

Adopted Budget

July 1, 2019 – June 30, 2020

FY20



Metro®

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FY20 & THE REIMAGINING OF LA COUNTY
Mobility, Equity, and the Environment

In Fiscal Year 2020 (FY20), Metro is ready to move into uncharted territory with *“The Re-Imagining of LA County,”* a bold and innovative effort to transform the region. This exciting set of initiatives has been launched in pursuit of long term solutions to eradicate congestion in LA County and to facilitate accessible and affordable transportation for everyone. While we work to eliminate congestion, we are simultaneously aiming to drastically reduce the region’s carbon footprint, combat climate change, improve transportation equity, and position the County to be the first major region in the world that could offer free transit services for everyone.

Thanks to Measure M, Metro has many transit and highway capital projects in the works that will greatly improve our transportation infrastructure over the coming decades. However, given that the population of the region is expected to grow from 10 million today to nearly 11 million by 2028, we must think even further outside the box. To truly “Re-Imagine LA County,” we are undertaking a study that will investigate the feasibility and potential framework for implementing congestion relief pricing in the most traffic-clogged parts of our region. But it doesn’t stop there: we are also exploring the possibility of levying fees for Transportation Network Company trips as a mechanism for further reducing the demand on our streets and highways. If we hope to eliminate congestion, we must go beyond the status quo to discourage single occupancy vehicle trips and enhance transit services.

At the end of 2019, we are also planning to wrap up the NextGen Bus Study, a multi-year project that will modernize Metro’s bus network, which hasn’t had a significant update in 25 years. Since beginning in 2018, this exciting study has been diving deep into several important topics, such as transit market demand and the ability of our current bus system to serve current and potential customers. The conclusion of the NextGen Bus Study will result in specific transit service recommendations on how Metro can best reimagine the system to be more relevant to what people need today. Through extensive community outreach and detailed route planning to redesign smarter bus lines, we are working to retain our current riders, attract new riders, and improve mobility countywide.

As we improve our fixed route transit network and work tirelessly to eliminate congestion on our roads, we must also think of the future in terms of our transportation workforce. Last year, the Metro Board approved a multi-year budget for the development and operations of the SEED School of Los Angeles, the County’s first transportation infrastructure school. This exciting new

educational opportunity for the region addresses two significant needs. First, we are investing in skill development for the transportation industry in order to ensure that future leaders are well-equipped to address each and every new challenge that arises out of our changing mobility needs. Second, we are providing career education for LA County youth, cultivating the success of our region by offering meaningful career opportunities to those who live and grow along with it.

Progress for the region means progress for all 10 million people within it, half of which are women. Likewise, women make up about half of Metro’s transit ridership. In September 2017, I directed staff to establish the Women and Girls Governing Council (WGGC) to examine how Metro policies, programs, and services impact the lives of women and girls in LA County. The main goals of the WGGC are to have a gender balanced workforce, to accelerate change, and to develop a comprehensive strategy to address the complex and interrelated causes of gender inequality in the realm of transportation and mobility. With the WGGC, we seek to better understand how women travel through data analysis, which will ensure that service changes and improvements consider and address the different mobility needs for men and women.

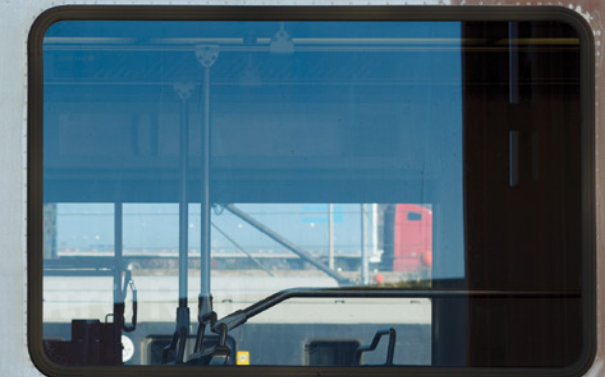
When the WGGC was formed, women only made up 37 percent of Metro’s senior management, and only 2.6 percent of Metro contracts had been awarded to businesses owned by women. To address this inequity, the WGGC is also working to promote the advancement of women in the transportation industry, including meaningful career growth, development opportunities, and recognition for contributions. Earlier this

year, Metro hosted the Girls Empowerment Summit, an event designed to inform and inspire girls about careers at Metro and across the transportation industry. This type of outreach is an exciting step in the right direction for attracting, retaining, and advancing women at Metro, which for three decades has had a workforce that is only about 29 percent female.

While we pursue these and many more exciting projects now and in the years to come, it is of utmost importance that access to opportunity remain a core objective of transportation decision making. As such, the Board has adopted the Equity Platform Framework, a comprehensive blueprint for achieving equity in everything Metro does. This framework is being applied to every decision made at the agency in order to achieve the greatest possible level of equity. To do so, we must define equity, identify how to improve it, and engage the community meaningfully in its pursuit. Furthermore, our new Long Range Transportation Plan will be renewed by a focus on equity, and related training is being pursued within Metro. Much like the goal of eradicating congestion, equity cannot be achieved overnight, and therefore we must continuously strive toward our goals. Metro is more than up for the challenge, and as the transportation landscape of LA County continues to evolve, we are fully prepared to change right along with it.

Phillip A. Washington
Chief Executive Officer

Metro Rail



metro.net/nextstop

Next stop: more go.

Metro More rail. More choices.



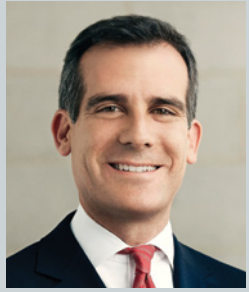
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Sheila Kuehl
Chair
LA County Supervisor
Third Supervisorial District



2

James Butts
Vice Chair
Mayor, City of Inglewood



3

Eric Garcetti
Second Vice Chair
Mayor, City of Los Angeles



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
Council Member, City of Duarte



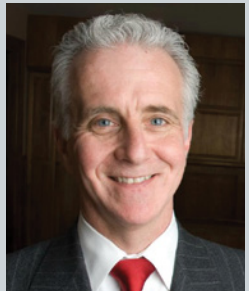
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Robert Garcia
Mayor, City of Long Beach



9

Janice Hahn
LA County Supervisor
Fourth Supervisorial District



10

Paul Krekorian
Council Member, City of Los Angeles
Mayor Appointee



11

Ara Najarian
Mayor, City of Glendale



12

Mark Ridley-Thomas
LA County Supervisor
Second Supervisorial District



13

Hilda L. Solis
LA County Supervisor
First Supervisorial District

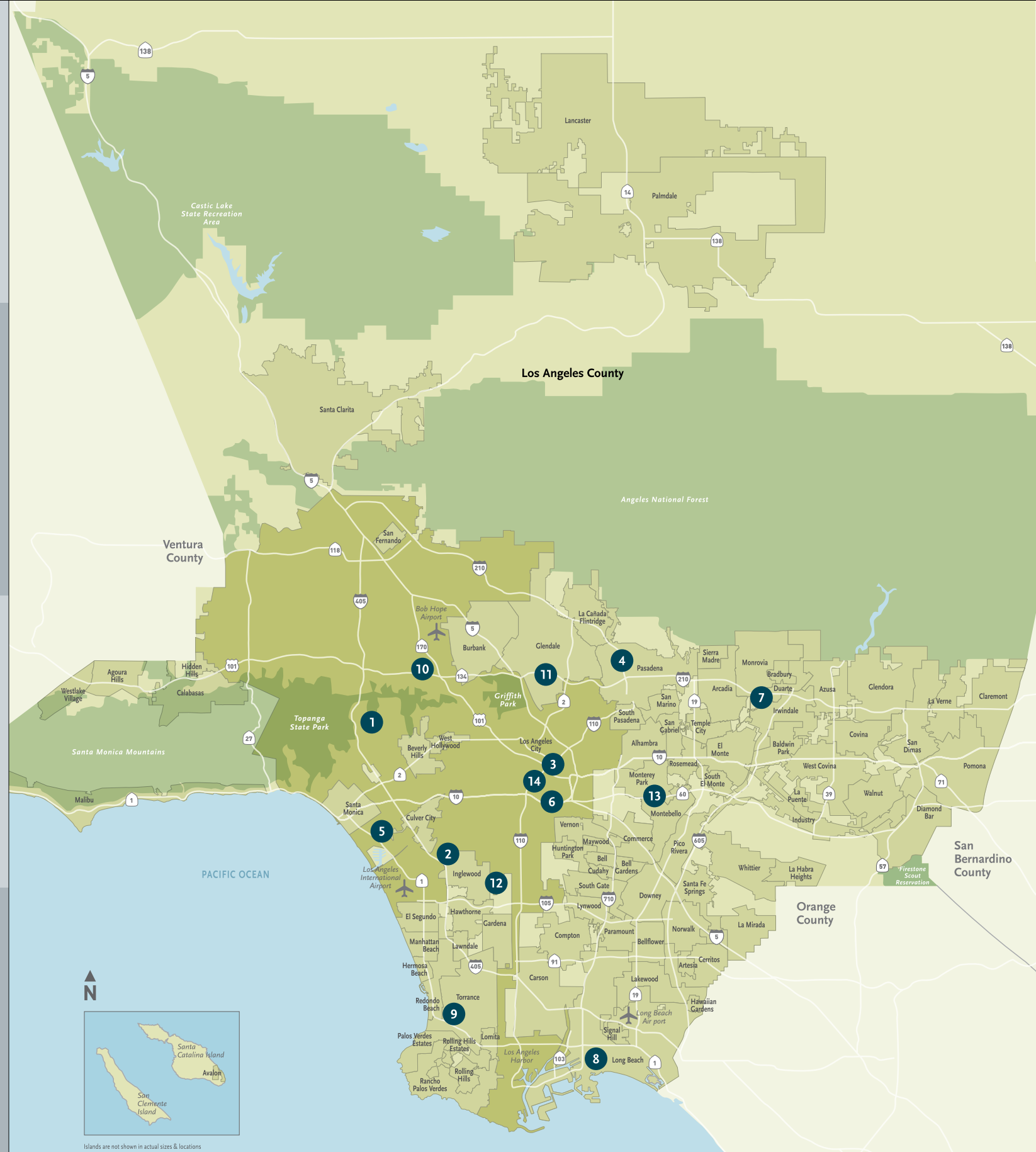


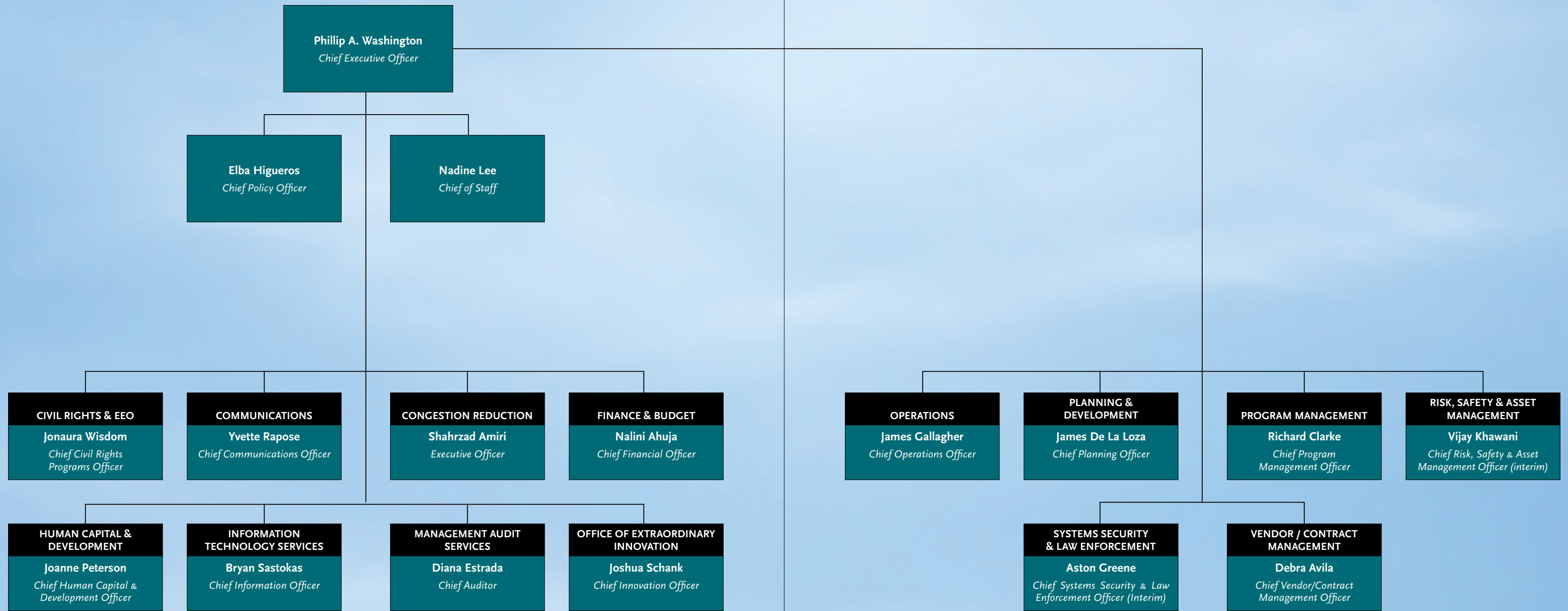
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John Bulinski
Caltrans District Seven Director
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY20 Budget in May 2019.









Following extensive public outreach and input, the Los Angeles County Metropolitan Transportation Authority, branded as “Metro,” adopted a \$7.2 billion balanced budget for Fiscal Year 2020 (FY20). The budget aligns resources in a fiscally responsible manner to achieve the five goals established by Vision 2028, Metro’s comprehensive strategic plan:

- > 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 responsible, accountable, and trustworthy governance within the LA Metro organization

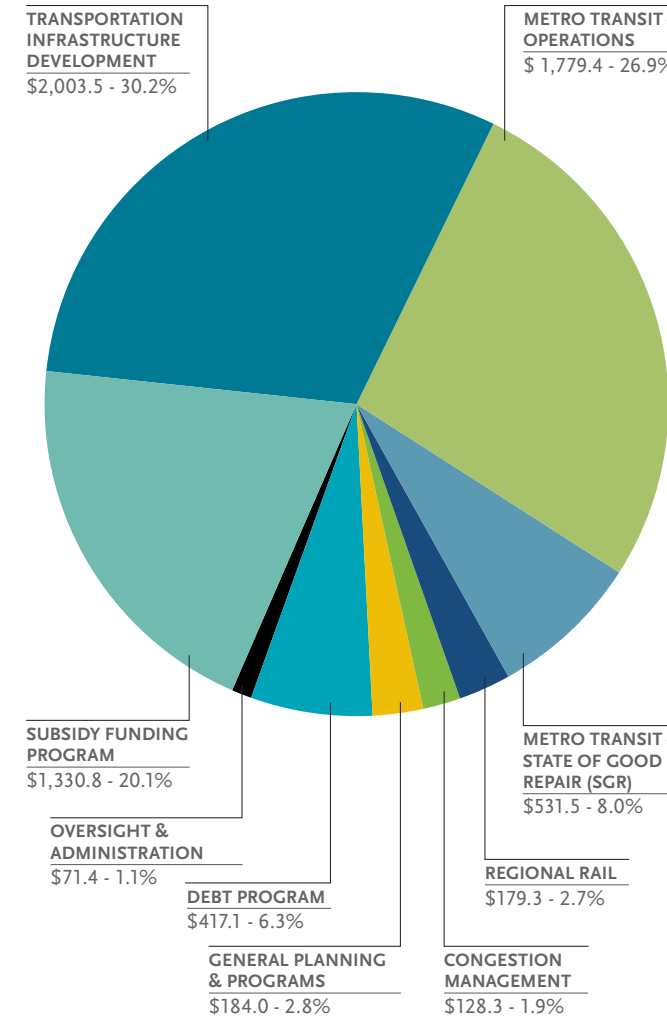
The FY20 adopted budget represents an 8.8% increase over the prior year and demonstrates Metro’s commitment to fiscal discipline and tight budget controls. Thanks to the passage of Measure M in 2016, the total budget for transportation infrastructure expansion has increased by 39%, or \$712 million, in just four years. The long term funding provided by the sales tax is vital to our ongoing efforts to transform the transportation network in Los Angeles County by focusing on capital improvements in transit, highways, and regional rail.

NEW BLUE

As we build out our transit system with exciting new rail lines, we are simultaneously paying special attention to the renewal of its oldest parts. This year marks the highly anticipated completion of “New Blue,” a broad overhaul of Metro’s oldest rail line that previously operated on infrastructure over 25 years old. Since beginning in early 2019, the New Blue has worked to refurbish and upgrade several essential subsystems including signaling, overhead catenary, traction power systems, and partial replacement of all embedded street-running rail starting just south of Willow Station and into the Long Beach Loop. Meanwhile, conduits, cables, fire alarm panels, and other infrastructure are being replaced, along with construction work in key locations such as the Willowbrook/Rosa Parks Station. To ensure a smooth experience for our riders, there have been comprehensive contingency service plans in place, with extensive communication, public outreach, and deployment of staff to assist customers. Once the Blue Line refurbishment is complete, service, reliability, and performance will be significantly improved, which will enable the entire Metro Rail system to run smoothly as it continues to grow.

