

Los Angeles County Metropolitan Transportation Authority

# ADOPTED BUDGET

## FY2012

July 1, 2011 – June 30, 2012



**Metro**

## Budget Message from the CEO

### Improved mobility, jobs, clean air, and energy independence

These are just some of the goals Metro will make giant strides toward in Fiscal Year 2012 as we embark on one of the largest public works programs in the nation's history that includes a dozen major transit projects and 15 highway projects throughout Los Angeles County.



Although ambitious, the proposed \$4.2 billion budget driving this progress has been balanced without layoffs or increases in Metro bus and rail fares, already among the lowest of any major transit carrier. Moreover, service quality as measured by on time performance, cleanliness and reliability will be improved.

There's no magic, no sleight of hand. The austere measures taken in the past two years – restructuring the bus and rail system, better managing our capital program and reducing our labor costs and cutting overhead -- have built a sound fiscal platform to deliver the many transit and highway projects that traffic weary county residents sought when they approved the Measure R transit sales tax in 2008.

Metro will fulfill its obligation to taxpayers by spending wisely. Against that backdrop, Metro has trimmed some unproductive bus lines that were either underutilized or duplicated other service operated by Metro, the municipal bus operators or by the expanding Metro Rail system. We will not, however, skimp on maintenance or on street supervision, and we will position the agency to quickly add service where it is really needed and to give commuters more incentives to beat the high price of fuel.

Metro's budget is framed around nine themes: 1) Enhance our bus and rail system, 2) Restore our key transportation assets, 3) Clean our stations, fleet and roadways, 4) Deliver rail, highways and private sector jobs, 5) Provide the right information, right now, 6) Prepare tomorrow's workforce today, 7) Spend wisely and frugally, 8) Help customers cope with rapidly rising gas prices, and 9) Maintain and enhance a truly sustainable transportation network.

Sixty percent of the budget will be devoted to enhancing the Metro bus and rail system, including completing previously deferred maintenance that resulted from the need to mitigate deficits in prior years. Metro will also be purchasing hundreds of new buses and light rail vehicles and investing in such major bus improvements as an extension of the Metro Orange Line busway to Chatsworth.

Thirty-five percent of the budget will be devoted to the rail and highway capital programs which will create more than 500,000 jobs and stimulate the area's economy. The new Expo light rail line to Culver City will be completed. Construction of the Foothill Extension of the Metro Gold Line to Azusa is imminent. We plan to break ground on the Crenshaw/LAX light rail line along with other rail projects.

Moreover, a spate of highway projects is underway from adding a northbound carpool lane on the I-405 between the Westside and San Fernando Valley to widening the I-5 freeway from the Orange County Line to the I-605.

The remaining five percent of the budget will be devoted to: developing real time customer information such as Nextrip that uses GPS technology to track bus arrival times; preparing the Metro workforce for the next generation; ensuring financial sustainability, and advancing Metro's environmental efforts.

In addition, Metro just completed the purchase of Union Station to ensure that this historic facility is preserved and developed as we usher in a new transportation future for Los Angeles County.

Metro, however, is not immune to the state and federal budget woes that could cut transportation funding. The economy is still shaky and collective bargaining agreements with Metro unions are still being negotiated, but I am confident, if the Board and Executive Management maintain focus on our budget themes, we can deal with these risks and still push forward with the progressive multimodal transportation agenda this county needs to prosper.

A handwritten signature in black ink that reads "Arthur T. Leahy". The signature is written in a cursive, flowing style.

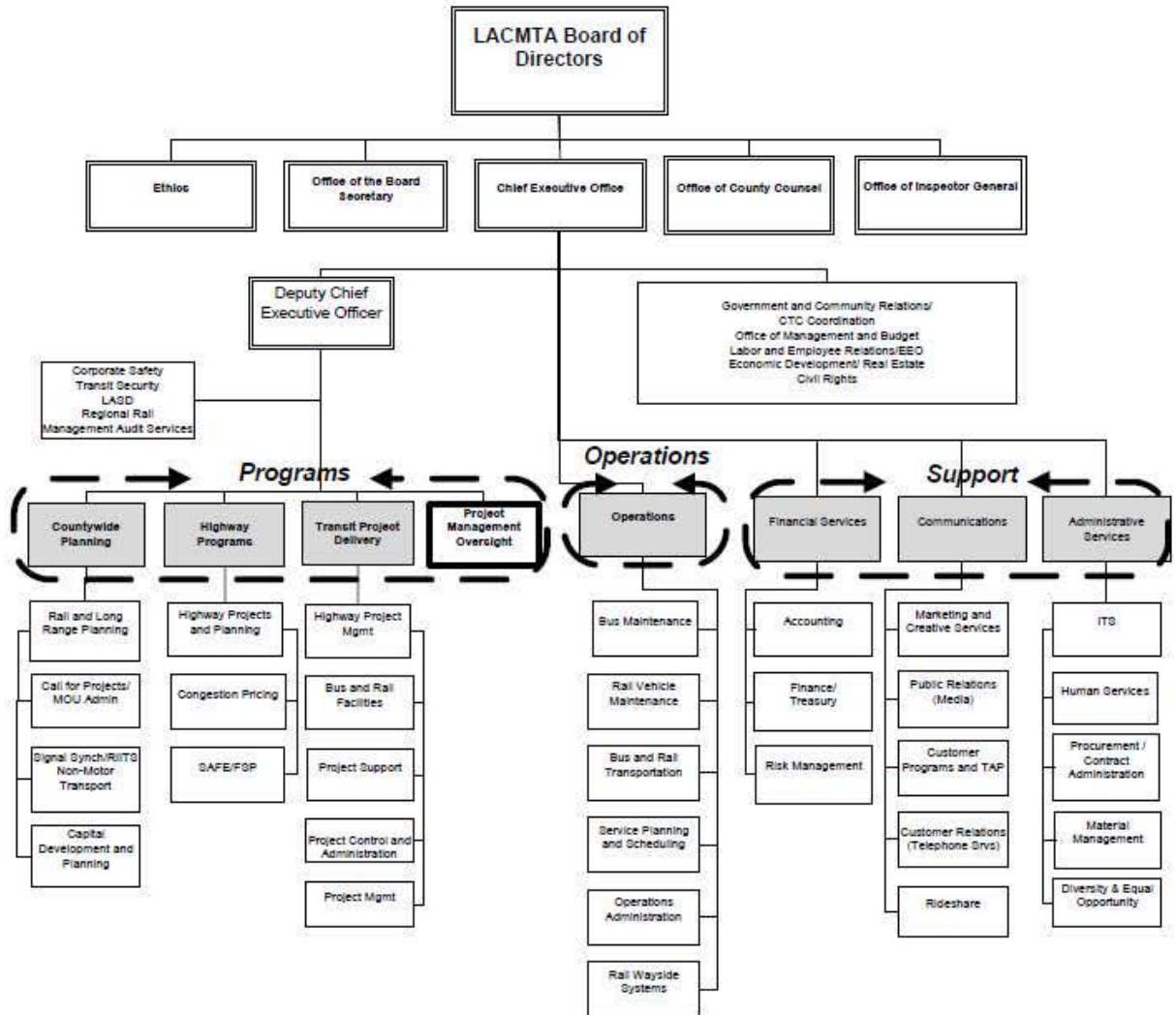
Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority

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**INTRODUCTION**

Los Angeles County Metropolitan Transportation Authority  
FY12 Budget





## Metro Board of Directors



**Don Knabe**  
Board Chairman  
LA County Supervisor  
4th Supervisorial District

Board Chairman Don Knabe was first elected to the Los Angeles County Board of Supervisors representing the Fourth District in 1996 and reelected three times since. He is a White House appointee to the State and Local Elected Officials Senior Advisory Committee to the Homeland Security Advisory Council. Supervisor Knabe is a former Mayor and Councilman of the City of Cerritos. He has served on the Board of Directors for Metro, Metrolink, and the Alameda Corridor Transportation Authority. He is the immediate past Chairman and Member of the Southern California Regional Airport Authority and a Member of the Southern California Association of Governments Aviation Task Force. Supervisor Knabe holds a bachelor's degree in business administration from Graceland College.



**Antonio Villaraigosa**  
Board 1<sup>st</sup> Vice Chairman  
Mayor, City of Los Angeles

Board 1<sup>st</sup> Vice-Chairman Antonio Villaraigosa was elected the 41st Mayor of the City of Los Angeles in 2005 and was re-elected in 2009. He was formerly a City Councilman for the City of Los Angeles representing the 14th District. Prior to his election to the City Council, Mayor Villaraigosa served on the boards of the Southern California Rapid Transit District and the Metro Board of Directors including a prior term as Board Chairman. He was elected to the California State Assembly in 1994, serving as Democratic Whip and Majority Leader before becoming Speaker of the Assembly in 1998. Mayor Villaraigosa holds a Bachelor of Arts degree from UCLA and a law degree from the People's College of Law.



**Michael Antonovich**  
Board 2<sup>nd</sup> Vice Chairman  
LA County Supervisor  
5th Supervisorial District

Board 2<sup>nd</sup> Vice-Chairman Antonovich is a member of the Los Angeles County Board of Supervisors representing the Fifth Supervisorial District. Supervisor Antonovich was reelected to his eighth four-year term in 2008. From 1972 to 1978, he served as a member of the California State Assembly. He also served as a member of the Board of Trustees of the Los Angeles Community College District from 1968 to 1973. Director Antonovich has held teaching positions with the Los Angeles Unified School District and Pepperdine University. He holds a Bachelor of Arts degree and Master's degree from California State University, Los Angeles.



**Diane DuBois**  
City Council Member  
City of Lakewood

Director DuBois was elected to the City Council of Lakewood in 2005. Prior to her City Council service, she was a Lakewood Planning and Environment Commissioner for 28 years. She has been a board member and volunteer for Lakewood Meals On Wheels, a board member of the Greater Long Beach Girl Scout Council, a governing board member of Lakewood Regional Medical Center, a member of Soroptimists International of Lakewood/Long Beach, and a volunteer at Pathways Volunteer Hospice. Director DuBois is representing the Gateway Cities on the Metro Board of Directors and will serve on the Operations and Construction committees.



**John Fasana**  
City Council Member  
City of Duarte

Director Fasana has served on the Duarte City Council since 1987, and served as Mayor in 1990, 1997 and 2004. He has represented thirty San Gabriel Valley cities on the Metro Board of Directors since its inception in 1993 and served as Board Chair during the 2001-2002 fiscal year. He is currently serving as Chair of the newly created Ad hoc Committee on Congestion Pricing. Director Fasana also serves as Chair of the San Gabriel Valley Council of Governments Transportation Committee, and represents seven cities on the Foothill Transit Governing Board. He has 26 years of service with Southern California Edison and is a graduate of Whittier College with a Bachelor of Arts degree in business administration.



**Jose Huizar**  
City of Los Angeles  
Mayor Appointee

Director Huizar was elected to the Los Angeles City Council in 2005 and re-elected in 2007. He is Chair of the Audits and Governmental Efficiency Committee, Vice-Chair of the Planning & Land Use Management Committee and a member of the Budget & Finance Committee, Ad Hoc River Committee and Ad Hoc Gang Violence and Youth Development Committee. Director Huizar serves as the Chair of the LA County Education Coordinating Council and is a member of SCAG's Transportation and Communications Committee. He served as board of education president for the LAUSD from 2001-2005. He was previously a deputy city attorney in the Real Estate and Environmental Division of the LA City Attorney's Office. Director Huizar earned degrees from UC Berkeley, Princeton and the UCLA School of Law.



**Richard Katz**  
City of Los Angeles  
Mayor Appointee

Director Katz served on the State Water Resources Control Board from 2001-2006. He also served Governor Davis as Senior Advisor on Energy and Water and led negotiations on the Colorado River Agreement with the Federal Government, California Water Agencies, and six other states. Director Katz served 16 years in the State Legislature beginning in 1980, including a term as the Democratic Leader. For 10 years, he chaired the Assembly Transportation Committee and authored Proposition 111 to raise money for mass transit/highways and created the Congestion Management Program. Director Katz was instrumental in drafting legislation that created Metro in 1993 through a merger of the Southern California Rapid Transit District and the LA County Transportation Commission.



**Gloria Molina**  
LA County Supervisor  
1st Supervisorial District

Director Molina serves on the Los Angeles County Board of Supervisors representing the First District. She was first elected in 1991 and re-elected in 1994, 1998, 2002 and 2006. Prior to her election to the Board of Supervisors, Director Molina served as State Assemblywoman for the 56th District from 1982 to 1987. In 1987, she was elected to the Los Angeles City Council, where she represented the First District until 1991. Before her election to public office, Director Molina served in the Carter White House as a Deputy for Presidential Personnel and subsequently as the Deputy Director for the Department of Health and Human Services in San Francisco. She attended East Los Angeles College and Rio Hondo College.



**Ara Najarian**  
Mayor, City of Glendale

Director Najarian was elected to the Glendale City Council in 2005 and re-elected in 2007. He was appointed Mayor in 2010. Before being elected to the city council, he was an elected member of the Glendale Community College Board of Trustees. He served 7 years on the Glendale Transportation and Parking Commission and served two of those years as Chairman. Director Najarian is currently Vice Chair of the Glendale Redevelopment Agency and is the Past Chair of the Glendale Housing Authority. He has been an attorney in private practice for 20 years. Chairman Najarian attended Occidental College where he received a Bachelor of Arts degree in Economics and later earned his JD from the University of Southern California School of Law.





**Pam O'Connor**  
City Council Member  
City of Santa Monica

Director O'Connor has served on the Santa Monica City Council since 1994 and has served three terms as mayor. She is a member of the SCAG Regional Council and is on the Board of Directors of the Local Government Commission. She also serves on committees for the League of California Cities and the National League of Cities. Director O'Connor works as a private consultant, specializing in historic preservation. She has worked throughout Southern California on projects, including the rehabilitation of Los Angeles' City Hall and on numerous buildings at UCLA and USC. She earned a Bachelor of Science degree in journalism from Southern Illinois University and holds masters' degrees in historic preservation planning and in technology management from Eastern Michigan University.



**Mark Ridley-Thomas**  
LA County Supervisor  
2nd Supervisorial District

Director Ridley-Thomas was elected Los Angeles County Supervisor for the Second District in 2008. He previously served the 26th District in the California State Senate where he chaired the Senate's Committee on Business, Professions and Economic Development and its two subcommittees on Professional Sports and Entertainment, and The Economy, Workforce Preparation and Development. He also served on the Senate Appropriations, Energy, Utilities and Communications, Health and Public Safety committees. He served on the Los Angeles City Council starting in 1991 for nearly a dozen years, departing as Council President pro Tempore and served two terms in the California State Assembly, where he chaired the Assembly Democratic Caucus.



**Mel Wilson**  
City of Los Angeles  
Mayor Appointee

Director Wilson is on the Board of Directors of the California Association of Realtors (C.A.R.) and is an active member of the National Association of Realtors (N.A.R.). He previously served: four years as a Metro board member; four years on the L.A. City Fire Commission as Vice President; and 18 years as a member of the California State University of Northridge President's Advisory Board. He is a Founding Chairman of the Pacoima Enterprise Zone Advisory Commission and a Founding Board Member of the Valley Economic Alliance. He is a Past President of: the United Chambers of Commerce of the San Fernando Valley, an umbrella organization representing 23 San Fernando Valley area Chambers of Commerce; and the L.A. Countywide Citizens Planning Council. Director Wilson was selected by the San Fernando Valley Business Journal as one of the top 25 Residential Real Estate Professionals in the region.



**Zev Yaroslavsky**  
LA County Supervisor  
3rd Supervisorial District

Director Yaroslavsky, a past chairman of the Metro Board of Directors, is a member of the Los Angeles County Board of Supervisors representing the Third Supervisorial District. He was elected to the office in November 1994 and re-elected three times, most recently in 2006. Supervisor Yaroslavsky is recognized as a leader on fiscal, health care, transportation, cultural and environmental matters. He is also regarded as the County's fiscal watchdog, insisting that it live within its means. He previously served as a member of the Los Angeles City Council between 1975 and 1994. The Los Angeles native earned his bachelor's degree in history and economics from UCLA in 1971 and a Master's degree in history in 1972.



**Michael Miles**  
Ex-officio Member  
Appointed by Governor

Director Miles heads the 2,600 employee California Department of Transportation District 7 (LA and Ventura counties) where he is responsible for planning, construction, operation and maintenance of the State freeway and highway system. He served previously as Deputy Director of Maintenance and Operations in Sacramento. He has been a member of Caltrans since 1989, having served as Deputy Director of Maintenance in District 7 and District 8 (San Bernardino) where he also served as the Deputy Director of Planning. Director Miles has had a life-long interest in public service, working to make highway systems more efficient, while increasing the opportunities for partnering with other public and private organizations. He serves on national committees as a member of the National Academy of Science and the National Transportation Research Board. Director Miles earned a Bachelor of Science degree in Civil Engineering from California State Polytechnic University.

*Note:* The Board of Directors as presented herein is the Board as it existed at the time the FY12 Budget was adopted in May 2011.

Budget Themes	FTEs	Allocation	%
<b>1: Enhance Our Bus and Rail System</b> <ul style="list-style-type: none"> <li>&gt; Manage service to increase reliability and on-time performance.</li> <li>&gt; Coordinate Metro Bus and Rail lines with municipal bus lines and regional rail.</li> <li>&gt; Eliminate and reduce waste by trimming less effective, while still adding service where needed most.</li> <li>&gt; Plan Metro's bus and rail lines not as competing services, but as complementary elements.</li> <li>&gt; Re-invest in real-time service management</li> <li>&gt; Create seamless fare system and evaluate distance-based fares.</li> <li>&gt; Increase customer service training for Operators.</li> </ul>	6819	\$1,222,554,320	29.44%
<b>2: Restore Our Key Transportation Assets</b> <ul style="list-style-type: none"> <li>&gt; Tackle deferred maintenance on all rolling stock to improve reliability and our facilities.</li> <li>&gt; Improve and rehabilitate infrastructure in all rail stations.</li> <li>&gt; Improve, upgrade and enhance critical components of Metro's headquarters and divisions.</li> <li>&gt; Increase our investment in Metro's fleet and facilities.</li> </ul>	769	\$1,173,561,584	28.26%
<b>3: Clean Our Stations, Fleet, and Roadways</b> <ul style="list-style-type: none"> <li>&gt; Clean Metro's stations regularly.</li> <li>&gt; Clean Metro's vehicle interiors and exteriors.</li> <li>&gt; Aggressively mitigate graffiti on LA County's freeway and enhance landscaping.</li> <li>&gt; Invest in maintenance and security of key Park/Ride stations.</li> <li>&gt; Increase our investment in painting and windows repairs for our fleet.</li> </ul>	357	\$58,811,896	1.42%
<b>4: Deliver Rail, Highways, and Private Sector Jobs</b> <ul style="list-style-type: none"> <li>&gt; Deliver Measure R's 12 rail and 15 highway projects.</li> <li>&gt; Work to complete Metro's other freeway and roadway projects.</li> <li>&gt; Aggressively pursue New Starts and other federal funding.</li> <li>&gt; Jumpstart creation of 500,000 private sector jobs in Southern California.</li> <li>&gt; Re-double Metro's efforts in diversity/local hiring and channeling opportunities to disadvantaged and/or small businesses.</li> </ul>	203	\$1,494,757,667	36.00%
<b>5: Provide the Right Information, Right Now</b> <ul style="list-style-type: none"> <li>&gt; Provide timely and accurate transit information to our customers.</li> <li>&gt; Introduce Nextrip real-time bus arrival times.</li> <li>&gt; Improve route information at bus stops.</li> <li>&gt; Design timely, useful on-board information for riders.</li> <li>&gt; Deliver quality customer service experiences, whether in person, by phone, or online.</li> <li>&gt; Hold quarterly "State of Transportation" forums throughout L.A. County to engage a full spectrum of transportation stakeholders.</li> </ul>	162	\$31,228,748	0.75%

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Budget Themes	FTEs	Allocation	%
<b>6: Prepare Tomorrow's Workforce Today</b> <ul style="list-style-type: none"> <li>&gt; Develop 2016-2021 NexGen Succession Plan to ensure staff readiness.</li> <li>&gt; Prepare for a rapidly approaching generational transition.</li> <li>&gt; Develop Metro University for essential transit management functions.</li> <li>&gt; Implement meaningful performance assessments that match agency-wide goals.</li> <li>&gt; Identify leadership core competencies to establish a pool of candidates to fill key managerial and professional positions.</li> <li>&gt; Expand our intern program.</li> <li>&gt; Ensure workforce diversity.</li> <li>&gt; Attract top talent to Metro.</li> </ul>	44	\$10,791,333	0.26%
<b>7: Spend Wisely and Spend Frugally</b> <ul style="list-style-type: none"> <li>&gt; Develop an organizational culture of thriftiness.</li> <li>&gt; Review discretionary programs and administrative costs.</li> <li>&gt; Review professional service costs.</li> <li>&gt; Reduce duplicative or wasteful service.</li> <li>&gt; Modify CNG Hedging Policy.</li> </ul>	279	\$147,829,720	3.56%
<b>8: Help Customers Cope with Rapidly Rising Gas Prices</b> <ul style="list-style-type: none"> <li>&gt; Consider lowering the price of Metro's Day Pass to \$5 and plan for budget implications.</li> <li>&gt; Improve headways along the Silver Line and lower the base fare. Use three-car trains on the Gold line during peak periods and improve</li> <li>&gt; headways from 7.5 minutes to 5 minutes during these periods of higher service demand. Increase train size on the Red Line during peak and off-peak periods to</li> <li>&gt; increase capacity, and improve headways to 5 minutes for improved service delivery.</li> <li>&gt; Defer the sale of buses slated for retirement, retaining this portion of our fleet to meet increased demand when necessary.</li> <li>&gt; Work with Metrolink to better target service demand increases at Union Station.  Increase the number of ride checks to determine where service is needed to</li> <li>&gt; strategically place service as necessary.</li> <li>&gt; Continue implementing and encouraging Rideshare, Vanpool, and Carpooling throughout the county.</li> </ul>	66	\$1,681,091	0.04%
<b>9: Maintain and Enhance a Truly Sustainable Transportation Network</b> <ul style="list-style-type: none"> <li>&gt; Lead sustainable transportation planning for the region as a whole.</li> <li>&gt; Deliver Measure R funding for qualified local improvement projects.</li> <li>&gt; Work with SCAG, sub-regions and local cities to develop sustainability plans.</li> <li>&gt; Provide ways to reduce vehicle miles traveled, greenhouse gas emissions and consumption of imported fossil fuel.</li> <li>&gt; Promote the practice of energy conservation and environmental sustainability agency-wide.</li> </ul>	83	\$11,389,641	0.27%
<b>Grand Total:</b>	<b>8,783</b>	<b>\$4,152,606,000</b>	<b>100%</b>

\*\*Please note that the allocation totals include both Labor and Non-Labor expenditures.

## **Budget Highlights**

### **Enhance Our Bus and Rail System**

Over the past two decades, bus and rail service in Los Angeles County outpaced demand by a factor of 3:1. Today efforts are being redirected to emphasize service quality. To improve productivity, cost effectiveness, and utilization of existing capacity, changes were designed to reduce duplicative and unproductive services, improve coordination between Metro Bus, Rail and other Municipal Operators, streamline Harbor Transitway, right size Metro Rapid corridors and implement an Expo Rail/Bus interface Plan. As the Metro Rail expands, adjustments to the bus system will improve access to rail stations, take advantage of new transfer facilities, and reduce bus and rail service duplication.

### **Restore Our Key Transportation Assets**

Restoration of Metro's key transportation assets is essential to providing safe and reliable service to our riders. Metro will refurbish rail stations, modernize escalators and elevators, perform midlife overhauls on buses, rehabilitate light and heavy rail cars and improve facilities at transit centers and bus divisions.

### **Clean Our Stations, Fleet, and Roadways**

Maintaining clean and safe facilities, fleet and roadways is important. The Los Angeles County freeway system is a vital transportation resource that impacts the economy and quality of life in the County. Our freeway system gradually declined from a network of modern, attractive thoroughfares to visibly deteriorating roadways. As the transportation agency for L.A. County, Metro is responsible for ensuring that this vital transportation infrastructure be properly managed and maintained. Metro will partner with Caltrans to provide direct and indirect assistance to restore the image and functionality of this important resource.

### **Deliver Rail, Highway, and Private Sector Jobs**

Investment in transportation plays an integral role in improving mobility, stimulating the local economy and creating jobs. Metro is investing in rail, highway and transit projects and conducting major corridor studies. Efforts include: rail from Pasadena to Azusa; the Regional Connector; subway to West Los Angeles; Expo Phase I and II; the Crenshaw Line; I-405 Car Pool Lane; Phase II Ace Grade Separation (Alameda Corridor); Countywide Soundwall Programs; I-5 N Enhancement SR14 to Kern County; High Desert Corridor; I-710 North Gap Closure; I-710 South Early Action Plan; Harbor Transitway Station improvements; El Monte Busway/Patsaouras Plaza Connector and El Monte Station; Metro Gold Line Eastside Extension close-out; Orange Line Extension on Canoga; the EIS/EIR and PE Crenshaw/LAX Transit Corridor; Metro Rapid Signal Priority Expansion Project; the Eastside Quad Gate Study; Eastside Light Rail Access; SFV East N/S Rapid; Eastside Extension Phase II; Metro Green Line SB Extension and Metro Green Line to LAX; Sepulveda Pass Transit Corridor; and I-605 Corridor "Hot Spot". Implementation of these projects will directly create thousands of jobs in the construction, project management, and engineering and indirectly create hundreds of thousands of local jobs in support.

### **Provide the Right Information, Right Now**

As our transportation network expands, it is essential that current and future customers are provided with timely and correct information. We will continue to improve customer access to information, delivering timetables and schedules to all riders when and where they need them. Mobile web applications, Internet, customer centers, and onboard our vehicles, information will be provided in real time. We will refine our heavily used Trip Planner and Nextrip tools. To keep our rider base informed and attract new customers, our communication channels will utilize an effective and progressive mix of traditional and social media, so that we reach riders, constituents and partners quickly. Metro will continue efforts to exchange information with all communities impacted by construction projects.



## **Budget Highlights (continued)**

### **Prepare Tomorrow's Workforce Today**

Metro faces a significant, looming challenge – a large percentage of our management, professional and technical employees in key positions will retire within the next 5-10 years. We will prepare highly qualified candidates to compete for key leadership positions. It represents a leap forward in the array of technical, professional and leadership training that we offer. We will develop “Metro U” – specialized technical and professional training for the transit industry that is not provided in current college curricula. We will continue our tuition reimbursement program and expand our college and postgraduate internship programs to attract the best and brightest young people to transportation careers at Metro.

### **Spend Wisely and Spend Frugally**

The list of needed transportation improvements seems endless; our challenge is to use limited resources to achieve the maximum benefit. The budgeting process is designed to produce a spending plan consistent with that objective. We will reevaluate our priorities and challenge how we allocate resources to address those needs in the most efficient, cost effective manner. The spending plan is an active strategy requiring constant vigilance, so personnel and funds can be deployed to produce the maximum return.

### **Help Customers Cope with Rapidly Rising Gas Prices**

Leading financial forecasts have anticipated high gas prices during the summer of 2011. To provide viable alternatives for commuters, additional cars and more frequent service are planned for several rail lines; the Silver Line service will be enhanced as part of the Express Lanes pilot project; underperforming buses will be removed from operations and made available for redeployment when and where capacity is constrained. Efforts will be made to monitor the system for overloads and pass-ups to ensure immediate remedies.

### **Maintain and Enhance a Truly Sustainable Transportation Network**

Metro is implementing projects to create a truly sustainable transportation network. The development of a countywide Sustainable Communities Planning Framework will help us develop interagency and multimodal solutions to transportation challenges. The 2006 Bicycle Transportation Implementation Plan will be continued. The I-710 Corridor project will evaluate several alternatives, including a grade-separated, zero-emission freight corridor alternative. We will support SCAG in developing the 2012 Regional Transportation Plan and lead countywide forums to engage cities, transit agencies, regional governments and other stakeholders in advancing sustainability policies and partnerships. We will advance transit-oriented development projects, and explore congestion pricing with the Metro Express Lanes demonstration project. We will develop a renewable energy policy, implement water conservation measures and a clean, green construction equipment policy and apply an agency-wide energy conservation and management plan to reduce resource consumption.

