bus Fleet Maintenance					
Bus Engine Replacements	$ 2,660.8	$ 3,206.0	$ 545.3	20.5%	$ 13,518.0
New Flyer/El Dorado Bus Midlife	40,482.5	43,388.5	2,906.1	7.2%	205,000.0
Bus Maintenance Equipment Acquisition	1,000.0	1,000.0	-	0.0%	3,900.0
Collision Avoidance Demo [1]	-	1,028.0	1,028.0	100.0%	-
Subtotal Bus Fleet Maintenance	**$ 44,143.3**	**$ 48,622.6**	**$ 4,479.3**	**10.1%**	**$ 222,418.0**
Regional & Hubs					
Passenger Screen-Facility Hardening	$ 1,400.0	$ 78.5	$ (1,321.5)	-94.4%	$ 3,448.8
Validators For Muni Buses	500.0	2,922.1	2,422.1	484.4%	4,912.0
Patsaouras Bus Plaza Station Improvements	38.6	15.0	(23.6)	-61.2%	50,913.0
Bus Division Improvements V [2]	-	2,818.0	2,818.0	100.0%	-
Adopt - a - Stop	150.0	150.0	-	-	-
Bus Stop Lighting	923.3	340.3	(583.0)	-63.1%	1,590.0
Subtotal Regional & Hubs	**$ 3,012.0**	**$ 6,323.9**	**$ 3,312.0**	**110.0%**	**$ 60,863.8**
Technology					
Advanced Transportation Management System II (ATMS) Replacement	$ 797.3	$ 10,807.3	$ 10,009.9	1255.4%	$ 117,000.0
Subtotal Technology	**$ 797.3**	**$ 10,807.3**	**$ 10,009.9**	**1255.4%**	**$ 117,000.0**
Non MR/MM Major Construction					
Rosa Parks/Willowbrook Station [4]	$ 1,261.7	$ 738.7	$ (523.0)	-41.5%	$ 128,348.4
Subtotal Non MR/MM Major Construction	**$ 1,261.7**	**$ 738.7**	**$ (523.0)**	**-41.5%**	**$ 128,348.4**
Total Bus Capital Improvements	**$ 140,316.6**	**$ 158,959.9**	**$ 18,643.2**	**13.3%**	**$ 1,523,236.1**
Bus Transit Construction & Planning					
Transit Construction					
G Line (Orange) Bus Rapid Transit (BRT) Improvements [3]	$ 75,095.5	$ 106,818.5	$ 31,723.0	42.2%	$ 149,683.0
North Hollywood to Pasadena BRT Connector [1]	61,068.0	114,411.5	53,343.5	87.4%	-
Subtotal Transit Construction	**$ 136,163.5**	**$ 221,230.0**	**$ 85,066.5**	**62.5%**	**$ 149,683.0**
Transit Planning [5]					
Countywide BRT Planning [1]	$ 1,594.0	$ 2,401.7	$ 807.6	50.7%	-
North San Fernando Valley BRT [1]	3,553.5	2,047.0	(1,506.5)	-42.4%	-
San Gabriel Valley (SGV) Feasibility Study [1], [6]	145.9	955.7	809.9	555.3%	-
Vermont Transit Corridor [1]	8,057.1	20,100.1	12,043.0	149.5%	-
Other Bus Planning & Studies	1,572.7	37.0	(1,535.7)	-97.6%	-
Subtotal Transit Planning	**$ 14,923.2**	**$ 25,541.6**	**$ 10,618.4**	**71.2%**	**-**
Total Bus Transit Construction & Planning	**$ 151,086.7**	**$ 246,771.6**	**$ 95,684.9**	**63.3%**	**$ 149,683.0**
LIFE Program/Bus	**$ 25,398.5**	**$ 27,101.2**	**$ 1,702.7**	**6.7%**	**-**
Total Bus Investments	**$ 1,907,808.8**	**$ 2,232,744.0**	**$ 324,935.2**	**17.0%**	**$ 1,727,639.1**

Notes (pages 66 & 67)

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

(2) New project proposed for Board adoption.

(3) Pre-construction LOP.

(4) Partially bus-related.

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

(6) BRT concepts being studied.

Totals may not add due to rounding.