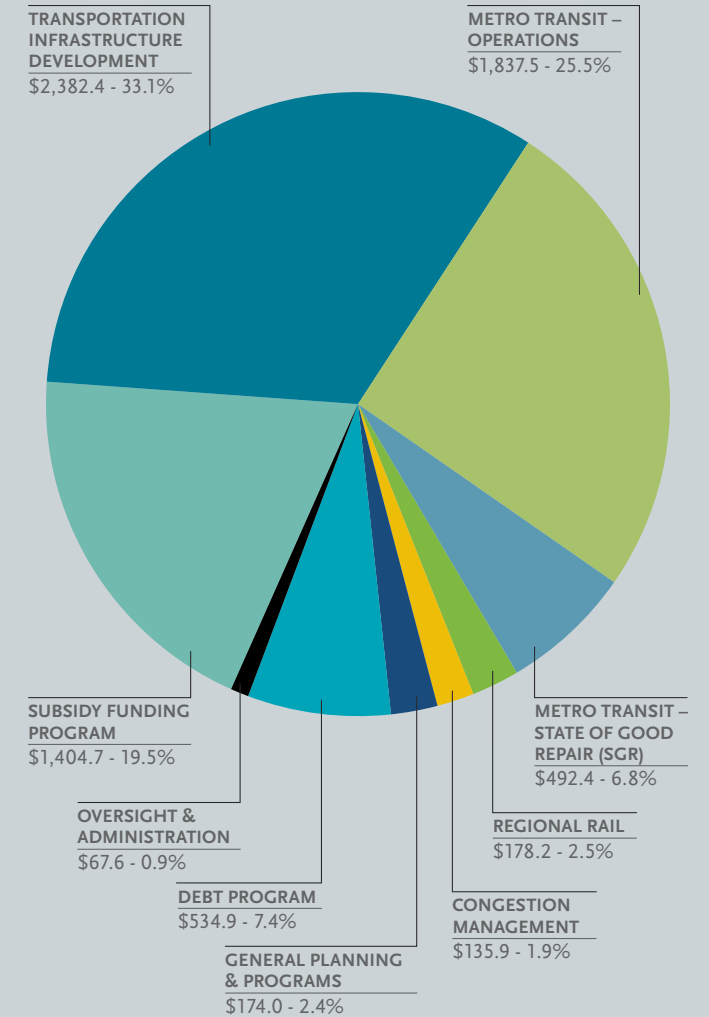
FY19 BUDGET (\$ IN MILLIONS)

\$ 6,625.2



FY20 ADOPTED BUDGET (\$ IN MILLIONS)

\$ 7,207.6

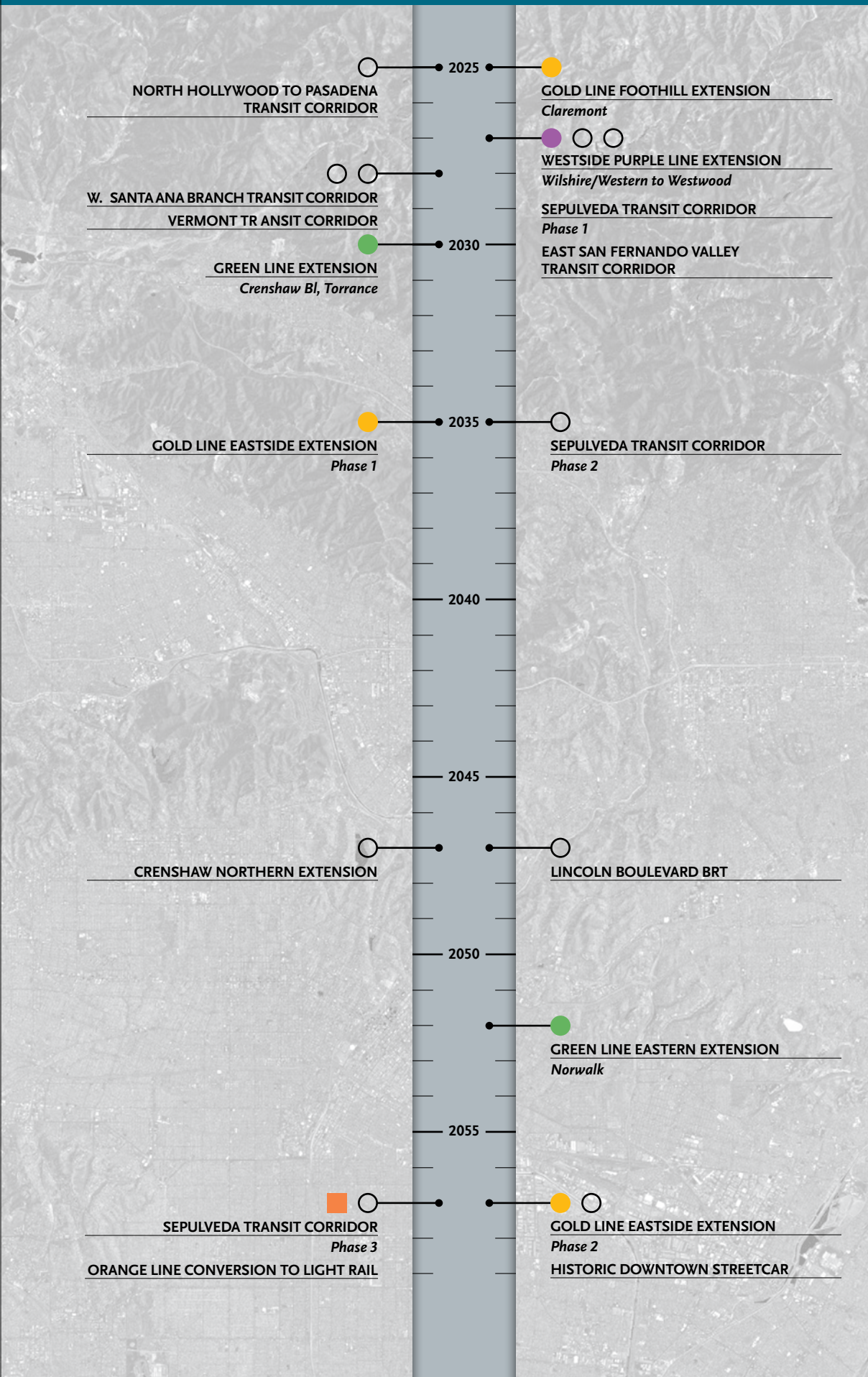
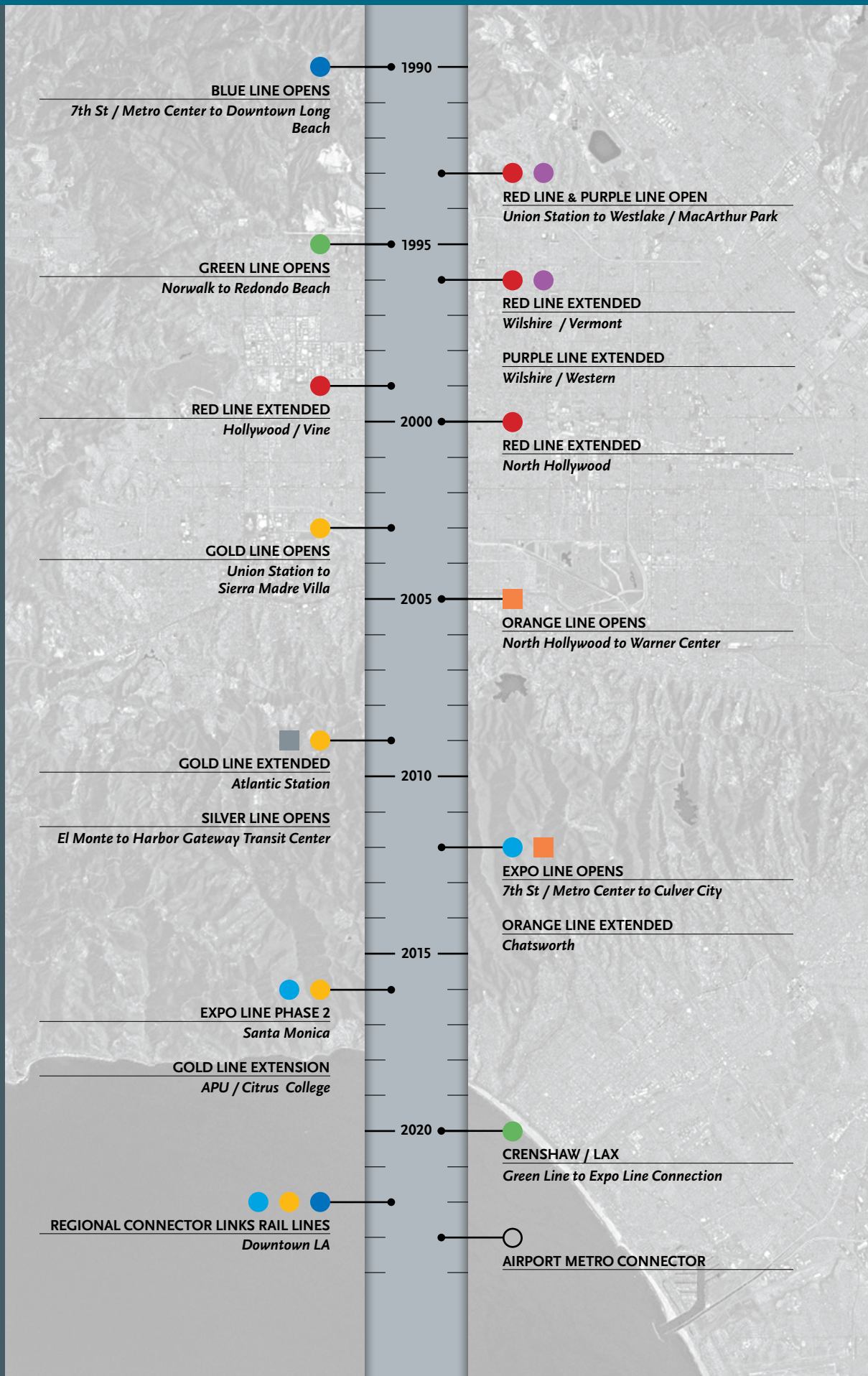


METRO BUDGET: FY20 VS FY19

The total budget increase from FY19 to FY20 is \$582 million, or 8.8%. The most significant variances are described below.

- > Transportation Infrastructure Development is increasing by \$379 million, and includes funding for significant progress on the Westside Purple Line Extension, Regional Connector, Gold Line Foothill Extension 2B, and final construction activities for the Crenshaw LAX Project.
- > Debt Service is increasing by \$118 million, due to scheduled loan repayments and bonds as previously approved by the Board of Directors.

- > Subsidy Funding Programs are increasing by \$74 million as a direct result of projected growth in sales tax revenues.
- > Metro Transit – Operations is increasing by \$58 million, reflecting a modest increase in bus service and a slight decrease in rail service to make service more consistent, improve on-time performance, allow more time for maintenance, and match service levels with demand.
- > Metro Transit – State of Good Repair (SGR) is decreasing by \$39 million, in line with planned project activities and reflecting the cash flow required to complete FY20 milestones and deliverables of the long-term SGR plan.



IMPROVING THE CUSTOMER EXPERIENCE

As always, Metro is on the lookout for exciting ways to improve the experience of riding our buses and rail lines.

Based on comments received during our annual budget outreach process, clear and accurate rider information is an important element of the customer experience. Several new efforts for increasing public access to transit information will be the focus in FY20, as we open new physical customer service locations to distribute Metro fare media and information, install new digital displays throughout our system, and pursue the creation of a state-of-the-art mobile app.

This year, three new customer service locations will be delivered, increasing the opportunities for the public to engage with Metro staff in person. There will be two new Metro Customer Centers one at the BLOC, the new retail hub connected to 7th Street/ Metro Center Station in downtown Los Angeles, and another at the new Willowbrook/Rosa Parks Station, which is currently under construction as part of the Blue Line renovation project. These two locations are key transfer points within the Metro Rail system, and therefore the new Customer Centers will be significant additions to the transit network. Both locations will provide TAP card fare media sales, reduced fare application intake, and issuance of temporary senior/disabled and student reduced fare TAP cards. Additionally, a Welcome Center will be added to the southwest corner of Cesar Chavez Avenue and Vignes Street. At this new customer service location, transit riders entering Patsaouras Bus Plaza can obtain route, scheduling, trip planning, and TAP information, while other patrons will be directed to the services they seek at the Gateway headquarters building or within Union Station.

In conjunction with the Blue Line renovation project, digital displays are currently being installed at all stations along Metro's oldest rail line. The new displays provide riders with

useful digital signage including real-time vehicle arrivals, system alerts, planned maintenance, and other system information. Beginning in FY20, these displays will be rolled out beyond initial installation on the Blue Line, bringing the benefits of this new technology to more parts of the Metro Rail system. Funded completely by advertising revenue with no capital outlay by Metro, the cost of the digital displays is estimated at a \$20 million total investment from the new advertising contractor over five years. This investment, while significant, is not as valuable as the increase in Metro's ability to provide information to transit riders.

Metro also seeks to secure a partnership with a mobile app provider to develop a new state-of-the-art app. This new version will replace the old app and will include journey planning, real-time arrival predictions, service notifications, and the ability for ticketing interfaces across multiple platforms. This partnership represents a fundamental change from building and maintaining our own software and technology infrastructure to refocusing resources on publishing the most accurate data possible, developing Application Platform Interfaces for core customer features, and providing the best user experience possible whenever and however customers need it.

NEXTGEN BUS STUDY

In January 2018, Metro began the NextGen Bus Study, an ambitious effort to reimagine the bus network. The goal of this multi-year study is to design a bus network that is more relevant, reflective of, and attractive to the diverse needs of transit riders in LA County. The current bus network, last redesigned over two decades ago, must be aligned to better serve the transportation needs of today. The process is divided into four phases: assessment of travel markets, development of service concepts, design of an explicit service plan, and implementation.

This summer, the second phase of the process was completed when the Board of Directors approved the Regional Service Concept, which is the framework for restructuring our bus routes and schedules. The Regional Service Concept includes goals and objectives of the new bus network, measures of success, route and network design concepts based on public input and data analysis, and the framework for balancing tradeoffs that consider Metro's Equity Platform. Approval of this plan is a key step in achieving the overall goal of the NextGen Bus Study: increasing transit use within LA County over the next decade by attracting frequent riders, retaining current customers, reclaiming past customers, and recruiting new customers.

In the next step of the process, which is scheduled to be completed during FY20, the NextGen Service Plan will be developed through the redesign of routing and schedules in accordance with the Board adopted Regional Service Concept. This plan will specify route changes, schedule changes, bus stop spacing, and service frequencies by time of day and day of week. Also, since the County's municipal transit operators account for nearly one third of the region's transit service, a significant focus of the plan will include recommendations on how to coordinate with the municipal operators to provide seamless service for customers.

The final phase is implementation, which is expected to occur over a series of three service changes beginning in June 2020. As with any major service change, a Title VI equity analysis will be conducted to ensure the service plan is neither disparately impacting minorities, nor disproportionately impacting low income populations. Once all changes have been implemented, the cumulative effect of the four phases of the NextGen Bus Study plan will be realized, resulting in a revised and revitalized Metro bus network that is better than ever before.

TRANSPORTATION DEMAND MANAGEMENT

A successful transit network requires multi-modal integration in order for customers to seamlessly travel the first/last mile between their origin and destination on each trip. To address this issue on the active transportation front, Metro is making notable improvements to its bicycle infrastructure in FY20. Implementation of the third phase of the Metro Bike Share program will be completed this year as the network extends to several new areas including Culver City, Marina del Rey, Palms/Mar Vista/Playa del Rey, Expo/USC/University Park, Koreatown, MacArthur Park/Westlake, Echo Park, and Silver Lake. To further enhance the Metro Bike Share infrastructure, approximately 200 electric bikes will be added to the fleet, thanks to funding provided by a Greenhouse Gas Reduction Fund grant. After this year's expansion is complete, Metro Bike Share will boast an impressive 3,373 bikes countywide.

For riders who have access to a vehicle, the reliability and availability of parking at transit stations is an important first/last mile element. Based on industry standards, a parking occupancy rate of 85% is typically defined as "practical capacity." It is at this point that supply and demand are balanced, ensuring that there are sufficient empty spaces for availability throughout the day. To this end, Metro's Parking Management Program was developed to enhance the transit rider's experience by more closely managing anticipated parking demand. Parking spaces at stations with paid lots are prioritized for transit customers through the use of a TAP-based rider verification system, which works to retain parking resources for Metro patrons. Furthermore, to make parking availability more transparent, Metro has also implemented the Parking Guidance System at highly utilized facilities. This system provides real-time parking availability information to transit riders looking for a spot, which helps to promote the option to park and ride transit versus driving alone.



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 LA County. Funded by Measure M and Measure R with guidance from our ambitious agencywide 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

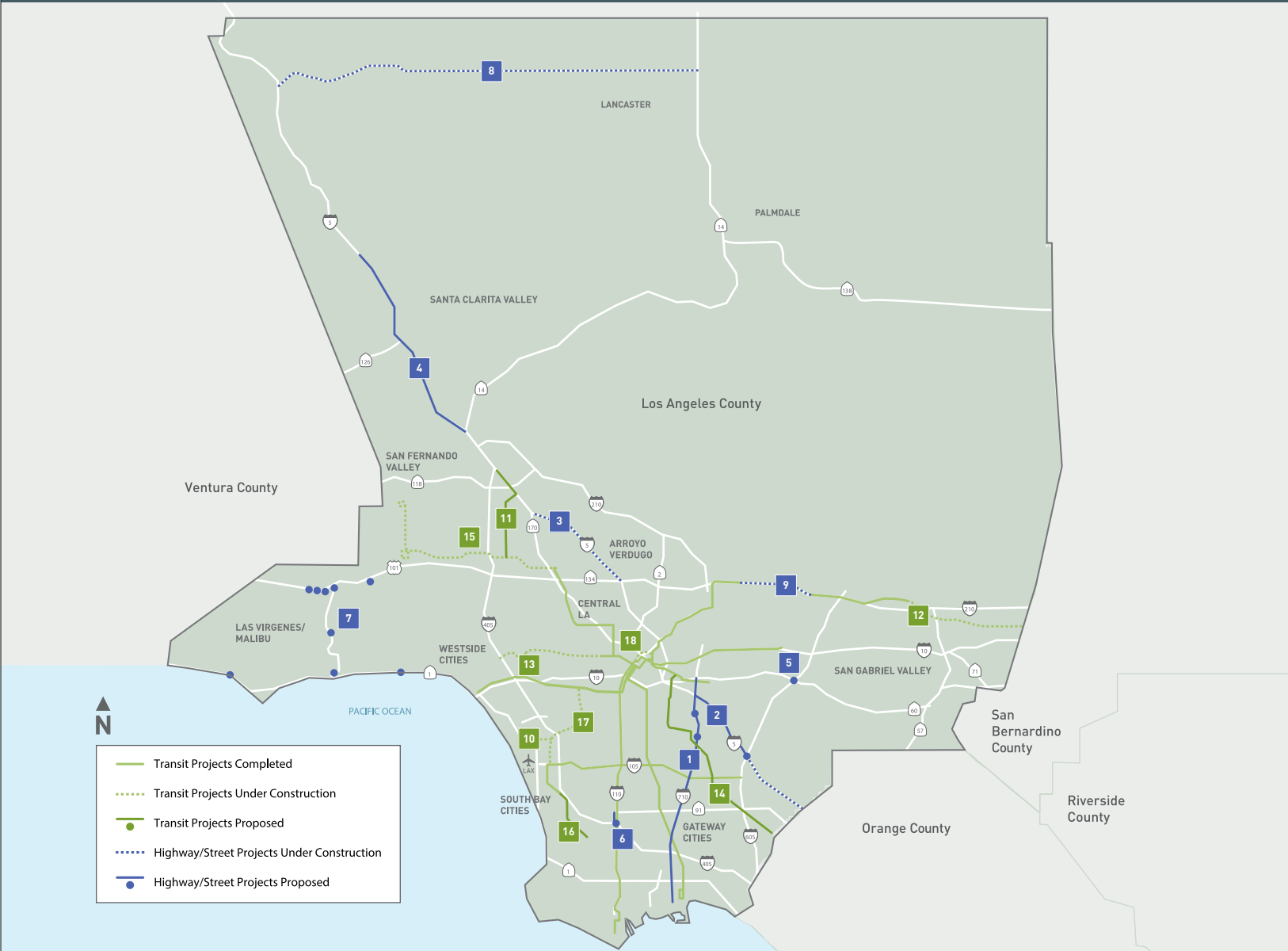
- > Crenshaw/LAX will progress to systems integration and testing in preparation for revenue service, currently forecasted for Spring/Summer 2020
- > Purple Line Extension Section 1 to La Cienega will continue tunnel excavation and station construction activities throughout the fiscal year
- > Purple Line Extension Section 2 to Century City continues advanced utility relocations, pre-construction surveys, and site preparations in anticipation for tunneling activities
- > Purple Line Extension Section 3 to Westwood/VA Hospital continues to pursue Full Funding Grant Agreement and anticipates issuing Notice to Proceed (NTP) for the construction contract
- > Regional Connector continues with tunneling and station construction activities
- > Orange Line BRT Improvements is progressing through the design and utility relocation phases in preparation for implementing grade separation at busier intersections
- > Airport Metro Connector will complete Right-of-Way (ROW) acquisition and continue with design and construction activities
- > Gold Line Foothill Extension from Azusa to Claremont will award the main design/build contract and continue with pre-construction and utility relocation activities

- > Alternative analysis, environmental impacts or studies are ongoing for:
 - Crenshaw Northern Extension
 - East San Fernando Valley Transit Corridor
 - North San Fernando Valley Transit Corridor
 - North Hollywood to Pasadena Transit Corridor
 - Sepulveda Transit Corridor
 - Green Line Extension to Torrance
 - West Santa Ana Branch Transit Corridor
 - Vermont Transit Corridor
 - Eastside Extension Phase 2

HIGHWAY PROJECTS

- > The Countywide Soundwall program will advance design efforts for Packages 10, 12, 13, and 14 and continue construction of Package 11
- > I-5 North Enhancements:
 - Freeway widening construction will progress along the I-5 in Burbank from Magnolia Blvd to SR-134
 - Construction activities also include adjacent surface street, interchange, and bridge improvements
- > 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
- > I-210 Barrier Replacement Project will advance design efforts (Projects 1 and 2) and procure a construction contract for Project 1
- > Metro, jointly with CalTrans, continues efforts on:
 - Interstate 605 Corridor "Hot Spot" interchanges
 - Interstate 710 Early Action Plan
 - State Route 138 Capacity Enhancement

FY20 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
- 9 I-210 Barrier Replacement

TRANSIT PROJECTS

- 10 Airport Metro Connector
- 11 East San Fernando Valley Transit Corridor
- 12 Gold Line Foothill Extension to Claremont
- 13 Purple Line Extension, Wilshire/Western to Westwood/VA Hospital
- 14 West Santa Ana Branch Transit Corridor
- 15 Orange Line BRT Improvements
- 16 Green Line Extension to Torrance
- 17 Crenshaw/LAX Light Rail Extension
- 18 Regional Connector

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





With over one million daily boardings, Metro's bus and rail system is one of the most heavily used networks in the country. To support the ongoing operations of the entire transit system and related infrastructure, the FY20 budget includes \$492 million dedicated to upgrading and maintaining our bus and rail fleet, rail lines, stations, facilities, and information systems in a State of Good Repair (SGR).