## Budget Assumptions

### Resource Assumptions:

- Sales tax revenue will grow by 2.6% over FY11 budget.
- Measure R funds will be budgeted and expended in accordance with Measure R Ordinance and project delivery schedules and cash flow needs.
- Fare revenues will decrease 1.7% from FY11 levels resulting in a farebox recovery ratio of 28% and fare revenue per boarding of \$0.73.
- Measure R 20% (\$119.2 million): Regionwide Bus will use all available Measure R 20% Bus Operating funds.
- New STA revenues in FY12 (\$96.2 million) will be used for regionwide bus and rail operations in FY12.

### Service Assumptions:

Over the past two decades bus and rail service in Los Angeles County has increased by more than 50 percent while the demand for service has risen by less than a third of that over the same time frame. Municipal operators, Metrolink and local cities are all providing more service than before. In addition expansion of our countywide rail transit network has increased mobility regionwide.

- The FY12 budget assumes bus service restructuring through more efficient scheduling to reduce service duplication and improve productivity (376,982 or 5.1% reduction in service hours). At the same time we improve service quality by continuing the current level of maintenance activity and on-street supervision. This will improve the state of good repair and cleanliness of the bus fleet and continue to improve bus on-time performance.
- Expo Line Phase 1 will begin revenue service in FY12. Service will increase on the Green, Gold, Purple and Red lines to improve peak headways. Headways on the Blue Line will be adjusted to accommodate Expo (115,389 or 16% increase in service hours).

### Labor Assumptions:

- Full Time Equivalent (FTE's) will be added for Expo operations, Measure R transit and highway projects, Union Station planning and operations, and the Congestion Reduction Demonstration Project (CRDP).
- Reduction in Contract UTU FTE's will be managed through attrition.
- No wage and salary increases.

### Areas of Risk:

- Budget contains no wage increases in collective bargaining agreements.
- Budget assumes a 2.6% growth in sales tax revenue.
- Reduction or elimination of STA revenues.
- Inflation greater than 2%.
- Assumes timely issuance of Prop 1B bonds. Funding is at risk for Expo II Land Acquisition, I-405, Orange Line Extension and other projects.

**RESOURCES**

## Summary of Available Resources

(\$ in millions)		FY10	FY11	FY12	% Change
		Actual	Budget	Budget	FY11 to FY12
1	Sales Tax, TDA and STA				
2	Proposition A	\$ 565.7	\$ 589.8	\$ 605.1	2.6%
3	Proposition C	565.8	589.8	605.1	2.6%
4	Measure R	551.5	589.8	605.1	2.6%
5	Transportation Development Act (TDA)	285.3	294.9	302.6	2.6%
6	State Transit Assistance (STA)	117.1	-	96.2	
7	<b>Total Sales Tax, TDA, &amp; STA</b>	<b>\$ 2,085.4</b>	<b>\$ 2,064.3</b>	<b>\$ 2,214.1</b>	<b>7.3%</b>
8	Passenger Fares	307.9	335.4	332.1	-1.0%
9	Federal Grants	592.9	515.8	583.0	13.0%
10	State Grants	201.8	498.1	501.1	0.6%
11	Bond Proceeds - Programmed	-	7.0	393.7	5524.3%
12	Measure R Proceeds Available	-	-	363.4	
13	Other Revenues <sup>(1)</sup>	137.4	115.8	121.0	4.5%
14					
15	<b>Total Current Year Resources</b>	<b>\$ 3,325.4</b>	<b>\$ 3,536.4</b>	<b>\$ 4,508.4</b>	<b>27.5%</b>
16	<b>Total Current Year Uses <sup>(2)</sup></b>	<b>\$ 3,324.6</b>	<b>\$ 3,913.7</b>	<b>\$ 4,152.6</b>	<b>6.1%</b>
17	<b>(Shortage)/Surplus of Current Year Resources over Current Year Uses</b>	<b>\$ 0.8</b>	<b>\$ (377.3)</b>	<b>\$ 355.8</b>	<b>194.3%</b>

(1) Other Revenues includes lease revenues, advertising, investment income, legal settlements, vending revenues, use of prior year surplus, local contributions, CNG tax credits, film site revenues and other miscellaneous revenues.

(2) See page 18 for detail of Current Year Uses





**EXPENDITURES and FTEs**

## Summary of Expenditures by Department

<b>Expenditure by Department</b>		<b>FY11</b>	<b>FY12</b>	<b>Change</b>	
(\$ in thousands)		<b>Budget</b>	<b>Budget</b>	<b>(\$)</b>	<b>(%)</b>
1	Bus and Rail Operations	\$1,294,370	\$1,275,350	(\$19,019)	-1.5%
2	Countywide Planning & Development	1,156,222	1,101,065	(55,157)	-4.8%
3	Highway Capital Management	124,571	155,914	31,342	25.2%
4	Construction Project Management	690,840	942,416	251,577	36.4%
5	Communications	63,963	60,899	(3,063)	-4.8%
6	Economic Development	130,842	111,333	(19,509)	-14.9%
7	Administrative Services	81,375	97,077	15,702	19.3%
8	Financial Services	228,645	258,528	29,883	13.1%
9	Management Audit Services	5,117	5,048	(68)	-1.3%
10	Board Of Directors	22,026	21,461	(565)	-2.6%
11	Chief Executive Office	115,766	123,514	7,748	6.7%
12	<b>Agency Total</b>	<b>\$3,913,736</b>	<b>\$4,152,606</b>	<b>\$238,870</b>	<b>6.1%</b>

Note: Some of the changes in expenditures at the Department level are the result of reorganization.

## Summary of Expenditures by Type

<b>Expenditure by Type</b>		<b>FY11</b>	<b>FY12</b>	<b>Change</b>	
(\$ in thousands)		<b>Budget</b>	<b>Budget</b>	<b>(\$)</b>	<b>(%)</b>
13	Wage & Benefit*	\$877,048	\$894,886	\$17,838	2.0%
14	Fuel & Propulsion Power	51,846	47,069	(4,777)	-9.2%
15	Acquisitions	591,934	722,166	130,232	22.0%
16	Services	737,902	786,976	49,075	6.7%
17	Purchased Transportation	44,304	37,799	(6,505)	-14.7%
18	Material & Supply	147,988	144,426	(3,562)	-2.4%
19	Insurance	40,980	42,890	1,910	4.7%
20	Subsidies	1,095,132	1,102,473	7,342	0.7%
21	Other Support	26,651	29,005	2,354	8.8%
22	Debt	299,952	344,915	44,964	15.0%
23	<b>Agency Total</b>	<b>\$3,913,736</b>	<b>\$4,152,606</b>	<b>\$238,870</b>	<b>6.1%</b>

\*Wage & Benefit includes Workers' Comp expense of \$39.8M in FY11 and \$37.4M in FY12.

Note: Total may not add due to rounding.

## Summary of Expenditures by Program

(\$ in millions)	FY10 Actual		FY11 Budget		FY12 Budget		FY11 to FY12 \$ Change
1 Metro Activities							
2 Metro Bus							
3 Metro Bus							
4 Operating	\$ 909.2	27.3%	\$ 924.9	23.6%	\$ 901.4	21.7%	\$ (23.5)
5 Capital	224.2	6.7%	240.0	6.1%	217.4	5.2%	(22.6)
6 BRT Capital	23.4	0.7%	66.4	1.7%	78.1	1.9%	11.7
7 Metro Bus Subtotal	\$ 1,156.8	34.8%	\$ 1,231.3	31.5%	\$ 1,196.9	28.8%	\$ (34.4)
8 Metro Rail							
9 Metro Rail							
10 Operating	\$ 258.1	7.8%	\$ 259.1	6.6%	\$ 278.6	6.7%	\$ 19.5
11 Capital	38.5	1.2%	33.3	0.9%	30.1	0.7%	(3.2)
12 Rail Rehabilitation	10.1	0.3%	18.1	0.5%	36.5	0.9%	18.4
13 Major Rail Construction	290.5	8.7%	338.2	8.6%	746.9	18.0%	408.7
14 Metro Rail Subtotal	\$ 597.2	18.0%	\$ 648.7	16.6%	\$ 1,092.1	26.3%	\$ 443.4
15 TAP and Sustainability Projects	13.3	0.4%	18.8	0.5%	19.3	0.5%	0.5
16 Transit Capital Projects in Planning Stages	38.6	1.2%	263.6	6.7%	29.8	0.7%	(233.8)
17 Metro Debt	294.7	8.9%	296.8	7.6%	344.5	8.3%	47.7
18 Other Metro Activities <sup>(1)</sup>	40.2	1.2%	35.4	0.9%	35.4	0.9%	-
19 Total Metro Activities	\$ 2,140.8	64.4%	\$ 2,494.6	63.7%	\$ 2,718.0	65.5%	\$ 223.4
20 Regional Activities							
21 Transit Activities							
22 Municipal Operators Programs	\$ 232.5	7.0%	\$ 246.0	6.3%	\$ 282.1	6.8%	\$ 36.1
23 Paratransit Programs	59.5	1.8%	58.0	1.5%	63.2	1.5%	5.2
24 Commuter / Regional Rail Programs	68.9	2.1%	76.9	2.0%	66.6	1.6%	(10.3)
25 Measure R Transit Projects	0.2	0.0%	8.6	0.2%	1.4	0.0%	(7.2)
26 EZ Pass / Fare Assistance	12.5	0.4%	18.1	0.5%	19.1	0.5%	1.0
27 Rideshare Services	8.1	0.2%	8.2	0.2%	7.9	0.2%	(0.3)
28 Total Transit Activities	\$ 381.7	11.5%	\$ 415.8	10.6%	\$ 440.3	10.6%	\$ 24.5
29 Streets And Highway Activities							
30 I-405 Car Pool Lane	\$ 205.4	6.2%	\$ 195.3	5.0%	\$ 148.2	3.6%	\$ (47.1)
31 I-710 EIR/EIS	9.6	0.3%	8.2	0.2%	7.4	0.2%	(0.8)
32 GAP Closure Project	0.9	0.0%	2.9	0.1%	9.5	0.2%	6.6
33 Very Small Wilshire Bus Lane	-	0.0%	-	0.0%	15.0	0.4%	15.0
34 Call For Projects	146.8	4.4%	180.2	4.6%	144.6	3.5%	(35.6)
35 Measure R Highway Projects	21.6	0.6%	144.5	3.7%	158.6	3.8%	14.1
36 Freeway Service Patrol/Call Boxes	31.8	1.0%	38.5	1.0%	38.1	0.9%	(0.4)
37 Total Streets And Highway Activities	\$ 416.1	12.5%	\$ 569.6	14.6%	\$ 521.4	12.6%	\$ (48.2)
38 Allocations to Local Jurisdictions							
39 Local Return	\$ 327.3	9.8%	\$ 343.4	8.8%	\$ 352.3	8.5%	\$ 8.9
40 TDA 3 & 8	16.4	0.5%	19.5	0.5%	23.5	0.6%	4.0
41 Federal Pass Throughs	4.5	0.1%	13.3	0.3%	21.2	0.5%	7.9
42 Total Allocations to Local Jurisdictions	\$ 348.2	10.5%	\$ 376.2	9.6%	\$ 397.0	9.6%	\$ 20.8
43 Other Planning Studies & Programming Activities <sup>(2)</sup>	37.9	1.1%	57.3	1.5%	75.9	1.8%	18.6
44 Total Regional Activities	\$ 1,183.8	35.6%	\$ 1,418.9	36.3%	\$ 1,434.6	34.5%	\$ 15.7
45 Total Expenditures	\$ 3,324.6	100.0%	\$ 3,913.7	100.0%	\$ 4,152.6	100.0%	\$ 239.1

Note: Totals may not add due to rounding.

<sup>(1)</sup> Other Metro Activities includes legal costs, communications, lobbying efforts, and other miscellaneous costs.

<sup>(2)</sup> Other Planning Studies & Programming Activities includes joint development, grants administration, and various planning related studies and activities.

## Summary of FTEs by Department

<b>FTEs by Department</b>		FY11 Budget	FY12 Budget	Change from FY11
1	Bus and Rail Operations	7,326	7,344	18
2	Countywide Planning & Development	90	103	13
3	Highway Capital Management	27	29	2
4	Construction Project Management	122	142	20
5	Communications	196	196	-
6	Economic Development	21	25	4
7	Administrative Services	497	500	3
8	Financial Services	175	176	1
9	Management Audit Services	21	21	-
10	Board of Directors	38	38	-
11	Chief Executive Office	200	209	9
12	Agency wide Non-Contract Total	1,113	1,165	52
13	Agency wide Union Total	7,600	7,618	18
14	Agency Total	8,713	8,783	70

### Summary of FTEs by Department Detail

	FY11 Budget	FY12 Budget	Change from FY11
1 Bus and Rail Operations			
2     Bus/Rail Transportation	4,486	4,470	(16)
3     Maintenance	2,069	2,081	12
4     Rail Fleet Services	346	353	7
5     Rail Wayside	240	253	14
6     Operations Administration	186	187	-
7     Bus and Rail Operations Subtotal by Representation			
8         Non-Contract	270	273	3
9         Union	7,056	7,071	15
10    Bus and Rail Operations Total	7,326	7,344	18
11			
12 Countywide Planning & Development			
13     Chief Planning Officer	4	6	2
14     Long Range Planning & Coordination	26	29	3
15     Transp. Dev. & Implm. (Central/East/Se Region)	19	23	4
16     Transp. Dev. & Implm. (North/West/Sw Region)	16	19	3
17     Regional Capital Development	25	26	1
18     Countywide Planning & Development Subtotal by Representation			
19         Non-Contract	90	103	13
20         Union	-	-	-
21    Countywide Planning & Development Total	90	103	13
22			
23 Highway Capital Management			
24     Non-Contract	27	29	2
25     Union	-	-	-
26    Highway Capital Management Total	27	29	2
27			
28 Construction Project Management			
29     Executive Office, Const	27	21	(6)
30     Construction	45	30	(15)
31     Engineering	11	47	36
32     Program Management	32	34	2
33     Quality Management	7	10	3
34     Construction Project Management Subtotal by Representation			
35         Non-Contract	121	141	20
36         Union	1	1	-
37    Construction Project Management Total	122	142	20
38 Communications			
39     Chief Communication Officer	11	11	-
40     Customer Communications	28	28	-
41     Customer Relations	100	100	-
42     Public Relations	7	7	-
43     Creative Services	14	14	-
44     Customer Programs & Services	27	27	-
45     TAP Operations	9	9	-
46     Communications Subtotal by Representation			
47         Non-Contract	69	69	-
48         Union	127	127	-
49    Communications Total	196	196	-
50			
51 Economic Development			
52     New Business Development	7	8	1
53     Real Estate Administration	14	17	3
54     Economic Development Subtotal by Representation			
55         Non-Contract	21	25	4
56         Union	-	-	-
57    Economic Development Total	21	25	4



**Summary of FTEs by Department Detail (Continued)**

	FY11 Budget	FY12 Budget	Change from FY11
58			
59 Administrative Services			
60     Chief Admin Services Office	16	17	1
61     Diversity & Economic Opportunity	16	16	-
62     Human Services	136	135	(1)
63     Procurement	48	51	3
64     Material Management	171	171	-
65     Information Technology Services	110	110	-
66     Administrative Services Subtotal by Representation			
67         Non-Contract	239	241	3
68         Union	259	259	-
69     Administrative Services Total	498	500	3
70			
71 Financial Services			
72     Accounting	68	68	-
73     Finance & Treasury	61	61	-
74     Risk Management	46	47	1
75     Financial Services Subtotal by Representation			
76         Non-Contract	111	112	1
77         Union	64	64	-
78     Financial Services Total	175	176	1
79			
80     Management Audit Services Subtotal by Representation			
81         Non-Contract	21	21	-
82         Union	-	-	-
83     Management Audit Services	21	21	-
84 Board of Directors			
85     Board of Directors & Board Secretary	11	11	-
86     County Counsel	4	4	-
87     Ethics Office	7	7	-
88     Inspector General	16	16	-
89     Board of Directors Subtotal by Representation			
90         Non-Contract Total	38	38	-
91         Union	-	-	-
92     Board of Directors Total	38	38	-
93			
94 Chief Executive Office			
95     Chief Executive Office	9	8	(1)
96     Board Relation, Policy & Research Service	11	12	1
97     Corporate Safety	27	29	2
98     Transit Security	96	99	3
99     Government and Community Relations	24	26	2
100     Regional Rail	3	3	-
101     Labor/Employee Relations	12	12	-
102     Office Of Management & Budget	18	20	2
103     Chief Executive Office Subtotal by Representation			
104         Non-Contract Total	107	113	6
105         Union	93	96	3
106     Chief Executive Office Total	200	209	9
107			
108 Agency wide Subtotal by Representation			
109     Agency wide Non-Contract Total	1,113	1,165	52
110     Agency wide Union Total	7,600	7,618	18
111     Agency wide Total	8,713	8,783	70

**Enterprise Fund**  
**Metro Bus & Rail Operations & Capital**  
**Summary of Resources, Expenses and Resulting (Deficit) / Surplus**

(\$ in millions)	FY10 Actual	FY11 Budget	FY12 Budget			
			Total FY12	Bus	Rail	Regional
<b>1 Transit Operations &amp; Capital</b>						
<b>2 Transit Operations Resources</b>						
3 Fare & Other Revenues	\$ 307.9	\$ 332.3	\$ 332.8	\$ 259.9	\$ 72.8	\$ -
4 Fares (incl. Metrolink Subsidy)	10.5	3.0	5.3	4.14	1.2	-
5 Other Revenues <sup>(1)</sup>	25.7	59.9	38.1	33.6	2.6	1.9
6 <b>Total Fare &amp; Other Revenues</b>	<b>\$ 344.1</b>	<b>\$ 395.2</b>	<b>\$ 376.1</b>	<b>\$ 297.7</b>	<b>\$ 76.6</b>	<b>\$ 1.9</b>
7 Federal Grants						
8 Federal Sect. 5307/5309 Prev. Maint.	\$ 229.0	\$ 237.3	\$ 203.9	\$ 163.0	\$ 40.9	\$ -
9 Federal CMAQ	9.4	16.7	32.1	-	32.1	-
10 Federal Grwng St, Hmlnd Scrtly & Other	0.6	9.9	9.0	-	6.6	2.4
11 <b>Total Federal Grants</b>	<b>\$ 239.0</b>	<b>\$ 264.0</b>	<b>\$ 245.0</b>	<b>\$ 163.0</b>	<b>\$ 79.6</b>	<b>\$ 2.4</b>
12						
13 Local Subsidy						
14 Prop A - (40% bus) & (35% rail)	\$ 191.5	\$ 154.5	\$ 180.2	\$ 152.2	\$ 20.8	\$ 7.2
15 Prop C - (40% bus/rail) & (5% Security)	183.2	113.5	49.9	38.9	8.1	2.9
16 Measure R - (20% bus) & (5% Rail)	32.0	120.4	103.5	92.9	10.6	-
17 TDA Article 4	188.5	55.8	115.5	110.6	-	4.9
18 STA	-	99.9	129.2	46.3	82.9	-
19 General Fund (revenue from CNG Tx Credits)	10.2	-	-	-	-	-
20 <b>Total Local Subsidy Transfers In</b>	<b>\$ 605.4</b>	<b>\$ 544.1</b>	<b>\$ 578.3</b>	<b>\$ 440.9</b>	<b>\$ 122.3</b>	<b>\$ 15.0</b>
21						
22 <b>Total Transit Operations Resources</b>	<b>\$ 1,188.5</b>	<b>\$ 1,203.2</b>	<b>\$ 1,199.4</b>	<b>\$ 901.6</b>	<b>\$ 278.5</b>	<b>\$ 19.3</b>
23 Transit Capital Resources						
24 Federal, State & Local Grants	\$ 416.5	\$ 471.9	560.9	\$ 198.0	\$ 362.9	\$ -
25 Local and State Sales Tax <sup>(2)</sup>	171.0	217.2	154.3	86.7	67.6	-
26 Bond Financing	11.9	7.0	393.0	5.7	387.3	-
27 <b>Total Transit Capital Resources</b>	<b>\$ 599.4</b>	<b>\$ 696.0</b>	<b>\$ 1,108.2</b>	<b>\$ 290.4</b>	<b>\$ 817.8</b>	<b>\$ -</b>
28 <b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 1,787.8</b>	<b>\$ 1,899.3</b>	<b>\$ 2,307.6</b>	<b>\$ 1,192.0</b>	<b>\$ 1,096.3</b>	<b>\$ 19.3</b>
29 <b>Transit Operations Expenses</b>						
30 Labor & Benefits <sup>(3)</sup>	\$ 769.1	\$ 756.3	762.8	\$ 610.9	\$ 138.3	\$ 13.6
31 Fuel & Propulsion Power	95.8	81.8	74.8	47.8	26.8	0.3
32 Materials & Supplies <sup>(4)</sup>	87.6	80.1	82.9	63.9	15.1	3.9
33 Contract and Professional Services	134.6	138.4	141.5	48.2	75.8	17.5
34 PL/PD and Other Insurance	30.6	40.0	46.0	42.2	3.8	0.1
35 Purchased Transportation	42.0	44.6	37.8	37.8	-	-
36 Allocated Overhead <sup>(5)</sup>	-	54.5	38.4	22.6	12.3	3.4
37 Regional Chargeback	-	-	0.1	16.7	4.9	(21.5)
38 All Other Expenses <sup>(6)</sup>	20.3	7.5	15.0	11.5	1.5	2.0
39 <b>Total Transit Operations Expenses <sup>(7)</sup></b>	<b>\$ 1,180.0</b>	<b>\$ 1,203.2</b>	<b>\$ 1,199.3</b>	<b>\$ 901.6</b>	<b>\$ 278.5</b>	<b>\$ 19.3</b>
40 Transit Capital Expenses <sup>(8)</sup>	586.6	696.0	1,108.3	290.4	817.8	-
41 <b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 1,766.6</b>	<b>\$ 1,899.3</b>	<b>\$ 2,307.6</b>	<b>\$ 1,192.0</b>	<b>\$ 1,096.3</b>	<b>\$ 19.3</b>
42 <b>Transit Operations &amp; Capital (Deficit) / Surplus</b>	<b>\$ 21.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

- (1) Other Revenues includes advertising, parking, vending revenues, county buydown, prior year surplus, and other miscellaneous revenues.
- (2) Includes funding from General Fund - State Reimbursements and State Proposition 1B cash funds.
- (3) Labor and Benefits includes Wages, Fringe Benefits and Workers' Compensation.
- (4) Material & Supplies includes Inventory/Parts, Building & Grounds, Lubricants, Other Parts & Supplies.
- (5) An accounting overhead methodology change in FY11 resulted in allocation of support service costs that had previously been directly charged to the operating, construction, and planning line functions and was spread in previous years between lines 31-39
- (6) All Others Expenses includes Utilities, Taxes, Advertisement/Settlement, Travel/Mileage/Meals, Training/Seminars/Periodicals, Warranties/Misc. Settlements, and Legal Chargebacks.
- (7) For additional operating expense detail please refer to the Activity Based Cost schedules on pages 66-78.
- (8) For additional capital expense details please refer to the Capital Program Project charts on pages 23-29.
- Note: Totals may not add due to rounding.

**CAPITAL**

## Capital Program Project List

(\$ in thousands)		Expected Expenditures Through FY11	FY12 Budget	FY13 and Future	Life of Project	Notes
Project Title	CP#					
1						
2						
3	<b>Bus Acquisition</b>					
3	100 CNG Buses (ARRA Funds)	201052	\$ 50,032	\$ 9,968	\$ -	\$ 60,000
4	FY12-15 Bus Buy	201053	-	9,824	-	9,824 1
5	<b>Bus Acquisition Total</b>		<b>50,032</b>	<b>19,793</b>	<b>-</b>	<b>69,824</b>
6						
7	<b>Bus Facilities Improvements</b>					
8	Division 13	202001	11,710	22,447	60,843	95,000
9	In-ground Bus Hoist Replacement	202007	7,840	51	389	8,281
10	El Monte Transit Station (BOS)	202021	2	720	(608)	115 2
11	Metro Art Enhancements	202166	586	29	-	615
12	In-ground Bus Hoist Replacement -- Phase II	202203	3,094	1,598	(320)	4,372 2
13	Articulated Bus Facility Modifications -- Phase II	202204	2,505	450	425	3,380
14	FY12-14 UST Replacement	202210	-	1,734	5,766	7,500 New
15	ATMS Upgrade	202232	4,604	4,083	3,421	12,107
16	Division 1, 3, 8, 9 and 15 Renovations	202239	11,748	823	1,149	13,720
17	Metro Orange Line Passenger Amenities	202249	564	51	-	615
18	Division 3 Master Plan Phases II-IV	202260	4,097	2,867	6,235	13,200
19	Solar Powered Enhanced Bus Stop Lighting	202261	-	7	743	750
20	El Monte Busway Improvements and Transit Center Expansion (CRDP)	202286	25,538	24,568	10,000	60,106
21	Harbor Transitway Improvements (CRDP)	202287	2,314	1,536	-	3,850
22	CNG Compression Electrification Project	202302	15,903	11,210	887	28,000
23	Bus Stop Information System Improvement Project	202304	-	694	456	1,150 New
24	ATMS Narrowband Upgrade	202305	-	1,151	7,649	8,800
25	Bus Deferred Maintenance Improvements (BOS)	202306	-	885	20,346	21,231 New
26	Div. 2 Master Plan (BOS)	202307	-	216	42,359	42,575 New
27	FY12 Bus Facilities Equipment Improvements	202308	-	264	41	305 New
28	Artesia Transit Center Improvements	202310	-	1,000	240	1,240 New
29	<b>Bus Facilities Improvements Total</b>		<b>90,506</b>	<b>76,384</b>	<b>160,021</b>	<b>326,912</b>

Note: Totals may not add due to rounding.

- (1) This is a new project. The FY12 budget value is less than the total Life-of-Project budget cost. The full LOP will be presented for approval after the first phase of the procurement process.
- (2) The FY12 budget will be revised to reduce total expenditures to the LOP

## Capital Program Project List (continued)

(\$ in thousands)		Expected Expenditures Through FY11	FY12 Budget	FY13 and Future	Life of Project	Notes
Project Title	CP#					
<b>Bus Maintenance</b>						
FY10 Bus Midlife Program	203007	\$ 45,293	\$ 404	\$ 1,303	\$ 47,000	
FY12-14 Bus Midlife/Engine Replacement Program	203020	-	39,932	93,668	133,600	New
FY12 Central Maintenance Equipment Replacement	203021	-	883	2,045	2,928	New
Revenue Collection Equipment Midlife Refurbishment	203034	-	268	1,253	1,521	New
<b>Bus Maintenance total</b>		<b>45,293</b>	<b>41,487</b>	<b>98,269</b>	<b>185,049</b>	
<b>IT/Communications</b>						
Customer Center Security & Information Enhancement	207048	259	79	3	342	
Computer Equipment Refresh Program	207069	-	1,524	176	1,700	New
Board Room AV System Upgrade	207090	74	731	527	1,332	
Contract Info Mgt System-Phase 1	207096	174	1,948	141	2,263	
Giro Hastus Upgrade	207105	-	248	3,762	4,010	New
Upgrade ASRS Manager System	207113	-	552	871	1,423	New
Inventory Optimization System	207114	-	862	721	1,583	New
Budget System Replacement	207115	-	454	3,346	3,800	New
Metro Call Center Telephone Replacement	207117	-	1,413	87	1,500	New
Agencywide Reporting Analysis System	207119	-	105	2,970	3,075	New
Digital Incident Management System	207120	-	1,453	611	2,064	New
Metro Vanpool Online Reporting System	207124	-	70	13	83	New
Contract Information Management System Phase II	207130	-	223	2,827	3,050	New
<b>IT/Communications Total</b>		<b>508</b>	<b>9,664</b>	<b>16,053</b>	<b>26,225</b>	
<b>Non-Revenue Vehicles</b>						
Replacement Non-Revenue Sedans	208045	1	1,185	1,493	2,680	
Expansion Rail Non-Revenue Medium Duty Vehicles	208048	-	485	20	506	
Replacement Non-Revenue Heavy Duty Vehicles - Bus	208049	1,146	1,026	43	2,215	
Expansion Rail Non-Revenue Heavy Duty Vehicles	208050	-	1,323	176	1,499	
Replacement Non-Revenue Equipment - Bus	208051	142	367	679	1,188	
Expansion Rail Non-Revenue Step Vans	208056	-	284	12	296	
Expansion Non-Revenue Heavy Duty Crew Cab Vehicles	208057	-	259	11	270	
Replacement Light Rail Medium Duty Non-Revenue Vehicles	208061	-	176	7	183	
Replacement Light Rail Non-Revenue Vehicles	208063	-	167	7	174	
Replacement. Heavy Rail Medium Duty Non-Revenue Vehicles	208064	-	52	2	54	
Replacement. Heavy Rail Medium Duty Non-Revenue Vehicle	208065	-	57	3	59	
Non-Revenue Equipment Replacement Bus	208079	-	10	2,829	2,839	New
Non-Revenue Equipment Expansion Bus System	208080	-	10	674	684	New
Non-Revenue Equipment Expansion Rail System	208081	-	8	135	143	New
Replacement Hi-Rail Multi-Purpose Utility	208082	-	10	1,606	1,616	New
<b>Non-Revenue Vehicles (Continued on the following page)</b>						

Note: Totals may not add due to rounding.

