

Los Angeles County
Metropolitan Transportation Authority

Adopted Budget

July 1, 2018 – June 30, 2019

FY19



Metro

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

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

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

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

Reinventing the way we travel in the LA area is a tall order, and success will be dependent upon an effective and clear long-term strategy. At the close of FY17, the Board of Directors adopted the Metro Vision 2028 Plan, an ambitious agency-wide strategic plan that sets the framework for our exciting transformation over the next decade. In pursuit of a world-class transportation system that enhances quality of life for all, the Plan establishes a unified vision to be followed by all programs and services that Metro provides. Each of the five

goals in the plan includes explicit actions to take and specifies the measures by which we will assess the outcome of those actions. Once the Vision 2028 Plan is realized, we expect to double the total percent usage of transportation modes other than solo driving by ensuring all County residents have access to high-quality mobility options within a 10-minute walk or roll from home, reducing maximum wait times for any trip to 15 minutes, improving average travel speeds of the bus network by 30%, and providing reliable and convenient options for managing travel time.

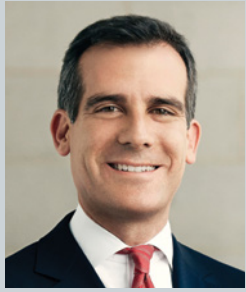
Meanwhile, Metro's immediate goal for the coming year is to move more people onto transit by making meaningful improvements to the services we provide. In order to appeal to a wider audience and encourage transit use among those who have never used our system, we must create a new customer experience.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

Phillip A. Washington
Chief Executive Officer

VISION 2028 GOALS

- > Provide high-quality mobility options that enable people to spend less time traveling
- > Deliver outstanding trip experiences for all users of the transportation system
- > Enhance communities and lives through mobility and access to opportunity
- > Transform Los Angeles County through regional collaboration and national leadership
- > Provide responsive, accountable, and trustworthy governance within the LA Metro organization





1

Eric Garcetti
Chair
Mayor, City of Los Angeles



2

Sheila Kuehl
Vice Chair
LA County Supervisor
Third Supervisorial District



3

James Butts
Second Vice Chair
Mayor, City of Inglewood



4

Kathryn Barger
LA County Supervisor
Fifth Supervisorial District



5

Mike Bonin
Council Member, City of Los Angeles
Mayor Appointee



6

Jacquelyn Dupont-Walker
City of Los Angeles
Mayor Appointee



7

John Fasana
Mayor, City of Duarte



8

Robert Garcia
Mayor, City of Long Beach



9

Janice Hahn
LA County Supervisor
Fourth Supervisorial District



10

Paul Krekorian
Council Member, City of Los Angeles
Mayor Appointee



11

Ara Najarian
Council Member, City of Glendale



12

Mark Ridley-Thomas
LA County Supervisor
Second Supervisorial District



13

Hilda L. Solis
LA County Supervisor
First Supervisorial District

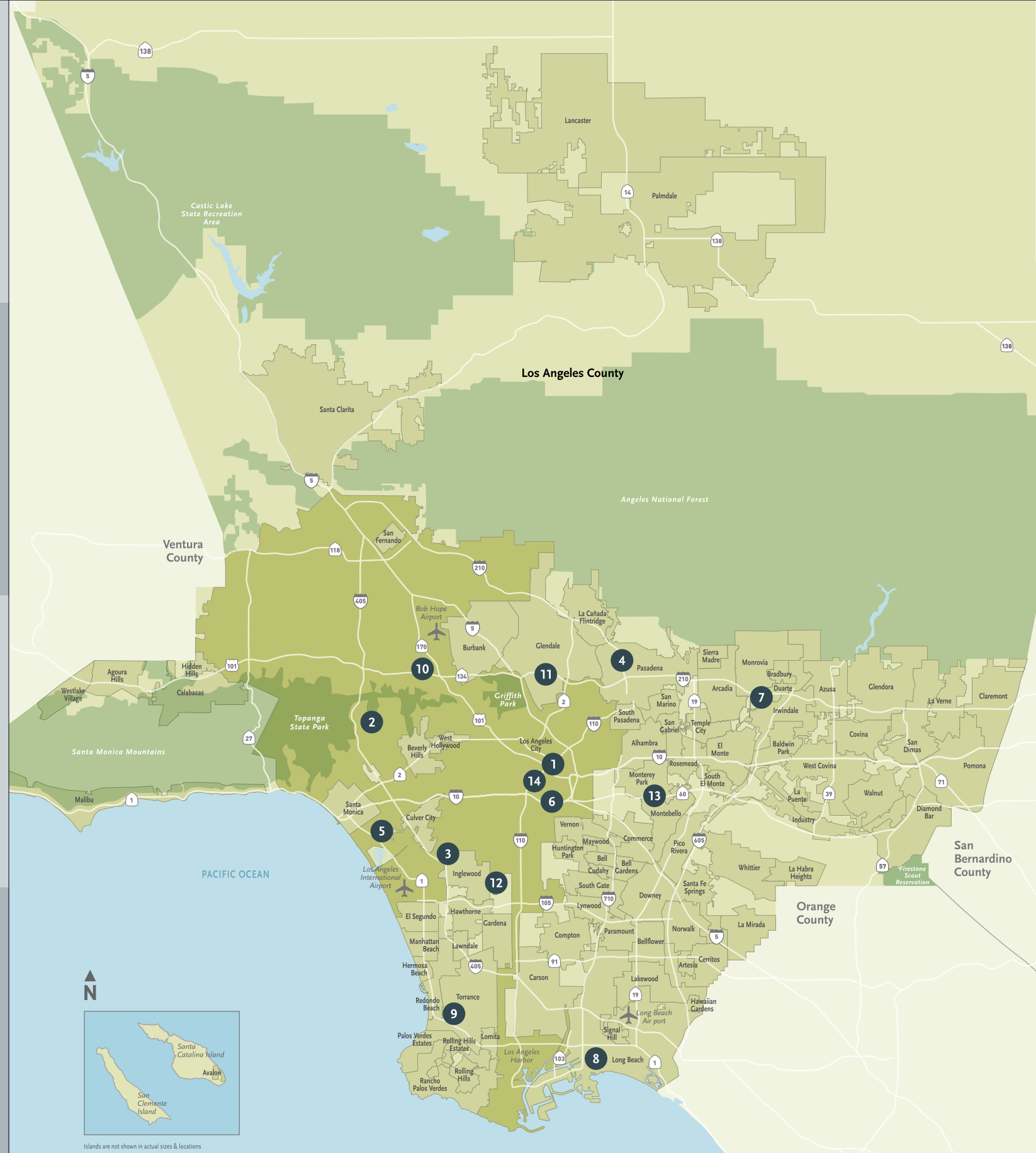


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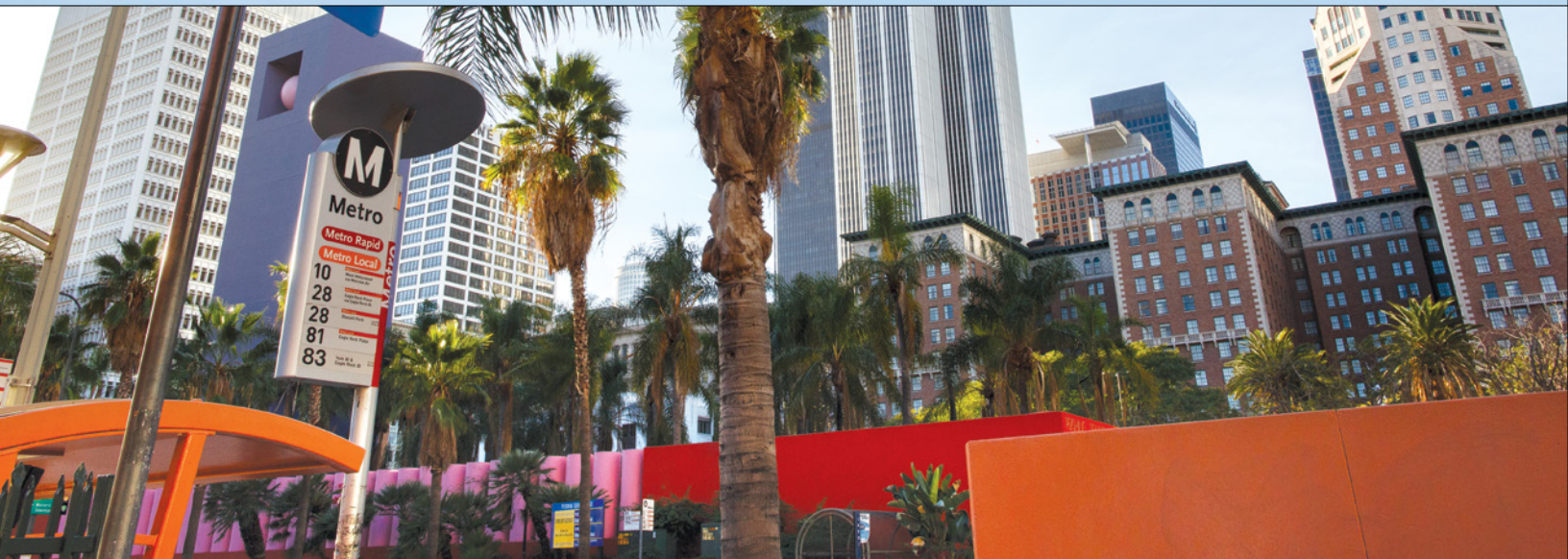
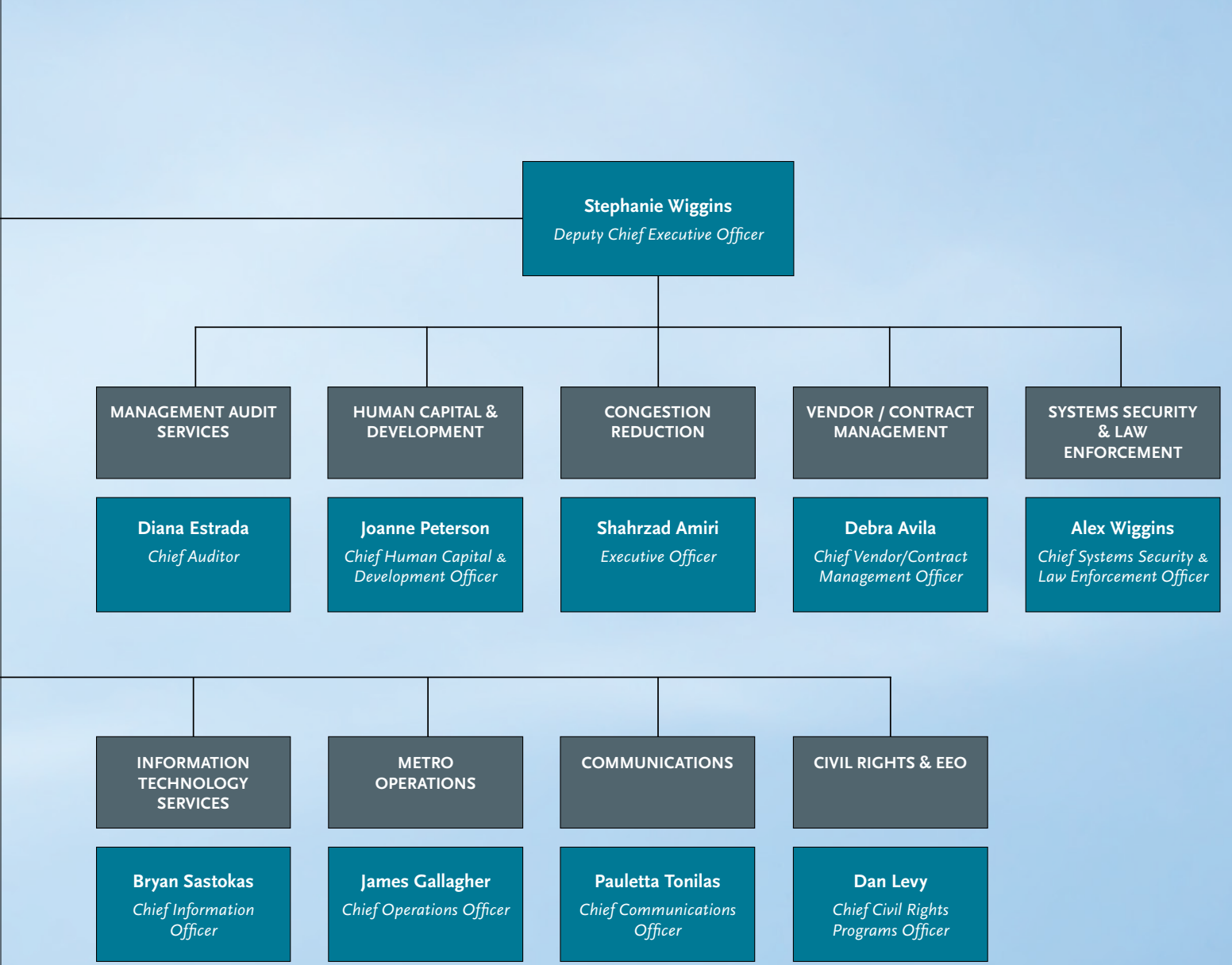
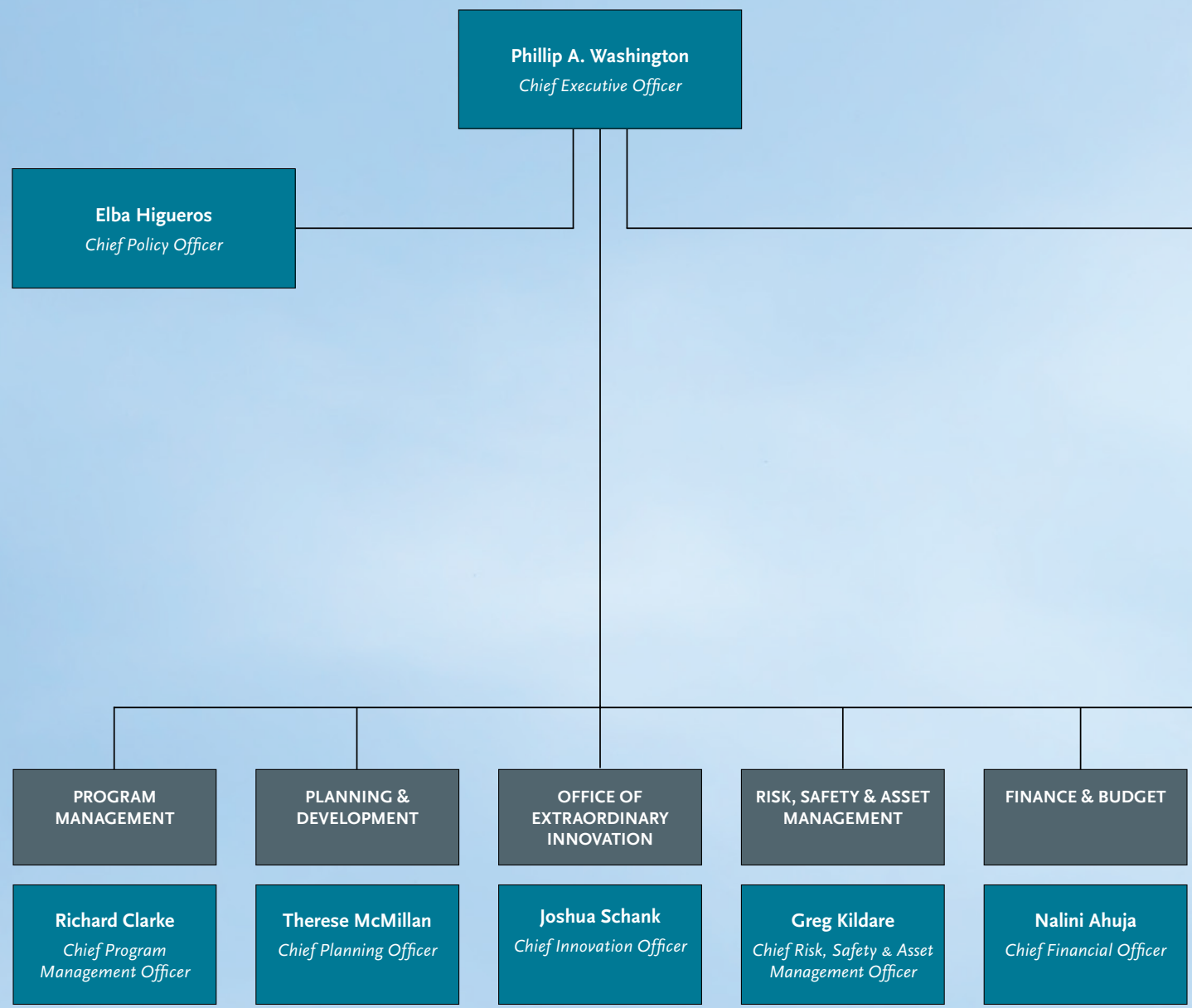
Carrie Bowen
Caltrans District Seven Director
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY19 Budget in May 2018.



Islands are not shown in actual sizes & locations







The Los Angeles County Metropolitan Transportation Authority, branded as “Metro,” adopted a \$6.6 billion balanced budget for Fiscal Year 2019 (FY19). This year, Metro continues its steady stride toward a new and improved Los Angeles County with continued progress on three major transit projects: the Westside Purple Line Extension, Regional Connector and Crenshaw/LAX. Together, these construction projects account for 87% of the transit delivery budget.

In FY19, Section 1 of the Westside Purple Line Extension will see major advancement in the construction phase, while Sections 2 and 3 will move through critical final design and into early construction activities. Meanwhile, the Regional Connector is anticipated to exceed the halfway mark of construction, and Crenshaw/LAX will progress from construction to systems integration and testing in preparation for revenue service. With each exciting project milestone, our vision for the region moves closer to being fully realized.

As we work to fulfill the promise of Measure M, we must plan not only for the immediate future, but for the coming decade and beyond. While the FY19 budget sets the blueprint for the next year, we are also looking further ahead with our budget plan. What do we want to accomplish in the long term, and how can we ensure that we will have the resources available to meet our goals? In order to succeed, we must set clear priorities on a realistic timeline. Furthermore, if we are able to anticipate upcoming funding issues, we can allow ourselves the time to find new revenue streams or reduce expenses before an impending budget gap becomes a serious problem.

LOOKING AHEAD

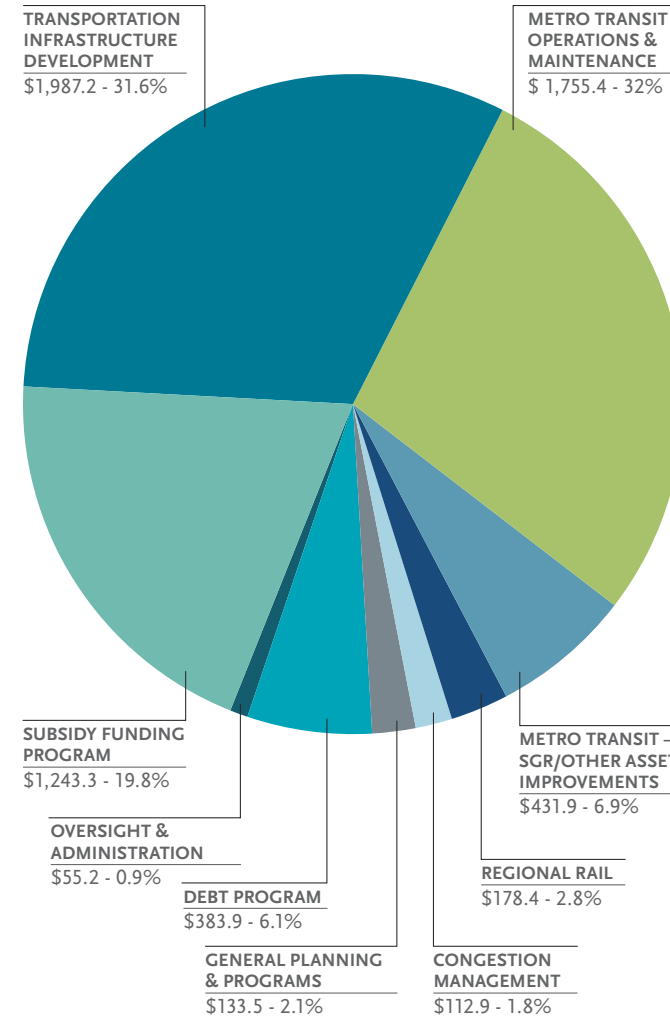
We are working toward developing a financial roadmap that can be used to inform decision makers at all levels of the planned delivery of projects, programs and services over the next decade. Because transportation needs and economic factors are continuously shifting, it follows that the financial roadmap must be updated regularly to address those changes.

The annual revision of this long term plan is the latest addition to Metro’s extensive year-round budget cycle, which also includes development of the annual budget, quarterly budget variance and performance reviews, and a thorough reassessment of the budget at the midyear mark. This growing collection of tools helps to encourage smart fiscal decisions now and in the future. With close attention and regular monitoring, Metro can achieve and maintain financial stability.

The total budget increase from FY18 to FY19 is \$329 million, or 5.2%. As a share of Metro’s entire budget, the percentage for each expenditure category remains fairly constant. The most significant variances are listed below.