Appendix VIII: Regional Transit Allocations

FY25 Revenue Estimates

STATE & LOCAL ($ IN THOUSANDS)		FY25 ESTIMATED REVENUE	CARRYOVER FY23 BUDGET VS ACTUAL	INTEREST FY23 ACTUAL	FY25 TOTAL FUNDS AVAILABLE	FY24 TOTAL FUNDS
TRANSPORTATION DEVELOPMENT ACT						
Planning & Administration						
Planning - Metro		$ 5,780.0	$ -	$ -	$ 5,780.0	$ 6,000.0
Planning - SCAG		4,335.0	-	-	4,335.0	4,500.0
Administration - Metro		4,378.9	-	-	4,378.9	4,379.0
Subtotal Planning & Administration		**$ 14,493.9**	**$ -**	**$ -**	**$ 14,493.9**	**$ 14,879.0**
Article 3 Pedestrian & Bikeways	2.0%	$ 11,270.1	$ 310.4	$ 231.8	$ 11,812.3	$ 13,592.0
Article 4 Bus Transit	90.7%	511,287.3	14,079.7	10,517.0	535,884.1	617,003.7
Article 8 Streets & Highways	7.3%	40,948.7	1,127.6	842.3	42,918.7	48,985.3
Total Transportation Development Act		**$ 578,000.0**	**$ 15,517.7**	**$ 11,591.2**	**$ 605,108.9**	**$ 694,459.4**
PROPOSITION A [1]						
Administration	5.0%	$ 57,800.0	$ 3,968.9	$ -	$ 61,768.9	$ 71,310.3
Local Return [2]	25.0%	274,550.0	-	-	274,550.0	285,000.0
Rail Development	35.0%	384,370.0	26,393.1	-	410,763.1	474,213.5
Bus Transit: [3], [4]	40.0%					
95% of 40% Capped at CPI of 3.0%		287,721.6	-	-	287,721.6	279,341.4
95% of 40% Over CPI		129,594.4	-	-	129,594.4	153,858.6
Subtotal Bus Transit		**$ 417,316.0**	**$ -**	**$ -**	**$ 417,316.0**	**$ 433,200.0**
5% of 40% Incentive		21,964.0	1,508.2	-	23,472.2	27,097.9
Total Proposition A		**$ 1,156,000.0**	**$ 31,870.2**	**$ -**	**$ 1,187,870.2**	**$ 1,290,821.7**
PROPOSITION C [1]						
Administration	1.5%	$ 17,340.0	$ 1,190.7	$ -	$ 18,530.7	$ 21,393.0
Rail/Bus Security	5.0%	56,933.0	3,909.3	-	60,842.3	70,240.5
Commuter Rail	10.0%	113,866.0	7,818.7	-	121,684.7	140,481.0
Local Return [2]	20.0%	227,732.0	-	-	227,732.0	236,400.0
Freeways and Highways	25.0%	284,665.0	19,546.7	-	304,211.7	351,202.5
Discretionary	40.0%	455,464.0	31,274.7	-	486,738.7	561,924.0
Total Proposition C		**$ 1,156,000.0**	**$ 63,740.0**	**$ -**	**$ 1,219,740.0**	**$ 1,381,641.0**
STATE TRANSIT ASSISTANCE [5]						
Bus (PUC 99314 Revenue Base Share		$ 76,459.8	$ 33,802.1	$ 1,631.0	$ 111,893.0	$ 79,902.2
Rail (PUC 99313 Population Share)		57,860.9	25,165.2	1,298.1	84,324.1	84,812.8
Total State Transit Assistance		**$ 134,320.7**	**$ 58,967.3**	**$ 2,929.1**	**$ 196,217.1**	**$ 164,714.9**
SB1 STATE TRANSIT ASSISTANCE [5]						
Bus (PUC 99314 Revenue Base Share) [6]		$ 62,362.0	$ 27,238.5	$ 1,353.4	$ 90,954.0	$ 65,826.3
Rail (PUC 99313 Population Share)		47,192.4	20,266.3	1,077.1	68,535.8	69,765.4
Total SB1 State Transit Assistance		**$ 109,554.4**	**$ 47,504.9**	**$ 2,430.5**	**$ 159,489.8**	**$ 135,591.7**
SB1 STATE OF GOOD REPAIR [5]						
Bus (PUC 99314 Revenue Base Share) [6]		$ 20,358.3	$ 1,777.1	$ 763.1	$ 22,898.5	$ 13,408.0
Rail (PUC 99313 Population Share)		15,406.1	1,317.2	191.2	16,914.5	16,360.2
Total SB1 State Of Good Repair		**$ 35,764.4**	**$ 3,094.3**	**$ 954.3**	**$ 39,813.0**	**$ 29,768.2**
MEASURE R [1]						
Administration	1.5%	$ 17,340.0	$ 1,183.7	$ 575.2	$ 19,098.9	$ 21,018.2
Transit Capital - "New Rail"	35.0%	398,531.0	27,205.1	(899.0)	424,837.1	494,706.7
Transit Capital - Metrolink	3.0%	34,159.8	2,331.9	336.4	36,828.1	41,694.8
Transit Capital - Metro Rail	2.0%	22,773.2	1,554.6	350.6	24,678.3	27,952.8
Highway Capital	20.0%	227,732.0	15,545.8	3,264.8	246,542.5	279,471.6
Operations "New Rail"	5.0%	56,933.0	3,886.4	1,684.4	62,503.8	69,159.3
Operations Bus	20.0%	227,732.0	15,545.8	6,550.3	249,828.1	276,239.9
Local Return [2]	15.0%	170,799.0	-	-	170,799.0	177,300.0
Total Measure R		**$ 1,156,000.0**	**$ 67,253.2**	**$ 11,862.8**	**$ 1,235,116.0**	**$ 1,387,543.2**