## Capital Program Project List (continued)

(\$ in thousands)

Project Title	CP#	Expected Expenditures Through FY11	FY12 Budget	FY13 and Future	Life of Project	Notes	
71							
72	<b>Non-Revenue Vehicles (Continued from the preceding page)</b>						
73	Heavy Duty Non-Revenue Vehicle Expansion Rail	208083	\$ -	\$ 8	\$ 179	\$ 187	New
74	Medium Duty Non-Revenue Vehicle Expansion Rail	208085	-	8	198	206	New
75	Light Duty Non-Revenue Vehicle Expansion Rail	208086	-	8	116	124	New
76	Light Duty Non-Revenue Vehicle Replacement Rail	208087	-	10	538	548	New
77	Medium Duty Non-Revenue Vehicle Replacement	208088	-	10	1,542	1,552	New
78	Light Duty Non-Revenue Vehicle Expansion	208089	-	8	141	149	New
79	Light Duty Non-Revenue Vehicle Bus System	208090	-	10	1,695	1,705	New
80	<b>Non-Revenue Vehicles Total</b>		<b>1,289</b>	<b>5,476</b>	<b>12,110</b>	<b>18,876</b>	
81	<b>Other Capital</b>						
82	Universal Fare Collection System	200225	94,218	1,626	1,763	97,607	
83	Regional Service Center and Clearinghouse	200351	19,096	948	28	20,072	
84	Express Lanes on I-10 and I-110 (CRDP)	210120	40,799	47,929	25,472	114,200	
85	Harbor Freeway/ El Monte Busway Amenities (CRDP)	210124	673	343	15	1,031	
86	Customer Center Relocation Improvements	210127	-	363	398	761	New
87	Expo Phase 1 Installation of Signage & Posters	210128	-	627	270	897	New
88	USG Building Renovation Plan	210131	-	3,132	39,710	42,842	New
89	SCRRA Relocation Program	210150	2,420	80	-	2,500	
90	<b>Other Capital Total</b>		<b>157,205</b>	<b>55,048</b>	<b>67,656</b>	<b>279,909</b>	
91							
92	<b>Rail Facilities</b>						
93	MRL Station Canopies	204006	2,298	1,002	3,924	7,224	
94	Regional Rail Signage System Improvements	204020	862	571	798	2,231	
95	Division 20 Carwash & Cleaning Platform	204047	8,243	4,915	2,243	\$ 15,400	
96	Division 21 Improvements - Phase II	204053	10,686	208	3,106	14,000	
97	MRL Fall Protection Gear Installation	204088	222	43	235	500	
98	Bicycle Lockers and Racks for Metro Rail Stations	204089	550	380	420	1,350	
99	MRL Station Entrance Canopies	204115	1,474	5,296	-	6,770	
100	Vertical Sys Modern Elevators	204117	-	250	7,750	8,000	New
101	Rail Gates Monitoring Center	204118	-	96	4,984	5,080	New
102	Rail Station Refurbishments	204121	-	1,551	19,949	21,500	New
103	MOL To MRL North Hollywood Station West Entrance	204122	-	700	16,300	17,000	New
104	Div 11 Body Shop Ventilation	204123	-	273	277	550	
105	Div 11 Water Mitigation Issue	204124	-	98	1,902	2,000	New
106	Div 21 Car Wash Improvement	204125	-	28	642	670	New
107	Fire Control Panel Upgrade	204128	-	126	3,474	3,600	New
108	North Long Beach Bank Upgrade	204129	-	433	547	980	
109	Metro Rail Gating	210094	18,318	2,682	-	21,000	
110	<b>Rail Facilities Total</b>		<b>42,653</b>	<b>18,652</b>	<b>66,550</b>	<b>127,855</b>	

Note: Totals may not add due to rounding.

## Capital Program Project List (continued)

(\$ in thousands)		Expected Expenditures Through FY11	FY12 Budget	FY13 and Future	Life of Project	Notes
Project Title	CP#					
111						
112						
<b>Rail Rehabilitation</b>						
113	Subway Railcar Midlife Overhaul	206034	\$ 1,837	\$ 9,269	\$ 190,893	\$ 202,000
114	MBL Traction Power Sub-Stations Rehabilitation	211001	13,859	14,925	53,416	82,200
115	MBL OCS Rehabilitation	211002	1,269	615	11,116	13,000
116	MBL TWC Rehabilitation	211003	1,777	63	(90)	1,750
117	MBL & MRL Switch Machines Rehabilitation	211004	939	237	100	1,275
118	MBL Signal System Rehabilitation	211005	253	205	362	820
119	MRL Segment 2/3 Remote Terminal Units Rehabilitation	211008	147	336	517	1,000 3
120	MRL Yard Genralogic System	211009	29	331	1,640	2,000 3
121	Escalator/Elevator Modernization Program - Civic Center Station	211010	2,610	2,486	6,904	12,000
122	Hi-Rail OCS Rehabilitation Support Vehicles	211012	2,836	61	1,803	4,700
123	Digital Rail Radio Upgrade	211013	1,170	7,309	16,521	25,000
124	MRL Seg-1 A/F Track Circuit Replacement	211014	1,475	468	336	2,279
125	MGL Signal System Rehab	211016	-	11	3,589	3,600 New
126	P865/2020 MBL Fleet Midlife Program	211018	-	300	29,700	30,000 New
127	Seismic Monitoring System Replacement	211028	-	38	237	275 New
128	MBL Communications & Signal Bldg Rehab	211029	-	161	1,639	1,800 New
129	<b>Rail Rehabilitation Total</b>		<b>28,200</b>	<b>36,816</b>	<b>318,683</b>	<b>383,699</b>
130						
131						
<b>Rail Vehicle Maintenance</b>						
132	P2000 Vehicle Signaling Package Upgrade	206005	1,204	751	1,409	3,364
133	FY12 RFS Tools and Equipment	206033	-	61	39	100 New
134	<b>Rail Vehicle Maintenance Total</b>		<b>1,204</b>	<b>812</b>	<b>1,448</b>	<b>3,464</b>
135						
136						
<b>Security Projects</b>						
137	ATMS Disaster Recovery System Phase I	212003	1,629	138	18	1,785
138	Intelligent Video Upgrade (DHS - FY2007 TSGP)	212005	144	70	521	734
139	Auto. Lic. Plate Recognition Network	212007	-	283	1,786	2,069
140	Central Remote System Bus CCTV Monitoring	212008	-	4,496	5,011	9,507
141	Auto. Lic. Plate Recognition Network Phase 2	212009	-	440	1,162	1,602
142	MBL - MGL Transit Passenger Information System	212010	-	1,890	4,097	5,987
143	USG Security Improvements	212011	-	288	12	300
144	USG Elevator Monitor System Upgrade	212012	-	326	14	340
145	Bus Division Backup Generators	212013	-	1,500	2,200	3,700 New
146	<b>Security Projects (Continued on following page)</b>					

Note: Totals may not add due to rounding.

(3) Indicates that the LOP has increased in the FY12 budget.

## Capital Program Project List (continued)

(\$ in thousands)		Expected Expenditures Through FY11	FY12 Budget	FY13 and Future	Life of Project	Notes	
147							
148	<b>Security Projects (Continued from preceding page)</b>						
149	Fiber Optic Connection - EOB/RTACR	212014	\$ -	\$ 450	\$ -	\$ 450	New
150	Chemical Detection system Pilot Program	212015	-	399	-	399	New
151	Center Street Counterterrorism Facility	212016	-	150	400	550	New
152	Threat Interdictment Vehicles	212017	-	160	500	660	New
153	Command Post Vehicle	212018	-	40	135	175	New
154	Video Security System Enhancement	212019	-	100	1,400	1,500	New
155	Co-location of ROC and BOC	212120	-	609	891	1,500	New
156	<b>Security Projects Total</b>		<b>1,773</b>	<b>11,339</b>	<b>18,146</b>	<b>31,258</b>	
157							
158	<b>Warehouse</b>						
159	Div. 3 Warehouse Replacement	209027	134	349	1,121	1,604	
160	490 Bauchet St. Equipment	209035	-	240	913	1,153	New
161	Green Line Material Storage Building and Offices	209042	170	573	449	1,192	
162	Division 9 Warehouse Improvements	209047	255	439	196	890	
163	<b>Warehouse Total</b>		<b>559</b>	<b>1,601</b>	<b>2,679</b>	<b>4,839</b>	
164							
165	<b>Wayside Systems</b>						
166	Cathodic Protection Systems	205054	338	304	278	920	
167	MBL Pedestrian And Swing Gates	205063	-	646	274	920	New
168	MBL Wayside Communication Enclosures Installation	205069	192	162	53	407	
169	Wayside Workers Protection Project	205085	3,876	697	-	4,573	
170	Rail Wayside Energy Storage System	205090	1,513	2,953	-	4,466	
171	Sys-Wide Corrosion Protection	205092	-	211	12,789	13,000	New
172	MBL Rail Replacement & Booting	205093	-	379	12,621	13,000	New
173	MRL Damper Replacement	205095	-	26	1,474	1,500	New
174	PGL Headway Improvements	205099	-	174	1,226	1,400	New
175	<b>Wayside Systems Total</b>		<b>5,918</b>	<b>5,552</b>	<b>28,715</b>	<b>40,186</b>	

Note: Totals may not add due to rounding.



## Capital Program Project List (continued)

(\$ in thousands)		Expected Expenditures Through FY11	FY12 Budget	FY13 and Future	Life of Project	Notes	
Project Title	CP#						
176							
177							
<b>Major Construction</b>							
178	Expo/Blue Line Light Rail Vehicle Procurement	206035	\$ 15,795	\$ 36,817	\$ 282,798	\$ 335,410	
179	Metro Gold Line Eastside Extension	800088	888,331	7,794	2,689	898,814	
180	Lankershim Transit Center	800118	515	1,193	1,892	3,600	
181	Light Rail Vehicle Fleet Enhancement	800151	114,017	5,673	33,229	152,919	
182	Pasadena Gold Line Closeout	809005	2,639	4,947	1,493	9,079	3
183	MRL Segment 2 Closeout	809081	17,440	1,988	3,438	22,867	
184	MRL Segment 3 North Hollywood Closeout	809082	2,858	2,031	-	4,889	
185	<b>Major Construction Total</b>		<b>1,041,595</b>	<b>60,443</b>	<b>325,540</b>	<b>1,427,578</b>	
186							
187							
<b>Measure R Transit Projects</b>							
188	Crenshaw/LAX Transit Corridor	865512	27,961	43,201	1,583	72,745	3
189	Expo Line Phase 1	890001	713,181	108,107	109,337	930,625	4
190	Expo Line Phase 2	890002	210,896	266,043	1,034,219	1,511,158	5
191	Green Line Ext South Bay	860304	2,787	3,629	-	6,417	6
192	Gold Line Foothill Extension	860200	54,287	193,919	486,793	735,000	
193	Regional Connector	860228	29,179	39,101	-	68,280	6
194	Westside Subway Extension	865518	59,148	49,678	-	108,826	6
195	Metro Orange Line Extension	800119	90,211	76,894	48,495	215,600	
196	Eastside Extension Phase II	460232	11,531	2,822	-	14,353	6
197	Eastside Light Rail Access	460300	5,301	2,865	-	8,166	6
198	Green Line Extension To LA Airport	460303	1,766	5,044	-	6,810	6
199	Project Management Information System	860001	1,110	446	139	1,695	
200	W. Santa Ana Branch Corridor Administration	460201	129	438	-	567	6
201	Sepulveda Pass Transit Corridor	460305	1,000	1,102	-	2,102	6
202	SFV East N/S Rapid	465521	2,529	2,392	-	4,921	6
203	<b>Measure R Transit Projects Total</b>		<b>1,211,017</b>	<b>795,682</b>	<b>1,680,566</b>	<b>3,687,265</b>	
204							
205	<b>Operating Capital Total - Line 2 to Line 175</b>		<b>\$ 425,139</b>	<b>\$ 282,625</b>	<b>\$ 790,332</b>	<b>\$ 1,498,096</b>	
206	<b>Major Construction Total - Line 177 to Line 185</b>		<b>1,041,595</b>	<b>60,443</b>	<b>325,540</b>	<b>1,427,578</b>	
207	<b>Operating and Construction Capital Total</b>		<b>1,466,734</b>	<b>343,068</b>	<b>1,115,872</b>	<b>2,925,674</b>	
208	<b>Measure R Transit Capital Total - Line 187 to Line 203</b>		<b>1,211,017</b>	<b>795,682</b>	<b>1,680,566</b>	<b>3,687,265</b>	
209	<b>Grand Total Capital Program</b>		<b>\$ 2,677,751</b>	<b>\$ 1,138,750</b>	<b>\$ 2,796,438</b>	<b>\$ 6,612,939</b>	

Note: Totals may not add due to rounding.

Note: Measure R Transit Projects shown on this page include all related projects, whether in planning or construction projects.

(3) Indicates that the LOP has increased in the FY12 budget

(4) Expo Phase 1 - CP 890001 includes Metro costs for CP 800113 - Expo Light Rail Corridor

(5) Expo Phase 2 - CP 890002 includes Expo Phase 2 Planning - Project 460301, Expo Phase 2 Capital - CP 860301, and Expo Phase 2 Non-Holdback - CP 869301.

(6) Measure R projects with an interim LOP. The final LOP will be determined at a future time.

**SUBSIDIES**

## Regional Subsidies Schedule

(\$ in millions)		FY10 Actual	FY11 Budget	FY12 Budget	Change % from FY 11
1	<b>Transit</b>				
	Municipal Operators	\$ 239.7	\$ 255.5	\$ 296.1	15.9%
2	Access Services For ADA Compliance	34.2	43.0	50.0	16.2%
3	Fare Assistance	6.1	8.0	9.0	12.5%
4	Prop A Incentive	25.3	13.5	13.2	-2.1%
5	Metrolink	68.4	75.7	65.7	-13.1%
6	Planning And Administration	4.7	1.7	1.1	-35.9%
7	<b>Total Transit</b>	<b>378.2</b>	<b>397.3</b>	<b>435.0</b>	<b>9.5%</b>
8					
9	<b>Call For</b>				
	Freeway	42.4	60.0	34.9	-41.8%
10	<b>Projects</b>				
	Regional Surface Transportation Improvements	54.0	72.4	71.7	-1.0%
11	Bus Capital & Operations	(0.1)	-	-	0.0%
12	Transportation Enhancements	(0.1)	-	-	0.0%
13	Local Traffic System	33.5	30.2	23.8	-21.0%
14	Regional Bikeways	0.1	-	0.4	
15	Transportation Demand Management	(0.0)	-	2.8	
16	Bus Capital Operations	5.0	3.8	3.9	4.2%
17	Local Transportation Projects	0.2	3.2	0.0	-98.9%
18	Soundwalls Program	9.6	7.2	0.9	-86.9%
19	MTA Sponsored CFP Proj/Prop C25	0.1	0.1	2.9	2848.0%
20	<b>Total Call for Projects</b>	<b>144.7</b>	<b>176.8</b>	<b>141.5</b>	<b>-20.0%</b>
21					
22	<b>Measure R</b>				
	Gold Line Foothill LRT Extension	-	28.2	-	-100.0%
23	<b>Specified</b>				
	Eastside Quad Gate Study	-	-	0.2	
24	<b>Transit and</b>				
	Eastside Extension Phase II	-	-	0.2	
25	<b>Highway</b>				
	Eastside Light Rail Access	-	-	0.2	
26	<b>Projects</b>				
	Phase II Ace Grade Separation	14.3	31.0	22.0	-29.0%
27	Countywide Soundwall Projects	-	0.9	-	-100.0%
28	Hwy Operating Improvements Arroyo Verdugo	-	16.5	8.6	-47.6%
29	Hwy Operating Improvements Virgenes/Malibu	-	16.9	15.5	-8.4%
30	405 110 105 SR91 Ramp&Interch	0.0	2.0	6.9	247.2%
31	I-5 N Enhance SR14/Kern Cnty	-	8.0	35.0	337.5%
32	SR-138 Capacity Enhance	-	18.0	-	-100.0%
33	Crenshaw Transit Corridor	-	0.0	-	-100.0%
34	Westside Subway Extension	-	-	0.1	
35	SFV East North/South Rapid	0.1	0.5	-	-100.0%
36	High Desert Corridor	0.4	10.5	11.2	7.0%
37	<b>Total Measure R</b>	<b>14.8</b>	<b>132.4</b>	<b>100.0</b>	<b>-24.5%</b>
38					
39	<b>Population</b>				
	Pedestrian & Bikes	4.6	4.9	5.9	20.2%
40	<b>Based</b>				
	Streets and Highways	11.8	14.6	17.5	20.2%
41	<b>Allocations</b>				
	Local Return	327.3	343.4	352.3	2.6%
42	<b>Total Population Based Allocations</b>	<b>343.7</b>	<b>362.9</b>	<b>375.8</b>	<b>3.5%</b>
43					
44	<b>Federally</b>				
	Very Small Wilshire Bus Lane	-	-	15.0	
45	<b>Funded</b>				
	Metro Rapid Bus	2.6	12.1	7.1	-41.6%
46	<b>Projects</b>				
	Gap Closure Project	-	0.5	7.1	1319.2%
47	Regional Grantee-FTA	4.1	5.1	5.5	8.1%
48	JARC Program Capital & Operating	0.1	4.2	6.8	60.3%
49	New Freedom Capital & Operating	0.2	3.8	5.6	45.7%
50	Highway Pass Through Program	-	-	3.2	
51	<b>Total Federally Funded Projects</b>	<b>6.9</b>	<b>25.7</b>	<b>50.2</b>	<b>95.5%</b>
52					
53	<b>Total Regional Subsidies</b>	<b>\$ 888.3</b>	<b>\$ 1,095.1</b>	<b>\$ 1,102.5</b>	<b>0.7%</b>

Note: Excludes Metro's FAP shares which are reported on the Enterprise Fund and Debt Charts.

**DEBT**

### Current Year Debt Service Activities

(\$ in thousands)	FY11 Budget			FY12 Budget		
	Bus	Rail	Total	Bus	Rail	Total
<b>1 Funding Demand of Debt Service</b>						
2 Resources						
3 Proposition A 35 Rail Set Aside	\$ 2,935.6	\$157,473.0	\$ 160,408.6	\$ 3,095.3	\$166,040.5	\$169,135.8
4 Proposition A 40 Discretionary	42.2	2,265.4	2,307.6	42.9	2,301.5	2,344.4
5 Proposition C 40 Discretionary	11,443.0	72,810.4	84,253.4	9,542.8	60,719.2	70,262.0
6 Proposition C 10 Commuter Rail	1,584.8	10,083.9	11,668.7	1,748.8	11,127.2	12,876.0
7 Proposition C 25 Street & Highways	4,920.8	31,310.5	36,231.3	4,988.5	31,740.9	36,729.4
8 Trans. Development Act Article 4	3,971.4	-	3,971.4	3,580.0	-	3,580.0
9 Measure R 35 Transit CP New Rail/BRT	-	-	-	-	42,615.4	42,615.4
10 Measure R 3 Metrolink	-	-	-	-	-	-
11 Measure R 2 Metro Rail CP	-	-	-	-	-	-
12 Measure R 20 Hwy CP	-	-	-	-	-	-
13 Measure R BAB Federal Subsidy	-	-	-	-	11,112.8	11,112.8
14 Proposition A35 Rail Set Aside (CRA Debt)	-	-	\$ 2,277.3	-	-	\$ 2,225.8
<b>15 Total Funding Demand of Debt Service</b>	<b>24,897.9</b>	<b>273,943.1</b>	<b>301,118.4</b>	<b>22,998.3</b>	<b>325,657.5</b>	<b>350,881.6</b>
16 Premium/Discount Amortization <sup>(1)</sup>	(169.8)	(4,138.6)	(4,308.4)	(166.4)	(6,206.9)	(6,373.4)
<b>17 Total Debt Service Expense</b>	<b>24,728.1</b>	<b>269,804.6</b>	<b>296,810.0</b>	<b>22,831.8</b>	<b>319,450.6</b>	<b>344,508.2</b>
<b>18 Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

### Long Term Enterprise Fund Debt Service Obligations

(\$ in thousands)	Beginning FY11 Balance			Beginning FY12 Balance		
	Bus	Rail	Total	Bus	Rail	Total
<b>19 Outstanding Principal Balance</b>						
20 Proposition A	\$ 30,867	\$1,655,775	\$ 1,686,642	\$ 27,746	\$1,488,362	\$1,516,108
21 Proposition C	204,763	1,131,108	1,335,871	162,235	1,032,275	1,194,510
22 Measure R					732,400	732,400
23 Trans. Development Act Article 4	15,235	-	15,235	11,775	-	11,775
24 Proposition A35 Rail Set Aside (CRA Debt)			24,755			23,705
<b>25 Total Outstanding Principal Balance <sup>(2)</sup></b>			<b>\$ 3,062,503</b>			<b>\$3,478,498</b>

### Measure R Bond Proceeds

(\$ in thousands)	FY12
26 Bond Proceeds Beginning Balance <sup>(3)</sup>	\$732,400
27 Proceeds to Fund Measure R Projects	
28 Eastern Maintenance Facility	77,750
29 Gold Line Foothill Extension	115,920
30 Expo Blvd LRT Construction Phase II - Metro	83,728
31 Expo Blvd LRT Construction Phase II - Expo	91,571
32 Total Proceeds to Fund Measure R Projects	368,969
<b>33 Bond Proceeds Ending Balance</b>	<b>\$363,431</b>

(1) Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument.

(2) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds, defeased lease and its related overhead.

(3) Measure R Bond was issued in November 2010 as part of the Build America Program.

**FY12 Debt Policy**  
**Maximum Permitted Debt Service**

(\$ in millions)	FY10 Actual	FY11 Budget	FY12 Budget	Foot- notes
<b>1 Proposition A:</b>				
2 Net A35% Sales Tax Revenue	\$ 188.1	\$ 196.1	\$ 201.2	
3 Annual A35% Debt Service	159.6	160.4	167.9	
4 A35% Debt Policy Maximum Permitted Annual Debt Service	163.7	170.6	175.0	1
5 Maximum Additional A35% Bond Issuance allowed under Debt Policy	159.5	251.0	213.9	2
6				
7 Net A40% Sales Tax Revenue	\$ 214.9	\$ 224.1	\$ 229.9	
8 Annual A40% Debt Service	2.3	2.3	2.3	
9 A40% Debt Policy Maximum Permitted Annual Debt Service	N/A	N/A	N/A	3
10 Maximum Additional A40% Bond Issuance allowed under Debt Policy	N/A	N/A	N/A	3
11				
<b>12 Proposition C:</b>				
13 Net C10% Sales Tax Revenue	\$ 55.7	\$ 58.1	\$ 59.6	
14 Annual C10% Debt Service	12.9	11.7	12.9	
15 C10% Debt Policy Maximum Permitted Annual Debt Service	22.3	23.2	23.8	4
16 Maximum Additional C10% Bond Issuance allowed under Debt Policy	126.5	155.9	148.2	2
17				
18 Net C25% Sales Tax Revenue	\$ 139.3	\$ 145.3	\$ 149.0	
19 Annual C25% Debt Service	39.4	36.2	35.8	
20 C25% Debt Policy Maximum Permitted Annual Debt Service	83.6	87.2	89.4	5
21 Maximum Additional C25% Bond Issuance allowed under Debt Policy	591.6	683.3	718.7	2
22				
23 Net C40% Sales Tax Revenue	\$ 222.9	\$ 232.4	\$ 238.4	
24 Annual C40% Debt Service	74.8	70.5	70.4	6
25 C40% Debt Policy Maximum Permitted Annual Debt Service	89.2	93.0	95.4	7
26 Maximum Additional C40% Bond Issuance allowed under Debt Policy	202.7	312.9	345.3	2
27				
<b>28 Measure R:</b>				
29 Net R35% Sales Tax Revenue	\$ 190.1	\$ 203.4	\$ 208.6	
30 Annual R35% Debt Service	-	-	53.7	
31 R35% Debt Policy Maximum Permitted Annual Debt Service	NA	NA	181.5	8
32 Maximum Additional R35% Bond Issuance allowed under Debt Policy	NA	NA	1,598.6	9
33				
34 Net R20% Sales Tax Revenue	\$ 108.6	\$ 116.2	\$ 119.2	
35 Annual R20% Debt Service	-	-	-	
36 R20% Debt Policy Maximum Permitted Annual Debt Service	NA	NA	71.5	10
37 Maximum Additional R20% Bond Issuance allowed under Debt Policy	NA	NA	894.6	9
38				
39 Net R2% Sales Tax Revenue	\$ 10.9	\$ 11.6	\$ 11.9	
40 Annual R2% Debt Service	-	-	-	
41 R2% Debt Policy Maximum Permitted Annual Debt Service	NA	NA	10.4	11
42 Maximum Additional R2% Bond Issuance allowed under Debt Policy	NA	NA	129.5	9
43				
44 Net R3% Sales Tax Revenue	\$ 16.3	\$ 17.4	\$ 17.9	
45 Annual R3% Debt Service	-	-	-	
46 R3% Debt Policy Maximum Permitted Annual Debt Service	NA	NA	15.6	12
47 Maximum Additional R3% Bond Issuance allowed under Debt Policy	NA	NA	194.8	9

**Footnotes:**

- 1 - Debt policy limits annual debt service to 87% of Proposition A 35% tax revenue.
- 2 - Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization of debt at 5.5%.
- 3 - No further debt issuance is permitted pursuant to the debt policy.
- 4 - Debt policy limits annual debt service to 40% of Proposition C 10%.
- 5 - Debt policy limits annual debt service to 60% of Proposition C 25%.
- 6 - Does not include Workers Compensation Bonds debt service.
- 7 - Debt policy limits annual debt service to 40% of Proposition C 40%.
- 8 - Debt policy limits annual debt service to 87% of Measure R 35% tax revenue
- 9 - Total amount of bonds that could be issued under the Debt Policy limitations.  
Assumes amortization of debt at 5.5% over remaining life of Measure R tax.
- 10 - Debt policy limits annual debt service to 60% of Measure R 20% tax revenue.
- 11 - Debt policy limits annual debt service to 87% of Measure R 2% tax revenue.
- 12 - Debt policy limits annual debt service to 87% of Measure R 3% tax revenue.

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**MEASURE R**



## Historical Background of Measure R - Traffic Relief and Rail Expansion Ordinance



Measure R represents a voter-enacted (2008) ½-cent sales tax for public transit purposes lasting a period of 30 years beginning July 1, 2009. Metro is responsible for administering the funds. Metro allocates the funding to itself and other agencies according to the ordinance, Metro Formula Allocation Procedure, and Metro Board actions. The ordinance provides for the following subfunds: Administration, Transit Capital, Highway Capital, Operations, and Local Return.