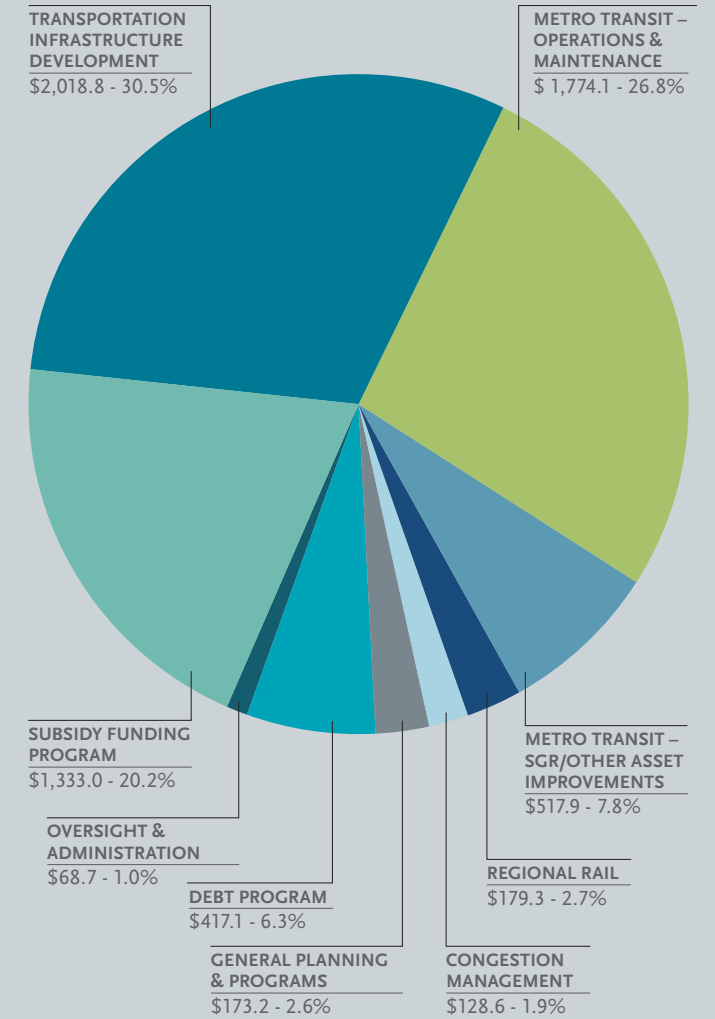
FY18 BUDGET (\$ IN MILLIONS)

\$ 6,281.7



FY19 ADOPTED BUDGET (\$ IN MILLIONS)

\$ 6,610.7

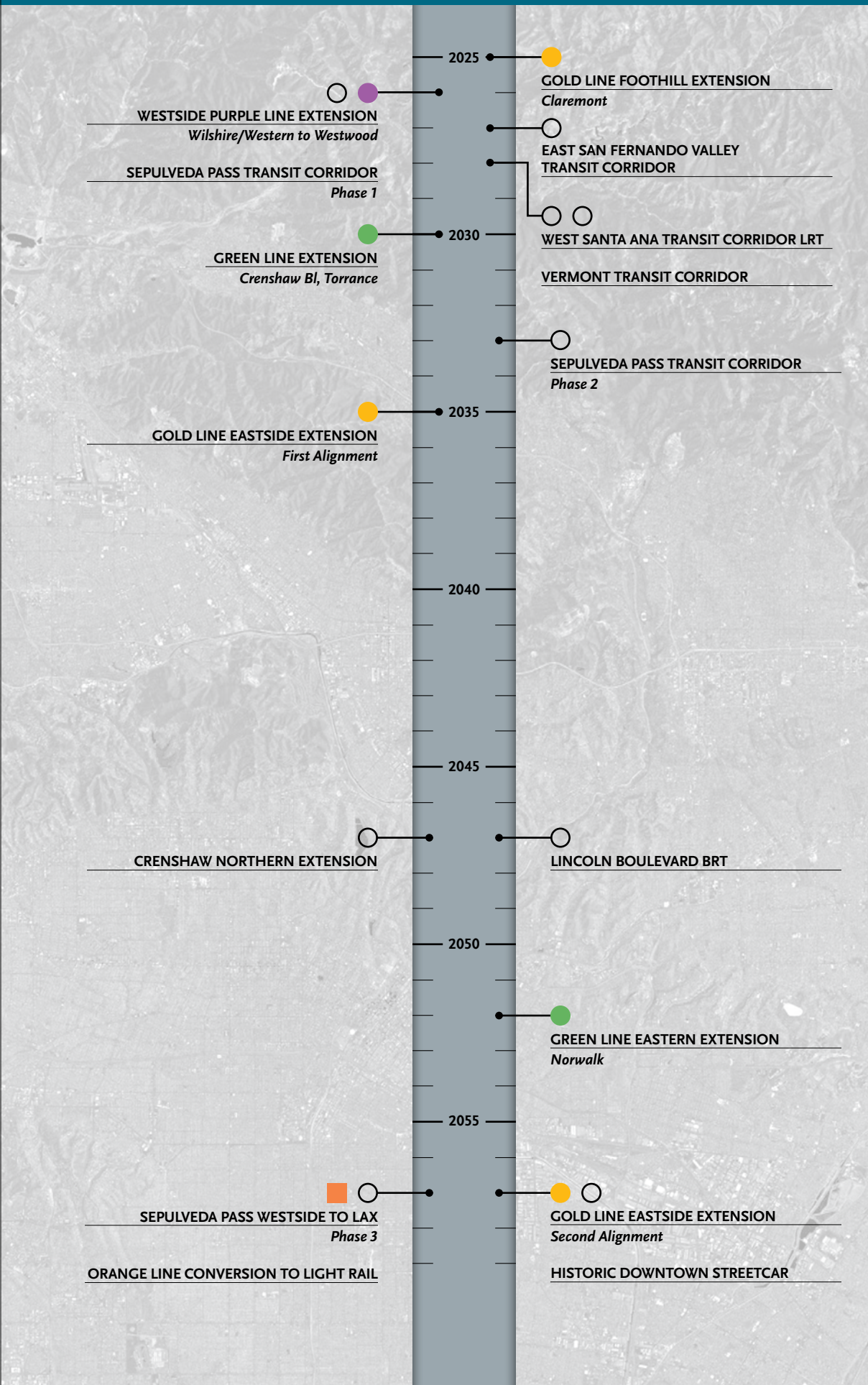
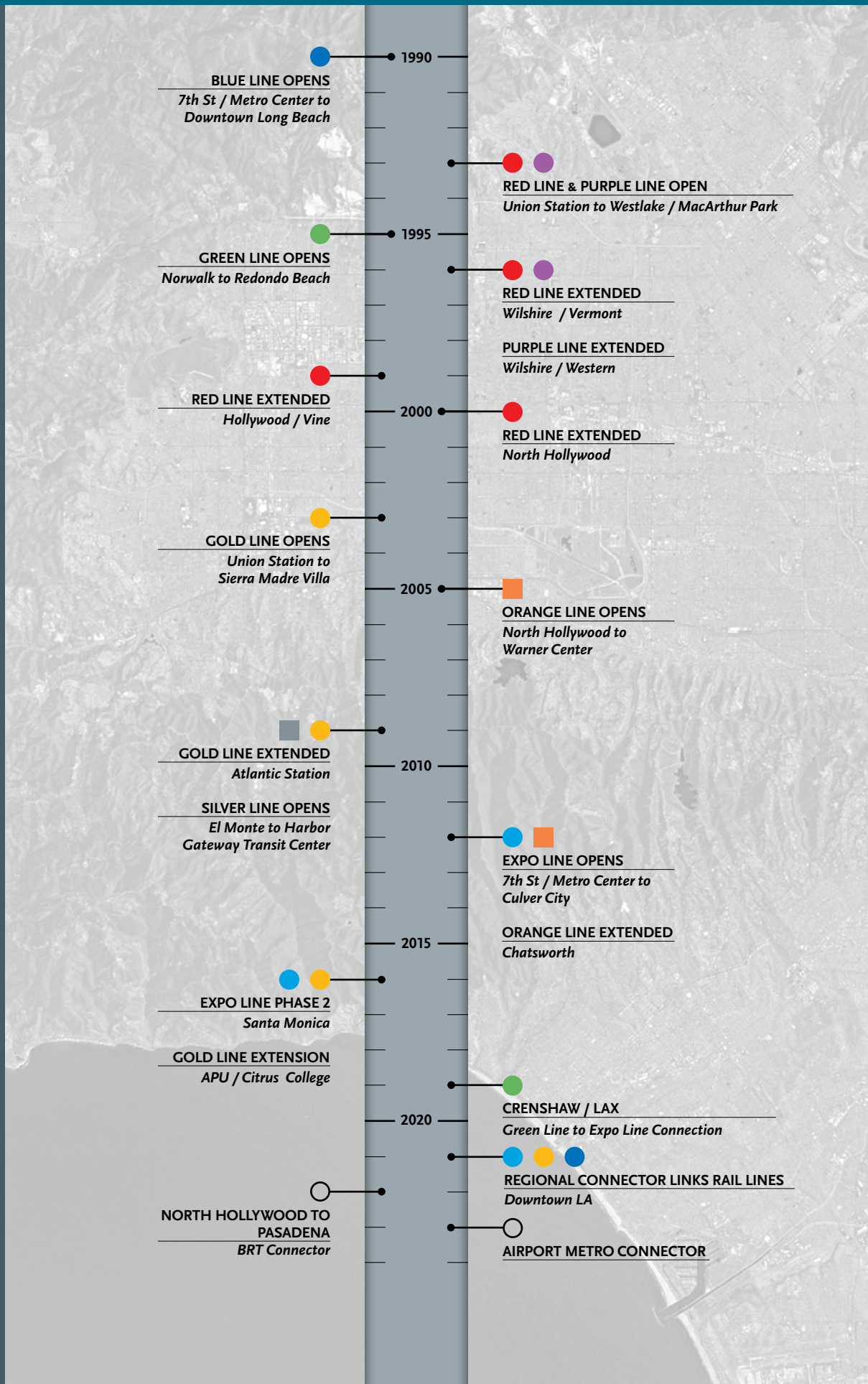


METRO BUDGET: FY19 VS FY18

The total budget increase from FY18 to FY19 is \$329 million, or 5.2%. As a share of Metro’s entire budget, the percentage for each expenditure category remains fairly constant. The most significant variances are listed below.

- > Subsidy Funding Programs are increasing by \$89.7 million, primarily due to increased funding from growth in sales tax revenues and the new SB1 funding.
- > Metro Transit – SGR & Other Asset Improvements will increase by \$86.0 million, due to piloting the conversion of the bus fleet to electric/zero emissions and rehabilitation of the Blue Line.

- > Metro Transit – Operations & Maintenance is increasing by \$18.7 million due to new labor contracts, additional Revenue Service Hours needed to support the Blue Line rehabilitation project and to meet increased demand during special events.
- > General Planning & Programs is increasing by \$39.6 million due to the expansion of bike share, the LA River bike path project, Rail to Rail/River, Union Station improvements and Public Private Partnerships (P3).
- > Debt Program is increasing by \$33.2 million, due to repayment of FY18 proceeds issued as previously approved by the Board of Directors.



NEXTGEN BUS STUDY

In FY18, Metro Operations launched a multi-year effort to completely redesign the bus network. This long term project, referred to as the NextGen Bus Study, will reimagine Metro's bus network and restructure bus service to be more relevant to, reflective of, and attractive to the diverse needs of our customers. Since the last bus systemwide redesign more than two decades ago, travel patterns have changed, the region's population has increased, demographics have shifted and new on-demand mobility options have emerged. As a result, the current bus network, will be aligned to better serve these new transportation needs.

The NextGen Bus Study will take place over four distinct project phases: assessment of travel markets, development of service concepts, design of an explicit service plan and implementation. During the travel market phase, we will obtain a comprehensive understanding of current and potential riders. What are our customers' travel patterns, and which travel attributes are important to them? Market research and travel demand analyses will be validated and supplemented through public engagement and collaboration with stakeholders. At the end of this phase, we will ask the Board to approve a specific list of service priorities based on the market needs that were identified.

In the next step, we will establish service concepts and strategies that most effectively and efficiently address the Board-approved service priorities given the limitation of our available resources. This will be completed through outreach and collaboration with the public, the Board, the five Metro Service Councils and the NextGen Working Group on service design trade-offs in order to establish guiding principles. Once the Board approves an official Regional Service Concept

and associated measures of success, we will finally be ready to design a line-by-line service plan. These specific route and schedule changes will require approval by the Metro Service Councils prior to the implementation phase.

When we are ready to implement the approved changes, we can officially launch the new bus network to current, potential and future riders. At this point, customer information will be the name of the game, as we provide the necessary support to everyone who is riding the new and improved system. With careful planning, extensive outreach and clear communication of the exciting changes we are making, the NextGen bus network is sure to be the best Los Angeles County has ever seen.

RIDERSHIP INITIATIVES

In response to the recent trend of decreased transit boardings nationwide, Metro has developed a comprehensive multi-year transit ridership growth plan. The ridership initiatives that have been identified for implementation are drawn directly from Vision 2028, the Office of Extraordinary Innovation's strategic plan for the next ten years at Metro. As specified in Vision 2028, increased mobility requires attention to many transit-related enhancements, such as investing in a world class bus system, effectively managing transportation demand, improving security and improving customer satisfaction. Accordingly, our ridership growth plan will seek to achieve the same goals in order to attract new riders and to decrease congestion throughout the region.

To begin with, the top initiative on the roster is to improve bus travel speeds. It is well known that congested streets and highways degrade the quality of bus service along with all other traffic, and thus we are working on speeding up the system in order to

address customer feedback. If we can find ways to run buses more efficiently, we may be able to free up resources that can instead be applied to increase frequency, provide more off-peak services or add new services that may attract more riders. In addition to actively pursuing signal preemption for buses and trains, we will also look into fresh new ideas requiring coordination with other agencies, such as the possibility of working with Caltrans to allow buses to travel on highway shoulders. By thinking outside the box and pursuing innovative new ideas, we are taking risks in hopes of finding the greatest possible payoff.

Meanwhile, we will be testing a Metro version of on-demand shared ride services with our MicroTransit pilot program currently under development. To retain and attract riders, we must adapt alongside the ever-changing transportation landscape by utilizing technology and testing new types of service. Along those lines, Metro has the opportunity to step into the void of chief coordinator and integrator of mobility within LA County. Our regional TAP fare payment system already links 25 operators together, offering customers seamless travel when using several different transit service providers across the region. That's a great start, but if we can harness that power and expand into multimodal integration, then we will further expand our reach and everyone will truly be a Metro customer.

With these efforts and more in the works, we are looking to attract new customers while improving the experience of those who already ride our system. By improving travel times, safety, cleanliness, customer information and the services we provide, we are putting the customer at the heart of our operations. Once we boost customer satisfaction at all customer touch points, increased usage of our transit system will naturally follow.

INFORMATION TECHNOLOGY IMPROVEMENTS

In addition to direct improvements to our bus and rail system, Metro is also implementing several information technology enhancements that will ultimately result in better transit service for our riders. Cellular service is being added to all subterranean rail lines, while electronic displays at 300 bus stop locations will provide better real time arrival information on our bus network. In FY19, we will also begin to introduce new digital displays to the rail system with installation of equipment during the Blue Line modernization project. These displays for digital signage and interactive customer information will provide real-time vehicle arrivals, system alerts, planned maintenance notifications and other system information. Furthermore, the installation of the new equipment is funded directly by revenue from our new advertising contract, so the estimated \$20M capital investment will not cut into Metro's regular transit operations budget.

On the internal side, we are also initiating new business system projects that will streamline processes on the back end in order to increase efficiency and enable Metro to provide an improved customer experience. One example that will have the clearest positive impact on the transit user is the new Enterprise Asset Management System, which will replace the existing Maintenance and Material Management system that is more than a decade old. We are also initiating a new Real Estate Management System in order to enhance planning, construction, real estate acquisition and management of Metro's properties. Though the customer would not be directly aware of these improvements, more efficient maintenance and asset management can have a powerful impact on the reliability of our transit system, which results in better service for those who use our bus and trains.



Metro continues construction of the largest public works program in America. These transit and highway construction projects will improve mobility and increase vehicle capacity, allowing for smoother traffic flow, better system connectivity and more seamless travel for everyone in Los Angeles County.

Funded by Measure M and Measure R with ambitious agency-wide strategic plan, progress on capital projects will be accelerated in the coming years.

Some of the transit expansions at Metro and highway infrastructure enhancements are listed below.

TRANSIT PROJECTS

- > Crenshaw/LAX will progress to systems integration and testing preparation for revenue service
- > Purple Line Extension Section 1 to La Cienega will begin tunnel excavation in the fall of 2018 and is expected to complete the 3.9 mile tunnel in 24 months
- > Purple Line Extension Section 2 to Century City continues advanced utility relocations, design efforts; pre-construction surveys are on-going as are site preparations at future stations
- > Purple Line Extension Section 3 to Westwood/VA Hospital continues to pursue Full Funding Grant Agreement
- > Regional Connector continues with tunneling and preparations for the 7th/Metro interface, stations constructions continues
- > Orange Line BRT Improvements is starting design phase for grade separation at busier intersections
- > Airport Metro Connector has transitioned to design and construction phase
- > Gold Line Foothill Extension continues with design and construction phase from Azusa to Claremont

- > Alternative analysis, environmental impacts or studies are ongoing for:
 - Crenshaw Northern Extension
 - East San Fernando Valley Transit Corridor
 - Sepulveda Pass Corridor
 - South Bay Green Line Extension
 - West Santa Ana Branch Corridor

HIGHWAY PROJECTS

- > Countywide Soundwall continues its efforts on designs for new packages and continues construction of Package 11
- > I-5 North Enhancements:
 - Seismic retrofit activities continue for bridge at Buena Vista in Burbank
 - Construction of new interchange at I-5 and Empire Ave in Burbank and surface streets surrounding to improve traffic flow and alleviate congestion
 - Freeway widening continues along the stretch of I-5 in Burbank
- > I-5 North County Capacity Enhancements between SR-14 to south of Parker road in Castaic are on-going; HOV lanes will be included as part of the widening and truck lanes will be added/maintained
- > I-5 South Capacity Enhancements continues with bridge efforts at Florence and Valley View, and HOV lane creation as part of the widening effort
- > Metro, jointly with CalTrans, continues efforts on:
 - Interstate 605 Corridor "Hot Spot" interchanges
 - Interstate 710 Early Action Plan
 - State Route 138 Capacity Enhancement



FY19 HIGHWAY AND TRANSIT PROJECTS



HIGHWAY / STREET PROJECTS

- 1 I-710 S Corridor Zero Emission Truck Lane Additions: Long Beach to Commerce
- 2 I-5 South Corridor Lane Widening: I-605 to I-710
- 3 I-5 North Enhancements
- 4 I-5 North County Transportation Improvement
- 5 SR-60/I-605 Carpool Interchange Improvements
- 6 I-405/I-110 ExpressLane Interchange Improvements
- 7 Las Virgenes/Malibu Transportation Improvements
- 8 SR-138 Capacity Enhancement

TRANSIT PROJECTS

- 9 Airport Rail Connector and Green Line Rail Extension
- 10 East San Fernando Valley Transit Corridor
- 11 Gold Line Rail Extension: Foothill to Claremont
- 12 Purple Line Rail Subway Extension: Century City W to Westwood/VA Hospital
- 13 West Santa Ana Light Rail Corridor: Union Station to City of Artesia
- 14 Orange Line BRT Improvements
- 15 South Bay Green Line Rail Extension: Redondo Beach to Torrance Transit Center
- 16 Crenshaw/LAX Light Rail Extension

Map numbers are for reference only. Final project scope will be determined in the environmental process.



BUS AND RAIL VEHICLE DELIVERY

To support the ongoing operations of a transit system with over one million daily boardings, Metro continues to focus on maintaining its fleet, rail lines, transit stations and facilities in a State of Good Repair (SGR). SGR activities to upgrade our bus fleet in FY19 include the procurement of both Compressed Natural Gas (CNG) buses and Zero-Emission Buses (ZEB). The new CNG buses will replace older vehicles currently scheduled for retirement, while the pilot ZEB buses will be tested to confirm their capacity to perform to revenue service needs. These bus acquisitions are an important step in our continuing pursuit of a truly sustainable bus fleet. To support the integration of these new vehicle types into our existing fleet, we will also create a master conversion plan to identify and address related facility infrastructure requirements.

On the rail side, we anticipate delivery of an additional 48 light rail vehicles as we move towards the retirement of all original vehicles from the Blue Line, our oldest rail line. Meanwhile, ongoing heavy rail vehicle procurement activities will continue. Once received, these new vehicles will be used to support the Purple Line Extension and to replace older vehicles scheduled for retirement. Even as we replace old vehicles, it is more important than ever to ensure that our entire system runs smoothly as our rail network expands. Therefore, FY19 will also see the continuation of our strong modernization and component overhaul projects already underway to keep our existing rail vehicle fleet in a state of good repair.

Operating Capital by Category

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	STATE OF GOOD REPAIR	CAPITAL INFRASTRUCTURE	MODE TOTAL
Bus	\$ -	\$ 163,850	\$ 8,297	\$ 172,147
Rail				
Blue Line	324	87,917	-	88,241
Gold Line	-	5,101	-	5,101
Green Line	1,304	1,997	-	3,301
Red/Purple Line	2,238	45,364	200	47,802
Multiple Rail Lines	191	156,225	-	156,416
Mixed Mode	9,616	-	14,501	24,118
Other (Technologies, Regional, etc.)	3,423	-	17,402	20,825
Total Operating Capital	\$ 17,096	\$ 460,453	\$ 40,401	\$ 517,950

Note

Totals may not add due to rounding.

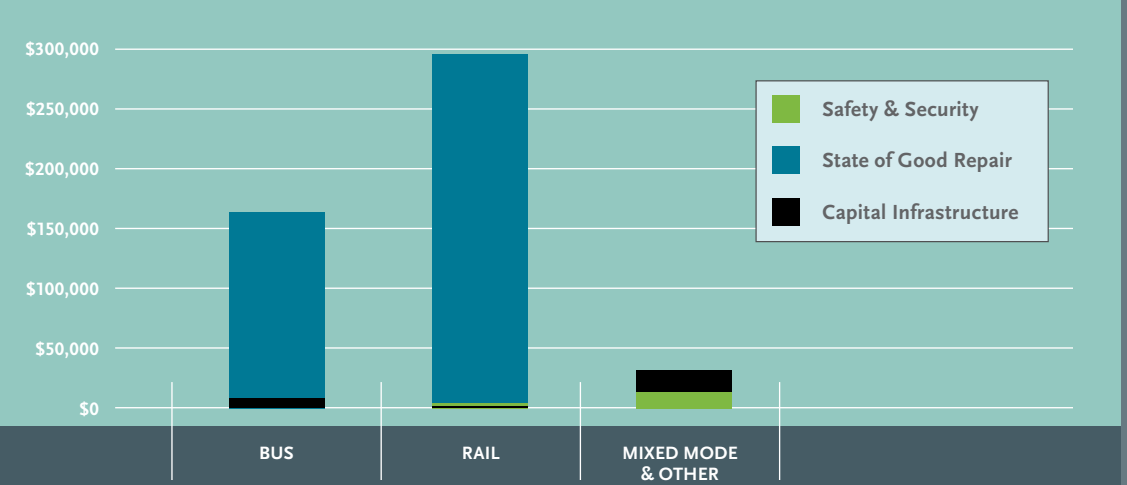


BLUE LINE IMPROVEMENTS

The Metro Blue Line, our oldest rail line, operates on infrastructure that is over 25 years old. FY19 marks the beginning of “New Blue,” the Blue Line track and system refurbishment project. This \$1.2 billion investment will modernize the Blue Line through a series of construction and maintenance projects designed to extend service life, improve reliability and enhance safety. To ensure that riders and stakeholders are aware of the project, we are launching a robust communications and outreach plan that includes traditional and non-traditional outreach tactics and media. Because this is a long-term effort that will affect a large number of riders, outreach will be continuous throughout the closure period as we provide status updates and information as needed over the life of the project.

New Blue will refurbish and upgrade several of the rail line’s essential subsystems, including signaling, overhead catenary, traction power systems and partial replacement of all embedded street-running rail from near Willow Station to the line’s southern terminus. In addition, sections of the duct bank, fire alarm panels and ETEL /PTEL infrastructure will be replaced. In tandem to these SGR projects, during the eight month closure, construction work on the Willowbrook/Rosa Parks Station, 7th Street/Metro Center crossovers and interlocking and turnout replacements will be completed. There are comprehensive communication and service plans in place to support this transformative effort to improve the reliability and performance of this iconic line.

