

# ADOPTED BUDGET

## FY2013

July 1, 2012 – June 30, 2013



Metro®

## Budget Message from the CEO



Fiscal Year 2013 (FY13) will be a great year for mobility in Los Angeles. Thanks to Measure R, Metro will continue building on the most aggressive transportation program America has seen in decades. Along with improving our existing highway and transit system, we are focused on expanding our transportation network in Los Angeles County. The proposed balanced budget of \$4.5 billion for FY13 embraces all these challenges.

We are committed to improving and enhancing the Metro bus and rail system. The budget has devoted over \$1.5 billion for over 180 capital projects which includes \$1.1 billion for Measure R projects. The remaining \$400 million is dedicated to maintain our transportation infrastructure in a state of good repair, which includes \$314.7 million to reduce deferred maintenance of our existing capital assets.

Specific goals in FY13 include providing new light rail service on the Expo Line between downtown Los Angeles and Culver City and an extension of the Orange Line busway to the Metrolink/Amtrak station in Chatsworth. We will also augment the express bus service on the Harbor Transitway and the I-10 between downtown and El Monte as the Express Lanes congestion pricing demonstration project debuts. Moreover, we will be extending Metro Rail operating hours at night and providing trains more frequently.

Construction will progress on the Metro Gold Line Foothill Extension to Azusa and Expo Phase II from Culver City to Santa Monica. Groundbreakings will signal the beginning of work on the Crenshaw/LAX light rail line, the Westside subway extension, and the Regional Connector.

Planning will proceed for the Eastside transit corridor, the Airport Metro Connector and a new rapid transit option in the San Fernando Valley.

Highway projects will be in full swing from the I-405 Sepulveda Pass Improvements Project to the High Desert Corridor, the SR-710 north gap closure and the widening or other enhancements on various stretches of the I-5, I-605, I-710 south, and SR-138. Efforts will continue to construct sound walls and implement our freeway beautification program.

There will be a renewed focus on customer service with a strong emphasis on reliability, cleanliness and courtesy. Metro is purchasing hundreds of new buses and rail cars. We are committing significant resources to reduce deferred maintenance for our existing capital assets. Stations will be cleaner, safer, and there will be better signage to make travel easier for our non-English speaking customers.

We continue to remain focused on safety, security and Civil Rights compliance. In addition, we continue to invest in our employees, by recruiting and training tomorrow's workforce to allow for a smoother generational transition.

All of the above will be accomplished within a balanced budget, made possible by maintaining tight control over our expenses. In our continuing commitment to spend wisely and frugally, we continue to hold the line on hiring new employees except those needed to operate new services, deliver Measure R projects and other key programs.

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

Art Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority

## Table of Contents

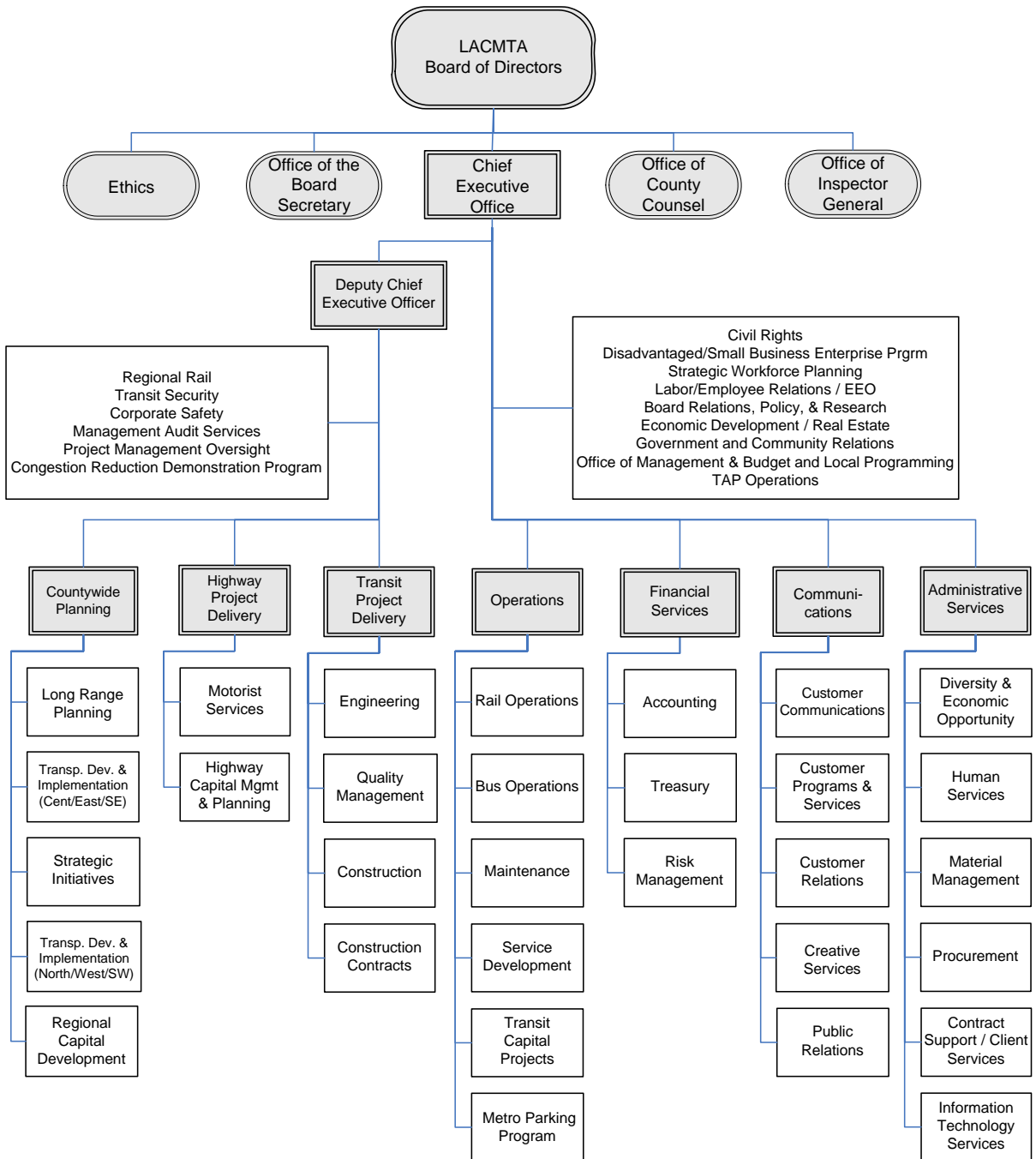
Section	Page
Introduction.....	1
Resources .....	13
FTEs and Expenditures .....	16
Capital .....	23
Regional Subsidies.....	28
Debt.....	40
Measure R.....	44
Governmental Funds .....	63
Service Statistics .....	67
Activity Based Cost Models .....	72
Appendix I: Legally Separate Entities.....	83
Appendix II: Revenue Detail .....	87
Appendix III: Abbreviations.....	90



# Introduction

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Los Angeles County Metropolitan Transportation Authority  
FY13 Budget



## Metro Board of Directors



**Antonio Villaraigosa**  
Board Chairman  
Mayor, City of Los Angeles

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



**Michael Antonovich**  
Board 1<sup>st</sup> Vice Chairman LA  
County Supervisor  
5<sup>th</sup> Supervisorial District

Board 1<sup>st</sup> Vice-Chair Antonovich is a member of the Los Angeles County Board of Supervisors representing the Fifth Supervisorial District since 1980. Supervisor Antonovich was re-elected to his eighth four-year term in 2008. From 1972 to 1978, he served as a member of the California State Assembly and, in his 3<sup>rd</sup> term, as Republican Whip. He also served as a member of the Board of Trustees of the Los Angeles Community College District from 1968 to 1973. Supervisor Antonovich currently serves on the Board of Metrolink (Southern California Regional Rail Authority), the Southern California Association of Governments, the San Fernando Valley and San Gabriel Valley Council of Governments and the South Coast Air Quality Management District and Metro's Planning and Programming Committee. He has held teaching positions with the Los Angeles Unified School District and Pepperdine University. Supervisor Antonovich holds a Bachelor of Arts degree and Master's degree from California State University, Los Angeles.



**Diane DuBois**  
Board 2<sup>nd</sup> Vice Chairman  
Mayor, Lakewood

Board 2<sup>nd</sup> Vice Chair Diane DuBois was elected to the City Council of Lakewood in 2005 and named Mayor in 2011. Prior to her City Council service, she was a Lakewood Planning and Environment Commissioner for 28 years. She has been a board member and volunteer for Lakewood Meals On Wheels, a board member of the Greater Long Beach Girl Scout Council, a governing board member of Lakewood Regional Medical Center, a member of Soroptimists International of Lakewood/Long Beach, and a past chair of the board at Pathways Volunteer Hospice. Mayor DuBois is representing the Gateway Cities on the Metro Board of Directors and serves as Chair of Metro's Planning and Programming Committee.

## Metro Board of Directors



**John Fasana**  
Mayor, Duarte

Councilman Fasana has served on the Duarte City Council since 1987, and served as Mayor in 1990, 1997, 2003, 2009. He has represented thirty San Gabriel Valley cities on the Metro Board of Directors since its inception in 1993 and served as Board Chair during the 2001-2002 fiscal year. He is currently serving as Vice Chair of the Ad Hoc Committee on Congestion Pricing as well as serving on the Finance, Budget and Audit Committee and the System Safety and Operations Committee. Councilman Fasana also serves as Chair of the San Gabriel Valley Council of Governments Transportation Committee, represents seven cities on the Foothill Transit Governing Board and represents Metro on the Foothills Extension Construction Authority Board. He has 30 years of service with Southern California Edison and is a graduate of Whittier College with a Bachelor of Arts degree in business administration.



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

Director Huizar was elected to represent the 14<sup>th</sup> District on the Los Angeles City Council in 2005 and re-elected in 2007 and 2011. He serves as Chair of the Public Works Committee, Vice Chair of the Planning & Land Use Management Committee and as a member of the Transportation Committee, the Rules and Elections Committee, the Ad Hoc Committee on Waste Reduction and Recycling and the Ad Hoc Committee on the Los Angeles River. Director Huizar serves as Vice Chair of Metro's System Safety and Operations Committee and as a member of the Construction Committee. He served as board of education president for the LAUSD from 2001-2005. Director Huizar was previously a deputy city attorney in the Real Estate and Environmental Division of the LA City Attorney's Office. He earned a Bachelor of Arts degree from UC Berkeley, a Masters degree in Public Affairs and Urban Planning from Princeton University and a Juris Doctorate from the UCLA School of Law.



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

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



## Metro Board of Directors



**Don Knabe**  
LA County Supervisor  
4<sup>th</sup> Supervisorial District

Board 1st Vice-Chairman Don Knabe was first elected to the Los Angeles County Board of Supervisors representing the Fourth District in 1996 and re-elected three times since. He is a White House appointee to the State and Local Elected Officials Senior Advisory Committee to the Homeland Security Advisory Council. Supervisor Knabe is a former Mayor and Councilman of the City of Cerritos. He has served on the Board of Directors for Metro, Metrolink, and the Alameda Corridor Transportation Authority. He is the immediate past Chairman and Member of the Southern California Regional Airport Authority and a Member of the Southern California Association of Governments Aviation Task Force. He serves as Chair of Metro's Construction Committee and as a member of the System Safety and Operations Committee. Supervisor Knabe holds a bachelor's degree in business administration from Graceland University.



**Gloria Molina**  
LA County Supervisor  
1<sup>st</sup> Supervisorial District

Supervisor Molina serves on the Los Angeles County Board of Supervisors representing the First District. She was first elected in 1991 and re-elected in 1994, 1998, 2002, 2006 and 2010. Prior to her election to the Board of Supervisors, Supervisor Molina served as State Assemblywoman for the 56th District from 1982 to 1987. In 1987, she was elected to the Los Angeles City Council, where she represented the First District until 1991. Before her election to public office, Supervisor Molina served in the Carter White House as a Deputy for Presidential Personnel and subsequently as the Deputy Director for the Department of Health and Human Services in San Francisco. She serves on Metro's Finance, Budget and Audit Committee, the Construction Committee and the Ad Hoc Congestion Pricing Committee. Supervisor Molina attended East Los Angeles College and Rio Hondo College.



**Ara Najarian**  
City Council Member  
City of Glendale

Director Najarian has served on the Metro Board of Directors since 2006. He was elected to the Glendale City Council in 2005, re-elected in 2007 and appointed Mayor in 2007 and 2010. Before being elected to the city council, Director Najarian was an elected member of the Glendale Community College Board of Trustees. He served seven years on the Glendale Transportation and Parking Commission with two of those years as Chairman. Director Najarian is currently Chair of the Glendale Redevelopment Agency and is a Past Chair of the Glendale Housing Authority and a Past Chair of the Glendale Transportation and Parking Commission. He has been an attorney in private practice for 20 years. He serves as Chair of Metro's Systems Safety and Operations Committee and Vice Chair of the Finance, Budget and Audit Committee. Director Najarian earned a Bachelor of Arts degree in Economics from Occidental College and a JD degree from the USC School of Law.

## Metro Board of Directors



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

Director O'Connor has served on Metro's Board of Directors since 2006. She was elected to the Santa Monica City Council in 1994 and has served three terms as mayor. She is a member of the SCAG Regional Council and is on the Board of Directors of the Local Government Commission. She also serves on committees for the League of California Cities and the National League of Cities. Director O'Connor works as a private consultant, specializing in historic preservation. She has worked throughout Southern California on projects, including the rehabilitation of Los Angeles' City Hall and on numerous buildings at UCLA and USC. Director O'Connor serves on Metro's Construction Committee and the Planning and Programming Committee. She earned a Bachelor of Science degree in Journalism from Southern Illinois University and a Masters degree in Planning and Technology Management from Eastern Michigan University.



**Mark Ridley-Thomas**  
LA County Supervisor  
2<sup>nd</sup> Supervisorial District

Supervisor Ridley-Thomas was elected Los Angeles County Supervisor for the Second District in 2008. He previously served the 26th District in the California State Senate where he chaired the Senate's Committee on Business, Professions and Economic Development. He chaired the California Legislative Black Caucus in 2008 and served on the Senate Appropriations, Energy, Utilities and Communications, Health and Public Safety committees. He served on the Los Angeles City Council starting in 1991 for nearly a dozen years, departing as Council President pro Tempore and served two terms in the California State Assembly, where he chaired the Assembly Democratic Caucus. Supervisor Ridley-Thomas chairs Metro's Ad Hoc Congestion Pricing Committee and serves on the Finance, Budget and Audit Committee and the Systems Safety and Operations Committee. He earned a Bachelors degree in Social Relations and a Masters degree in Religious Studies from Immaculate Heart College and a PhD in Social ethics from USC.



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

Director Wilson is on the Board of Directors of the California Association of Realtors (C.A.R.) and is an active member of the National Association of Realtors (N.A.R.). He previously served: four years as a Metro board member; four years on the L.A. City Fire Commission as Vice President; and 18 years as a member of the California State University of Northridge President's Advisory Board. He is a Founding Chairman of the Pacoima Enterprise Zone Advisory Commission and a Founding Board Member of the Valley Economic Alliance. He is a Past President of: the United Chambers of Commerce of the San Fernando Valley, an umbrella organization representing 23 San Fernando Valley area Chambers of Commerce; and the L.A. Countywide Citizens Planning Council. Director Wilson chairs Metro's Finance, Budget and Audit Committee and serves as Vice Chair on the Construction Committee. He earned a BS degree in Business Administration from CSUN.

## Metro Board of Directors



**Zev Yaroslavsky**  
LA County Supervisor  
3<sup>rd</sup> Supervisorial District

Supervisor Yaroslavsky, a past chairman of the Metro Board of Directors, is a member of the Los Angeles County Board of Supervisors representing the Third Supervisorial District. He was elected to the office in November 1994 and re-elected four times, most recently in 2010. Supervisor Yaroslavsky is recognized as a leader on fiscal, health care, transportation, cultural and environmental matters. He is also regarded as the County's fiscal watchdog, insisting that it live within its means. He previously served as a member of the Los Angeles City Council between 1975 and 1994, having been elected and re-elected six times. Supervisor Yaroslavsky serves as Vice Chair of Metro's Planning and Programming Committee. The Los Angeles native earned his Bachelor's degree in History and Economics and a Master's degree in British Imperial History from UCLA.



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

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

**Note: The Board of Directors as presented herein is the Board as it existed at the time the FY13 Budget was adopted in May 2012.**

## Budget Highlights

This budget includes many new programs and projects to improve transportation throughout Los Angeles County. The following are some highlights.

### **New Service & Programs**

Metro recently added the Orange Line Extension and the Exposition Line Phase I. The Exposition Transit Corridor connects Downtown Los Angeles with the Westside and Culver City, with convenient stops at popular destinations such as USC, West Los Angeles College, the museum and Exposition Park. The Metro Orange Line was extended four miles north from the Canoga Station to the Chatsworth Metrolink Station to connect to the Red Line, jobs at Warner Center and classes at Pierce College and Valley College. Both lines provide faster travel times, reduce congestion, and improve air quality in Los Angeles County.

The Metro ExpressLanes project, as part of Metro's Congestion Reduction Demonstration Program, is underway to improve traffic flow and provide enhanced travel options on the I-10 and I-110 Freeways in Los Angeles. In FY13, High Occupancy Vehicle (HOV) lanes on the I-10 and I-110 will be converted to High Occupancy Toll (HOT) lanes, providing more people more options so they can drive less, leading to less traffic congestion and less wear and tear on our roads. Promotion of ridesharing and additional bus service will increase the efficiency of the ExpressLanes by moving more people.

Metro now maintains 41 Park and Ride facilities formerly maintained by Caltrans, to provide clean, safe, and convenient access to all public transportation services.

With the success of NexTrip Bus, plans for NexTrip Rail will be introduced this year to allow Web/Text/SmartPhone/511 access to real-time rail arrival information.

### **Improved Service & Programs**

Improved services include extended night service for Metro Rail, increasing the frequency of services on all rail lines and providing additional trips on high capacity bus lines to reduce overcrowding and enhance service reliability. Metro will continue to monitor and restructure its services to improve headways on bus and rail lines, as needed, as well as improve on-time performance on bus lines.

In addition to the FY13 planned expansion of the transit infrastructure network supported by Measure R, Metro is also investing in deferred maintenance to keep assets in a state of good repair. Metro is engaged in a Midlife Project & Engine replacement to provide preventative maintenance, repair and refurbishment service to select buses to restore them to a like new condition. Heavy Rail Vehicle (HRV) procurement is expected to move forward in FY13 for the acquisition of 54 married pair HRV rail cars to replace 30 vehicles, which will soon exceed their useful life, and for fleet expansion to support the Westside Subway Extension. Finally, Metro will accelerate the replacement of all traction power substations along the Blue Line.



## Budget Highlights (continued)

### Transit and Highway Delivery

Metro is overseeing one of the largest public works program in America and is aggressively delivering Measure R projects. Below is the list of major projects underway in FY13.