BUS AND RAIL VEHICLE DELIVERY

Bus acquisition activities for FY20 include the procurement of both Compressed Natural Gas (CNG) buses and Zero-Emission Buses (ZEB). CNG buses will be used to replace current vehicles that are scheduled for retirement, increasing the average age of our existing bus fleet. Meanwhile, pilot ZEB buses will be tested to ensure their capacity to perform to revenue service needs and to build the foundation upon which we will further our bus fleet sustainability goals. To support the integration of these new vehicle types, a master conversion plan to identify facility infrastructure requirements is being created.

As we procure new vehicles, we must also ensure that our existing fleet is in top form. Therefore, we have continued to emphasize a maintenance and component retrofit program for our existing buses even as we continue to receive new ones. In FY20, heavy maintenance will be performed on buses that have reached a little over half of their useful life, with SGR activities including structural component inspections and related repairs, engine replacement, farebox upgrades, installation of upgraded monitoring systems, and improved ADA equipment.

Operating Capital by Category

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	STATE OF GOOD REPAIR	CAPITAL INFRASTRUCTURE	MODE TOTAL
Bus	\$ 1,991	\$ 186,956	\$ 5,906	\$ 194,852
Rail				
Blue Line	-	60,761	-	60,761
Gold Line	-	4,534	-	4,534
Green Line	1,063	2,135	-	3,198
Multiple Rail Lines	1,108	142,933	12,380	156,421
Red/Purple Lines	-	38,318	-	38,318
Systemwide	8,175	1,152	2,796	12,124
Other (Technologies, Regional, etc.)	1,930	158	20,084	22,171
Total Operating Capital	\$ 14,266	\$ 436,948	\$ 41,166	\$ 492,379

Note

Totals may not add due to rounding.



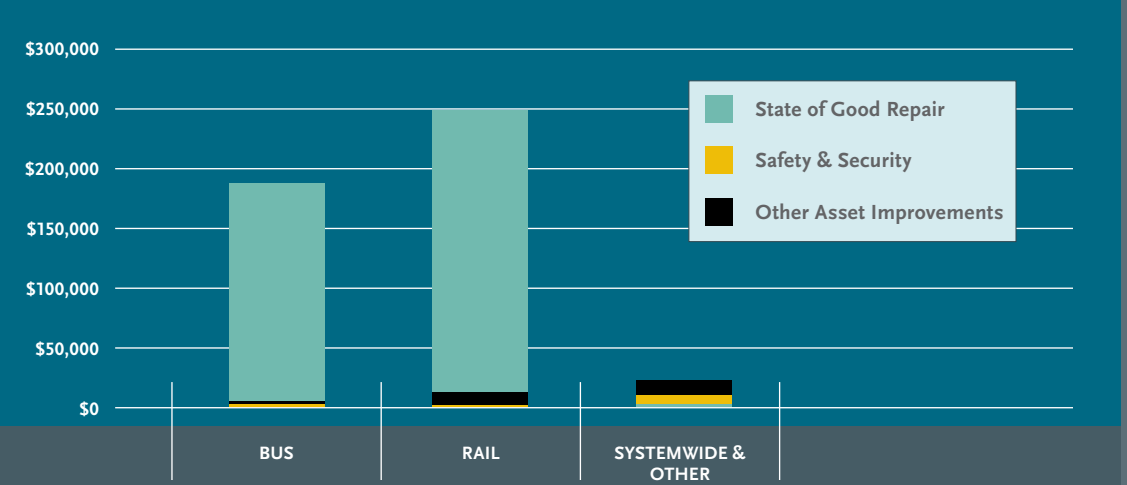
FY20 rail vehicle acquisition activities include the anticipated delivery of 36 light rail vehicles, as well as ongoing heavy rail vehicle procurement activities that will support the Purple Line Extension and replace older vehicles scheduled for retirement. As with our bus fleet, in order to ensure that the entire system runs smoothly, we have a robust modernization and component overhaul projects underway to keep our existing rail vehicle fleet in a state of good repair. As our system expands, it is more important than ever to keep our assets in optimal condition.

FACILITY IMPROVEMENTS

Metro's real estate portfolio is made up of over 60 buildings supporting bus and rail operations located throughout LA County. This includes Metro's eleven bus operating divisions, six rail operating divisions, the Rail Operations Control Center and two Maintenance of Way locations, to name just a few. Planned FY20 SGR activities include roof replacements at three of these locations: Bus Operating Division 5, Bus Operating Division 7, and the Rail Operations Control Center. The planning stage for roof replacements at Rail Operating Divisions 11 and 22 is also underway.

Major renovation has begun at Bus Operating Division 1 to include activities such as lead, asbestos, and mold abatement in the transportation and maintenance buildings. The project also addresses interior renovations to all buildings including new paint, floor tiles, ceilings, insulation, plumbing, and lighting fixtures. Work is expected to continue through FY21. Across all Bus Maintenance Divisions, crucial systems such as fire alarms and CNG detection and alarms systems are also undergoing upgrades and/or replacements.

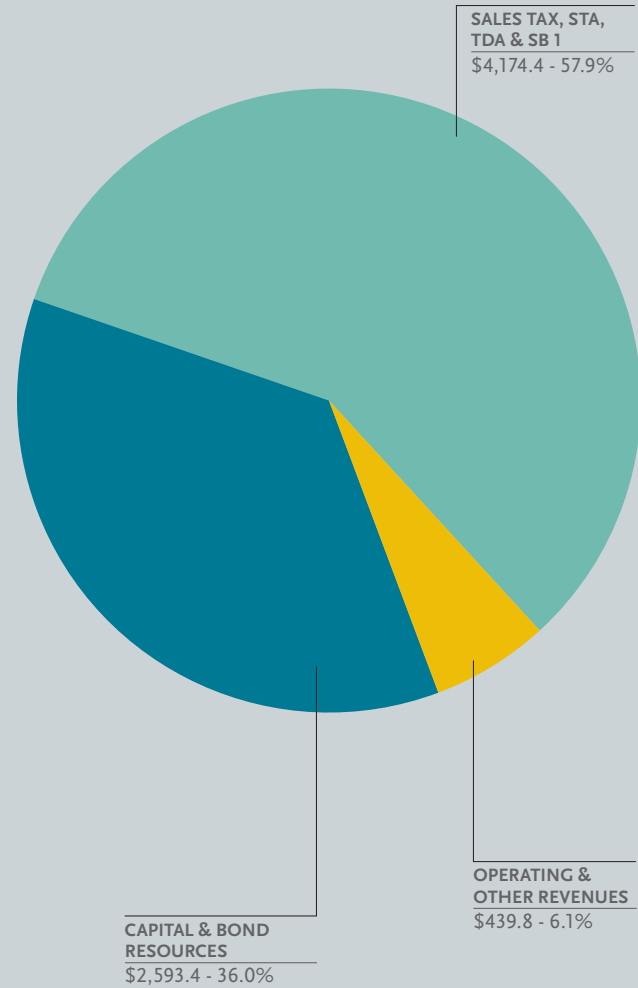
Operating Capital by Mode (\$ in Thousands)



Note

Totals may not add due to rounding.

SUMMARY OF RESOURCES (\$ IN MILLIONS)



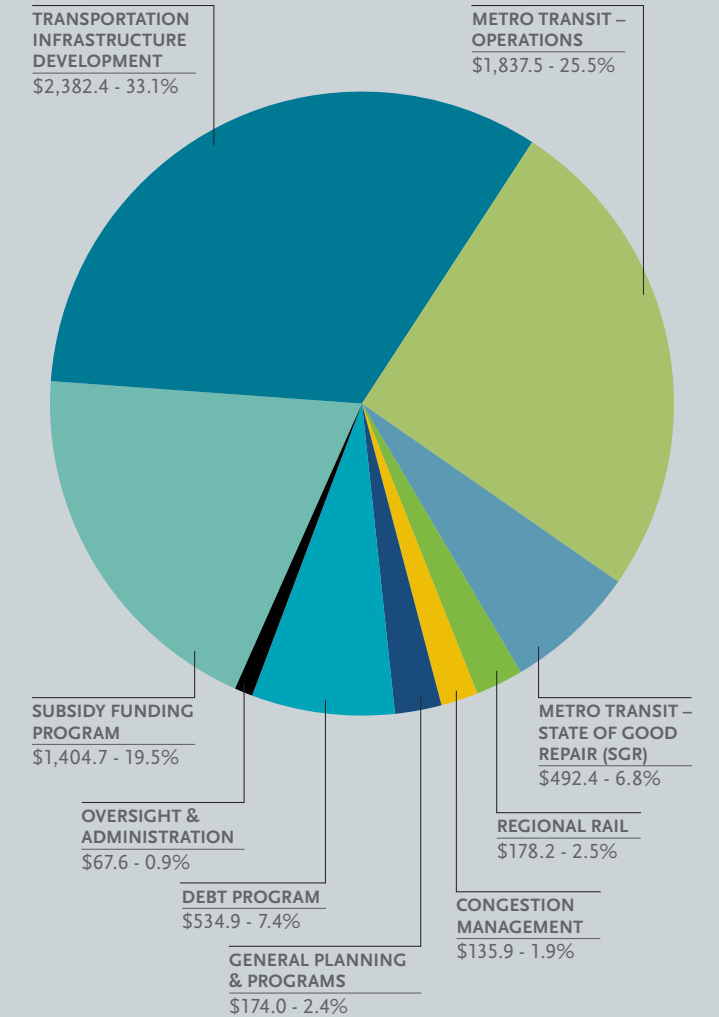
RESOURCE ASSUMPTIONS

- > Sales tax and Transportation Development Act (TDA) revenues are expected to grow at 3.4% over the FY19 budget, totaling \$3.9 billion, based on historical sales tax growth cycles, nationally recognized forecasting sources, and Metro's own experience.
- > Senate Bill 1 and State Transit Assistance (SB 1-STA) revenues for transit operations and capital are expected to be \$245.9 million based on State Controller's Office estimates, representing a 35.0% increase over FY19.
- > Thanks to California's cap and trade program, the budget includes \$36 million from the Low Carbon Transit Operations Program to support operations on the newest segments of the Expo Line and Gold Line.
- > Fare revenues are expected to decline by 6.0% from FY19 budget levels for a total of \$284.5 million, reflecting ridership projections and a nationwide trend of downward public transit ridership.
- > Advertising revenues of \$25.6 million are expected in FY20, which is 3.7% above the FY19 budget.
- > Other revenues are expected to increase 2.5% from FY19, totaling \$71.2 million in FY20. This category includes revenues from the bike program, park and ride, leasing, vending, film, SAFE, auto registration fees, transit court fees, investment income, and other miscellaneous sources.
- > Grant reimbursements, bond proceeds, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns are expected to total \$2.6 billion in FY20. This amount is in line with planned expenditure activities and represents a 18.7% increase over the prior year.

EXPENDITURES ASSUMPTIONS

- > The FY20 budget assumes a 79,770 increase in bus Revenue Service Hours (RSH), a modest increase of 1.1%. A portion of this increase will be for deployment of special service to meet ridership demand for events, as well as bus bridges for ongoing construction projects.
- > Rail RSH will decrease by 68,278 RSH, or 5.7%. This adjustment is due to service modifications on the Blue, Gold, and Expo Lines. Changes include weekend morning peak time adjustments, peak headway changes from 6 or 7 minutes to 8 minutes, and reduced off-peak vehicle deployments. These redeployment strategies will make schedules and train lengths more consistent, improve on-time performance, allow more time for light rail vehicle maintenance, and match service levels with demand based on Board-adopted policies.
- > The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 2.28% over FY19.
- > The FY20 budget includes a decrease of 66 represented Full Time Equivalents (FTEs) to reflect service level assumptions and SGR project phase. Meanwhile, 45 non-represented FTEs have been added to address Measure M and Measure R planning and construction efforts, provide funding oversight, pursue pilot programs, 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 merit-based salary increase of 4% for non-represented employees is in line with represented employees.

SUMMARY OF EXPENDITURES (\$ IN MILLIONS)



BUDGETED RESOURCES (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	% CHANGE
Sales Tax, STA, TDA & SB 1	\$ 3,980.2	\$ 4,174.4	4.9%
Operating & Other Revenues	459.6	439.8	-4.3%
Capital & Bond Resources	2,185.5	2,593.4	18.7%
Total Resources	\$ 6,625.2	\$ 7,207.6	8.8%



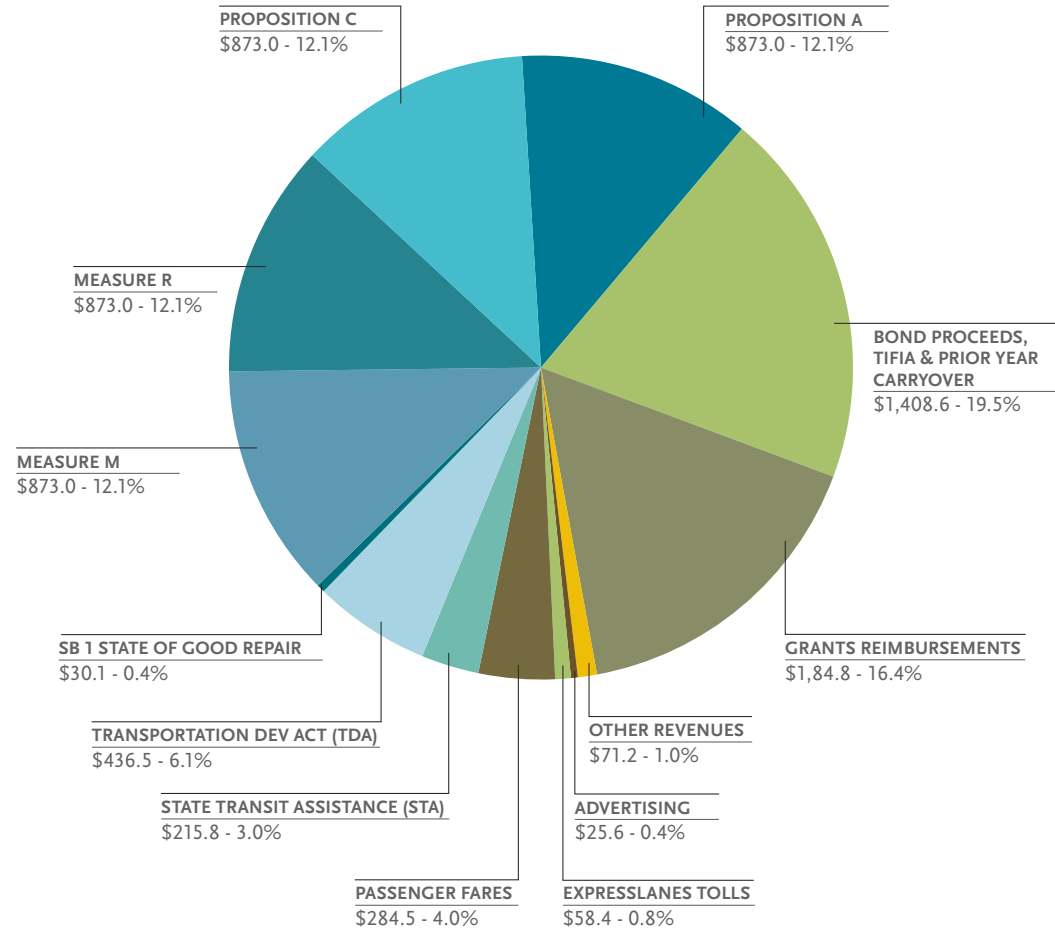
BUDGETED EXPENDITURES (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	% CHANGE
Transportation Infrastructure Development	\$ 2,003.5	\$ 2,382.4	18.9%
Metro Transit - Operations	1,779.4	1,837.5	3.3%
Metro Transit - State of Good Repair (SGR)	531.5	492.4	-7.4%
Subsidy Funding Programs	1,330.8	1,404.7	5.6%
Regional Rail	179.3	178.2	-0.6%
General Planning & Programs	184.0	174.0	-5.4%
Congestion Management	128.3	135.9	5.9%
Debt Service	417.1	534.9	28.3%
Oversight & Administration	71.4	67.6	-5.3%
Total Expenditures	\$ 6,625.2	\$ 7,207.6	8.8%



Summary of Resources

RESOURCES (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
SALES TAX, STA, TDA & SB 1 REVENUES ⁽¹⁾				
Proposition A	\$ 844.0	\$ 873.0	\$ 29.0	3.4%
Proposition C	844.0	873.0	29.0	3.4%
Measure R	844.0	873.0	29.0	3.4%
Measure M	844.0	873.0	29.0	3.4%
Transportation Development Act (TDA)	422.0	436.5	14.5	3.4%
State Transit Assistance (STA)/SB 1 STA ⁽²⁾	150.5	215.8	65.3	43.4%
SB 1 State of Good Repair ⁽²⁾	31.7	30.1	(1.6)	-5.1%
Subtotal Sales Tax, TDA, & STA/SB 1 Revenues	\$ 3,980.2	\$ 4,174.4	\$ 194.2	4.9%
OPERATING & OTHER REVENUES				
Passenger Fares	\$ 302.6	\$ 284.5	\$ (18.1)	-6.0%
ExpressLanes Tolls	62.8	58.4	(4.4)	-7.0%
Advertising	24.7	25.6	0.9	3.7%
Other Revenues ⁽³⁾	69.5	71.2	1.7	2.5%
Subtotal Operating & Other Revenues	\$ 459.6	\$ 439.8	\$ (19.8)	-4.3%
CAPITAL & BOND RESOURCES				
Grants Reimbursements ⁽⁴⁾	\$ 967.9	\$ 1,184.8	\$ 217.0	22.4%
Bond Proceeds, TIFIA & Prior Year Carryover ⁽⁵⁾	1,217.6	1,408.6	191.0	15.7%
Subtotal Capital & Bond Resources	\$ 2,185.5	\$ 2,593.4	\$ 408.0	18.7%
Total Resources	\$ 6,625.2	\$ 7,207.6	\$ 582.4	8.8%

Total FY20 Resources: \$7,207.6 (\$ in Millions)