Operating Capital by Mode (\$ in Thousands)



Note

Totals may not add due to rounding.



SENATE BILL 1 FUNDING

This year, Metro will begin to receive new revenues from Senate Bill 1 (SB1), the transportation funding measure that was passed in the State of California in 2017. With revenues coming from a mix of fuel taxes and vehicle registration fees, the measure is expected to provide \$5.2 billion a year statewide. About half of the total monies collected by the state from SB1 will be used to fund state-maintained transportation infrastructure, and the remainder will fund transportation projects on a more local level, such as streets and roads, transit services and active transportation. In FY19, almost \$1 billion of the total SB1 funding is estimated to be allocated to benefit Los Angeles County.

To assist the region in becoming familiar with this new funding bill, Metro is implementing an SB1 education program that will provide information to Los Angeles County residents about the investments that will be made thanks to these new transportation revenues. Support for the implementation of the education program will include several outreach methods, such as media relations, social media and educational events. By utilizing a variety of formats, we can ensure that the education program reaches the largest possible audience.

In addition to disseminating public information, Metro staff will also coordinate with state partners on the programming and allocation of SB1 funding to make sure that we are in compliance with guidelines as they develop. This exciting new state funding source will provide additional resources for a wide variety of transportation projects in LA County, including but not limited to daily transit operations for Metro and municipal operators, expansion of Freeway Service Patrol services and state of good repair costs of maintaining transit assets.

TRANSIT ORIENTED COMMUNITIES

In October 2015, Metro launched the Transit Oriented Communities (TOC) Demonstration Program. The program allowed Metro to take a leadership role in collaboration with a variety of stakeholders with a common goal: to ensure that our transit investments and policies contribute to a vibrant built environment for residents to live, work, play and commute.

At the end of FY18, significant progress was made on this front when the Metro Board adopted the TOC Policy, which defines and solidifies Metro's commitment to making transit a central feature in our communities. In FY19, the TOC

department will develop a TOC Implementation Plan and performance metrics along with the first TOC Annual Report.

The TOC team consists of several groups, all of which will make considerable progress toward TOC Policy goals this year. For example, the First/Last Mile team is working to ensure easy access to both current and future transit stations by developing First/Last Mile plans for existing transit stations located in the City of Inglewood, as well as pursuing the integration of planning and delivery of First/Last Mile infrastructure into transit capital projects. Meanwhile, the Joint Development department has selected developers supportive of TOCs for five sites across LA County, one of which was the result of an unsolicited proposal received by the Office of Extraordinary Innovation. Finally, now that the Los Angeles Union Station team has completed environmental clearance and secured \$18 million in grant and local funding for the Alameda and Los Angeles Street Improvements project, design efforts and implementation of the commercial development strategy will continue in FY19.

The TOC Policy acts as an invaluable set of guidelines for getting the most out of our expanding transit network. Investment in our transit system is investment in our future, and therefore we must take extra care to ensure that our communities take shape around the new stations we are building. As we focus on shifting the mode share in the region away from private vehicles and onto transit, we are moving toward a more transit oriented tomorrow.

METRO WORKFORCE IMPROVEMENTS

While we continue to make progress on the largest capital works project in the country, hiring, retaining and training

the best possible talent is of the utmost importance. Several improvements are being made in this area in FY19, starting with an Information Technology upgrade to a new Human Capital Management System, which will replace the current Talent Management system. This new software will bring our human resources technology up to date and is designed to enhance our recruiting, on-boarding, performance management and learning management systems for better personnel administration at every step.

Our Human Capital & Development department is also making direct changes to the way they do business in order to improve hiring and training processes. This year, we will streamline hiring in an attempt to attract and retain an emerging workforce that is skilled, top performing and highly diverse. To attract new talent to the transportation industry, Metro is working toward establishing a transportation school designed to Expose, Engage and Educate youth throughout LA County. The transportation school will assist interested young people into a career pathway in the transit industry.

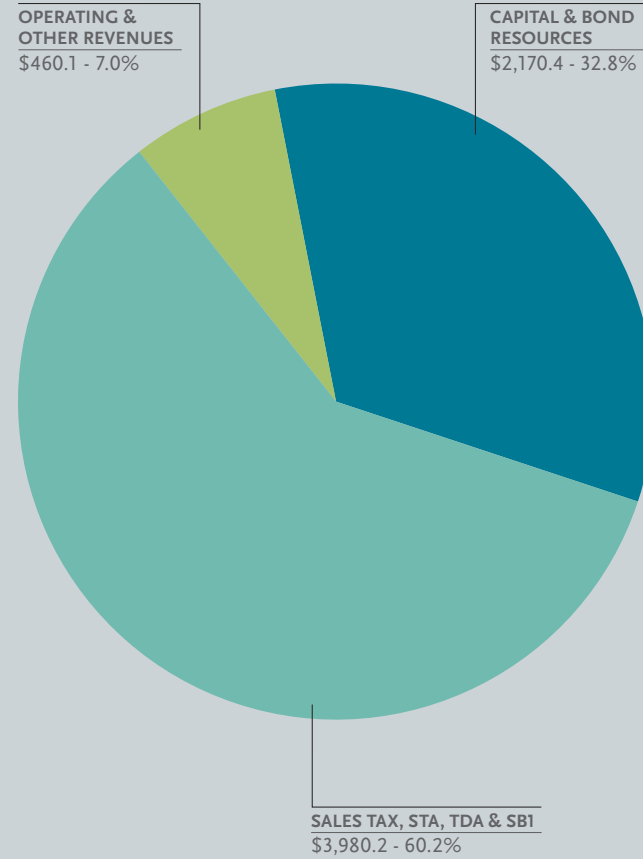
To encourage equality within our workforce, we have also initiated a female participation action plan, which is made up of a series of strategic initiatives focused on increasing the female participation goals at Metro as well as increasing the proportion of women working on Metro's construction projects. To ensure that our contractors follow suit, we have also launched the Female Participation Scorecard, a new tool that requires each prime contractor on a Metro construction project to report on their attainment of the female participation goal. The program has seen great results, and efforts will continue to be enhanced and developed in FY19 to ensure continued program success.



RESOURCE ASSUMPTIONS

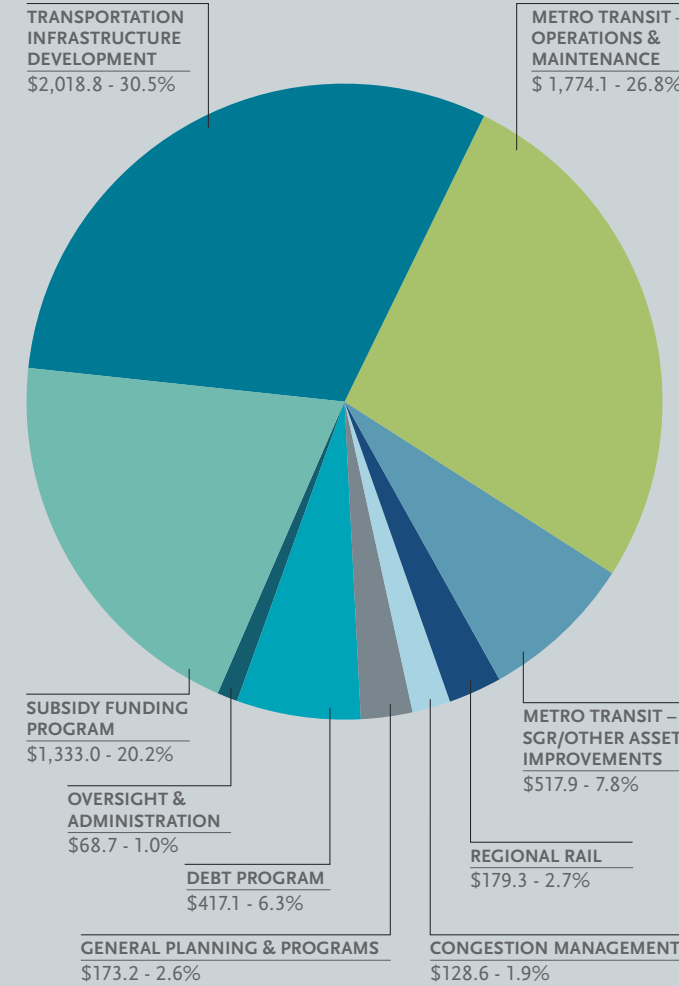
- > Sales tax and Transportation Development Act (TDA) revenues are expected to grow at 3.4% over the FY18 budget based on historical sales tax growth cycles, nationally recognized forecasting sources and Metro's own experience.
- > State Transit Assistance (STA) revenues for transit operations and capital in FY19 are expected to be \$182.2 million based on State Controller's Office estimates, representing a 203.6% increase over the FY18 budget. The large increase is due to new Senate Bill 1 (SB1) funds, which will supplement existing STA revenues and provide funding for the new STA State of Good Repair program.
- > Fare revenues are assumed to remain flat in FY19, paralleling FY18 ridership projections and fare per boarding. No fare increase is proposed for FY19.
- > ExpressLanes toll revenues are expected to come in at \$62.8 million in FY19, a slight decline of 0.3% from the FY18 budget due to a decrease in violation revenues.
- > Advertising revenues are conservatively budgeted at \$24.7 million for FY19, which is the first year of a new contract.
- > Other revenues are expected to increase by \$20.4 million or 41.1% from FY18 levels due to the addition of CNG credit and Green Fund.
- > Grant reimbursements, sales tax carryover and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns are in line with planned expenditure activities and expected to total \$2.2 billion in FY19.

SUMMARY OF RESOURCES (\$ IN MILLIONS)



BUDGETED RESOURCES (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	% CHANGE
Sales Tax, STA, TDA & SB1	\$ 3,691.2	\$ 3,980.2	7.8%
Operating & Other Revenues	440.3	460.1	4.5%
Capital & Bond Resources	2,150.2	2,170.4	0.9%
Total Resources	\$ 6,281.7	\$ 6,610.7	5.2%

SUMMARY OF EXPENDITURES (\$ IN MILLIONS)



BUDGETED EXPENDITURES (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	% CHANGE
Transportation Infrastructure Development	\$ 1,987.2	\$ 2,018.8	1.6%
Metro Transit - Operations & Maintenance	1,755.4	1,774.1	1.1%
Metro Transit - SGR & Other Asset Improvements	431.9	517.9	19.9%
Subsidy Funding Programs	1,243.3	1,333.0	7.2%
Regional Rail	178.4	179.3	0.5%
Congestion Management	112.9	128.6	13.8%
General Planning & Programs	133.5	173.2	29.7%
Debt Program	383.9	417.1	8.6%
Oversight & Administration	55.2	68.7	24.5%
Total Expenditures	\$ 6,281.7	\$ 6,610.7	5.2%

EXPENDITURES ASSUMPTIONS

- > The FY19 budget assumes a 104,081 increase in bus Revenue Service Hours (RSH). A portion of this increase is attributed to minor service adjustments to reduce overcrowding as well as added service during special events. The largest component of the increase is due to the addition of bus bridges to accommodate closures of Blue Line segments for "New Blue," an extensive rehabilitation initiative for our oldest rail line.
- > Rail RSH will increase by 2,172 RSH. This includes the addition of three car consists on the Gold Line during all hours of operation, as well as extending the Green Line AM peak to begin at 4:00am to address early morning overcrowding. Additional hours have been added to support special events. These increases are offset by concurrent reductions due to segment closures for "New Blue."
- > The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 2.25% over FY18.
- > The FY19 budget includes the addition of 249 Full Time Equivalents (FTEs) to deliver planned bus and rail service, address Measure M and Measure R planning and construction efforts, provide funding oversight, enhance the customer experience and improve Metro facilities.
- > Wage and salary increases and health and welfare benefits for represented employees are based on Board-adopted collective bargaining agreements. A planned salary increase of 4% for non-represented employees is in line with represented employees.

FTE SUMMARY BY DEPARTMENT	FY18 BUDGET	FY19 ADOPTED	CHANGE
Board of Directors	38	40	2
Chief Executive Office	571	594	23
Communications	314	328	14
Congestion Reduction	23	26	3
Finance & Budget	220	229	9
Information Technology	147	151	4
Operations	7,891	8,061	170
Planning & Development	162	166	4
Program Management	270	281	11
Vendor/Contract Management	332	341	9
Total FTEs	9,968	10,217	249
Total Agencywide Represented	8,367	8,537	170
Total Agencywide Non-Represented	1,601	1,680	79

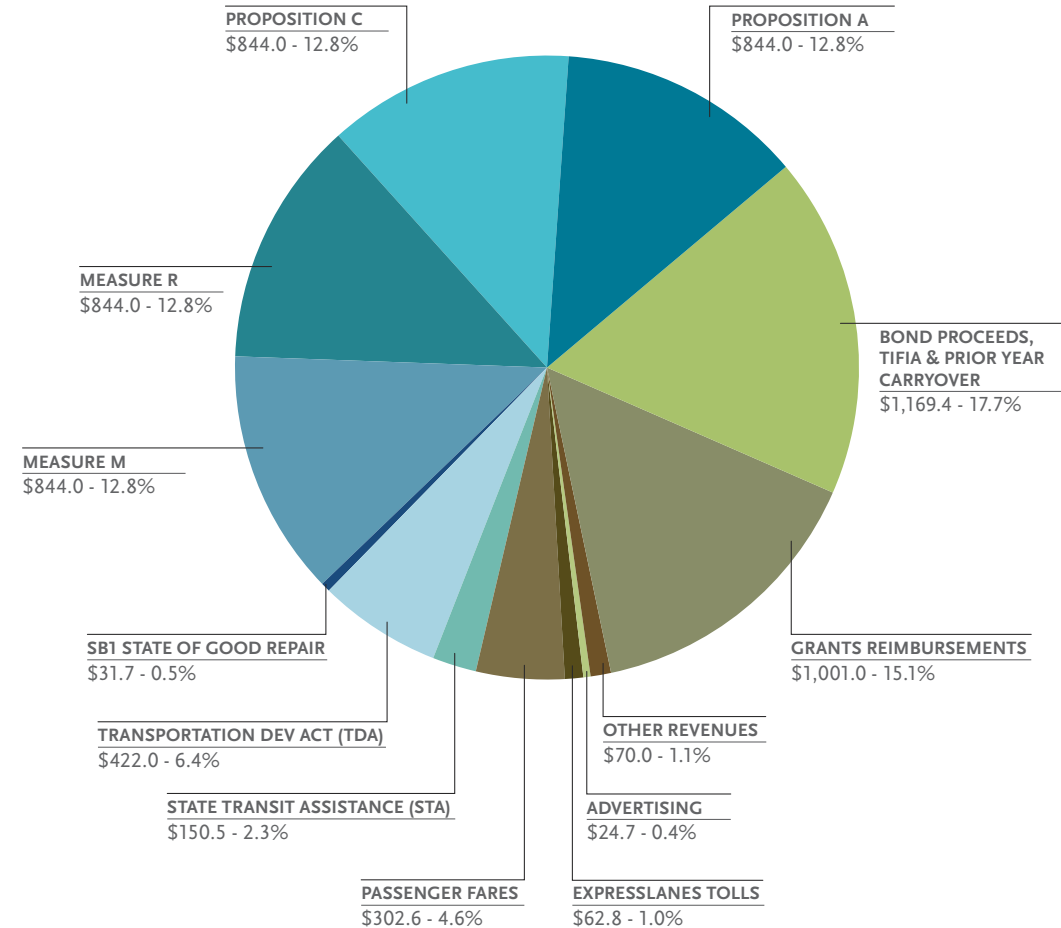
EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	% CHANGE
Board of Directors	\$ 43.6	\$ 52.9	21.3%
Chief Executive Office	322.8	305.9	-5.2%
Communications	61.6	82.2	33.5%
Congestion Reduction	108.7	134.8	24.0%
Finance & Budget	1,384.1	1,556.0	12.4%
Information Technology	66.0	72.8	10.3%
Operations	1,788.4	1,888.3	5.6%
Planning & Development	251.3	274.1	9.1%
Program Management	2,183.7	2,162.3	-1.0%
Vendor/Contract Management	71.4	81.4	14.0%
Total Expenditures	\$ 6,281.7	\$ 6,610.7	5.2%



Summary of Resources

RESOURCES (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
SALES TAX, STA, TDA & SBI REVENUES ⁽¹⁾				
Proposition A	\$ 816.0	\$ 844.0	\$ 28.0	3.4%
Proposition C	816.0	844.0	28.0	3.4%
Measure R	816.0	844.0	28.0	3.4%
Measure M	775.2	844.0	68.8	8.9%
Transportation Development Act (TDA)	408.0	422.0	14.0	3.4%
State Transit Assistance (STA)/SBI STA ⁽²⁾	60.0	150.5	90.5	150.8%
SBI State of Good Repair ⁽²⁾	-	31.7	31.7	n/a
Subtotal Sales Tax, TDA, & STA/SBI Revenues	\$ 3,691.2	\$ 3,980.2	\$ 289.0	7.8%
OPERATING & OTHER REVENUES				
Passenger Fares	\$ 302.6	\$ 302.6	\$ -	0.0%
ExpressLanes Tolls	63.0	62.8	(0.2)	-0.3%
Advertising	25.1	24.7	(0.4)	-1.6%
Other Revenues ⁽³⁾	49.6	70.0	20.4	41.1%
Subtotal Operating & Other Revenues	\$ 440.3	\$ 460.1	\$ 19.8	4.5%
CAPITAL & BOND RESOURCES				
Grants Reimbursements ⁽⁴⁾	\$ 985.9	\$ 1,001.0	\$ 15.1	1.5%
Bond Proceeds, TIFIA & Prior Year Carryover ⁽⁵⁾	1,164.3	1,169.4	5.1	0.4%
Subtotal Capital & Bond Resources	\$ 2,150.2	\$ 2,170.4	\$ 20.2	0.9%
Total Resources	\$ 6,281.7	\$ 6,610.7	\$ 329.0	5.2%

Total FY19 Resources:
\$6,610.7 (\$ in Millions)



Notes

- (1) Sales tax and TDA revenues for FY18 Budget represent reforecasted levels based on 2nd quarter actual data from the State Board of Equalization (SBE).
- (2) Refer to the Regional Transit Allocations Chart on page 64 for STA and SBI allocation details.
- (3) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.
- (4) Includes grant reimbursement of preventative maintenance, operating capital, highway capital and construction costs.
- (5) Represents use of bond proceeds, TIFIA (Transportation Infrastructure Finance and Innovation Act) drawdowns and sales tax revenue received and unspent in prior years.

Totals may not add due to rounding.

Sales Tax, TDA & STA Revenues

REVENUES (\$ IN MILLIONS)	FY18 BUDGET ⁽¹⁾	FY19 ADOPTED	\$ CHANGE	% CHANGE	ELIGIBLE FOR OPERATIONS
PROPOSITION A					
5% Administration	\$ 40.8	\$ 42.2	\$ 1.4	3.4%	
25% Local Return	193.8	200.5	6.7	3.4%	
35% Rail/Bus Development	271.3	280.6	9.3	3.4%	✓
40% Discretionary					
Transit (95% of 40%)	294.6	304.7	10.1	3.4%	✓
Incentive (5% of 40%)	15.5	16.0	0.5	3.4%	
Estimated Tax Revenue from Prop A	\$ 816.0	\$ 844.0	\$ 28.0	3.4%	
PROPOSITION C					
1.5% Administration	\$ 12.2	\$ 12.7	\$ 0.4	3.4%	
5% Rail/Bus Security	40.2	41.6	1.4	3.4%	✓
10% Commuter Rail	80.4	83.1	2.8	3.4%	
20% Local Return	160.8	166.3	5.5	3.4%	
25% Freeways/Highways	200.9	207.8	6.9	3.4%	
40% Discretionary	321.5	332.5	11.0	3.4%	✓
Estimated Tax Revenue from Prop C	\$ 816.0	\$ 844.0	\$ 28.0	3.4%	
MEASURE R					
1.5% Administration	\$ 12.2	\$ 12.7	\$ 0.4	3.4%	
2% Transportation Capital Metro Rail	16.1	16.6	0.6	3.4%	
3% Transportation Capital Metrolink	24.1	24.9	0.8	3.4%	
5% Operations - New Rail	40.2	41.6	1.4	3.4%	✓
15% Local Return	120.6	124.6	4.1	3.4%	
20% Operations - Bus	160.8	166.3	5.5	3.4%	✓
20% Highway Capital	160.8	166.3	5.5	3.4%	
35% Transportation Capital New Rail/BRT	281.3	291.0	9.7	3.4%	
Estimated Tax Revenue from Measure R	\$ 816.0	\$ 844.0	\$ 28.0	3.4%	
MEASURE M					
.5% Administration ⁽²⁾	\$ 4.0	\$ 4.4	\$ 0.4	8.9%	
1% Regional Rail	7.6	8.3	0.7	8.9%	
2% Metro State of Good Repair	15.3	16.6	1.3	8.9%	✓
2% Active Transportation Program	15.3	16.6	1.3	8.9%	
2% ADA/Metro Discounts	15.3	16.6	1.3	8.9%	
5% Metro Rail Operations	38.2	41.6	3.4	8.9%	✓
17% Local Return ⁽²⁾	129.8	141.3	11.5	8.9%	
17% Highway Construction	129.8	141.3	11.5	8.9%	
20% Transit Operations	152.7	166.3	13.6	8.9%	✓
35% Transit Construction	267.2	291.0	23.8	8.9%	
Estimated Tax Revenue from Measure M	\$ 775.2	\$ 844.0	\$ 68.8	8.9%	
TRANSPORTATION DEVELOPMENT ACT (TDA)					
Administration	\$ 8.5	\$ 8.5	\$ -	-	
2.0% Article 3 (Pedestrians & Bikeways)	8.0	8.3	0.4	4.8%	
91.7% Article 4 (Bus Transit)	366.1	378.9	12.8	3.5%	✓
6.3% Article 8 (Transit/Streets & Highways)	25.4	26.3	0.9	3.5%	
Estimated Tax Revenue from TDA	\$ 408.0	\$ 422.0	\$ 14.1	3.5%	
STATE TRANSIT ASSISTANCE (STA)/SBI ⁽³⁾					
STA/SBI STA Bus	\$ 28.0	\$ 85.9	\$ 57.9	206.7%	✓
STA/SBI STA Rail	32.0	64.6	32.6	101.9%	✓
SBI State of Good Repair Bus	-	18.1	18.1	n/a	
SBI State of Good Repair Rail	-	13.6	13.6	n/a	
Estimated Tax Revenue from STA/SBI	\$ 60.0	\$ 182.2	\$ 122.2	203.6%	
Total Sales Tax, TDA & STA/SBI Revenues	\$ 3,691.2	\$ 3,980.2	\$ 289.1	7.8%	

Notes

- (1) Sales tax and TDA revenues for FY18 Budget represent reforecasted levels based on 2nd quarter actual data from the State Board of Equalization (SBE).
- (2) One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.
- (3) Refer to the Regional Transit Allocations Chart on page 56 for STA/SBI allocation details.