Transit Projects	Highway Projects
<ul style="list-style-type: none"><li>• Initiate Expo Line Phase II construction by the end of FY13</li><li>• Issue design-build RFP and contract award for Crenshaw/LAX Transit Corridor</li><li>• Continue final design for Gold Line Foothill Extension</li><li>• Obtain design approval and full funding grant agreements:<ul style="list-style-type: none"><li>➢ Regional Connector</li><li>➢ Westside Subway Extension</li></ul></li><li>• Issue RFP for the design-build contract for Regional Connector</li><li>• Issue solicitation and award for the final design contract for Westside Subway Extension</li><li>• Conduct Alternatives Analysis, Environmental Impact and/or Refinement Studies:<ul style="list-style-type: none"><li>➢ West Santa Ana Branch</li><li>➢ San Fernando East North/South</li><li>➢ Eastside Extension Phase II</li><li>➢ Green Line LAX Extension</li><li>➢ South Bay Metro Green Line Extension</li><li>➢ Sepulveda Pass Corridor</li></ul></li><li>• Improve the accessibility and safety of the Eastside Light Rail System<ul style="list-style-type: none"><li>➢ Eastside Light Rail Access</li><li>➢ Eastside Quad Gate Study</li></ul></li></ul>	<ul style="list-style-type: none"><li>• The I-5 SR14 HOV Direct Connector will open to traffic in FY13 and the I-710 Draft EIS/EIR will be completed in FY13</li><li>• The I-5/Carmenita Road Interchange which has already begun construction will be completed in 18 months</li><li>• Major engineering, environmental, construction, and improvements including Measure R projects along the I-5, I-405, I-110, I-605 I-710, SR-101, SR-138, and the High Desert Corridor</li><li>• Continuing the Countywide Soundwall Projects</li><li>• Continuing studies on:<ul style="list-style-type: none"><li>➢ Arroyo Verdugo Sub-Region</li><li>➢ Virgenes/Malibu Sub-Region</li></ul></li><li>• Begin Construction:<ul style="list-style-type: none"><li>➢ I-5 Empire/Burbank HOV</li><li>➢ I-10 HOV</li><li>➢ SR-2 Freeway</li></ul></li><li>• Freeway Beautification Pilot Project to enhance Los Angeles County by improving the maintenance and appearance of the freeway environment, focusing on graffiti abatement, debris removal and landscape maintenance.</li><li>• Service Authority for Freeway Emergencies (SAFE) continues with the Call Box System, Freeway Service Patrol, and Motorist Aid and Travel Information System (MATIS)</li></ul>

These projects and the other projects Metro has in the works will improve mobility, increase vehicle capacity to allow for smoother traffic flow, and create system connectivity for seamless travel for our customers.

### Other Highlights

Metro is working on the Countywide Sustainability Plan and various other projects, studies and initiatives to enhance transit planning, support system integration, continue efficient operations and maintain our assets in a state of good repair. The Bicycle Parking Capital Improvement Program System and Bikeway Initiative have been expanded. In addition, the Emerging Leaders Program, the Transportation Leadership Academy and other programs are in place to prepare tomorrow's workforce to allow for a smoother generational transition.

## FY13 Budget Assumptions

### Resource Assumptions:

- Sales tax revenue will grow by 4.0% over FY12 budget.
- Measure R funds will be budgeted and expended in accordance with the Measure R Ordinance, project delivery schedules and cash flow needs.
- Fare revenues will increase 4.0% from FY12 levels due to the opening of the Expo Line, Orange Line Extension and the day pass reverting back to \$6, resulting in a farebox recovery ratio of 27.3% and fare revenue per boarding of \$0.75.
- Measure R 20% (\$124.0 million): Regionwide Bus will use all available Measure R 20% Bus Operating funds.
- New STA revenues in FY13 (\$123.6 million) will be used for regionwide bus and rail operations.

### Service Assumptions:

- The FY13 budget assumes full year operations of the Canoga Extension of the Orange Line. As a result of the Orange Line Extension and minor service modifications to existing bus lines, total bus service will increase by 20,703 Revenue Service Hours (RSH) or 0.3%. We will improve service quality by continuing the current level of maintenance activity and on-street supervision. This will improve the state of good repair and cleanliness, as well as reduce deferred maintenance of the bus fleet and continue to improve bus on-time performance.
- Expo Line Phase 1 will operate for all of FY13. Service will increase on all existing rail lines as we improve peak headways and operate more late night service. Total rail service will increase 16% or 131,268 RSH in FY13.
- Congestion Reduction Demonstration Program completes construction and begins operations in the second quarter of FY13.
- Service Level Details are found under Service Statistics (see page 66).

BUS		RAIL	
FY13 Bus Revenue Service Hours (RSH)		FY13 Rail Revenue Service Hours (RSH)	
Changes	RSH	Changes	RSH
FY12 Budget (Bus)	6,835,115	FY12 Budget (Rail)	821,235
<u>Changes</u>		<u>Changes</u>	
Canoga Extension	17,000	Expo (Full Year Operation)	45,625
Expo Duplication	(24,895)	Headway Changes	76,493
Cancelled Restructuring	28,598	Running Longer hours	9,150
<b>TOTAL CHANGES</b>	<b>20,703</b>	<b>TOTAL CHANGES</b>	<b>131,268</b>
<b>FY13 Budget (Bus)</b>	<b>6,855,818</b>	<b>FY13 Budget (Rail)</b>	<b>952,503</b>
% Increase	0.3%	% Increase	16.0%

## **FY13 Budget Assumptions (continued)**

### **Labor Assumptions:**

- Full Time Equivalent (FTEs) are added for full year of Expo operations, Orange Line Canoga Extension and extended late night rail service hours. Additional FTEs are included to meet specific needs such as Civil Rights, Measure R transit and highway projects, and the Congestion Reduction Demonstration Program (CRDP).
- Wage and salary increases based on Board adopted contracts.

### **Capital Assumptions:**

- Expand activity on Measure R transit and highway projects.
- Emphasize projects that reduce bus and rail deferred maintenance.
- Acquire zero emission buses and 40-foot replacement buses.

### **Areas of Risk:**

- Budget assumes a 4.0% growth in sales tax revenue.
- Budget assumes a 28.5% increase of STA revenues.
- Budget assumes non-labor cost inflation at 2.1% or less.
- Budget assumes timely issuance of Prop 1B bonds by the State. If not, funding is at risk for Crenshaw/LAX Corridor, Bus Acquisitions, Orange Line Extension and other capital improvement projects.

# Resources



## Summary of Resources & Expenditures

	FY11 Actual	FY12 Budget	FY13 Adopted	% Change from FY12
<b>Resources and Expenditures</b> (\$ in millions)				
1 <u>Sales Tax, TDA and STA Revenues</u>				
2     Proposition A	\$ 601.9	\$ 605.1	\$ 629.3	4.0%
3     Proposition C	601.9	605.1	629.3	4.0%
4     Measure R	598.6	605.1	629.3	4.0%
5     Transportation Development Act (TDA)	301.6	302.6	314.7	4.0%
6     State Transit Assistance (STA)	-	96.2	123.7	28.6%
7 <b>Total Sales Tax, TDA, &amp; STA</b>	<b>\$ 2,104.0</b>	<b>\$ 2,214.1</b>	<b>\$ 2,326.2</b>	<b>5.1%</b>
8 <u>Operating &amp; Other Revenues</u>				
9     Passenger Fares	\$ 336.1	\$ 332.1	\$ 345.3	4.0%
10    Express Lane Tolls	-	-	11.0	
11    Advertising	28.0	30.5	24.3	-20.2%
12    Investment Income	37.8	5.1	5.1	-1.1%
13    Other Revenues <sup>(1)</sup>	75.0	50.3	49.4	-1.7%
14 <b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 476.9</b>	<b>\$ 418.0</b>	<b>\$ 435.1</b>	<b>4.1%</b>
15 <u>Capital and Bond Resources</u>				
16     Grants Reimbursements <sup>(2)</sup>	\$ 673.5	\$ 1,139.5	\$ 1,113.2	-2.3%
17     Bond Funding	133.8	398.9	605.2	51.7%
18     Carryover Resources <sup>(3)</sup>	(15.2)	7.0	83.3	1090.0%
19 <b>Subtotal Capital and Bond Resources</b>	<b>\$ 792.1</b>	<b>\$ 1,545.4</b>	<b>\$ 1,801.7</b>	<b>16.6%</b>
20 <b>Total Resources</b>	<b>\$ 3,372.9</b>	<b>\$ 4,177.5</b>	<b>\$ 4,563.0</b>	<b>9.2%</b>
21 Agencywide Expenditures	\$ 3,372.9	\$ 4,177.5	\$ 4,563.0	9.2%
22 <b>(Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

Note: Totals may not add due to rounding.

<sup>(1)</sup>Other Revenues includes lease revenues, legal settlements, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, EZ Pass, and other miscellaneous revenues.

<sup>(2)</sup>Includes grant reimbursement of preventative maintenance operating capital cost and highway capital costs.

<sup>(3)</sup>Represents use of unspent revenues earned in prior years.

## Sales Tax, TDA and STA Revenue

Type of Revenue (\$ in millions)	FY11 Actual	FY12 Budget	FY13 Adopted	\$ Change from FY12	% Change from FY12	Eligible for Operating
<b>Proposition A</b>						
5% Administration	\$ 30.1	\$ 30.3	\$ 31.5	\$ 1.2	4.0%	
25% Local Return	143.0	143.7	149.5	5.7	4.0%	
35% Rail Development	200.1	201.2	209.2	8.0	4.0%	Eligible
40% Discretionary						
Transit (95% of 40%)	217.3	218.4	227.2	8.7	4.0%	Eligible
Incentive (5% of 40%)	11.4	11.5	12.0	0.5	4.0%	
<b>Estimated Tax Revenue from Prop A</b>	<b>\$ 601.9</b>	<b>\$ 605.1</b>	<b>\$ 629.3</b>	<b>\$ 24.2</b>	<b>4.0%</b>	
<b>Proposition C</b>						
1.5% Administration	\$ 9.0	\$ 9.1	\$ 9.4	\$ 0.4	4.0%	
5% Rail/Bus Security	29.6	29.8	31.0	1.2	4.0%	Eligible
10% Commuter Rail	59.3	59.6	62.0	2.4	4.0%	
20% Local Return	118.6	119.2	124.0	4.8	4.0%	
25% Freeways/Highways	148.2	149.0	155.0	6.0	4.0%	
40% Discretionary	237.2	238.4	247.9	9.5	4.0%	Eligible
<b>Estimated Tax Revenue from Prop C</b>	<b>\$ 601.9</b>	<b>\$ 605.1</b>	<b>\$ 629.3</b>	<b>\$ 24.2</b>	<b>4.0%</b>	
<b>Measure R</b>						
1.5% Administration	\$ 9.0	\$ 9.1	\$ 9.4	\$ 0.4	4.0%	
2% Transportation Capital Metro Rail	11.8	11.9	12.4	0.5	4.0%	
3% Transportation Capital Metrolink	17.7	17.9	18.6	0.7	4.0%	
5% Operations - New Rail	29.5	29.8	31.0	1.2	4.0%	(1)
15% Local Return	88.4	89.4	93.0	3.6	4.0%	
20% Operations - Bus	117.9	119.2	124.0	4.8	4.0%	Eligible
20% Highway Capital	117.9	119.2	124.0	4.8	4.0%	
35% Transportation Capital New Rail/BRT	206.4	208.6	217.0	8.3	4.0%	
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 598.6</b>	<b>\$ 605.1</b>	<b>\$ 629.3</b>	<b>\$ 24.2</b>	<b>4.0%</b>	
<b>TDA</b>						
Administration	\$ 6.0	\$ 8.5	\$ 8.5	\$ -	0.0%	
2% Article 3 (Pedestrians & Bikeways)	5.9	5.9	6.1	0.2	4.1%	
92.1029% Article 4 (Bus Transit)	272.3	270.8	282.0	11.1	4.1%	Eligible
5.8971% Article 8 (Transit/Streets & Highways)	17.4	17.3	18.1	0.7	4.1%	
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 301.6</b>	<b>\$ 302.6</b>	<b>\$ 314.7</b>	<b>\$ 12.1</b>	<b>4.0%</b>	
<b>STA</b>						
STA Bus	\$ -	\$ 51.7	\$ 68.4	\$ 16.7	32.3%	Eligible
STA Rail	-	44.5	55.2	10.7	24.0%	Eligible
<b>Estimated Revenue from STA</b>	<b>\$ -</b>	<b>\$ 96.2</b>	<b>\$ 123.6</b>	<b>\$ 27.4</b>	<b>28.5%</b>	
<b>Totals (memo only)</b>	<b>\$ 2,104.0</b>	<b>\$ 2,214.1</b>	<b>\$ 2,326.2</b>	<b>\$ 112.1</b>	<b>5.1%</b>	

Revenues Eligible for Bus & Rail	FY11 Actual	FY12 Budget	FY13 Budget	\$ Change from FY12	% Change from FY12
Proposition A	\$ 417.4	\$ 419.6	\$ 436.4	\$ 16.8	4.0%
Proposition C	266.8	268.2	278.9	10.7	4.0%
Measure R (1)	147.4	149.0	155.0	6.0	4.0%
TDA	272.3	270.8	282.0	11.1	4.1%
STA	-	96.2	123.6	27.4	28.5%
<b>Total Bus &amp; Rail Eligible Revenues</b>	<b>\$ 1,103.9</b>	<b>\$ 1,203.9</b>	<b>\$ 1,275.9</b>	<b>\$ 72.0</b>	<b>6.0%</b>

(1) Measure R Rail Operating funding is restricted to new rail operating projects only.

Note: Totals may not add due to rounding.

**Full Time Equivalent (FTEs)  
and  
Expenditures**

## Summary of Expenditures by Department

	Expenditure by Department (\$ in millions)	FY12 Budget	FY13 Adopted	Change	
				\$	%
1	Operations	\$ 1,269.3	\$ 1,475.1	\$ 205.8	16.2%
2	Countywide Planning	1,099.0	152.6	(946.4)	-86.1%
3	Highway Project Delivery	108.9	203.3	94.4	86.6%
4	Transit Project Delivery	932.3	1,153.6	221.3	23.7%
5	Communications	61.0	57.1	(3.8)	-6.3%
6	Economic Development	113.7	128.7	15.0	13.2%
7	Administrative Services	101.5	110.7	9.2	9.1%
8	Financial Services	258.5	244.7	(13.8)	-5.3%
9	Management Audit Services	5.1	5.2	0.1	2.7%
10	Board of Directors	21.4	22.2	0.9	4.1%
11	Chief Executive Office	206.9	1,009.7	802.8	388.0%
13	<b>Grand Total</b>	<b>\$ 4,177.5</b>	<b>\$ 4,563.0</b>	<b>\$ 385.5</b>	<b>9.2%</b>

## Summary of Expenditures by Type

	Expenditure by Type (\$ in millions)	FY12 Budget	FY13 Adopted	Change	
				\$	%
14	Salaries and Benefit	\$ 850.1	\$ 887.0	\$ 36.9	4.3%
15	As-needed/Interns	7.3	8.3	1.0	13.7%
16	Fuel/Propulsion Power	58.7	58.7	-	0.0%
17	Purchased Transportation	37.8	43.3	5.5	14.6%
18	Acquisitions for Capital, Highway, & Planning	1,279.3	1,667.7	388.4	30.4%
19	Contract & Professional Services	355.8	312.3	(43.5)	-12.2%
20	Material & Supplies	106.0	151.1	45.1	42.5%
21	Leases/Rentals	26.9	24.6	(2.3)	-8.6%
22	Advertising	4.7	4.0	(0.7)	-14.9%
23	Training & Travel	4.0	4.6	0.6	15.0%
24	Insurance / PLPD / Workers' Comp	82.8	84.1	1.3	1.6%
25	Subsidies	1,017.5	975.9	(41.1)	-4.0%
26	Taxes	2.2	1.9	(0.3)	-13.6%
27	Debt	344.5	339.5	(5.0)	-1.5%
28	<b>Grand Total</b>	<b>\$ 4,177.5</b>	<b>\$ 4,563.0</b>	<b>\$ 385.5</b>	<b>9.2%</b>

Note: Totals may not add due to rounding.



## Summary of Expenditures by Program

Type of Program (\$ in millions)	FY11 Actual	FY12 Budget	FY13 Adopted	Change from FY12
<b>Metro Operations</b>				
Bus	\$ 896.9	\$ 906.5	\$ 936.4	\$ 29.9
Rail	267.8	292.0	327.9	35.9
Express Lanes	-	-	13.7	13.7
Regional & Other Operating Activities	16.1	16.7	12.6	(4.0)
Transit Court	0.2	1.7	2.4	0.7
<b>Metro Operations Total</b>	<b>\$ 1,181.0</b>	<b>\$ 1,216.9</b>	<b>\$ 1,293.1</b>	<b>\$ 76.2</b>
<b>Agencywide Operations</b>				
Planning, Programs & Administration	48.0	87.2	109.7	22.5
Property Management / Joint Development	4.8	17.1	19.5	2.4
Rideshare Services	7.6	7.9	9.2	1.3
SAFE / Freeway Service	33.5	42.1	47.6	5.5
<b>Agencywide Operations Total</b>	<b>\$ 93.9</b>	<b>\$ 154.4</b>	<b>\$ 186.1</b>	<b>\$ 31.8</b>
<b>Transit Construction</b>	<b>\$ 560.4</b>	<b>\$ 754.8</b>	<b>\$ 1,049.0</b>	<b>\$ 294.2</b>
<b>Deferred Maintenance</b>				
Bus	110.8	92.4	187.2	94.8
Rail	51.4	71.6	109.4	37.8
Other	9.5	9.4	18.1	8.7
<b>Deferred Maintenance Total</b>	<b>\$ 171.7</b>	<b>\$ 173.4</b>	<b>\$ 314.7</b>	<b>\$ 141.4</b>
<b>Other Capital Improvements</b>				
Bus	\$ 22.7	\$ 52.8	\$ 56.7	\$ 3.9
Rail	13.3	8.2	10.2	2.0
Other	31.4	152.1	104.5	(47.6)
<b>Other Capital Improvements Total</b>	<b>\$ 67.5</b>	<b>\$ 213.1</b>	<b>\$ 171.4</b>	<b>\$ (41.7)</b>
<b>Highway Construction</b>	<b>\$ 148.5</b>	<b>\$ 301.8</b>	<b>\$ 232.1</b>	<b>\$ (69.7)</b>
<b>Subsidies</b>				
Transit	\$ 389.3	\$ 429.0	\$ 435.4	\$ 6.4
Call For Projects	77.0	140.5	108.3	(32.2)
Population Based	368.5	375.8	391.7	15.9
Federally Funded	2.9	43.1	23.5	(19.5)
Transit Oriented Development	-	5.0	5.2	0.2
Highway Operational Improvement	2.4	24.1	11.7	(12.4)
<b>Subsidies Total</b>	<b>\$ 840.1</b>	<b>\$ 1,017.5</b>	<b>\$ 975.9</b>	<b>\$ (41.6)</b>
<b>Capital Debt Service</b>	<b>\$ 309.8</b>	<b>\$ 345.7</b>	<b>\$ 340.6</b>	<b>\$ (5.1)</b>
<b>Total Expenditures</b>	<b>\$3,372.9</b>	<b>\$4,177.5</b>	<b>\$4,563.0</b>	<b>\$385.5</b>

Note: Totals may not add due to rounding.