Notes

- (1) Sales tax and TDA revenues represent the FY19 adopted budget.
- (2) Refer to the Regional Transit Allocations Chart on page 60 for STA and SB 1 allocation details.
- (3) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, SAFE 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)	FY19 BUDGET ⁽¹⁾	FY20 ADOPTED	\$ CHANGE	% CHANGE	ELIGIBLE FOR OPERATIONS
PROPOSITION A					
5% Administration	\$ 42.2	\$ 43.7	\$ 1.5	3.4%	
25% Local Return	200.5	207.3	6.8	3.4%	
35% Rail Development	280.6	290.3	9.7	3.4%	✓
40% Discretionary					
Transit (95% of 40%)	304.7	315.2	10.5	3.4%	✓
Incentive (5% of 40%)	16.0	16.6	0.6	3.4%	
Estimated Tax Revenue from Prop A	\$ 844.0	\$ 873.0	\$ 29.0	3.4%	
PROPOSITION C					
1.5% Administration	\$ 12.7	\$ 13.1	\$ 0.4	3.4%	
5% Rail/Bus Security	41.6	43.0	1.4	3.4%	✓
10% Commuter Rail	83.1	86.0	2.9	3.4%	
20% Local Return	166.3	172.0	5.7	3.4%	
25% Freeways/Highways	207.8	215.0	7.2	3.4%	
40% Discretionary	332.5	344.0	11.4	3.4%	✓
Estimated Tax Revenue from Prop C	\$ 844.0	\$ 873.0	\$ 29.0	3.4%	
MEASURE R					
1.5% Administration	\$ 12.7	\$ 13.1	\$ 0.4	3.4%	
2% Transportation Capital Metro Rail	16.6	17.2	0.6	3.4%	
3% Transportation Capital Metrolink	24.9	25.8	0.9	3.4%	
5% Operations - New Rail	41.6	43.0	1.4	3.4%	✓
15% Local Return	124.6	129.0	4.9	3.4%	
20% Operations - Bus	166.3	172.0	5.7	3.4%	✓
20% Highway Capital	166.3	172.0	5.7	3.4%	
35% Transportation Capital New Rail/BRT	291.0	301.0	10.0	3.4%	
Estimated Tax Revenue from Measure R	\$ 844.0	\$ 873.0	\$ 29.0	3.4%	
MEASURE M					
.5% Administration ⁽²⁾	\$ 4.4	\$ 4.5	\$ 0.1	3.4%	
1% Regional Rail	8.3	8.6	0.3	3.4%	
2% Metro State of Good Repair	16.6	17.2	0.6	3.4%	✓
2% Active Transportation Projects	16.6	17.2	0.6	3.4%	
2% ADA Paratransit/ Metro Discounts	16.6	17.2	0.6	3.4%	
5% Rail Operations	41.6	43.0	1.4	3.4%	✓
17% Local Return ⁽²⁾	141.3	146.2	4.9	3.4%	
17% Highway Construction	141.3	146.2	4.9	3.4%	
20% Transit Operations	166.3	172.0	5.7	3.4%	✓
35% Transit Construction	291.0	301.0	10.0	3.4%	
Estimated Tax Revenue from Measure M	\$ 844.0	\$ 873.0	\$ 29.0	3.4%	
TRANSPORTATION DEVELOPMENT ACT (TDA)					
Administration	\$ 8.5	\$ 9.5	\$ 1.0	3.4%	
2.0% Article 3 (Pedestrians & Bikeways)	8.3	8.5	0.2	3.4%	
91.7% Article 4 (Bus Transit)	378.9	391.3	12.48	3.4%	✓
6.3% Article 8 (Transit/Streets & Highways)	26.3	27.1	0.8	3.4%	
Estimated Tax Revenue from TDA	\$ 422.0	\$ 436.5	\$ 14.5	3.4%	
STATE TRANSIT ASSISTANCE (STA)/SB 1 ^{(3) (4) (5)}					
STA/SB 1 STA Bus	\$ 85.9	\$ 121.0	\$ 35.1	40.9%	✓
STA/SB 1 STA Rail	64.6	94.8	30.2	46.7%	✓
SB 1 State of Good Repair Bus	18.1	16.9	(1.2)	-6.8%	
SB 1 State of Good Repair Rail	13.6	13.2	(0.4)	-2.9%	
Estimated Tax Revenue from STA/SB 1	\$ 182.2	\$ 245.9	\$ 63.7	35.0%	
Total Sales Tax, TDA & STA/SB 1 Revenues	\$ 3,980.2	\$ 4,174.4	\$ 194.2	4.9%	

Notes

- (1) Sales tax and TDA revenues represent the FY19 adopted budget.
- (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) STA Revenue estimate from the State Controller's office is reduced by 5% for the revenue base share and population-base share due to anticipated shortfall of FY20 revenue.
- (4) The SGR program is one of two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion – State of Good Repair – is a new program funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- (5) STA and SGR portion of SB 1 will be allocated based on Measure R allocation methodology.

Totals may not add due to rounding.

Summary of Expenditures by Program

PROGRAM TYPE (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
TRANSPORTATION INFRASTRUCTURE DEVELOPMENT				
Highway	\$ 322.4	\$ 323.8	\$ 1.4	0.4%
Transit Expansion ⁽¹⁾	1,681.0	2,058.7	377.6	22.5%
Total Transportation Infrastructure Development	\$ 2,003.5	\$ 2,382.4	\$ 379.0	18.9%
METRO TRANSIT - OPERATIONS				
Operations & Maintenance	\$ 1,775.9	\$ 1,818.4	\$ 42.5	2.4%
Regional Operating Services	3.5	19.1	15.5	437.9%
Total Metro Transit - Operations	\$ 1,779.4	\$ 1,837.5	\$ 58.1	3.3%
TOTAL METRO TRANSIT - STATE OF GOOD REPAIR (SGR)				
Other Asset Improvements	\$ 56.5	\$ 50.4	\$ (6.1)	-10.8%
SGR Bus & Rail	475.0	442.0	(33.0)	-7.0%
Total Metro Transit - State of Good Repair (SGR)	\$ 531.5	\$ 492.4	\$ (39.1)	-7.4%
SUBSIDY FUNDING PROGRAM				
Local Agencies	\$ 766.7	\$ 779.3	\$ 12.6	1.6%
Regional Transit	523.4	583.3	60.0	11.5%
Regional Federal Grants	25.6	27.4	1.8	7.0%
Fare Assistance	15.1	14.6	(0.5)	-3.1%
Total Subsidy Funding Program	\$ 1,330.8	\$ 1,404.7	\$ 73.9	5.6%
REGIONAL RAIL				
Metro Regional Rail	\$ 73.7	\$ 66.9	\$ (6.8)	-9.2%
Metrolink	105.6	111.3	5.7	5.4%
Total Regional Rail	\$ 179.3	\$ 178.2	\$ (1.1)	-0.6%
GENERAL PLANNING & PROGRAMS				
Financial, Grants Management & Administration	\$ 28.7	\$ 28.0	\$ (0.7)	-2.4%
Programs & Studies	74.5	71.1	(3.4)	-4.5%
Public Private Partnerships	17.3	14.7	(2.6)	-14.8%
Property Management	61.7	58.3	(3.4)	-5.5%
Transit Court	1.7	1.8	0.1	3.4%
Total General Planning & Programs	\$ 184.0	\$ 174.0	\$ (10.0)	-5.4%
CONGESTION MANAGEMENT				
ExpressLanes	\$ 74.8	\$ 76.0	\$ 1.2	1.6%
Freeway Service Patrol	30.4	35.4	5.0	16.4%
Kenneth Hahn Call Box Program	13.0	13.0	-	0.0%
Rideshare Services	10.1	11.4	1.3	13.1%
Total Congestion Management	\$ 128.3	\$ 135.9	\$ 7.5	5.9%
Debt Service ⁽²⁾	\$ 417.1	\$ 534.9	\$ 117.9	28.3%
Oversight & Administration	\$ 71.4	\$ 67.6	\$ (3.8)	-5.3%
Grand Total	\$ 6,625.2	\$ 7,207.6	\$ 582.4	8.8%

Notes

(1) Total of \$81.8M in Light Rail Vehicle acquisitions for the expansion lines is captured in SGR Bus and Rail.

(2) Total includes \$3.1M in bank fees and other costs of administering the debt program not included in the Debt Service detail schedule.

Totals may not add due to rounding.

Summary of Expenditures by Department

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
Board of Directors				
Board office	\$ 0.8	\$ 0.6	\$ (0.2)	-25.0%
County Counsel	41.7	34.6	(7.1)	-17.0%
Ethics Office	1.4	1.4	-	0.0%
Inspector General	7.5	7.1	(0.4)	-5.3%
Office of Board Secretary	1.7	1.7	-	0.0%
Total Board of Directors	\$ 53.2	\$ 45.4	\$ (7.7)	-14.5%
Chief Executive Office	\$ 1.6	\$ 2.4	\$ 0.8	50.0%
Chief Policy Office	2.9	2.5	(0.4)	-13.8%
Communications	82.8	82.8	-	0.0%
Congestion Reduction	134.6	139.6	5.0	3.7%
Finance & Budget	1,975.5	1,780.0	(195.5)	-9.9%
Human Capital & Development	49.2	60.3	11.1	22.6%
Information Technology	73.7	79.4	5.8	7.9%
Management Audit Services	7.1	7.3	0.2	2.8%
Office of Civil Rights	4.0	4.3	0.3	7.5%
Office of Extraordinary Innovation	20.5	15.6	(4.9)	-23.9%
Operations	1,901.7	1,958.8	57.1	3.0%
Planning & Development	280.5	281.5	1.0	0.4%
Program Management	1,734.3	2,454.6	720.3	41.5%
Risk/Safety & Asset Management	31.5	31.5	-	0.0%
System Security & Law Enforcement	190.6	180.7	(9.9)	-5.2%
Vendor/Contract Management	81.6	80.8	(0.7)	-0.9%
Total Expenditure by Department	\$ 6,625.2	\$ 7,207.6	\$ 582.4	8.8%
EXPENDITURES BY TYPE (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
Labor & Benefits	\$ 1,353.0	\$ 1,397.7	\$ 44.7	3.3%
Asset Acquisitions for Transit & Highway Projects	1,639.7	1,755.2	115.5	7.0%
Regional Transit/Highway Subsidies ⁽¹⁾	1,614.0	1,879.1	265.1	16.4%
Contract & Professional Services	1,263.6	1,279.9	15.2	1.2%
Materials & Supplies	219.3	239.2	19.9	9.1%
PL/PD & Other Insurance	114.4	117.7	3.3	2.9%
Debt Expense	417.1	534.9	119.0	28.2%
Training & Travel	4.1	3.8	(0.3)	-7.6%
Total Expenditures by Type	\$ 6,625.2	\$ 7,207.6	\$ 582.4	8.8%

Summary of Expenditures by Type

Notes

(1) Includes subsidy funding program, highway subsidies, regional rail subsidies, and funding provided to Foothill Construction Authority.

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED					REGIONAL ACTIVITIES
		TOTAL	BUS	RAIL	TRANSIT COURT		
TRANSIT OPERATIONS RESOURCES							
TRANSIT FARES & OTHER REVENUES							
Fares ⁽¹⁾	\$ 302.6	\$ 284.5	\$ 204.3	\$ 80.2	\$ -	\$ -	\$ -
Advertising	24.7	25.6	23.5	2.1	-	-	-
Other Revenues ⁽²⁾	12.4	13.5	11.7	-	1.8	-	-
Total Fare & Other Revenues	\$ 339.7	\$ 323.6	\$ 239.5	\$ 82.3	\$ 1.8	\$ -	\$ -
FEDERAL & STATE GRANTS							
Federal Preventive Maintenance	\$ 245.1	\$ 244.8	\$ 145.0	\$ 99.8	\$ -	\$ -	\$ -
Federal CMAQ	32.0	-	-	-	-	-	-
Federal & State Grants (LCTOP)	33.0	45.7	-	45.7	-	-	-
Total Federal & State Grants	\$ 310.1	\$ 290.5	\$ 145.0	\$ 145.5	\$ -	\$ -	\$ -
LOCAL SUBSIDIES							
Prop A – (40% Bus) & (35% Rail)	\$ 274.0	\$ 315.8	\$ 182.3	\$ 133.5	\$ -	\$ -	\$ -
Prop C – (40% Bus/Rail) & (5% Security)	59.1	145.5	126.4	-	-	-	19.1
Measure R – (20% Bus) & (5% Rail)	155.9	165.7	122.7	43.0	-	-	-
Measure M – (20% Bus), (5% Rail) & (2% SGR)	171.1	169.9	126.9	43.0	-	-	-
TDA Article 4	196.2	219.2	212.2	-	-	-	7.0
STA, SB 1 STA & SB 1 SGR	238.5	204.7	109.2	95.5	-	-	-
Toll & Revenue Grant	18.8	4.4	4.4	-	-	-	-
General Fund & Other Funds	17.8	-	-	-	-	-	-
Total Local Subsidies	\$ 1,131.4	\$ 1,225.2	\$ 884.1	\$ 315.0	\$ -	\$ -	\$ 26.1
Total Transit Operations Resources	\$ 1,781.2	\$ 1,839.3	\$ 1,268.6	\$ 542.8	\$ 1.8	\$ 26.1	\$ -
TRANSIT CAPITAL RESOURCES							
Federal, State & Local Grants	\$ 518.8	\$ 801.4	\$ 32.4	\$ 769.0	\$ -	\$ -	\$ -
Local & State Sales Tax ⁽³⁾	770.6	701.4	82.8	618.5	-	-	-
Other Capital Financing	989.9	741.5	97.2	644.3	-	-	-
Total Transit Capital Resources	\$ 2,238.8	\$ 2,560.7	\$ 254.7	\$ 2,306.0	\$ -	\$ -	\$ -
Total Transit Operations & Capital Resources	\$ 4,020.0	\$ 4,400.0	\$ 1,523.3	\$ 2,848.8	\$ 1.8	\$ 26.1	\$ -
TRANSIT OPERATIONS EXPENSES							
Labor & Benefits	\$ 1,019.2	\$ 1,042.4	\$ 764.4	\$ 247.2	\$ 0.6	\$ 30.2	\$ -
Fuel & Propulsion Power	57.5	60.6	26.7	33.9	-	-	-
Materials & Supplies	93.5	102.1	73.4	27.4	-	1.3	-
Contract & Professional Services	282.2	285.6	114.5	152.7	0.9	17.5	-
PL/PD & Other Insurance	44.1	44.7	40.1	4.6	-	-	-
Purchased Transportation	62.0	62.0	62.0	-	-	-	-
Allocated Overhead ⁽⁴⁾	178.1	190.1	132.5	47.7	0.2	9.7	-
Regional Chargeback	-	0.1	25.3	8.6	-	(33.8)	-
Other Expenses ⁽⁵⁾	44.6	51.7	29.7	20.7	0.1	1.2	-
Total Transit Operations Expenses	\$ 1,781.2	\$ 1,839.3	\$ 1,268.6	\$ 542.8	\$ 1.8	\$ 26.1	\$ -
Transit Capital Expenses Operating	\$ 2,164.7	\$ 2,443.6	\$ 244.2	\$ 2,199.4	\$ -	\$ -	\$ -
Transit Capital Expenses Planning	\$ 74.1	\$ 117.1	\$ 10.5	\$ 106.6	\$ -	\$ -	\$ -
Total Capital Expenses ⁽⁶⁾	\$ 2,238.8	\$ 2,560.7	\$ 254.7	\$ 2,306.0	\$ -	\$ -	\$ -
Total Transit Operations & Capital Expenses	\$ 4,020.0	\$ 4,400.0	\$ 1,523.3	\$ 2,848.8	\$ 1.8	\$ 26.1	\$ -
Transit Operations & Capital (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Notes

- (1) Includes \$6.6M revenues from TAP card sales.
- (2) Includes interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenues.
- (3) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.
- (4) Year-to-year changes in allocated overhead reflect changes approved by Federal funding partners.
- (5) Includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals and training/seminar/periodicals.
- (6) 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)	FY19 BUDGET	FY20 ADOPTED				
		TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	PARK & RIDE
OTHER TRANSIT OPERATIONS RESOURCES						
TOLL FARES & OTHER REVENUES						
Tolls & Violation Fines	\$ 62.8	\$ 63.5	\$ (0.9)	\$ 58.4	\$ 2.7	\$ 3.3
Rental & Lease Income	1.9	-	-	-	-	-
Total Toll Fares & Other Revenue	\$ 64.7	\$ 63.5	\$ (0.9)	\$ 58.4	\$ 2.7	\$ 3.3
TRANSIT OTHER OPERATIONS EXPENSES						
Labor & Benefits	\$ 4.1	\$ 5.5	\$ 0.5	\$ 2.6	\$ 0.5	\$ 1.9
Materials & Supplies	-	0.1	-	-	-	0.1
Contract & Professional Services	69.0	78.9	0.3	53.7	17.1	7.8
PL/PD & Other Insurance	0.2	0.2	0.2	-	-	-
Allocated Overhead	1.8	2.4	0.3	1.1	0.3	0.7
Other Expenses	1.0	2.5	-	2.5	-	-
Total Other Transit Operations Expenses	\$ 76.1	\$ 89.7	\$ 1.3	\$ 59.9	\$ 17.9	\$ 10.6
Operating (Deficit)/Surplus	\$ (11.4)	\$ (26.2)	\$ (2.2)	\$ (1.5)	\$ (15.2)	\$ (7.3)
OTHER TRANSIT OPERATIONS RESOURCES						
LOCAL SUBSIDIES						
Proposition A & Proposition C	\$ 10.0	\$ 12.6	\$ -	\$ -	\$ 6.0	\$ 6.6
General Fund	2.9	0.7	-	-	-	0.7
City of LA	7.7	9.27	-	-	9.2	-
Total Local Subsidies	\$ 20.6	\$ 22.5	\$ -	\$ -	\$ 15.2	\$ 7.3
Total Other Transit Operations Resources	\$ 20.6	\$ 22.5	\$ -	\$ -	\$ 15.2	\$ 7.3
Net Income	\$ 9.2	\$ (3.7)	\$ (2.2)	\$ (1.5)	\$ -	\$ -
OTHER OPERATIONS						
NON-OPERATING EXPENSES						
Toll Grant Revenue to Bus Operations	\$ 4.4	\$ 4.4	\$ -	\$ 4.4	\$ -	\$ -
Congestion Pricing Program	-	4.6	-	4.6	-	-
Funding Swap	14.4	-	-	-	-	-
Congestion Relief Transit	-	-	-	-	-	-
Operating Subsidy	7.4	6.9	-	6.9	-	-
Congestion Relief Grant Program ⁽¹⁾	15.9	10.6	-	10.6	-	-
Total Other Operations	\$ 42.1	\$ 26.5	\$ -	\$ 26.5	\$ -	\$ -
Change in Net Assets	\$ (32.9)	\$ (30.2)	\$ (2.2)	\$ (28.0)	\$ -	\$ -
Net Assets - Beginning of Year	\$ 171.8	\$ 143.3	\$ 7.8	\$ 135.5	\$ -	\$ -
Net Assets - End of Year	\$ 138.9	\$ 113.1	\$ 5.6	\$ 107.5	\$ -	\$ -

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 FY19	FY20 ADOPTED	LIFE OF PROJECT
TRANSIT EXPANSION			
TRANSIT CONSTRUCTION PROJECTS			
Rail			
Airport Metro Connector ⁽¹⁾	\$ 147,345	\$ 68,789	\$ 216,134
Crenshaw/LAX Light Rail Transit	2,032,683	227,486	2,283,339
Expo Blvd Light Rail Transit Phase 1 ⁽²⁾	961,182	3,500	967,400
Expo Blvd Light Rail Transit Phase 2 ⁽²⁾	1,292,393	13,200	1,533,623
Gold Line Foothill Extension 2A to Azusa ⁽²⁾	906,272	5,768	923,550
Gold Line Foothill Extension 2B	68,906	188,722	1,406,871
Regional Connector	1,217,507	221,449	1,799,838
Westside Purple Line Subway Extension 1	1,866,724	371,419	3,062,918
Westside Purple Line Subway Extension 2	928,544	312,318	2,440,969
Westside Purple Line Subway Extension 3	268,530	457,294	3,222,492
Systemwide	-	91,750	91,750
Bus			
Orange Line BRT Improvements ⁽¹⁾	16,345	21,321	37,666
Express Lanes			
I-405 Sepulveda Express Lanes ⁽¹⁾	476	2,348	2,824
I-105 Express Lanes ⁽¹⁾	476	2,480	2,956
TRANSIT PLANNING PROJECTS			
BRT Connector Red/Orange Line ⁽³⁾	4,867	3,203	8,070
Crenshaw Northern Extension ⁽³⁾	500	2,002	2,502
Eastside Extension Phase 1 & 2 ⁽³⁾	35,694	9,247	44,942
Eastside Extension - Light Rail Vehicles ^{(2) (3)}	-	36,800	36,800
Eastside Light Rail Access ⁽³⁾	28,298	9,032	37,330
Green Line Extension to Torrance ⁽³⁾	9,891	3,189	13,080
North San Fernando Valley Transit Corridor ⁽³⁾	2,337	3,368	5,705
East San Fernando Valley Transit Corridor ⁽³⁾	21,448	27,231	48,680
Sepulveda Transit Corridor ⁽³⁾	11,886	3,711	15,598
Vermont Transit Corridor ⁽³⁾	1,741	1,172	2,913
West Santa Ana Branch Transit Corridor ⁽³⁾	38,988	53,658	92,646
Subtotal Transit Expansion	\$ 9,863,035	\$ 2,140,458	\$18,300,596
Highway Program		\$ 323,790	
Total Transportation Infrastructure Development		\$ 2,464,247	

Notes

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

(2) Total of \$81.8M in Light Rail Vehicle purchase is included.