Totals may not add due to rounding.

Summary of Expenditures by Program

PROGRAM TYPE (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
TRANSPORTATION INFRASTRUCTURE DEVELOPMENT				
Transit Expansion	\$ 1,777.8	\$ 1,765.6	\$ (12.2)	-0.7%
Highway	209.4	253.1	43.7	20.9%
Total Transportation Infrastructure Development	\$ 1,987.2	\$ 2,018.8	\$ 31.6	1.6%
METRO TRANSIT - OPERATIONS & MAINTENANCE				
Operations & Maintenance	\$ 1,738.7	\$ 1,767.3	\$ 28.6	1.6%
Regional Operating Services	16.7	6.8	(9.9)	-59.3%
Total Metro Transit - Operations & Maintenance	\$ 1,755.4	\$ 1,774.1	\$ 18.7	1.1%
METRO TRANSIT - SGR & OTHER ASSET IMPROVEMENTS				
SGR Bus & Rail	\$ 357.6	\$ 439.1	\$ 81.5	22.8%
Other Asset Improvements	74.3	78.9	4.6	6.2%
Total Metro Transit - SGR & Other Asset Improvements	\$ 431.9	\$ 517.9	\$ 86.0	19.9%
SUBSIDY FUNDING PROGRAM				
Access Services	\$ 92.0	\$ 94.8	\$ 2.8	3.1%
Fare Assistance	14.1	14.7	0.6	3.9%
Local Agencies	729.2	769.4	40.2	5.5%
Regional Federal Grants	30.6	25.6	(5.0)	-16.2%
Regional Transit	377.4	428.5	51.1	13.5%
Total Subsidy Funding Program	\$ 1,243.3	\$ 1,333.0	\$ 89.7	7.2%
REGIONAL RAIL				
Metro Regional Rail	\$ 66.2	\$ 74.7	\$ 8.5	12.9%
Metrolink	112.1	104.5	(7.6)	-6.8%
Total Regional Rail	\$ 178.4	\$ 179.3	\$ 0.9	0.5%
CONGESTION MANAGEMENT				
ExpressLanes	\$ 59.0	\$ 74.8	\$ 15.8	26.8%
Freeway Service Patrol	31.4	30.4	(1.0)	-3.2%
Kenneth Hahn Call Box Program	13.2	13.3	0.1	0.1%
Rideshare Services	9.3	10.1	0.8	9.0%
Total Congestion Management	\$ 112.9	\$ 128.6	\$ 15.6	13.8%
GENERAL PLANNING & PROGRAMS				
Financial, Grants Management & Administration	\$ 24.2	\$ 28.8	\$ 4.6	19.1%
Programs & Studies	47.5	64.8	17.3	36.4%
Public Private Partnerships	16.0	19.4	3.4	21.4%
Property Management	44.2	58.4	14.2	32.2%
Transit Court	1.7	1.7	0.1	3.7%
Total General Planning & Programs	\$ 133.5	\$ 173.2	\$ 39.6	29.7%
Debt Program	\$ 383.9	\$ 417.1	\$ 33.2	8.6%
Oversight & Administration	\$ 55.2	\$ 68.7	\$ 13.5	24.5%
Grand Total	\$ 6,281.7	\$ 6,610.7	\$ 329.0	5.2%

Notes

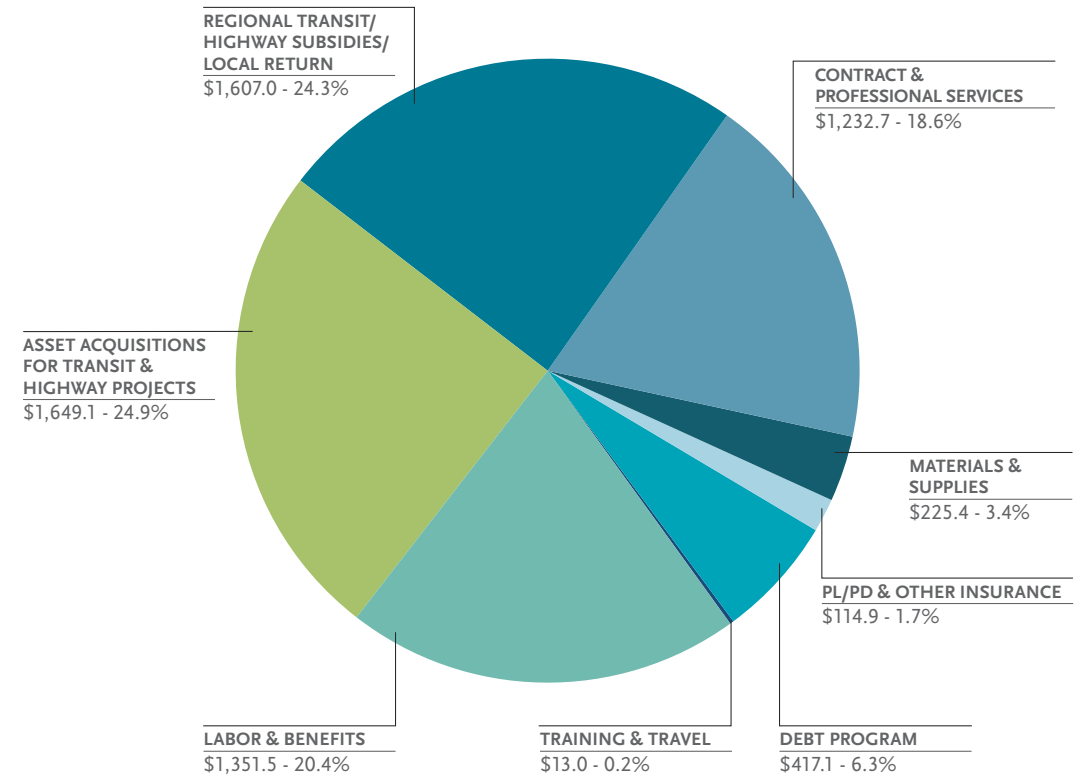
Totals may not add due to rounding.

Summary of Expenditures by Department

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
Board of Directors	\$ 43.6	\$ 52.9	\$ 9.3	21.3%
Chief Executive Office	322.8	305.9	(16.9)	-5.2%
Communications	61.6	82.2	20.6	33.5%
Congestion Reduction	108.7	134.8	26.0	24.0%
Finance & Budget	1,384.1	1,556.0	171.9	12.4%
Information Technology	66.0	72.8	6.8	10.3%
Operations	1,788.4	1,888.3	99.9	5.6%
Planning & Development	251.3	274.1	22.8	9.1%
Program Management	2,183.7	2,162.3	(21.4)	-1.0%
Vendor/Contract Management	71.4	81.4	10.0	14.0%
Total Expenditures by Department	\$ 6,281.7	\$ 6,610.7	\$ 329.0	5.2%

Summary of Expenditures by Type

EXPENDITURES BY TYPE (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
Labor & Benefits	\$ 1,259.8	\$ 1,351.5	\$ 91.7	7.3%
Asset Acquisitions for Transit & Highway Projects	1,679.0	1,649.1	(29.9)	-1.8%
Regional Transit/Highway Subsidies	1,500.4	1,607.0	106.6	7.1%
Contract & Professional Services	1,086.1	1,232.7	146.6	13.5%
Materials & Supplies	242.9	225.4	(17.5)	-7.2%
PL/PD & Other Insurance	116.6	114.9	(1.7)	-1.5%
Debt Program	383.9	417.1	33.2	8.6%
Training & Travel	13.0	13.0	-	0.0%
Total Expenditures by Type	\$ 6,281.7	\$ 6,610.7	\$ 329.0	5.2%



Total FY19 Summary of Expenditures by Type: \$6,610.7 (\$ in Millions)

Note

Totals may not add due to rounding.

DEPARTMENT NAME (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
BOARD OF DIRECTORS				
Board Office	\$ 0.8	\$ 0.8	-	2.2%
Office of Board Secretary	1.4	1.7	0.4	26.9%
County Counsel	34.4	41.5	7.1	20.5%
Ethics Office	0.8	1.4	0.6	77.0%
Inspector General	6.3	7.5	1.2	19.9%
Total Board Of Directors	\$ 43.6	\$ 52.9	\$ 9.3	21.3%
CHIEF EXECUTIVE OFFICE				
Chief Executive Office	\$ 1.1	\$ 1.6	\$ 0.4	36.7%
Chief Policy Office	2.1	2.5	0.4	18.0%
Human Capital & Development	48.4	49.2	0.8	1.7%
Management Audit Services	6.7	7.1	0.5	6.9%
Office of Civil Rights	3.2	4.0	0.8	24.0%
Office of Extraordinary Innovation	17.7	20.5	2.9	16.1%
Risk/Safety & Asset Management	36.0	31.5	(4.5)	-12.4%
System Security & Law Enforcement	207.6	189.5	(18.1)	-8.7%
Total Chief Executive Office	\$ 322.8	\$ 305.9	\$ (16.9)	-5.2%
COMMUNICATIONS				
Community Relations	\$ 9.3	\$ 16.4	\$ 7.1	75.6%
Creative Services	5.5	8.4	2.9	53.4%
Customer Care	23.4	28.3	4.9	20.9%
Executive Office, Communications	1.8	1.7	(0.1)	-2.4%
Government Relations	2.7	3.1	0.4	15.7%
Marketing	15.9	20.2	4.2	26.6%
Public Relations	2.9	4.1	1.1	38.0%
Total Communications	\$ 61.6	\$ 82.2	\$ 20.6	33.5%
CONGESTION REDUCTION				
Congestion Reduction Demonstration Project	\$ 60.6	\$ 87.3	\$ 26.7	44.1%
Motorist Services	48.1	47.5	(0.7)	-1.4%
Total Congestion Reduction	\$ 108.7	\$ 134.8	\$ 26.0	24.0%
FINANCE & BUDGET				
Accounting	\$ 11.2	\$ 11.6	\$ 0.4	3.3%
Finance & Treasury	205.1	251.1	46.0	22.4%
Office of Management & Budget/Local Programming	1,118.5	1,219.9	101.5	9.1%
TAP Operations/Revenue Collection	49.3	73.3	24.0	48.8%
Total Finance & Budget	\$ 1,384.1	\$ 1,556.0	\$ 171.9	12.4%
OPERATIONS				
Bus Maintenance	\$ 403.8	\$ 395.9	\$ (7.9)	-2.0%
Central Oversight & Analysis	101.3	92.3	(9.0)	-8.9%
Maintenance & Engineering	229.7	273.8	44.1	19.2%
Operations Efficiency & Management	2.9	3.3	0.5	16.7%
Operations Liaison	1.3	2.7	1.4	110.5%
Rail Maintenance	116.8	123.3	6.6	5.6%
Rail Transportation	105.7	107.4	1.7	1.6%
Service Development	14.6	14.1	(0.5)	-3.7%
Transportation	595.1	600.6	5.5	0.9%
Vehicle Engineering & Acquisition	217.3	274.9	57.6	26.5%
Total Operations	\$ 1,788.4	\$ 1,888.3	\$ 99.9	5.6%

Note

Totals may not add due to rounding.

DEPARTMENT NAME (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
INFORMATION TECHNOLOGY				
Information Technology	\$ 66.0	\$ 72.8	\$ 6.8	10.3%
Total Information Technology	\$ 66.0	\$ 72.8	\$ 6.8	10.3%
PLANNING & DEVELOPMENT				
Community Mobility Planning	\$ 55.4	\$ 87.7	\$ 32.3	58.3%
Financial Planning, Programming & Grants	128.4	114.9	(13.5)	-10.5%
Long Range & Transit Corridors Planning	42.4	36.6	(5.8)	-13.6%
Office of Chief Planning Officer	25.1	34.9	9.8	38.9%
Total Planning & Development	\$ 251.3	\$ 274.1	\$ 22.8	9.1%
PROGRAM MANAGEMENT				
Highway Project Delivery	\$ 206.5	\$ 251.8	\$ 45.3	21.9%
Program Control	15.3	20.7	5.4	35.4%
Program Management, Transit	1,791.3	1,718.4	(72.9)	-4.1%
Regional Rail	170.6	171.4	0.8	0.5%
Total Program Management	\$ 2,183.7	\$ 2,162.3	\$ (21.4)	-1.0%
VENDOR/CONTRACT MANAGEMENT				
Diversity & Economic Opportunity	\$ 10.7	\$ 9.1	\$ (1.6)	-14.9%
Procurement	28.4	32.8	4.4	15.4%
Supply Chain Management	32.3	39.6	7.2	22.3%
Total Vendor/Contract Management	\$ 71.4	\$ 81.4	\$ 10.0	14.0%
Grand Total	\$ 6,281.7	\$ 6,610.7	\$ 329.0	5.2%

Note

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED					REGIONAL ACTIVITIES
		TOTAL	BUS	RAIL	TRANSIT COURT		
TRANSIT OPERATIONS RESOURCES							
TRANSIT FARES & OTHER REVENUES							
Fares	\$ 302.6	\$ 302.6	\$ 216.9	\$ 85.7	\$ -	\$ -	
Advertising	25.1	24.7	23.3	1.4	-	-	
Other Revenues ⁽¹⁾	10.6	12.4	10.6	-	1.7	-	
Total Fare & Other Revenues	\$ 338.2	\$ 339.7	\$ 250.8	\$ 87.2	\$ 1.7	\$ -	
FEDERAL & STATE GRANTS							
Federal Preventive Maintenance	\$ 215.4	\$ 225.5	\$ 132.9	\$ 92.5	\$ -	\$ -	
Federal CMAQ	40.0	32.0	-	32.0	-	-	
Federal & State Grants	25.0	24.7	-	24.7	-	-	
Total Federal & State Grants	\$ 280.4	\$ 282.2	\$ 132.9	\$ 149.3	\$ -	\$ -	
LOCAL SUBSIDIES							
Prop A – (40% Bus) & (35% Rail)	\$ 349.5	\$ 280.0	\$ 178.3	\$ 101.7	\$ -	\$ -	
Prop C – (40% Bus/Rail) & (5% Security)	247.0	79.8	69.5	3.5	-	6.8	
Measure R – (20% Bus) & (5% Rail)	163.3	154.8	113.2	41.6	-	-	
Measure M – (20% Bus), (5% Rail) & (2% SGR)	129.2	169.0	114.3	54.6	-	-	
TDA Article 4	166.4	207.7	207.7	-	-	-	
STA, SB1 STA & SB1 SGR	49.0	226.6	127.3	99.3	-	-	
Toll & Revenue Grant	12.7	18.3	18.3	-	-	-	
General Fund & Other Funds	21.1	17.7	12.9	4.8	-	-	
Total Local Subsidies	\$ 1,138.4	\$ 1,153.9	\$ 841.6	\$ 305.6	\$ -	\$ 6.8	
Total Transit Operations Resources	\$ 1,757.0	\$ 1,775.8	\$ 1,225.3	\$ 542.0	\$ 1.7	\$ 6.8	
TRANSIT CAPITAL RESOURCES							
Federal, State & Local Grants	\$ 579.2	\$ 598.2	\$ 69.6	\$ 528.6	\$ -	\$ -	
Local & State Sales Tax ⁽²⁾	770.6	701.4	82.8	618.5	-	-	
Other Capital Financing	854.7	1,011.7	70.3	941.5	-	-	
Total Transit Capital Resources	\$ 2,204.4	\$ 2,311.3	\$ 222.7	\$ 2,088.6	\$ -	\$ -	
Total Transit Operations & Capital Resources	\$ 3,961.5	\$ 4,087.1	\$ 1,448.1	\$ 2,630.6	\$ 1.7	\$ 6.8	
TRANSIT OPERATIONS EXPENSES							
Labor & Benefits	\$ 1,077.2	\$ 1,135.7	\$ 828.6	\$ 280.8	\$ 0.6	\$ 25.7	
Fuel & Propulsion Power	67.4	59.6	23.8	35.7	-	-	
Materials & Supplies	97.6	98.9	64.0	31.6	-	3.3	
Contract & Professional Services	269.5	272.5	97.4	161.7	0.9	12.5	
PL/PD & Other Insurance	48.5	48.4	43.3	5.2	-	-	
Purchased Transportation	64.5	65.3	65.3	-	-	-	
Allocated Overhead ⁽³⁾	94.9	64.4	48.3	6.6	0.2	9.3	
Regional Chargeback	-	-	33.2	11.2	-	(44.4)	
Other Expenses ⁽⁴⁾	37.5	31.0	21.5	9.1	-	0.4	
Total Transit Operations Expenses	\$ 1,757.0	\$ 1,775.8	\$ 1,225.3	\$ 542.0	\$ 1.7	\$ 6.8	
Transit Capital Expenses Operating	\$ 2,160.4	\$ 2,239.1	\$ 216.2	\$ 2,022.9	\$ -	\$ -	
Transit Capital Expenses Planning	\$ 44.1	\$ 72.2	\$ 6.5	\$ 65.7	\$ -	\$ -	
Total Capital Expenses ⁽⁵⁾	\$ 2,204.4	\$ 2,311.3	\$ 222.7	\$ 2,088.6	\$ -	\$ -	
Total Transit Operations & Capital Expenses	\$ 3,961.5	\$ 4,087.1	\$ 1,448.1	\$ 2,630.6	\$ 1.7	\$ 6.8	
Transit Operations & Capital (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

Notes

- (1) Other Revenues include interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.
- (2) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans and State Proposition 1B cash funds.
- (3) Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by federal funding partners.
- (4) Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals and training/seminar/periodicals.
- (5) Capital expenses for operations and construction project planning are combined for reporting purposes.

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED				
		TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	PARK & RIDE
OTHER TRANSIT OPERATIONS RESOURCES						
TOLL FARES & OTHER REVENUES						
Tolls & Violation Fines	\$ 63.0	\$ 62.8	\$ -	\$ 62.8	\$ -	\$ -
Rental & Lease Income	2.8	1.9	(0.9)	-	1.1	1.6
Total Toll Fares & Other Revenue	\$ 65.8	\$ 64.7	\$ (0.9)	\$ 62.8	\$ 1.1	\$ 1.6
TRANSIT OTHER OPERATIONS EXPENSES						
Labor & Benefits	\$ 3.7	\$ 4.1	\$ 0.5	\$ 2.2	\$ 0.4	\$ 1.0
Materials & Supplies	0.2	-	-	-	-	-
Contract & Professional Services	52.6	66.4	0.3	48.1	13.0	5.1
PL/PD & Other Insurance	0.2	0.2	0.2	-	-	-
Allocated Overhead	0.5	1.8	0.2	0.9	0.2	0.5
Other Expenses	1.5	1.0	-	1.0	-	-
Total Other Transit Operations Expenses	\$ 58.7	\$ 73.6	\$ 1.3	\$ 52.2	\$ 13.6	\$ 6.6
Operating (Deficit)/Surplus	\$ 7.1	\$ (8.9)	\$ (2.1)	\$ 10.6	\$ (12.5)	\$ (5.0)
OTHER TRANSIT OPERATIONS RESOURCES						
LOCAL SUBSIDIES						
Proposition A & Proposition C	\$ 4.0	\$ 6.8	\$ -	\$ -	\$ 4.7	\$ 2.1
General Fund	3.1	2.7	-	-	-	2.7
City of LA	4.2	7.7	-	-	7.7	-
Total Local Subsidies	\$ 11.2	\$ 17.3	\$ -	\$ -	\$ 12.5	\$ 4.8
Total Other Transit Operations Resources	\$ 11.2	\$ 17.3	\$ -	\$ -	\$ 12.5	\$ 4.8
Net Income	\$ 18.3	\$ 8.4	\$ (2.1)	\$ 10.6	\$ -	\$ (0.1)
OTHER OPERATIONS						
NON-OPERATING EXPENSES						
Toll Grant Revenue to Bus Operations	\$ 4.0	\$ 3.9	\$ -	\$ 3.9	\$ -	\$ -
Funding Swap	8.6	14.4	-	14.4	-	-
Congestion Relief Transit Operating Subsidy	6.9	7.4	-	7.4	-	-
Congestion Relief Toll Revenue Grant Program ⁽¹⁾	5.5	15.9	-	15.9	-	-
Total Other Operations Non-Operating Expenses	\$ 25.1	\$ 41.6	\$ -	\$ 41.6	\$ -	\$ -
Change in Net Assets	\$ (6.8)	\$ (33.3)	\$ (2.1)	\$ (31.0)	\$ -	\$ (0.1)
Net Assets - Beginning of Year	\$ 152.3	\$ 149.5	\$ 5.4	\$ 143.9	\$ -	\$ 0.1
Net Assets - End of Year	\$ 145.5	\$ 116.2	\$ 3.3	\$ 113.0	\$ -	\$ -

Notes

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

Totals may not add due to rounding.