### Summary of FTEs by Department

	<b>FTEs by Department</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>	<b>Change from FY12</b>
1	Operations	7,318	7,477	159
2	Countywide Planning	95	98	3
3	Highway Project Delivery	26	29	3
4	Transit Project Delivery	112	128	16
5	Communications	196	199	3
6	Economic Development	25	25	-
7	Administrative Services	528	532	4
8	Financial Services	176	179	3
9	Management Audit Services	21	21	-
10	Board of Directors	38	38	-
11	Chief Executive Office	264	285	21
12	<b>Grand Total FTEs</b>	<b>8,799</b>	<b>9,011</b>	<b>212</b>
13	<b>Total Agency wide Non-Contract</b>	<b>1,172</b>	<b>1,223</b>	<b>51</b>
14	<b>Total Agency wide Union</b>	<b>7,627</b>	<b>7,788</b>	<b>161</b>
15	<b>Grand Total FTEs</b>	<b>8,799</b>	<b>9,011</b>	<b>212</b>

## FTEs by Department Detail

FTEs by Department Detail		FY12 Budget	FY13 Adopted	Change from FY12
1	<b>Operations</b>			
2	Transportation	4,482	4,587	105
3	Maintenance	2,072	2,079	7
4	Rail Fleet Services	363	394	31
5	Rail Maintenance of Way & Engineering	256	269	13
6	Service Development	128	128	-
7	Transit Capital Projects	17	20	3
8	<b>Total Operations</b>	<b>7,318</b>	<b>7,477</b>	<b>159</b>
9	Non-Contract	264	265	1
10	Union	7,054	7,212	158
11	<b>Total Operations by Representation</b>	<b>7,318</b>	<b>7,477</b>	<b>159</b>
12	<b>Countywide Planning</b>			
13	Executive Office Regional Transportation Planning	8	4	(4)
14	Long Range Planning & Coordination	21	21	-
15	Transp. Dev. & Implementation (Central/East/SE Region)	21	18	(3)
16	Transp. Dev. & Implementation (North/West/SW Region)	19	19	-
17	Regional Capital Development	26	29	3
18	Strategic Initiatives Department	-	7	7
19	<b>Total Countywide Planning</b>	<b>95</b>	<b>98</b>	<b>3</b>
20	Non-Contract	95	98	3
21	Union	-	-	-
22	<b>Total Countywide Planning by Representation</b>	<b>95</b>	<b>98</b>	<b>3</b>
23	<b>Highway Project Delivery</b>			
24	Executive Office, Highway Project Delivery	17	20	3
25	Motorist Services	9	9	-
26	<b>Total Highway Project Delivery</b>	<b>26</b>	<b>29</b>	<b>3</b>
27	Non-Contract	26	29	3
28	Union	-	-	-
29	<b>Total Highway Project Delivery by Representation</b>	<b>26</b>	<b>29</b>	<b>3</b>
30	<b>Transit Project Delivery</b>			
31	Executive Office, Transit Project Delivery	27	28	1
32	Construction	28	38	10
33	Engineering	46	49	3
34	Quality Management	11	13	2
35	<b>Total Transit Project Delivery</b>	<b>112</b>	<b>128</b>	<b>16</b>
36	Non-Contract	111	127	16
37	Union	1	1	-
38	<b>Total Transit Project Delivery by Representation</b>	<b>112</b>	<b>128</b>	<b>16</b>
39	<b>Communications</b>			
40	Executive Office, Communications	12	11	(1)
41	Customer Communications	28	28	-
42	Customer Relations	100	100	-
43	Public Relations	7	7	-
44	Creative Services	14	17	3
45	Customer Programs & Services	26	27	1
46	TAP Operations	9	9	-
47	<b>Total Communications</b>	<b>196</b>	<b>199</b>	<b>3</b>
48	Non-Contract	69	72	3
49	Union	127	127	-
50	<b>Total Communications by Representation</b>	<b>196</b>	<b>199</b>	<b>3</b>
51	<b>Economic Development</b>			
52	New Business Development	8	8	-
53	Real Estate Administration	17	17	-
54	<b>Total Economic Development</b>	<b>25</b>	<b>25</b>	<b>-</b>
55	Non-Contract	25	25	-
56	Union	-	-	-
57	<b>Total Economic Development by Representation</b>	<b>25</b>	<b>25</b>	<b>-</b>

### FTEs by Department Detail (continued)

FTEs by Department Detail		FY12 Budget	FY13 Adopted	Change from FY12
58	<u>Administrative Services</u>			
59	Chief Admin Services Office	28	28	-
60	Diversity & Economic Opportunity	18	18	-
61	Human Services	134	133	(1)
62	Procurement	51	53	2
63	Material Management	179	179	-
64	Information Technology Services	118	121	3
65	<b>Total Administrative Services</b>	<b>528</b>	<b>532</b>	<b>4</b>
66	Non-Contract	252	256	4
67	Union	276	276	-
68	<b>Total Administrative Services by Representation</b>	<b>528</b>	<b>532</b>	<b>4</b>
69	<u>Financial Services</u>			
70	Accounting	68	68	-
71	Finance & Treasury	61	64	3
72	Risk Management	47	47	-
73	<b>Total Financial Services</b>	<b>176</b>	<b>179</b>	<b>3</b>
74	Non-Contract	112	112	-
75	Union	64	67	3
76	<b>Total Financial Services by Representation</b>	<b>176</b>	<b>179</b>	<b>3</b>
77	<u>Management Audit Services</u>			
78	Management Audit Services	21	21	-
79	<b>Total Management Audit Services</b>	<b>21</b>	<b>21</b>	<b>-</b>
80	Non-Contract	21	21	-
81	Union	-	-	-
82	<b>Total Management Audit Services by Representation</b>	<b>21</b>	<b>21</b>	<b>-</b>
83	<u>Board of Directors</u>			
84	Office of Board Secretary	11	11	-
85	County Counsel	4	4	-
86	Ethics Office	7	7	-
87	Inspector General	16	16	-
88	<b>Total Board of Directors</b>	<b>38</b>	<b>38</b>	<b>-</b>
89	Non-Contract	38	38	-
90	Union	-	-	-
91	<b>Total Board of Directors by Representation</b>	<b>38</b>	<b>38</b>	<b>-</b>
92	<u>Chief Executive Office</u>			
93	Chief Executive Office	9	9	-
94	Board Relation, Policy & Research Service	13	15	2
95	Corporate Safety	27	29	2
96	Transit Security	108	108	-
97	Government and Community Relations	30	34	4
98	Regional Rail	3	6	3
99	Labor/Employee Relations	12	12	-
100	Office of Management & Budget	28	28	-
101	Congestion Reduction Demonstration Project	3	4	1
102	Program Management	31	35	4
103	Strategic Workforce Planning		5	5
104	<b>Total Chief Executive Office</b>	<b>264</b>	<b>285</b>	<b>21</b>
105	Non-Contract	159	180	21
106	Union	105	105	-
107	<b>Total Chief Executive Office by Representation</b>	<b>264</b>	<b>285</b>	<b>21</b>
108	<b>Total Agency wide Non-Contract</b>	<b>1,172</b>	<b>1,223</b>	<b>51</b>
109	<b>Total Agency wide Union</b>	<b>7,627</b>	<b>7,788</b>	<b>161</b>
110	<b>Grand Total</b>	<b>8,799</b>	<b>9,011</b>	<b>212</b>

Note: Totals may not add due to rounding.

## Enterprise Fund

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

	FY11 Actual	FY12 Budget	FY13 Adopted					
			Total	Bus	Rail	Union Station <sup>(6)</sup>	Express Lanes	Regional Activities
<b>Resources and Expenses (\$ in millions)</b>								
<b>1 Transit Operations Resources</b>								
<b>2     <u>Transit Fares and Other Revenues</u></b>								
3         Fares	\$ 336.0	\$ 332.1	\$ 345.2	\$ 265.7	\$ 79.6	\$ -	\$ -	\$ -
4         Tolls	-	-	11.0	-	-	-	11.0	-
5         Other Revenues <sup>(1)</sup>	36.1	44.1	35.0	27.5	2.6	2.3	-	2.6
<b>6     <b>Total Fare &amp; Other Revenues</b></b>	<b>\$ 372.1</b>	<b>\$ 376.2</b>	<b>\$ 391.2</b>	<b>\$ 293.2</b>	<b>\$ 82.2</b>	<b>\$ 2.3</b>	<b>\$ 11.0</b>	<b>\$ 2.6</b>
<b>7     <u>Federal Grants</u></b>								
8         Federal Preventive Maintenance	\$ 237.3	\$ 266.7	\$ 219.8	\$ 171.7	\$ 48.1	\$ -	\$ -	\$ -
9         Federal CMAQ	15.2	35.4	41.9	5.6	33.5	-	2.8	-
10        Fed Growing States, Homeland Security & Other	7.3	9.8	9.6	-	7.1	-	-	2.5
<b>11    <b>Total Federal Grants</b></b>	<b>\$ 259.9</b>	<b>\$ 311.9</b>	<b>\$ 271.2</b>	<b>\$ 177.3</b>	<b>\$ 88.7</b>	<b>\$ -</b>	<b>\$ 2.8</b>	<b>\$ 2.5</b>
<b>12    <u>Local Subsidy</u></b>								
13        Prop A - (40% Bus) & (35% Rail)	\$ 145.1	\$ 128.3	\$ 177.6	\$ 122.4	\$ 55.2	\$ -	\$ -	\$ -
14        Prop C - (40% Bus/Rail) & (5% Security)	127.5	55.8	77.4	47.8	26.5	-	-	3.1
15        Measure R - (20% Bus) & (5% Rail)	120.4	100.1	107.8	88.0	19.8	-	-	-
16        TDA Article 4	65.0	113.8	163.8	157.2	-	-	-	6.6
17        STA	99.9	129.8	106.0	50.5	55.5	-	-	-
18        General Fund	-	0.9	-	-	-	-	-	-
<b>19    <b>Total Local Subsidy</b></b>	<b>\$ 557.9</b>	<b>\$ 528.7</b>	<b>\$ 632.6</b>	<b>\$ 465.9</b>	<b>\$ 157.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 9.7</b>
<b>20    <b>Total Transit Operations Resources</b></b>	<b>\$1,189.9</b>	<b>\$1,216.8</b>	<b>\$1,295.0</b>	<b>\$ 936.4</b>	<b>\$ 327.9</b>	<b>\$ 2.3</b>	<b>\$ 13.7</b>	<b>\$ 14.8</b>
<b>21    <u>Transit Capital Resources</u></b>								
22        Federal, State & Local Grants	\$ 139.2	\$ 383.5	570.0	\$ 178.5	\$ 391.5	\$ -	\$ -	\$ -
23        Local and State Sales Tax <sup>(2)</sup>	266.0	328.8	336.7	110.3	226.4	-	-	-
24        Bond Funding	170.5	398.9	605.2	12.7	592.5	-	-	-
<b>25    <b>Total Transit Capital Resources</b></b>	<b>\$ 575.7</b>	<b>\$1,111.2</b>	<b>\$1,511.9</b>	<b>\$ 301.5</b>	<b>\$1,210.4</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>26    <b>Total Transit Operations &amp; Capital Resources</b></b>	<b>\$1,765.6</b>	<b>\$2,328.0</b>	<b>\$2,806.9</b>	<b>\$ 1,237.9</b>	<b>\$1,538.3</b>	<b>\$ 2.3</b>	<b>\$ 13.7</b>	<b>\$ 14.8</b>
<b>27    <u>Transit Operations Expenses</u></b>								
28        Labor & Benefits	\$ 750.2	\$ 762.8	799.4	\$ 625.3	\$ 160.2	\$ -	\$ 0.4	\$ 13.6
29        Fuel & Propulsion Power	62.1	58.7	58.6	30.6	28.0	-	-	-
30        Materials & Supplies	98.0	85.2	90.6	69.5	17.9	-	-	3.2
31        Contract and Professional Services	127.1	161.3	180.3	59.2	91.3	-	13.1	16.8
32        PL/PD and Other Insurance	40.6	46.1	45.1	41.2	3.7	0.2	-	-
33        Purchased Transportation	42.4	37.8	38.1	38.1	-	-	-	-
34        Allocated Overhead <sup>(3)</sup>	68.3	38.4	52.4	32.2	17.6	-	0.1	2.6
35        Regional Chargeback	-	-	-	16.6	5.0	-	-	(21.6)
36        Other Expenses <sup>(4)</sup>	(6.9)	26.6	28.4	23.7	4.3	-	0.2	0.3
<b>37    <b>Total Transit Operations Expenses</b></b>	<b>\$1,181.8</b>	<b>\$1,216.8</b>	<b>\$1,293.0</b>	<b>\$ 936.4</b>	<b>\$ 328.0</b>	<b>\$ 0.2</b>	<b>\$ 13.7</b>	<b>\$ 14.8</b>
<b>38    <b>Transit Capital Expenses</b></b>	<b>726.8</b>	<b>1,111.2</b>	<b>1,511.8</b>	<b>301.5</b>	<b>1,210.3</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>39    <b>Total Transit Operations &amp; Capital Expenses</b></b>	<b>\$1,908.6</b>	<b>\$2,328.0</b>	<b>\$2,804.8</b>	<b>\$ 1,237.9</b>	<b>\$1,538.3</b>	<b>\$ 0.2</b>	<b>\$ 13.7</b>	<b>\$ 14.8</b>
<b>40    <b>Transit Operations &amp; Capital (Deficit)/Surplus <sup>(5)</sup></b></b>	<b>\$ (143.1)</b>	<b>\$ -</b>	<b>\$ 2.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 2.0</b>	<b>\$ -</b>	<b>\$ -</b>

(1) Other Revenues includes advertising, parking, vending revenues, county buy down, transit court and other miscellaneous revenues.

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

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

(4) Other Expenses includes utilities and credits, taxes, advertisement/settlement, travel/mileage/meals, training/seminars/periodicals.

(5) Unfunded difference in FY11 represents timing difference between capital acquisition expense and related funding.

(6) Five million dollars of debt expense related to Union Station acquisition is included in line 3 of the Debt Schedule on page 41.

Note: Totals may not add due to rounding.

# Capital



## Capital Program Project List

Project Title (\$ in thousands)	Expected Expenditures Through FY12	FY13 Adopted	FY14 and Future	Life of Project	Notes
<b>Measure R</b>					
Crenshaw/LAX Light Rail Transit	\$ 77,502	\$ 118,100	\$ 1,553,398	\$ 1,749,000	
Division 22 Paint And Body Shop	738	1,866	8,396		1
Eastside Extension Phase II	11,165	3,057	-	14,223	2
Eastside Light Rail Access	2,124	6,058	-	8,181	2
Expo Blvd Light Rail Transit Phase I	843,656	46,000	40,969	930,625	
Expo Blvd Light Rail Transit Phase II	154,633	346,261	1,026,405	1,527,300	
Expo/Blue Line Light Rail Vehicle Procurement	37,368	63,098	241,884		1
Gold Line Foothill Extension to Azusa	169,790	143,851	427,360	741,000	
Green Line Extension to LAX Airport	3,875	2,945	-	8,166	2
Green Line Extension: Redondo to South Bay	6,962	2,860	-	9,822	2
Heavy Rail Vehicle Procurement	-	10,158	-	10,158	New
Metro Orange Line Extension	140,818	13,700	61,083	215,600	
Non-Revenue Vehicle for Transit Project Delivery Dept	-	750	200	950	
Project Management Information System	1,611	-	84	1,695	
Regional Connector	51,187	101,172	-	152,359	2
San Fernando Valley East N/S Rapidways	1,706	3,226	-	4,932	2
Sepulveda Pass Transit Corridor (I-405 Corridor Connection)	689	2,888	-	3,577	2
Southwestern Maintenance Yard	-	44,738	240,262		1
West Santa Ana Branch Corridor	511	668	-	1,180	2
Westside Subway Extension	86,832	137,643	-	224,475	2
<b>Measure R Total</b>	<b>\$ 1,591,166</b>	<b>\$ 1,049,040</b>	<b>\$ 3,600,040</b>	<b>\$ 5,603,242</b>	
<b>Deferred Maintenance - Rail Capital Improvement</b>					
Bicycle Lockers & Racks for Metro Rail Stations	\$ 714	\$ 615	\$ 22	\$ 1,350	
Cathodic Protection Systems	446	175	298	920	
Covered Awning for Wayside Systems Warehouse	97	128	102	327	
Digital Rail Radio System	7,893	12,528	4,579	25,000	
Division 11 Body Shop Ventilation	42	591	-	550	3
Division 11 Water Mitigation	98	701	1,201	2,000	
Division 20 Carwash & Cleaning Platform	9,486	5,914	-	15,400	
Division 21 Car Wash Improvement	28	105	537	670	
Division 21 Improvements - Phase II	11,208	-	2,792	14,000	
Elevator Installations (Vertical Systems)	250	1,120	6,630	8,000	
Escalator Replacement/Modernization at Red Line Stations	-	559	11,941	12,500	New
Escalator/Elevator Modernization - Civic Center Station	5,275	483	6,242	12,000	
Fire Control Panel Upgrade	126	287	3,187	3,600	
Heavy Rail SCADA System Replacement	-	1,184	14,699	15,883	New
Installation of Signage & Posters	607	291	-	897	
Light Rail Vehicle Fleet Enhancement	117,634	2,477	32,808	152,919	
Location 61 Roof Replacement	-	815	2,244	3,059	New
MBL & MRL Switch Machines Rehabilitation	813	-	462	1,275	
MBL Communication & Signal Building Rehabilitation	161	311	1,328	1,800	
MBL Overhead Catenary System Rehabilitation	1,033	2,629	9,339	13,000	
MBL Pedestrian & Swing Gate Installations	349	571	-	920	
MBL Rail Replacement & Booting	379	1,009	11,612	13,000	
MBL Signal System Rehabilitation	319	248	253	820	
MBL Traction Power Sub-Stations Rehabilitation	35,280	19,492	27,427	82,200	
Metro Rail Station Entrance Gating	16,318	1,122	3,560	21,000	
MGL Central ATC Computer System Rehabilitation	52	35	663	750	
MGL Material Storage Building & Offices	761	400	31	1,192	
MGL Signal System Rehab - Phase II	-	17	7,783	7,800	New
MGL Signal System Rehabilitation	11	1,044	2,545	3,600	
MRL Damper Replacement	26	685	789	1,500	
MRL Entrance Canopies	3,140	1,123	2,961	7,224	
MRL Entrance Canopies (ARRA)	1,857	4,843	-	6,700	
<b>Rail Deferred Maintenance Subtotal- continued next page</b>	<b>\$ 214,404</b>	<b>\$ 61,499</b>	<b>\$ 156,037</b>	<b>\$ 431,856</b>	

1 - Project costs to be allocated into the affected Measure R Projects.

2 - Anticipated project budget needs thru FY13 pending establishment of a formal Life of Project Budget.

3 - Project Manager will approach Board for LOP increase in FY13.

Notes:

Totals may not add due to rounding.