STATE & LOCAL ($ IN THOUSANDS)		FY25 ESTIMATED REVENUE	CARRYOVER FY23 BUDGET VS ACTUAL	INTEREST FY23 ACTUAL	FY25 TOTAL FUNDS AVAILABLE	FY24 TOTAL FUNDS
MEASURE M [1]						
Local Return Supplemental & Administration						
Administration	0.5%	$ 5,953.4	$ 383.0	$ 106.2	$ 6,442.6	$ 7,288.1
Supplemental Transfer to Local Return [2], [7]	1.0%	11,386.6	-	-	11,386.6	11,820.0
Subtotal Local Return Supplemental & Administration		**$ 17,340.0**	**$ 383.0**	**$ 106.2**	**$ 17,829.2**	**$ 19,108.1**
Local Return Base [2], [7]	16.0%	$ 182,185.6	-	-	$ 182,185.6	$ 189,120.0
Metro Rail Operations	5.0%	56,933.0	3,663.0	744.2	61,340.2	69,103.2
Transit Operations (Metro & Municipal Providers)	20.0%	227,732.0	14,652.2	6,476.3	248,860.5	276,006.4
ADA Paratransit/Metro Discounts for Seniors & Students	2.0%	22,773.2	1,465.2	145.5	24,383.9	28,165.1
Transit Construction	35.0%	398,531.0	25,641.3	4,609.2	428,781.5	494,572.7
Metro State of Good Repairs	2.0%	22,773.2	1,465.2	632.9	24,871.3	27,899.1
Highway Construction	17.0%	193,572.2	12,454.4	13,479.8	219,506.3	232,114.9
Metro Active Transportation Program	2.0%	22,773.2	1,465.2	1,213.7	25,452.2	27,461.7
Regional Rail	1.0%	11,386.6	732.6	248.8	12,368.0	13,951.2
Total Measure M		**$ 1,156,000.0**	**$ 61,922.2**	**$ 27,656.6**	**$ 1,245,578.9**	**$ 1,377,502.2**
Total Funds Available		**$ 5,481,639.5**	**$ 349,869.9**	**$ 57,424.5**	**$ 5,888,933.8**	**$ 6,462,042.4**
Total Planning & Admin Allocations		**$ 112,927.3**	**$ 6,726.3**	**$ 681.4**	**$ 120,335.0**	**$ 135,888.5**

Notes

(1) Sales tax is projected to be $1,156M per ordinance, an increase of 2% over the FY24 reforecasted of $1,133M.

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

(3) Consumer Price Index (CPI) of 3.0% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Proposition A discretionary allocated to Included operators.

(4) 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.

(5) STA Revenue estimates (including SB1/STA) from the State Controller's Office is reduced by 10% for the revenue base and population base shares due to anticipated shortfall of FY25 revenue.

(6) 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 are reduced by 5% due to the anticipated shortfall of FY25 revenue.

(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) Sales tax is projected to be $1,156M per ordinance, an increase of 2% over the FY24 reforecasted of $1,133M.

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(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.

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
ATMS	Advanced Transportation Management System
ATP	Active Transportation Projects
BAB	Build America Bonds
BEB	Battery Electric Bus
BIF	Business Interruption Fund
BRT	Bus Rapid Transit
BYD	Build Your Dreams Company
CARES	Coronavirus Aid, Relief, and Economic Security
CBO	Community Based Organizations
CEO	Chief Executive Office
CIG	Capital Investment Grant
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
DHS	Department of Health Services
DMH	Department of Mental Health Services
EAMS	Enterprise Asset Management System
EOL	End of Line Cleaning
EPA	Environmental Protection Agency
EV	Electric Vehicle
EZZB	Equitable Zero-Based Budget
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
ICE	Intelligent Cleaning Equipment
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
MAT	Metro Active Transport
MBEAT	Metro Budget Equity Assessment Tool
MCOT	Mental Health Crisis Response Teams
MDT	Multidisciplinary Outreach Teams
Metro	Metropolitan Transportation Authority
Metro Micro	Microtransit
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
PATH	Projects for Assistance in Transition from Homelessness
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
TCPSD	Transit Community Public Safety Department
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
TSP	Transit Signal Priority
TVM	Ticket Vending Machine
TWC	Train to Wayside Communications
UFS	Universal Fare System
UPS	Uninterruptible Power Supply
USG	Union Station Gateway
VA	Veterans Affairs
VMS	Vehicle Management Security
VSIP	Voluntary Separation Incentive Program
WIN-LA	Metro's Workforce Initiative Now – Los Angeles



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