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

Totals may not add due to rounding.

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

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
SGR BUS & RAIL			
Bus Acquisition	\$ 72,987	\$ 130,881	\$ 430,781
Bus Facilities Improvements	68,892	9,379	156,793
Bus Maintenance	56,399	48,755	220,259
Non-Revenue Vehicles	-	1,152	8,800
Rail Facilities Improvements	45,733	21,043	208,157
Rail Fleet Procurement	708,579	120,656	1,035,670
Rail Vehicle Maintenance	125,225	44,363	368,248
Regional and Hubs	-	600	4,000
Wayside Systems	201,635	65,136	369,270
Total SGR Bus & Rail	\$ 1,279,450	\$ 441,965	\$ 2,801,978
OTHER ASSET IMPROVEMENTS			
Non MR/MM Major Construction	\$ 58,393	\$ 17,299	\$ 222,050
Regional & Hubs	74,979	15,022	118,570
Technology	34,291	18,094	104,206
Total Other Asset Improvements	\$ 167,663	\$ 50,415	\$ 444,826
Total SGR & Other Asset Improvements	\$ 1,447,114	\$ 492,379	\$ 3,246,804

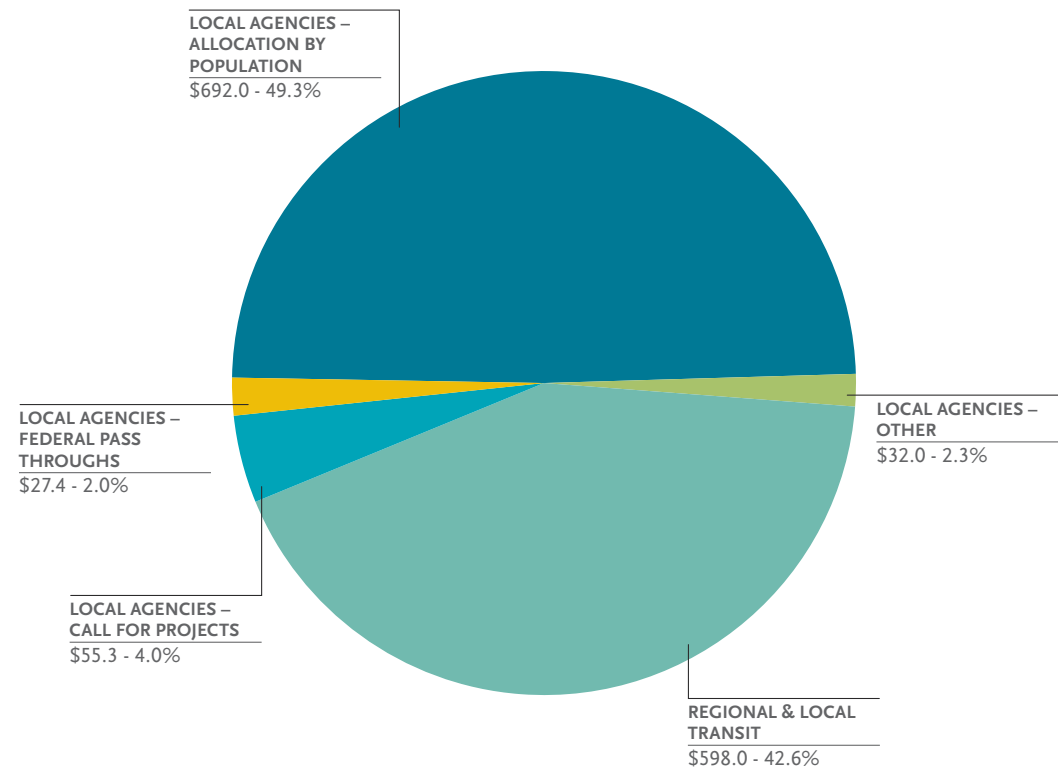
Note

Totals may not add due to rounding.

Summary of Subsidy Funding Program

SUBSIDY FUNDING PROGRAM (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
REGIONAL & LOCAL TRANSIT				
Municipal & Local Operators	\$ 423.6	\$ 471.4	\$ 47.8	11.3%
Access Services	94.8	110.3	15.5	16.4%
Fare Assistance Programs (LIFE Program) ⁽¹⁾	15.1	14.6	(0.5)	-3.3%
Other	4.9	1.7	(3.2)	-65.3%
Total Regional & Local Transit	\$ 538.4	\$ 598.0	\$ 59.6	11.1%
LOCAL AGENCIES				
ALLOCATION BY POPULATION				
Local Return (Prop A, Prop C, Measure R & Measure M)	\$ 632.7	\$ 654.5	\$ 21.8	3.4%
Transportation Development Act Articles 3 & 8	34.0	37.5	3.5	10.3%
Subtotal Allocation by Population	\$ 666.7	\$ 692.0	\$ 25.3	3.8%
CALL FOR PROJECTS	\$ 61.9	\$ 55.3	\$ (6.6)	-10.7%
FEDERAL PASS THROUGHGS	\$ 25.6	\$ 27.4	\$ 1.8	7.0%
OTHER				
Toll Revenue Reinvestment Program	\$ 15.9	\$ 10.6	\$ (5.3)	-33.3%
Open Street Grant Program	2.6	3.4	0.8	30.8%
Transit Oriented Development & Other Sustainability Programs	14.6	12.5	(2.1)	-14.4%
Federal Transportation Earmark	5.0	5.5	0.5	10.0%
Subtotal Other	\$ 38.1	\$ 32.0	\$ (6.1)	16.0%
Total Local Agencies	\$ 792.2	\$ 806.7	\$ 14.5	1.8%
Total Subsidy Funding Program	\$ 1,330.8	\$ 1,404.7	\$ 73.9	5.6%

FY20 Subsidy Funding Budget: \$1,404.7 (\$ in Millions)



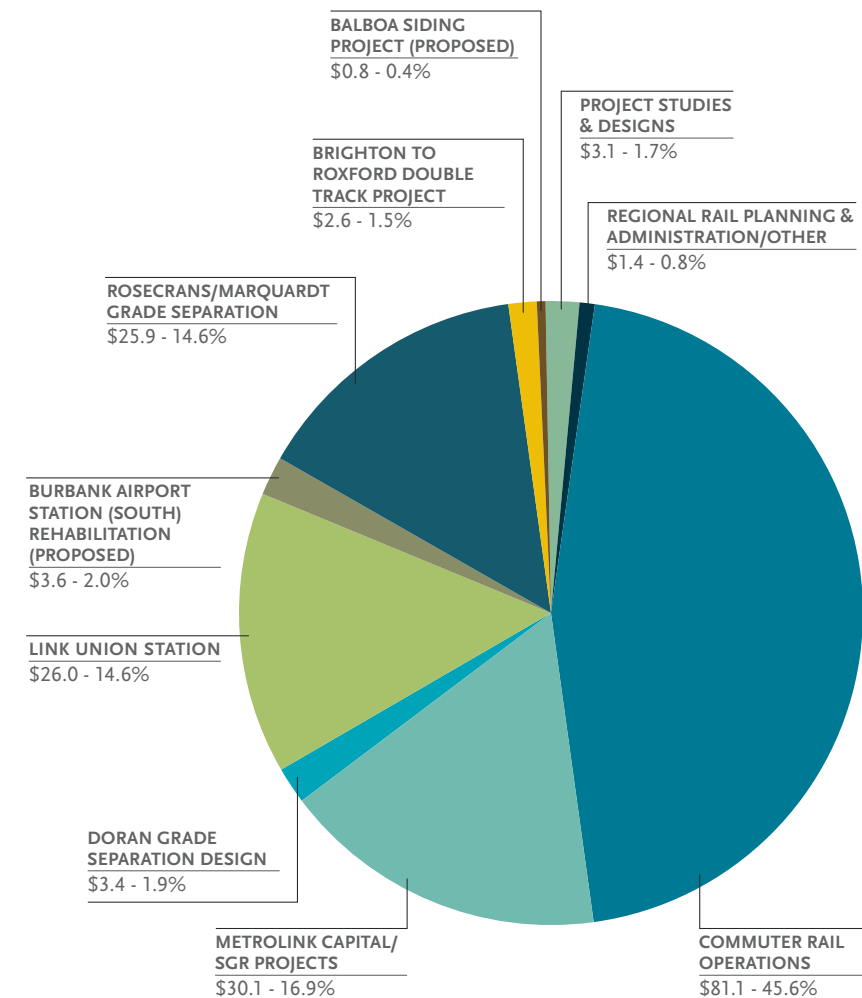
Notes

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

Totals may not add due to rounding.

LOS ANGELES COUNTY REGIONAL RAIL PROGRAM (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	CHANGE
METRO REGIONAL RAIL PROJECTS			
Link Union Station	\$ 27.3	\$ 26.0	(1.3)
Rosecrans/Marquardt Grade Separation	32.7	25.9	(6.8)
Doran Grade Separation Design	1.5	3.4	1.9
Burbank Airport Station (South) Rehabilitation (Proposed)	-	3.6	3.6
Brighton to Roxford Double Track Project	5.4	2.6	(2.8)
Balboa Siding Project (Proposed)	-	0.8	0.8
Project Studies and Designs	5.7	3.1	(2.6)
Regional Rail Planning and Administration	1.1	1.4	0.3
Total Metro Regional Rail Projects	\$ 73.7	\$ 66.9	(6.8)
METRO SUPPORT OF METROLINK COMMUTER RAIL			
Commuter Rail Operations	\$ 77.0	\$ 81.1	4.1
Metrolink Capital/SGR Projects	28.7	30.1	1.4
Total Metro Support of Metrolink Commuter Rail	\$ 105.6	\$ 111.3	5.7
Total Regional Rail Program	\$ 179.3	\$ 178.2	(1.1)

FY20 Regional Rail Budget: \$178.2 (\$ in Millions)

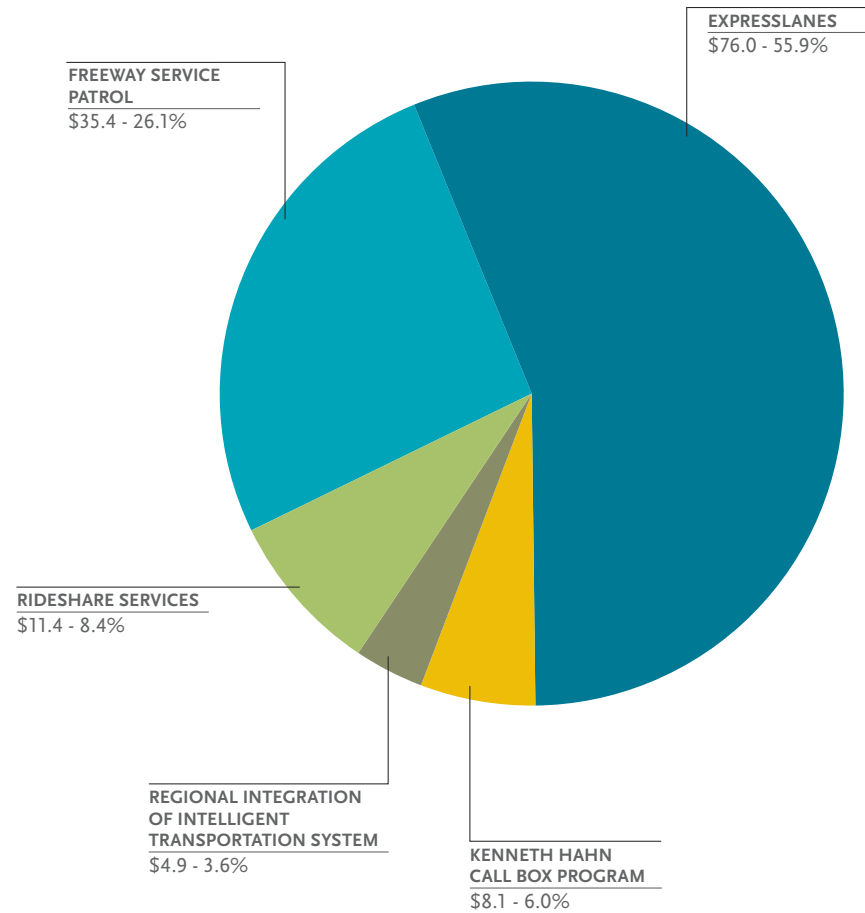


Note

Totals may not add due to rounding.

CONGESTION MANAGEMENT (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
Freeway Service Patrol	\$ 30.4	\$ 35.4	\$ 5.0	16.4%
ExpressLanes	74.8	76.0	1.2	1.6%
Kenneth Hahn Call Box Program	8.2	8.1	(0.1)	-1.2%
Regional Integration of Intelligent Transportation System	4.8	4.9	0.1	2.1%
Rideshare Services	10.1	11.4	1.3	13.1%
Total Congestion Management	\$ 128.3	\$ 135.9	\$ 7.5	5.9%

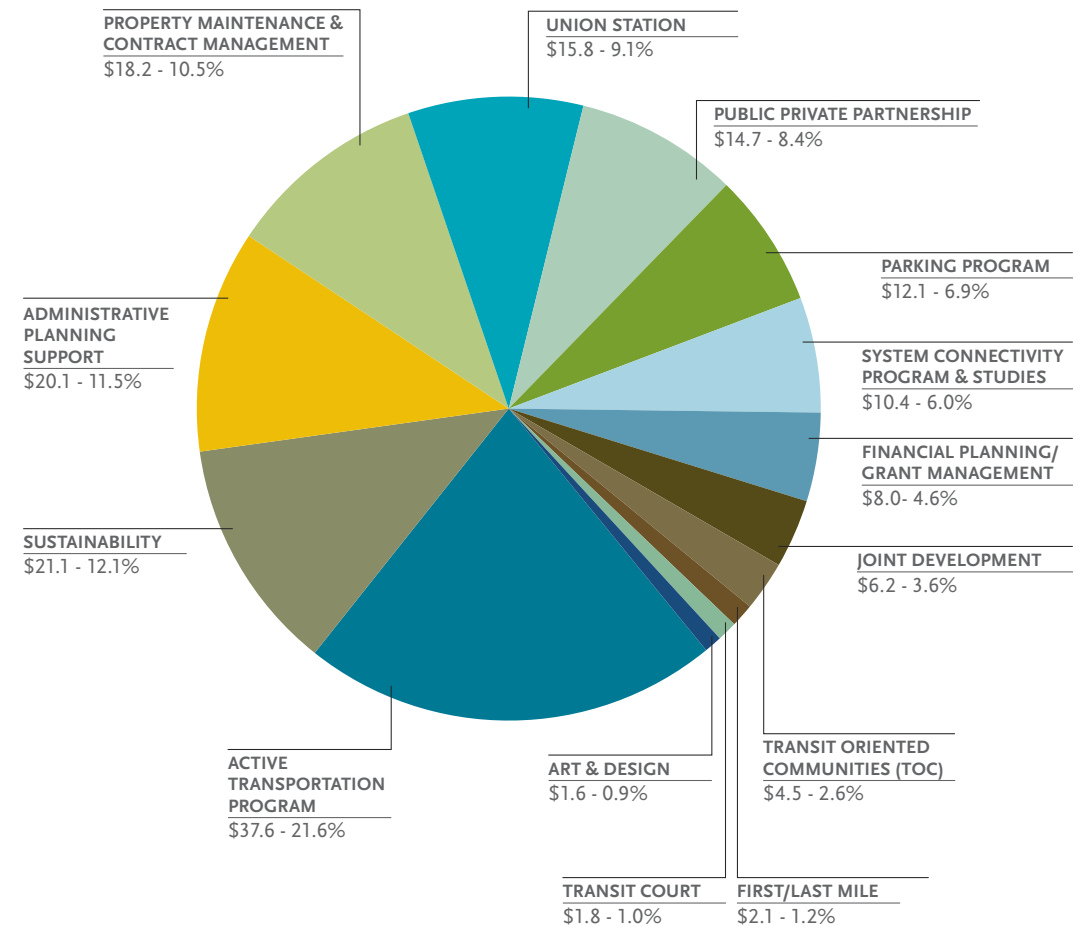
FY20 Congestion Management Budget: \$135.9 (\$ in Millions)



Note
Totals may not add due to rounding.

GENERAL PLANNING & PROGRAMS (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED	\$ CHANGE	% CHANGE
Active Transportation Program	\$ 44.1	\$ 37.6	\$ (6.5)	-14.8%
Sustainability	18.1	21.1	3.0	16.7%
Administrative & Planning Support	21.3	20.1	(1.2)	-5.6%
Property Maintenance & Contract Management	18.7	18.2	(0.5)	-3.0%
Union Station	17.7	15.8	(1.9)	-10.8%
Public Private Partnerships	17.3	14.7	(2.6)	-14.8%
Parking Program	11.4	12.1	0.7	5.9%
System Connectivity Program & Studies	9.3	10.4	1.1	11.0%
Financial Planning/Grants Management	7.5	8.0	0.5	6.6%
Joint Development	8.5	6.2	(2.3)	-27.2%
Transit Oriented Communities (TOC)	3.6	4.5	0.9	24.7%
First Last Mile	3.0	2.1	(0.9)	-30.0%
Transit Court	1.7	1.8	0.1	3.4%
Art & Design	1.8	1.6	(0.2)	-11.0%
Total General Planning & Programs	\$ 184.0	\$ 174.0	\$ (10.0)	-5.4%

FY20 General Planning & Programs Budget: \$174.0 (\$ in Millions)



Note
Totals may not add due to rounding.