## Capital Program Project List (continued)

Project Title (\$ in thousands)	Expected Expenditures Through FY12	FY13 Adopted	FY14 and Future	Life of Project	Notes
<b>Deferred Maintenance - Rail Capital Improvement (continued)</b>					
57 MRL Horizontal Carousel	\$ -	\$ 148	\$ 249	\$ 397	New
58 MRL Operator Cab Camera Installation	-	452	5,928	6,380	New
59 MRL PBX Emergency Replacement	17	-	247	264	
60 MRL Segment I A/F Track Circuit Replacement	1,595	94	590	2,279	
61 MRL Segment II & III Remote Terminal Units Rehabilitation	386	475	139	1,000	
62 MRL to MOL Underpass at North Hollywood Station	700	5,652	10,648	17,000	
63 MRL Tunnel Lighting Rehabilitation	56	812	8,132	9,000	
64 MRL Yard Genralogic System Rehabilitation	435	1,214	350	2,000	
65 Non-Revenue Equipment Rail	-	109	34	143	
66 Non-Revenue Equipment Rail Grinder	-	11	7,637	7,648	New
67 Non-Revenue Equipment Rail Track Vacuum	-	9	4,010	4,019	New
68 Non-Revenue Equipment Rail Tunnel Washer	-	9	7,010	7,019	New
69 Non-Revenue Heavy Duty Vehicle Rail	-	139	48	187	
70 Non-Revenue Light Duty Vehicle Rail	-	89	35	124	
71 Non-Revenue Light Duty Vehicle Rail Replacement	-	299	249	548	
72 Non-Revenue Medium Duty Vehicle Rail	-	159	47	206	
73 Non-Revenue Vehicles Rail FY13 - FY15	-	185	5,458	5,643	New
74 North Long Beach Duct Bank Upgrade	473	460	47	980	
75 P2000 Component Overhaul	-	4,258	22,102	26,360	New
76 P2000 Vehicle Signaling Package Upgrade	1,733	965	667	3,364	
77 P865/P2020 Railcar Midlife Overhaul	647	6,136	23,216	30,000	
78 Pallet Racking for Rail Warehouse	-	30	90	120	New
79 Passenger Intercom Replacement	-	-	3,596	3,596	New
80 PGL Headway Improvements	-	829	571	1,400	
81 PGL SONET Upgrade	-	104	9,123	9,227	New
82 Rail Station Entrance Gate Monitoring Centers	96	-	4,984	5,080	
83 Rail Station Refurbishments	1,551	2,320	17,629	21,500	
84 Regional Rail Signage System Improvements	1,657	320	253	2,231	
85 Seismic Monitoring System Replacement	38	79	157	275	
86 Subway Railcar Midlife Overhaul	11,102	6,399	184,499	202,000	
87 Systemwide Corrosion Protection System Replacement	211	1,032	11,757	13,000	
88 Systemwide Project Improvements	-	12,000	-	-	
89 Wayside Energy Storage Substation (WESS)	1,336	3,130	-	4,466	
90 <b>Deferred Maintenance Rail - Total (includes previous page)</b>	<b>\$ 236,439</b>	<b>\$ 109,418</b>	<b>\$ 485,538</b>	<b>\$ 819,311</b>	
<b>Deferred Maintenance - Bus Capital Improvement</b>					
91 490 Bauchet Warehouse Infrastructure Systems	\$ 240	\$ 200	\$ 713	\$ 1,153	
92 Articulated Bus Facility Modifications -- Phase II	3,282	-	98	3,380	
93 ATMS Narrowband Frequency	1,151	986	6,663	8,800	
94 ATMS Upgrade	10,224	947	936	12,107	
95 Bulk Storage Containers	-	85	100	185	New
96 Bus Acquisition 41 Buses Congestion Relief Demo Program (CRDP)	27,215	-	1,185	28,400	
97 Bus Acquisition 100 CNG	59,766	206	28	60,000	
98 Bus Acquisition 150 45 Foot Compo	2	79,754	7,074	86,830	
99 Bus Acquisition 30 Zero Emission/Super Low Emission	-	9,816	20,184	30,000	New
100 Bus Acquisition 550 40-Foot	-	19,875	277,125	297,000	
101 Bus Acquisition Contract Services	23,646	-	354	24,000	
102 Bus Acquisition FY12-14	300	-	7,200	7,500	
103 Bus Facility Maintenance Improvements & Enhancements Phase I	885	6,120	14,226	21,231	
104 Bus Facility Maintenance Improvements & Enhancements Phase II	-	3,530	17,366	20,896	New
105 Bus Stop Information System Project	845	302	2	1,150	
106 Division 10 - CNG Fueling Facility	413	-	11,260	11,673	
107 Division 18 - CNG Fueling Facility	103	-	10,997	11,100	
108 Division 2 Maintenance Building Renovation & Facility Upgrade	216	3,794	38,565	42,575	
109 Division 3 Master Plan Phases II-IV	9,023	3,737	439	13,200	
110 <b>Bus Deferred Maintenance Subtotal - continued next page</b>	<b>\$ 137,311</b>	<b>\$ 129,352</b>	<b>\$ 414,517</b>	<b>\$ 681,180</b>	

Note: Totals may not add due to rounding

## Capital Program Project List (continued)

Project Title (\$ in thousands)	Expected Expenditures Through FY12	FY13 Adopted	FY14 and Future	Life of Project	Notes
<b>113 Deferred Maintenance - Bus Capital Improvement (continued)</b>					
114 Division 3 Replace Warehouse Facility	\$ 659	\$ 646	\$ 299	\$ 1,604	
115 Division 9 Warehouse Improvements	688	119	83	890	
116 Electrify Compression of Natural Gas at CNG Fueling Stations	26,521	107	1,372	28,000	
117 Facility Equipment & Upgrades	-	1,059	1,195	2,254	New
118 FY12 - FY14 UST Replacements	1,734	2,278	3,488	7,500	
119 FY12 Bus Facilities Equipment Improvements	264	-	41	305	
120 FY12 Replace Central Maintenance Shop Equipment	883	846	1,199	2,928	
121 FY12-14 Bus Engine Replacement Program	12,356	2,459	17,297	32,112	5
122 FY12-14 Bus Midlife Program	27,576	34,992	38,920	101,488	4
123 Inventory Optimization System	862	277	443	1,583	
124 Non-Revenue Equipment Replacement Bus (Lifts, Generators)	523	358	307	1,188	
125 Non-Revenue Equipment Replacement Bus (Scrubbers, Trailers)	-	495	2,344	2,839	
126 Non-Revenue Light Duty Vehicle Replacement Bus	-	467	1,238	1,705	
127 Non-Revenue Sedan Replacements	1,395	1,021	263	2,680	
128 Non-Revenue Vehicles Bus FY13 - FY15	-	124	3,906	4,030	New
129 Revenue Collection Equipment Midlife Refurbishment	268	264	989	1,521	
130 Systemwide Project Improvements		12,000			
131 Upgrade ASRS Manager Computer System	552	315	556	1,423	
<b>132 Deferred Maintenance Bus Total (includes previous page)</b>	<b>\$ 211,593</b>	<b>\$ 187,178</b>	<b>\$ 488,460</b>	<b>\$ 875,230</b>	
<b>133 Deferred Maintenance - Other Capital Improvement</b>					
134 Agency-Wide Reporting Analysis System	\$ 1,590	\$ 802	\$ 683	\$ 3,075	
135 BIAS System Replacement	1,018	2,119	663	3,800	
136 Board Room Audio/Video System Upgrade	805	519	9	1,332	
137 Call Center Telephone Replacement	500	1,000	-	1,500	
138 Customer Center Relocation Improvements	-	177	584	761	
139 Digital Incident Management System	1,453	552	59	2,064	
140 Enterprise Communication Network Switch	-	271	2,572	2,843	New
141 FY13 Software Application Platform Upgrades		947	53	1,000	New
142 FY13 Workstation & Network Refresh Program		916	84	1,000	New
143 GIRO HASTUS Upgrade & Enhancement	248	2,054	1,708	4,010	
144 Hazardous Material Storage Containers	-	111	1,089	1,200	New
145 Replace Metro Experience Vehicle Combo	1,288	-	259	1,548	
146 Security Control Center Upgrade	778	-	78	856	
147 Simulcast Security Radio System Upgrade	563	55	700	1,318	
148 Systemwide Project Improvements		5,000			
149 USG Building Emergency Generator	-	783	1,112	1,895	New
150 USG Building Renovations	3,064	2,698	37,080	42,842	
151 Vertical Lift Module Systems	-	128	2,160	2,288	New
<b>152 Deferred Maintenance Other Total</b>	<b>\$ 11,308</b>	<b>\$ 18,132</b>	<b>\$ 48,893</b>	<b>\$ 73,333</b>	
<b>153 Deferred Maintenance - Rail, Bus &amp; Other Total</b>	<b>\$ 459,339</b>	<b>\$ 314,727</b>	<b>\$ 1,022,891</b>	<b>\$ 1,767,874</b>	
<b>154 Capital Improvement - Bus</b>					
155 Artesia Transit Center Improvements	\$ 250	\$ 343	\$ 657	\$ 1,250	
156 Division 10 Bus Wash Air Dryer Station	69	11	-	80	
157 Division 10 Tireshop Lighting Retrofit (Sustainability)	54	-	11	65	
158 Division 13	15,250	36,847	42,903	95,000	
159 Division 7 Lighting Retrofit (Sustainability)	-	-	200	200	
160 Divisions 9 & 18 Recycled Water Systems	205	-	-	205	
161 El Monte Busway & Transit Center Expansion	46,889	11,108	2,109	60,106	
162 El Monte Transit Station Enhancements	-	100	15	115	
163 Harbor Transit Way, El Monte Bus Svc Stop / Station Amenities	657	173	200	1,031	
164 Harbor Transitway Improvements	2,890	305	656	3,850	
165 LED Lighting Upgrade at El Monte Transit Center (Sustainability)	340	55	-	395	
166 Light Duty Non-Revenue Vehicle Expansion Bus System	-	110	39	149	
167 Metro Orange Line Passenger Amenities	457	112	46	615	
168 Metro Silver Line Improvements & Upgrades	550	3,352	3,943	7,845	
<b>169 Capital Improvement Bus Subtotal - continued on next page</b>	<b>\$ 67,611</b>	<b>\$ 52,516</b>	<b>\$ 50,779</b>	<b>\$ 170,906</b>	

Note: Totals may not add due to rounding

4 - Project description changed this fiscal year from "FY12-14 Bus Midlife & Engine Replacement" to "FY12-14 Bus Midlife Program".

5 - Project created to segregate Engine Replacement portion from FY12-14 Bus Midlife and Engine Replacement Program. Combined LOP remains within original approved limit.

## Capital Program Project List (continued)

Project Title (\$ in thousands)	Expected Expenditures Through FY12	FY13 Adopted	FY14 and Future	Life of Project	Notes
<b>170 Capital Improvement - Bus (continued)</b>					
171 MOL Reclaimed Water Project	\$ 400	\$ -	\$ -	\$ 400	
172 Non-Revenue Equipment Expansion Bus System	-	169	514	684	
173 Patsaouras Plaza Station Improvements	525	3,390	12,888	16,803	
174 Photovoltaic Panels at El Monte Transit Center (Sustainability)	525	71	19	615	
175 Slauson Bus Stop Amenity Improvements	54	258	677	990	
176 Solar Power Enhanced Bus Stop Lighting	7	296	448	750	
<b>177 Capital Improvements Bus Total (includes previous page)</b>	<b>\$ 69,122</b>	<b>\$ 56,700</b>	<b>\$ 65,326</b>	<b>\$ 191,148</b>	
<b>178 Capital Improvement - Other</b>					
179 Automated License Plate Recognition Network Phase I	\$ 293	\$ 33	\$ 1,743	\$ 2,069	
180 Automated License Plate Recognition Network Phase II	450	44	1,108	1,602	
181 Bus Division Backup Generators	1,500	1,651	549	3,700	
182 Center Street Counterterrorism Facility	150	-	400	550	
183 Chemical Detection System	399	-	-	399	
184 Co-Location of ROC & BOC	609	-	891	1,500	
185 Command Post Vehicle	40	-	165	205	
186 Contract Information Management System - Phase II	2,121	1,047	4,393	7,561	
187 Contract Information Management System - Phase III	-	10	2,320	2,330	New
188 Customer Center Security & Info Enhancements	331	9	2	342	
189 Electronic Security & Access Control for Communications Rooms	-	269	254	523	New
190 Emergency Operations Booth at Divisions	-	6	88	94	New
191 Emergency Operations Center	10,000	20	6,083	16,103	
192 Emergency Radio System - Phase I	263	5	353	621	
193 ExpressLanes On I-10 & I-110 (CRDP)	78,734	34,466	1,000	114,200	
194 Fiber Optic Connection EOB/RTACR	450	-	-	450	
195 Gold Line Closeout	3,035	4,313	1,731	9,079	
196 Gold Line Eastside Extension	886,571	10,095	2,148	898,814	
197 Gold Line Eastside Extension Enhancements	54,275	97	1,531	55,903	
198 Gold Line Foothill Maintenance Facility - Metro 75%	77,750	51,000	78,687	207,437	
199 Lankershim Depot Restoration Project	677	2,581	341	3,600	
200 MBL/MGL Transit Passenger Info System	3,390	1,640	957	5,987	
201 MOL Segment I Closeout	4,490	-	1,559	6,048	
202 MRL Segment II Closeout	20,196	1,326	1,345	22,867	
203 MRL Segment III North Hollywood Closeout	3,420	2,823	16,896	23,139	
204 Public Plug-In Charge Station	-	82	43	125	
205 Regional Service Center & Clearinghouse	17,374	1,000	1,697	20,072	
206 Remote Monitoring System at USG Phase I	4,922	-	4,585	9,507	
207 Threat Interdiction Vehicles	160	-	530	690	
208 Universal Fare Collection System	92,794	1,000	3,813	97,607	
209 Video Security System Enhance	100	1,177	223	1,500	
<b>210 Capital Improvement - Other Total</b>	<b>\$ 1,264,494</b>	<b>\$ 114,694</b>	<b>\$ 135,437</b>	<b>\$ 1,514,624</b>	
<b>211 Capital Improvements Total</b>	<b>\$ 1,333,616</b>	<b>\$ 171,394</b>	<b>\$ 200,763</b>	<b>\$ 1,705,772</b>	
<b>212 Total Measure R Projects</b>	<b>\$ 1,591,166</b>	<b>\$ 1,049,040</b>	<b>\$ 3,600,040</b>	<b>\$ 5,603,242</b>	
<b>213 Total Deferred Maintenance Projects</b>	<b>459,339</b>	<b>314,727</b>	<b>1,022,891</b>	<b>1,767,874</b>	
<b>214 Total Capital Improvements Projects</b>	<b>1,333,616</b>	<b>171,394</b>	<b>200,763</b>	<b>1,705,772</b>	
<b>215 Grand Total Capital Projects</b>	<b>\$ 3,384,122</b>	<b>\$ 1,535,161</b>	<b>\$ 4,823,694</b>	<b>\$ 9,076,888</b>	
<b>216 Total Capital Improvements Projects budgeted in the Enterprise Fund (\$ in millions)</b>	<b>1,511.8</b>				
<b>217 Total Capital Improvements Projects budgeted in the Governmental Fund (\$ in millions)</b>	<b>23.4</b>				
<b>218 Grand Total Capital Projects (\$ in millions)</b>	<b>\$ 1,535.2</b>				

Notes:

Select Measure R funded Planning Projects are budgeted in the Governmental fund, not the Enterprise Fund.

Totals may not add due to rounding.

# **Regional Subsidies**

## Regional Subsidies

The Los Angeles County Metropolitan Transportation Authority (LACMTA), as the Transportation Planning Agency for Los Angeles County, is responsible for planning, programming and administering various local, state and federal funds designated for the operating and capital needs of the county's transit systems and various transportation improvement programs.

Program Summary (\$ in millions)	FY11 Actual	FY12 Budget	FY13 Adopted	\$ Change	% Change
<b>Transit Funding Programs:</b>					
Municipal Bus Transit	\$ 291.6	\$ 318.8	\$ 300.1	\$ (18.7)	-5.9%
Paratransit Services	49.7	57.0	63.0	6.0	10.6%
Metrolink Commuter Rail	42.9	65.2	71.3	6.0	9.3%
<b>Sub-Total</b>	\$ 384.2	\$ 441.1	\$ 434.4	\$ (6.6)	-1.5%
<b>Allocations to Local Jurisdictions:</b>					
Population Based Allocations	\$ 368.5	\$ 375.8	\$ 391.7	\$ 15.9	4.2%
Call for Projects	76.6	140.5	108.3	(32.2)	-22.9%
Highway Operational Improvements	2.4	24.1	11.7	(12.4)	-51.4%
Transit Oriented Development	-	5.0	5.2	0.2	3.7%
<b>Sub-Total</b>	\$ 447.5	\$ 545.4	\$ 517.0	\$ (28.5)	-5.2%
<b>Fare Assistance:</b>					
Immediate Needs	\$ 5.0	\$ 5.0	\$ 5.0	\$ -	0.0%
Shelter Partnership	0.4	0.5	0.5	-	0.0%
Rider Relief	2.3	3.5	5.0	1.5	42.9%
<b>Sub-Total</b>	\$ 7.8	\$ 9.0	\$ 10.5	\$ 1.5	16.7%
<b>Other:</b>					
Wilshire Bus Lane Project	\$ 0.2	\$ 15.0	\$ 7.7	\$ (7.3)	-48.8%
Metro Rapid Bus	0.5	7.1	6.3	(0.8)	-10.6%
<b>Sub-Total</b>	\$ 0.6	\$ 22.1	\$ 14.0	\$ (8.1)	-36.6%
<b>Total Program</b>	\$ 840.1	\$ 1,017.5	\$ 975.9	\$ (41.7)	-4.1%

Funding Sources (\$ in millions)	FY11 Actual	FY12 Budget	FY13 Adopted	\$ Change	% Change
Proposition A	\$ 264.3	\$ 258.1	\$ 253.2	(4.9)	-1.9%
Proposition C	339.1	409.6	394.4	(15.2)	-3.7%
Measure R	124.2	178.5	167.2	(11.2)	-6.3%
Transportation Development Act	82.2	105.4	110.9	5.5	5.2%
State Transit Assistance	19.0	13.4	17.1	3.7	27.8%
Federal	3.1	43.1	23.5	(19.5)	-45.4%
EZ Pass Fund	8.1	9.5	9.5	-	0.0%
<b>Total Program</b>	\$ 840.1	\$ 1,017.5	\$ 975.9	(41.7)	-4.1%

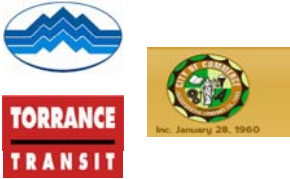
Note: Totals may not add due to rounding.



### Municipal and Local Bus Transit

Approximately 41% of bus and Dial-a-Ride services are provided by various municipal and local operators:

FY11 Service Levels (in thousands)				
Los Angeles County Bus Service	Vehicle Service Miles	Vehicle Service Hours	Boardings	Passenger Miles
<b>Metro</b>	81,489	7,084	357,301	1,492,820
<b>Municipal Operators:</b>				
Antelope Valley	3,075	190	2,886	42,330
Arcadia	223	23	110	398
Claremont	167	9	80	229
Commerce	313	23	685	2,427
Culver City	1,511	146	4,934	14,583
Foothill Transit	9,947	670	13,938	112,694
Gardena	1,651	122	3,516	13,826
La Mirada	90	9	53	168
LADOT	8,511	818	27,804	44,346
Long Beach	6,862	672	27,939	86,093
Montebello	2,669	241	8,229	27,104
Norwalk	1,243	103	2,313	8,084
Redondo Beach	476	40	378	1,719
Santa Clarita	3,442	200	3,724	39,380
Santa Monica	5,267	505	22,261	80,437
Torrance	2,443	185	3,664	16,875
Sub-total	47,890	3,956	122,514	490,693
<b>Local Operators:</b>				
Agoura Hills	121	8	26	111
Alhambra	297	32	637	1,525
Avalon	41	8	62	128
Baldwin Park	318	31	245	598
Burbank	240	24	272	646
Carson	550	42	701	1,768
Cerritos	326	29	209	498
Downey	255	24	301	741
El Monte	334	33	774	1,885
Glendale	995	105	2,774	6,696
Huntington Park	480	44	587	1,446
Inglewood Transit	153	15	77	271
LA County DPW	944	90	1,872	4,593
Lynwood	143	15	367	872
Monrovia	146	15	51	126
Monterey Park	262	26	388	922
Palos Verdes PTA	294	27	169	426
Pasadena	833	75	1,643	4,061
Pomona Valley TA	678	45	236	1,028
West Covina	252	20	126	349
West Hollywood	229	32	116	311
Whittier	191	22	76	210
20 Small Operators	1,770	158	1,773	4,427
Sub-total	9,849	918	13,481	33,637
Total LA County Bus Service	139,228	11,958	493,295	2,017,150
Municipal and Local Operators as a % of Total	41%	41%	28%	26%



## Transit Services Provided by the Cities in LA County by utilizing their share of the funds provided by Local Return, Proposition A, Proposition C and Measure R

Fixed Route – regularly scheduled bus service

Dial-A-Ride/Paratransit - includes anything other than Fixed Route, such as demand response services, shared-ride taxis, car-pooling, vanpooling, and jitney services.