The stated purposes of Measure R include:

- **Rail Expansion:** Expand the county's Metro rail system, including direct airport connection.
- **Local Street Improvement:** Synchronize signals, fill potholes, repair streets, and make neighborhood streets and intersections safer for drivers, bicyclists, and pedestrians in each community.
- **Traffic Reduction:** Enhance safety and improve flow on L.A. County freeways and highways.
- **Better Public Transportation:** Make public transportation more convenient and affordable – especially for seniors, students, disabled and commuters.
- **Quality of Life:** Provide alternatives to high gas prices, stimulate the local economy, create jobs, reduce pollution and decrease dependency on foreign oil.

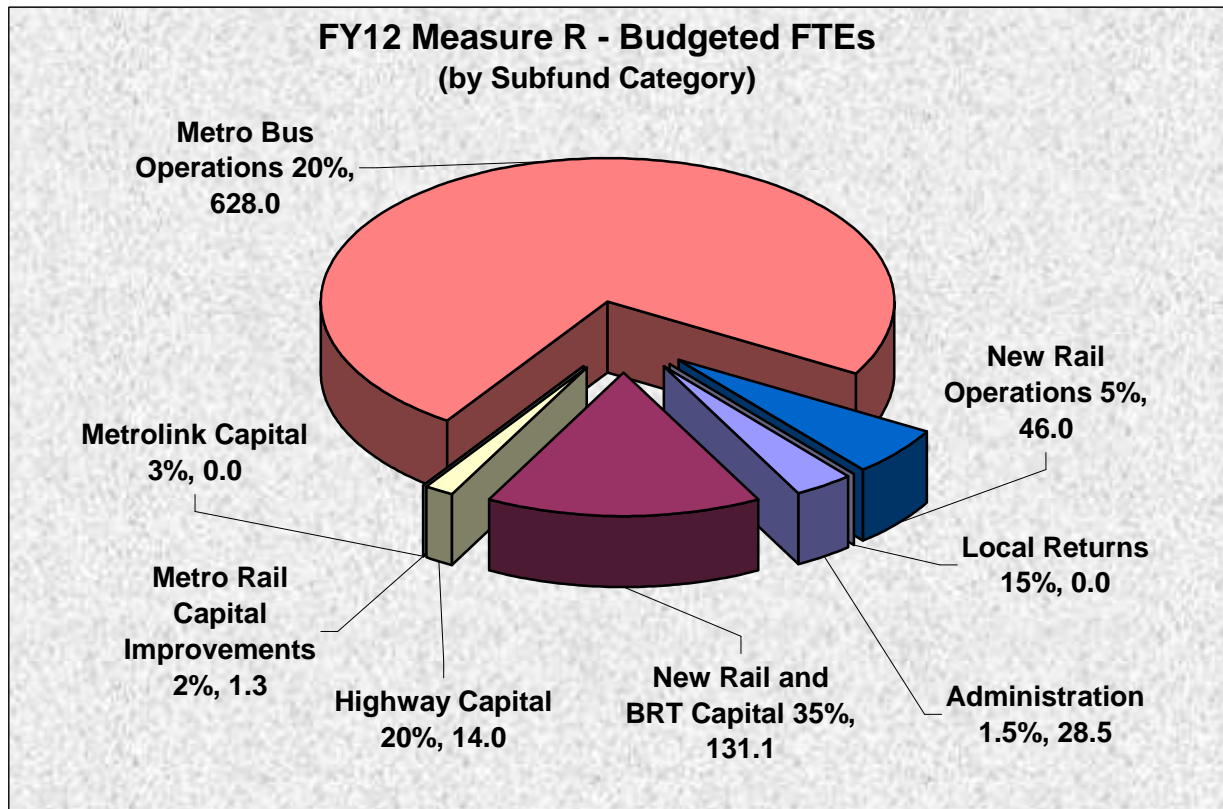
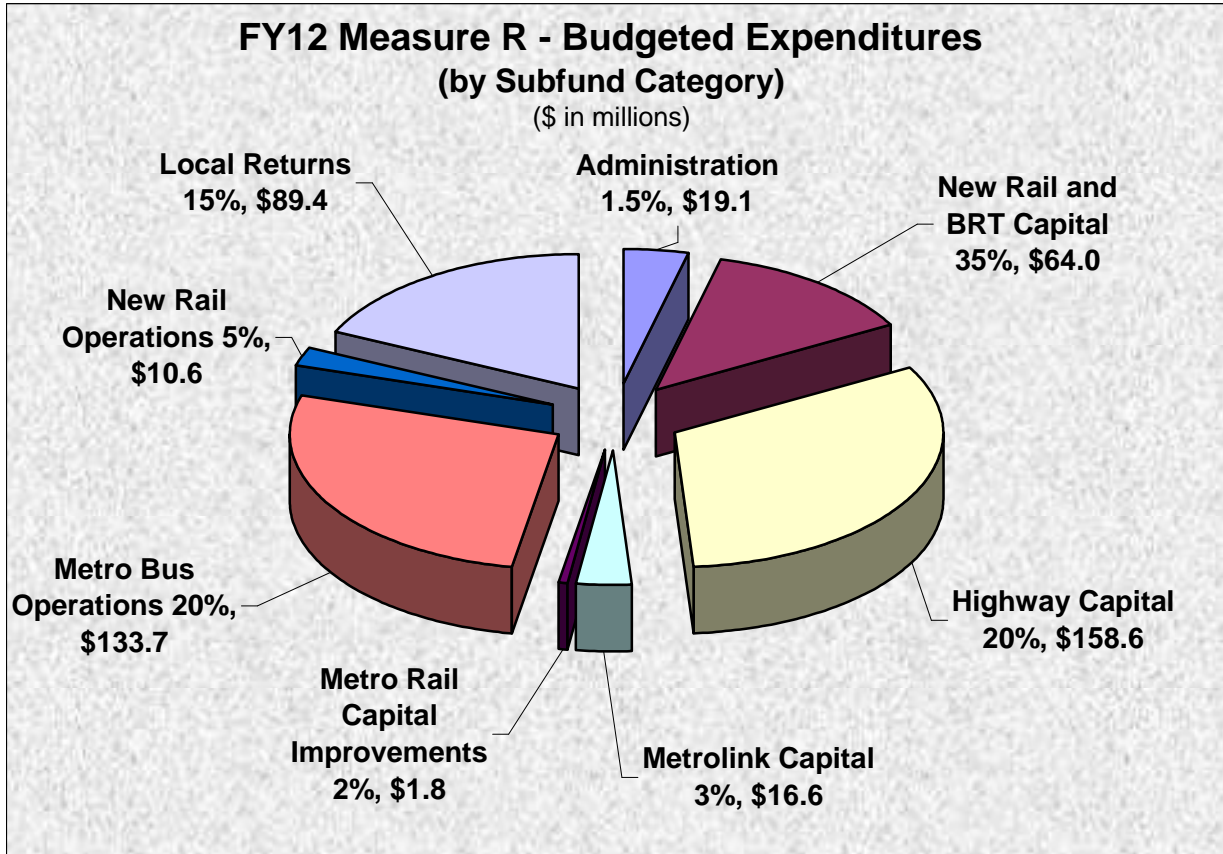
**FY12 Measure R Ordinance**  
**Summary of Sales Tax Revenues, Expenditures and Fund Balances**  
(by subfund)

(\$ in millions)		A	B	C	D=A+B-C		
Subfund	Expenditure Program	% of Sales Tax	FY12 Estimated Beginning Fund Balance	FY12 Revenue Budget	FY12 Expenditure Budget	FY12 Estimated Ending Fund Balance	
1	Administration	1.5%	\$ 10.0	\$ 9.1	\$ 19.1	\$ -	
2	Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	146.2	208.6	64.0 <sup>(1)</sup>	290.8 <sup>(1)</sup>
3	Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20.0%	60.8	119.2	158.6	21.4
4	Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3.0%	16.6	17.9	16.6	17.9
5	Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2.0%	13.9	11.9	1.8	24.1
6	Operations	Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion.	20.0%	15.6	119.2	133.7	1.1
7	Operations	Rail Operations (New Transit Projects Operations and Maintenance)	5.0%	53.6	29.8	10.6	72.9
8	Local Return	See footnote <sup>(2)</sup>	15.0%	-	89.4	89.4	-
9	<b>Subtotal Measure R Projects Funding Plan from Sales Tax Revenues</b>			<b>\$ 316.8</b>	<b>\$ 605.1</b>	<b>\$ 493.8</b>	<b>\$ 428.1</b>
10	<b>Measure R Projects Funding Plan from Bond Proceeds</b>			<b>732.0</b>	<b>-</b>	<b>369.0</b>	<b>363.0</b>
11	<b>Subtotal Measure R Projects Funding Plan from Measure R Sources</b>			<b>\$ 1,048.8</b>	<b>\$ 605.1</b>	<b>\$ 862.8</b>	<b>\$ 791.1</b>
12	<b>Subtotal Measure R Projects Funding Plan Advanced from Other Funding Sources <sup>(3)</sup></b>			<b>\$ -</b>	<b>\$ 415.3</b>	<b>\$ 415.3</b>	<b>\$ -</b>
13	<b>Total Measure R Projects Funding Plan</b>			<b>\$ 1,048.8</b>	<b>\$ 1,020.4</b>	<b>\$ 1,278.1</b>	<b>\$ 791.1</b>

(1) Includes \$2.4 million amortization cost of bond premium.

(2) To the incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area on a per capita basis for major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.

(3) See detail in chart on page 40 for funding advanced from other funding sources for Measure R projects.



### FY12 Measure R Ordinance

#### Summary of Measure R Projects Funding Being Advanced from Other Funding Sources

(Amounts will be repaid to their original funding source when Measure R Funds become available in future years.)

(\$ in millions)			A	B	C	D=A+B+C
Subfund	Expenditure Program	% of Sales Tax	FY12 Additional Measure R Projects Funding Being Advanced from Federal Subsidies (1)	FY12 Additional Measure R Projects Funding Being Advanced from State Subsidies (2)	FY12 Additional Measure R Projects Funding Being Advanced from Local Subsidies (3)	FY12 Total Measure R Projects Funding Being Advanced from Other Funding Sources
1	Administration	1.5%	\$ -	\$ -	\$ -	\$ -
2	Transit Capital	35.0%	75.1	276.0	64.2	415.3
3	Highway Capital	20.0%	-	-	-	-
4	Transit Capital	3.0%	-	-	-	-
5	Transit Capital	2.0%	-	-	-	-
6	Operations	20.0%	-	-	-	-
7	Operations	5.0%	-	-	-	-
8	Local Return	15.0%	-	-	-	-
9	<b>Total Measure R Projects Funding Being Advanced from Other Funding Sources</b>		<b>\$ 75.1</b>	<b>\$ 276.0</b>	<b>\$ 64.2</b>	<b>\$ 415.3</b>

(1) Federal subsidies include Federal STIP, CMAQ and New Start Section 5309.

(2) State subsidies include General Fund - State Reimbursements, Proposition 1B, Regional Improvement Fund.

(3) Local subsidies include Proposition C 25% and City Grant.

Los Angeles County Metropolitan Transportation Authority  
FY12 Budget

**FY12 Measure R Projects/Funding**

(\$ amounts in millions)

	FY12 Measure R Projects Expenses			FY12 Measure R Projects FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs (2)
<b>Measure R Funding / Projects</b>						
1 <b>Measure R Administration (1.5%)</b>						
2 Admin-Measure R	\$ 13.7	\$ -	\$ 13.7	28.5	-	28.5
3 Project Mgmt Information Sys	0.4	-	0.4	-	-	-
4 Countywide Rail System Improvement	5.0	-	5.0	-	-	-
5 <b>Measure R Administration (1.5%) Total</b>	<b>\$ 19.1</b>	<b>\$ -</b>	<b>\$ 19.1</b>	<b>28.5</b>	<b>-</b>	<b>28.5</b>
6 <b>Measure R Local Returns (15%)</b>						
7 Measure R 15% Local Return	\$ 89.4	\$ -	\$ 89.4	-	-	-
8 <b>Measure R Local Returns (15%) Total</b>	<b>\$ 89.4</b>	<b>\$ -</b>	<b>\$ 89.4</b>	<b>-</b>	<b>-</b>	<b>-</b>
9 <b>Measure R Transit Capital - Metrolink (3%)</b>						
10 Metrolink Transit Capital	\$ 16.6	\$ -	\$ 16.6	-	-	-
11 <b>Measure R Transit Capital - Metrolink (3%) Total</b>	<b>\$ 16.6</b>	<b>\$ -</b>	<b>\$ 10.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
12 <b>Measure R Transit Capital - Metro Rail (2%)</b>						
13 Buena Vist Yards Project	0.3	-	0.3	0.3	-	0.3
14 Eastside Quad Gate Study and Installation	1.4	-	1.4	1.0	-	1.0
15 Eastern Maintenance Facility (1)	77.8	-	77.8	-	-	-
16 <b>Measure R Transit Capital - Metro Rail (2%) Total</b>	<b>\$ 79.5</b>	<b>\$ -</b>	<b>\$ 79.5</b>	<b>1.3</b>	<b>-</b>	<b>1.3</b>
17 <b>Measure R Transit Capital - New Rail (35%)</b>						
18 W. Santa Ana Branch Corridor Admin	\$ -	\$ 0.4	\$ 0.4	-	1.3	1.3
19 Eastside Extension Phase II	-	2.8	2.8	-	3.7	3.7
20 Eastside Light Rail Access	2.9	-	2.9	1.5	-	1.5
21 Green Line Ext To LA Airport	5.0	-	5.0	2.6	-	2.6
22 Sepulveda Pass Transit Corridor	-	1.1	1.1	-	1.9	1.9
23 SFV East N/S Rapid	-	1.8	1.8	-	0.9	0.9
24 Metro Orange Line Extension	-	76.9	76.9	-	15.1	15.1
25 Gold Line Foothill Extension (1)	116.2	-	116.2	4.1	-	4.1
26 Regional Connector	-	39.1	39.1	-	20.5	20.5
27 Green Line Ext Redondo Beach-South Bay	-	3.6	3.6	-	3.8	3.8
28 Crenshaw/Lax Transit Corridor	4.8	38.4	43.2	2.8	15.2	18.0
29 Westside Subway Extension	-	49.7	49.7	-	21.8	21.8
30 Expo Blvd LRT Construction Phase I - Metro	-	10.5	10.5	-	27.5	27.5
31 Expo Blvd LRT Construction Phase I - Expo	-	96.9	96.9	-	-	-
32 Expo Blvd LRT Construction Phase II - Metro	91.4	-	91.4	8.5	-	8.5
33 Expo Blvd LRT Construction Phase II - Expo (1)	91.6	83.1	174.6	-	-	-
34 Reg Clean Fuel Bus Capital	3.0	-	3.0	-	-	-
35 <b>Measure R Transit Capital - New Rail (35%) Total</b>	<b>\$ 314.9</b>	<b>\$ 404.2</b>	<b>\$ 719.1</b>	<b>19.4</b>	<b>111.7</b>	<b>131.1</b>
36 <b>Measure R Highway Capital (20%)</b>						
37 Phase II Alameda Corridor E Grade Separation	\$ 22.1	\$ -	\$ 22.1	0.6	-	0.6
38 Countywide Soundwall Projects	33.0	-	33.0	8.9	-	8.9
39 Hwy Operating Improvements Arroyo Verdugo	8.7	-	8.7	0.3	-	0.3
40 Hwy Operating Improvements Virgenes/Malibu	15.5	-	15.5	0.3	-	0.3
41 I-405, I-110, I-105 SR91 Ramp & Interchange	7.0	-	7.0	0.4	-	0.4
42 I-5 N Enhance SR 14/Kern Cnty	35.0	-	35.0	0.1	-	0.1
43 I-605 Corridor "Hot Spot"	4.2	-	4.2	0.8	-	0.8
44 I-710 North Gap Closure	13.5	-	13.5	1.0	-	1.0
45 I710 South Early Action Projects	8.0	-	8.0	0.7	-	0.7
46 SR-138 Capacity Enhancement	0.1	-	0.1	0.4	-	0.4
47 High Desert Corridor	11.5	-	11.5	0.7	-	0.7
48 <b>Measure R Highway Capital (20%) Total</b>	<b>\$ 158.6</b>	<b>\$ -</b>	<b>\$ 158.6</b>	<b>14.0</b>	<b>-</b>	<b>14.0</b>
49 <b>Measure R Operations - Bus (20%)</b>						
50 Metro Bus Share	\$ 89.0	\$ -	\$ 89.0	612.5	-	612.5
51 Metro Orange Line	3.8	-	3.8	15.5	-	15.5
52 Measure R 20% Fap Subsidies	40.8	-	40.8	-	-	-
53 <b>Measure R Operations - Bus (20%) Total</b>	<b>\$ 133.6</b>	<b>\$ -</b>	<b>\$ 133.6</b>	<b>628.0</b>	<b>-</b>	<b>628.0</b>
54 <b>Measure R Operations - New Rail (5%)</b>						
55 Gold Line	\$ 9.5	\$ -	\$ 9.5	40.3	-	40.3
56 Rail Operation_ Expo Line	1.1	-	1.1	5.7	-	5.7
57 <b>Measure R Operations - New Rail (5%) Total</b>	<b>\$ 10.6</b>	<b>\$ -</b>	<b>\$ 10.6</b>	<b>46.1</b>	<b>-</b>	<b>46.0</b>
58 <b>Measure R Debt Service Expenses</b>						
59 Debt Service- Measure R	\$ 40.5	\$ 11.1	\$ 51.6	-	-	-
60 <b>Measure R Debt Service Expenses Expenses</b>	<b>\$ 40.5</b>	<b>\$ 11.1</b>	<b>\$ 51.6</b>	<b>-</b>	<b>-</b>	<b>-</b>
61 <b>Grand Total</b>	<b>\$ 862.8</b>	<b>\$ 415.3</b>	<b>\$ 1,278.1</b>	<b>737.3</b>	<b>111.7</b>	<b>849.0</b>

Note:

- (1) Measure R funding source is Measure R Bond Proceeds and Measure R Funds.
- (2) Total FTEs in Measure R Project are 849, 173 Non-Contract and 676 Contract.

**FY12 Measure R Ordinance - 1.5% Administration**  
Summary of Project and Department Expenses

**Project Expenses**

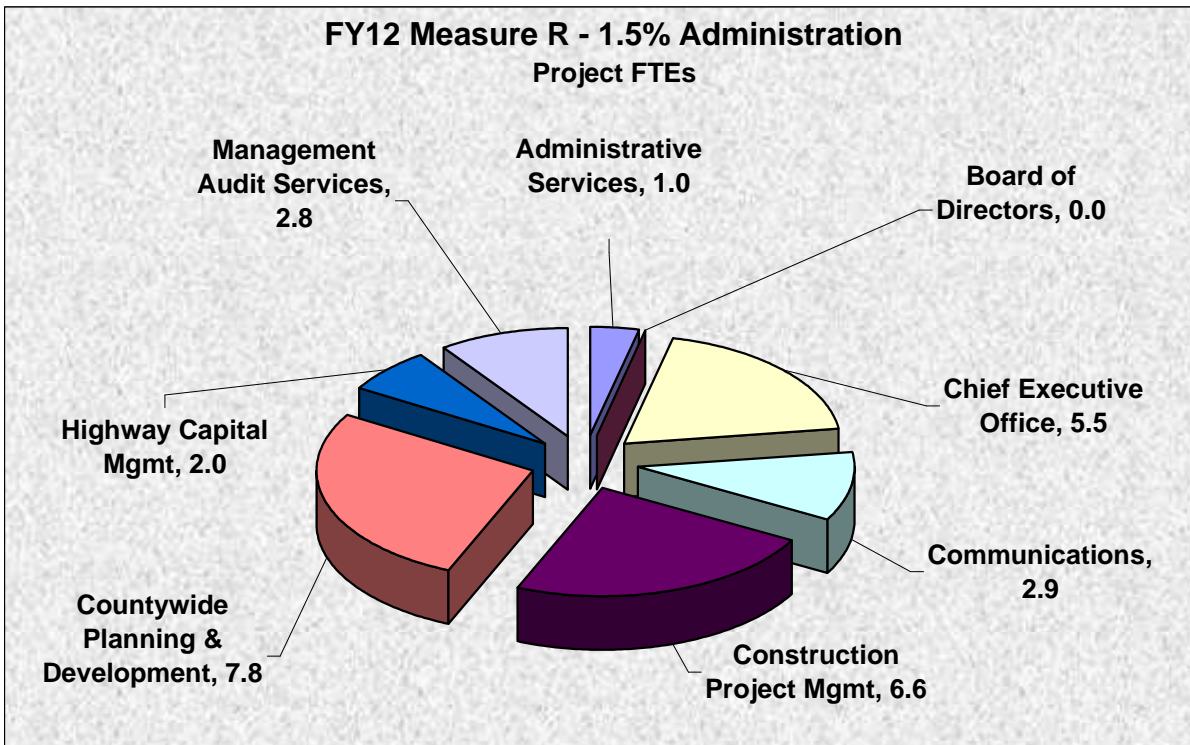
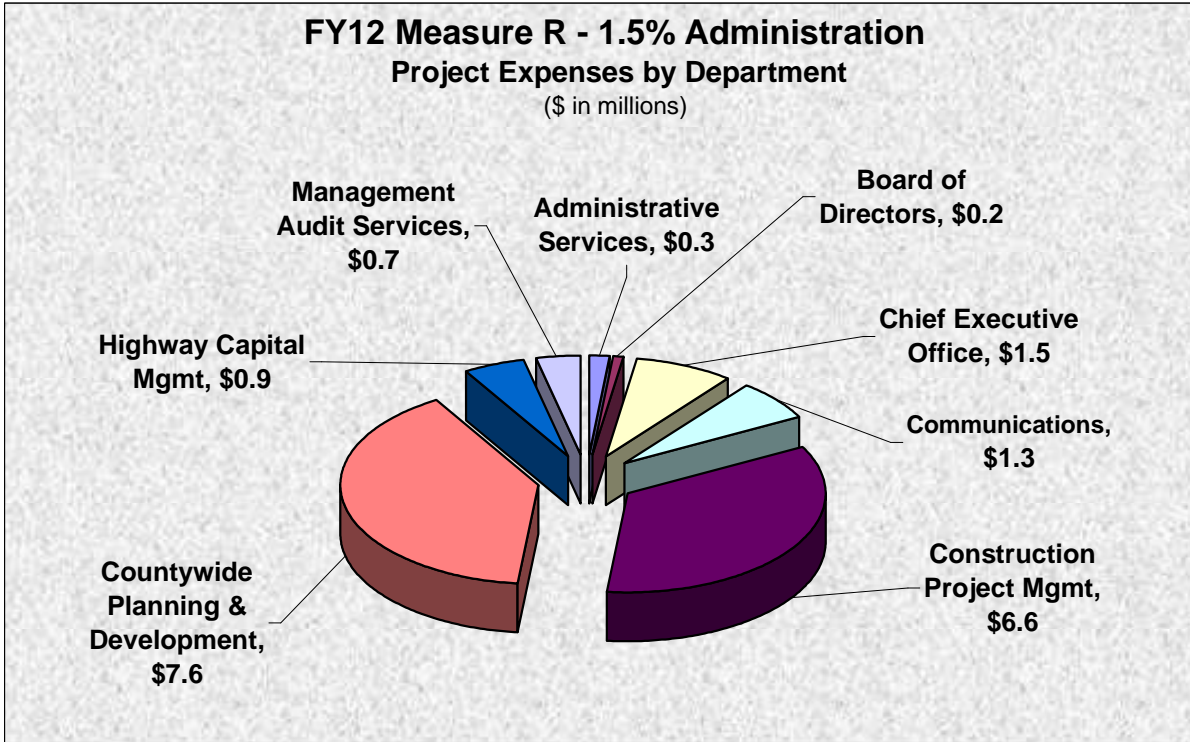
(\$ in millions)

Project	F12 Measure R Project Expenses			F12 Measure R Project FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R FTEs	Non-Measure R FTEs	Total FTEs
1 Administration - Measure R	\$ 13.7	\$ -	\$ 13.7	28.5	-	28.5
2 Project Mgmt Information System	0.4	-	0.4	-	-	-
3 Countywide Rail System Improvements	5.0	-	5.0	-	-	-
4 Total Measure R Administration (1.5%)	\$ 19.1	\$ -	\$ 19.1	28.5	-	28.5

**Department Expenses**

(\$ in millions)

Department	FY12 Measure R Project Expenses	FY12 Measure R Project FTEs
1 Administrative Services	\$ 0.3	1.0
2 Board Of Directors	0.2	-
3 Chief Executive Office	1.5	5.5
4 Communications	1.3	2.9
5 Construction Project Management	6.6	6.6
6 Countywide Planning & Development	7.6	7.8
7 Highway Capital Management	0.9	2.0
8 Management Audit Services	0.7	2.8
9 Total Measure R Administration (1.5%)	\$ 19.1	28.5



**FY12 Measure R Ordinance - 35% New Rail/Bus Rapid Transit Capital**  
**Life of Project Expenditure Plan**

(\$ in millions)

Measure R - 35% Transit Capital Eligible Projects Description	Total Cost Estimate	Funding by Measure R Sales Tax Revenue	Funding by Other Sources	Funds Available Beginning
	<u>Escalated \$</u>			
1 Eastside Light Rail Access (Gold Line)	\$ 30.0	\$ 30.0	\$ -	FY10
2 Exposition Boulevard Light Rail Transit	1,632.0	925.0	707.0	FY10
3 Metro and Municipal Regional Clean Fuel Bus Capital Facilities & Rolling Stock	150.0	150.0	-	FY10
4 Regional Connector	1,320.0	160.0	1,160.0	FY14
	<u>Current 2008 \$</u>			
5 Crenshaw Transit Corridor	1,470.0	1,207.0	263.0	FY10
6 Gold Line Eastside Extension	1,310.0	1,271.0	39.0	FY22
7 Gold Line Foothill Light Rail Transit Extension	758.0	735.0	23.0	FY10
8 Green Line Ext to LAX Airport	200.0	200.0		FY10
9 Green Line Ext Redondo Beach-South Bay	280.0	272.0	8.0	FY28
10 San Fernando Valley I-405 Corridor Connection	TBD	1,000.0	31.0	FY30
11 San Fernando Valley N/S Canoga Corridor Rapidways	188.0	182.0	6.0	FY10
12 San Fernando Valley East N/S Rapidway	70.0	68.5	2.0	FY13
13 West Santa Ana Branch Corridor	TBD	240.0	7.0	FY15
14 Westside Subway Extension	4,200.0	4,074.0	126.0	FY13
15 Capital Project Contingency (Transit)-Escalation Allowance	7,331.0	3,276.0	4,055.0	FY10
16 Total Measure R 35% New Rail and /or Bus Rapid Transit Capital Projects	\$ 18,939.0	\$ 13,790.5	\$ 6,427.0	

(1) See Measure R Ordinance for more details of life of project expenditure plan.