Capital Projects

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
TRANSIT EXPANSION			
TRANSIT CONSTRUCTION PROJECTS			
MEASURE R			
Rail			
Crenshaw/LAX Light Rail Transit	\$ 1,870,180	\$ 336,623	\$ 2,279,880
Expo Blvd Light Rail Transit Phase 1	961,432	2,000	978,900
Expo Blvd Light Rail Transit Phase 2	1,304,492	20,625	1,533,744
Gold Line Foothill Extension 2A to Azusa	900,770	2,087	923,652
Regional Connector	1,027,025	207,912	1,799,299
Westside Purple Line Subway Extension 1	1,553,082	401,230	2,982,233
Westside Purple Line Subway Extension 2	565,255	368,547	2,440,969
System Wide	-	44,009	44,009
Bus			
Orange Line Extension	144,341	700	146,000
MEASURE M			
Rail			
Airport Metro Connector ⁽¹⁾	\$ 126,742	\$ 46,696	\$ 173,438
Gold Line Foothill Extension 2B	38,772	37,517	1,406,871
Westside Purple Line Subway Extension 3 ⁽¹⁾	278,604	215,364	493,968
Bus			
Orange Line BRT Improvement ⁽¹⁾	10,327	13,914	24,241
TRANSIT CONSTRUCTION PROJECTS ⁽²⁾			
Crenshaw/LAX Light Rail Transit	\$ 943	\$ 1,953	\$ 2,896
Crenshaw Northern Extension	-	500	500
Eastside Extension Phase 1 & 2	32,274	6,944	39,218
Eastside Light Rail Access	17,568	11,339	28,907
Green Line Ext: Redondo to South Bay	7,530	2,218	9,749
North San Fernando Valley BRT	930	2,083	3,013
San Fernando Valley East N/S Rapidways	12,017	10,497	22,514
Sepulveda Pass Corridor	8,231	6,962	15,193
Vermont Transit Corridor	817	997	1,814
West Santa Ana Branch Corridor	12,434	24,922	38,562
Subtotal Transit Expansion	\$ 8,873,766	\$ 1,765,641	\$ 15,389,569
Highway		\$ 253,114	
Total Transportation Infrastructure Development		\$ 2,018,756	

Notes

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

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

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
SGR BUS & RAIL			
Bus Acquisition	\$ 10,580	\$ 96,807	\$ 433,781
Bus Facilities Improvements	41,436	18,748	150,512
Bus Maintenance	78,704	44,976	276,442
Non-Revenue Vehicles	19,530	3,954	42,900
Rail Facilities Improvements	31,071	22,571	58,601
Rail Fleet Procurement	500,564	127,583	750,569
Rail Vehicle Maintenance	121,686	49,789	497,546
TAM Project Management Support	351	556	1,652
Wayside Systems	93,430	74,084	415,909
Total SGR Bus & Rail	\$ 897,352	\$ 439,068	\$ 2,627,910
OTHER ASSET IMPROVEMENTS			
Non MR/MM Major Construction	\$ 74,790	\$ 22,052	\$ 213,670
Regional & Hubs	69,215	38,963	254,391
Technology	28,903	17,867	86,540
Total Other Asset Improvements	\$ 172,908	\$ 78,882	\$ 554,601
Total SGR & Other Asset Improvements	\$ 1,070,260	\$ 517,950	\$ 3,182,511

Summary of State of Good Repairs (SGR) & Other Assets

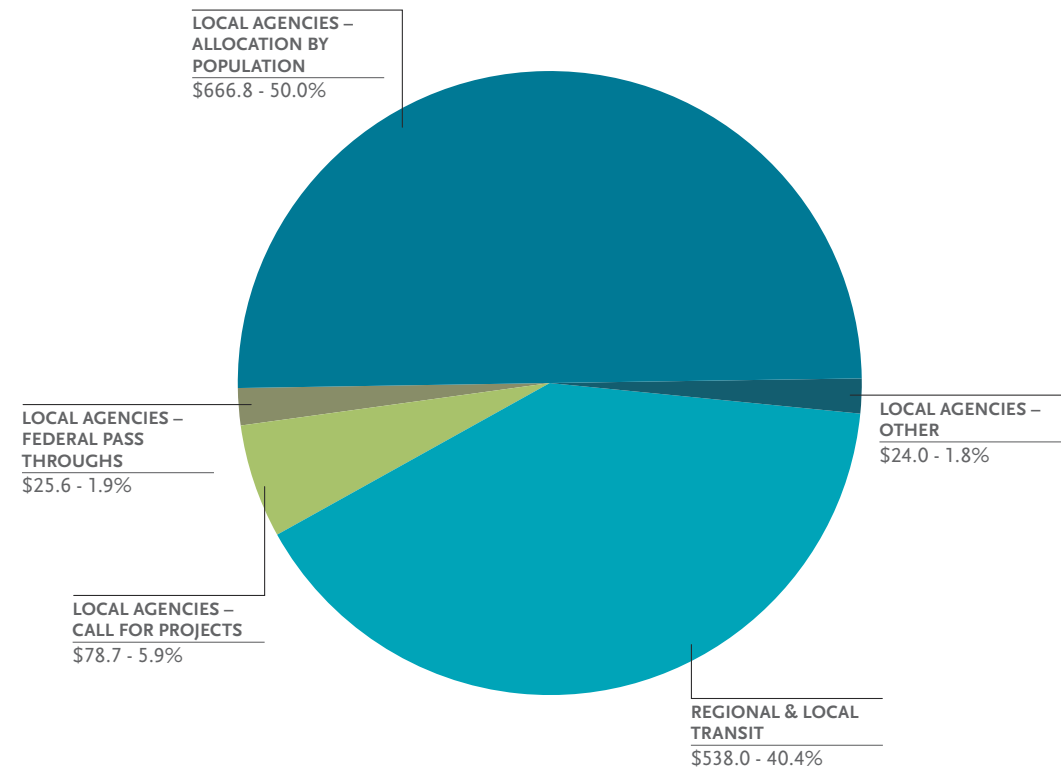
Note

Totals may not add due to rounding.

Summary of Subsidy Funding Program

SUBSIDY FUNDING PROGRAM (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
REGIONAL & LOCAL TRANSIT				
Municipal & Local Operators	\$ 372.3	\$ 423.6	\$ 51.4	13.8%
Access Services	92.0	94.8	2.8	3.1%
Fare Assistance Programs (INTP, LIFE, SHORE) ⁽¹⁾	14.1	14.7	0.6	3.9%
Other	5.1	4.9	(0.3)	-5.6%
Total Regional & Local Transit	\$ 483.5	\$ 538.0	\$ 54.4	11.3%
LOCAL AGENCIES				
ALLOCATION BY POPULATION				
Local Return (Prop A, Prop C, Measure R & Measure M)	\$ 594.5	\$ 632.7	\$ 38.2	6.4%
Transportation Development Act Articles 3 & 8	32.8	34.0	1.2	3.6%
Subtotal Allocation by Population	\$ 627.4	\$ 666.8	\$ 39.4	6.3%
CALL FOR PROJECTS	\$ 75.2	\$ 78.7	\$ 3.5	4.6%
FEDERAL PASS THROUGHGS	\$ 30.6	\$ 25.6	\$ (5.0)	-16.4%
OTHER				
Toll Revenue Reinvestment Program	\$ 5.5	\$ 15.9	\$ 10.4	189.3%
Open Street Grant Program	3.0	2.6	(0.4)	-14.8%
Transit Oriented Development & Other Sustainability Programs	3.1	0.5	(2.6)	-83.1%
Federal Transportation Earmark	15.0	5.0	(10.0)	-66.7%
Subtotal Other	\$ 26.6	\$ 24.0	\$ (2.6)	-9.9%
Total Local Agencies	\$ 759.8	\$ 795.0	\$ 35.2	4.6%
Total Subsidy Funding Program	\$ 1,243.3	\$ 1,333.0	\$ 89.7	7.2%

FY19 Subsidy Funding Budget: \$1,333.0 (\$ in Millions)

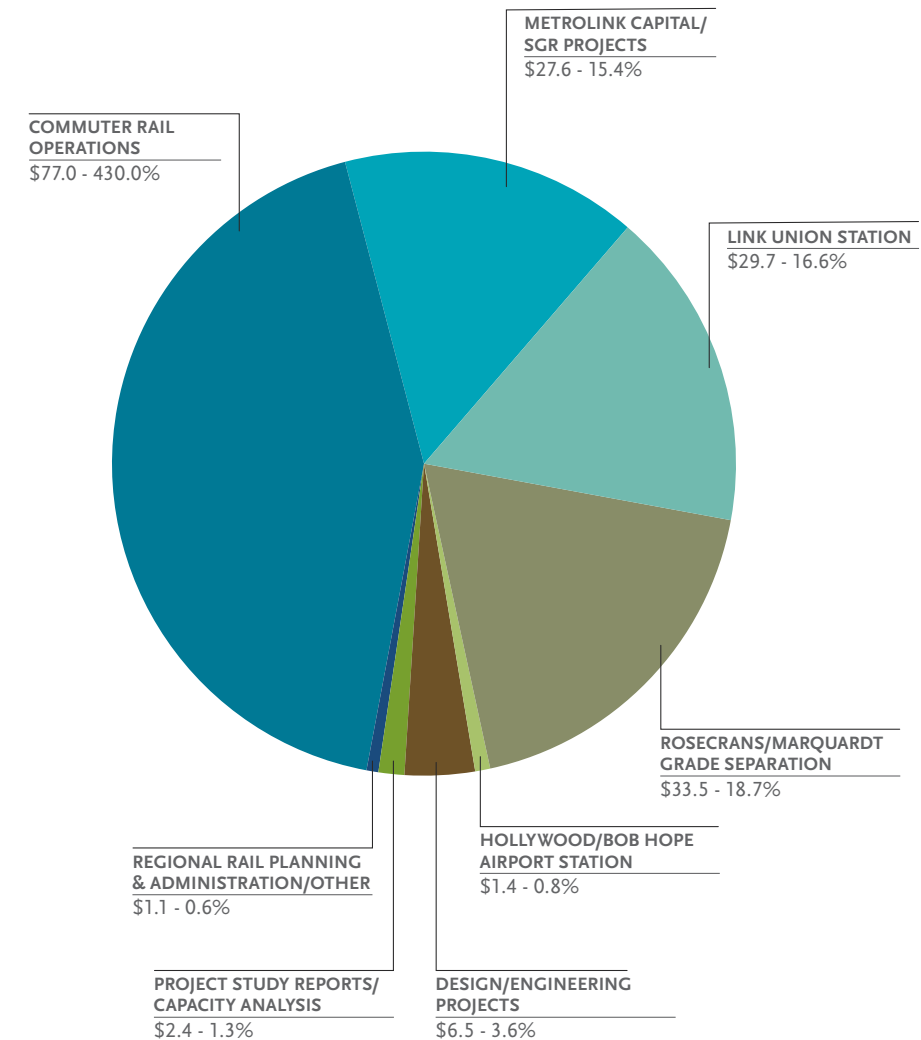


Notes
 (1) INTP stands for Immediate Needs Transportation Program, LIFE stands for Low Income Fare is Easy, and SHORE stands for Support for Homeless Re-Entry.

Totals may not add due to rounding.

LOS ANGELES COUNTY REGIONAL RAIL PROGRAM (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	CHANGE
METRO REGIONAL RAIL PROJECTS			
LINK Union Station	\$ 25.9	\$ 29.7	\$ 3.8
Rosecrans/Marquardt Grade Separation	21.5	33.5	12.1
Hollywood/Bob Hope Airport Station	7.6	1.4	(6.3)
Design/Engineering Projects	7.0	6.5	(0.4)
Project Study Reports/Capacity Analysis	3.6	2.4	(1.2)
Regional Rail Planning & Administration/Other	0.6	1.1	0.5
Total Metro Regional Rail Projects	\$ 66.2	\$ 74.7	\$ 8.5
METRO SUPPORT OF METROLINK COMMUTER RAIL			
Commuter Rail Operations	\$ 77.1	\$ 77.0	\$ (0.1)
Metrolink Capital/SGR Projects	35.1	27.6	(7.5)
Total Metro Support of Metrolink Commuter Rail	\$ 112.1	\$ 104.5	\$ (7.6)
Total Regional Rail Program	\$ 178.4	\$ 179.3	\$ 0.9

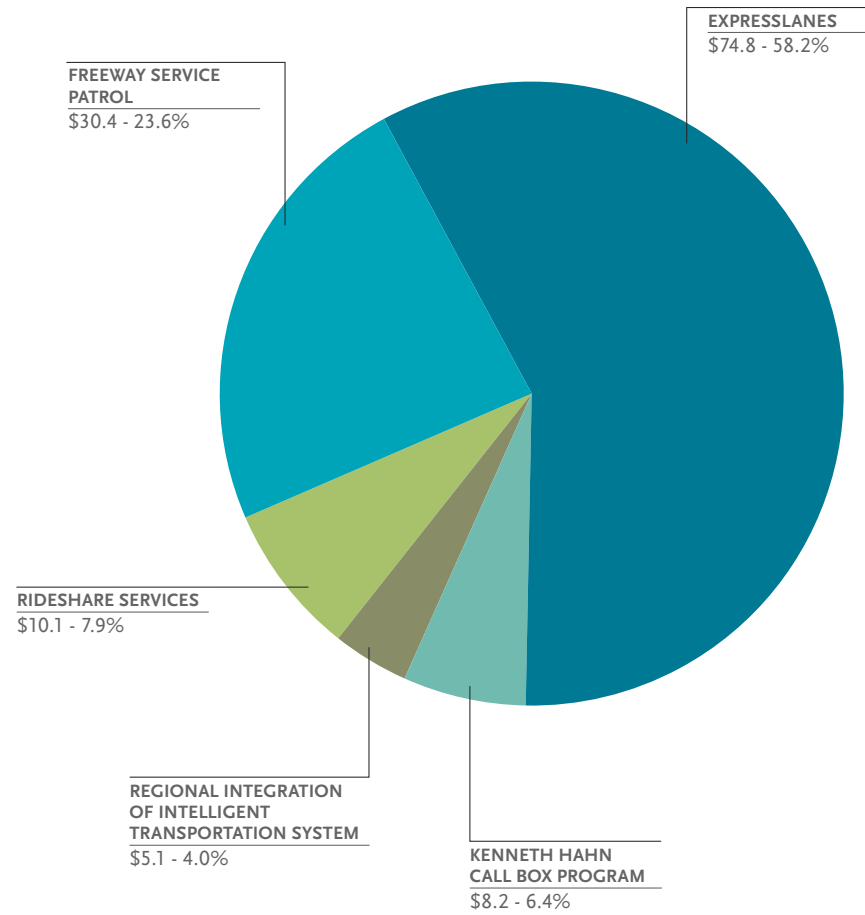
FY19 Regional Rail Budget: \$179.3 (\$ in Millions)



Note
 Totals may not add due to rounding.

CONGESTION MANAGEMENT (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
Freeway Service Patrol	\$ 31.4	\$ 30.4	\$ (1.0)	-3.2%
ExpressLanes	59.0	74.8	15.8	26.8%
Kenneth Han Call Box Program	8.0	8.2	0.2	2.5%
Regional Integration of Intelligent Transportation System	5.3	5.1	(0.2)	-3.8%
Rideshare Services	9.3	10.1	0.8	8.6%
Total Congestion Management	\$ 113.0	\$ 128.6	\$ 15.6	13.8%

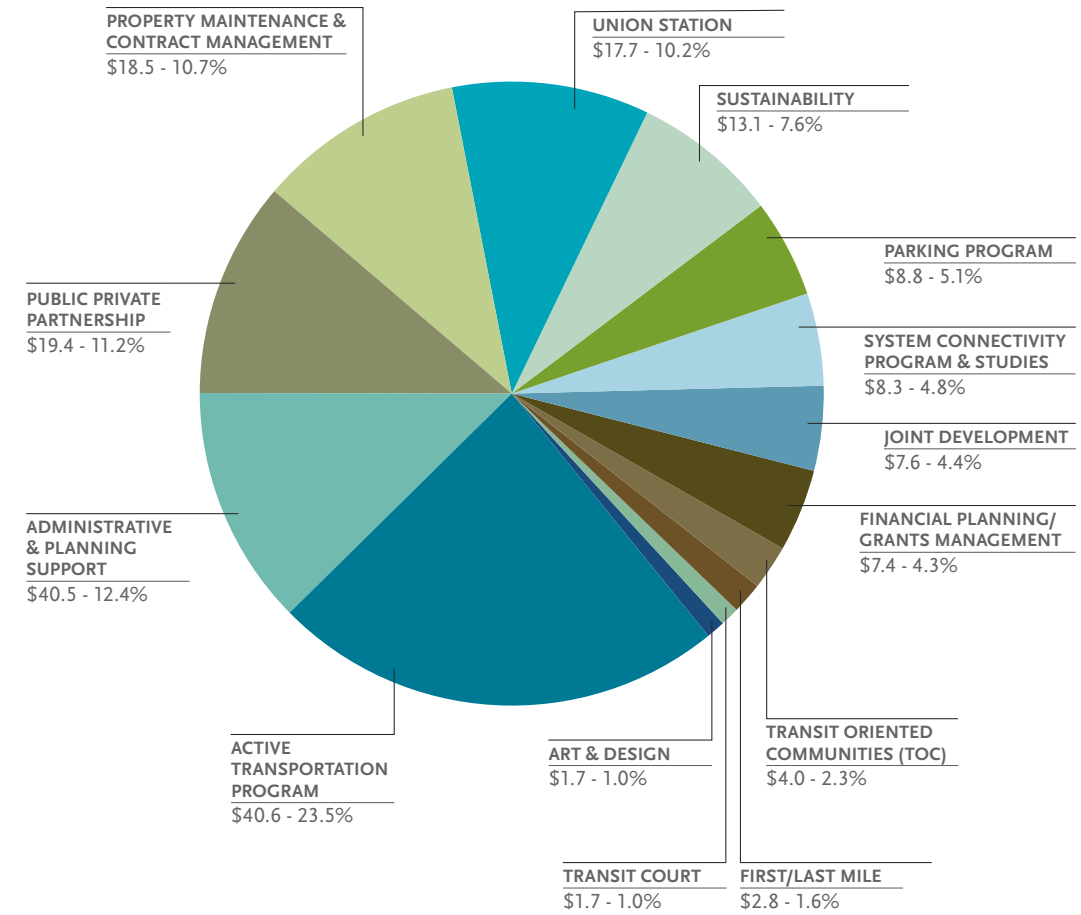
FY19 Congestion Management Budget: \$128.6 (\$ in Millions)



Note
Totals may not add due to rounding.

GENERAL PLANNING & PROGRAMS (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED	\$ CHANGE	% CHANGE
Active Transportation Program	\$ 22.4	\$ 40.6	\$ 18.2	81.3%
Administrative & Planning Support	18.2	21.5	3.3	18.1%
Public Private Partnerships	16.0	19.4	3.4	21.3%
Property Maintenance & Contract Management	14.6	18.5	3.9	26.7%
Union Station	9.6	17.7	8.1	84.4%
Sustainability	11.2	13.1	1.9	17.0%
Parking Program	9.1	8.8	(0.3)	-3.3%
System Connectivity Program & Studies	12.0	8.3	(3.7)	-30.8%
Joint Development	6.9	7.6	0.7	10.1%
Financial Planning/Grants Management	6.0	7.4	1.4	23.3%
Transit Oriented Communities (TOC)	2.4	4.0	1.6	66.7%
First/Last Mile	1.9	2.8	0.9	47.4%
Art & Design	1.6	1.7	0.1	6.2%
Transit Court	1.7	1.7	-	0.0%
Total General Planning & Programs	\$ 133.5	\$ 173.2	\$ 39.6	29.7%

FY19 General Planning & Programs Budget: \$191.0 (\$ in Millions)



Note
Totals may not add due to rounding.

Current Year
Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY18 BUDGET				FY19 ADOPTED			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
RESOURCES								
Proposition A 35% Rail Set Aside ⁽¹⁾	\$ -	\$ 140,270.3	\$ -	\$ 140,270.3	\$ -	\$ 173,715.5	\$ -	\$ 173,715.5
Proposition A 40% Discretionary	1,852.7	-	-	1,852.7	1,852.2	-	-	1,852.2
Proposition C 40% Discretionary	3,845.4	68,169.4	-	72,014.8	4,037.9	70,848.9	-	74,886.8
Proposition C 10% Commuter Rail	-	13,153.4	-	13,153.4	-	11,234.9	-	11,234.9
Proposition C 25% Street & Highways	-	-	87,281.2	87,281.2	-	-	87,813.4	87,813.4
Transportation Development Act Article 4	1,544.5	-	-	1,544.5	-	-	-	-
Measure R Transit Capital - New Rail 35%	-	88,715.8	-	88,715.8	-	89,065.0	-	89,065.0
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	-	-	-	-	2,940.7	-	2,940.7
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,346.0	-	10,346.0	-	10,379.3	-	10,379.3
Measure M Transit Construction 35% ⁽²⁾	-	643.3	-	643.3	-	642.2	-	642.2
Total Funding Demand Debt Service	\$ 7,242.6	\$ 321,298.2	\$ 87,281.2	\$ 415,822.0	\$ 5,890.1	\$ 358,826.5	\$ 87,813.4	\$ 452,530.0
(Premium)/Discount Amortization ⁽³⁾	(592.1)	(26,268.1)	(7,135.8)	(33,996.0)	(501.3)	(30,541.5)	(7,474.2)	(38,517.0)
Total Debt Service Expense	\$ 6,650.5	\$ 295,030.1	\$ 80,145.4	\$ 381,826.0	\$ 5,388.8	\$ 328,285.0	\$ 80,339.2	\$ 414,013.0
Debt Service (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Long-Term Enterprise Fund
Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY18 BALANCE				BEGINNING FY19 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A ⁽⁴⁾	\$ 19,592.8	\$ 963,037.2	\$ -	\$ 982,630.0	\$ 14,254.1	\$ 1,336,855.9	\$ -	\$ 1,351,110.0
Proposition C ⁽⁴⁾	33,215.2	702,441.0	753,907.9	1,489,564.1	32,281.0	656,213.8	702,019.2	1,390,514.0
Measure R ⁽⁵⁾	-	1,857,677.4	-	1,857,677.4	-	2,081,782.5	-	2,081,782.5
Measure M	-	-	-	-	-	-	-	-
Transportation Development Act Article 4	883.2	-	-	883.2	-	-	-	-
Total Outstanding Debt Principal Balance ⁽⁶⁾	\$ 53,691.2	\$ 3,523,155.6	\$ 753,907.9	\$ 4,330,754.7	\$ 46,535.1	\$ 4,074,852.2	\$ 702,019.2	\$ 4,823,406.5

Notes

- (1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.0 M in FY18 and \$4.4 M in FY19.
- (2) Anticipated costs of drafting and implementing the Measure M Trust Indenture for Measure M debt issuance.
- (3) Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument over the life of the debt.
- (4) New PA bond (Green Bonds) was issued in October 2017 in the amount of \$471.4 M. PC 2017-B refunding bond was issued in October 2017 in the amount of \$85.5 M.
- (5) The first Measure R Bond was issued in November 2010. The second Measure R Bond was issued in November 2016 in the amount of \$522.1 M. Also included are \$65.4 M Measure R commercial paper/ revolving credit and \$1,211.3 M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan drawdowns. The TIFIA loan drawdowns are used to fund Crenshaw, Regional Connector and Westside Extension Section 1 and 2. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commence in FY20.
- (6) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.6 M Debt Service and \$88.9 M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the Federal overhead allocation process.
- (7) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.6 M Debt Service and \$88.9 M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the Federal overhead allocation process.

Totals may not add due to rounding.

FY19 Adopted Debt Policy:
Maximum Permitted Debt Service

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY19 NET SALES TAX REVENUE	FY19 DEBT SERVICE	MAXIMUM ANNUAL DEBT SERVICE ⁽¹⁾	MAXIMUM ADDITIONAL BOND ISSUANCE ALLOWED	% OF ALLOWABLE REVENUE USED
PROPOSITION A (PA)					
PA 35% Rail Set Aside ⁽²⁾	\$ 280.6	\$ 159.0	\$ 244.1	\$ 1,248.7	65.1%
PA 40% Discretionary ⁽³⁾	320.7	1.9	n/a	n/a	100.0%
PROPOSITION C (PC)					
PC 10% Commuter Rail ⁽⁴⁾	83.1	10.8	33.3	328.7	32.6%
PC 25% Street & Highways ⁽⁵⁾	207.8	86.7	124.7	557.4	69.5%
PC 40% Discretionary ⁽⁶⁾	332.5	67.4	133.0	962.6	50.6%
MEASURE R (MR)					
MR Transit Capital – New Rail 35% ⁽⁷⁾	291.0	89.1	253.1	1,920.8	35.2%
MR Highway Capital 20% ⁽⁸⁾	166.3	-	99.8	1,167.9	0.0%
MR Transit Capital – Metrolink 3% ⁽⁹⁾	24.9	-	21.7	254.0	0.0%
MR Transit Capital – Metro Rail 2% ⁽¹⁰⁾	16.6	2.9	14.5	135.6	19.9%
MEASURE M (MM) ⁽¹¹⁾					
MM Transit Construction 35%	291.0	-	253.1	3,711.1	0.0%
MM Highway Construction 17%	141.3	-	123.0	1,802.5	0.0%
MM Metro Active Transportation Program 2%	16.6	-	14.5	212.1	0.0%
MM Metro State of Good Repair 2%	16.6	-	14.5	212.1	0.0%
MM Regional Rail 1%	8.3	-	7.2	106.0	0.0%

Notes

- (1) Per Board approved debt policy.
- (2) Debt policy limits annual debt service to 87% of PA 35% tax revenue.
- (3) No further debt issuance is permitted pursuant to the debt policy.
- (4) Debt policy limits annual debt service to 40% of PC 10% tax revenue.
- (5) Debt policy limits annual debt service to 60% of PC 25% tax revenue.
- (6) Debt policy limits annual debt service to 40% of PC 40% tax revenue.
- (7) Debt policy limits annual debt service to 87% of MR 35% tax revenue.
- (8) Debt policy limits annual debt service to 60% of MR 20% tax revenue.
- (9) Debt policy limits annual debt service to 87% of MR 3% tax revenue.
- (10) Debt policy limits annual debt service to 87% of MR 2% tax revenue.
- (11) Debt policy limits annual debt service to 87% of MM 35%, MM 17%, MM ATP 2%, MM SGR 2%, MM Regional Rail 1% tax revenue.