Recreational Trips - primarily transportation to special events or destinations

Fare Subsidy - providing discounted fares as an incentive to use public transportation

Transit Services									
CITY	Fixed Route	Dial-A-Ride/ Paratransit	Recreational Trips	Fare Subsidy	CITY	Fixed Route	Dial-A-Ride/ Paratransit	Recreational Trips	Fare Subsidy
Agoura Hills					Lancaster	A			
Alhambra					Lawndale				
Arcadia	F				Lomita				
Artesia					Long Beach				
Avalon					Los Angeles City				
Azusa	F				Los Angeles County	F			
Baldwin Park	F				Lynwood				
Bell					Malibu				
Bell Gardens					Manhattan Beach				
Bellflower					Maywood				
Beverly Hills					Monrovia	F			
Bradbury	F				Montebello				
Burbank					Monterey Park				
Calabasas					Norwalk				
Carson					Palmdale	A			
Cerritos					Palos Verdes Estates				
Claremont	F				Paramount				
Commerce					Pasadena	F			
Compton					Pico Rivera				
Covina	F				Pomona	F			
Cudahy					Rancho Palos Verdes				
Culver City					Redondo Beach				
Diamond Bar	F				Rolling Hills Estates				
Downey					Rosemead				
Duarte	F				San Dimas	F			
El Monte	F				San Fernando				
El Segundo					San Gabriel				
Gardena					San Marino				
Glendale					Santa Clarita				
Glendora	F				Santa Fe Springs				
Hawaiian Gardens					Santa Monica				
Hawthorne					Sierra Madre				
Hermosa Beach					Signal Hill				
Hidden Hills					South El Monte	F			
Huntington Park					South Gate				
Industry	F				South Pasadena				
Inglewood					Temple City	F			
Irwindale	F				Torrance				
La Canada Flintridge					Walnut	F			
La Habra Heights					West Covina	F			
La Mirada					West Hollywood				
La Puente	F				Westlake Village				
La Verne	F				Whittier				
Lakewood									

A - Transit services provided by Antelope Valley Transit Authority

F - Transit services provided by Foothill Transit

## Paratransit Services



Access Services Inc. (ASI), a local public entity, is the Los Angeles County Consolidated Transportation Services Agency (“CTSA”) and administers the Los Angeles County Coordinated Paratransit Plan (“Plan”) on behalf of the County’s 45 public fixed route operators (i.e., bus and rail). ASI facilitates the provision of complementary ADA paratransit services to persons with disabilities.

In total, ASI provides more than 2.3 million rides per year to more than 113,000 qualified disabled riders in a service area of over 1,950 square miles. ASI receives its funding for these services from

Proposition C sales tax, Federal 5310 grants and fare box revenue.

Access Services is governed by a nine-member board of directors with one appointment by each of: (i) the Los Angeles County Board of Supervisors, (ii) the City Selection Committee’s Corridor Transportation Representatives, (iii) the Mayor of the City of Los Angeles, (iv) the Los Angeles County municipal fixed-route operators, (v) the Los Angeles County local fixed-route operators, (vi) the Los Angeles County Commission on Disabilities, (vii) the Coalition of Los Angeles County Independent Living Centers, (viii) the Los Angeles County Metropolitan Transportation Authority, and (ix) an alternating appointment by the municipal and local fixed-route operators.

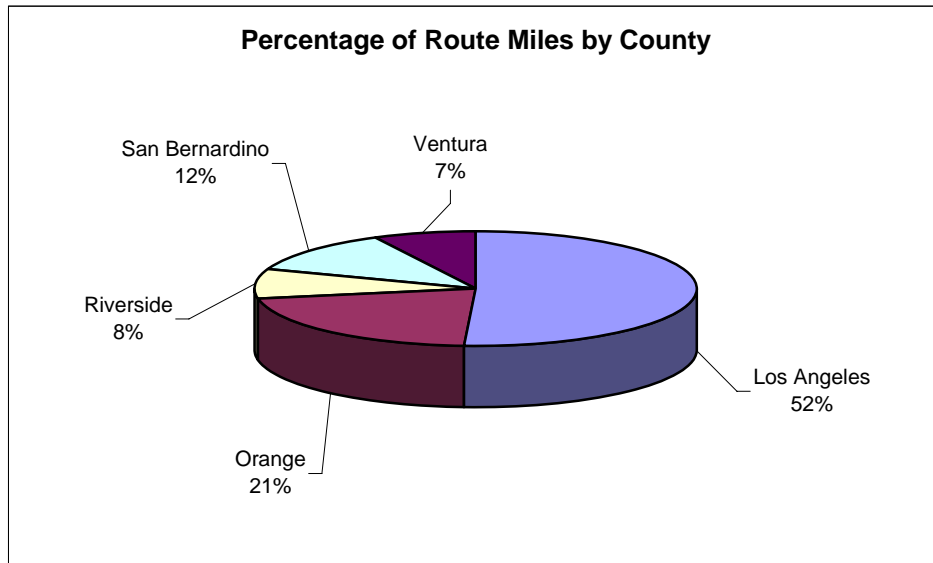
[www.asila.org](http://www.asila.org)

## Metrolink



Metrolink is operated by the Southern California Regional Rail Authority (SCRRA) and serves Los Angeles, Orange, Riverside, San Bernardino, Ventura, and North San Diego counties.

The Southern California Regional Rail Authority, a joint powers authority made up of an 11-member board representing the transportation commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties, governs the service. Revenues and expenditures are allocated to each of the counties based on the service hours provided in each region.



Metrolink Fact Sheet	
Number of Routes	7
Stations in Service	55
Route Miles (includes shared miles)	512
Route Miles (excludes shared miles)	388
Average Trains Operated/Weekday	162
Average Trains Operated/Saturday	40
Average Trains Operated/Sunday	28
Average Weekday Riders on Metrolink trains (April thru June 2012)	42,007
Average Weekday Metrolink Riders on Amtrak (April thru June 2012)	1,821
Total Average Weekday Metrolink Riders (April thru June 2012)	41,768

[www.metrolinktrains.com](http://www.metrolinktrains.com)

## Population Based Allocations

As provided for by their respective laws and ordinances, portions of the revenues from Transportation Development Act (Articles 3 & 8), Proposition A (25%), Proposition C (20%) and Measure R (15%) are allocated to the 88 cities of Los Angeles County and to the county's unincorporated areas based on population.

Based on FY12 budgeted data, FY13 funds will be expended by project categories as follows:

	<b>Project Category</b> (\$ in millions)	<b>Proposition A</b>	<b>Proposition C</b>	<b>Measure R</b>	<b>TDA</b>	<b>Total</b>
1	Street Repair and Maintenance	\$ -	\$ 69.4	\$ 46.6	\$ 19.1	\$ 135.1
2	Bus Transit	61.9	3.8	6.6	-	72.3
3	Vehicle and Miscellaneous Equipment	33.7	0.1	0.5	-	34.3
4	Transportation Planning	3.7	1.7	23.1	-	28.5
5	Bikeways and Pedestrian Improvements	-	9.2	9.8	6.3	25.3
6	Direct Administration	8.8	4.6	3.1	-	16.5
7	Transit Facility Improvements	11.9	2.8	-	-	14.8
8	Capital Reserve	5.3	7.7	-	-	13.0
9	Synchronized Signalization	0.1	11.9	-	-	11.9
10	Transit Subsidy Programs	6.7	0.2	-	-	6.9
11	Bus Stop Improvement Program	5.4	0.6	-	-	6.0
12	Commuter Rail	1.3	3.7	-	-	5.0
13	Transportation Systems Management	0.8	3.8	-	-	4.6
14	Rail Transit Enhancements	2.2	1.5	-	-	3.7
15	Fund Exchange	2.0	-	-	-	2.0
16	Metro Red Line Capital	-	1.5	-	-	1.5
17	Park-and-Ride Lot Program	1.3	0.0	-	-	1.3
18	On Board and Bus Stop Transit Security	0.9	0.1	-	-	0.9
19	Transit Station/Park-and Ride Lot Security	0.5	0.1	-	-	0.6
20	Right-of-Way Acquisition Program	0.2	0.3	-	-	0.6
21	Other	2.7	0.9	3.3	-	6.9
22	<b>Total Population Based Allocations</b>	<b>\$ 149.5</b>	<b>\$ 124.0</b>	<b>\$ 93.0</b>	<b>\$ 25.3</b>	<b>\$ 391.7</b>

Note: Totals may not add due to rounding.

## Call for Projects

Metro is responsible for allocating discretionary federal, state and local transportation funds to improve all modes of surface transportation in Los Angeles County. Metro also prepares the Los Angeles County Transportation Improvement Program (TIP). A key component of TIP is the Call for Projects program, a competitive process that distributes discretionary capital transportation funds to regionally significant projects.

Every other year, Metro accepts Call for Projects applications in eight modal categories. Local jurisdictions, transit operators, and other public agencies are encouraged to submit applications proposing projects for funding. FY13 funds will be expended on the following projects:

Agency	Project Title (\$ in millions)	FY13 Adopted Budget
ACE (LA County)	Nogales Street (LA Subdivision) Grade Separation Project	\$ 9.5
Burbank	I-5/SR-134 Congestion Management Project	0.6
Caltrans	HOV Lanes on I-5 from RTE 170 TO 134 Including Connector Ramp	1.8
	HOV Lanes on RTE. 5 from RTE. 170 TO RTE. 118 (ID-345)	1.8
	Reconstruct Carmenita Rd Interchange on RTE. 5	11.5
	Widening, Orange County Line - Route 605 with Carmenita Interchange	12.0
Carson	I-405 Avalon Blvd Access & Congestion Relief Project	2.6
	Wilmington Ave. Interchange Modification at I-405	1.1
Commerce	Washington Blvd. Widening and Reconstruction Project	3.8
Compton	Compton MLK Transit Center Expansion Multi-Modal Transit Building	0.6
Gateway Cities COG	Goods Movement & Implementation	0.6
	Goods Movement Access Design & Implementation - Phase II	1.5
Glendale	Fiber Optic Communication Gap Closure for IEN Expansion	0.8
Industry	SR-57/SR-60 Confluence Project: Westbound Slip On-ramp	0.8
Los Angeles	Adaptive Traffic Control System - Santa Monica Freeway Corridor Phase I	0.6
	Adaptive Traffic Control System - Santa Monica Freeway Corridor Phase II	0.6
	Highway Rail Grade Crossing Improvement System	3.9
	Olympic Blvd. and Mateo St. Goods Movement Improvement-Phase II	0.6
	Riverside Dr. Viaduct Widening and Replacement	0.7
	Taylor Yard Bike Path (on DWP Easement / Pedestrian Bridge)	0.7
	Valley Blvd. Grade Separation Phase II	0.5
LA City (Port of LA)	South Wilmington Grade Separation	3.0
LA County	Gateway Cities Traffic Signal Corridors Project - Phase II	0.7
	Gateway Cities Forum Traffic Signal Corridor Project - Phase IV	1.3
	San Gabriel Valley Traffic Signal Corridors Project	1.9
	South Bay Forum Traffic Signal Corridors Project	1.1
	SR-126/Commerce Center Drive New Interchange	1.6
Lancaster	Avenue L Widening: 15th to 30th Street West	0.7
Long Beach	Atlantic Ave. Signal Synchronization & Enhancement Project	1.1
	Ocean Blvd. Signal Synchronization & Enhancement Project	0.7
Long Beach Port	I-710/Gerald Desmond Bridge Gateway (Desmond Replacement)	3.0
Pasadena	Pasadena ITS Master Plan Implementation - Phase II	0.8
Santa Clarita	McBean Parkway Widening / Gap Closure over Santa Clara River	1.0
San Gabriel Valley COG	Alameda Corridor East - Phase I (Plus Advance for Phase II)	12.0
Signal Hill	Cherry Avenue Widening Project	2.0
South Gate	I-710 Early Action Plan - Intersection Improvements	0.8
	I-710 / Firestone Blvd. Interchange Reconstruction	1.3
Various	Projects under \$500,000	19.1
<b>Total Call for Projects</b>		<b>\$ 108.3</b>

Note: Totals may not add due to rounding.



## Highway Operational Improvements

Pursuant to Measure R Ordinance, a total of \$345 million will be allocated for highway operational improvements in the Arroyo Verdugo sub-region (\$170 million) and Las Virgenes/Malibu sub-region (\$175 million) throughout the 30 year life of the ordinance.

Highway Operational Improvements (\$ in millions)		FY13 Adopted Budget
<b>Arroyo Verdugo Sub-Region</b>		
1	Fairmont Ave. Grade Separation at San Fernando Road	\$ 1.1
2	Construction of Citywide Bicycle Facilities	0.2
3	Soundwalls on Interstate 210	0.5
4	Grandview and Sonora Ave. At-Grade Rail Crossing Improvement	0.5
5	Glendale Narrows Riverwalk Bridge	0.1
6	Glendale Narrows Bikeway Culvert	0.2
7	SR-134 Ramps/Harvey Dr./Wilson Ave. Signal & St. Widening	0.0
8	Traffic Signal Sync Brandon/Colorado-San Fernando/Glendale-Verdugo	0.9
9	Verdugo Rd/Honolulu Ave./Verdugo Blvd. Interchange Modification	0.0
10	Central Ave. Improvements/Broadway to SR-134 Eastbound Offramp	2.0
11	<b>Subtotal</b>	<b>5.6</b>
<b>Las Virgenes/Malibu Sub-Region</b>		
13	Palo Comando Interchange	0.4
14	Roundabout	1.3
15	Agoura Road Widening	1.4
16	Lost Hills Overpass and Interchange	1.8
17	Mulholland Highway Scenic Corridor Completion	0.5
18	Las Virgenes Scenic Corridor Widening	0.1
19	Route 101/Lindero Canyon Road Interchange Improvement	0.2
20	Route 101/Lindero Canyon Road Interchange Construction	0.6
21	<b>Subtotal</b>	<b>6.1</b>
22		
23	<b>Total Highway Operational Improvements</b>	<b>\$ 11.7</b>

Note: Totals may not add due to rounding

## Transit Oriented Development (TOD)

The TOD Planning Grant Program is designed to spur the adoption of local land use regulations that create a regulatory environment supportive of TOD in Los Angeles County, as well as pre-regulatory planning efforts that can lead to the adoption of such local land use regulations.

The Grant Program is open to municipalities with land use regulatory control over property within ¼ mile of designated transit corridors and within ½ mile of designated Metrolink Stations, as measured from the station property line boundary, and Joint Powers Authorities (“JPAs”) and Councils of Governments (“COGs”) that represent such municipalities.

		FY13 Adopted Budget
Grantee	(\$ in millions)	
1	City of Culver City	\$ 0.2
2	City of Duarte	0.3
3	City of Inglewood	0.3
4	City of Los Angeles	1.9
5	City of Santa Monica	0.6
6	Round 2 (Unassigned)	0.4
7	Round 3 (Unassigned)	1.5
8	<b>Total TOD</b>	<b>\$ 5.2</b>

## Fare Assistance

### Immediate Needs Transportation Program (INTP)

The Immediate Needs Transportation Program provides transit or taxi subsidies for Los Angeles County residents with a transportation need and limited resources to meet that need. The type of subsidy is based on the individual's needs, the urgency and their level of disability, including life threatening circumstances. Trips to shelters, food pantries, medical facilities and job interviews qualify for subsidies. This program is administered by International Institute of Los Angeles (IILA) and the FAME Assistance Corporation (FAC).

IILA  
3845 Selig Place  
Los Angeles, CA 90031  
Tel: (323) 224-3800

FAC  
1968 West Adams Boulevard  
Los Angeles, CA 90018  
Tel: (323) 730-7700

### Support for Homeless on Re-Entry (SHORE)

The Support for Homeless Re-Entry (SHORE) program provides Metro bus tokens to homeless clients in the vicinity of the downtown Los Angeles. Shelter Partnership Inc. manages the program and administers the distribution and monitoring of tokens to eligible provider agencies.

Shelter Partnership, Inc.  
523 West 6th Street, Suite 616  
Los Angeles, CA 90014  
Tel: (213) 943-4584

### Rider Relief Transportation Program (RRTP)

The Rider Relief Transportation Program (RRTP) provides fare subsidy coupons to eligible Metro and participating operators' bus riders. Eligibility is based on income and the coupon value is based on specific rider categories. This service is available throughout Los Angeles County via a range of not-for-profit and government agencies that distribute subsidy coupons to the neediest segment of the population. This program is administered by FAME Assistance Corporation (FAC) and Human Services Association (HSA).

Human Services Association  
6800 Florence Ave.  
Bell Gardens, CA 90201  
Tel: (562) 806-5400

## Wilshire Bus Lane Project



The project spans approximately 12.5 miles along Wilshire Boulevard from Valencia Street on the east (slightly west of the I-110 Freeway) to the Santa Monica City Line at Centinela Avenue. Of the 12.5 miles, improvements would occur on 9.9 miles of Wilshire Boulevard, including 7.7 miles of peak period curbside bus lanes. In those segments of Wilshire Boulevard where there are no bus lanes, buses would continue to operate in mixed-flow traffic during peak periods. The majority of the project falls within the City of Los

Angeles (9.1 miles). It also includes a small portion, between Sepulveda Boulevard and Federal Avenue (approximately 0.8 miles, near the Veterans Administration facility), within Los Angeles County jurisdiction. For FY13, Metro plans to spend \$7.7 million towards this effort.

## Metro Rapid Bus

The Metro Rapid Bus Program will spend \$3.6 million to enhance signal priority and build bus shelters in existing Rapid Bus corridors within Los Angeles and surrounding cities. This work is funded by FTA Very Small Starts grant. The Metro Rapid Lines supported by this grant are: West Olympic, Garvey-Chavez, Atlantic, San Fernando, South Sepulveda, Torrance, and Venice.