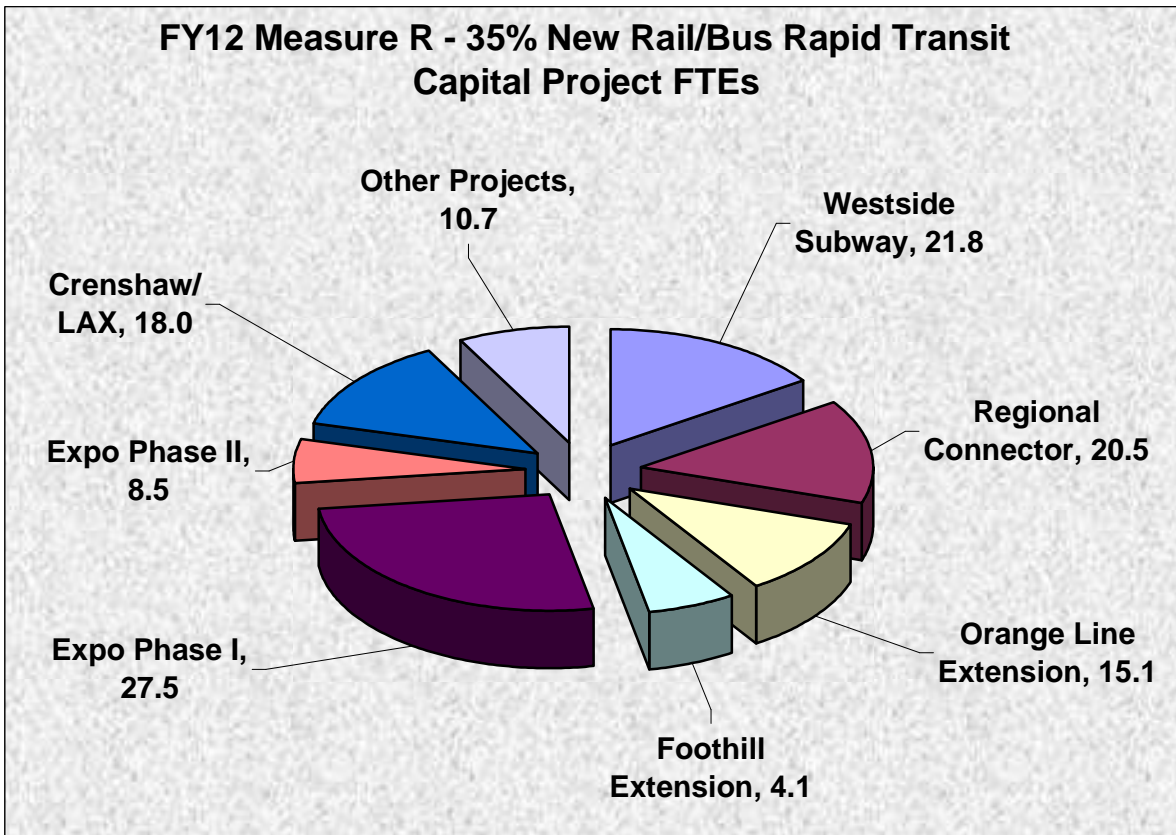
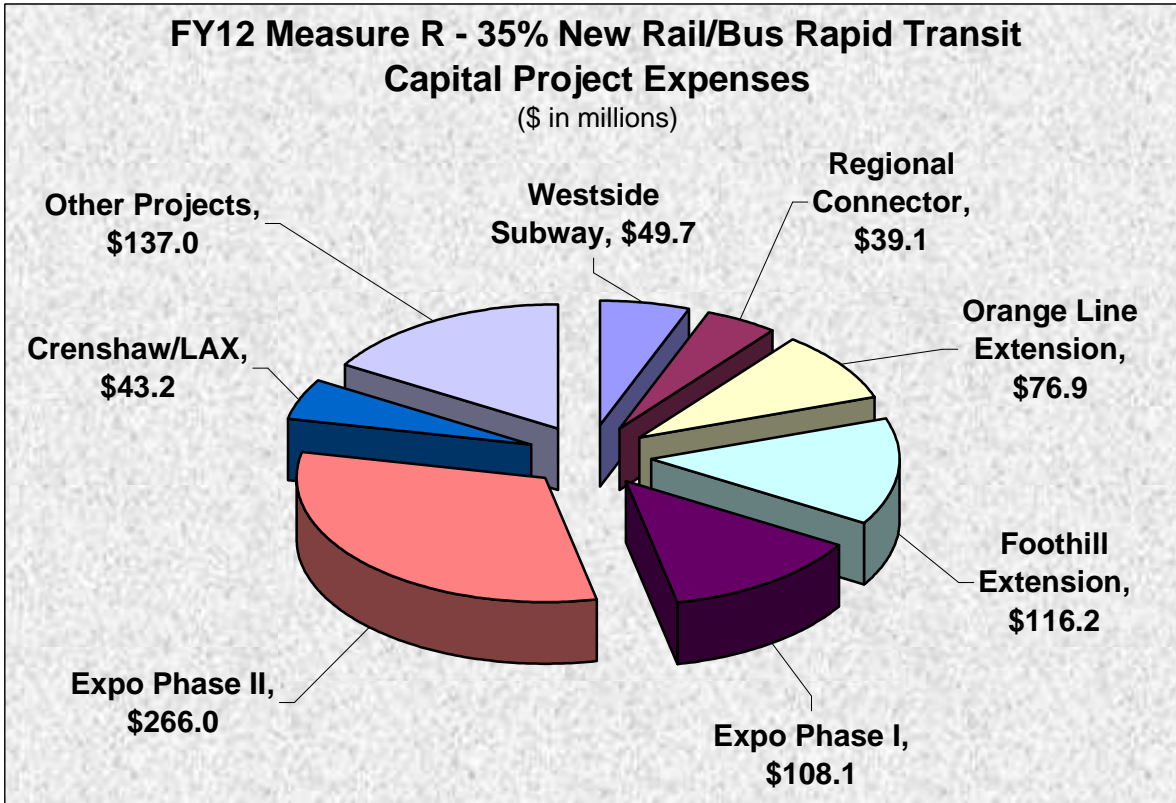
**FY12 Adopted Budget by Project**

(\$ in millions)

Project	FY12 Measure R Project Expenses			FY12 Measure R Project FTEs		
	Measure R Funds	Non- Measure R Funds	Total Expenses	Measure R Funds	Non- Measure R Funds	Total FTEs
1 W. Santa Ana Branch Corridor Admin	\$ -	\$ 0.4	\$ 0.4	-	1.3	1.3
2 Eastside Extension Phase II	-	2.8	2.8	-	3.7	3.7
3 Eastside Light Rail Access	2.9	-	2.9	1.5	-	1.5
4 Green Line Ext To LA Airport	5.0	-	5.0	2.6	-	2.6
5 Sepulveda Pass Transit Corridor	-	1.1	1.1	-	1.9	1.9
6 SFV East N/S Rapid	-	1.8	1.8	-	0.9	0.9
7 Metro Orange Line Extension	-	76.9	76.9	-	15.1	15.1
8 Gold Line Foothill Extension (1)	116.2	-	116.2	4.1	-	4.1
9 Regional Connector	-	36.3	36.3	-	20.5	20.5
10 Green Line Ext Redondo Beach-South Bay	-	3.6	3.6	-	3.8	3.8
11 Crenshaw/LAX Transit Corridor	4.8	38.4	43.2	2.8	15.2	18.0
12 Westside Subway Extension	-	49.7	49.7	-	21.8	21.8
13 Expo Blvd LRT Construction Phase I - Metro	-	10.5	10.5	-	27.5	27.5
14 Expo Blvd LRT Construction Phase I - Expo	-	96.9	96.9	-	-	-
15 Expo Blvd LRT Construction Phase II - Metro	91.4	-	91.4	8.5	-	8.5
16 Expo Blvd LRT Construction Phase II - Expo (1)	91.6	83.1	174.6	-	-	-
17 Reg Clean Fuel Bus Capital	3.0	-	3.0	-	-	-
18 Total Measure R 35% New Rail and/or Bus Rapid Transit Capital	\$ 314.9	\$ 404.2	\$ 719.1	19.4	111.7	131.1

(1) Measure R funding source is Measure R Bond Proceeds.





Los Angeles County Metropolitan Transportation Authority  
FY12 Budget

**FY12 Measure R 35% - Project Expenditure, Funding and FTEs Details**

\* Funding for the project and the project FTEs are both allocated in the same proportion from the funding sources by fund eligibility and project cost

(\$ in millions)		Expenditures & Funding			FTEs	
Project Category	FY12 Budget \$	Funding Source	Funding %	FTEs - Department	FTEs	
1 Crenshaw/Lax Transit Corridor	\$ 4.8	Measure R Transit Cap New Rail/BRT 35%	11.2%	Chief Executive Office (Gov and Commu Relation)	0.6	
2	38.4	Prop 1B State Infra Bond	88.8%	Communications	0.4	
3				Construction Project Management	11.7	
4				Countywide Planning & Development	1.2	
5				Economic Development	1.9	
6				Procurement	2.0	
7				Risk Management	0.1	
8				Transportation	0.2	
9 <b>Crenshaw/Lax Transit Corridor Total</b>	<b>\$ 43.2</b>		<b>100.0%</b>		<b>18.0</b>	
10 Eastside Extension Phase II	\$ 2.8	General Fund - State Reimbursements	100.0%	Chief Executive Office (Gov and Commu Relation)	0.3	
11				Communications	0.4	
12				Construction Project Management	0.8	
13				Countywide Planning & Development	2.2	
14				Economic Development	0.03	
15 <b>Eastside Extension Phase II Total</b>	<b>\$ 2.8</b>		<b>100.0%</b>		<b>3.7</b>	
16 Eastside Light Rail Access	\$ 2.9	Measure R Transit Cap New Rail/BRT 35%	100.0%	Countywide Planning & Development	1.5	
17 <b>Eastside Light Rail Access Total</b>	<b>\$ 2.9</b>		<b>100.0%</b>		<b>1.5</b>	
18 Expo Blvd LRT Construction Phase I - Expo	\$ 57.6	Prop 1B State Infra Bond	59.4%			
19	26.0	Federal STIP	26.8%			
20	13.3	Various-City of LA & Other	13.7%			
21 <b>Expo Blvd LRT Construction Phase I - Expo Total</b>	<b>\$ 96.9</b>		<b>100.0%</b>			
22 Expo Blvd LRT Construction Phase I - Metro	\$ 3.0	Prop C Streets & Hwys 25%	28.6%	Chief Executive Office (Transit Security 2.5, Gov and Commu Relation 0.2, And Corp Safety 0.4)	3.1	
23	7.5	Various-City of LA & Other	71.4%	Construction Project Management	0.5	
24				Economic Development	0.1	
25				Maintenance	2.1	
26				Operations Administration	0.2	
27				Rail Fleet Svcs Engr & Maint	4.5	
28				Rail Mow & Engr	8.9	
29				Risk Management	0.1	
30				Transit Operations - Bus	0.1	
31				Transportation	16.2	
32 <b>Expo Blvd LRT Construction Phase I - Metro Total</b>	<b>\$ 10.5</b>		<b>100.0%</b>		<b>35.9</b>	
33 Expo Blvd LRT Construction Phase II - Expo	\$ 6.4	MR 35% 2010 Tax Exempt Bond	3.7%			
34	85.2	MR 35% New Rail BAB Bond	48.8%			
35	36.1	Prop 1B State Infra Bond	20.6%			
36	47.0	Regn'l Improvement Funds	26.9%			
36 <b>Expo Blvd LRT Construction Phase II - Expo Total</b>	<b>\$ 174.6</b>		<b>100.0%</b>			
37 Expo Blvd LRT Construction Phase II - Metro	\$ 7.7	Measure R Transit Cap New Rail/BRT 35%	8.4%	Communications	0.5	
38	83.7	MR35% Tax Exempt Bond	91.6%	Construction Project Management	3.3	
39				Economic Development	2.1	
40				Information Technology Services	0.2	
41				Operations Administration	0.3	
42				Rail Mow & Engr	0.9	
43				Risk Management	0.3	
44				Transit Operations - Bus	0.2	
45				Transportation	0.9	
46 <b>Expo Blvd LRT Construction Phase II - Metro Total</b>	<b>\$ 91.4</b>		<b>100.0%</b>		<b>8.5</b>	

Note: totals may not add due to rounding.

Los Angeles County Metropolitan Transportation Authority  
FY12 Budget

**FY12 Measure R 35% - Project Expenditure, Funding and FTEs Details (continued)**

\* Funding for the project and the project FTEs are both allocated in the same proportion from the funding sources by fund eligibility and project cost

(\$ in millions)		Expenditures & Funding		FTEs	
Project Category	FY12 Budget \$	Funding Source	Funding %	FTEs - Department	FTEs
47 Gold Line Foothill Extension	\$ 0.2	Measure R Transit Cap New Rail/BRT 35%	0.2%	Communications	0.2
48	115.9	MR 35% Bonds	99.8%	Construction Project Management	2.3
49				Countywide Planning & Development	0.7
50				Economic Development	0.1
51				Risk Management	0.2
52				Transportation	0.6
53 <b>Gold Line Foothill Extension Total</b>	<b>\$ 116.2</b>		<b>100.0%</b>		<b>4.1</b>
54 Green Line Ext Redondo Beach-South Bay	\$ 3.6	General Fund - State Reimbursements	100.0%	Chief Executive Office (Gov and Commu Relation)	0.3
55				Communications	0.3
56				Construction Project Management	1.0
57				Countywide Planning & Development	2.2
58 <b>Green Line Ext Redondo Beach-South Bay Total</b>	<b>\$ 3.6</b>		<b>100.0%</b>		<b>3.8</b>
59 Green Line Ext To LA Airport	\$ 5.0	Measure R Transit Cap New Rail/BRT 35%	100.0%	Chief Executive Office (Gov and Commu Relation)	0.3
60				Countywide Planning & Development	2.2
61				Economic Development	0.1
62 <b>Green Line Ext To LA Airport Total</b>	<b>\$ 5.0</b>		<b>100.0%</b>		<b>2.6</b>
63 Metro Orange Line Extension	\$ 38.0	Prop 1B State Infra Bond	49.5%	Chief Executive Office (Gov and Commu Relation 1.2, And Corp Safety 0.9)	2.1
64	38.0	Prop C Streets & Hwys 25%	49.5%	Communications	1.1
65	0.8	CMAQ	1.0%	Construction Project Management	7.9
66				Maintenance	4.0
67				Risk Management	0.1
68 <b>Metro Orange Line Extension Total</b>	<b>\$ 76.9</b>		<b>100.0%</b>		<b>15.1</b>
69 Regional Connector	\$ 36.2	Prop 1B State Infra Bond	92.7%	Chief Executive Office (Gov and Commu Relation)	0.3
70	2.9	General Fund - State Reimbursements	7.3%	Communications	0.4
71				Construction Project Management	13.3
72				Countywide Planning & Development	2.0
73				Economic Development	2.8
74				Procurement	1.0
75				Risk Management	0.2
76				Transportation	0.5
77 <b>Regional Connector Total</b>	<b>\$ 39.1</b>		<b>100.0%</b>		<b>20.5</b>
78 Sepulveda Pass Transit Corridor	\$ 1.1	PA & PC, TDA Admn	100.0%	Countywide Planning & Development	1.9
79 <b>Sepulveda Pass Transit Corridor Total</b>	<b>\$ 1.1</b>		<b>100.0%</b>		<b>1.9</b>
80 SFV East N/S Rapid	\$ 1.0	Federal Livability Grant	54.8%	Countywide Planning & Development	0.9
81	0.8	Prop C Streets & Hwys 25%	45.2%	Risk Management	0.1
82 <b>SFV East N/S Rapid Total</b>	<b>\$ 1.8</b>		<b>100.0%</b>		<b>0.9</b>
83 W. Santa Ana Branch Corridor Admin	\$ 0.4	Prop C Streets & Hwys 25%	100.0%	Communications	0.4
84				Countywide Planning & Development	0.9
85 <b>W. Santa Ana Branch Corridor Admin Total</b>	<b>\$ 0.4</b>		<b>100.0%</b>		<b>1.3</b>
86 Westside Subway Extension	\$ 36.2	Section 5309-New Starts	72.9%	Chief Executive Office (Gov and Commu Relation)	0.4
87	13.5	General Fund - State Reimbursements	27.1%	Communications	0.9
88				Construction Project Management	14.2
89				Countywide Planning & Development	3.5
90				Economic Development	1.4
91				Procurement	1.0
92				Risk Management	0.1
93				Transportation	0.4
94 <b>Westside Subway Extension Total</b>	<b>\$ 49.7</b>		<b>100.0%</b>		<b>21.8</b>
95 Reg Clean Fuel Bus Capital	\$ 3.0	Measure R Transit Cap New Rail/BRT 35%	100.0%		
96 <b>Reg Clean Fuel Bus Capital Total</b>	<b>\$ 3.0</b>		<b>100.0%</b>		
97 <b>Grand Total</b>	<b>\$ 719.1</b>				<b>131.1</b>

Note: totals may not add due to rounding.

**FY12 Measure R - 20% Highway Capital Projects**  
**Life of Project Expenditure Plan**

(\$ in millions)

Project	Total Cost Estimate	Funding by Measure R Sales Tax Revenue	Funding by Other Sources	Measure R 20% Highway Capital Funds Available Beginning
	Escalated \$			
1 Alameda Corridor East Grade Separations Phase II	\$ 1,123.0	\$ 400.0	\$ 723.0	as funds become avail
2 BNSF Grade Separations in Gateway Cities	35.0	35.0	-	as funds become avail
3 Countywide Soundwall Construction	250.0	250.0	-	FY10
4 High Desert Corridor (environmental)	33.0	33.0	-	as funds become avail
5 Interstate 5/St Route 14 Capacity Enhancement	161.0	90.8	70.0	FY10
6 Interstate 5 Capacity Enhancement from I-605 to Orange County Line	1,240.0	264.8	975.0	FY10
7 I-5 Capacity Enhancement from SR-134 to SR-170	610.0	271.5	338.0	FY10
8 I-5 Carmenita Road Interchange Improvement	389.0	138.0	251.0	FY10
	<u>Current 2008 \$</u>			
9 Highway Improvements in Arroyo Verdugo subregion	170.0	170.0	TBD	FY10
10 Highway Improvements in Las Virgenes/Malibu subregion	175.0	175.0	TBD	as funds become avail
11 Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	906.0	906.0	TBD	as funds become avail
12 Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	2,800.0	410.0	TBD	as funds become avail
13 Interstate 605 Corridor "Hot Spot" Interchanges	2,410.0	590.0	TBD	as funds become avail
14 Interstate 710 North Gap Closure (tunnel)	3,730.0	780.0	TBD	as funds become avail
15 Interstate 710 South and/or Early Action Projects	5,460.0	590.0	TBD	as funds become avail
16 State Route 138 Capacity Enhancements	270.0	200.0	TBD	as funds become avail
17 Capital Project Contingency (Highway)- Escalation Allowance	2,575.0	2,576.0	TBD	as funds become avail
<b>Total 20% Highway Capital Eligible Projects</b>	<b>\$ 22,337.0</b>	<b>\$ 7,880.1</b>	<b>\$ 2,357.0</b>	

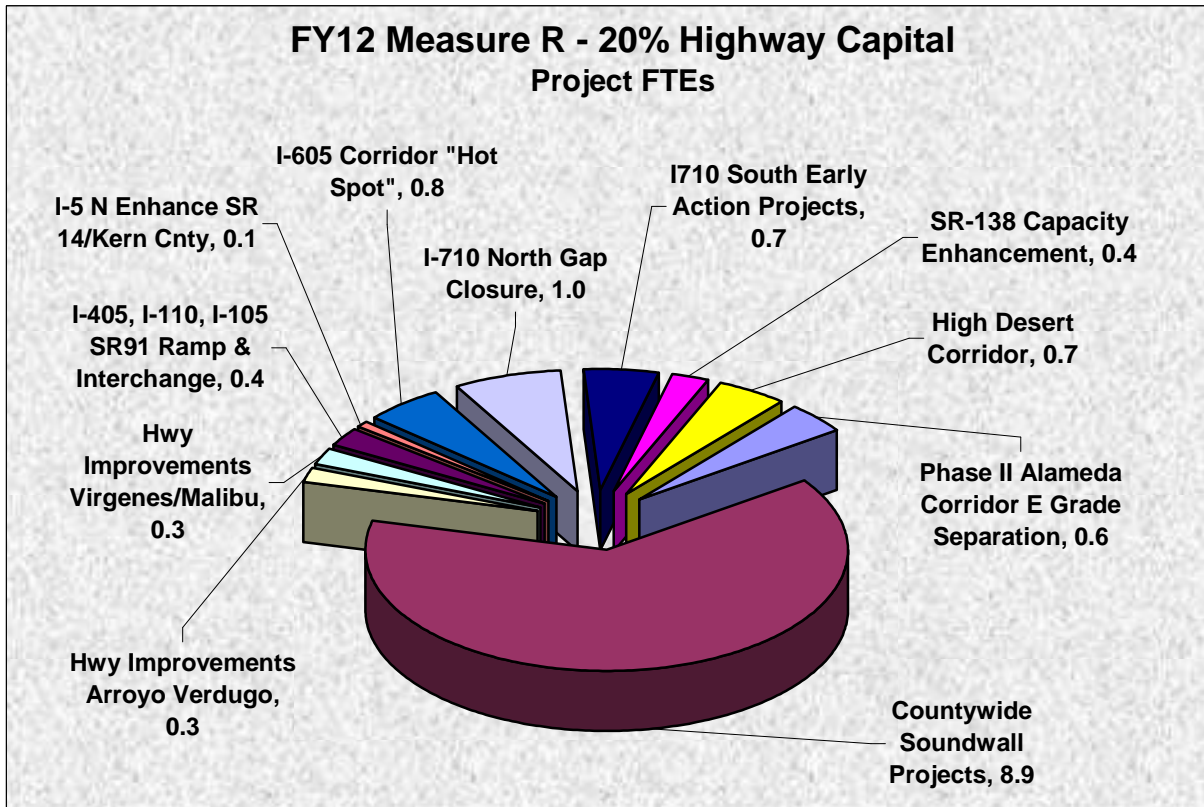
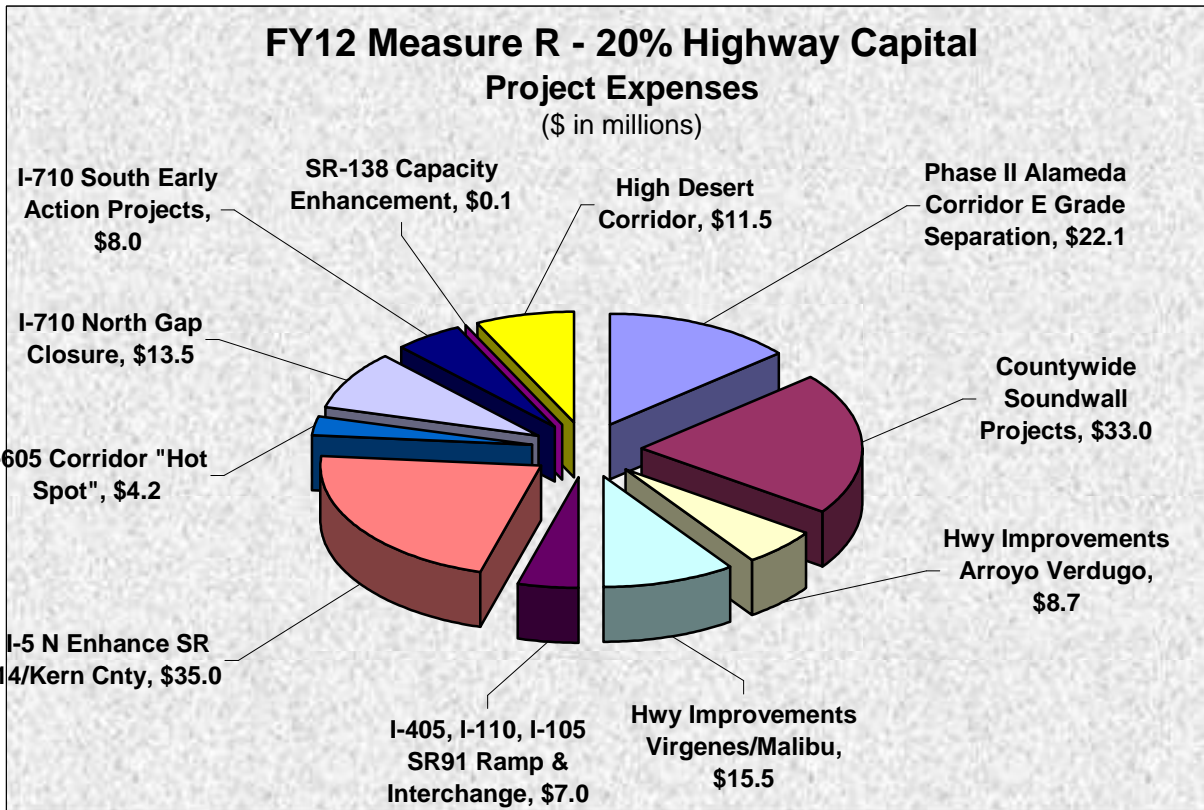
(1) See Measure R Ordinance for more details of life of project expenditure plan.

**FY12 Budget by Project**

(\$ in millions)

Project	FY12 Expenses			FY12 FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Phase II Alameda Corridor E Grade Separation	\$ 22.1	\$ -	\$ 22.1	0.6	-	0.6
2 Countywide Soundwall Projects	33.0	-	33.0	8.9	-	8.9
3 Hwy Improvements Arroyo Verdugo	8.7	-	8.7	0.3	-	0.3
4 Hwy Improvements Virgenes/Malibu	15.5	-	15.5	0.3	-	0.3
5 I-405, I-110, I-105 SR91 Ramp & Interchange	7.0	-	7.0	0.4	-	0.4
6 I-5 N Enhance SR 14/Kern Cnty	35.0	-	35.0	0.1	-	0.1
7 I-605 Corridor "Hot Spot"	4.2	-	4.2	0.8	-	0.8
8 I-710 North Gap Closure	13.5	-	13.5	1.0	-	1.0
9 I710 South Early Action Projects	8.0	-	8.0	0.7	-	0.7
10 SR-138 Capacity Enhancement	0.1	-	0.1	0.4	-	0.4
11 High Desert Corridor	11.5	-	11.5	0.7	-	0.7
12 <b>Total 20% Highway Capital</b>	<b>\$ 158.6</b>	<b>\$ -</b>	<b>\$ 158.6</b>	<b>14.0</b>	<b>-</b>	<b>14.0</b>

Note: totals may not add due to rounding.



**FY12 Measure R - 3% Metrolink Transit Capital**  
FY12 Budget by Project

(\$ in millions)

Project	Expenses			FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Metrolink Transit Capital	\$ 16.6	\$ -	\$ 16.6	-	-	-
2 Total 3% Metrolink Transit Capital	\$ 16.6	\$ -	\$ 16.6	-	-	-

**Measure R - 2% Metro Rail Capital**  
FY12 Budget by Project

(\$ in millions)

Project	Expenses			FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Buena Vista Yards Project	\$ 0.3	\$ -	\$ 0.3	0.3	-	0.3
2 Eastside Quad Gate Study and Installation	1.4	-	1.4	1.0	-	1.0
3 Eastern Maintenance Facility <sup>(1)</sup>	77.8	-	77.8	-	-	-
4 Total 2% Metro Rail Capital	\$ 79.5	\$ -	\$ 79.5	1.3	-	1.3

(1) Measure R funding source is Measure R Bond Proceeds.

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**FY12 Measure R - 20% Bus Operations**  
FY12 Budget

(\$ in millions)

Project	Expenses			FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Metro Bus Share	\$ 89.0	\$ -	\$ 89.0	612.5	-	612.5
2 Metro Orange Line	3.8	-	3.8	15.5	-	15.5
3 Measure R 20% FAP Subsidies	40.8	-	40.8	-	-	-
4 Total 20% Bus Operations	\$ 133.6	\$ -	\$ 133.6	628.0	-	628.0

Note:

- of 628.0 FTEs funded with Measure R 20% Bus Operations revenue, 604.0 FTEs are Contract and 24.0 FTEs are Non-Contract.