Totals may not add due to rounding.

Governmental Funds:
Estimated Fund Balances
for the Year Ending
June 30, 2019

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
PROPOSITION A	
Discretionary Transit (95% of 40%) ⁽¹⁾	\$ -
Discretionary Incentive (5% of 40%)	20.5
Rail (35%) ⁽²⁾	-
Interest	9.9
Total Proposition A	\$ 30.4
PROPOSITION C	
Discretionary (40%) ⁽¹⁾	\$ 99.4
Security (5%) ⁽¹⁾	29.5
Commuter Rail (10%) ⁽²⁾	-
Street & Highway (25%)	90.5
Interest	8.9
Total Proposition C	\$ 228.3
MEASURE R	
Administration (1.5%)	\$ -
Transit Capital - Metrolink (3%)	-
Transit Capital - Metro Rail (2%)	13.1
Transit Capital - New Rail (35%)	72.1
Highway Capital (20%)	134.3
New Rail Operations (5%)	-
Bus Operations (20%) ⁽¹⁾	5.3
Total Measure R	\$ 225.4
MEASURE M	
Administration (0.5%)	\$ -
Local Return (17%)	-
Metro Rail Operations (5%)	-
Transit Operations (20%) ⁽¹⁾	3.6
ADA Paratransit for the Disabled/Metro Discounts for Seniors & Students (2%)	-
Transit Construction (35%)	7.8
Metro State of Good Repair (2%)	-
Highway Construction (17%)	241.0
Metro Active Transportation Program (2%)	5.0
Regional Rail (1%)	-
Interest	-
Total Measure M	\$ 257.4
TRANSPORTATION DEVELOPMENT ACT (TDA)	
Article 3 ⁽¹⁾	\$ 17.7
Article 4 ⁽¹⁾	125.8
Article 8 ⁽¹⁾	14.7
Total TDA	\$ 158.2
STATE TRANSIT ASSISTANCE (STA)	
Revenue Share ⁽¹⁾	\$ 7.2
Population Share	-
Total STA	\$ 7.2
THE ROAD RECOVERY & ACCOUNTABILITY ACT OF 2017 (SB1-SGR)	
Revenue Share ⁽¹⁾	\$ 6.2
Population Share	-
Total SB1-SGR	\$ 6.2

Notes

- (1) Previously allocated to Metro, Municipal Operators and cities.
- (2) Committed to Board-approved projects and programs.
- (3) PTMISEA stands for Public Transportation Modernization, Improvement and Service Enhancement Account. Committed for capital projects.

Totals may not add due to rounding.

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
THE ROAD RECOVERY & ACCOUNTABILITY ACT OF 2017 (SB1-STA)	
Revenue Share ⁽¹⁾	\$ 10.7
Population Share	-
Total SB1-STA	\$ 10.7
Total PTMISEA ⁽³⁾	\$ -
Total SAFE Fund ⁽²⁾	\$ 16.1
Total Other Special Revenue Funds ⁽¹⁾	\$ 75.1
GENERAL FUND	
Administration – Propositions A & C, & TDA	\$ -
Mandatory Operating Reserve	160.5
General Fund/Other ⁽²⁾	65.7
Total General Fund	\$ 226.2
Total of Estimated FY19 Ending Fund Balances	\$ 1,241.2

GOVERNMENTAL FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUND		GENERAL FUND		TOTAL	
	FY18 BUDGET	FY19 ADOPTED	FY18 BUDGET	FY19 ADOPTED	FY18 BUDGET	FY19 ADOPTED
REVENUE						
Sales Tax ⁽⁴⁾	\$ 3,698.7	\$ 3,987.9	\$ -	\$ -	\$ 3,698.7	\$ 3,987.9
Intergovernmental Grants ⁽⁵⁾	46.1	56.5	43.9	37.0	90.0	93.5
Investment Income	0.1	0.1	1.1	4.1	1.2	4.2
Lease & Rental	-	-	15.3	15.2	15.3	15.2
Licenses & Fines	-	-	0.5	0.5	0.5	0.5
Federal Fuel Credits & Other	-	-	9.1	28.0	9.1	28.0
Total Revenues	\$ 3,744.9	\$ 4,044.5	\$ 69.9	\$ 84.8	\$ 3,814.8	\$ 4,129.3
EXPENDITURES						
Subsidies	\$ 600.4	\$ 1,551.8	\$ 61.6	\$ 50.5	\$ 662.0	\$ 1,602.4
Operating Expenditures	1,047.6	235.6	159.5	197.6	1,207.1	433.2
Total Expenditures	\$ 1,648.0	\$ 1,787.4	\$ 221.1	\$ 248.1	\$ 1,869.1	\$ 2,035.6
TRANSFERS						
Transfers In	\$ 35.9	\$ 77.3	\$ 121.4	\$ 125.1	\$ 157.3	\$ 202.4
Transfers (Out)	(2,458.5)	(2,399.3)	(90.6)	(127.8)	(2,549.1)	(2,527.1)
Proceeds from Financing	65.2	72.7	-	-	65.2	72.7
Total Transfers	\$ (2,357.4)	\$ (2,249.3)	\$ 30.8	\$ (2.7)	\$ (2,326.6)	\$ (2,252.0)
Net Change in Fund Balances	\$ (260.5)	\$ 7.8	\$ (120.4)	\$ (166.0)	\$ (380.9)	\$ (158.3)
Fund Balances - beginning of year ⁽⁶⁾	\$ 1,155.7	\$ 1,007.1	\$ 449.5	\$ 392.4	\$ 1,605.2	\$ 1,399.5
Fund Balances - End of Year	\$ 895.2	\$ 1,014.9	\$ 329.1	\$ 226.4	\$ 1,224.3	\$ 1,241.2

Governmental Funds:
Statement of Revenues,
Expenditure & Changes
in Fund Balances for
the Years Ending
June 30, 2018 and 2019

Notes

- (1) Previously allocated to Metro, Municipal Operators and cities.
- (2) Committed to Board-approved projects and programs.
- (3) PTMISEA stands for Public Transportation Modernization, Improvement and Service Enhancement Account. Committed for capital projects.
- (4) Includes TDA, STA, SB1 and SAFE revenues in addition to Propositions A and C, and Measure R and M sales tax revenues.
- (5) Includes grant revenues from federal, state and local sources including tolls.
- (6) Beginning FY19 Fund Balances reflect anticipated unspent FY18 budgeted expenditures.

Totals may not add due to rounding.

FTES BY DEPARTMENT DETAIL	FY18 BUDGET	FY19 ADOPTED	CHANGE
BOARD OF DIRECTORS			
County Counsel	3	3	-
Ethics Office	4	6	2
Inspector General	21	21	-
Office of Board Secretary	10	10	-
Total Board of Directors	38	40	2
Non-Represented	38	40	2
Total Board of Directors by Representation	38	40	2
CHIEF EXECUTIVE OFFICE			
Chief Executive Office	2	2	-
Chief Policy Office	6	6	-
Human Capital & Development	205	220	15
Management Audit Services	24	24	-
Office of Civil Rights	15	15	-
Office of Extraordinary Innovation	9	12	3
Risk/Safety & Asset Management	105	106	1
System Security & Law Enforcement	205	209	4
Total Chief Executive Office	571	594	23
Represented	302	307	5
Non-Represented	269	287	18
Total Chief Executive Office by Representation	571	594	23
COMMUNICATIONS			
Community Relations	39	46	7
Creative Services	16	17	1
Customer Care	183	183	-
Executive Office, Communications	4	4	-
Government Relations	6	6	-
Marketing	53	57	4
Public Relations	13	15	2
Total Communications	314	328	14
Represented	185	185	-
Non-Represented	129	143	14
Total Communications by Representation	314	328	14
CONGESTION REDUCTION			
Congestion Reduction Demonstration Project	13	15	2
Motorist Services	10	11	1
Total Congestion Reduction	23	26	3
Non-Represented	23	26	3
Total Congestion Reduction by Representation	23	26	3
FINANCE & BUDGET			
Accounting	71	71	-
Finance & Treasury	18	25	7
Office of Management & Budget/Local Programming	59	59	-
TAP Operations/Revenue Collection	72	74	2
Total Finance & Budget	220	229	9
Represented	67	69	2
Non-Represented	153	160	7
Total Finance & Budget by Representation	220	229	9

FTES BY DEPARTMENT DETAIL	FY18 BUDGET	FY19 ADOPTED	CHANGE
INFORMATION TECHNOLOGY			
Information Technology Services	147	151	4
Total Information Technology	147	151	4
Represented	51	51	-
Non-Represented	96	100	4
Total Information Technology by Representation	147	151	4
OPERATIONS			
Bus Maintenance	1,697	1,713	16
Central Oversight & Analysis	35	35	-
Maintenance & Engineering	852	870	18
Operations Efficiency & Management	18	18	-
Operations Liaison	9	10	1
Rail Maintenance	471	519	48
Rail Transportation	664	676	12
Service Development	74	76	2
Transportation	4,023	4,092	69
Vehicle Engineering & Acquisition	48	52	4
Total Operations	7,891	8,061	170
Represented	7,598	7,760	162
Non-Represented	293	301	8
Total Operations by Representation	7,891	8,061	170
PLANNING & DEVELOPMENT			
Community Mobility Planning	51	51	-
Financial Planning, Programming & Grants	37	39	2
Long Range & Transit Corridors Planning	47	47	-
Office of Chief Planning Officer	27	29	2
Total Planning & Development	162	166	4
Non-Represented	162	166	4
Total Planning & Development by Representation	162	166	4
PROGRAM MANAGEMENT			
Highway Project Delivery	27	26	-1
Program Control	55	56	1
Program Management, Transit	178	190	12
Regional Rail	10	9	-1
Total Program Management	270	281	11
Non-Represented	270	281	11
Total Program Management by Representation	270	281	11
VENDOR/CONTRACT MANAGEMENT			
Diversity & Economic Opportunity	30	32	2
Procurement	86	87	1
Supply Chain Management	216	222	6
Total Vendor/Contract Management	332	341	9
Represented	164	165	1
Non-Represented	168	176	8
Total Vendor/Contract Management by Representation	332	341	9
Total Agencywide Represented	8,367	8,537	170
Total Agencywide Non-Represented	1,601	1,680	79
Total Agency	9,968	10,217	249



STATISTICS	BUS			RAIL			TOTAL		
	FY18 BUDGET	FY19 ADOPTED	% CHANGE	FY18 BUDGET	FY19 ADOPTED	% CHANGE	FY18 BUDGET	FY19 ADOPTED	% CHANGE
SERVICE PROVIDED (ooo)									
Revenue Service Hours (RSH)	7,006	7,110	1.5%	1,245	1,248	0.2%	8,251	8,358	1.3%
Revenue Service Miles (RSM)	78,671	74,691	-5.1%	25,766	26,113	1.3%	104,437	100,804	-3.5%
SERVICE CONSUMED (ooo) ⁽¹⁾									
Unlinked Boardings	297,151	281,648	-5.2%	117,415	111,357	-5.2%	414,566	393,005	-5.2%
Passenger Miles	1,229,824	1,160,382	-5.6%	651,955	732,859	12.4%	1,881,779	1,893,241	0.6%
OPERATING REVENUE (ooo) ⁽¹⁾									
Fare Revenue	\$ 231,777	\$ 216,869	-6.4%	\$ 91,584	\$ 85,745	-6.4%	\$ 323,361	\$ 302,614	-6.4%
Advertising/Other	23,400	33,900	44.9%	3,437	1,408	-59.0%	26,837	35,308	31.6%
Total	\$ 255,177	\$ 250,769	-1.7%	\$ 95,021	\$ 87,153	-8.3%	\$ 350,198	\$ 337,922	-3.5%
OPERATING COST (ooo) ⁽²⁾									
Transportation	\$ 421,464	\$ 442,166	4.9%	\$ 75,560	\$ 77,240	2.2%	\$ 497,024	\$ 519,407	4.5%
Maintenance	330,373	329,882	-0.1%	237,942	250,981	5.5%	568,316	580,864	2.2%
Regional	20,644	32,567	57.8%	8,316	11,248	35.2%	28,960	43,815	51.3%
Other & Support Cost	432,637	420,724	-2.8%	211,765	202,493	-4.4%	644,402	623,217	-3.3%
Total	\$ 1,205,118	\$ 1,225,339	1.7%	\$ 533,584	\$ 541,963	1.6%	\$ 1,738,701	\$ 1,767,302	1.6%
Subsidy Data (000)	\$ 949,941	\$ 974,570	2.6%	\$ 438,563	\$ 454,810	3.7%	\$ 1,388,504	\$ 1,429,380	2.9%
PER BOARDING STATISTICS									
Fare Revenue	\$ 0.78	\$ 0.77	-1.3%	\$ 0.78	\$ 0.77	-1.3%	\$ 0.78	\$ 0.77	-1.3%
Operating Cost	\$ 4.06	\$ 4.35	7.3%	\$ 4.54	\$ 4.87	7.1%	\$ 4.19	\$ 4.50	7.2%
Subsidy	\$ 3.20	\$ 3.46	8.2%	\$ 3.74	\$ 4.08	9.3%	\$ 3.35	\$ 3.64	8.6%
Passenger Miles	4.14	4.12	-0.5%	5.55	6.58	18.5%	4.54	4.82	6.1%
Fare Recovery %	19.2%	17.7%		17.2%	15.8%		18.6%	17.1%	
PER RSH STATISTICS									
Revenue	\$ 36.42	\$ 35.27	-3.2%	\$ 76.29	\$ 69.85	-8.4%	\$ 42.44	\$ 40.43	-4.7%
Boardings	42.41	39.61	-6.6%	94.27	89.25	-5.3%	50.24	47.02	-6.4%
Passenger Miles	175.54	163.20	-7.0%	523.46	587.40	12.2%	228.05	226.53	-0.7%
Transportation Cost	\$ 60.16	\$ 62.19	3.4%	\$ 60.67	\$ 61.91	2.0%	\$ 60.23	\$ 62.15	3.2%
Maintenance Cost	\$ 47.16	\$ 46.40	-1.6%	\$ 191.05	\$ 201.16	5.3%	\$ 68.87	\$ 69.50	0.9%
Regional Cost	\$ 2.95	\$ 4.58	55.4%	\$ 6.68	\$ 9.02	35.0%	\$ 3.51	\$ 5.24	49.4%
Other & Support Cost	\$ 61.75	\$ 59.17	-4.2%	\$ 170.03	\$ 162.30	-4.5%	\$ 78.10	\$ 74.57	-4.5%
Total Cost	\$ 172.01	\$ 172.34	0.2%	\$ 428.42	\$ 434.39	1.4%	\$ 210.72	\$ 211.46	0.4%
Subsidy	\$ 135.59	\$ 137.07	1.1%	\$ 352.13	\$ 364.54	3.5%	\$ 168.27	\$ 171.03	1.6%
PER PASSENGER MILE STATISTICS									
Revenue	\$ 0.21	\$ 0.22	4.2%	\$ 0.15	\$ 0.12	-18.4%	\$ 0.19	\$ 0.18	-4.1%
Transportation Cost	\$ 0.34	\$ 0.38	11.2%	\$ 0.12	\$ 0.11	-9.1%	\$ 0.26	\$ 0.27	3.9%
Maintenance Cost	\$ 0.27	\$ 0.28	5.8%	\$ 0.36	\$ 0.34	-6.2%	\$ 0.30	\$ 0.31	1.6%
Regional Cost	\$ 0.02	\$ 0.03	67.2%	\$ 0.01	\$ 0.02	20.3%	\$ 0.02	\$ 0.02	0.0%
Other & Support Cost	\$ 0.35	\$ 0.36	3.1%	\$ 0.32	\$ 0.28	-14.9%	\$ 0.34	\$ 0.33	-3.9%
Total Cost	\$ 0.98	\$ 1.06	7.8%	\$ 0.82	\$ 0.74	-9.6%	\$ 0.92	\$ 0.93	1.0%
Subsidy	\$ 0.77	\$ 0.84	8.7%	\$ 0.67	\$ 0.62	-7.7%	\$ 0.74	\$ 0.75	2.3%
FTE'S PER HUNDRED ⁽³⁾									
Operators per RSH	5.60	5.61	0.3%	3.38	3.18	-5.8%	4.91	4.91	0.0%
Mechanics per RSM	0.11	0.12	3.7%	0.09	0.10	3.2%	0.10	0.10	0.0%
Service Attendants RSM	0.05	0.06	10.3%	0.05	0.05	0.0%	0.05	0.05	0.0%
Maintenance of Way (MOW)									
Inspectors per Route Mile	-	-	-	21.46	21.94	2.3%	21.46	21.94	2.3%
Transit Operations Supervisors per RSH	0.49	0.48	-1.9%	1.25	1.29	3.1%	0.61	0.61	0.0%

STATISTICS	BUS			RAIL			TOTAL			SERVICE LEVEL DETAILS							
	FY18 BUDGET	FY19 ADOPTED	% CHANGE	FY18 BUDGET	FY19 ADOPTED	% CHANGE	FY18 BUDGET	FY19 ADOPTED	% CHANGE	REVENUE SERVICE HOURS	FY18 BUDGET	FY19 ADOPTED	CHANGE	BOARDINGS (000)	FY18 BUDGET	FY19 ADOPTED	CHANGE
BUS														BUS			
Local & Rapid	6,248,575	6,347,641	99,066											Local & Rapid	270,386	257,184	(13,202)
Silver Line	115,368	129,473	14,105											Silver Line	4,525	4,410	(115)
Orange Line	130,516	121,426	(9,090)											Orange Line	7,651	7,273	(378)
Purchased Trans	511,501	511,501	-											Purchased Trans	14,589	12,780	(1,809)
Subtotal Bus	7,005,960	7,110,041	104,081											Subtotal Bus	297,151	281,648	(15,503)
RAIL														RAIL			
Blue Line	241,860	211,885	(29,975)											Blue Line	26,209	21,505	(4,704)
Green Line	105,446	110,438	4,992											Green Line	10,833	9,835	(998)
Gold Line	258,653	275,108	16,455											Gold Line	17,377	16,362	(1,015)
Expo Line	324,762	335,462	10,700											Expo Line	17,275	19,403	2,128
Red Line	314,748	314,748	-											Red Line	45,721	44,253	(1,468)
Subtotal Rail	1,245,469	1,247,641	2,172											Subtotal Rail	117,415	111,357	(6,058)
Total Revenue Service Hours	8,251,429	8,357,682	106,253											Total Boardings	414,566	393,005	(21,561)
REVENUE SERVICE MILES														PASSENGER MILES (000)			
BUS														BUS			
Local & Rapid	67,843,231	65,222,409	(2,620,822)											Local & Rapid	1,094,025	1,036,526	(57,499)
Silver Line	2,503,486	2,395,251	(108,236)											Silver Line	17,827	17,308	(519)
Orange Line	2,140,454	1,699,964	(440,490)											Orange Line	48,553	45,975	(2,578)
Purchased Trans	6,183,428	5,373,315	(810,113)											Purchased Trans	69,419	60,573	(8,846)
Subtotal Bus	78,670,599	74,690,938	(3,979,661)											Subtotal Bus	1,229,824	1,160,382	(69,442)
RAIL														RAIL			
Blue Line	4,457,533	4,281,541	(175,993)											Blue Line	187,609	157,230	(30,379)
Green Line	3,076,764	3,075,165	(1,599)											Green Line	69,797	68,962	(835)
Gold Line	5,104,123	6,392,123	1,288,000											Gold Line	105,155	135,461	30,306
Expo Line	5,985,442	5,455,828	(529,614)											Expo Line	69,836	162,459	92,623
Red Line	7,142,425	6,908,686	(233,739)											Red Line	219,558	208,747	(10,811)
Subtotal Rail	25,766,287	26,113,343	347,056											Subtotal Rail	651,955	732,859	80,904
Total Revenue Service Miles	104,436,886	100,804,281	(3,632,605)											Total Passenger Miles	1,881,779	1,893,241	11,462

Notes (page 50)

(1) FY19 boardings, passenger miles, and fare revenue reflect FY18 year-end projections. will be adjusted to reflect base service in future fiscal years.

(2) FY19 Bus Operating Cost includes one-time FTE allocation to support Bus Bridges for "New Blue" rehabilitation. Scheduled completion in FY19; FTE's

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

Totals may not add due to rounding.