**Debt**

## Current Year Debt Service Expense

(\$ in thousands)	FY12 Budget			FY13 Adopted		
	Bus	Rail	Total	Bus	Rail	Total
1 <b>Funding Demand of Debt Service</b>						
2 Resources						
3 Proposition A 35 Rail Set Aside	\$ 3,095.3	\$ 166,040.5	\$ 169,135.8	\$ 2,237.5	\$ 152,012.1	\$ 154,249.6
4 Proposition A 40 Discretionary	42.9	2,301.5	2,344.4	34.0	2,310.5	2,344.5
5 Proposition C 40 Discretionary	9,542.8	60,719.2	70,262.0	11,066.5	70,414.6	81,481.1
6 Proposition C 10 Commuter Rail	1,748.8	11,127.2	12,876.0	1,752.4	11,150.0	12,902.3
7 Proposition C 25 Street & Highways	4,988.5	31,740.9	36,729.4	4,911.2	31,249.2	36,160.4
8 Transportation Development Act Article 4	3,580.0	-	3,580.0	2,364.3	-	2,364.3
9 Measure R 35 Transit CP New Rail / BRT	-	42,615.4	42,615.4	-	43,632.9	43,632.9
10 Measure R Build America Bonds Federal Subsidy	-	11,112.8	11,112.8	-	11,112.8	11,112.8
11 Proposition A 35 Rail Set Aside (CRA Debt)	-	-	2,225.8	-	-	2,179.5
12 <b>Total Funding Demand of Debt Service</b>	<b>22,998.3</b>	<b>325,657.5</b>	<b>350,881.6</b>	<b>22,365.8</b>	<b>321,881.9</b>	<b>346,427.3</b>
13 (Premium)/Discount Amortization <sup>(1)</sup>	(166.4)	(6,206.9)	(6,373.4)	15.2	(6,990.4)	(6,975.2)
14 <b>Total Debt Service Expense</b>	<b>22,831.8</b>	<b>319,450.6</b>	<b>344,508.2</b>	<b>22,381.0</b>	<b>314,891.5</b>	<b>339,452.1</b>
15 <b>Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Long Term Enterprise Fund Debt Service Obligations

(\$ in thousands)	Beginning FY12 Balance			Beginning FY13 Balance		
	Bus	Rail	Total	Bus	Rail	Total
16 <b>Outstanding Principal Balance</b>						
17 Proposition A	\$ 27,745.9	\$1,488,362.1	\$ 1,516,108.0	\$20,392.6	\$1,385,450.4	\$1,405,843.0
18 Proposition C	162,234.7	1,032,275.3	1,194,510.0	153,963.1	979,644.9	1,133,608.0
19 Measure R	-	732,410.0	732,410.0	-	717,210.0	717,210.0
20 Transportation Development Act Article 4	11,774.8	-	11,774.8	8,488.2	-	8,488.2
21 Proposition A 35 Rail Set Aside (CRA Debt)	-	-	23,705.0	-	-	22,690.0
22 <b>Total Outstanding Principal Balance <sup>(2)</sup></b>			<b>\$ 3,478,507.8</b>			<b>\$3,287,839.2</b>

## Measure R Bond

(\$ in thousands)	FY11 Actual	FY12 Budget	FY13 Adopted
23 <b>Bond Proceeds Beginning Balance <sup>(3)</sup></b>	<b>\$ 732,410.0</b>	<b>\$ 605,016.3</b>	<b>\$ 346,807.9</b>
24 <b>Proceeds to Fund Measure R Projects</b>			
25 Eastern Maintenance Facility		74,145.2	51,000.0
26 Crenshaw / LAX Transit Corridor		17,924.8	
27 System Project			29,009.6
28 Gold Line Foothill Extension		92,774.1	143,850.6
29 Expo Blvd LRT Construction Phase II - Metro	64,008.4	12,308.7	121,082.0
30 Division 22 LRV Paint & Body Shop (Expo II)		106.4	1,865.7
31 Expo Blvd LRT Construction Phase II - Expo	63,385.4	60,949.2	
32 <b>Total Proceeds to Fund Measure R Projects</b>	<b>127,393.7</b>	<b>258,208.4</b>	<b>346,807.9</b>
33 <b>Bond Proceeds Ending Balance</b>	<b>\$ 605,016.3</b>	<b>\$ 346,807.9</b>	<b>\$ -</b>

Note: We are planning to issue \$258.4 million in additional bonds during FY13.

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

<sup>(2)</sup> The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13 million Debt Service and \$155 million Outstanding Principal. It is treated as Rent and reimbursed to the Enterprise Fund through the federal approved Overhead Allocation Process.

<sup>(3)</sup> Measure R Bond was issued in November 2010.



## Debt Policy Maximum Permitted Debt Services

(\$ in millions)	FY11 Actual	FY12 Budget	FY13 Adopted	% of Allowable Revenue Used	Foot- notes
<b>1 Proposition A:</b>					
2 Net A35% Sales Tax Revenue	\$ 200.1	\$ 201.2	\$ 209.2		
3 Annual A35% Debt Service	161.5	155.6	156.4	85.9%	
4 A35% Debt Policy Maximum Permitted Annual Debt Service	174.1	175.0	182.0		1
5 Maximum Additional A35% Bond Issuance allowed under Debt Policy	165.1	253.7	334.5		2
6					
7 Net A40% Sales Tax Revenue	\$ 228.7	\$ 229.9	\$ 239.2		
8 Annual A40% Debt Service	2.3	2.3	2.3	100.0%	
9 A40% Debt Policy Maximum Permitted Annual Debt Service	2.3	2.3	2.3		3
10 Maximum Additional A40% Bond Issuance allowed under Debt Policy	-	-	-		3
11					
<b>12 Proposition C:</b>					
13 Net C10% Sales Tax Revenue	\$ 59.3	\$ 59.6	\$ 62.0		
14 Annual C10% Debt Service	12.4	12.9	12.9	52.0%	
15 10% Debt Policy Maximum Permitted Annual Debt Service	23.7	23.8	24.8		4
16 Maximum Additional C10% Bond Issuance allowed under Debt Policy	147.9	143.4	155.6		2
17					
18 Net C25% Sales Tax Revenue	\$ 148.2	\$ 149.0	\$ 155.0		
19 Annual C25% Debt Service	35.4	36.7	36.2	38.9%	
20 C25% Debt Policy Maximum Permitted Annual Debt Service	88.9	89.4	93.0		5
21 Maximum Additional C25% Bond Issuance allowed under Debt Policy	699.7	689.0	743.5		2
22					
23 Net C40% Sales Tax Revenue	\$ 237.2	\$ 238.4	\$ 248.0		
24 Annual C40% Debt Service	66.7	70.3	70.3	70.9%	
25 C40% Debt Policy Maximum Permitted Annual Debt Service	94.9	95.4	99.2		6
26 Maximum Additional C40% Bond Issuance allowed under Debt Policy	369.1	328.4	378.1		2
27					
<b>28 Measure R:</b>					
29 Net R35% Sales Tax Revenue	\$ 206.4	\$ 208.6	\$ 217.0		
30 Annual R35% Debt Service	20.9	53.7	53.7	28.4%	
31 R35% Debt Policy Maximum Permitted Annual Debt Service	179.6	181.5	188.8		7
32 Maximum Additional R35% Bond Issuance allowed under Debt Policy	2,016.6	1,598.6	1,667.1		8
33					
34 Net R20% Sales Tax Revenue	\$ 117.9	\$ 119.2	\$ 124.0		
35 Annual R20% Debt Service	-	-	-	0.0%	
36 R20% Debt Policy Maximum Permitted Annual Debt Service	70.7	71.5	74.4		9
37 Maximum Additional R20% Bond Issuance allowed under Debt Policy	899.1	894.6	914.8		8
38					
39 Net R2% Sales Tax Revenue	\$ 11.8	\$ 11.9	\$ 12.4		
40 Annual R2% Debt Service	-	-	-	0.0%	
41 R2% Debt Policy Maximum Permitted Annual Debt Service	10.3	10.4	10.8		10
42 Maximum Additional R2% Bond Issuance allowed under Debt Policy	130.5	129.5	132.7		8
43					
44 Net R3% Sales Tax Revenue	\$ 17.7	\$ 17.9	\$ 18.6		
45 Annual R3% Debt Service	-	-	-	0.0%	
46 R3% Debt Policy Maximum Permitted Annual Debt Service	15.4	15.6	16.2		11
47 Maximum Additional R3% Bond Issuance allowed under Debt Policy	195.7	194.8	199.0		8

**Footnotes:**

- 1 - Debt policy limits annual debt service to 87% of PA35% tax revenue.
- 2 - Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization of debt at 5.5%.
- 3 - No further debt issuance is permitted pursuant to the debt policy.
- 4 - Debt policy limits annual debt service to 40% of PC10%.
- 5 - Debt policy limits annual debt service to 60% of PC25%.
- 6 - Debt policy limits annual debt service to 40% of PC40%.
- 7 - Debt policy limits annual debt service to 87% of R35% tax revenue
- 8 - Total amount of bonds that could be issued under the Debt Policy limitations.  
Assumes amortization of debt at 5.5% over remaining life of Measure R tax.
- 9 - Debt policy limits annual debt service to 60% of R20% tax revenue.
- 10 - Debt policy limits annual debt service to 87% of R2% tax revenue.
- 11 - Debt policy limits annual debt service to 87% of R3% tax revenue.

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# Measure R

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



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

The stated purposes of Measure R include:

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

## FY13 Measure R Ordinance

### Summary of Sales Tax Revenues, Expenditures and Fund Balances (by subfund)

(\$ in millions)

			A	B	C	D=A+B-C	
	Subfund	Expenditure Program	% of Sales Tax	FY13 Estimated Beginning Fund Balance	FY13 Revenue Budget	FY13 Expenditure Budget	FY13 Estimated Ending Fund Balance
1	Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	444.0	217.0	187.2 <sup>(1)</sup>	473.8
2	Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20.0%	161.1	124.0	86.4	198.7
3	Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2.0%	26.3	12.4	28.8	9.9
4	Operations	Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion	20.0%	4.6	124.0	126.1	2.5
5	Operations	Rail Operations (New Transit Projects Operations and Maintenance)	5.0%	77.4	31.0	19.8	88.6
6	Administration	Administration	1.5%	\$ 7.7	\$ 9.4	\$ 8.0	\$ 9.1
7	Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3.0%	35.9	18.6	19.6	34.9
8	Local Return	See footnote <sup>(2)</sup>	15.0%	-	93.0	93.0	-
9	<b>Subtotal Measure R Projects Funding from Sales Tax Revenues</b>			<b>\$ 757.0</b>	<b>\$ 629.4</b>	<b>\$ 568.9</b>	<b>\$ 817.5</b>
10	<b>Measure R Projects Funding from Bond Proceeds</b>			<b>346.8</b>	<b>184.3 <sup>(4)</sup></b>	<b>531.1</b>	<b>0.0</b>
11	<b>Subtotal Measure R Projects Funding from Measure R Sources</b>			<b>\$ 1,103.8</b>	<b>\$ 813.7</b>	<b>\$ 1,100.0</b>	<b>\$ 817.5</b>
12	<b>Subtotal Measure R Projects Funding Advanced from Other Funding Sources <sup>(3)</sup></b>			<b>\$ -</b>	<b>\$ 463.2</b>	<b>\$ 463.2</b>	<b>\$ -</b>
13	<b>Total Measure R Projects Funding</b>			<b>\$ 1,103.8</b>	<b>\$ 1,276.9</b>	<b>\$ 1,563.2</b>	<b>\$ 817.5</b>

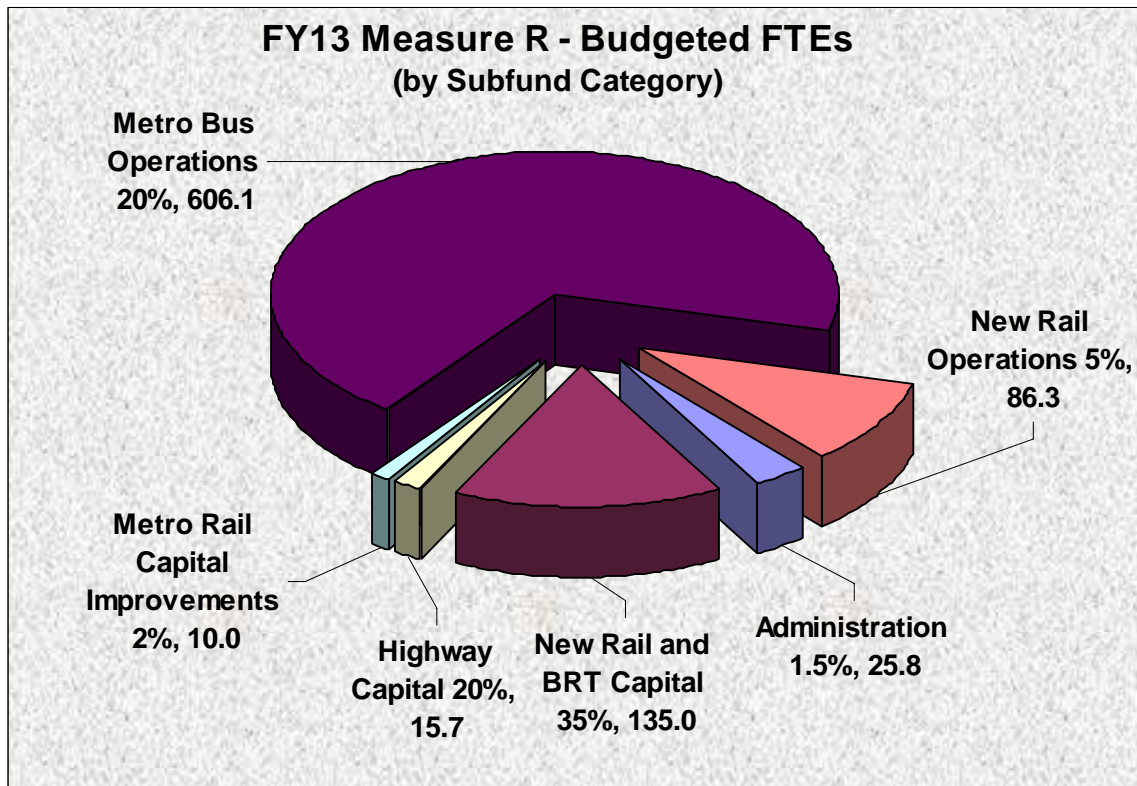
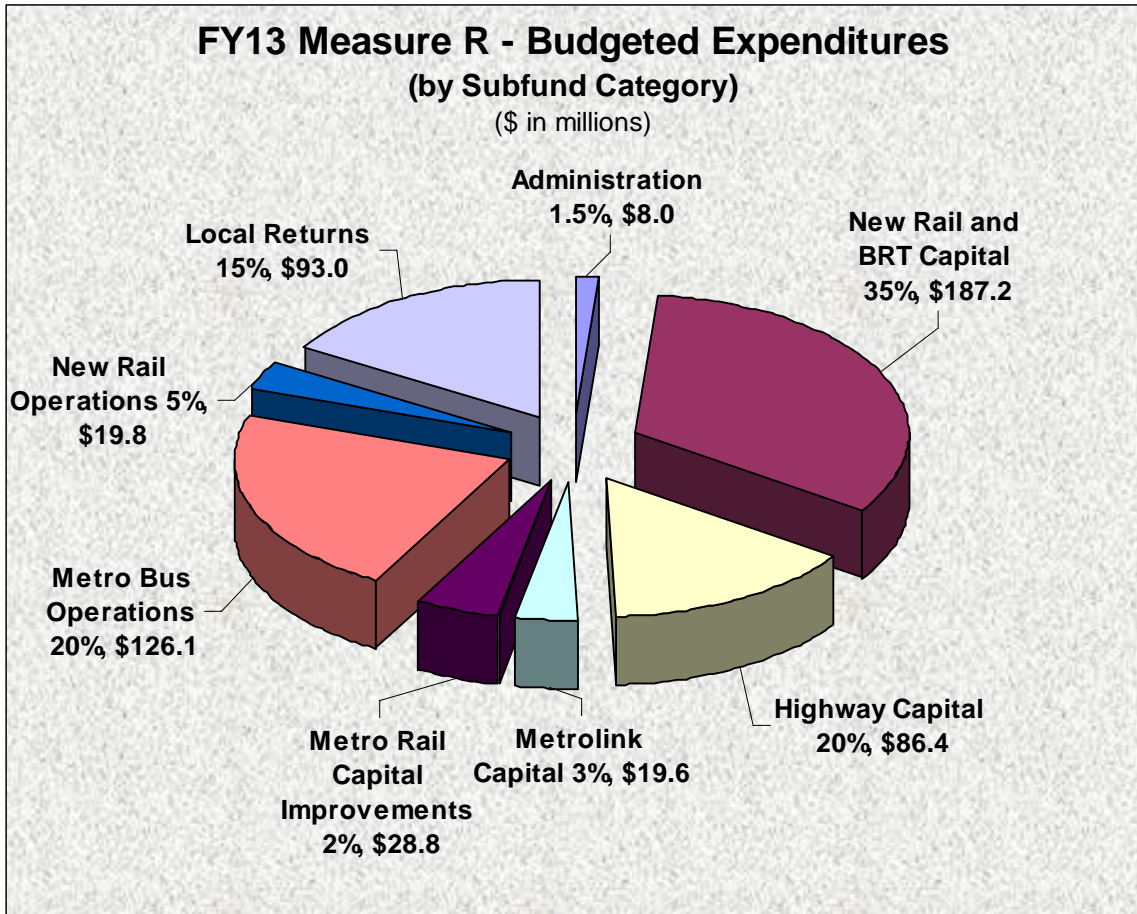
(1) Excludes \$2.1 million amortization cost of bond premium which is amortized over the life of the debt issue.

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

(3) Funding advanced from other funding sources for Measure R projects: Federal Subsidies \$106.9 million; State Subsidies \$297.2 million; Local Subsidies \$59.0 million.

(4) We are planning to issue additional Measure R Bond of \$184.3 million for Expo Phase II in FY13.

Note: Totals may not add due to rounding.



## FY13 Measure R Ordinance

### Summary of FY13 Measure R Project Funding Advanced from Other Sources

(Amounts will be repaid to their original funding source when projects complete the construction phase.)