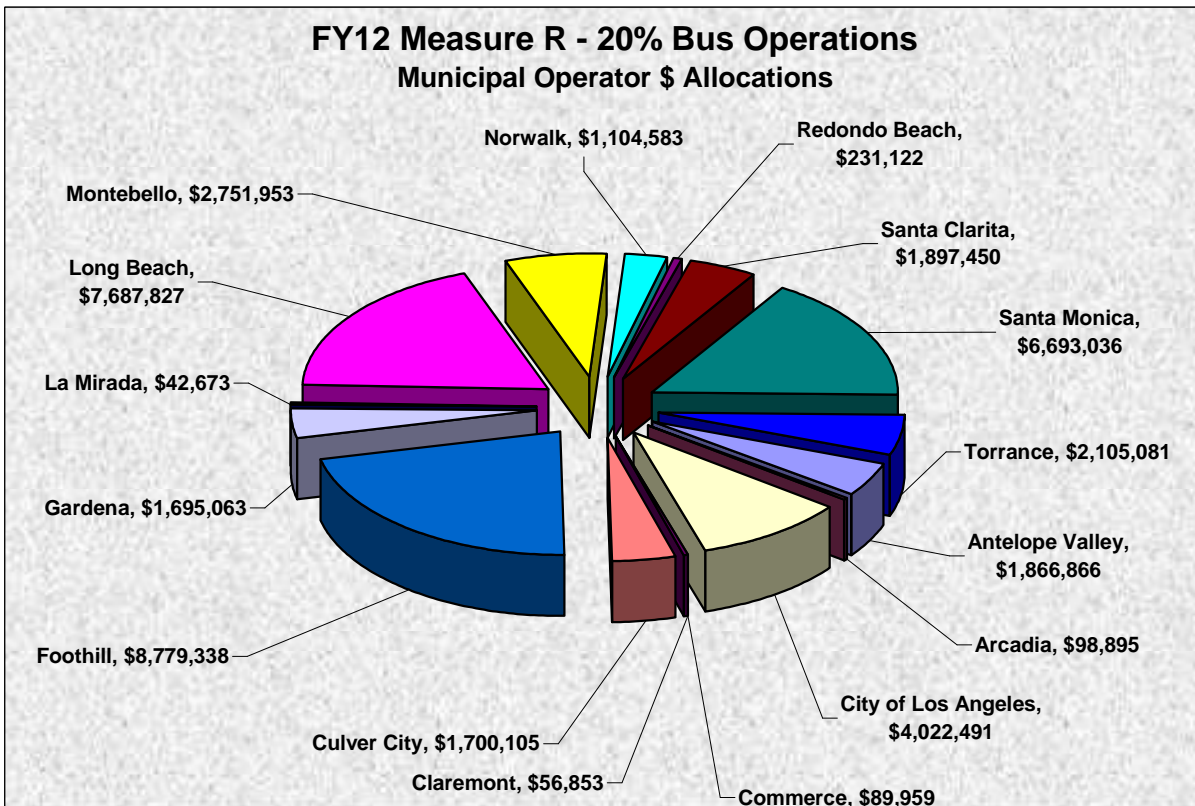
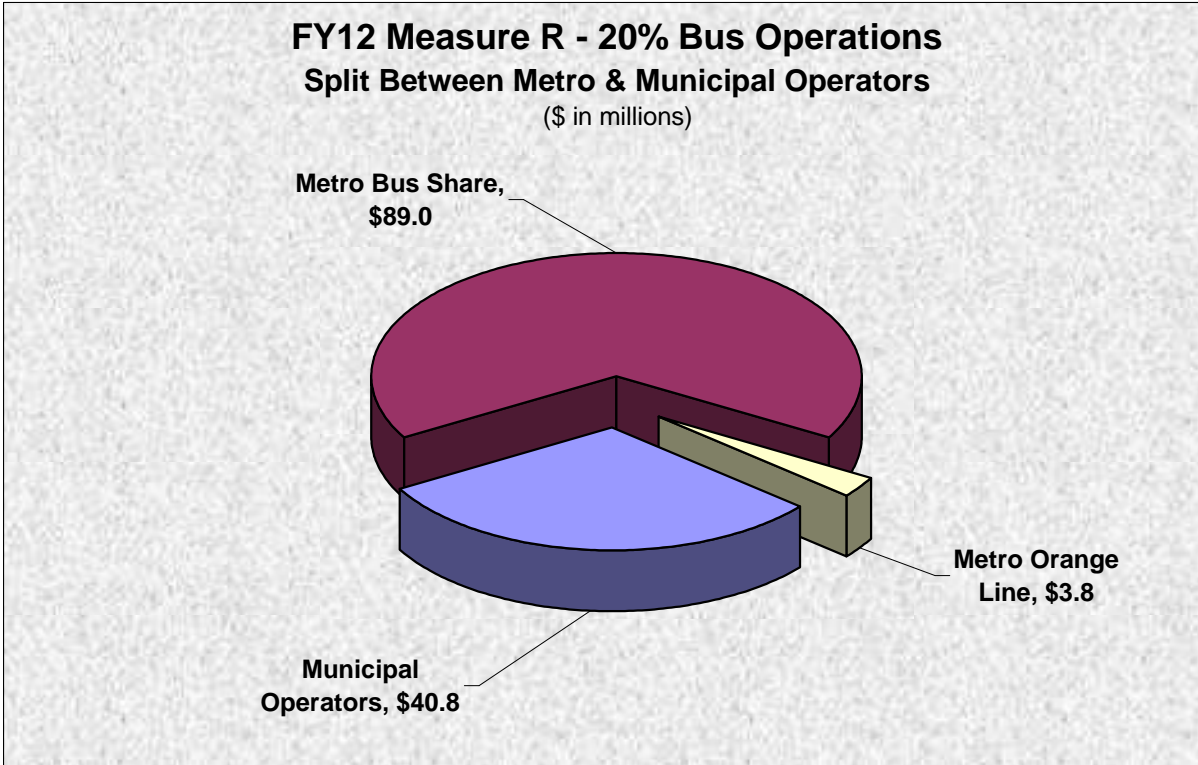
**Operator Allocation**

(\$ in thousands)

Operator	FY12 Allocation	Estimated Service Level Provided by Measure R 20%			
		Vehicle Service Miles	Vehicle Service Hours	Unlinked Passengers	Passenger Miles
1 Antelope Valley	\$ 1,867	325	20	338	4,433
2 Arcadia	99	15	2	7	27
3 City of Los Angeles	4,022	431	36	1,249	2,893
4 Claremont	57	12	1	6	16
5 Commerce	90	9	1	18	65
6 Culver City	1,700	160	15	530	1,691
7 Foothill	8,779	1,522	102	1,992	15,298
8 Gardena	1,695	184	13	456	1,728
9 La Mirada	43	5	1	3	7
10 Long Beach	7,688	801	76	3,174	9,976
11 Montebello	2,752	335	30	1,017	3,344
12 Norwalk	1,105	134	10	237	747
13 Redondo Beach	231	48	4	45	177
14 Santa Clarita	1,897	332	19	450	4,667
15 Santa Monica	6,693	597	56	2,492	8,474
16 Torrance	2,105	228	15	414	1,841
17 Total Municipal Operators	\$ 40,823	5,137	400	12,428	55,384
18 MTA Bus Ops	92,743	8,445	722	37,941	154,139
19 Grand Total	\$ 133,566	13,582	1,122	50,370	209,523

Note: Totals may not add due to rounding





**FY12 Measure R - 5% Rail Operations**  
**FY12 Budget**

(\$ in millions)

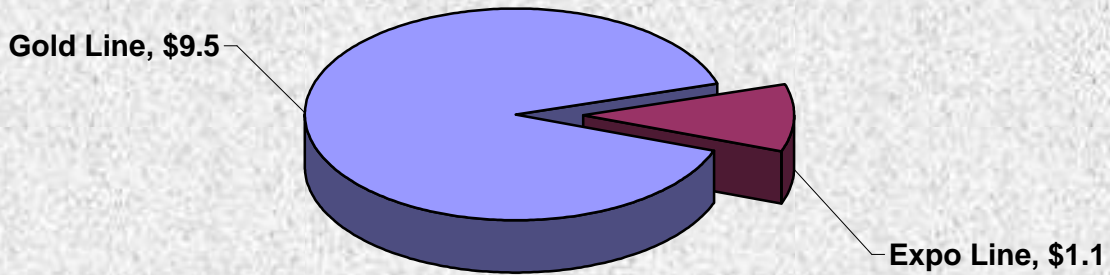
Project	Expenses			FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Gold Line	\$ 9.5	\$ -	\$ 9.5	40.3	-	40.3
2 Expo Line	1.1	-	1.1	5.7	-	5.7
3 Total 5% Rail Operations	\$ 10.6	\$ -	\$ 10.6	46.0	-	46.0

**FY12 Budget FTEs by Rail Line**

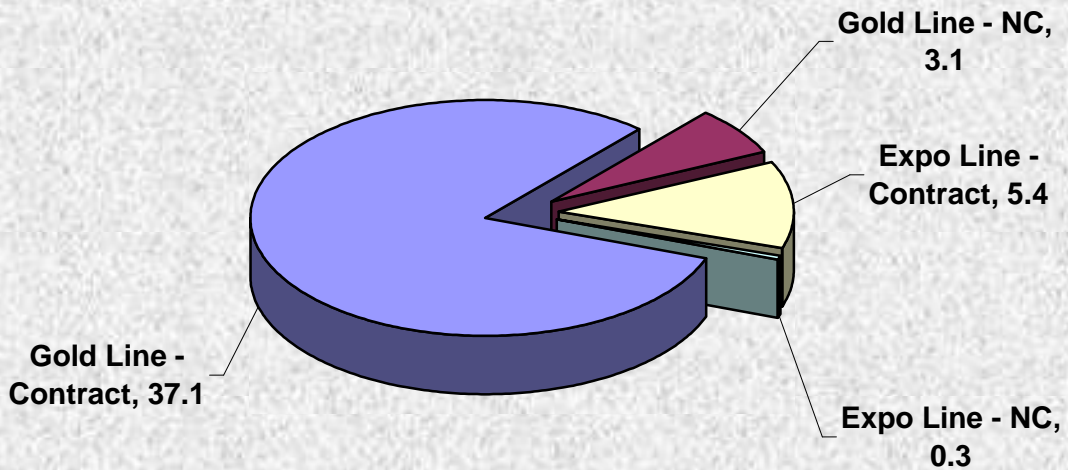
Rail Line	Contract FTEs	Non-Contract FTEs	Total FTEs
1 Gold Line	37.1	3.1	40.3
2 Expo Line	5.4	0.3	5.7
3 Total	42.6	3.4	46.0

Note: totals may not add due to rounding.

**FY12 Measure R - 5% Rail Operations**  
**Operating Expenses by Line**  
(\$ in millions)



**FY12 Measure R - 5% Rail Operations**  
**Operating FTEs by Line & Representation Status**



**FY12 Measure R - 15% Local Return**  
FY12 Budget

(\$ in millions)		Expenses			FTEs		
Project	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs	
1 Measure R 15% Local Return	\$ 89.4	\$ -	\$ 89.4	-	-	-	
2 Total 15% Local Returns	\$ 89.4	\$ -	\$ 89.4	-	-	-	

**Measure R 15% Local Return Allocation**

(\$ in thousands)		FY12 Adopted Budget	City	FY12 Adopted Budget	
1	Agoura Hills	\$ 200.3	Lomita	\$ 179.9	47
2	Alhambra	766.4	Long Beach	4,236.1	48
3	Arcadia	485.7	Los Angeles City	35,062.4	49
4	Artesia	150.8	Lynwood	627.6	50
5	Avalon	30.5	Malibu	117.9	51
6	Azusa	421.3	Manhattan Beach	314.9	52
7	Baldwin Park	698.8	Maywood	257.2	53
8	Bell	332.8	Monrovia	342.4	54
9	Bellflower	662.0	Montebello	563.3	55
10	Bell Gardens	402.5	Monterey Park	556.8	56
11	Beverly Hills	310.2	Norwalk	940.3	57
12	Bradbury	8.2	Palmdale	1,306.9	58
13	Burbank	928.8	Palos Verdes Estates	120.6	59
14	Calabasas	203.7	Paramount	496.5	60
15	Carson	839.6	Pasadena	1,297.9	61
16	Cerritos	470.5	Pico Rivera	573.4	62
17	Claremont	322.0	Pomona	1,401.6	63
18	Commerce	116.3	Rancho Palos Verdes	367.3	64
19	Compton	854.3	Redondo Beach	583.2	65
20	Covina	424.9	Rolling Hills	16.9	66
21	Cudahy	222.9	Rolling Hills Estates	69.8	67
22	Culver City	348.7	Rosemead	494.6	68
23	Diamond Bar	522.5	San Dimas	316.4	69
24	Downey	973.7	San Fernando	217.2	70
25	Duarte	198.0	San Gabriel	368.1	71
26	El Monte	1,082.9	San Marino	114.9	72
27	El Segundo	146.0	Santa Clarita	1,521.1	73
28	Gardena	530.3	Santa Fe Springs	153.5	74
29	Glendale	1,780.2	Santa Monica	793.8	75
30	Glendora	452.4	Sierra Madre	95.0	76
31	Hawaiian Gardens	136.0	Signal Hill	98.2	77
32	Hawthorne	771.9	South El Monte	193.7	78
33	Hermosa Beach	167.8	South Gate	872.7	79
34	Hidden Hills	17.3	South Pasadena	221.6	80
35	Huntington Park	549.9	Temple City	307.3	81
36	Industry	6.9	Torrance	1,282.0	82
37	Inglewood	1,019.4	Vernon	-	83
38	Irwindale	14.7	Walnut	279.7	84
39	La Canada-Flintridge	182.1	West Covina	966.6	85
40	La Habra Heights	52.8	West Hollywood	323.7	86
41	Lakewood	716.2	Westlake Village	76.0	87
42	La Mirada	428.3	Whittier	746.1	88
43	Lancaster	1,249.1	Unincorporated La County	9,378.6	89
44	La Puente	371.2			90
45	La Verne	291.6			91
46	Lawndale	288.1	<b>Total 15% Local Return</b>	<b>\$ 89,403.5</b>	92

Note: totals may not add due to rounding.

**FY12 Measure R - Bond Proceeds and Uses**  
**FY12 Budget**

1 (\$ in millions)	FY12
2 Bond Proceeds Beginning Balance <sup>(1)</sup>	\$732.4
3 Proceeds to Fund Measure R Projects	
4           Eastern Maintenance Facility	77.8
5           Gold Line Foothill Extension	115.9
6           Expo Line Phase II - Metro	83.7
7           Expo Line Phase II -Expo	91.6
8 Total Proceeds to Fund Measure R Projects	369.0
9 Bond Proceeds Ending Balance	\$363.4

<sup>(1)</sup> Measure R Bond was issued in November 2010.

**FY12 Measure R Debt Service Cost**

(\$ in millions)	Bus	Rail	Total
1 Funding Demand of Debt Service			
2 Resources			
3 Measure R 35% Transit CP New Rail/BRT	\$ -	\$ 42.62	\$ 42.62
4 Measure R 3% Metrolink	-	-	-
5 Measure R 2% Metro Rail CP	-	-	-
6 Measure R 20% Hwy CP	-	-	-
7 Measure R BAB Federal Subsidy	-	11.1	11.1
8 Total Funding Demand of Debt Service	-	53.7	53.7
9 Premium/Discount Amortization <sup>(1)</sup>	-	(2.1)	(2.1)
10 Total Debt Service Expense	-	51.6	51.6
11 Debt Service Net (Deficit) / Surplus	\$ -	\$ -	\$ -

<sup>(1)</sup> Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument.

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**FUNDS**

**Fund Balances**  
June 30, 2012

Fund	(\$ in millions)	FY12 Estimated Ending Fund Balance
1	Proposition A:	
2	Discretionary	\$ 18.9 (1)
3	Rail Set Aside	19.2
4	Incentive	2.8 (1)
5	Interest	2.8
6	<b>Total Proposition A</b>	<b>\$ 43.7</b>
7	Proposition C:	
8	Discretionary	\$ 53.8 (1)
9	Security	5.3
10	Interest	15.7 (4)
11	<b>Total Proposition C</b>	<b>\$ 74.8</b>
12	Measure R	
13	Administration	\$ -
14	Transit Capital - Metrolink	17.9
15	Transit Capital - Metro Rail	24.1
16	Rail Operations	72.9
17	Transit Capital New Rail	288.4
18	Highway Capital	21.4
19	Bus Operations	1.1
20	<b>Total Measure R</b>	<b>\$ 425.7</b>
21	Transportation Development Act (TDA):	
22	Article 3	\$ 19.9 (1)
23	Article 4	265.8 (1)
24	Article 8	7.6 (1)
25	Interest	7.7 (1)
26	<b>Total TDA</b>	<b>\$ 301.0</b>
27	State Transit Assistance (STA):	
28	Revenue Share	\$ 6.1 (1)
29	Population Share	-
30	<b>Total STA</b>	<b>\$ 6.1</b>
31	SAFE	\$ 20.0 (2)
32	Prop. A, C, TDA Administration	\$ 1.2
33	General Fund:	
34	Sales/leaseback	\$ 27.9 (3)
35	Right-of-Way Lease	74.7
36	HOV Fines	2.4
37	General	123.0
38	<b>Total General Fund</b>	<b>\$ 228.0</b>
39	Gen Fund - State Reimbursements	\$ 153.0
40	<b>Total (memo only)</b>	<b>\$ 1,253.5</b>

(1) Previously allocated to Metro and Muni Operators.

(2) Committed for future SAFE obligations.

(3) Contingency amount held related to AIG third-party insured lease deals.

(4) Loaned to Proposition A 40% per March 17, 2010 Board Report for cash flow purposes.

Note: totals may not add due to rounding.



Los Angeles County Metropolitan Transportation Authority  
FY12 Budget

**Statement of Revenues, Expenditures and Changes in Fund Balances**  
For the years ending June 30, 2010, 2011 and 2012

(\$ in millions)

	Governmental Funds								
	Special Revenue Fund			General Fund			Total		
	FY10 Actual	FY11 Budget	FY12 Budget	FY10 Actual	FY11 Budget	FY12 Budget	FY10 Actual	FY11 Budget	FY12 Budget
<b>Governmental Funds</b>									
1 Revenue:									
2     Sales tax	\$ 2,085.4	\$ 2,064.3	\$ 2,214.1	\$ -	\$ -	\$ -	\$ 2,085.4	\$ 2,064.3	\$ 2,214.1
3     Intergovernmental grants	148.5	260.8	250.8	2.5	0.7	0.9	151.0	261.5	251.7
4     Other	40.6	8.0	7.5	39.2	17.9	57.1	79.8	25.9	64.6
5 <b>Total Revenues</b>	<b>2,274.5</b>	<b>2,333.1</b>	<b>2,472.4</b>	<b>41.7</b>	<b>18.7</b>	<b>58.0</b>	<b>2,316.2</b>	<b>2,351.8</b>	<b>2,530.4</b>
6									
7 Expenditures:									
8     Subsidies	888.1	1,095.1	1,098.0	0.1	-	-	888.3	1,095.1	1,098.0
9     Operating Expenditures	352.3	603.1	381.6	19.8	19.8	19.5	372.2	622.9	401.1
10     Debt and interest expenditures	-	-	-	1.3	1.3	1.2	1.3	1.3	1.2
11     Bond principal & commercial paper retirement	-	-	-	1.0	1.0	1.1	1.0	1.0	1.1
12 <b>Expenditures:</b>	<b>1,240.5</b>	<b>1,698.2</b>	<b>1,479.6</b>	<b>22.3</b>	<b>22.1</b>	<b>21.7</b>	<b>1,262.7</b>	<b>1,720.3</b>	<b>1,501.3</b>
13									
14 Transfers In	120.7	176.3	88.1	12.9	12.6	11.0	133.6	188.9	99.1
15 Transfers (out)	(1,190.4)	(1,136.9)	(1,101.0)	(12.5)	(0.9)	(7.9)	(1,202.9)	(1,137.8)	(1,108.9)
16									
17 <b>Net change in fund balances</b>	<b>(35.6)</b>	<b>(325.7)</b>	<b>(20.1)</b>	<b>19.8</b>	<b>8.2</b>	<b>39.3</b>	<b>(15.8)</b>	<b>(317.5)</b>	<b>19.2</b>
18									
19 <b>Fund balances - beginning of year</b>	<b>1,106.2</b>	<b>1,241.2</b>	<b>1,045.6</b>	<b>160.6</b>	<b>180.4</b>	<b>188.7</b>	<b>1,266.8</b>	<b>1,421.7</b>	<b>1,234.3</b>
20									
21 <b>Fund balances - end of year</b>	<b>\$ 1,070.5</b>	<b>\$ 915.5</b>	<b>\$ 1,025.5</b>	<b>\$ 180.4</b>	<b>\$ 188.7</b>	<b>\$ 228.0</b>	<b>\$ 1,250.9</b>	<b>\$ 1,104.2</b>	<b>\$ 1,253.5</b>

NOTE:

- Totals may not add due to rounding.
- Beginning FY12 Fund Balances reflect net effect of reforecast FY11 sales tax and STA revenues + anticipated unspent FY11 budgeted expenditures.
- Special Revenue Other includes Gen Fund - State Reimbursements and EZ Pass.

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**SERVICE STATISTICS**

Los Angeles County Metropolitan Transportation Authority  
FY12 Budget

**Bus and Rail Operating Statistics**

	Bus			Rail			Total		
	FY11 Budget	FY12 Budget	% Chg to FY11 Budget	FY11 Budget	FY12 Budget	% Chg to FY11 Budget	FY11 Budget	FY12 Budget	% Chg to FY11 Budget
1 <b>Service Provided (000):</b>									
2 Revenue Hours	7,212	6,835	-5.2%	706	821	16.3%	7,918	7,656	-3.3%
3 Revenue Miles	85,600	77,237	-9.8%	16,120	18,219	13.0%	101,720	95,456	-6.2%
4									
5 <b>Service Consumed (000):</b>									
6 Unlinked Passenger	355,954	348,834	-2.0%	89,993	97,699	8.6%	445,947	446,533	0.1%
7 Passenger Miles	1,351,834	1,423,247	5.3%	545,163	595,302	9.2%	1,896,997	2,018,549	6.4%
8									
9 <b>Revenue &amp; Cost Data (000):</b>									
10 Fare Revenue	\$ 265,255	\$ 255,262	-3.8%	\$ 67,063	\$ 71,492	6.6%	\$ 332,318	\$ 326,754	-1.7%
11 Advertising/SCRRRA Revenue	\$ 26,267	\$ 32,040	22.0%	\$ 4,718	\$ 3,760	-20.3%	\$ 30,985	\$ 35,800	15.5%
12 Operating Cost	\$ 924,881	\$ 901,443	-2.5%	\$ 259,145	\$ 278,592	7.5%	\$ 1,184,026	\$ 1,180,035	-0.3%
13									
14 <b>Statistics:</b>									
15 Fare Recovery %	28.7%	28.3%	-1.3%	25.9%	25.7%	-0.8%	28.1%	27.7%	-1.3%
16 Boardings/Hr	49.36	51.04	3.4%	127.47	119.00	-6.6%	56.32	58.32	3.6%
17 Revenue/Hr	\$ 36.78	\$ 37.35	1.5%	\$ 94.99	\$ 87.08	-8.3%	\$ 41.97	\$ 42.68	1.7%
18 Cost/Hr	\$ 128.24	\$ 131.89	2.8%	\$ 367.06	\$ 339.33	-7.6%	\$ 149.54	\$ 154.13	3.1%
19 Subsidy per Boarding	\$ 1.78	\$ 1.76	-1.1%	\$ 2.08	\$ 2.08	0.0%	\$ 1.84	\$ 1.83	-0.5%
20									
21 <b>FTE's per 1000 RSH:</b>									
22 Operators	0.558	0.578	3.6%	0.283	0.313	10.5%	0.532	0.548	2.9%
23 Mechanics	0.102	0.108	5.9%	0.261	0.228	-12.6%	0.120	0.122	1.6%
24 Service Attendants	0.052	0.053	1.9%	0.089	0.077	-14.0%	0.055	0.056	0.7%
25 TOS's	0.047	0.049	4.3%	0.137	0.124	-9.6%	0.056	0.058	4.5%

## Service Level Details

### Revenue Service Hours

Mode	FY11 Budget	FY12 Budget	Inc/(Dec)
<b>Bus</b>			
Local & Rapid Orange Line	6,561,282	6,213,554	(347,728)
Purchased Transp	549,254	520,000	(29,254)
<b>Subtotal Bus</b>	<b>7,212,097</b>	<b>6,835,115</b>	<b>(376,982)</b>
<b>Rail</b>			
Blue Line	221,179	218,355	(2,824)
Green Line	87,555	92,255	4,700
Gold Line	139,802	150,746	10,944
Expo Line		68,892	68,892
Heavy Rail	257,310	290,987	33,677
<b>Subtotal Rail</b>	<b>705,846</b>	<b>821,235</b>	<b>115,389</b>
<b>Totals</b>	<b>7,917,943</b>	<b>7,656,350</b>	<b>(261,593)</b>

### Boardings (000s)

Mode	FY11 Budget	FY12 Budget	Inc/(Dec)
<b>Bus</b>			
Local & Rapid Orange Line	334,480	327,790	(6,690)
Purchased Transp	14,478	14,188	(290)
<b>Subtotal Bus</b>	<b>355,954</b>	<b>348,834</b>	<b>(7,120)</b>
<b>Rail</b>			
Blue Line	24,190	25,032	842
Green Line	11,174	12,296	1,122
Gold Line	9,323	10,958	1,635
Expo Line		1,904	1,904
Heavy Rail	45,306	47,509	2,203
<b>Subtotal Rail</b>	<b>89,993</b>	<b>97,699</b>	<b>7,706</b>
<b>Totals</b>	<b>445,947</b>	<b>446,533</b>	<b>586</b>

### Revenue Service Miles

Mode	FY11 Budget	FY12 Budget	Inc/(Dec)
<b>Bus</b>			
Local & Rapid Orange Line	76,362,630	70,213,155	(6,149,475)
Purchased Transp	1,619,412	1,147,639	(471,773)
<b>Subtotal Bus</b>	<b>85,600,332</b>	<b>77,236,794</b>	<b>(8,363,538)</b>
<b>Rail</b>			
Blue Line	4,830,998	4,772,229	(58,769)
Green Line	2,639,068	2,767,207	128,139
Gold Line	2,719,516	2,972,727	253,211
Expo Line		1,105,470	1,105,470
Heavy Rail	5,930,192	6,600,896	670,704
<b>Subtotal Rail</b>	<b>16,119,774</b>	<b>18,218,529</b>	<b>2,098,755</b>
<b>Totals</b>	<b>101,720,106</b>	<b>95,455,323</b>	<b>(6,264,783)</b>

### Passenger Miles (000s)

Mode	FY11 Budget	FY12 Budget	Inc/(Dec)
<b>Bus</b>			
Local & Rapid Orange Line	1,266,529	1,337,385	70,856
Purchased Transp	38,679	27,973	(10,706)
<b>Subtotal Bus</b>	<b>1,351,833</b>	<b>1,423,247</b>	<b>71,414</b>
<b>Rail</b>			
Blue Line	177,797	183,985	6,188
Green Line	73,525	80,908	7,383
Gold Line	67,312	79,117	11,805
Expo Line		13,747	13,747
Heavy Rail	226,530	237,545	11,015
<b>Subtotal Rail</b>	<b>545,164</b>	<b>595,302</b>	<b>50,138</b>
<b>Totals</b>	<b>1,896,997</b>	<b>2,018,549</b>	<b>121,552</b>

Expo Revenue Service budgeted to begin November 15, 2011

## Modal Operating Statistics

<b>Bus excluding Orange Line</b>		<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>Inc/(Dec)</b>	<b>Inc/(Dec)</b>
	<b>Notes</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>	<b>Budget</b>	<b>%</b>
1	Fares (\$000)	\$ 237,626	\$ 260,042	\$ 250,245	\$ (9,797)	-3.8%
2	Other Operating Revenue (\$000)	\$ 23,400	\$ 26,388	\$ 31,411	\$ 5,023	19.0%
3	Expenses (\$000) (1)	\$ 887,517	\$ 902,170	\$ 877,747	\$ (24,423)	-2.7%
4	Boardings (000)	365,972	348,958	341,978	(6,980)	-2.0%
5	Farebox Recovery Ratio	26.8%	28.8%	28.5%	-0.3%	-0.3%
6	Vehicle Service Hours (000) (2)	7,335	7,111	6,734	(377)	-5.3%
7	Cost Per Hour	\$ 97.79	\$ 126.88	\$ 130.35	\$ 3.48	2.7%
8	Cost Per Passenger Mile	\$ 0.61	\$ 0.69	\$ 0.63	\$ (0.06)	-8.4%
9	Vehicle Service Miles (000) (2)	86,593	83,981	76,089	(7,892)	-9.4%
10	Passenger Miles (000) (3)	1,447,863	1,313,154	1,395,274	82,120	6.3%
11	Fare Revenue Per Boarding	\$ 0.65	\$ 0.75	\$ 0.73	\$ (0.02)	-2.7%
12	Subsidy Per Boarding	\$ 1.71	\$ 1.76	\$ 1.74	\$ (0.02)	-1.2%
13	Subsidy Per Passenger Mile	\$ 0.43	\$ 0.47	\$ 0.43	\$ (0.04)	-8.9%
14	Vehicles Operated	2,206	2,213	2,213	-	0.0%