Current Year
Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY19 BUDGET				FY20 ADOPTED			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
RESOURCES								
Proposition A 35% Rail Set Aside ⁽¹⁾	\$ -	\$ 173,15.5	\$ -	\$ 173,715.5	\$ -	\$ 166,018.9	\$ -	\$ 166,018.9
Proposition A 40% Discretionary	1,852.2	-	-	1,852.2	1,851.9	-	-	1,851.9
Proposition C 40% Discretionary	4,037.9	70,848.9	-	74,886.8	2,650.0	62,123.2	-	64,773.2
Proposition C 10% Commuter Rail	-	11,234.9	-	11,234.9	-	10,898.0	-	10,898.0
Proposition C 25% Street & Highways	-	-	87,813.4	87,813.4	-	-	113,539.8	113,539.8
Measure R Transit Capital – New Rail 35%	-	89,065.0	-	89,065.0	-	205,377.8	-	205,377.8
Measure R Transit Capital – Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital – Metro Rail 2%	-	2,940.7	-	2,940.7	-	2,885.7	-	2,885.7
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,379.3	-	10,379.3	-	10,423.8	-	10,423.8
Measure M Transit Construction 35% ⁽²⁾	-	642.2	-	642.2	-	593.1	-	593.1
Total Funding Demand Debt Service	\$ 5,890.2	\$ 358,826.6	\$ 87,813.4	\$ 452,530.2	\$ 4,501.9	\$ 458,320.4	\$ 113,539.8	\$ 576,362.1
(Premium)/Discount Amortization ⁽³⁾	(501.3)	(30,541.5)	(7,474.2)	(38,517.0)	(349.7)	(35,606.5)	(8,820.8)	(44,777.0)
Total Debt Service Expense ⁽⁴⁾	\$ 5,388.8	\$ 328,285.1	\$ 80,339.2	\$ 414,013.2	\$ 4,152.2	\$ 422,713.9	\$ 104,719.0	\$ 531,585.0
Debt Service (Deficit)/Surplus	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Long-Term Enterprise Fund
Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY19 BALANCE				BEGINNING FY20 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A ⁽⁵⁾	\$ 14,254.1	\$ 1,336,855.9	\$ -	\$ 1,351,110.0	\$ 13,129.4	\$ 1,177,005.6	\$ -	\$ 1,190,135.0
Proposition C ⁽⁵⁾	32,281.0	656,213.8	702,019.2	1,390,514.0	25,468.2	701,788.6	1,091,203.1	1,818,460.0
Measure R ⁽⁶⁾	-	2,081,782.5	-	2,081,782.5	-	2,395,430.8	-	2,395,430.8
Measure M	-	-	-	-	-	-	-	-
Transportation Development Act Article 4	-	-	-	-	-	-	-	-
Total Outstanding Debt Principal Balance ⁽⁷⁾	\$ 46,535.2	\$ 4,074,852.2	\$ 702,019.2	\$ 4,823,406.5	\$ 38,597.7	\$ 4,274,225.0	\$ 1,091,203.1	\$ 5,404,025.8

Notes

- (1) Proposition A 35% Rail Set Aside includes Union Station Purchase debt funding: \$4.4M in FY19 and \$4.3M in FY20.
 - (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) Principal and Interest only. Total excludes \$3.1M in bank fees and other costs of administering the debt program.
 - (5) PA 2018-A refunding bond in the amount of \$13.9M and PC 2018-A refunding bond in the amount of \$55.0M were issued in April 2018. New PC 2019-A bond (Green Bond) in the amount of 418.6M and PC 2019-B New Money in the amount of \$126.4M were issued in February 2019.
 - (6) The first Measure R Bond was issued in November 2010. The 2nd Measure R Bond was issued in November 2016 in the amount of \$522.1M. Also included are \$65.4M Measure R commercial paper/revolving credit and \$1,381.3 M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan drawdowns. The TIFIA loan drawdowns are used to fund Crenshaw, Regional Connector and Westside Extension Phase I and II. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commence in FY20.
 - (7) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5M Debt Service and \$79.6M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.
- Totals may not add due to rounding.

FY20 Adopted Debt Policy:
Maximum Permitted Debt Service

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY20 NET SALES TAX REVENUE	FY20 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⁾	\$ 290.3	\$ 158.9	\$ 252.5	\$ 1,372.8	62.9%
PA 40% Discretionary ⁽³⁾	331.7	1.9	n/a	n/a	100.0%
PROPOSITION C (PC)					
PC 10% Commuter Rail ⁽⁴⁾	86.0	10.6	34.4	348.9	30.8%
PC 25% Street & Highways ⁽⁵⁾	215.0	112.7	129.0	239.2	87.3%
PC 40% Discretionary ⁽⁶⁾	344.0	63.2	137.6	1,091.2	45.9%
MEASURE R (MR)					
MR Transit Capital – New Rail 35% ⁽⁷⁾	301.0	89.1	261.8	1,958.2	34.0%
MR Highway Capital 20% ⁽⁸⁾	172.0	-	103.2	1,169.5	0.0%
MR Transit Capital – Metrolink 3% ⁽⁹⁾	25.8	-	22.4	254.4	0.0%
MR Transit Capital – Metro Rail 2% ⁽¹⁰⁾	17.2	2.9	15.0	136.9	19.3%
MEASURE M (MM) ⁽¹¹⁾					
MM Transit Construction 35%	301.0	-	261.8	3,838.6	0.0%
MM Highway Construction 17%	146.2	-	127.2	1,864.5	0.0%
MM Metro Active Transportation Program 2%	17.2	-	15.0	219.3	0.0%
MM Metro State of Good Repair 2%	17.2	-	15.0	219.3	0.0%
MM Regional Rail 1%	8.6	-	7.5	109.7	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, 2020

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
PROPOSITION A	
Discretionary Transit (95% of 40%) ⁽¹⁾	\$ 25.2
Discretionary Incentive (5% of 40%)	25.4
Rail (35%) ⁽²⁾	31.4
Interest	10.4
Total Proposition A	\$ 92.5
PROPOSITION C	
Discretionary (40%) ⁽¹⁾	\$ 181.7
Security (5%) ⁽¹⁾	33.4
Commuter Rail (10%)	-
Street & Highway (25%)	-
Interest	3.2
Total Proposition C	\$ 218.2
MEASURE R	
Administration (1.5%)	\$ -
Transit Capital – Metrolink (3%)	-
Transit Capital – Metro Rail (2%)	-
Transit Capital – New Rail (35%)	16.7
Highway Capital (20%)	14.4
New Rail Operations (5%)	-
Bus Operations (20%) ⁽¹⁾	2.1
Total Measure R	\$ 33.2
MEASURE M	
Administration (0.5%)	\$ -
Local Return (17%)	-
Metro Rail Operations (5%)	-
Transit Operations (20%) ⁽¹⁾	3.0
ADA Paratransit for the Disabled/Metro Discounts for Seniors & Students (2%)	-
Transit Construction (35%)	8.7
Metro State of Good Repair (2%)	9.8
Highway Construction (17%)	364.0
Metro Active Transportation Program (2%)	17.5
Regional Rail (1%)	-
Interest	-
Total Measure M	\$ 403.0
TRANSPORTATION DEVELOPMENT ACT (TDA)	
Article 3 ⁽¹⁾	\$ 12.7
Article 4 ⁽¹⁾	156.5
Article 8 ⁽¹⁾	12.1
Total TDA	\$ 181.4
STATE TRANSIT ASSISTANCE (STA)	
Revenue Share ⁽¹⁾	\$ 1.5
Population Share	-
Total STA	\$ 1.5
THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1-SGR)	
Revenue Share ⁽¹⁾	\$ 6.4
Population Share	-
Total SB 1-SGR	\$ 6.4

Notes

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

(2) Committed to Board-approved projects and programs.

Totals may not add due to rounding.

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
THE ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1-STA)	
Revenue Share ⁽¹⁾	\$ 10.5
Population Share	-
Total SB 1-STA	\$ 10.5
Total PTMISEA ⁽³⁾	\$ -
Total SAFE Fund ⁽²⁾	\$ 23.0
Total Other Special Revenue Funds ⁽¹⁾	\$ 66.6
GENERAL FUND	
Administration – Propositions A & C, & TDA	\$ -
Mandatory Operating Reserve	161.2
General Fund/Other ⁽²⁾	-
Total General Fund	\$ 161.2
Total of Estimated FY20 Ending Fund Balances	\$ 1,197.5

GOVERNMENTAL FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUND		GENERAL FUND		TOTAL	
	FY19 BUDGET	FY20 ADOPTED	FY19 BUDGET	FY20 ADOPTED	FY19 BUDGET	FY20 ADOPTED
REVENUE						
Sales Tax ⁽⁴⁾	\$ 3,987.9	\$ 4,182.1	\$ -	\$ -	\$ 3,987.9	\$ 4,182.1
Intergovernmental Grants ⁽⁵⁾	34.2	61.5	37.4	41.1	71.6	102.6
Investment Income	0.1	0.1	4.1	4.1	4.2	4.2
Lease & Rental	-	-	15.2	14.8	15.2	14.8
Licenses & Fines	-	-	0.5	0.5	0.5	0.5
Federal Fuel Credits & Other	-	-	47.5	63.4	47.5	63.4
Total Revenues	\$ 4,022.2	\$ 4,243.7	\$ 104.7	\$ 123.9	\$ 4,126.9	\$ 4,367.6
EXPENDITURES						
Subsidies	\$ 1,558.7	\$ 1,665.9	\$ 50.6	\$ 48.3	\$ 1,609.3	\$ 1,714.2
Operating Expenditures	300.5	276.3	203.9	188.0	504.4	464.3
Total Expenditures	\$ 1,859.2	\$ 1,942.3	\$ 254.5	\$ 236.3	\$ 2,113.7	\$ 2,178.6
TRANSFERS						
Transfers In	\$ 79.0	\$ 61.4	\$ 142.0	\$ 116.3	\$ 221.0	\$ 177.7
Transfers (Out)	(2,454.8)	(2,923.1)	(99.2)	(159.8)	(2,554.0)	(3,082.9)
Proceeds from Financing	55.9	42.9	-	-	55.9	42.9
Total Transfers	\$ (2,319.9)	\$ (2,818.8)	\$ 42.8	\$ (43.5)	\$ (2,277.1)	\$ (2,862.3)
Net Change in Fund Balances	\$ (156.9)	\$ (517.3)	\$ (107.0)	\$ (155.9)	\$ (263.9)	\$ (673.2)
Fund Balances – Beginning of Year ⁽⁶⁾	\$ 1,599.3	\$ 1,553.6	\$ 354.6	\$ 317.1	\$ 1,953.9	\$ 1,870.7
Fund Balances – End of Year	\$ 1,442.5	\$ 1,036.3	\$ 247.6	\$ 161.2	\$ 1,690.1	\$ 1,197.5

Governmental Funds:
Statement of Revenues,
Expenditure & Changes
in Fund Balances for
the Years Ending
June 30, 2019 and 2020

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, SB 1 and SAFE revenues in addition to Propositions A and C, and Measure R and M sales tax revenues.

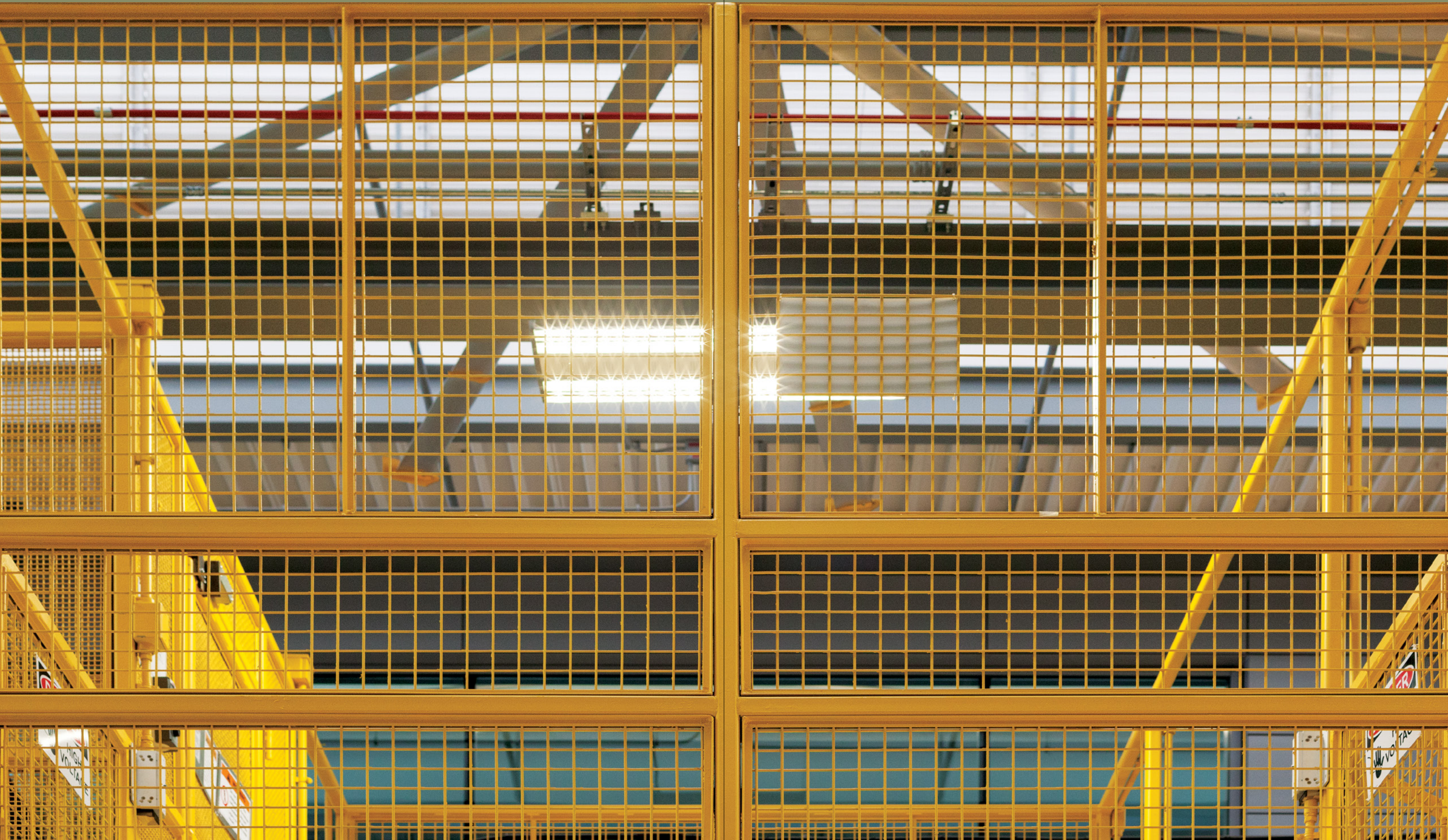
(5) Includes grant revenues from federal, state and local sources including tolls.

(6) Beginning FY20 Fund Balances reflect anticipated unspent FY19 budgeted expenditures.

Totals may not add due to rounding.

DEPARTMENT	FY19 BUDGET	FY20 ADOPTED	CHANGE
BOARD OF DIRECTORS			
County Counsel	3	3	-
Ethics Office	6	6	-
Inspector General	21	21	-
Office of Board Secretary	10	10	-
Total Board of Directors	40	40	-
Chief Executive Office	2	4	2
Chief Policy Office	6	7	1
Communications	331	344	13
Congestion Reduction	26	28	2
Finance & Budget	229	232	3
Human Capital & Development	222	225	3
Information Technology	153	158	5
Management Audit Services	26	27	1
Office of Civil Rights	15	16	1
Office of Extraordinary Innovation	12	17	5
Operations	8,074	8,003	(71)
Planning & Development	164	164	-
Program Management	281	291	10
Risk/Safety & Asset Management	107	107	-
System Security & Law Enforcement	209	211	2
Vendor/Contract Management	343	345	2
Total FTEs	10,240	10,219	(21)
Total Agencywide Represented	8,548	8,482	(66)
Total Agencywide Non-Represented	1,692	1,737	45
Total Agency	10,240	10,219	(21)





ACTIVITIES	FY19 BUDGET (1)		FY20 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
TRANSPORTATION						
Wages & Benefits	\$ 405,650	\$ 62.38	\$ 409,782	\$ 62.28	\$ 4,132	\$ (0.10)
Services	12	-	12	-	-	-
Materials & Supplies	337	0.05	337	0.05	-	-
Training	7,879	1.21	8,117	1.23	238	0.02
Control Center	9,030	1.39	9,222	1.40	192	0.01
Scheduling & Planning	5,140	0.79	5,251	0.80	111	0.01
Field Supervision	14,118	2.17	14,607	2.22	489	0.05
Total Transportation	\$ 442,166	\$ 67.99	\$ 447,328	\$ 67.98	\$ 5,162	\$ (0.01)
MAINTENANCE						
DIVISION MAINTENANCE						
Wages & Benefits	\$ 169,043	\$ 25.99	\$ 170,849	\$ 25.96	\$ 1,806	\$ (0.03)
Fuel	24,826	3.82	28,541	4.34	3,715	0.52
Materials & Supplies	33,765	5.19	45,765	6.95	12,000	1.76
Services	188	0.03	188	0.03	-	-
Subtotal Division Maintenance	\$ 227,822	\$ 35.03	\$ 245,343	\$ 37.28	\$ 17,521	\$ 2.25
CENTRAL MAINTENANCE						
Wages & Benefits	\$ 20,459	\$ 3.15	\$ 22,116	\$ 3.36	\$ 1,657	\$ 0.22
Materials & Supplies	7,335	1.13	7,335	1.11	-	(0.02)
Services	260	0.04	260	0.04	-	-
Subtotal Central Maintenance	\$ 28,054	\$ 4.31	\$ 29,711	\$ 4.51	\$ 1,657	\$ 0.20
OTHER MAINTENANCE						
Maintenance Support	\$ 18,079	\$ 2.78	\$ 18,045	\$ 2.74	\$ (35)	\$ (0.04)
Non-Revenue Vehicles	8,821	1.36	9,117	1.39	296	0.03
Facilities Maintenance	55,408	8.52	57,999	8.81	2,591	0.29
Training	2,634	0.41	2,707	0.41	72	-
Subtotal Other Maintenance	\$ 84,943	\$ 13.06	\$ 87,868	\$ 13.35	\$ 2,924	\$ 0.28
Total Maintenance	\$ 340,819	\$ 52.41	\$ 362,922	\$ 55.15	\$ 22,102	\$ 2.73
OTHER OPERATING						
Transit Security	\$ 62,757	\$ 9.65	\$ 66,584	\$ 10.12	\$ 3,827	\$ 0.47
Revenue	36,332	5.59	33,978	5.16	(2,354)	(0.43)
Service Development	14,567	2.24	14,618	2.22	51	(0.02)
Safety	3,727	0.57	3,551	0.54	(177)	(0.03)
Casualty & Liability	43,155	6.64	45,178	6.87	2,023	0.23
Workers' Comp	60,479	9.30	63,315	9.62	2,835	0.32
Transitional Duty Program	1,645	0.25	1,641	0.25	(4)	-
Utilities	15,574	2.39	15,855	2.41	282	0.02
Other Metro Operations	11,856	1.82	11,906	1.81	51	(0.01)
Building Costs	9,183	1.41	10,375	1.58	1,192	0.17
Copy Services	819	0.13	854	0.13	35	-
Total Other Operating	\$ 260,093	\$ 40.00	\$ 267,854	\$ 40.71	\$ 7,761	\$ 0.72
SUPPORT DEPARTMENTS						
Board Oversight	\$ 616	\$ 0.09	\$ 764	\$ 0.12	\$ 148	\$ 0.02
CEO	9,408	1.45	8,796	1.34	(612)	(0.11)
Management Audit Services	2,071	0.32	2,246	0.34	174	0.02
Procurement	29,039	4.47	29,830	4.53	791	0.06
Communications	23,819	3.66	23,070	3.51	(748)	(0.15)
Finance	10,049	1.55	10,607	1.61	558	0.06
Human Resources	5,399	0.83	6,913	1.05	1,515	0.22

Notes

(1) FY19 budget was revised to reflect FY19 scheduled service.

RSH: Revenue Service Hours

Totals may not add due to rounding.