(\$ in millions)

	<b>Subfund</b>	<b>Expenditure Program</b>	<b>% of Sales Tax</b>	<b>Funding Advanced from Federal Subsidies (1)</b>	<b>Funding Advanced from State Subsidies (2)</b>	<b>Funding Advanced from Local Subsidies (3)</b>	<b>Total Funding Advanced from Other Sources</b>
1	Administration	Administration	1.5%	\$ -	\$ -	\$ -	\$ -
2	Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	106.9	252.5	55.7	415.1
3	Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20.0%	-	-	3.4	3.4
4	Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3.0%	-	-	-	-
5	Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2.0%	-	44.7	-	44.7
6	Operations	Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion.	20.0%	-	-	-	-
7	Operations	Rail Operations (New Transit Projects Operations and Maintenance)	5.0%	-	-	-	-
8	Local Return	See footnote <sup>(2)</sup> on page 2	15.0%	-	-	-	-
9	<b>Total Measure R Project Funding Advanced from Other Sources</b>			<b>\$ 106.9</b>	<b>\$ 297.2</b>	<b>\$ 59.1</b>	<b>\$ 463.2</b>

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

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

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



## FY13 Measure R Projects/Funding

	FY13 Adopted Expenses			FY13 Adopted FTEs		
	Measure R Funds <sup>(1)</sup>	Non- Measure R Funds	Total Expenses	Measure R Funds	Non- Measure R Funds	Total FTEs <sup>(2)</sup>
<b>Measure R Funding / Projects (\$ in millions)</b>						
<b>Measure R Transit Capital - New Rail (35%)</b>						
Bus Acquisition 30 Zero Emission/Super Low Emission	\$ 9.8	\$ -	\$ 9.8	0.2	-	0.2
Crenshaw/LAX Transit Corridor	30.5	87.6	118.1	6.9	19.9	26.8
Div 22 Light Rail Veh Paint & Body Shop (Expo II) <sup>(1)</sup>	1.9	-	1.9	0.7	-	0.7
Eastside Extension Phase II	-	3.1	3.1	-	3.1	3.1
Eastside Light Rail Access	6.1	-	6.1	0.8	-	0.8
Expo Blvd LRT Construction Phase I - Expo	-	37.0	37.0	-	-	-
Expo Blvd LRT Construction Phase I - Metro	-	9.1	9.1	-	9.1	9.1
Expo Blvd LRT Construction Phase II - Expo <sup>(1)</sup>	180.3	35.3	215.6	-	-	-
Expo Blvd LRT Construction Phase II - Metro <sup>(1)</sup>	125.1	-	125.1	9.9	-	9.9
Expo/Blue Line Light Rail	3.1	60.0	63.1	0.5	9.8	10.3
Gold Line Foothill Extension <sup>(1)</sup>	143.9	-	143.9	4.5	-	4.5
Green Line Extension Redondo Beach to South Bay	-	2.9	2.9	-	3.4	3.4
Green Line Extension to LAX Airport	2.9	-	2.9	1.8	-	1.8
Metro Orange Line Extension	-	13.7	13.7	-	10.2	10.2
Non-Revenue Vehicle - TPD Dept	0.8	-	0.8	-	-	-
Regional Connector	-	101.20	101.2	-	23.10	23.1
Sepulveda Pass Transit Corridor	-	2.90	2.9	-	1.4	1.4
SFV East N/S Rapid	3.10	0.10	3.2	3.2	-	3.2
System Projects <sup>(1)</sup>	29.00	-	29.0	-	-	-
West Santa Ana Branch Corridor Admin	-	0.70	0.7	-	1.2	1.2
Westside Subway Extension	87.20	50.40	137.6	16.6	8.7	25.3
<b>Measure R Transit Capital - New Rail (35%)</b>	<b>\$ 623.7</b>	<b>\$ 404.0</b>	<b>\$ 1,027.7</b>	<b>45.1</b>	<b>89.9</b>	<b>135.0</b>
<b>Measure R Highway Capital (20%)</b>						
Countywide Soundwall Projects	\$ -	\$ 2.1	\$ 2.1	-	7.9	7.9
High Desert Corridor	5.9	-	5.9	0.9	-	0.9
Highway/Goods Movement Package	1.4	1.3	2.7	-	-	-
Hwy Operating Improvements Arroyo Verdugo	5.7	-	5.7	0.5	-	0.5
Hwy Operating Improvements Virgenes/Malibu	6.3	-	6.3	0.5	-	0.5
I-405, I-110, I-105, SR91 Ramp & Interchange	17.6	-	17.6	0.9	-	0.9
I-5 N Enhance SR14/Kern County	7.1	-	7.1	0.3	-	0.3
I-605 Corridor "Hot Spot"	5.3	-	5.3	1.1	-	1.1
SR-710 North Gap Closure	8.7	-	8.7	1.7	-	1.7
I-710 South Early Action Projects	22.1	-	22.1	0.9	-	0.9
Phase II Alameda Corridor E Grade Separation	6.1	-	6.1	0.5	-	0.5
SR-138 Capacity Enhancements	0.3	-	0.3	0.5	-	0.5
<b>Measure R Highway Capital (20%)</b>	<b>\$ 86.5</b>	<b>\$ 3.4</b>	<b>\$ 89.9</b>	<b>7.8</b>	<b>7.9</b>	<b>15.7</b>
<b>Measure R Transit Capital - Metro Rail (2%)</b>						
Blue Line Fleet Midlife	\$ 6.1	\$ -	\$ 6.1	1.0	-	1.0
Buena Vista Yards Project	0.3	-	0.3	0.1	-	0.1
Eastern Maintenance Facility <sup>(1)</sup>	51.0	-	51.0	-	-	-
Eastside Quad Gate Study and Installation	0.8	-	0.8	0.3	-	0.3
Heavy Rail Vehicle Procurement	10.2	-	10.2	-	-	-
Southwestern Yard	-	44.7	44.7	-	3.3	3.3
Subway Railcar Midlife	6.4	-	6.4	5.3	-	5.3
Transit Oriented Development Planning Grant Round 2	0.1	-	0.1	-	-	-
Transit Oriented Development Planning Grant Round 3	1.5	-	1.5	-	-	-
Transit Oriented Development Grant Program	3.3	-	3.3	-	-	-
<b>Measure R Transit Capital - Metro Rail (2%)</b>	<b>\$ 79.7</b>	<b>\$ 44.7</b>	<b>\$ 124.4</b>	<b>6.7</b>	<b>3.3</b>	<b>10.0</b>
<b>Measure R Operations - Bus (20%)</b>						
Measure R 20% FAP Subsidies	\$ 38.1	\$ -	\$ 38.1	-	-	-
Metro Bus Share	84.8	-	84.8	591.8	-	591.8
Metro Orange Line	3.2	-	3.2	14.3	-	14.3
<b>Measure R Operations - Bus (20%)</b>	<b>\$ 126.1</b>	<b>\$ -</b>	<b>\$ 126.1</b>	<b>606.1</b>	<b>-</b>	<b>606.1</b>
<b>Measure R Operations - New Rail (5%)</b>						
Gold Line	\$ 16.8	\$ -	\$ 16.8	69.7	-	69.7
Rail Operations Expo Line	3.0	-	3.0	16.6	-	16.6
<b>Measure R Operations - New Rail (5%)</b>	<b>\$ 19.8</b>	<b>\$ -</b>	<b>\$ 19.8</b>	<b>86.3</b>	<b>-</b>	<b>86.3</b>
<b>Measure R Transit Capital - Metrolink (3%)</b>						
Metrolink Transit Capital	\$ 19.3	\$ -	\$ 19.3	-	-	-
Transit Oriented Development Planning Grant Round 2	0.3	-	0.3	-	-	-
<b>Measure R Transit Capital - Metrolink (3%)</b>	<b>\$ 19.6</b>	<b>\$ -</b>	<b>\$ 19.6</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Measure R Administration (1.5%)</b>	<b>\$ 8.0</b>	<b>\$ -</b>	<b>\$ 8.0</b>	<b>25.8</b>	<b>-</b>	<b>25.8</b>
<b>Measure R Local Returns (15%)</b>	<b>\$ 93.0</b>	<b>\$ -</b>	<b>\$ 93.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Measure R Debt Service Expenses <sup>(3)</sup></b>	<b>\$ 43.6</b>	<b>\$ 11.1</b>	<b>\$ 54.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Grand Total</b>	<b>\$ 1,100.0</b>	<b>\$ 463.2</b>	<b>\$ 1,563.2</b>	<b>777.8</b>	<b>101.1</b>	<b>878.9</b>

<sup>(1)</sup> Measure R funding source includes Measure R Bond Proceeds and Measure R Cash.

<sup>(2)</sup> Total FTEs in Measure R Project are 878.9, of which 208.8 are Non-Contract and 670.1 are Contract.

<sup>(3)</sup> Excludes \$2.1 million amortization cost of bond premium.

Note: Totals may not add due to rounding.

## FY13 Measure R Ordinance - 1.5% Administration

### Summary of Project and Department Expenses

#### Project Expenses

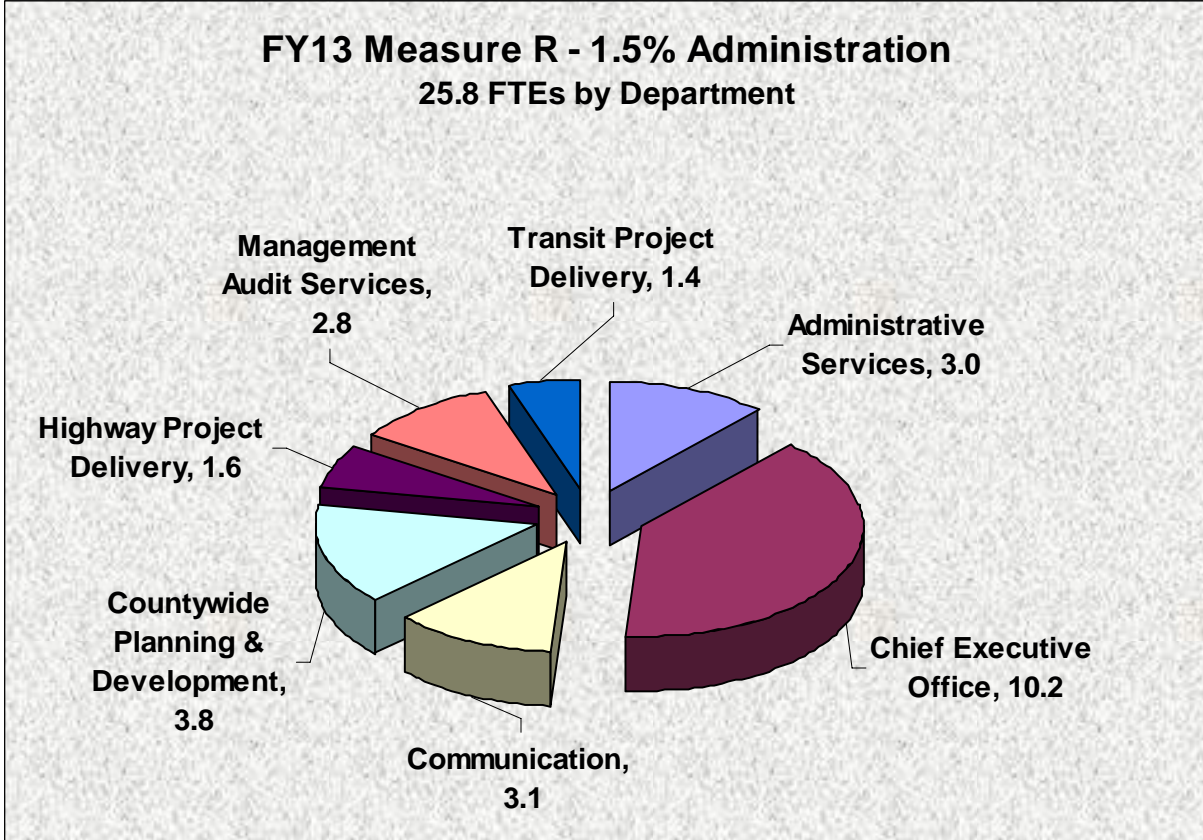
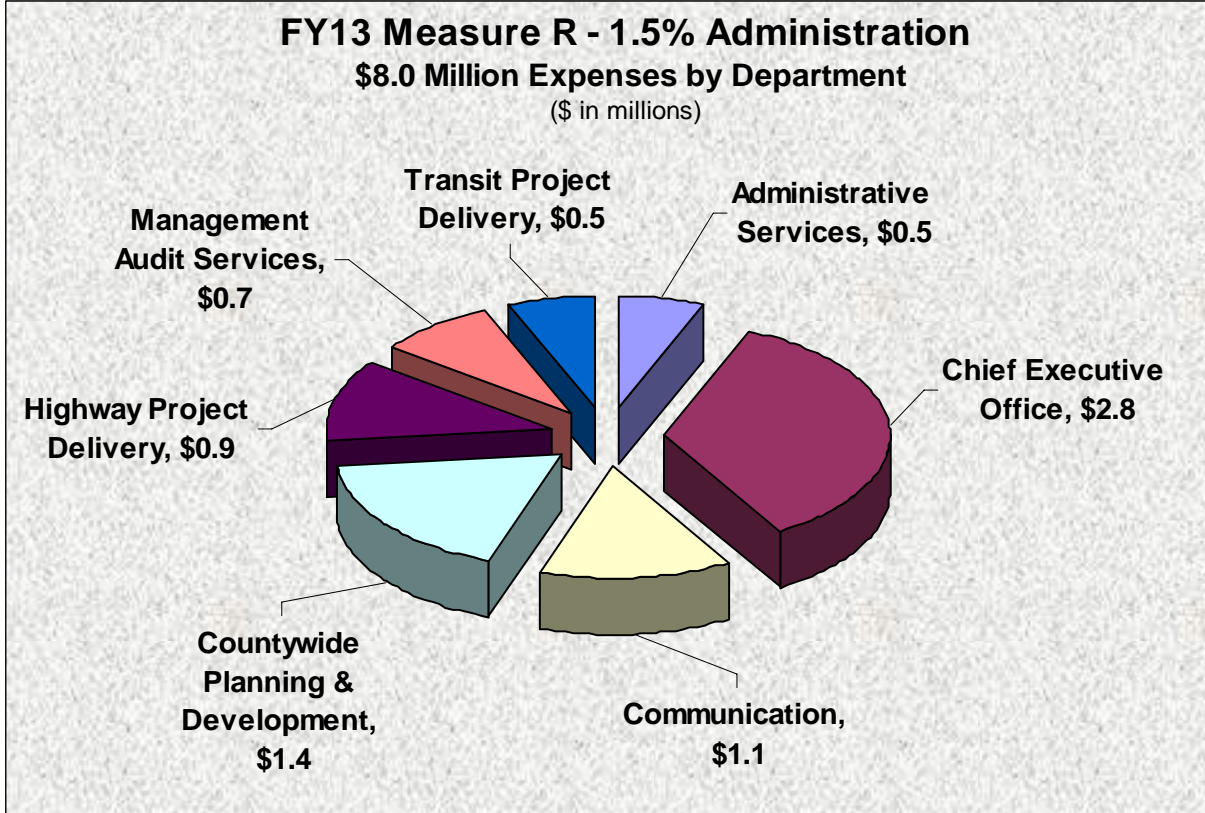
	Project Expenses			Project FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R FTEs	Non-Measure R FTEs	Total FTEs
1 Administration - Measure R	\$ 8.0	\$ -	\$ 8.0	25.8	-	25.8
2 Total Measure R Administration (1.5%)	\$ 8.0	\$ -	\$ 8.0	25.8	-	25.8

#### Department Expenses

(\$ in millions)

Department (\$ in millions)	Project Expenses	Project FTEs
1 Administrative Services	\$ 0.5	3.0
2 Chief Executive Office	2.8	10.2
3 Communications	1.1	3.1
4 Countywide Planning & Development	1.4	3.8
5 Highway Project Delivery	0.9	1.6
6 Management Audit Services	0.7	2.8
7 Transit Project Delivery	0.5	1.4
8 Total Measure R Administration (1.5%)	\$ 8.0	25.8

Note: Totals may not add due to rounding.



## FY13 Measure R Ordinance - 35% New Rail/Bus Rapid Transit Capital

### Life of Project Expenditure Plan

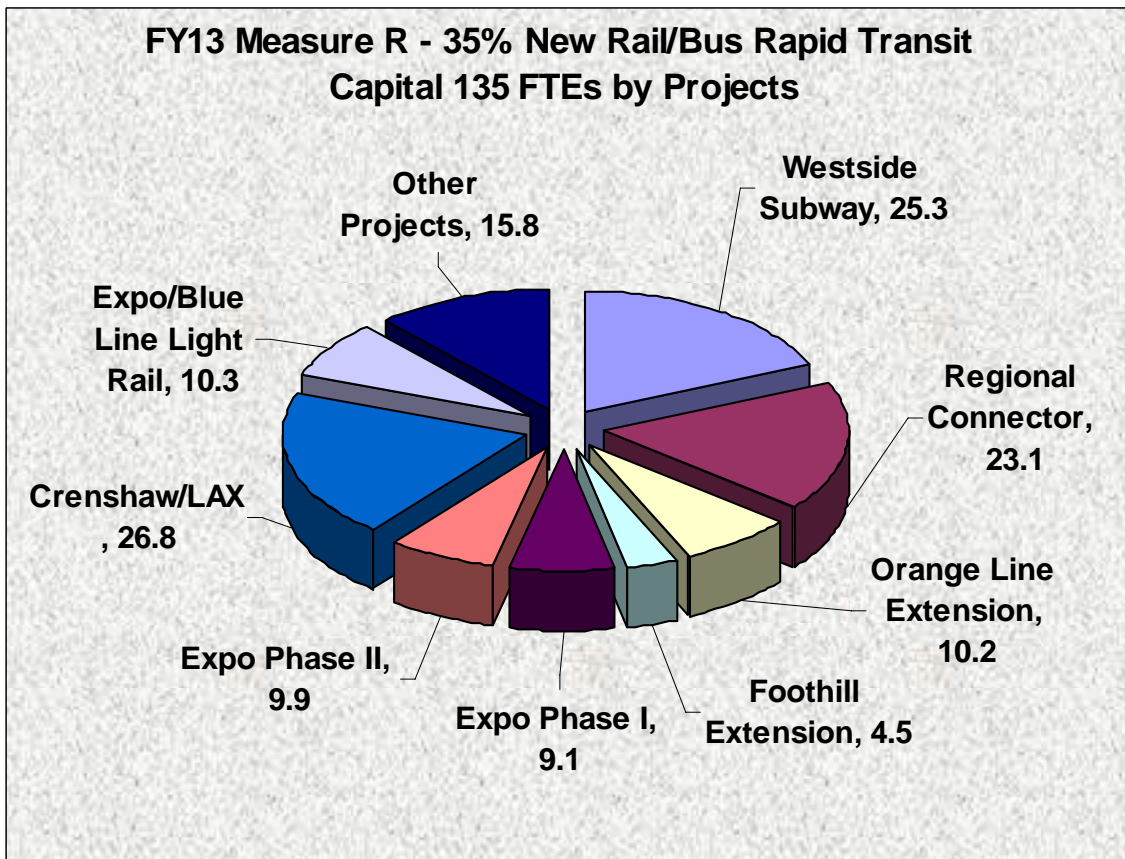
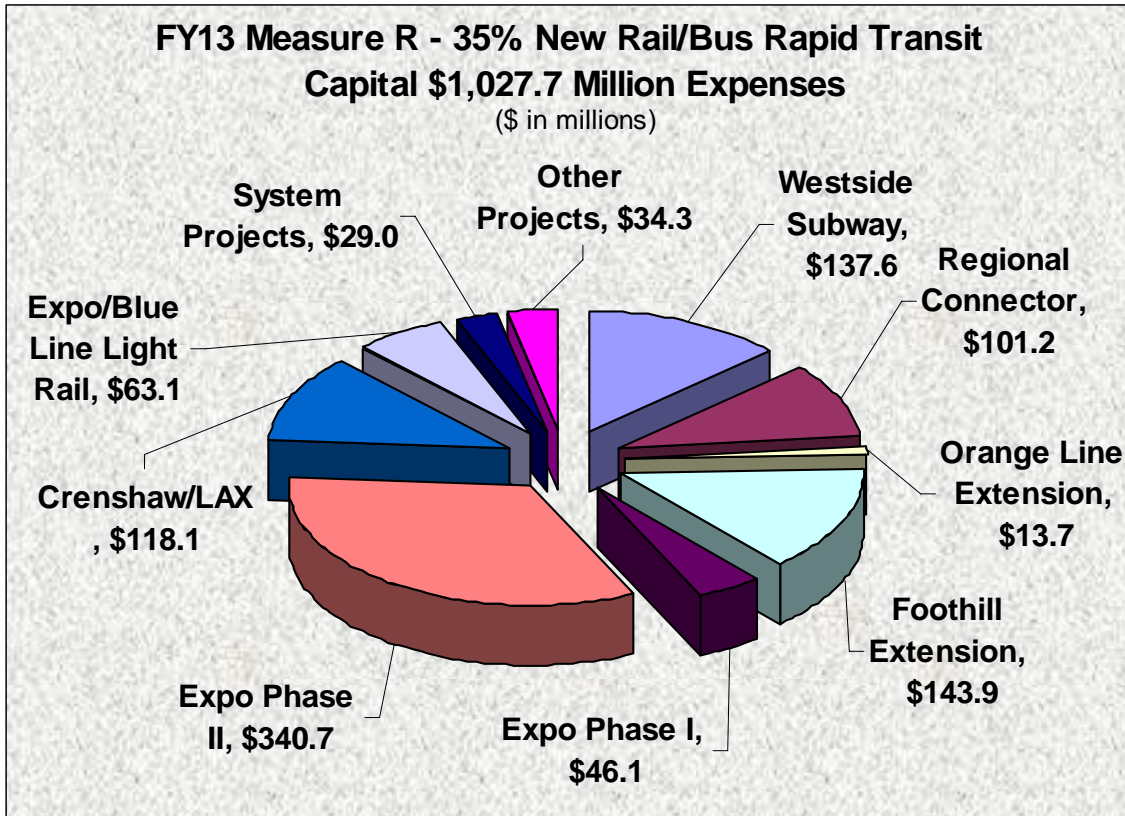
Measure R - Project Descriptions (\$ in millions)	Total Cost Estimate	Funding by Measure R Sales Tax Revenue	Funding by Other Sources	Funds Available Beginning
	<u>Escalated \$</u>			
1 Eastside Light Rail Access (Gold Line)	\$ 30.0	\$ 30.0	\$ -	FY10
2 Exposition Boulevard Light Rail Transit	1,632.0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

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

### FY13 Adopted Budget by Project

Project (\$ in millions)	FY13 Measure R Project Expenses			FY13 Measure R Project FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Bus Acquisition 30 Zero Emission/Super Low Emission	\$ 9.8	\$ -	\$ 9.8	0.2	-	0.2
2 Crenshaw/LAX Transit Corridor	30.5	87.6	118.1	6.9	19.9	26.8
3 Div 22 Light Rail Veh Paint & Body Shop (Expo II) <sup>(1)</sup>	1.9	-	1.9	0.7	-	0.7
4 Eastside Extension Phase II	-	3.1	3.1	-	3.1	3.1
5 Eastside Light Rail Access	6.1	-	6.1	0.8	-	0.8
6 Expo Blvd LRT Construction Phase I - Expo	-	37.0	37.0	-	-	-
7 Expo Blvd LRT Construction Phase I - Metro	-	9.1	9.1	-	9.1	9.1
8 Expo Blvd LRT Construction Phase II - Expo <sup>(1)</sup>	180.3	35.3	215.6	-	-	-
9 Expo Blvd LRT Construction Phase II - Metro <sup>(1)</sup>	125.1	-	125.1	9.9	-	9.9
10 Expo/Blue Line Light Rail	3.1	60.0	63.1	0.5	9.8	10.3
11 Gold Line Foothill Extension <sup>(1)</sup>	143.9	-	143.9	4.5	-	4.5
12 Green Line Extension Redondo Beach to South Bay	-	2.9	2.9	-	3.4	3.4
13 Green Line Extension To LAX Airport	2.9	-	2.9	1.8	-	1.8
14 Metro Orange Line Extension	-	13.7	13.7	-	10.2	10.2
15 Non-Revenue Vehicle - TPD Dept	0.8	-	0.8	-	-	-
16 Regional Connector	-	101.2	101.2	-	23.1	23.1
17 Sepulveda Pass Transit Corridor	-	2.9	2.9	-	1.4	1.4
18 SFV East N/S Rapid	3.1	0.1	3.2	3.2	-	3.2
19 System Projects <sup>(1)</sup>	29.0	-	29.0	-	-	-
20 West Santa Ana Branch Corridor Admin	-	0.7	0.7	-	1.2	1.2
21 Westside Subway Extension	87.2	50.4	137.6	16.6	8.7	25.3
<b>22 Total Measure R 35% New Rail and/or Bus Rapid Transit Capital</b>	<b>\$ 623.7</b>	<b>\$ 404.0</b>	<b>\$ 1,027.7</b>	<b>45.1</b>	<b>89.9</b>	<b>135.0</b>

(1) Measure R funding source is Measure R Bond Proceeds.  
Note: Totals may not add due to rounding.