<b>Orange Line</b>		<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>Inc/(Dec)</b>	<b>Inc/(Dec)</b>
	<b>Notes</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>	<b>Budget</b>	<b>%</b>
15	Fares (\$000)	\$ 4,573	\$ 5,213	\$ 5,017	\$ (197)	-3.8%
16	Other Operating Revenue (\$000)			\$ 630	\$ 630	na
17	Expenses (\$000) (1)	\$ 21,244	\$ 22,671	\$ 23,696	\$ 1,025	4.5%
18	Boardings (000)	7,043	6,996	6,856	(140)	-2.0%
19	Farebox Recovery Ratio	21.5%	23.0%	21.2%	-1.8%	-1.8%
20	Vehicle Service Hours (000) (2)	98	102	102	-	0.0%
21	Cost Per Hour	\$ 217.23	\$ 223.22	\$ 233.31	\$ 10.09	4.5%
22	Cost Per Passenger Mile	\$ 0.55	\$ 0.59	\$ 0.85	\$ 0.26	44.5%
23	Vehicle Service Miles (000) (2)	1,619	1,619	1,148	(472)	-29.1%
24	Passenger Miles (000) (3)	38,938	38,679	27,973	(10,706)	-27.7%
25	Fare Revenue Per Boarding	\$ 0.65	\$ 0.75	\$ 0.73	\$ (0.02)	-2.7%
26	Subsidy Per Boarding	\$ 2.37	\$ 2.50	\$ 2.63	\$ 0.14	5.5%
27	Subsidy Per Passenger Mile	\$ 0.43	\$ 0.45	\$ 0.65	\$ 0.19	43.0%
28	Vehicles Operated	28	28	28	-	0.0%

## Modal Operating Statistics (continued)

<b>Light Rail <sup>(4)</sup></b>		<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>Inc/(Dec)</b>	<b>Inc/(Dec)</b>
	<b>Notes</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>	<b>Budget</b>	<b>%</b>
29	Fares (\$000)	\$ 30,725	\$ 33,301	\$ 36,727	\$ 3,426	10.3%
30	Other Operating Revenue (\$000)			1,931	1,931	na
31	Expenses (\$000) (1)	\$ 169,658	169,315	188,918	\$ 19,603	11.6%
32	Boardings (000)	46,409	44,687	50,190	5,503	12.3%
33	Farebox Recovery Ratio	18.1%	19.7%	19.4%	-0.2%	-0.2%
34	Vehicle Service Hours (000) (2)	429	449	530	82	18.3%
35	Cost Per Hour	\$ 395.45	\$ 377.48	\$ 356.28	\$ (21.20)	-5.6%
36	Cost Per Passenger Mile	\$ 5.09	\$ 0.53	\$ 0.53	\$ (0.00)	-0.6%
37	Vehicle Service Miles (000) (2)	9,646	10,190	11,618	1,428	14.0%
38	Passenger Miles (000)	33,334	318,633	357,757	39,124	12.3%
39	Fare Revenue Per Boarding	\$ 0.66	\$ 0.75	\$ 0.73	\$ (0.02)	-2.7%
40	Subsidy Per Boarding (3)	\$ 2.99	\$ 3.04	\$ 2.99	\$ (0.05)	-1.6%
41	Subsidy Per Passenger Mile (3)	\$ 4.17	\$ 0.43	\$ 0.42	\$ (0.01)	-2.3%

<b>Heavy Rail <sup>(5)</sup></b>		<b>FY10</b>	<b>FY11</b>	<b>FY12</b>	<b>Inc/(Dec)</b>	<b>Inc/(Dec)</b>
	<b>Notes</b>	<b>Actual</b>	<b>Budget</b>	<b>Budget</b>	<b>Budget</b>	<b>%</b>
42	Fares (\$000)	\$ 34,983	\$ 33,762	\$ 34,765	\$ 1,003	3.0%
43	Other Operating Revenue (\$000)	2,260	4,734	1,828	(2,906)	-61.4%
44	Expenses (\$000) (1)	\$ 88,423	\$ 89,830	\$ 89,673	\$ (157)	-0.2%
45	Boardings (000)	47,906	45,306	47,509	2,203	4.9%
46	Farebox Recovery Ratio	39.6%	37.6%	38.8%	1.2%	1.2%
47	Vehicle Service Hours (000) (2)	257	257	291	34	13.2%
48	Cost Per Hour	\$ 344.54	\$ 349.11	\$ 308.17	\$ (40.94)	-11.7%
49	Cost Per Passenger Mile	\$ 0.38	\$ 0.40	\$ 0.38	\$ (0.02)	-4.8%
50	Vehicle Service Miles (000) (2)	5,885	5,930	6,601	671	11.3%
51	Passenger Miles (000)	231,936	226,530	237,545	11,015	4.9%
52	Fare Revenue Per Boarding	\$ 0.73	\$ 0.75	\$ 0.73	\$ (0.02)	-2.7%
53	Subsidy Per Boarding (3)	\$ 1.07	\$ 1.13	\$ 1.12	\$ (0.02)	-1.4%
54	Subsidy Per Passenger Mile (3)	\$ 0.22	\$ 0.23	\$ 0.22	\$ 0.00	1.8%

(1) Expenses exclude regional costs and debt.

(2) Reflect revenue vehicle hours & miles.

(3) Subsidy equals expenses less fares and other operating revenue.

(4) Light Rail includes the Blue, Green, Gold and Expo Lines.

(5) Heavy Rail includes the Red and Purple Lines.

**ACTIVITY BASED COST MODELS**



## Activity Based Orange Line Cost Model

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	\$ 4,524,966	\$ 44.55	\$ 4,761,097	\$ 46.88	\$ 236,131	\$ 2.33
3 <b>Sub-Total</b>	<b>4,524,966</b>	<b>44.55</b>	<b>4,761,097</b>	<b>46.88</b>	<b>236,131</b>	<b>2.33</b>
4						
<b>5 Division Maintenance</b>						
6 Wages & Benefits	1,819,363	17.91	1,937,259	19.07	117,896	1.16
7 Fuel	887,513	8.74	643,684	6.34	(243,829)	(2.40)
8 Materials & Supplies	1,019,106	10.03	772,802	7.61	(246,304)	(2.43)
9 <b>Sub-Total</b>	<b>3,725,982</b>	<b>36.69</b>	<b>3,353,744</b>	<b>33.02</b>	<b>(372,237)</b>	<b>(3.67)</b>
10						
<b>11 Other Maintenance</b>						
12 Maintenance Support	16,651	0.16	66,131	0.65	49,480	0.49
13 Facilities Maintenance	2,947,634	29.02	3,341,343	32.90	393,710	3.88
14 <b>Sub-Total</b>	<b>2,964,285</b>	<b>29.19</b>	<b>3,407,475</b>	<b>33.55</b>	<b>443,190</b>	<b>4.36</b>
15						
16 <b>Sub-Total Maintenance</b>	<b>6,690,266</b>	<b>65.87</b>	<b>6,761,219</b>	<b>66.57</b>	<b>70,953</b>	<b>0.70</b>
17						
<b>18 Other Operating Costs</b>						
19 Transit Security	6,333,902	62.37	6,389,474	62.91	55,572	0.55
20 Revenue	2,729,359	26.87	3,097,441	30.50	368,082	3.62
21 Service Development	21,051	0.21	31,056	0.31	10,004	0.10
22 Safety	59,592	0.59	123,716	1.22	64,124	0.63
23 Casualty & Liability	663,020	6.53	739,239	7.28	76,219	0.75
24 Workers' Compensation	569,359	5.61	607,412	5.98	38,053	0.37
25 Transitional Duty Program	17,877	0.18	16,877	0.17	(1,000)	(0.01)
26 Utilities	226,303	2.23	230,908	2.27	4,605	0.05
27 Other Metro Operations	144,042	1.42	180,131	1.77	36,089	0.36
28 Building Costs	219,388	2.16	173,051	1.70	(46,337)	(0.46)
29 Copy Services	16,240	0.16	16,685	0.16	445	-
30 <b>Sub-Total</b>	<b>11,000,132</b>	<b>108.31</b>	<b>11,605,988</b>	<b>114.28</b>	<b>605,855</b>	<b>5.97</b>
31						
<b>32 SUPPORT DEPARTMENT COSTS</b>						
33 Board Oversight	17,259	0.17	18,824	0.19	1,565	\$ 0.02
34 CEO	45,833	0.45	39,633	0.39	(6,200)	\$ (0.06)
35 MASD	10,017	0.10	22,599	0.22	12,582	\$ 0.12
36 Procurement	41,493	0.41	49,859	0.49	8,366	\$ 0.08
37 Communications	44,436	0.44	55,056	0.54	10,620	\$ 0.10
38 Real Estate	474	0.00	43,266	0.43	42,792	\$ 0.42
39 Finance	82,402	0.81	93,602	0.92	11,200	\$ 0.11
40 Human Resources	44,157	0.43	48,484	0.48	4,327	\$ 0.04
41 ITS	175,763	1.73	192,117	1.89	16,355	\$ 0.16
42 Administration	30,921	0.30	3,484	0.03	(27,437)	\$ (0.27)
43 Construction	2,667	0.03	279	0.00	(2,388)	\$ (0.02)
44 <b>Support Department Costs</b>	<b>495,422</b>	<b>4.88</b>	<b>567,202</b>	<b>5.58</b>	<b>71,781</b>	<b>0.71</b>
45						
46 <b>Total Cost</b>	<b>\$ 22,710,786</b>	<b>\$ 223.62</b>	<b>\$ 23,695,506</b>	<b>\$ 233.31</b>	<b>\$ 984,719</b>	<b>\$ 9.70</b>
47 <b>Total Revenue Service Hours</b>	<b>101,561</b>		<b>101,561</b>		<b>-</b>	

Note: Totals may not add due to rounding.

## Activity Based Silver Line Cost Model

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	\$ 2,875,400	\$ 51.16	\$ 3,277,138	\$ 51.21	\$ 401,737	\$ 0.04
3 Services	1,667	0.03	1,181	0.02	(486)	(0.01)
4 Materials & Supplies	1,618	0.03	2,965	0.05	1,347	0.02
5 Training	37,425	0.67	45,012	0.70	7,587	0.04
6 Control Center	65,811	1.17	84,329	1.32	18,518	0.15
7 Scheduling & Planning	36,080	0.64	41,048	0.64	4,967	-
8 Field Supervision	90,774	1.62	116,007	1.81	25,233	0.20
<b>9 Sub-Total</b>	<b>3,108,776</b>	<b>55.32</b>	<b>3,567,679</b>	<b>55.74</b>	<b>458,903</b>	<b>0.43</b>
<b>11 Division Maintenance</b>						
12 Wages & Benefits	1,008,073	17.94	1,259,504	19.68	251,432	1.74
13 Fuel	382,671	6.81	386,507	6.04	3,837	(0.77)
14 Materials & Supplies	366,267	6.52	423,299	6.61	57,032	0.10
15 Fueling Contractor Reimb.	(13,827)	(0.25)	(4,150)	(0.06)	9,677	0.18
16 Services	1,337	0.02	1,344	0.02	6	-
<b>17 Sub-Total</b>	<b>1,744,520</b>	<b>31.04</b>	<b>2,066,504</b>	<b>32.29</b>	<b>321,984</b>	<b>1.25</b>
<b>19 RRC Regular Maintenance</b>						
20 Wages & Benefits	104,859	1.87	118,458	1.85	13,599	(0.01)
21 Materials & Supplies	37,152	0.66	47,325	0.74	10,173	0.08
22 Maintenance Services	1,617	0.03	1,946	0.03	329	-
<b>23 Sub-Total</b>	<b>143,627</b>	<b>2.56</b>	<b>167,729</b>	<b>2.62</b>	<b>24,101</b>	<b>0.07</b>
<b>25 Other Maintenance</b>						
26 Maintenance Support	122,784	2.18	155,880	2.44	33,095	0.25
27 Non-Revenue Vehicles	48,181	0.86	60,837	0.95	12,655	0.09
28 Facilities Maintenance	239,035	4.25	303,576	4.74	64,541	0.49
29 Training	14,678	0.26	18,994	0.30	4,316	0.04
<b>30 Sub-Total</b>	<b>424,678</b>	<b>7.56</b>	<b>539,287</b>	<b>8.43</b>	<b>114,608</b>	<b>0.87</b>
<b>32 Sub-Total Maintenance</b>	<b>\$ 2,312,826</b>	<b>\$ 41.15</b>	<b>\$ 2,773,519</b>	<b>\$ 43.34</b>	<b>\$ 460,693</b>	<b>\$ 2.18</b>

Notes:

- RSH = Revenue Service Hour
- Totals may not add due to rounding.

### Activity Based Silver Line Cost Model (continued)

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>Other Operating Costs</b>						
Transit Security	\$ 164,194.76	\$ 2.92	\$ 195,788.15	\$ 3.06	\$ 31,593	0.14
Revenue	193,105	3.44	263,088	4.11	69,983	0.68
Service Development	100,876	1.79	125,783	1.97	24,907	0.17
Safety	14,202	0.25	14,092	0.22	(110)	(0.03)
Casualty & Liability	341,481	6.08	428,985	6.70	87,504	0.63
Workers' Comp	335,091	5.96	375,370	5.87	40,279	(0.10)
Transitional Duty Program	9,825	0.17	10,888	0.17	1,063	(0.01)
Utilities	103,013	1.83	112,280	1.75	9,267	(0.08)
Other Metro Operations	93,240	1.66	115,845	1.81	22,604	0.15
Building Costs	103,834	1.85	81,705	1.28	(22,129)	(0.57)
Copy Services	9,549	0.17	7,394	0.12	(2,156)	(0.05)
<b>Sub-Total</b>	<b>1,468,411</b>	<b>26.13</b>	<b>1,731,217</b>	<b>27.05</b>	<b>262,806</b>	<b>0.92</b>
<b>SUPPORT DEPARTMENT COSTS</b>						
Board Oversight	9,017	0.16	10,601	0.17	1,584	0.01
CEO	27,155	0.48	17,791	0.28	(9,364)	(0.21)
MASD	5,904	0.11	10,015	0.16	4,110	0.05
Procurement	129,069	2.30	174,307	2.72	45,238	0.43
Communications	69,108	1.23	101,336	1.58	32,228	0.35
Planning & Highway	284	0.01	-	0.00	(284)	(0.01)
Finance	53,400	0.95	50,963	0.80	(2,437)	(0.15)
Human Resources	26,014	0.46	21,485	0.34	(4,529)	(0.13)
Real Estate	11,265	0.20	23,544	0.37	12,279	0.17
ITS	99,309	1.77	96,691	1.51	(2,617)	(0.26)
Other Administration	5,477	0.10	1,544	0.02	(3,933)	(0.07)
Construction	1,651	0.03	1,720	0.03	69	(0.00)
<b>Support Department Costs</b>	<b>437,652</b>	<b>7.79</b>	<b>509,997</b>	<b>7.97</b>	<b>72,345</b>	<b>0.18</b>
<b>Total Local &amp; Rapid</b>	<b>7,327,664</b>	<b>130.39</b>	<b>8,582,412</b>	<b>134.10</b>	<b>1,254,747</b>	<b>3.71</b>
<b>Revenue Service Hours</b>	<b>56,200</b>		<b>64,000</b>		<b>7,800</b>	
<b>Total Cost</b>	<b>\$ 7,327,664</b>	<b>\$ 130.39</b>	<b>\$ 8,582,412</b>	<b>\$ 134.10</b>	<b>\$ 1,254,747</b>	<b>\$ 3.71</b>

## Activity Based Local & Rapid Bus Cost Model

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	332,824,104	\$ 51.16	314,889,617	\$ 51.21	\$ (17,934,487)	\$ 0.04
3 Services	192,969	0.03	113,477	0.02	(79,492)	(0.01)
4 Materials & Supplies	187,315	0.03	284,880	0.05	97,566	0.02
5 Training	4,331,935	0.67	4,325,041	0.70	(6,894)	0.04
6 Control Center	7,617,523	1.17	8,102,875	1.32	485,351	0.15
7 Scheduling & Planning	4,176,255	0.64	3,944,144	0.64	(232,111)	-
8 Field Supervision	10,506,935	1.62	11,146,747	1.81	639,812	0.20
<b>9 Sub-Total</b>	<b>359,837,037</b>	<b>55.32</b>	<b>342,806,782</b>	<b>55.74</b>	<b>(17,030,255)</b>	<b>0.43</b>
<b>10</b>						
<b>11 Division Maintenance</b>						
12 Wages & Benefits	116,683,184	17.94	121,021,701	19.68	4,338,517	1.74
13 Fuel	44,293,657	6.81	37,138,255	6.04	(7,155,402)	(0.77)
14 Materials & Supplies	42,394,944	6.52	40,673,453	6.61	(1,721,491)	0.10
15 Fueling Contractor Reimb.	(1,600,473)	(0.25)	(398,801)	(0.06)	1,201,672	0.18
16 Services	154,776	0.02	129,102	0.02	(25,674)	-
<b>17 Sub-Total</b>	<b>201,926,087</b>	<b>31.04</b>	<b>198,563,710</b>	<b>32.29</b>	<b>(3,362,377)</b>	<b>1.25</b>
<b>18</b>						
<b>19 RRC Regular Maintenance</b>						
20 Wages & Benefits	12,137,296	1.87	11,382,209	1.85	(755,087)	(0.01)
21 Materials & Supplies	4,300,249	0.66	4,547,283	0.74	247,034	0.08
22 Maintenance Services	187,141	0.03	187,012	0.03	(130)	-
<b>23 Sub-Total</b>	<b>16,624,686</b>	<b>2.56</b>	<b>16,116,503</b>	<b>2.62</b>	<b>(508,183)</b>	<b>0.07</b>
<b>24</b>						
<b>25 Other Maintenance</b>						
26 Maintenance Support	14,212,136	2.18	14,977,962	2.44	765,826	0.25
27 Non-Revenue Vehicles	5,576,950	0.86	5,845,620	0.95	268,670	0.09
28 Facilities Maintenance	27,667,963	4.25	29,169,617	4.74	1,501,654	0.49
29 Training	1,698,969	0.26	1,825,117	0.30	126,148	0.04
<b>30 Sub-Total</b>	<b>49,156,018</b>	<b>7.56</b>	<b>51,818,316</b>	<b>8.43</b>	<b>2,662,298</b>	<b>0.87</b>
<b>31</b>						
<b>32 Sub-Total Maintenance</b>	<b>\$ 267,706,791</b>	<b>\$ 41.15</b>	<b>\$ 266,498,529</b>	<b>\$ 43.34</b>	<b>\$ (1,208,262)</b>	<b>\$ 2.18</b>

Notes:

- RSH = Revenue Service Hour
- Totals may not add due to rounding.

## Activity Based Local & Rapid Bus Cost Model (continued)

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>Other Operating Costs</b>						
Transit Security	19,005,345	\$ 2.92	18,812,653	\$ 3.06	\$ (192,692)	0.14
Revenue	22,351,677	3.44	25,279,260	4.11	2,927,583	0.68
Service Development	11,676,268	1.79	12,086,083	1.97	409,815	0.17
Safety	1,643,867	0.25	1,354,044	0.22	(289,823)	(0.03)
Casualty & Liability	39,525,965	6.08	41,219,757	6.70	1,693,791	0.63
Workers' Comp	38,786,340	5.96	36,068,107	5.87	(2,718,233)	(0.10)
Transitional Duty Program	1,137,234	0.17	1,046,170	0.17	(91,064)	(0.01)
Utilities	11,923,667	1.83	10,788,653	1.75	(1,135,013)	(0.08)
Other Metro Operations	10,792,451	1.66	11,131,126	1.81	338,675	0.15
Building Costs	12,018,644	1.85	7,850,780	1.28	(4,167,864)	(0.57)
Copy Services	1,105,326	0.17	710,442	0.12	(394,884)	(0.05)
<b>Sub-Total</b>	<b>169,966,783</b>	<b>26.13</b>	<b>166,347,075</b>	<b>27.05</b>	<b>(3,619,708)</b>	<b>0.92</b>
<b>SUPPORT DEPARTMENT COSTS</b>						
Board Oversight	1,043,724	0.16	1,018,595	0.17	(25,129)	0.01
CEO	3,143,145	0.48	1,709,496	0.28	(1,433,649)	(0.21)
MASD	683,399	0.11	962,268	0.16	278,869	0.05
Procurement	14,939,539	2.30	16,748,596	2.72	1,809,057	0.43
Communications	7,999,136	1.23	9,737,065	1.58	1,737,928	0.35
Planning & Highway	32,823	0.01	-	0.00	(32,823)	(0.01)
Finance	6,180,969	0.95	4,896,844	0.80	(1,284,125)	(0.15)
Human Resources	3,011,122	0.46	2,064,439	0.34	(946,684)	(0.13)
Real Estate	1,303,947	0.20	2,262,284	0.37	958,337	0.17
ITS	11,494,874	1.77	9,290,759	1.51	(2,204,115)	(0.26)
Other Administration	633,951	0.10	148,337	0.02	(485,615)	(0.07)
Construction	191,052	0.03	165,263	0.03	(25,790)	(0.00)
<b>Support Department Costs</b>	<b>50,657,683</b>	<b>7.79</b>	<b>49,003,946</b>	<b>7.97</b>	<b>(1,653,737)</b>	<b>0.18</b>
<b>Total Local &amp; Rapid</b>	<b>848,168,295</b>	<b>130.39</b>	<b>824,656,332</b>	<b>134.10</b>	<b>(23,511,963)</b>	<b>3.71</b>
<b>Revenue Service Hours</b>	<b>6,505,082</b>		<b>6,149,554</b>		<b>(355,528)</b>	
<b>Purchased Transportation</b>						
Contracted Service	44,304,105	80.66	42,248,980	81.25	(2,055,125)	0.59
Security	1,604,709	2.92	1,590,779	3.06	(13,930)	0.14
Administration	765,715	1.39	668,744	1.29	(96,971)	(0.11)
<b>Sub-Total</b>	<b>46,674,529</b>	<b>84.98</b>	<b>44,508,503</b>	<b>85.59</b>	<b>(2,166,026)</b>	<b>0.62</b>
<b>Revenue Service Hours</b>	<b>549,254</b>		<b>520,000</b>		<b>(29,254)</b>	
<b>Total Excluding Debt</b>	<b>894,842,824</b>	<b>\$ 126.85</b>	<b>869,164,835</b>	<b>\$ 130.32</b>	<b>(25,677,989)</b>	<b>\$ 3.47</b>
<b>Revenue Service Hours</b>	<b>7,054,336</b>		<b>6,669,554</b>		<b>(384,782)</b>	
<b>Enterprise Fund Debt</b>						
Principal	13,795,000		-		(13,795,000)	
Interest	-		-		-	
Administration	10,000		-		(10,000)	
<b>Sub-Total</b>	<b>13,805,000</b>		<b>-</b>		<b>(13,805,000)</b>	
<b>Total Cost</b>	<b>\$ 908,647,824</b>	<b>\$ 126.85</b>	<b>\$ 869,164,835</b>	<b>\$ 130.32</b>	<b>\$ (39,482,989)</b>	<b>\$ 3.47</b>

## Activity Based All Bus Cost Model

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	\$ 340,224,471	\$ 51.06	\$ 322,927,852	\$ 51.14	\$ (17,296,619)	\$ 0.07
3 Services	194,636	0.03	114,658	0.02	(79,978)	(0.01)
4 Materials & Supplies	188,933	0.03	287,845	0.05	98,912	0.02
5 Training	4,369,360	0.66	4,370,053	0.69	692	0.04
6 Control Center	7,683,334	1.15	8,187,203	1.30	503,869	0.14
7 Scheduling & Planning	4,212,336	0.63	3,985,191	0.63	(227,144)	-
8 Field Supervision	10,597,709	1.59	11,262,754	1.78	665,045	0.19
<b>9 Sub-Total</b>	<b>367,470,779</b>	<b>55.15</b>	<b>351,135,557</b>	<b>55.60</b>	<b>(16,335,222)</b>	<b>0.45</b>
<b>10 Division Maintenance</b>						
12 Wages & Benefits	119,510,619	17.94	124,218,464	19.67	4,707,845	1.73
13 Fuel	45,563,840	6.84	38,168,446	6.04	(7,395,394)	(0.79)
14 Materials & Supplies	43,780,317	6.57	41,869,554	6.63	(1,910,763)	0.06
15 Fueling Contractor Reimb.	(1,614,300)	(0.24)	(402,951)	(0.06)	1,211,349	0.18
16 Services	156,113	0.02	130,445	0.02	(25,668)	-
<b>17 Sub-Total</b>	<b>207,396,589</b>	<b>31.13</b>	<b>203,983,959</b>	<b>32.30</b>	<b>(3,412,631)</b>	<b>1.17</b>
<b>18 RRC Regular Maintenance</b>						
20 Wages & Benefits	12,242,155	1.84	11,500,666	1.82	(741,488)	(0.02)
21 Materials & Supplies	4,337,401	0.65	4,594,608	0.73	257,207	0.08
22 Maintenance Services	188,758	0.03	188,958	0.03	200	-
<b>23 Sub-Total</b>	<b>16,768,314</b>	<b>2.52</b>	<b>16,284,232</b>	<b>2.58</b>	<b>(484,082)</b>	<b>0.06</b>
<b>24 Other Maintenance</b>						
26 Maintenance Support	14,351,571	2.15	15,199,973	2.41	848,402	0.25
27 Non-Revenue Vehicles	5,625,132	0.84	5,906,457	0.94	281,325	0.09
28 Facilities Maintenance	30,854,631	4.63	32,814,536	5.20	1,959,905	0.57
29 Training	1,713,647	0.26	1,844,111	0.29	130,464	0.04
<b>30 Sub-Total</b>	<b>52,544,981</b>	<b>7.89</b>	<b>55,765,077</b>	<b>8.83</b>	<b>3,220,096</b>	<b>0.94</b>
<b>31 Sub-Total Maintenance</b>	<b>\$ 276,709,883</b>	<b>\$ 41.53</b>	<b>\$ 276,033,267</b>	<b>\$ 43.71</b>	<b>\$ (676,616)</b>	<b>\$ 2.18</b>

Notes:  
- RSH = Revenue Service Hour  
- Totals may not add due to rounding.