ACTIVITIES	FY19 BUDGET (1)		FY20 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
Real Estate	3,402	0.52	3,538	0.54	136	0.02
ITS	26,045	4.00	28,962	4.40	2,918	0.40
Administration	2,524	0.39	3,291	0.50	766	0.11
Construction	925	0.14	1,133	0.17	208	0.03
Total Support Departments	\$ 113,295	\$ 17.42	\$ 119,149	\$ 18.11	\$ 5,854	\$ 0.68
Total Local & Rapid Bus Costs	\$ 1,156,373	\$ 177.82	\$ 1,197,254	\$ 181.95	\$ 40,879	\$ 4.12
Directly Operated RSH	6,503		6,580		77	
PURCHASED TRANSPORTATION						
Contracted Service	\$ 61,000	\$ 119.26	\$ 61,000	\$ 118.62	\$ -	\$ (0.64)
Security	4,936	9.65	5,204	10.12	267	0.47
Administration	4,910	9.60	5,118	9.95	208	0.35
Total Purchased Transportation	\$ 70,846	\$ 138.51	\$ 71,321	\$ 138.69	\$ 475	\$ 0.18
Purchased Transportation RSH	512		514		3	
Total Bus Costs	\$ 1,227,219	\$ 174.95	\$ 1,268,575	\$ 178.81	\$ 41,354	\$ 4.30
Purchased Transportation RSH	7,015		7,094		80	

Notes

(1) FY19 budget was revised to reflect FY19 scheduled service.

RSH: Revenue Service Hours

Totals may not add due to rounding.

ACTIVITIES	FY19 BUDGET ⁽¹⁾		FY20 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
TRANSPORTATION						
Wages & Benefits	\$ 59,327	\$ 49.31	\$ 59,890	\$ 52.77	\$ 563	\$ 3.46
Materials & Supplies	141	0.12	141	0.12	-	-
Other	16	0.01	16	0.01	-	-
Control Center	14,258	11.85	14,164	12.48	(94.0)	0.63
Training	3,497	2.91	3,553	3.13	56	0.22
Total Transportation	\$ 77,240	\$ 64.19	\$ 77,765	\$ 68.52	\$ 525	\$ 4.32
MAINTENANCE						
VEHICLE MAINTENANCE						
Wages & Benefits	\$ 72,016	\$ 59.85	\$ 75,206	\$ 66.26	\$ 3,191	\$ 6.41
Materials & Supplies	18,871	15.68	18,772	16.54	(98)	0.86
Services	160	0.13	264	0.23	104	0.10
Other	4	0.00	3	0.00	(1)	-
Subtotal Vehicle Maintenance	\$ 91,050	\$ 75.67	\$ 94,246	\$ 83.04	\$ 3,195	\$ 7.37
WAYSIDE MAINTENANCE						
Wages & Benefits	\$ 45,239	\$ 37.60	\$ 48,499	\$ 42.73	\$ 3,260	\$ 5.13
Materials & Supplies	4,508	3.75	3,488	3.07	(1,020)	(0.67)
Services	1,512	1.26	1,512	1.33	-	0.08
Propulsion Power	34,294	28.50	33,709	29.70	(584)	1.20
Other	136	0.11	121	0.11	(15)	-
Subtotal Wayside Maintenance	\$ 85,689	\$ 71.22	\$ 87,330	\$ 76.95	\$ 1,641	\$ 5.73
OTHER MAINTENANCE						
Maintenance Support	\$ 4,477	\$ 3.72	\$ 4,700	\$ 4.14	\$ 222	\$ 0.42
Non-Revenue Vehicles	3,607	3.00	3,735	3.29	128	0.29
Facilities Maintenance	75,211	62.51	64,631	56.95	(10,581)	(5.56)
Subtotal Other Maintenance	\$ 83,296	\$ 69.23	\$ 73,065	\$ 64.38	\$ (10,231)	\$ (4.85)
Total Maintenance	\$ 260,035	\$ 216.11	\$ 254,641	\$ 224.36	\$ (5,395)	\$ 8.25
OTHER OPERATING						
Transit Security	\$ 104,407	\$ 86.77	\$ 97,089	\$ 85.54	\$ (7,318)	\$ (1.23)
Revenue	26,727	22.21	24,624	21.70	(2,103)	(0.52)
Service Development	185	0.15	190	0.17	5	0.01
Safety	8,541	7.10	8,806	7.76	265	0.66
Casualty & Liability	5,066	4.21	4,703	4.14	(362)	(0.07)
Workers' Comp	11,402	9.48	10,954	9.65	(448)	0.18
Transitional Duty Program	239	0.20	239	0.21	-	0.01
Utilities	2,788	2.32	11,058	9.74	8,270	7.43
Other Metro Operations	6,655	5.53	7,098	6.25	444	0.72
Building Costs	958	0.80	504	0.44	(454)	(0.35)
Copy Services	155	0.13	70	0.06	(86)	(0.06)
Total Other Operating	\$ 167,125	\$ 138.90	\$ 165,336	\$ 145.68	\$ (1,788)	\$ 6.78
SUPPORT DEPARTMENTS						
Board Oversight	\$ 143	\$ 0.12	\$ 30	\$ 0.03	\$ (113)	\$ (0.09)
CEO	1,312	1.09	3,563	3.14	2,251	2.05
Management Audit Services	364	0.30	172	0.15	(192)	(0.15)
Procurement	16,409	13.64	15,375	13.55	(1,034)	(0.09)
Communication	11,536	9.59	11,014	9.70	(521)	0.12
Real Estate	4,409	3.66	6,156	5.42	1,747	1.76
Finance	1,115	0.93	1,041	0.92	(73)	(0.01)

Notes

(1) FY19 budget was revised to reflect FY19 scheduled service.

RSH: Revenue Service Hours

Totals may not add due to rounding.

ACTIVITIES	FY19 BUDGET ⁽¹⁾		FY20 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
Human Resources	1,401	1.16	684	0.60	(718)	(0.56)
ITS	8,104	6.74	6,291	5.54	(1,814)	(1.19)
Administration	605	0.50	618	0.54	14	0.04
Construction	199	0.17	140	0.12	(59)	(0.04)
Total Support Departments	\$ 45,597	\$ 37.90	\$ 45,084	\$ 39.72	\$ (513)	\$ 1.83
Grand Total Rail Costs	\$ 549,997	\$ 457.10	\$ 542,827	\$ 478.28	\$ (7,171)	\$ 21.18
Total Rail RSH (in 000s)	1,203		1,135		(68)	

Notes

(1) FY19 budget was revised to reflect FY19 scheduled service.

RSH: Revenue Service Hours

Totals may not add due to rounding.

Transit Expansion Construction

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
TRANSIT CONSTRUCTION PROJECTS			
BUS			
Orange Line			
Orange Line BRT Improvements: Construction ⁽¹⁾	\$ 11,440	\$ 20,691	\$ 32,131
Orange Line BRT Improvements: Planning ⁽¹⁾	4,905	630	5,535
Total Orange Line BRT Improvements	\$ 16,345	\$ 21,321	\$ 37,666
Total Bus	\$ 16,345	\$ 21,321	\$ 37,666
RAIL			
Airport Connector			
Airport Metro Connector: Planning ⁽¹⁾	\$ 55,819	\$ 408	\$ 56,227
Airport Metro Connector: Construction ⁽¹⁾	91,526	68,381	159,907
Total Airport Connector	\$ 147,345	\$ 68,789	\$ 216,134
Crenshaw			
Crenshaw/LAX Business Interruption Fund	\$ 11,307	\$ 3,000	\$ 14,307
Crenshaw/LAX Fare Gates	3,764	2,380	7,800
Crenshaw/LAX Insurance Betterment ⁽²⁾	5,276	-	5,276
Crenshaw/LAX Light Rail Transit: Construction	1,829,761	187,950	2,058,000
Crenshaw/LAX Light Rail Transit: Planning Phase 1 ⁽²⁾	5,526	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2 ⁽²⁾	20,023	-	-
Crenshaw Pre-Revenue Service	9,773	31,183	40,956
Southwestern Maintenance Yard	147,253	2,973	157,000
Total Crenshaw	\$ 2,032,683	\$ 227,486	\$ 2,283,339
Expo 1			
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred ⁽²⁾	\$ 848,245	\$ -	\$ 967,400
Expo Blvd Light Rail Transit Phase 1: Metro Incurred ⁽²⁾	61,861	-	-
Light Rail Vehicle ⁽³⁾	51,076	3,500	-
Total Expo 1	\$ 961,182	\$ 3,500	\$ 967,400
Expo 2			
Division 22 Paint & Body Shop ⁽²⁾	\$ 10,293	\$ -	\$ 11,000
Expo Blvd Light Rail Transit Phase 2 – Holdback ⁽²⁾	43,805	-	-
Expo Blvd Light Rail Transit Phase 2 – Non-Holdback ⁽²⁾	123,101	-	-
Expo Blvd Light Rail Transit Phase 2: Construction ⁽²⁾	927,005	-	1,500,158
Expo Blvd Light Rail Transit Phase 2: Planning ⁽²⁾	396	-	-
Expo 2 Insurance Betterment ⁽²⁾	2,463	-	2,463
Expo Phase 2 Betterments ⁽²⁾	3,051	-	3,900
Expo Phase 2 Bikeway ⁽²⁾	15,501	-	16,102
Light Rail Vehicle ⁽³⁾	166,778	10,200	-
Expo Closeout ⁽⁴⁾	-	3,000	-
Total Expo 2	\$ 1,292,393	\$ 13,200	\$ 1,533,623
Gold Line Foothill 2A to Azusa			
Foothill Extension Insurance Betterment ⁽²⁾	\$ 2,080	\$ -	\$ 2,080
Gold Line Foothill Extension to Azusa: Construction	647,959	2,468	714,033
Gold Line Foothill Extension to Azusa: Planning ⁽²⁾	427	-	-
Gold Line Foothill Maintenance Facility – Metro 75% ⁽²⁾	207,119	-	207,437
Light Rail Vehicle ⁽³⁾	48,687	3,300	-
Total Gold Line Foothill 2A to Azusa	\$ 906,272	\$ 5,768	\$ 923,550
Gold Line Foothill 2B			
Gold Line Foothill Extension 2B: Planning ⁽²⁾	\$ 30,836	\$ -	\$ -
Gold Line Foothill Extension 2B: Construction	20,971	160,722	1,406,871
Light Rail Vehicle ⁽³⁾	17,100	28,000	-
Total Gold Line Foothill 2B	\$ 68,906	\$ 188,722	\$ 1,406,871

Notes

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

(2) Project completed or in closeout phase.

(3) Total of \$81.8M in Light Rail Vehicle purchase is included.

(4) New Project in FY20.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
Regional Connector			
Regional Connector Business Interruption Fund	\$ 3,749	\$ 1,000	\$ 4,749
Regional Connector Insurance Betterment ⁽²⁾	4,007	-	4,007
Regional Connector: Construction	1,148,317	214,524	1,750,841
Regional Connector: Construction -Non-FFGA	33,698	5,675	39,991
Regional Connector: Planning ⁽²⁾	27,736	-	-
Regional Connector: Pre-Revenue Service ^{(1) (5)}	-	250	250
Total Regional Connector	\$ 1,217,507	\$ 221,449	\$ 1,799,838
Westside Purple 1			
Division 20 Portal Widening & Turnback Facility ⁽¹⁾	\$ 181,214	\$ 84,959	\$ 266,173
Non-Revenue Vehicle ⁽²⁾	854	-	854
Westside Extension I Business Interruption Fund	7,506	3,000	10,506
Westside Insurance Betterment ⁽²⁾	6,505	-	6,505
Westside Subway Extension Section 1: Construction	1,624,592	283,460	2,778,880
Westside Subway Extension: Planning Phase 1 ⁽²⁾	8,505	-	-
Westside Subway Extension: Planning Phase 2 ⁽²⁾	37,547	-	-
Total Westside Purple 1	\$ 1,866,724	\$ 371,419	\$ 3,062,918
Westside Purple 2			
Westside Subway Extension Section 2: Construction	\$ 925,414	\$ 312,168	\$ 2,440,969
Westside Purple Line Extension 2: Planning	3,130	150	-
Total Westside Purple 2	\$ 928,544	\$ 312,318	\$ 2,440,969
Westside Purple 3			
Westside Subway Extension Section 3: Construction	\$ 267,649	\$ 457,236	\$ 3,222,492
Westside Purple Line Ext. 3: Planning	882	58	-
Total Westside Purple 3	\$ 268,530	\$ 457,294	\$ 3,222,492
Total Rail	\$ 9,690,087	\$ 1,869,944	\$ 17,857,135
ExpressLanes			
I-405 Sepulveda ExpressLanes ⁽¹⁾	\$ 476	\$ 2,348	\$ 2,824
I-105 ExpressLanes ⁽¹⁾	476	2,480	2,956
Total ExpressLanes	\$ 952	\$ 4,828	\$ 5,780
Systemwide			
Anticipated Measure R & M Projects ⁽³⁾	\$ -	\$ 91,750	\$ 91,750
Total Transit Expansion Construction	\$ 9,707,384	\$ 1,987,843	\$ 17,992,331
TRANSIT PLANNING			
BRT Connector Red/Orange Line ⁽⁴⁾	\$ 4,867	\$ 3,203	\$ 8,070
Crenshaw Northern Extension ⁽⁴⁾	500	2,002	2,502
Eastside Extension Phase 1 & 2 ⁽⁴⁾	35,694	9,247	44,942
Eastside Extension – Light Rail Vehicles ^{(4) (6)}	-	36,800	36,800
Eastside Light Rail Access ⁽⁴⁾	28,298	9,032	37,330
Green Line Extension to Torrance ⁽⁴⁾	9,891	3,189	13,080
North San Fernando Valley Transit Corridor ⁽⁴⁾	2,337	3,368	5,705
East San Fernando Valley Transit Corridor ⁽⁴⁾	21,448	27,231	48,680
Sepulveda Transit Corridor ⁽⁴⁾	11,886	3,711	15,598
Vermont Transit Corridor ⁽⁴⁾	1,741	1,172	2,913
West Santa Ana Branch Transit Corridor ⁽⁴⁾	38,988	53,658	92,646
Total Transit Planning	\$ 155,651	\$ 152,615	\$ 308,266
Total Transit Expansion	\$ 9,863,035	\$ 2,140,458	\$ 18,300,596

Notes

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

(2) Project completed or in closeout phase.

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

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

(5) New Project in FY20.

(6) Total of \$81.8M in Light Rail Vehicle purchase is included.

Totals may not add due to rounding.

Highway Program

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FY20 ADOPTED		
	HIGHWAY SUBSIDIES	NON-SUBSIDIES	TOTAL
MEASURE R & M CONSTRUCTION & SUBREGIONAL PROJECTS			
Alameda Corridor East Grade Separations Phase 2	\$ 30,000	\$ -	\$ 30,000
Countywide Soundwall Constructions	2,400	21,892	24,292
High Desert Corridor (environmental)	1,250	300	1,550
Highway Demand Based Prog. (HOV Ext. & Connect)	1,500	98	1,598
Highway Efficiency Program (Las Virgenes/Malibu)	1,500	-	1,500
Highway Efficiency Program (North County)	100	-	100
Highway Operational Improvements in Arroyo Verdugo subregion	13,740	-	13,740
Highway Operational Improvements in Las Virgenes/Malibu subregion	15,180	-	15,180
I-5 Capacity Enhancement from SR-134 to SR-170	21,718	199	21,917
I-5 Corridor Improvements (I-605 to I-710)	-	508	508
Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay)	16,800	6,065	22,865
Interstate 5 / St. Route 14 Capacity Enhancement	1,475	-	1,475
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	25,600	-	25,600
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	20,671	20,671
Interstate 605 corridor "Hot Spot" Interchanges	10,666	29,349	40,015
Interstate 710 North Gap Closure (tunnel)	-	773	773
Interstate 710 South and/or Early Action Projects	23,090	8,489	31,579
SR-57/SR-60 Interchange Improvements	-	23,391	23,391
State Route 138 Capacity Enhancements	27,600	7	27,607
Transportation System and Mobility Improve. Program	1,500	-	1,500
Total Measure R & M Construction & Subregional Projects	\$ 194,119	\$ 111,741	\$ 305,860
OTHER			
Caltrans Property Maintenance	\$ -	\$ 3,505	\$ 3,505
I-210 Barrier Replacement	-	7,910	7,910
I-405 Car Pool Lane – Closeout	-	91	91
Highway Planning	1,500	4,924	6,424
Total Other	\$ 1,500	\$ 16,430	\$ 17,930
Total Highway	\$ 195,619	\$ 128,171	\$ 323,790

Note

Totals may not add due to rounding.



PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
SGR BUS & RAIL			
BUS ACQUISITION			
40' Compressed Natural Gas Buses	\$ 60,639	\$ 73,397	\$ 207,568
60' Zero Emission Buses	5,392	25,653	80,003
60' Zero Emission Buses – Grant Funded	892	612	5,110
60' Compressed Natural Gas Buses	5,778	30,095	72,200
40' Zero Emission Buses	286	1,125	65,900
Total Bus Acquisition	\$ 72,987	\$ 130,881	\$ 430,781
BUS FACILITIES IMPROVEMENTS			
El Monte Busway Access Road	\$ 678	\$ 241	\$ 1,426
Pavement Replacement	3,932	66	4,249
Fuel Storage Tanks – FY20-FY22 ^{(1) (2)}	-	3,377	23,433
Bus Operations Subcommittee Funded Metro Silver Line	7,280	25	7,845
Bus Operations Subcommittee Funded Phase 2 Bus Facility	20,656	240	20,896
Division 1 Improvements (Bus Operations Subcommittee Funded)	8,448	1,843	20,866
Sound Enclosure BRT Freeway Stations	3,656	422	5,838
Bus Facility Improvements III	16,828	1,491	21,650
Fire Alarm Panel Replacement Throughout Metro Facilities	415	40	3,474
Compressed Natural Gas Detection And Alarm	1,745	569	4,586
Bus Facility Lighting Retrofit	2,253	62	4,250
Central Maintenance Facility Building 5 Vent & Air	22	419	785
Division 4 Concrete Pavement	1,751	58	2,100
Bus Division Improvements – IV ⁽¹⁾	-	10	28,000
Automated Storage & Retrieval System ⁽¹⁾	-	10	3,865
Metro Orange Line In – Road Warning Lights ^{(2) (3)}	199	36	-
Union Station Cesar Chavez Bus Improvements	489	468	3,530
Total Bus Facilities Improvements	\$ 69,373	\$ 9,379	\$ 156,793
BUS MAINTENANCE			
Live View Monitor System	\$ 140	\$ 735	\$ 875
NABI Compo And New Flyer Midlife	34,896	24,577	158,138
Bus Engine Replacement	788	1,568	13,518
Farebox Upgrade (FY19)	20,329	21,100	45,000
ADA Equipment Installation	170	174	2,728
Collision Avoidance Demo	75	600	-
Total Bus Maintenance	\$ 56,461	\$ 48,755	\$ 220,259
NON-REVENUE VEHICLES			
FY20 Non-Revenue Vehicle Replacement ⁽¹⁾	\$ -	\$ 1,152	\$ 8,800
Total Non-Revenue Vehicles	\$ -	\$ 1,152	\$ 8,800
RAIL FACILITIES IMPROVEMENTS			
Metro Blue Line Artwork	\$ 102	\$ 50	\$ 477
Red Line Operating Facilities ⁽⁴⁾	15,750	10,000	-
Sound Enclosure LRT Freeway Stations	1,432	1,402	8,609
Division 21 Midway Yard, Etc	129	180	1,024
Vertical System Modern Elevators	4,879	672	8,000
Fire Control Panel Upgrade	3,101	991	5,000
Escalator Replacement/Modernization At Metro Red Line	17,702	16	20,756
Metro Red Line Platform Gates Replacement	1,408	32	3,500
Blue & Expo Tunnel Artwork	-	100	453
Division 20 N Gate Driveway Widening ⁽⁴⁾	98	384	407
Metro Art Enhancement	-	50	147

Notes

(1) New projects marked in this table are proposed for Board Adoption.

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

(3) Projects captured under General Planning and Programs.