ACTIVITIES	FY18 BUDGET		FY19 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
TRANSPORTATION						
Wages & Benefits	\$ 385,511.2	\$ 59.36	\$ 405,649.6	\$ 61.48	\$ 20,138.5	\$ 2.12
Materials & Supplies	599.6	0.09	337.1	0.05	(262.5)	(0.04)
Services	43.8	0.01	12.0	-	(31.8)	-
Field Supervision	13,861.0	2.13	13,787.5	2.09	(73.4)	(0.04)
Control Center	8,913.8	1.37	9,360.9	1.42	447.1	0.05
Training	7,693.9	1.18	7,879.2	1.19	185.3	0.01
Scheduling & Planning	4,840.6	0.75	5,139.8	0.78	299.3	0.03
Total Transportation	\$ 421,463.9	\$ 64.90	\$ 442,166.2	\$ 67.01	\$ 20,702.3	\$ 2.13
MAINTENANCE						
DIVISION MAINTENANCE						
Wages & Benefits	\$ 162,020.4	\$ 24.95	\$ 169,042.7	\$ 25.62	\$ 7,022.3	\$ 0.67
Materials & Supplies	30,711.7	4.73	33,764.7	5.12	3,053.0	0.39
Services	206.0	0.03	188.1	0.03	(17.9)	-
Fuel	29,322.9	4.52	25,541.3	3.87	(3,781.5)	(0.64)
Fueling Contractor						
Reimbursement	(1,000.0)	-	-	-	1,000.0	-
Subtotal Division Maintenance	\$ 221,260.9	\$ 34.22	\$ 228,536.8	\$ 34.63	\$ 7,275.9	\$ 0.42
CENTRAL MAINTENANCE						
Wages & Benefits	\$ 20,802.1	\$ 3.20	\$ 20,391.7	\$ 3.09	\$ (410.4)	\$ (0.11)
Materials & Supplies	12,188.9	1.88	7,402.1	1.12	(4,786.8)	(0.76)
Services	261.4	0.04	260.2	0.04	(1.2)	-
Subtotal Central Maintenance	\$ 33,252.4	\$ 5.12	\$ 28,054.0	\$ 4.25	\$ (5,198.4)	\$ (0.87)
OTHER MAINTENANCE						
Facilities	\$ 45,169.7	\$ 6.96	\$ 43,970.8	\$ 6.66	\$ (1,198.9)	\$ (0.29)
Support	19,605.4	3.02	18,079.4	2.74	(1,526.0)	(0.28)
Non-Revenue Vehicles	8,660.1	1.33	8,821.1	1.34	161.0	-
Training	2,593.2	0.40	2,634.3	0.44	41.1	-
Subtotal Other Maintenance	\$ 76,028.4	\$ 11.71	\$ 73,505.6	\$ 11.14	\$ (2,522.8)	\$ (0.57)
Total Maintenance	\$ 330,541.8	\$ 51.05	\$ 330,096.5	\$ 50.03	\$ (445.3)	\$ (1.02)
OTHER OPERATING						
Transit Security	\$ 66,107.2	\$ 10.18	\$ 62,926.5	\$ 9.54	\$ (3,180.7)	\$ (0.64)
Workers' Comp	56,076.5	8.63	60,485.9	9.17	4,409.3	0.53
Casualty & Liability	43,925.4	6.76	44,717.8	6.78	792.4	0.01
Revenue	30,713.2	4.73	32,325.6	4.90	1,612.4	0.17
Utilities	16,266.4	2.50	15,804.8	2.40	(461.5)	(0.11)
Building Costs	14,052.2	2.16	10,035.0	1.52	(4,017.2)	(0.64)
Service Development	13,740.9	2.12	13,340.1	2.02	(400.8)	(0.09)
Other Metro Operations	11,070.2	1.70	12,635.1	1.91	1,564.9	0.21
Safety	4,622.8	0.71	3,373.0	0.51	(1,249.7)	(0.20)
Transitional Duty Program	1,147.0	0.18	1,645.1	0.25	498.1	0.07
Copy Services	1,277.3	0.20	900.1	0.14	(377.2)	(0.06)
Total Other Operating	\$ 258,999.0	\$ 39.88	\$ 258,189.0	\$ 39.13	\$ (810.0)	\$ (0.75)
SUPPORT DEPARTMENTS						
Procurement	\$ 29,599.3	\$ 4.56	\$ 29,656.3	\$ 4.49	\$ 57.1	\$ (0.06)
ITS	30,734.9	4.73	26,357.2	3.99	(4,377.7)	(0.74)
Communications	18,311.2	2.82	27,956.6	4.24	9,645.4	1.42
Finance	14,016.5	2.16	10,088.5	1.53	(3,928.0)	(0.63)

Notes

RSH: Revenue Service Hours

Totals may not add due to rounding.

ACTIVITIES	FY18 BUDGET		FY19 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
CEO	9,744.8	1.50	8,970.4	1.36	(774.4)	(0.14)
Human Resources	7,292.0	1.12	7,818.3	1.18	526.3	0.06
Construction	975.2	0.15	4,164.8	0.63	3,189.6	0.48
Real Estate	3,366.6	0.52	3,425.1	0.52	58.5	-
Administration	3,317.1	0.51	2,683.5	0.41	(633.6)	(0.10)
Management Audit Services	2,999.8	0.46	2,063.6	0.31	(936.1)	(0.15)
Board Oversight	895.7	0.14	915.6	0.14	19.8	-
Regional	-	-	-	-	-	-
Overhead	-	-	-	-	-	-
Total Support Departments	\$ 121,253.0	\$ 18.67	\$ 124,099.8	\$ 18.81	\$ 2,846.8	\$ 0.14
Total Local & Rapid Bus Costs	\$1,132,257.7	\$ 174.50	\$1,154,551.4	\$ 174.97	\$ 22,293.8	\$ 0.50
PURCHASED TRANSPORTATION						
Contracted Service	\$ 60,028.7	\$ 117.36	\$ 62,039.2	\$ 121.29	\$ 2,010.5	\$ 3.93
Security	5,206.6	10.18	4,877.9	9.54	(328.7)	(0.64)
Administration	5,160.0	10.09	3,870.8	7.57	(1,289.2)	(2.52)
Total Purchased Transportation	\$ 70,395.3	\$ 137.62	\$ 70,787.9	\$ 138.39	\$ 392.7	\$ 0.77
Total Bus Costs	\$1,202,653.0	\$ 171.66	\$1,225,339.4	\$ 172.34	\$ 22,686.4	\$ 0.68
REVENUE SERVICE HOURS (RSH)						
Directly Operated	6,494.0		6,599.0		104.0	
Purchased Transportation	512.0		511.5		0.5	
Total Bus RSH (in 000s)	7,006.0		7,110.5		104.5	

Notes

RSH: Revenue Service Hours

Totals may not add due to rounding.

ACTIVITIES	FY18 BUDGET		FY19 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
TRANSPORTATION						
Wages & Benefits	\$ 58,876	\$ 47.27	\$ 59,327	\$ 47.55	\$ 452	\$ 0.28
Materials & Supplies	141	0.11	141	0.11	-	-
Other	-	-	16	-	16	-
Control Center	12,856	10.32	14,258	11.43	1,402	1.10
Training	3,660	2.94	3,497	2.80	(163)	(0.10)
Total Transportation	\$ 75,560	\$ 60.67	\$ 77,240	\$ 61.91	\$ 1,681	\$ 1.24
MAINTENANCE						
VEHICLE MAINTENANCE						
Wages & Benefits	\$ 66,446	\$ 53.35	\$ 72,011	\$ 57.72	\$ 5,566	\$ 4.37
Materials & Supplies	20,810	16.71	18,891	15.14	(1,919)	(1.57)
Services	172	0.14	164	0.13	(8)	(0.01)
Other	6	0.01	4	-	(2)	-
Subtotal Vehicle Maintenance	\$ 87,434	\$ 70.20	\$ 91,070	\$ 72.99	\$ 3,636	\$ 2.79
WAYSIDE MAINTENANCE						
Wages & Benefits	\$ 41,944	\$ 33.68	\$ 45,239	\$ 36.26	\$ 3,295	\$ 2.58
Materials & Supplies	3,500	2.81	3,363	2.70	(137)	(0.11)
Services	1,160	0.93	1,412	1.13	252	0.20
Propulsion Power	40,841	32.79	35,492	28.45	(5,349)	(4.34)
Other	246	0.20	121	0.10	(125)	(0.10)
Subtotal Wayside Maintenance	\$ 87,692	\$ 70.41	\$ 85,628	\$ 68.63	\$ (2,064)	\$ (1.78)
OTHER MAINTENANCE						
Maintenance Support	\$ 4,099	\$ 3.29	\$ 4,481	\$ 3.59	\$ 383	\$ 0.30
Non-Revenue Vehicles	3,489	2.80	3,600	2.89	111	0.08
Facilities Maintenance	5 55,436	44.51	66,419	53.24	10,983	8.73
Subtotal Other Maintenance	\$ 63,023	\$ 50.60	\$ 74,500	\$ 59.71	\$ 11,477	\$ 9.11
Total Maintenance	\$ 238,149	\$ 191.21	\$ 251,198	\$ 201.34	\$ 13,049	\$ 10.13
OTHER OPERATING						
Transit Security	\$ 105,515	\$ 84.72	\$ 104,391	\$ 83.67	\$ (1,125)	\$ (1.05)
Revenue	24,128	19.37	26,711	21.41	2,584	2.04
Service Development	173	0.14	185	0.15	12	0.01
Safety	5,225	4.20	5,342	4.28	117	0.09
Casualty & Liability	4,940	3.97	5,247	4.21	307	0.24
Workers' Comp	11,104	8.92	11,383	9.12	279	0.21
Transitional Duty Program	102	0.08	239	0.19	137	0.11
Utilities	3,197	2.57	2,760	2.21	(437)	(0.35)
Other Metro Operations	6,257	5.02	7,141	5.72	884	0.70
Building Costs	2,511	2.02	872	0.70	(1,639)	(1.32)
Copy Services	418	0.34	519	0.42	101	0.09
Total Other Operating	\$ 163,570	\$ 131.33	\$ 164,790	\$ 132.08	\$ 1,220	\$ 0.75
SUPPORT DEPARTMENTS						
Board Oversight	\$ 96	\$ 0.08	\$ 123	\$ 0.10	\$ 27	\$ 0.02
CEO	6,147.00	4.94	4,907	3.93	(1,240)	(1.00)
Management Audit Services	994	0.80	372	0.30	(622)	(0.50)
Procurement	13,795.00	11.08	16,361	13.11	2,567	2.04
Communication	8,772	7.04	10,565	8.47	1,793	1.43
Real Estate	6,719	5.39	5,445	4.36	(1,274)	(1.03)
Finance	2,922	2.35	1,204	0.97	(1,718)	(1.38)

Notes
RSH: Revenue Service Hours
Totals may not add due to rounding.

ACTIVITIES	FY18 BUDGET		FY19 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
Human Resources	3,429	2.75	1,278	1.02	(2,151)	(1.73)
ITS	10,717	8.60	7,676	6.15	(3,041)	(2.45)
Administration	671	0.54	605	0.48	(66)	(0.05)
Construction	981	0.79	198	0.16	(782)	(0.63)
Total Support Departments	\$ 55,242	\$ 44.35	\$ 48,734	\$ 39.06	\$ (6,507)	\$ (5.29)
Grand Total Rail Costs	\$ 532,521	\$ 427.57	\$ 541,963	\$ 434.39	\$ 9,441	\$ 6.82
Total Rail RSH (in 000s)	1,245		1,248		2	

Notes
RSH: Revenue Service Hours
Totals may not add due to rounding.

Transit Expansion

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
TRANSIT CONSTRUCTION PROJECTS			
MEASURE R			
BUS			
Orange Line			
Metro Orange Line Extension	\$ 144,341	\$ -	\$ 145,300
Metro Orange Line Extension - Closeout	-	700	700
Total Orange Line	\$ 144,341	\$ 700	\$ 146,000
Total Bus	\$ 144,341	\$ 700	\$ 146,000
RAIL			
Crenshaw			
Crenshaw/LAX Business Interruption Fund	\$ 7,590	\$ 3,000	\$ 10,590
Crenshaw/LAX Fare Gates	3,920	3,175	7,800
Crenshaw/LAX Insurance Betterment ⁽¹⁾	5,276	-	5,534
Crenshaw/LAX Light Rail Transit: Construction	1,708,151	292,748	2,058,000
Crenshaw/LAX Light Rail Transit: Planning Phase 1 ⁽¹⁾	5,526	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2 ⁽¹⁾	20,024	-	-
Crenshaw Pre-Revenue Service ⁽²⁾	650	26,519	40,956
Southwestern Maintenance Yard	119,043	11,182	157,000
Total Crenshaw/LAX	\$ 1,870,180	\$ 336,623	\$ 2,279,880
Expo 1			
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred ⁽¹⁾	\$ 848,149	\$ -	\$ 966,900
Expo Blvd Light Rail Transit Phase 1: Metro Incurred	61,974	2,000	-
Light Rail Vehicle ⁽¹⁾	50,188	-	-
Washington Siding	1,121	-	12,000
Total Expo 1	\$ 961,432	\$ 2,000	\$ 978,900
Expo 2			
Division 22 Paint & Body Shop	\$ 7,809	\$ 1,857	\$ 11,000
Expo Blvd Light Rail Transit Phase 2 - Holdback ⁽³⁾	43,329	8,664	-
Expo Blvd Light Rail Transit Phase 2 - Non-Holdback ⁽³⁾	123,090	2,000	-
Expo Blvd Light Rail Transit Phase 2: Construction	916,835	8,104	1,500,158
Expo Blvd Light Rail Transit Phase 2: Planning ⁽¹⁾	392	-	-
Expo II Insurance Betterment ⁽¹⁾	2,463	-	2,584
Expo Phase II Betterments ⁽¹⁾	2,991	-	3,900
Expo Phase II Bikeway ⁽¹⁾	15,439	-	16,102
Light Rail Vehicle ⁽¹⁾	192,143	-	-
Total Expo 2	\$ 1,304,492	\$ 20,625	\$ 1,533,744
Gold Line Foothill 2A to Azusa			
Foothill Extension Insurance Betterment ⁽¹⁾	\$ 2,080	\$ -	\$ 2,182
Gold Line Foothill Extension to Azusa: Construction	647,433	2,087	714,033
Gold Line Foothill Extension to Azusa: Planning ⁽¹⁾	427	-	-
Gold Line Foothill Maintenance Facility - Metro 75% ⁽¹⁾	192,125	-	207,437
Light Rail Vehicle ⁽¹⁾	58,705	-	-
Total Gold Line Foothill 2A to Azusa	\$ 900,770	\$ 2,087	\$ 923,652
Regional Connector			
Regional Connector Business Interruption Fund	\$ 3,431	\$ 1,000	\$ 4,431
Regional Connector Insurance Betterment ⁽¹⁾	3,887	-	4,036
Regional Connector: Construction	968,340	196,026	1,750,841
Regional Connector: Construction -Non-FFGA	23,511	10,887	39,991
Regional Connector: Planning ⁽¹⁾	27,856	-	-
Total Regional Connector	\$ 1,027,025	\$ 207,912	\$ 1,799,299

Notes

- (1) Project completed or in closeout phase.
- (2) New project in FY19.
- (3) Shares \$1.5B construction LOP.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
Westside Purple 1			
Division 20 Portal Widening & Turnback Facility ⁽¹⁾	\$ 93,049	\$ 95,740	\$ 188,789
Non-Revenue Vehicle ⁽²⁾	854	-	-
Westside Extension I Business Interruption Fund ⁽²⁾	5,011	3,000	8,011
Westside Insurance Betterment	6,505	-	6,553
Westside Subway Extension Section 1	1,401,969	301,826	2,778,880
Westside Subway Extension 1: Planning Phase 1 ⁽²⁾	8,505	-	-
Westside Subway Extension 1: Planning Phase 2	37,189	665	-
Total Westside Purple 1	\$ 1,553,082	\$ 401,230	\$ 2,982,233
Westside Purple 2			
Westside Subway Extension Section 2	\$ 562,256	\$ 368,428	\$ 2,440,969
Westside Purple Line Extension 2: Planning	2,999	119	-
Total Westside Purple 2	\$ 565,255	\$ 368,547	\$ 2,440,969
Total Rail	\$ 8,182,236	\$ 1,339,025	\$ 12,938,677
Total Measure R	\$ 8,326,577	\$ 1,339,726	\$ 13,084,677
MEASURE M			
BUS			
Orange Line			
Orange Line BRT Improvement: Construction ^{(1) (3) (4)}	\$ -	\$ 11,440	\$ 11,440
Orange Line Improvement: Planning ⁽¹⁾	10,327	2,474	12,801
Total Orange Line	\$ 10,327	\$ 13,914	\$ 24,241
Total Bus	\$ 10,327	\$ 13,914	\$ 24,241
RAIL			
Airport Connector			
Airport Metro Connector: Planning ⁽¹⁾	\$ 56,872	\$ 544	\$ 57,416
Airport Metro Connector: Construction ^{(1) (5)}	69,870	46,152	116,022
Total Airport Connector	\$ 126,742	\$ 46,696	\$ 173,438
Gold Line Foothill 2B			
Gold Line Foothill Extension 2B: Planning	\$ 35,556	\$ -	\$ -
Gold Line Foothill Extension 2B: Construction	3,216	37,517	1,406,871
Total Gold Line Foothill 2B	\$ 38,772	\$ 37,517	\$ 1,406,871
Westside Purple 3			
Westside Subway Extension Section 3 ⁽¹⁾	\$ 277,714	\$ 215,059	\$ 492,773
Westside Purple Line Extension 3: Planning ⁽¹⁾	891	305	1,195
Total Westside Purple 3	\$ 278,604	\$ 215,364	\$ 493,968
Total Rail	\$ 444,118	\$ 299,576	\$ 2,074,276
Total Measure M	\$ 454,445	\$ 313,490	\$ 2,098,517
Systemwide			
Anticipated Measure R & M Projects ⁽⁶⁾	\$ -	\$ 44,009	\$ 44,009
Total Transit Construction Projects	\$ 8,781,022	\$ 1,697,226	\$ 15,227,204
MEASURES R & M TRANSIT PLANNING			
BRT Connector Red/Orange Line ⁽⁷⁾	\$ 943	\$ 1,953	\$ 2,896
Crenshaw Northern Extension ⁽⁷⁾	-	500	500
Eastside Extension Phases 1 & 2 ⁽⁷⁾	32,274	6,944	39,218
Eastside Light Rail Access ⁽⁷⁾	17,568	11,339	28,907
Green Line Extension: Redondo to South Bay ⁽⁷⁾	7,530	2,218	9,749
North San Fernando Valley BRT ⁽¹⁾	930	2,083	3,013

Notes

- (1) Projects are cumulatively funded on an annual basis until the Board adopts an LOP.
- (2) Project completed or in closeout phase.
- (3) LOP estimated at \$286M in 2015 as stated in Measure M Ordinance.
- (4) New project in FY19.
- (5) LOP estimated at \$581M in 2015 as stated in Measure M Ordinance.
- (6) Separate Board approval of LOP budget is required when project is defined.
- (7) No Board Adopted Life of Project (LOP) during planning phase; project is funded on an annual basis.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
San Fernando Valley East North/South Rapidways ⁽¹⁾	12,017	10,497	22,514
Sepulveda Pass Transit Corridor ⁽¹⁾	8,231	6,962	15,193
Vermont Transit Corridor ⁽¹⁾	817	997	1,814
West Santa Ana Branch Corridor ⁽¹⁾	12,434	24,922	38,562
Total Measures R & M Transit Planning	\$ 92,744	\$ 68,416	\$ 162,365
Total Transit Expansion	\$ 8,873,766	\$ 1,765,641	\$ 15,389,569

Highway

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FY19 ADOPTED		
	HIGHWAY SUBSIDIES	NON-SUBSIDIES	TOTAL
MEASURE R			
Alameda Corridor East Grade Separations Phase 2	\$ 15,298	\$ 13	\$ 15,311
Countywide Soundwall Constructions	250	56	306
High Desert Corridor	1,000	213	1,213
Interstate 5/St. Route 14 Capacity Enhancement	3,300	-	3,300
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	16,710	-	16,710
I-5 Capacity Enhancement from SR-134 to SR-170	29,160	2,250	31,410
I-5 Carmenita Road Interchange Improvement	1,290	-	1,290
Highway Operational Improvements in Arroyo Verdugo Subregion	13,915	18	13,933
Highway Operational Improvements in Las Virgenes/Malibu Subregion	13,750	7	13,757
Interstate 405, I-110, I-105, & SR-91 Ramp & Interchange Improvements (South Bay)	8,658	590	9,248
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	7,080	7,080
Interstate 605 corridor "Hot Spot" Interchanges	5,606	25,863	31,469
Interstate 710 North Gap Closure (tunnel)	-	5,752	5,752
Interstate 710 South and/or Early Action Projects	6,239	12,478	18,718
State Route 138 Capacity Enhancements	36,070	80	36,150
Total Measure R	\$ 151,246	\$ 54,401	\$ 205,646
MEASURE M			
SR-57/SR-60 Interchange Improvements	\$ -	\$ 12,428	\$ 12,428
I-5 Corridor Improvements (I-605 to I-710)	-	504	504
Highway Efficiency Program	1,500	107	1,607
Highway Demand Based Program (HOV Ext. & Connect)	1,500	77	1,577
Transportation System & Mobility Improvement Program	1,500	103	1,603
Total Measure M	\$ 4,500	\$ 13,220	\$ 17,720
Soundwall Program	\$ -	\$ 16,856	\$ 16,856
OTHER			
Highway Planning	\$ 2,050	\$ 4,317	\$ 6,367
Caltrans Property Maintenance	-	150	150
I-5 HOV Lanes - SR170 Closeout	2,788	-	2,788
I-405 Car Pool Lane - Closeout	-	3,588	3,588
Total Other	\$ 4,838	\$ 8,055	\$ 12,893
Total Highway	\$ 160,583	\$ 92,531	\$ 253,114

Note

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

Totals may not add due to rounding.



PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
SGR BUS & RAIL			
BUS ACQUISITION			
40' Zero Emission Buses	\$ 67	\$ 14,873	\$ 65,900
60' CNG Buses	175	23,771	72,200
Articulated Bus Replacement	1,284	41,162	80,003
BYD 60' Articulated Zero Emission Bus	531	112	8,110
Replacement 40' CNG Buses	8,522	16,889	207,568
Total Bus Acquisition	\$ 10,580	\$ 96,807	\$ 433,781
BUS FACILITIES IMPROVEMENTS			
BRT Freeway Station Sound Enclosure	\$ 3,771	\$ 952	\$ 5,838
Bus Facilities Lighting Retrofit	2,222	683	4,250
Bus Facilities Maintenance & Improvement - Phase 3	9,737	4,576	21,650
Bus Facility Maintenance Improvements & Enhancements Phase 1	13	-	21,231
Bus Facility Maintenance Improvements & Enhancements Phase 2	18,678	1,320	20,896
Central Maintenance Facility Building 5	143	643	785
CNG Detection & Alarm Systems	920	629	4,586
Division 1 Improvements	2,711	2,766	20,866
Division 3 Master Plan Phases 2-4	21	220	13,200
Permeable Pavement & Bioretention	279	726	940
El Monte Busway Access Road Repair	44	488	1,426
Cesar Chavez Bus Stop Improvements	547	346	2,100
Fuel Storage Tank System Enhancements ⁽¹⁾	6	-	6,500
Fuel Storage Tank System Upgrades & Replacements	1,070	3,562	13,185
Metro Silver Line Improvements & Upgrades	17	1,018	7,845
Pavement Repairs at CMF, Division 7, & Division 8	293	820	4,249
Terminals 47 & 48 Corrosion Mitigation	964	-	965
Total Bus Facilities Improvements	\$ 41,436	\$ 18,748	\$ 150,512
BUS MAINTENANCE			
Near Zero Emission Bus Engine Replacement Program ⁽²⁾	\$ -	\$ 1,538	\$ 13,518
Bus Midlife Program	67,991	-	68,669
Bus Midlife Program ⁽²⁾	-	41,646	158,138
Central Maintenance Bus Engine Replacement Program	9,192	-	24,690
Central Maintenance Equipment Acquisition	980	376	3,000
Installation of ADA "Q-Pod" Equipment on Compo-Buses	538	746	2,728
Installation of Live Video Monitors on up to 642 NABI Buses	3	669	5,699
Total Bus Maintenance	\$ 78,704	\$ 44,976	\$ 276,442
NON-REVENUE VEHICLES			
FY17-FY18 Non-Revenue Vehicles & Equipment Replacement -Bus	\$ 4,791	\$ -	\$ 4,975
FY18 Non-Rev Equip Replacement	367	58	1,221
FY18 Non-Rev Hi Rail Replaceme	2	105	2,207
FY18 Non-Rev Replacement (Rail)	59	311	2,421
FY18 Non-Rev Replacement (Bus)	1,137	500	4,948
FY19 Non-Rev Replacement (Rail) ⁽²⁾	-	2,714	8,994
Non-Revenue Equipment Rail Grinder	4,383	58	7,648
Non-Revenue Hi-Rail Utility Vehicle	4	-	1,616
Non-Revenue Maintenance Shop Improvements	3,181	208	3,227
Non-Revenue Vehicles Procurement for Rail thru FY15	5,606	-	5,643
Total Non-Revenue Vehicles	\$ 19,530	\$ 3,954	\$ 42,900

Notes

- (1) Project completed or in closeout phase.
- (2) Projects captured under General Planning and Programs.
- (3) Separate Board approval of LOP budget is required when project is defined.
- (4) Life of Project (LOP) budget in development; project is funded on an annual base.
- (5) New project in FY19.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
RAIL FACILITIES IMPROVEMENTS			
Blue Line Artwork Renovations & Replacement	\$ 84	\$ 150	\$ 477
Division 21 Midway Yard Improvements	140	423	1,024
Fare Gate Project	4,792	26	7,187
Fire Control Panel Upgrade ⁽⁶⁾	954	5,147	3,600
Rail Facility Sub-Metering Project - Division 11, 22, & 60	135	72	240
LRT Freeway Stations Sound Enclosures	1,826	2,592	8,609
Metro Red Line Escalator Replacement/Modernization	18,269	177	20,756
Metro Red/Purple Lines Platform Gates Replacement	832	58	3,500
North Hollywood Landscaping	1	260	453
Gold Line South Pasadena Station Northbound Platform ADA Ramp	465	88	550
Rail Facilities Lighting Retrofit	772	1,710	4,205
System Projects ⁽³⁾	-	10,440	-
Systemwide Elevator Installations (Vertical Systems)	2,801	1,428	8,000
Total Rail Facilities Improvements	\$ 31,071	\$ 22,571	\$ 58,601
RAIL FLEET PROCUREMENT			
Heavy Rail Vehicle Procurement	\$ 17,686	\$ 9,417	\$ 130,910
Light Rail Vehicle Fleet Replacement	462,530	114,847	589,659
Professional Services to Support P3010 LRV Procurement Project	20,348	3,319	30,000
Total Rail Fleet Procurement	\$ 500,564	\$ 127,583	\$ 750,569
RAIL VEHICLE MAINTENANCE			
A650 Heavy Rail Component Overhaul ⁽²⁾	\$ -	\$ -	\$ 8,120
Correct Door Enable on Light Rail Train	4	22	9,062
Division 20 - Wheel Press Machine	506	2,881	4,000
Heavy Rail Vehicle Midlife Overhaul	16,067	17,490	52,000
Light Rail Vehicle (P2000) Midlife Overhaul	28,324	21,451	160,800
Light Rail Vehicle (P865/P2020) Midlife Overhaul	24,742	2,201	30,000
P2000 Vehicle Component Replacement	21,392	2,992	26,360
P2550 Light Rail Mid-Life Overhaul	68	103	142,196
P2550 Light Rail Vehicle Component Overhaul	1,313	1,894	35,008
Subway Railcar Component Replacement	29,270	753	30,000
Total Rail Vehicle Maintenance	\$ 121,686	\$ 49,789	\$ 497,546
TAM PROJECT MANAGEMENT SUPPORT			
Heavy Rail On Board Fire Suppression System	\$ 172	\$ 510	\$ 731
Light Rail On Board Fire Suppression System	18	-	723
Orange Line In-Road Warning Lights	161	47	198
Total TAM Project Management Support	\$ 351	\$ 556	\$ 1,652
WAYSIDE SYSTEMS			
Blue & Gold Line Train Control Battery Replacement	\$ 3	\$ 663	\$ 1,686
Blue Line Resignaling Rehabilitation	13,554	25,139	118,991
Blue Line Track & System Refurbishment, New Blue	-	34,994	90,780
Digital Rail Radio System	15,173	111	25,000
Division 20 Switch Machine Replacement	76	1,272	1,900
Fiber Optic Main Loop Upgrade	1,047	39	4,250
Green & Gold Line TPSS Battery Replacement	12	913	1,872
Green Line Switch Machine Overhaul	125	792	2,764
Heavy Rail SCADA System Replacement	10,122	1,039	15,883
Long Beach Duct Bank Upgrade Phase 2	1,256	243	8,000
Maintenance of Way Infrastructure Improvements ^{(2) (3)}	-	2,345	-
Maintenance of Way Tools & Equipment	48	250	3,326

Notes

- (1) Project completed or in closeout phase.
- (2) Projects captured under General Planning and Programs.
- (3) Separate Board approval of LOP budget is required when project is defined.
- (4) Life of Project (LOP) budget in development; project is funded on an annual base.
- (5) New project in FY19.
- (6) Separate Board approval for revised LOP required.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
Metro Blue Line & Metro Green Line Transit Passenger info System	8,376	-	9,830
Metro Blue Line Overhead Catenary System Rehabilitation	1,692	56	13,000
Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	25,736	324	30,175
Metro Blue Line Rail Replacement & Booting	2,770	91	13,000
Metro Blue Line Yard Signal System Rehabilitation	-	-	4,600
Metro Green Line Train Control Track Circuits & TWC Replacement	714	545	28,851
Metro Green Line UPS for Train Control & Communication Building	1,040	9	1,200
Metro Red Line Access Control/ Alarm Monitoring System Replacement	293	1,681	2,319
Metro Red Line Gas Analyzer Upgrade	688	557	4,000
Metro Red Line Train-to-Wayside Communication Rehabilitation	27	22	1,800
Metro Red Line Tunnel Lighting Rehabilitation	3,792	103	9,000
MGL Emergency Trip System	1,525	1,304	5,500
MGL Negative Grounding Devices	347	651	1,500
Replacement of Power Supplies/ Batteries on Red Line	106	943	3,684
Systemwide Corrosion Protection System Replacement	4,909	-	13,000
Total Wayside Systems	\$ 93,430	\$ 74,084	\$ 415,909
Total SGR Bus & Rail	\$ 897,352	\$ 439,068	\$ 2,627,910
OTHER ASSET IMPROVEMENTS			
NON MR/MM MAJOR CONSTRUCTION			
Metro Emergency Operations Center	\$ 20,738	\$ 9,616	\$ 112,700
Metro Red Line Segment 2 Closeout	32,273	150	32,482
Metro Red Line Segment 3 North Hollywood Closeout	4,474	50	4,408
Rosa Parks/Willowbrooks	17,306	12,235	64,080
Total Non MR/MM Major Construction	\$ 74,790	\$ 22,052	\$ 213,670
REGIONAL & HUBS			
Automated License Plate Recognition Network Phase 1	\$ 1,879	\$ 105	\$ 2,069
Automated License Plate Recognition Network Phase 2	1,376	270	1,602
El Monte Busway & Transit Center Expansion	3	150	60,106
Farebox Upgrade	-	25,125	45,000
Gateway Building Renovations	19,899	2,477	42,842
Gateway New LED Lighting	604	119	2,589
Metro Security Kiosks at Rail Stations	4,813	191	5,150
Mobile & Tablet Applications	1,042	252	978
Muni TVM Installation	8	50	1,728
Patsaouras Bus Plaza Paver Retrofit	7,337	349	9,093
Patsaouras Plaza Bus Station Construction	2,442	7,749	39,793
Public Plug-In Charge Station	742	146	973
Regional Rail Signage System Improvements	2,132	296	2,231
Tablet Regional Point of Sale Device	1,307	295	1,921
TAP API 3.0	165	315	1,200
TAP NFC Mobile App Development	606	-	625
TAP CRM Phase 2.0 - Automation & Enhancement	1,368	-	1,400
TAP CRM Phase 2.1 - RPOS/LIFE Implementation ⁽²⁾	-	125	3,300
Ticket Vending Machine Installations	4,626	196	6,736
TVM Software Upgrade - Multiple Ticket & Language	36	95	1,750
UFS CPA Upgrade	15,066	457	15,221
UFS Disaster Recovery	3,763	200	8,085
Total Regional & Hubs	\$ 69,215	\$ 38,963	\$ 254,391

Notes

(1) Project completed or in closeout phase.

(2) Projects captured under General Planning and Programs.

(3) Separate Board approval of LOP budget is required when project is defined.

(4) Life of Project (LOP) budget in development; project is funded on an annual base.

(5) New project in FY19.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY18	FY19 ADOPTED	LIFE OF PROJECT
TECHNOLOGY			
Agency Information Security & Compliance Program	\$ 1,662	\$ 1,893	\$ 7,814
Application Platform Systems Upgrades ⁽¹⁾	1,292	-	1,685
Connected Buses with Wi-Fi	1,334	1,692	7,968
Connected Facilities Project ⁽²⁾	-	175	7,455
Digital Incident Management System	1,235	-	2,064
E-discovery & Legal Hold Management	531	1,159	3,800
Enterprise Accident & Incident Tracking System	372	1,155	2,488
Enterprise Asset Management System ^{(2) (4)}	-	2,769	-
Enterprise Telephone & Unified Messaging System	433	1,165	10,146
Financial & Budget Systems Integration	1,162	500	4,200
FIS R12 Upgrade	11,088	943	12,900
GIRO HASTUS Upgrade & Enhancement	3,059	100	4,010
HASTUS Infrastructure Upgrade	1,491	-	1,687
Human Capital System Project ⁽²⁾	-	480	3,980
Internet-based Customer Help Desk	779	459	1,142
IT Platform Refresh Program ⁽²⁾	-	980	2,005
IT Workstation Refresh Program ⁽²⁾	-	1,330	2,120
Nextrip Electronic Signage	1,582	1,560	4,400
Real Estate Management System ⁽²⁾	-	500	1,748
Technology Projects to Enhance the Customer Experience Workstation & Network Technology Refresh ⁽¹⁾	257	1,007	2,227
	2,625	-	2,700
Total Technology	\$ 28,903	\$ 17,867	\$ 86,540
Total Other Asset Improvements	\$ 172,908	\$ 78,882	\$ 554,601
Total SGR & Other Asset Improvements	\$ 1,070,260	\$ 517,950	\$ 3,182,511
OTHER OPERATING CAPITAL			
Bicycle Access Improvements-Rail	\$ 1,075	\$ 188	\$ 1,843
Metro Bike Share Phase 2-Expansion ⁽¹⁾	4,436	-	4,499
Metro Bike Share Phase 3-Expansion ^{(3) (5)}	-	12,433	-
Union Station Renovation Plan ⁽¹⁾	17,238	-	17,311
Union Station Metro Bike Hub ⁽¹⁾	2,444	-	2,470
Parking Guidance System	2,088	2,267	5,025
Union Station FLS-ADA & LED	12,945	6,691	19,946
Bike Share TAP Integration	1,162	555	1,650
Union Station Restroom Renovation	-	6,466	7,950
Parking -TAP Integration ⁽¹⁾	459	-	924
Total Other Operating Capital	\$ 41,848	\$ 28,600	\$ 61,618

Notes

(1) Project completed or in closeout phase.

(2) Projects captured under General Planning and Programs.

(3) Separate Board approval of LOP budget is required when project is defined.

(4) Life of Project (LOP) budget in development; project is funded on an annual base.

(5) New project in FY19.

Totals may not add due to rounding.

Revenue Estimates

Notes

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

Totals may not add due to rounding.

STATE & LOCAL (\$ IN THOUSANDS)	FY19 ESTIMATED REVENUE	CARRY-OVER FY17 BUDGET VS ACTUAL	INTEREST FY17 ACTUAL	FY19 TOTAL FUNDS AVAILABLE	FY18 TOTAL FUNDS AVAILABLE
TRANSPORTATION DEVELOPMENT ACT					
PLANNING & ADMINISTRATION					
Planning – Metro	\$ 2,000	\$ -	\$ -	\$ 2,000	\$ 2,000
Planning – SCAG	3,165	30	-	3,195	3,015
Administration – Metro	3,335	(30)	-	3,305	3,485
Subtotal Planning & Administration	\$ 8,500	\$ -	\$ -	\$ 8,500	\$ 8,500
Article 3 Pedestrian & Bikeways 2.0%	8,270	(79)	-	8,191	7,870
Article 4 Bus Transit 91.7%	379,147	(3,638)	2,302	377,811	362,075
Article 8 Streets & Highways 6.3%	26,083	(250)	-	25,832	24,973
Total Transportation Development Act ⁽¹⁾	\$ 422,000	\$ (3,968)	\$ 2,302	\$ 420,334	\$ 403,419
PROPOSITION A					
Administration 5.0%	42,200	(318)	-	41,882	40,107
Local Return ⁽²⁾ 25.0%	200,450	n/a	-	200,450	190,475
Rail Development 35.0%	280,630	(2,114)	-	278,516	266,711
Bus Transit ^{(3) (4)} 40.0%	-	-	-	-	-
95% of 40% Capped at CPI 2.2%	244,314	n/a	-	244,314	238,938
95% of 40% Over CPI	60,370	-	-	60,370	50,584
Subtotal Proposition A	\$ 304,684	\$ -	\$ -	\$ 304,684	\$ 289,522
5% of 40% Incentive	16,036	(121)	-	15,915	15,241
Total Proposition A ⁽¹⁾	\$ 844,000	\$ (2,553)	\$ -	\$ 841,447	\$ 802,055
PROPOSITION C					
Administration 1.5%	12,660	(96)	-	12,564	12,032
Rail/Bus Security 5.0%	41,567	(317)	-	41,250	39,506
Commuter Rail 10.0%	83,134	(633)	-	82,501	79,011
Local Return ⁽²⁾ 20.0%	166,268	n/a	-	166,268	157,994
Freeways/Highways 25.0%	207,835	(1,584)	-	206,251	197,528
Discretionary 40.0%	332,536	(2,534)	-	330,002	316,044
Total Proposition C ⁽¹⁾	\$ 844,000	\$ (5,164)	\$ -	\$ 838,836	\$ 802,115
STATE TRANSIT ASSISTANCE					
Bus (PUC 99314 Revenue Base Share)	47,059	14,334	92	61,485	13,645
Rail (PUC 99313 Population Share)	35,397	6,837	52	42,286	19,536
Total State Transit Assistance ⁽¹⁾	\$ 82,456	\$ 21,171	\$ 143	\$ 103,771	\$ 33,180
SBI STATE TRANSIT ASSISTANCE					
Bus (PUC 99314 Rev Base Share)	38,826	-	-	38,826	-
Rail (PUC 99313 Population Share)	29,204	-	-	29,204	-
Total SBI State Transit Assistance ⁽¹⁾	\$ 68,030	\$ -	\$ -	\$ 68,030	\$ -
SBI STATE OF GOOD REPAIR					
Bus (PUC 99314 Rev Base Share)	18,086	-	-	18,086	-
Rail (PUC 99313 Population Share)	13,604	-	-	13,604	-
Total SBI State of Good Repair ^{(6) (7)}	\$ 31,689	\$ -	\$ -	\$ 31,689	\$ -

MEASURE R

Notes

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

Totals may not add due to rounding.

STATE & LOCAL (\$ IN THOUSANDS)	FY19 ESTIMATED REVENUE	CARRY-OVER FY17 BUDGET VS ACTUAL	INTEREST FY17 ACTUAL	FY19 TOTAL FUNDS AVAILABLE	FY18 TOTAL FUNDS AVAILABLE
MEASURE R					
Administration 1.5%	12,660	(117)	(44)	12,499	12,588
Transit Capital - New Rail 35.0%	290,969	(2,692)	842	289,119	275,852
Transit Capital - Metrolink 3.0%	24,940	(231)	1,206	25,915	25,495
Transit Capital - Metro Rail 2.0%	16,627	(154)	(323)	16,150	15,021
Highway Capital 20.0%	166,268	(1,538)	1,535	166,265	163,460
Operations - New Rail 5.0%	41,567	(385)	153	41,336	40,602
Operations - Bus 20.0%	166,268	(1,538)	(45)	164,685	158,049
Local Return ⁽²⁾ 15.0%	124,701	n/a	0	124,701	118,495
Total Measure R ⁽¹⁾	\$ 844,000	\$ (6,655)	\$ 3,325	\$ 840,670	\$ 809,563
MEASURE M					
LOCAL RETURN					
SUPPLEMENTAL & ADMINISTRATION					
Administration 0.5%	4,347	-	-	4,347	3,924
Supplemental transfer to	-	-	-	-	-
Local Return ⁽²⁾ 1.0%	8,313	n/a	-	8,313	7,505
Subtotal Local Return Supplemental & Administration	\$ 12,660	\$ -	\$ -	\$ 12,660	\$ 11,429
Local Return Base ⁽²⁾ 16.0%	133,014	n/a	-	133,014	120,075
Metro Rail Operations 5.0%	41,567	-	-	41,567	37,524
Transit Operations (Metro & Municipal Providers) 20.0%	166,268	-	-	166,268	150,094
ADA Paratransit/Metro Discounts for Seniors & Students 2.0%	16,627	-	-	16,627	15,009
Transit Construction 35.0%	290,969	-	-	290,969	262,665
Metro State of Good Repairs 2.0%	16,627	-	-	16,627	15,009
Highway Construction 17.0%	141,328	-	-	141,328	127,580
Metro Active Transportation Program 2.0%	16,627	-	-	16,627	15,009
Regional Rail 1.0%	8,313	-	-	8,313	7,505
Total Measure M ⁽¹⁾	\$ 844,000	\$ -	\$ -	\$ 844,000	\$ 761,900
Total Funds Available	\$ 3,980,176	\$ 2,831	\$ 5,770	\$ 3,988,778	\$ 3,612,231
Total Planning & Administration Allocations	\$ 80,367	\$ (532)	\$ -	\$ 79,791	\$ 77,150

PUBLIC TRANSPORTATION SERVICES CORPORATION

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and the employees related to those functions to this new corporation.

The PTSC conducts essential public transportation activities including: planning, programming funds for transportation projects within Los Angeles County, construction, providing certain business services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA), and providing security services to the operation of the Metro bus and rail systems. PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System.

Statement of Revenues, Expenses & Changes in Retained Earnings for the Years Ending June 30, 2018 and 2019

PTSC (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED
Revenues	\$ 401.6	\$ 435.9
Expenditures	401.6	435.9
Increase (decrease) in retained earnings	-	-
Retained earnings - beginning of year	-	-
Retained earnings - end of year	\$ -	\$ -

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY

The Exposition Metro Line Construction Authority (Expo) was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail Station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica.

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

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

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2018 and 2019

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED (1)
Revenues	\$ 12.5	\$ 22.6
Expenditures	12.5	22.6
Net change in fund balance	-	-
Fund Balance - beginning of year	-	-
Fund balance - end of year	\$ -	\$ -

Notes

(1) FY19 Budget is composed of Phase I \$2.0 M and Phase II \$20.6 M.

Totals may not add due to rounding.

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

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

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

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

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2018 and 2019

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (\$ IN MILLIONS)	FY18 BUDGET	FY19 ADOPTED
Revenues	\$ 7.6	\$ 7.9
Expenditures	8.0	8.2
Excess (deficiency) of revenue over expenditure	(0.4)	(0.3)
Other financing & source (uses) - transfer out	(1.0)	(1.0)
Fund balances - beginning of year	18.9	17.5
Retained Earnings - End of Year	\$ 17.5	\$ 16.2

Note

Totals may not add due to rounding.

ADA	Americans with Disabilities Act	MR	Measure R
API	Application Program Interface	N/S	North/South
BAB	Build America Bonds	NABI	North American Bus Industries
BRT	Bus Rapid Transit	NFC	Near Field Communication
BYD	Build Your Dreams Company	P3	Public-Private Partnership
CEO	Chief Executive Office	PA	Proposition A
CMAQ	Congestion Mitigation and Air Quality	PC	Proposition C
CMF	Central Maintenance Facility	PL/PD	Public Liability/Property Damage
CNG	Compressed Natural Gas	Prop A	Proposition A
CO2	Carbon Dioxide	Prop C	Proposition C
CPA	Cubic Payment Application	PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
CPI	Consumer Price Index	PTSC	Public Transportation Services Corporation
CRA	Community Redevelopment Agency	PUC	Public Utilities Code
CRM	Customer Relations Management	R12	Release 12 of FIS
ETEL/PTEL	Emergency Telephone/Patron Telephone	RPOS	Regional Point of Sale
EV	Electric Vehicle	RRTP	Rider Relief Transportation Program
Ext	Extension	RSH	Revenue Service Hours
FFGA	Full Funding Grant Agreement	RSM	Revenue Service Miles
FIS	Financial Information System	SAFE	Service Authority for Freeway Emergencies
FLS	Fire Life Safety	SB1	Senate Bill 1
FTE	Full Time Equivalent	SBE	State Board of Equalization
FY	Fiscal Year	SCADA	Supervisory Control and Data Acquisition System
GIRO	Canadian Software Company	SCAG	Southern California Association of Governments
HASTUS	Transportation Scheduling Software Package	SCRRA	Southern California Regional Rail Authority
HOV	High-Occupancy Vehicle	SGR	State of Good Repair
I	Interstate	SHORE	Support for Homeless Re-Entry Program
IAT	Interagency Transfer	SR	State Route
INTP	Immediate Needs Transportation Program	STA	State Transit Assistance
ITS	Information Technology Services	TAP	Transit Access Pass
K	Thousand	TDA	Transportation Development Act
LA	Los Angeles	TIFIA	Transportation Infrastructure Finance & Innovation Act
LACMTA	Los Angeles County Metropolitan Transportation Authority	TOC	Transit Oriented Communities
LAX	Los Angeles International Airport	TPSS	Traction Power Substation
LED	Light-Emitting Diode	Trans	Transportation
LIFE	Low Income Fare is Easy	TVM	Ticket Vending Machine
LOP	Life of Project	TWC	Train to Wayside Communications
LRT	Light Rail Transit	UFS	Universal Fare System
LRV	Light Rail Vehicle	UPS	Uninterruptible Power Supply
M	Million	USG	Union Station Gateway
Metro	Los Angeles County Metropolitan Transportation Authority	VA	Veterans Affairs
Metrolink	Southern California Regional Rail Authority		
MGL	Metro Green Line		
MOW	Maintenance of Way		
MM	Measure M		



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