## Activity Based All Bus Cost Model (continued)

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>33 Other Operating Costs</b>						
34 Transit Security	25,503,441	\$ 3.83	25,397,915	\$ 4.02	\$ (105,526)	0.19
35 Revenue	25,274,141	3.79	28,639,789	4.54	3,365,648	0.74
36 Service Development	11,798,195	1.77	12,242,921	1.94	444,727	0.17
37 Safety	1,717,660	0.26	1,491,851	0.24	(225,809)	(0.02)
38 Casualty & Liability	40,530,466	6.08	42,387,980	6.71	1,857,514	0.63
39 Workers' Comp	39,690,789	5.96	37,050,888	5.87	(2,639,901)	(0.09)
40 Transitional Duty Program	1,164,936	0.17	1,073,935	0.17	(91,001)	(0.01)
41 Utilities	12,252,983	1.84	11,131,842	1.76	(1,121,142)	(0.08)
42 Other Metro Operations	11,029,734	1.66	11,427,102	1.81	397,368	0.15
43 Building Costs	12,341,865	1.85	8,105,536	1.28	(4,236,330)	(0.57)
44 Copy Services	1,131,116	0.17	734,521	0.12	(396,595)	(0.05)
<b>45 Sub-Total</b>	<b>182,435,326</b>	<b>27.38</b>	<b>179,684,280</b>	<b>28.45</b>	<b>(2,751,047)</b>	<b>1.07</b>
<b>46 SUPPORT DEPARTMENT COSTS</b>						
48 Board Oversight	1,070,000	0.16	1,048,019	0.17	(21,981)	0.01
49 CEO	3,216,132	0.48	1,766,920	0.28	(1,449,213)	(0.20)
50 MASD	699,320	0.10	994,882	0.16	295,561	0.05
51 Procurement	15,110,101	2.27	16,972,762	2.69	1,862,662	0.42
52 Communications	8,112,680	1.22	9,893,456	1.57	1,780,776	0.35
53 Planning & Highway	33,107	0.00	-	0.00	(33,107)	(0.00)
54 Finance	6,316,772	0.95	5,041,409	0.80	(1,275,363)	(0.15)
55 Human Resources	3,081,294	0.46	2,134,407	0.34	(946,886)	(0.12)
56 Real Estate	1,315,687	0.20	2,329,095	0.37	1,013,408	0.17
57 ITS	11,769,945	1.77	9,579,568	1.52	(2,190,378)	(0.25)
58 Other Administration	670,349	0.10	153,364	0.02	(516,985)	(0.08)
59 Construction	195,370	0.03	167,262	0.03	(28,108)	(0.00)
<b>60 Support Department Costs</b>	<b>51,590,757</b>	<b>7.74</b>	<b>50,081,145</b>	<b>7.93</b>	<b>(1,509,612)</b>	<b>0.19</b>
<b>61</b>						
<b>62 Total Local &amp; Rapid</b>	<b>878,206,746</b>	<b>131.81</b>	<b>856,934,249</b>	<b>135.70</b>	<b>(21,272,496)</b>	<b>3.89</b>
<b>63 Revenue Service Hours</b>	<b>6,662,843</b>		<b>6,315,115</b>		<b>(347,728)</b>	
<b>64</b>						
<b>65 Purchased Transportation</b>						
66 Contracted Service	44,304,105	80.66	42,248,980	81.25	(2,055,125)	0.59
67 Security	1,604,709	2.92	1,590,779	3.06	(13,930)	0.14
68 Administration	765,715	1.39	668,744	1.29	(96,971)	(0.11)
<b>69 Sub-Total</b>	<b>46,674,529</b>	<b>84.98</b>	<b>44,508,503</b>	<b>85.59</b>	<b>(2,166,026)</b>	<b>0.62</b>
<b>70 Revenue Service Hours</b>	<b>549,254</b>		<b>520,000</b>		<b>(29,254)</b>	
<b>71</b>						
<b>72 Total Excluding Debt</b>	<b>924,881,275</b>	<b>\$ 128.24</b>	<b>901,442,752</b>	<b>\$ 131.88</b>	<b>(23,438,522)</b>	<b>\$ 3.64</b>
<b>73 Revenue Service Hours</b>	<b>7,212,097</b>		<b>6,835,115</b>		<b>(376,982)</b>	
<b>74</b>						
<b>75 Enterprise Fund Debt</b>						
76 Principal	13,795,000		-		(13,795,000)	
77 Interest	-		-		-	
78 Administration	10,000		-		(10,000)	
<b>79 Sub-Total</b>	<b>13,805,000</b>		<b>-</b>		<b>(13,805,000)</b>	
<b>80</b>						
<b>81 Total Cost</b>	<b>\$ 938,686,275</b>	<b>\$ 128.24</b>	<b>\$ 901,442,752</b>	<b>\$ 131.88</b>	<b>\$ (37,243,522)</b>	<b>\$ 3.64</b>

Los Angeles County Metropolitan Transportation Authority  
FY12 Budget

**Activity Based Light Rail Cost Model (Blue, Green, Gold & Expo Lines)**

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	\$20,552,902	\$ 45.82	\$26,067,343	\$ 49.16	\$ 5,514,441	\$ 3.34
3 Materials & Supplies	97,756	0.22	95,756	0.18	(2,000)	(0.0)
4 Other	67,939	0.15	67,939	0.13	-	(0.02)
5 Operator Training	896,394	2.00	1,031,258	1.94	134,864	(0.05)
6 Control Center	5,246,377	11.70	5,526,389	10.42	280,012	(1.27)
<b>7 Sub-Total</b>	<b>26,861,368</b>	<b>59.89</b>	<b>32,788,685</b>	<b>61.84</b>	<b>5,927,316</b>	<b>1.95</b>
<b>9 Maintenance</b>						
<b>10 Vehicle Maintenance</b>						
11 Wages & Benefits	22,172,921	49.43	23,384,672	44.10	1,211,750	(5.33)
12 Materials & Supplies	6,144,549	13.70	6,394,549	12.06	250,000	(1.64)
13 Other	8,429	0.02	3,429	0.01	(5,000)	(0.01)
14 Services	10,005	0.02	15,005	0.03	5,000	0.01
<b>15 Sub-Total</b>	<b>28,335,905</b>	<b>63.17</b>	<b>29,797,655</b>	<b>56.20</b>	<b>1,461,750</b>	<b>(6.98)</b>
<b>17 Wayside Maintenance</b>						
18 Wages & Benefits	21,681,668	48.34	26,672,143	50.30	4,990,475	1.96
19 Materials & Supplies	2,472,897	5.51	2,688,672	5.07	215,775	(0.44)
20 Services	1,680,886	3.75	1,043,564	1.97	(637,322)	(1.78)
21 Propulsion Power	14,965,715	33.37	15,215,715	28.70	250,000	(4.67)
22 Other	15,362	0.03	25,964	0.05	10,602	0.01
<b>23 Sub-Total</b>	<b>40,816,528</b>	<b>91.00</b>	<b>45,646,057</b>	<b>86.08</b>	<b>4,829,530</b>	<b>(4.92)</b>
<b>25 Other Maintenance</b>						
26 Non-Revenue Vehicles	947,143	2.11	906,757	1.71	(40,386)	(0.40)
27 Facilities Maintenance	4,848,630	10.81	5,597,843	10.56	749,213	(0.25)
<b>28 Sub-Total</b>	<b>5,795,773</b>	<b>12.92</b>	<b>6,504,600</b>	<b>12.27</b>	<b>708,827</b>	<b>(0.65)</b>
<b>30 Sub-Total Maintenance</b>	<b>74,948,205</b>	<b>167.10</b>	<b>81,948,313</b>	<b>154.55</b>	<b>7,000,107</b>	<b>(12.55)</b>
<b>32 Other Operating Costs</b>						
33 Transit Security	31,610,018	70.47	32,339,675	60.99	729,657	(9.48)
34 General Manager	610,287	1.36	388,511	0.73	(221,777)	(0.63)
35 Revenue	9,523,316	21.23	12,618,215	23.80	3,094,899	2.56
36 Safety	2,437,652	5.43	3,241,897	6.11	804,245	0.68
37 Casualty & Liability	2,250,764	5.02	2,297,742	4.33	46,978	(0.68)
38 Workers' Comp	3,263,547	7.28	3,467,377	6.54	203,830	(0.74)
39 Transitional Duty Program	-	-	75,000	0.14	75,000	0.14
40 Utilities	1,300,930	2.90	1,540,766	2.91	239,837	0.01
41 Other Metro Operations	577,282	1.29	1,028,280	1.94	450,998	0.65
42 Building Costs	2,650,114	5.91	3,204,422	6.04	554,308	0.13
43 Copy Services	200,377	0.45	264,720	0.50	64,342	0.05
<b>44 Sub-Total</b>	<b>54,424,286</b>	<b>121.34</b>	<b>60,466,604</b>	<b>114.03</b>	<b>6,042,318</b>	<b>(7.30)</b>
<b>47 OTHER OPERATING COSTS</b>						
48 Board Oversight	3,584	0.01	4,651	0.01	1,067	0.00
49 CEO	593,947	1.32	689,291	1.30	95,345	(0.02)
50 MASD	123,590	0.28	358,553	0.68	234,963	0.40
51 Procurement	5,745,673	12.81	4,285,052	8.08	(1,460,621)	(4.73)
52 Communications	2,543,629	5.67	3,478,127	6.56	934,498	0.89
53 Real Estate	5,850	0.01	590,090	1.11	584,239	1.10
54 Human Resources	544,821	1.21	769,236	1.45	224,414	0.24
55 ITS	1,862,449	4.15	2,395,470	4.52	533,021	0.37
56 Administration	614,128	1.37	55,272	0.10	(558,855)	(1.26)
57 Construction	34,229	0.08	27,670	0.05	(6,559)	(0.02)
58 Finance	1,009,625	2.25	1,061,285	2.00	51,660	0.00
<b>59 Support Department Costs</b>	<b>13,081,525</b>	<b>29.16</b>	<b>13,714,697</b>	<b>25.86</b>	<b>633,172</b>	<b>(3.30)</b>
<b>61 Total Cost</b>	<b>\$ 169,315,385</b>	<b>\$ 377.48</b>	<b>\$ 188,918,298</b>	<b>\$356.28</b>	<b>\$ 19,602,914</b>	<b>\$ (21.20)</b>
<b>62 Total Revenue Service Hours</b>	<b>448,536</b>		<b>530,248</b>		<b>81,712</b>	

Note: Totals may not add due to rounding.



## Activity Based Heavy Rail Cost Model

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>1 Transportation</b>						
2 Wages & Benefits	\$ 7,555,084	\$ 29.36	\$ 8,069,409	\$ 27.73	\$ 514,325	\$ (1.63)
3 Materials & Supplies	33,797	0.13	33,797	0.12	-	(0.02)
4 Other	6,058	0.02	6,058	0.02	-	-
5 Control Center	1,659,169	6.45	1,742,417	5.99	83,248	(0.46)
6 Training	307,466	1.19	352,047	1.21	44,580	0.01
<b>7 Sub-Total</b>	<b>9,561,574</b>	<b>37.16</b>	<b>10,203,728</b>	<b>35.07</b>	<b>642,154</b>	<b>(2.09)</b>
<b>9 Maintenance</b>						
<b>10 Vehicle Maintenance</b>						
11 Wages & Benefits	11,578,413	45.00	11,090,291	38.11	(488,122)	(6.89)
12 Materials & Supplies	3,103,380	12.06	3,232,910	11.11	129,530	(0.95)
13 Services	63,000	0.24	63,000	0.22	-	(0.03)
14 Other	5,804	0.02	5,804	0.02	-	-
<b>15 Sub-Total</b>	<b>14,750,597</b>	<b>57.33</b>	<b>14,392,005</b>	<b>49.46</b>	<b>(358,592)</b>	<b>(7.87)</b>
<b>17 Wayside Maintenance</b>						
18 Wages & Benefits	14,658,253	56.97	12,236,764	42.05	(2,421,489)	(14.91)
19 Materials & Supplies	1,174,231	4.56	1,796,180	6.17	621,949	1.61
20 Services	1,645,962	6.40	739,132	2.54	(906,830)	(3.86)
21 Propulsion Power	8,884,635	34.53	9,384,635	32.25	500,000	(2.28)
22 Other	3,282	0.01	12,192	0.04	8,909	0.03
<b>23 Sub-Total</b>	<b>26,366,364</b>	<b>102.47</b>	<b>24,168,902</b>	<b>83.06</b>	<b>(2,197,461)</b>	<b>(19.41)</b>
<b>25 Other Maintenance</b>						
26 Non-Revenue Vehicles	327,452	1.27	311,503	1.07	(15,950)	(0.20)
27 Facilities Maintenance	6,561,081	25.50	7,052,805	24.24	491,724	(1.26)
<b>28 Sub-Total</b>	<b>6,888,533</b>	<b>26.77</b>	<b>7,364,308</b>	<b>25.31</b>	<b>475,774</b>	<b>(1.46)</b>
<b>30 Sub-Total Maintenance</b>	<b>48,005,494</b>	<b>186.57</b>	<b>45,925,215</b>	<b>157.83</b>	<b>(2,080,279)</b>	<b>(28.74)</b>
<b>32 Other Operating Costs</b>						
33 Transit Security	16,845,492	65.47	16,895,089	58.06	49,597	(7.41)
34 General Manager	331,031	1.29	196,730	0.68	(134,301)	(0.61)
35 Revenue	3,894,580	15.14	4,416,640	15.18	522,061	0.04
36 Safety	468,400	1.82	563,040	1.93	94,640	0.11
37 Casualty & Liability	1,615,990	6.28	1,563,736	5.37	(52,255)	(0.91)
38 Workers' Comp	1,598,205	6.21	1,412,347	4.85	(185,858)	(1.36)
39 Transitional Duty Program	-	0.00	25,000	0.09	25,000	0.09
40 Utilities	807,814	3.14	539,337	1.85	(268,477)	(1.29)
41 Other Metro Operations	224,711	0.87	434,094	1.49	209,383	0.62
42 Building Costs	1,127,251	4.38	1,492,661	5.13	365,410	0.75
43 Copy Services	92,361	0.36	107,159	0.37	14,799	0.02
<b>44 Sub-Total</b>	<b>27,005,835</b>	<b>104.95</b>	<b>27,645,834</b>	<b>95.01</b>	<b>639,999</b>	<b>(9.95)</b>
<b>46 SUPPORT DEPARTMENT COSTS</b>						
47 Board Oversight	3,415	0.01	14,405	0.05	10,990	0.04
48 CEO	267,366	1.04	267,382	0.92	15	(0.12)
49 MASD	56,967	0.22	145,143	0.50	88,176	0.28
50 Procurement	1,690,060	6.57	1,773,151	6.09	83,092	(0.47)
51 Communication	1,046,525	4.07	1,244,439	4.28	197,914	0.21
52 Real Estate	559,072	2.17	678,659	2.33	119,586	0.16
53 Finance	465,690	1.81	429,595	1.48	(36,095)	(0.33)
54 Human Resources	251,126	0.98	311,388	1.07	60,262	0.09
55 ITS	880,456	3.42	987,459	3.39	107,003	(0.03)
56 Administration	19,569	0.08	22,374	0.08	2,805	0.00
57 Construction	16,427	0.06	23,799	0.08	7,373	0.02
<b>58 Support Department Costs</b>	<b>5,256,673</b>	<b>20.43</b>	<b>5,897,795</b>	<b>20.27</b>	<b>641,122</b>	<b>(0.16)</b>
<b>60 Total Cost</b>	<b>\$89,829,576</b>	<b>\$ 349.11</b>	<b>\$89,672,571</b>	<b>\$ 308.17</b>	<b>\$ (157,005)</b>	<b>\$ (40.94)</b>
61 Total Revenue Service Hours	257,310		290,987		33,677	

Note: Totals may not add due to rounding.

### Activity Based Total Rail Cost Model

Activities	FY11 Budget		FY12 Budget		Inc/(Dec)	
	Dollars	\$/RSH	Dollars	\$/RSH	Dollars	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 28,107,985	\$ 39.82	\$ 34,136,752	\$ 41.57	\$ 6,028,766	\$ 1.75
Materials & Supplies	131,553	0.19	129,553	0.16	(2,000)	(0.03)
Other	73,997	0.10	73,997	0.09	-	(0)
Control Center	6,905,546	9.78	7,268,806	8.85	363,260	(0.93)
Training	1,203,861	1.71	1,383,305	1.68	179,444	(0.02)
<b>Sub-Total</b>	<b>36,422,942</b>	<b>51.60</b>	<b>42,992,413</b>	<b>52.35</b>	<b>6,569,470</b>	<b>0.75</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
Wages & Benefits	33,751,334	47.82	34,474,962	41.98	723,628	(5.84)
Mechanic	-	0.00	-	0.00	-	-
Materials & Supplies	9,247,929	13.10	9,627,459	11.72	379,530	(1.38)
Services	73,005	0.10	78,005	0.09	5,000	(0.01)
Other	14,233	0.02	9,233	0.01	(5,000)	(0.01)
<b>Sub-Total</b>	<b>43,086,502</b>	<b>61.04</b>	<b>44,189,660</b>	<b>53.81</b>	<b>1,103,158</b>	<b>(7.23)</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	36,339,921	51.48	38,908,906	47.38	2,568,986	(4.11)
Materials & Supplies	3,647,128	5.17	4,484,851	5.46	837,724	0.29
Services	3,326,848	4.71	1,782,697	2.17	(1,544,151)	(2.54)
Propulsion Power	23,850,350	33.79	24,600,350	29.96	750,000	(3.83)
Other	18,644	0.03	38,155	0.05	19,511	0.02
<b>Sub-Total</b>	<b>67,182,891</b>	<b>95.18</b>	<b>69,814,960</b>	<b>85.01</b>	<b>2,632,068</b>	<b>(10.17)</b>
<b>Other Maintenance</b>						
Non-Revenue Vehicles	1,274,595	1.81	1,218,260	1.48	(56,335)	(0.32)
Facilities Maintenance	11,409,711	16.16	12,650,649	15.40	1,240,937	(0.76)
<b>Sub-Total</b>	<b>12,684,307</b>	<b>17.97</b>	<b>13,868,908</b>	<b>16.89</b>	<b>1,184,602</b>	<b>(1.08)</b>
<b>Sub-Total Maintenance</b>	<b>122,953,699</b>	<b>174.19</b>	<b>127,873,528</b>	<b>155.71</b>	<b>4,919,828</b>	<b>(18.48)</b>
<b>Other Operating Costs</b>						
Transit Security	48,455,510	68.65	49,234,765	59.95	779,255	(8.70)
General Manager	941,318	1.33	585,240	0.71	(356,078)	(0.62)
Revenue	13,417,896	19.01	17,034,855	20.74	3,616,959	1.73
Safety	2,906,052	4.12	3,804,937	4.63	898,884	0.52
Casualty & Liability	3,866,754	5.48	3,861,478	4.70	(5,276)	(0.78)
Workers' Comp	4,861,752	6.89	4,879,724	5.94	17,972	(0.95)
Transitional Duty Program	-	0.00	100,000	0.12	100,000	0.12
Utilities	2,108,744	2.99	2,080,103	2.53	(28,641)	(0.45)
Other Metro Operations	801,994	1.14	1,462,375	1.78	660,381	0.64
Building Costs	3,777,364	5.35	4,697,083	5.72	919,719	0.37
Copy Services	292,738	0.41	371,879	0.45	79,141	0.05
<b>Sub-Total</b>	<b>81,430,122</b>	<b>115.37</b>	<b>88,112,438</b>	<b>107.29</b>	<b>6,682,317</b>	<b>(8.07)</b>
<b>SUPPORT DEPARTMENT COSTS</b>						
Board Oversight	6,999	0.01	19,056	0.02	12,057	0.01
CEO	861,313	1.22	956,673	1.16	95,360	(0.06)
MASD	180,557	0.26	503,696	0.61	323,139	0.36
Procurement	7,435,732	10.53	6,058,203	7.38	(1,377,529)	(3.16)
Communication	3,590,154	5.09	4,722,566	5.75	1,132,412	0.66
Real Estate	564,923	0.80	1,268,749	1.54	703,826	0.74
Finance	1,475,315	2.09	1,490,881	1.82	15,566	(0.27)
Human Resources	795,948	1.13	1,080,624	1.32	284,676	0.19
ITS	2,742,905	3.89	3,382,929	4.12	640,024	0.23
Administration	633,697	0.90	77,647	0.09	(556,050)	(0.80)
Construction	50,656	0.07	51,469	0.06	813	(0.01)
<b>Support Department Costs</b>	<b>18,338,198</b>	<b>25.98</b>	<b>19,612,492</b>	<b>23.88</b>	<b>1,274,294</b>	<b>(2.10)</b>
<b>Total Cost</b>	<b>\$259,144,961</b>	<b>\$ 367.14</b>	<b>\$ 278,590,870</b>	<b>\$ 339.23</b>	<b>\$ 19,445,909</b>	<b>\$ (27.91)</b>
Total Revenue Service Hours	705,846		821,235		115,389	

Note: Totals may not add due to rounding.

**APPENDIX I:**  
**LEGALLY SEPARATE ENTITIES**

## Public Transportation Services Corporation

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA, and the employees related to those functions, to this new corporation. The PTSC conducts essential public transportation activities including: planning; programs funds for transportation projects within Los Angeles

County; construction; provides certain business services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA); and provides security services to the operation of the Metro Bus and Rail systems. PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System (PERS).

### Statement Of Revenues, Expenses and Changes in Retained Earnings For years ending June 30, 2011 and 2012.

PTSC Only	(\$ in millions)	FY10 Actual	FY11 Budget	FY12 Budget
1 Revenue		\$ 217.3	\$ 211.4	\$ 236.9
2 Expenses		217.3	211.4	236.9
3 Increase(decrease) in retained earnings		-	-	-
4 Retained earnings - beginning of year		-	-	-
5 Retained earnings - end of year		\$ -	\$ -	\$ -

Note: Totals may not add due to rounding.

## Exposition Metro Line Construction Authority

The Exposition Metro Line Construction Authority was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for

completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail Station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica.

### Statement of Revenues, Expenditures and Changes in Fund Balances For years ending June 30, 2011 and 2012.

Exposition Metro Line Construction Authority	(\$ in millions)	FY10 Actual	FY11 Budget	FY12 Budget
1 Revenue		\$ 226.4	\$ 374.3	\$ 372.8
2 Expenditures		226.4	374.3	372.8
3 Increase(decrease) in retained earnings		-	-	-
4 Retained earnings - beginning of year		-	-	-
5 Retained earnings - end of year		\$ -	\$ -	\$ -

Note:

- FY12 Budget is composed of Phase I \$107.4 million and Phase II \$265.4 million.
- Funding for all Exposition projects is provided by Metro.
- Totals may not add due to rounding.

## 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
- #399 – Mobile Call Box program
- The Metro Freeway Service Patrol
- The Motorist Aid and Traveler Information System (MATIS)

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

### Statement of Revenues, Expenditures and Changes in Fund Balances For years ending June 30, 2011 and 2012

Service Authority for Freeway Emergencies (\$ in millions)	FY10 Actual	FY11 Budget	FY12 Budget
1 Revenue:			
2 Expenditures	8.8	13.1	12.6
3 Excess (deficiency) of revenue over	(0.2)	(5.1)	(5.1)
4 Other financing and sources (uses) - transfer out	(1.3)	(2.0)	(1.5)
5 Fund balances - beginning of year	35.2	33.8	26.6
6 Fund balances - end of year	\$ 33.8	\$ 26.6	\$ 20.0

Note: Totals may not add due to rounding.

**APPENDIX II:  
ABBREVIATIONS**

## **Abbreviations**

ABC	Activity-based costing
ABS	Automatic Bidding System
ADA	Americans with Disabilities Act
AFSCME	American Federation of State, County, and Municipal Employees
AIG	American International Group, Inc.
ARC	Actuarial Required Contributions
ARRA	American Recovery and Reinvestment Act
AQMD	Air Quality Management District
ASI	Access Services, Inc.
ATMS	Advanced Transportation Management System
ATU	Amalgamated Transit Union
ATVC	Advanced Technology Vehicle Consortium
AV	Audio Video
BAB	Build America Bonds
BAD	Benefit Assessment District
BIAS	Budget Information Analysis System
BNSF	Burlington Northern Santa Fe Railway
BOC	Bus Operations Control
BOS	Bus Operations Subcommittee
BROC	Bus and Rail Operations Control Center
BRT	Bus Rapid Transit
BSIP	Bus Service Improvement Program
CAFR	Comprehensive Annual Financial Report

Caltrans	California Department of Transportation
CAP	Cost Allocation Plan
CCTV	Closed Circuit Television
CEO	Chief Executive Officer
CEQA	California Environmental Quality Act
CFP	Call for Projects
CHP	California Highway Patrol
CIS	Customer Information System
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Mitigation Fee Project Identification
CNG	Compressed natural gas
CP	Capital Program / Capital Project
CPAS	Capital Planning and Analysis System
CP&D	Countywide Planning and Development
CPI	Consumer Price Index
CPUC	California Public Utilities Commission
CRA	Community Redevelopment Agency
CRDP	Congestion Relief Demonstration Project
CSA	Control Self Assessment
CSP	Certified Safety Professional
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
CY	Calendar Year
DBE	Disadvantaged Business Enterprise
DEIS	Draft Environmental Impact Statement



DHS	Department Homeland Security
DMU	Diesel Mechanical Rail Unit Technical Feasibility Study
DVR	Digital Video Recorder
ECMS	Electronic Content Management System
EEO/AA	Equal Employment Opportunity/Affirmative Action
EF	Enterprise Fund
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EMAC	Executive Management and Audit Committee
EMP	Emergency Management Panel
EOB/RTACR	Emergency Operations Bureau / Real-Time Analysis & Critical Response
Expo	Exposition Metro Line Construction Authority
ERV	Security HiRail Emergency Response Vehicle
FAP	Formula Allocation Procedure
FASB	Financial Accounting Standards Board
FFGA	Full Funding Grant Agreement
FFY	Federal Fiscal Year (October 1 to September 30)
FIS	Financial Information System
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTE	Full time equivalent
FY	Fiscal year
GAAP	Generally Accepted Accounting Principles
GAGAS	Generally Accepted Government Auditing Standards

GASB	Governmental Accounting Standards Board
GF	General Fund
GPS	Global positioning system
GR	General Relief Token Program
HCNG	Hydrogen-Compressed Natural Gas
HIPAA	Health Insurance Portability and Accountability Act
HOV	High occupancy vehicle
Hwy	Highway
IBT	International Brotherhood of Teamsters
IFB	Invitation for bids
INTP	Immediate Needs Transportation Program
ITS	Information Technology Services
iVOS	Workers' Compensation claims system
JARC	Job Access/Reverse Commute Grant Program
JD	Joint Development
JPA	Joint Powers Authority
KPI	Key Performance Indicator
LA	Los Angeles
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation
LASD	Los Angeles Sheriffs Department
LAUSD	Los Angeles Unified School District
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport

LEED	The Leadership in Energy and Environmental Design Green Building Rating System, developed by the U.S. Green Building Council (USGBC)
LOA	Letter of agreement
LOP	Life of project
LRT	Light rail transit
LRTP	Long Range Transportation Plan
LRV	Light rail vehicle
M3	Maintenance and Material Management System
MAS	Management Audit Services
MATIS	Motorist Aid and Traveler Information System
MBL	Metro Blue Line
Metro	Los Angeles County Metropolitan Transportation Authority
MGL	Metro Gold Line
MGL EE	Metro Gold Line Eastside Extension
MIP	Metro Intern Program
MIS	Major Investment Study
MOL	Metro Orange Line
MOSIP	Municipal Operator Service Improvement Program
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MRL	Metro Red Line
MTA	Metropolitan Transportation Authority
MWD	Metropolitan Water District
N/S	North / South
NC	Non-Contract

NTD	National Transit Database
OCS	Overhead Catenary System
OIG	Office of Inspector General
OMB	Office of Management and Budget
PBLCA	Pasadena Blue Line Construction Authority
PBX	Private Branch Exchange telephone systems
PERS	California Public Employees Retirement System
PGL	Pasadena Gold Line
PL/PD	Public Liability / Property Damage
PLC	Programmable Logic Controller
PRMA	PTSC-MTA Risk Management Authority
Prop 1B	State Proposition 1B bonds
Prop A	Proposition A
Prop C	Proposition C
PTSC	Public Transportation Services Corporation
RFP	Request for Proposal
RFS	Rail Fleet Services
RIITS	Regional Integration of Intelligent Transportation Systems
ROC	Rail Operations Control
RRC	Regional Rebuild Center
RSH	Revenue service hours
RSM	Revenue service miles
RTAA	Regional Transit Alternatives Analysis
RVSH	Revenue vehicle service hours
SAFE	Service Authority for Freeway Emergencies

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SANBAG	San Bernardino Associated Governments
SBE	Small Business Enterprise
SBU	Strategic Business Unit
SCADA	Supervisory Control and Data Acquisition system
SCAG	Southern California Association of Governments
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
SHORE	Support for Homeless Re-entry Program
SR	State Road
SRF	Special Revenue Fund
S RTP	Short Range Transportation Plan
STA	State Transit Assistance Fund
STIP	State Transportation Improvement Program
TAP	Transit Access Pass
TCAP	Transportation Career Academy Program
TCU	Transportation Communications Union
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TOAST	Transit Operator Activity Scheduling and Tracking system
TOD	Transit Oriented Development
TOTS	Transit Operating and Trend System

TSE	Transit Systems Engineering
TGSP	Transportation Security Grant Program
TWC	Train to Wayside Communications
TVM	Ticket vending machine
UCLA	University of California, Los Angeles
UFS	Universal Fare System
UNIX	Universal Network Information Exchange
USDOT	United States Department of Transportation
USG	Union Station Gateway
UST	Underground storage tank
UTU	United Transportation Union
WE	Wage expense

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