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

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
Rail Facility Lighting Retrofit Division 2	786	0	4,205
Electric Vehicle Charging Station At Metro Rail	75	100	175
Metro Green Line/Gold Line TPSS Battery Replacement	70	341	1,872
Rail Facility Improvements ⁽¹⁾	-	5,043	24,400
Elevator & Escalator Modernization ⁽¹⁾	-	1,286	126,692
ETEL/PTEL Replacement	201	395	2,440
Total Rail Facilities Improvements	\$ 45,736	\$ 21,043	\$ 208,157
RAIL FLEET PROCUREMENT			
P3010 LRV Project Plus Options	\$ 664,666	\$109,320	\$ 874,769
LRV Design, Procure And Management	23,433	1,000	30,000
Heavy Rail Vehicle Procurement	20,480	10,337	130,901
Total Rail Fleet Procurement	\$ 708,579	\$ 120,656	\$ 1,035,670
RAIL VEHICLE MAINTENANCE			
Subway Railcar Midlife	\$ 29,900	\$ 100	\$ 30,000
Heavy Rail Vehicle Midlife	23,681	14,291	99,062
Division 20 Wheel Press Machine	198	409	4,000
P2000 Light Rail Midlife Modernization	39,773	23,981	160,800
MRLA650 Component Overhauls ⁽¹⁾	28	1,000	8,120
Overhead Catenary System Inspection ⁽¹⁾	-	200	1,259
P865/2020 Blue Line Fleet Midlife	26,955	1,430	30,000
P2550 Light Rail Vehicle	3,899	2,532	35,008
Correct Door Enable On Light Rail Train	-	-	-
P2550 Light Rail Vehicle Mid-Life Overhaul ⁽¹⁾	788	420	-
Total Rail Vehicle Maintenance	\$ 125,287	\$ 44,363	\$ 368,248
REGIONAL & HUBS			
Chatsworth ADA Improvements ⁽¹⁾	\$ -	\$ 600	\$ 4,000
Total Regional & Hubs	\$ -	\$ 600	\$ 4,000
WAYSIDE SYSTEMS			
Heavy Rail Subwy Scada Sys Rep	\$ 11,293	\$ 607	\$ 15,883
Metro Green Line Emergency Trip System	3,987	1,063	5,500
Metro Green Line Negative Grounding Devices	616	250	1,500
Fiber Optic Main Loop Upgrade	1,538	121	4,250
Systemwide Corrosion Protection	5,333	407	13,000
Platform Track Intrusion	1,934	94	2,400
Metro Blue Line Pedestrian Gates	30,317	84	31,425
Metro Red Line Electronic Access Control	911	200	2,319
Replacement Of UPS/Batteries	34	100	3,684
Metro Green Line Track Circuits And TWC System	3,461	1,612	28,851
Metro Blue Line Resignaling Rehabilitation	58,434	35,688	118,991
Metro Blue Line/Gold Line Train Control Battery Replacement	337	198	1,686
Metro Green Line Switch Machine Overhaul	164	122	2,764
Metro Green Line Remote Terminal Unit Refurbishment	39	152	1,431
Metro Blue Line Trip System Replacement	15	479	8,307
Metro Blue Line Track & System Refurbishment	67,148	22,881	102,280
Maintenance of Way Infrastructure Improvement	-	-	-
Correct Side Door Opening ^{(1) (2)}	-	523	-
Digital Rail Radio System	16,073	558	25,000
Total Wayside Systems	\$ 201,635	\$ 65,136	\$ 369,270
Total SGR Bus & Rail	\$ 1,280,058	\$ 441,965	\$ 2,801,978

Notes

(1) New projects marked in this table are proposed for Board Adoption.

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

(3) Projects captured under General Planning and Programs.

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

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
OTHER ASSET IMPROVEMENTS			
NON MR/MM MAJOR CONSTRUCTION			
Rosa Parks/Willowbrooks	\$ 40,403	\$ 12,077	\$ 109,350
Emergency Security Operations	17,990	5,221	112,700
Total Non MR/MM Major Construction	\$ 58,393	\$ 17,299	\$ 222,050
REGIONAL & HUBS			
Patsaouras Plaza Station Improvements	\$ 33,608	\$ 2,882	\$ 39,793
Regional Rail Signage System	2,177	45	2,231
Universal Fare System Disaster Recovery	2,982	200	8,085
Public Plug-In Charge Station	799	70	973
Building Renovation Plan	21,534	8,499	42,842
New Ticket Vending Machines	4,633	303	6,736
Bus Plaza Paver Retrofit	7,179	16	9,093
Muni Ticket Vending Machine Installations	94	640	1,728
TAP API Phase 3.0	468	70	1,200
TAP CRM Enhancements (Phase 2.1)	1,446	150	3,300
Gateway New Led Lighting	60	124	2,589
Rail Operations Center/Bus Operations ^{(1) (2)}	-	2,023	-
Total Regional & Hubs	\$ 74,979	\$ 15,022	\$ 118,570
TECHNOLOGY			
Financial & Budget System Integration	\$ 1,354	\$ 100	\$ 4,200
FIS R12 Upgrade	11,622	610	12,900
Internet-Based Customer Help Desk	804	155	1,142
Nextrip Electronic Signage	2,831	1,569	4,400
Mobile & Tablet Applications	802	176	978
Agency Information Security & Compliance Program	3,607	1,930	7,814
Enterprise Telephone & United Messaging System	2,002	2,136	9,646
E-Discovery & Legal Hold Management	730	732	3,800
Technology Enhancement For Customer Experience	551	132	2,227
Connected Buses With Wi-Fi	6,400	1,568	7,968
Enterprise Safety Management	510	931	2,488
Enterprise Asset Management System ⁽⁴⁾	608	4,181	4,530
Human Capital System Project	645	500	3,980
Real Estate Management System	31	230	1,748
Connected Facilities Project	361	700	7,454
IT Platform Refresh Program	549	999	1,980
IT Workstation Refresh Program	887	790	2,120
Windows 10 Upgrade	-	600	1,975
Payroll System Replacement Program ⁽⁴⁾	-	56	22,856
Total Technology	\$ 36,409	\$ 18,094	\$ 104,206
Total Other Asset Improvements	\$ 169,781	\$ 50,415	\$ 444,826
Total SGR & Other Asset Improvements	\$ 1,449,840	\$ 492,379	\$ 3,246,804
OTHER OPERATING CAPITAL ⁽⁴⁾			
Union Station Restroom Renovation	\$ 6,450	\$ 1,486	\$ 7,950
Station-Wide Tile Replacement ⁽¹⁾	-	1,000	1,000
Data Infrastructure ⁽¹⁾	-	1,000	1,900
Domestic & Fire Water Separation ⁽¹⁾	-	650	1,300
Renovate Basement Drainage System ⁽¹⁾	-	450	900
Historic Ceiling Repair and Rest ⁽¹⁾	-	2,500	4,150
Parking Lot G – Enhancements ⁽¹⁾	-	2,750	5,950

Notes

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Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY19	FY20 ADOPTED	LIFE OF PROJECT
Ticket Concourse Restaurant ⁽¹⁾	-	1,600	7,250
Sustainability Capital Program ⁽¹⁾	-	500	6,000
Metro Bike Share Phase 3	7,034	1,725	13,328
Parking Guidance System	2,691	1,587	5,025
TOTAL OTHER OPERATING CAPITAL	\$ 16,174	\$ 15,248	\$ 54,753

Notes

(1) New projects marked in this table are proposed for Board Adoption.

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(3) Projects captured under General Planning and Programs.

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

Totals may not add due to rounding.

Revenue Estimates

LOCAL (\$ IN THOUSANDS)	FY20 ESTIMATED REVENUE	CARRY-OVER FY18 BUDGET VS ACTUAL	INTEREST FY18 ACTUAL	FY20 TOTAL FUNDS AVAILABLE	FY19 TOTAL FUNDS AVAILABLE
TRANSPORTATION DEVELOPMENT ACT					
PLANNING & ADMINISTRATION					
Planning – Metro	\$ 4,365	\$ -	\$ -	\$ 4,365	\$ 2,000
Planning – SCAG	3,274	-	-	3,274	3,195
Administration – Metro	3,418	-	-	3,418	3,305
Subtotal Planning & Administration	\$ 11,056	\$ -	\$ -	\$ 11,056	\$ 8,500
Article 3 Pedestrian & Bikeways 2.0%	8,509	213	-	8,722	8,191
Article 4 Bus Transit 91.7%	388,865	9,781	4,180	402,826	377,811
Article 8 Streets & Highways 6.3%	28,070	677	-	28,747	25,832
Total Transportation Development Act ⁽¹⁾	\$ 436,500	\$ 10,672	\$ 4,180	\$ 451,352	\$ 420,334
PROPOSITION A					
Administration 5.0%	43,650	4,256	-	47,906	41,882
Local Return ⁽²⁾ 25.0%	207,338	n/a	-	207,338	200,450
Rail Development 35.0%	290,273	28,300	-	318,573	278,516
Bus Transit ^{(3) (4)} 40.0%	-	-	-	-	-
95% of 40% Capped at CPI 2.2%	249,884	n/a	-	249,884	244,314
95% of 40% Over CPI	65,269	n/a	-	65,269	60,370
Subtotal Proposition A	\$ 315,153	\$ -	\$ -	\$ 315,153	\$ 304,684
5% of 40% Incentive	16,587	1,617	-	18,204	15,915
Total Proposition A ⁽¹⁾	\$ 873,000	\$ 34,173	\$ -	\$ 907,173	\$ 841,447
PROPOSITION C					
Administration 1.5%	13,095	518	-	13,613	12,564
Rail/Bus Security 5.0%	42,995	1,701	-	44,697	41,250
Commuter Rail 10.0%	85,991	3,403	-	89,393	82,501
Local Return ⁽²⁾ 20.0%	171,981	n/a	-	171,981	166,268
Freeways and Highways 25.0%	214,976	8,507	-	223,483	206,251
Discretionary ⁽⁵⁾ 40.0%	343,962	13,611	-	357,573	330,002
Total Proposition C ⁽¹⁾	\$ 873,000	\$ 27,740	\$ -	\$ 900,740	\$ 838,836
STATE TRANSIT ASSISTANCE					
Bus (PUC 99314 Revenue Base Share)	66,176	12,978	302	79,456	61,485
Rail (PUC 99313 Population Share)	51,830	9,757	157	61,744	42,286
Total State Transit Assistance ⁽⁶⁾	\$ 118,006	\$ 22,735	\$ 459	\$ 141,200	\$ 103,771
SB 1 STATE TRANSIT ASSISTANCE					
Bus (PUC 99314 Rev Base Share)	54,854	489	157	55,500	38,826
Rail (PUC 99313 Population Share)	42,963	365	80	43,408	29,204
Total SB 1 State Transit Assistance ^{(6) (7)}	\$ 97,817	\$ 854	\$ 237	\$ 98,908	\$ 68,030
SB 1 STATE OF GOOD REPAIR (SGR)					
Bus (PUC 99314 Rev Base Share)	16,861	1,809	23	18,693	18,086
Rail (PUC 99313 Population Share)	13,206	1,426	18	14,649	13,604
Total SB 1 State of Good Repair ^{(6) (7)(8)}	\$ 30,067	\$ 3,235	\$ 41	\$ 33,343	\$ 31,689

Note

Totals may not add due to rounding.

LOCAL (\$ IN THOUSANDS)	FY20 ESTIMATED REVENUE	CARRY-OVER FY18 BUDGET VS ACTUAL	INTEREST FY18 ACTUAL	FY20 TOTAL FUNDS AVAILABLE	FY19 TOTAL FUNDS AVAILABLE
MEASURE R					
Administration 1.5%	13,095	521	458	14,074	12,499
Transit Capital – “New Rail” 35.0%	300,967	11,970	847	313,783	289,119
Transit Capital – Metrolink 3.0%	25,797	1,026	416	27,239	25,915
Transit Capital – Metro Rail 2.0%	17,198	684	(581)	17,301	16,150
Highway Capital 20.0%	171,981	6,840	3,074	181,895	166,265
Operations “New Rail” 5.0%	42,995	1,710	91	44,796	41,336
Operations Bus 20.0%	171,981	6,840	(207)	178,614	164,685
Local Return ⁽²⁾ 15.0%	128,986	4	10	129,000	124,701
Total Measure R ⁽¹⁾	\$ 873,000	\$ 29,595	\$ 4,107	\$ 906,703	\$ 840,670
MEASURE M					
LOCAL RETURN					
SUPPLEMENTAL & ADMINISTRATION ⁽⁹⁾					
Administration 0.5%	4,496	335	(5)	4,826	4,347
Supplemental transfer to Local Return ⁽²⁾ 1.0%	8,599	n/a	n/a	8,599	8,313
Subtotal Local Return Supplemental & Administration	\$ 13,095	\$ 335	\$ (5)	\$ 13,425	\$ 12,660
Local Return Base ^{(2) (9)} 16.0%	137,585	n/a	n/a	137,585	133,014
Metro Rail Operations 5.0%	42,995	3,205	3	46,203	41,567
Transit Operations (Metro & Municipal Providers) 20.0%	171,981	12,819	(54)	184,746	166,268
ADA Paratransit/Metro Discounts for Seniors & Students 2.0%	17,198	1,282	(28)	18,452	16,627
Transit Construction 35.0%	300,967	22,433	(81)	323,319	290,969
Metro State of Good Repair 2.0%	17,198	1,282	66	18,546	16,627
Highway Construction 17.0%	146,184	10,896	(233)	156,846	141,328
Metro Active Transportation Program 2.0%	17,198	1,282	(1)	18,479	16,627
Regional Rail 1.0%	8,599	641	49	9,289	8,313
Total Measure M ⁽¹⁾	\$ 873,000	\$ 54,173	\$ (284)	\$ 926,889	\$ 844,000
Total Funds Available	\$ 4,174,390	\$ 183,177	\$ 8,740	\$ 4,366,307	\$ 3,988,778
Total Planning & Administration Allocations	\$ 85,392	\$ 5,630	\$ 453	\$ 91,475	\$ 79,791

Notes (pages 60 & 61)

(1) The revenue estimate is 3.4% over the FY19 revenue estimate based on several economic forecasts evaluated by MTA.

(2) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received. Carryover represents the funds that had not been spent, and past the lapsing period and will be re-allocated to all the cities based on the formula.

(3) Consumer price index (CPI) of 2.28% 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 growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.

(5) FY18 Transit Fund allocations were amended, resulting in an adjustment to reallocate \$513,331 to Foothill Transit Mitigation and Zero-fare Compensation fund recipients.

(6) STA Revenue estimate from the State Controller’s office is reduced by 5% for the revenue base share and population-base share due to anticipated shortfall of FY20 revenue.

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

(8) The SGR program is one of two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017, to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.

(9) 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.

PUBLIC TRANSPORTATION SERVICES CORPORATION

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

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

Statement of Revenues, Expenses & Changes in Retained Earnings for the Years Ending June 30, 2019 and 2020

PTSC (\$ IN MILLIONS)	FY19 BUDGET	FY20 ADOPTED
Revenues	\$ 435.3	\$ 457.2
Expenditures	435.3	457.2
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 Authority) was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica.

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 1 (from downtown to Culver City) was returned back to Metro for revenue operations in 2012. Expo Phase 2 (from Culver City to Santa Monica) began revenue service in May 2016. Expo Authority dissolved in December 2018. Any expenditure after the close out date will be handled by Metro and will be captured as part of a Memorandum of Understanding (MOU) negotiated between Metro and the Authority.

The closeout of the Expo Authority for Phases 1 and 2 was approved by the Board in July 2018. In accordance with the Funding Agreement, the distribution of the remaining balance of estimated unused project funds is \$216,600,000 from Expo accounts to Metro accounts. The amount of \$11,500,000 was to be distributed for the Metro Blue Line Track and System Refurbishment Project, \$5,100,000 for Expo project close-out items, and \$200,000,000 to the Metro Westside Purple Line Project.

As part of the closeout of the Expo Authority, Metro also accepted the plan administration of the Expo Construction Authority Public Agency Retirement System (PARS) retirement plan to ensure that the current and future eligible Authority retiree's benefits will be delivered in accordance with plan requirements.

Note

Totals may not add due to rounding.

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY (\$ IN MILLIONS)

	FY19 BUDGET (1)	FY20 ADOPTED
Revenues	\$ 22.6	\$ -
Expenditures	22.6	-
Net change in fund balance	-	-
Fund Balance – Beginning of Year	-	-
Fund Balance – End of Year	\$ -	\$ -

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2019 and 2020

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)

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

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

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

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (\$ IN MILLIONS)

	FY19 BUDGET	FY20 ADOPTED
Revenues	\$ 7.9	\$ 7.9
Expenditures	8.2	8.1
Excess (deficiency) of revenue over expenditure	(0.4)	(0.3)
Fund Balances – Beginning of Year	23.6	23.2
Retained Earnings – End of Year	\$ 23.2	\$ 23.0

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2019 and 2020

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.

ADA	Americans with Disabilities Act	MM	Measure M
API	Application Program Interface	MR	Measure R
BAB	Build America Bonds	N/S	North/South
BRT	Bus Rapid Transit	NABI	North American Bus Industries
BYD	Build Your Dreams Company	NFC	Near Field Communication
CEO	Chief Executive Office	P3	Public-Private Partnership
CMAQ	Congestion Mitigation and Air Quality	PA	Proposition A
CMF	Central Maintenance Facility	PC	Proposition C
CNG	Compressed Natural Gas	PL/PD	Public Liability/Property Damage
CO2	Carbon Dioxide	Prop A	Proposition A
CPA	Cubic Payment Application	Prop C	Proposition C
CPI	Consumer Price Index	PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
CRA	Community Redevelopment Agency	PTSC	Public Transportation Services Corporation
CRM	Customer Relations Management	PUC	Public Utilities Code
ETEL/PTEL	Emergency Telephone/Patron Telephone	R12	Release 12 of FIS
EV	Electric Vehicle	RPOS	Regional Point of Sale
Ext	Extension	RRTP	Rider Relief Transportation Program
FFGA	Full Funding Grant Agreement	RSH	Revenue Service Hours
FIS	Financial Information System	RSM	Revenue Service Miles
FLS	Fire Life Safety	SAFE	Service Authority for Freeway Emergencies
FTE	Full Time Equivalent	SB 1	Senate Bill 1 (The Road Repair and Accountability Act of 2017)
FY	Fiscal Year	SBE	State Board of Equalization
GIRO	Canadian Software Company	SCADA	Supervisory Control and Data Acquisition System
HASTUS	Transportation Scheduling Software Package	SCAG	Southern California Association of Governments
HOV	High-Occupancy Vehicle	SCRRA	Southern California Regional Rail Authority
I	Interstate	SGR	State of Good Repair
IAT	Interagency Transfer	SHORE	Support for Homeless Re-Entry Program
INTP	Immediate Needs Transportation Program	SR	State Route
ITS	Information Technology Services	STA	State Transit Assistance
K	Thousand	TAP	Transit Access Pass
LA	Los Angeles	TDA	Transportation Development Act
LACMTA	Los Angeles County Metropolitan Transportation Authority	TIFIA	Transportation Infrastructure Finance & Innovation Act
LAX	Los Angeles International Airport	TOC	Transit Oriented Communities
LED	Light-Emitting Diode	TPSS	Traction Power Substation
LIFE	Low Income Fare is Easy	Trans	Transportation
LOP	Life of Project	TVM	Ticket Vending Machine
LRT	Light Rail Transit	TWC	Train to Wayside Communications
LRV	Light Rail Vehicle	UFS	Universal Fare System
M	Million	UPS	Uninterruptible Power Supply
Metro	Los Angeles County Metropolitan Transportation Authority	USG	Union Station Gateway
Metrolink	Southern California Regional Rail Authority	VA	Veterans Affairs
MGL	Metro Green Line		
MOW	Maintenance of Way		



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