## FY13 Measure R 35% - Project Expenditure, Funding and FTE Details

Note: Funding Sources for projects may change depending on availability

Project (\$ in millions)	Expenditures & Funding			FTEs	
	FY13 Budget	Funding Source	Funding %	Department	FTEs
30 Zero Emission Bus/SLEB Buy	\$ 9.8	Measure R Transit Capital New Rail/BRT 35%	100.0%	Highway Project Delivery	0.2
<b>30 Zero Emission Bus/SLEB Buy</b>	<b>\$ 9.8</b>		<b>100.0%</b>		<b>0.2</b>
Crenshaw/LAX Transit Corridor	\$ 30.5	Measure R Transit Capital New Rail/BRT 35%	25.8%	Administrative Services	2.0
	87.6	Prop 1B State Infra Bond	74.2%	Chief Executive Office	7.8
				Communications	1.1
				Countywide Planning	0.4
				Economic Development	2.7
				Financial Services	0.1
				Operations	0.2
				Transit Project Delivery	12.5
<b>Crenshaw/Lax Transit Corridor</b>	<b>\$ 118.1</b>		<b>100.0%</b>		<b>26.8</b>
Division 22 Light Rail Vehicle Paint & Body Shop (Expo II)	\$ 1.9	Measure R Transit Cap New Rail/BRT 35%	100.0%	Chief Executive Office	0.4
<b>Division 22 Light Rail Vehicle Paint &amp; Body Shop (Expo II)</b>	<b>\$ 1.9</b>		<b>100.0%</b>	Transit Project Delivery	0.3
Eastside Extension Phase II	\$ 3.1	State Grants MTA Cash TCRP	100.0%	Chief Executive Office	0.4
				Communications	0.1
				Countywide Planning	2.2
				Economic Development	0.1
				Transit Project Delivery	0.3
<b>Eastside Extension Phase II</b>	<b>\$ 3.1</b>		<b>100.0%</b>		<b>3.1</b>
Eastside Light Rail Access	\$ 6.1	Measure R Transit Cap New Rail/BRT 35%	100.0%	Countywide Planning	0.8
<b>Eastside Light Rail Access</b>	<b>\$ 6.1</b>		<b>100.0%</b>		<b>0.8</b>
Expo Blvd LRT Construction Phase I - Expo	\$ 6.6	Local Grants City of LA & Other	17.7%		-
	30.4	PFF PC 25% Bonds/CP	82.3%		-
<b>Expo Blvd LRT Construction Phase I - Expo</b>	<b>\$ 37.0</b>		<b>100.0%</b>		<b>-</b>
Expo Blvd LRT Construction Phase I - Metro	\$ 4.5	Local Grants City of LA & Other	49.6%	Financial Services	0.1
	4.6	PFF PC 25% Bonds/CP	50.4%	Operations	8.5
				Transit Project Delivery	0.5
<b>Expo Blvd LRT Construction Phase I - Metro</b>	<b>\$ 9.1</b>		<b>100.0%</b>		<b>9.1</b>
Expo Blvd LRT Construction Phase II - Expo	\$ 180.3	MR35% 2010 Tax Exempt Bond	83.6%		-
	35.3	State Grants Regional Improvement Funds	16.4%		-
<b>Expo Blvd LRT Construction Phase II - Expo</b>	<b>\$ 215.6</b>		<b>100.0%</b>		<b>-</b>
Expo Blvd LRT Construction Phase II - Metro	\$ 0.1	Measure R Transit Capital New Rail/BRT 35%	0.0%	Administrative Services	0.1
	125.0	MR35% 2010 Tax Exempt Bond	100.0%	Chief Executive Office	1.3
				Communications	0.5
				Economic Development	2.4
				Financial Services	0.2
				Operations	1.9
				Transit Project Delivery	3.5
<b>Expo Blvd LRT Construction Phase II - Metro</b>	<b>\$ 125.1</b>		<b>100.0%</b>		<b>9.9</b>
Expo/Blue Line Light Rail	\$ 12.0	Federal Grants CMAQ	19.0%	Administrative Services	-
	2.3	Federal Grants STP-STIP	3.6%	Chief Executive Office	-
	3.1	Measure R Transit Capital New Rail/BRT 35%	4.8%	Financial Services	0.1
	0.3	Prop 1B State Infra Bond	0.5%	Operations	10.2
	45.4	State Grants Regional Improvement Funds	72.0%		-
<b>Expo/Blue Line Light Rail</b>	<b>\$ 63.1</b>		<b>100.0%</b>		<b>10.3</b>

Note: Totals may not add due to rounding.

## FY13 Measure R 35% - Project Expenditure, Funding and FTE Details (continued)

47	Project (\$ in millions)	FY13 Budget	Funding Source	Funding %	Department	FTEs
48	Gold Line Foothill Extension	\$ 143.9	MR35% 2010 Tax Exempt Bond	100.0%	Chief Executive Office	0.5
49					Communications	0.4
50					Countywide Planning	0.5
51					Economic Development	0.1
52					Financial Services	0.2
53					Operations	0.6
54					Transit Project Delivery	2.2
55	<b>Gold Line Foothill Extension</b>	<b>\$ 143.9</b>		<b>100.0%</b>		<b>4.5</b>
56	Green Line Extension Redondo Beach to South Bay	\$ 2.9	State Grants MTA Cash TCRP	100.0%	Chief Executive Office	0.6
57					Communications	-
58					Countywide Planning	0.9
59					Economic Development	0.4
60					Transit Project Delivery	1.5
61	<b>Green Line Ext Redondo Beach-South Bay</b>	<b>\$ 2.9</b>		<b>100.0%</b>		<b>3.4</b>
62	Green Line Extension to LAX Airport	\$ 2.9	Measure R Transit Capital New Rail/BRT 35%	100.0%	Chief Executive Office	0.3
63					Countywide Planning	1.5
64	<b>Green Line Ext To LA Airport</b>	<b>\$ 2.9</b>		<b>100.0%</b>		<b>1.8</b>
65	Metro Orange Line Extension	\$ 6.8	PFF Prop C 25% Bonds/CP	50.0%	Chief Executive Office	2.2
66		6.9	Prop 1B State Infra Bond	50.0%	Communications	0.5
67					Operations	4.0
68					Transit Project Delivery	3.5
69	<b>Metro Orange Line Extension</b>	<b>\$ 13.7</b>		<b>100.0%</b>		<b>10.2</b>
70	Non-Revenue Vehicle - TPD Dept	\$ 0.8	Measure R Transit Capital New Rail/BRT 35%	100.0%		-
71	<b>Non-Revenue Vehicle - TPD Dept</b>	<b>\$ 0.8</b>		<b>100.0%</b>		<b>-</b>
72	Regional Connector	\$ 31.0	Federal Grants New Starts Sect 5309	30.6%	Chief Executive Office	3.9
73		36.6	Prop 1B State Infra Bond	36.2%	Communications	1.1
74		33.6	State Grants MTA Cash TCRP	33.2%	Countywide Planning	1.7
75					Economic Development	2.0
76					Financial Services	0.2
77					Operations	0.5
78					Transit Project Delivery	13.7
79	<b>Regional Connector</b>	<b>\$ 101.2</b>		<b>100.0%</b>		<b>23.1</b>
80	Sepulveda Pass Transit Corridor	\$ 2.0	Proposition A, C & TDA Admin	70.4%	Countywide Planning	1.4
81		0.9	State Grants STIP PPM/ITIP	29.6%		
82	<b>Sepulveda Pass Transit Corridor</b>	<b>\$ 2.9</b>		<b>100.0%</b>		<b>1.4</b>
83	SFV East N/S Rapid	\$ 0.1	Federal Grants Federal Other	2.5%	Communications	0.1
84		3.1	Measure R Transit Cap New Rail/BRT 35%	97.5%	Countywide Planning	3.0
85					Financial Services	0.1
86	<b>SFV East N/S Rapid</b>	<b>\$ 3.2</b>		<b>100.0%</b>		<b>3.2</b>
87	System Projects	\$ 29.0	MR35% 2010 Tax Exempt Bond	100.0%		-
88	<b>System Projects</b>	<b>\$ 29.0</b>		<b>100.0%</b>		<b>-</b>
89	West Santa Ana Branch Corridor Admin	\$ 0.7	Prop C Streets & Highways 25%	100.0%	Communications	0.2
90					Countywide Planning	1.0
91	<b>W. Santa Ana Branch Corridor Admin</b>	<b>\$ 0.7</b>		<b>100.0%</b>		<b>1.2</b>
92	Westside Subway Extension	\$ 0.4	Federal Grants Federal Other	0.3%	Chief Executive Office	6.0
93		50.0	Federal Grants New Starts Sect 5309	36.3%	Communications	1.5
94		87.2	Measure R Transit Capital New Rail/BRT 35%	63.4%	Countywide Planning	3.5
95					Economic Development	1.7
96					Financial Services	0.1
97					Operations	0.4
98					Transit Project Delivery	12.1
99	<b>Westside Subway Extension</b>	<b>\$ 137.6</b>		<b>100.0%</b>		<b>25.3</b>
100	<b>Grand Total \$</b>	<b>\$ 1,027.7</b>		<b>100.0%</b>	<b>Grand Total FTEs</b>	<b>135.0</b>

Note: Totals may not add due to rounding.

## FY13 Measure R - 20% Highway Capital Projects

### Life of Project Expenditure Plan <sup>(1)</sup>

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

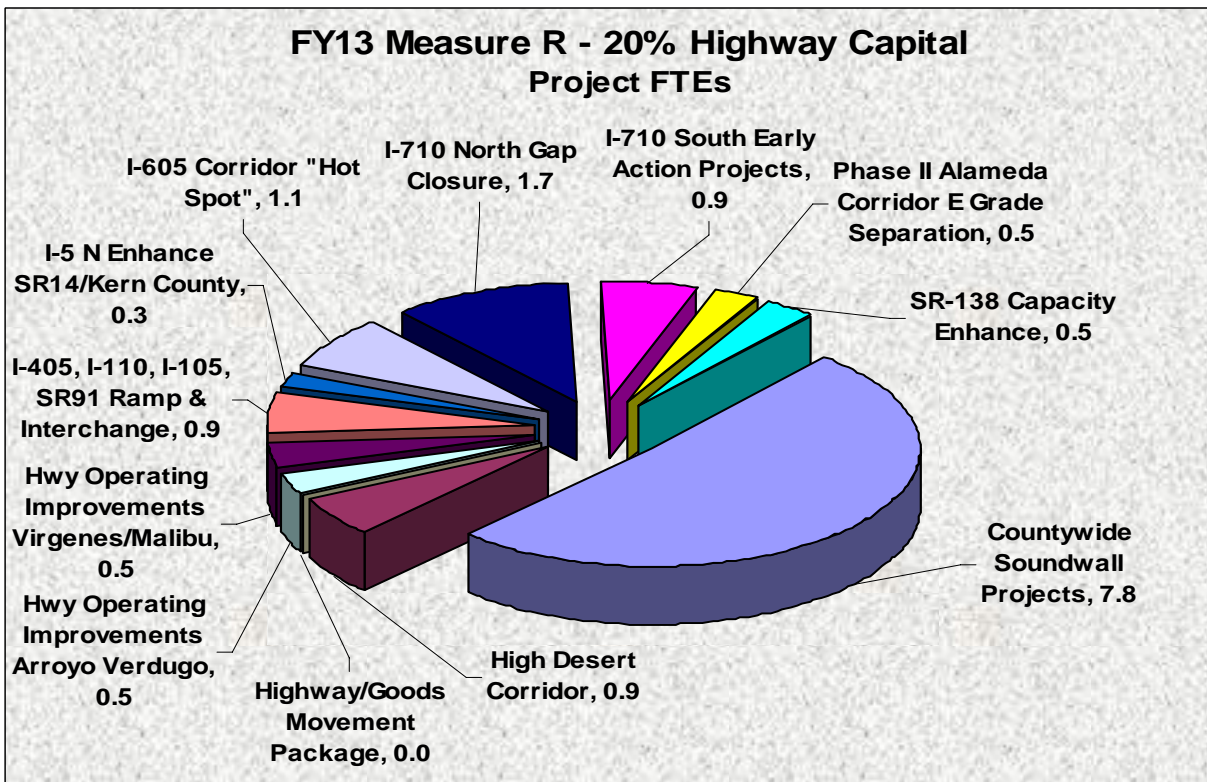
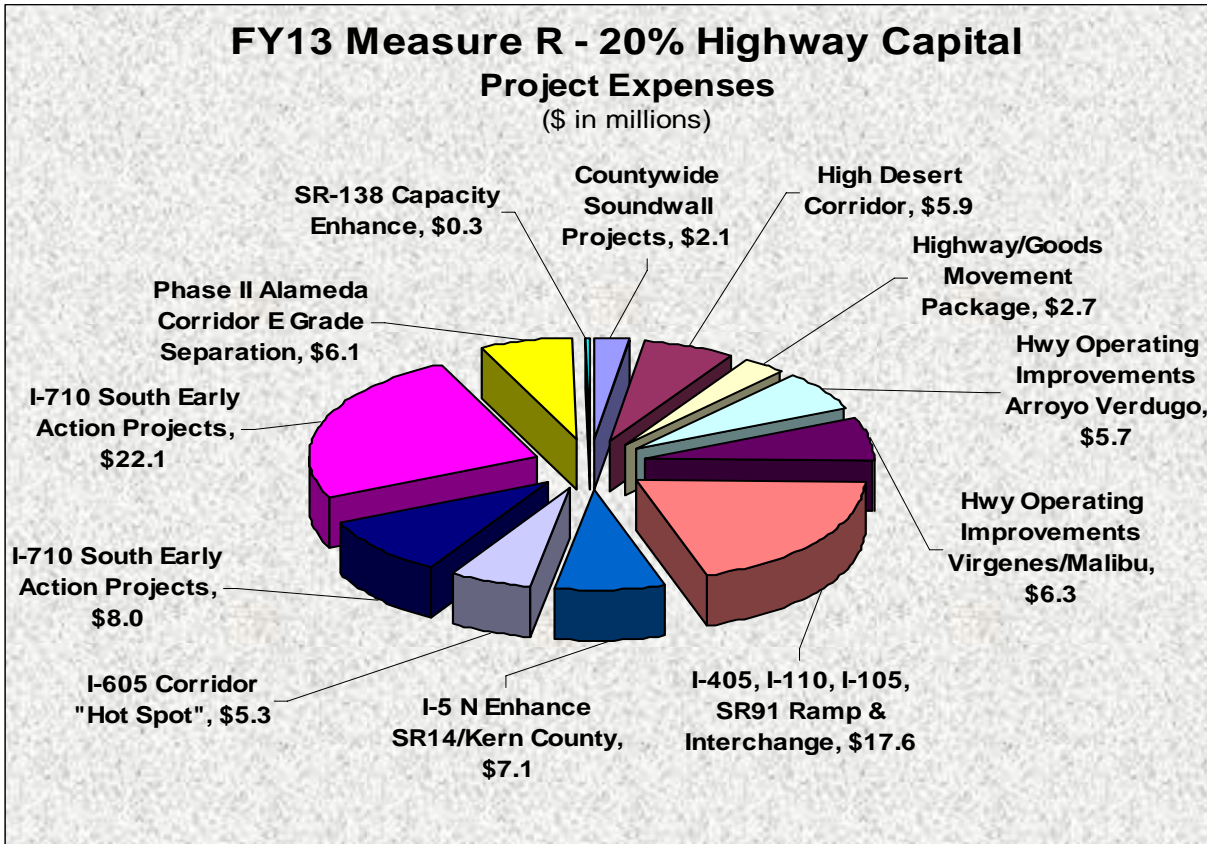
<sup>(1)</sup> See Measure R Ordinance for more details of Life of Project expenditure plan.

### FY13 Budget by Project

Project (\$ in millions)	FY13 Expenses			FY13 FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Countywide Soundwall Projects	\$ -	\$ 2.1	\$ 2.1	-	7.9	7.9
2 High Desert Corridor	5.9	-	5.9	0.9	-	0.9
3 Highway/Goods Movement Package	1.4	1.3	2.7	-	-	-
4 Hwy Operating Improvements Arroyo Verdugo	5.7	-	5.7	0.5	-	0.5
5 Hwy Operating Improvements Virgenes / Malibu	6.3	-	6.3	0.5	-	0.5
6 I-405, I-110, I-105, SR-91 Ramp & Interchange	17.6	-	17.6	0.9	-	0.9
7 I-5N Enhance SR-14 / Kern County	7.1	-	7.1	0.3	-	0.3
8 I-605 Corridor "Hot Spot"	5.3	-	5.3	1.1	-	1.1
9 SR-710 North Gap Closure	8.7	-	8.7	1.7	-	1.7
10 I-710 South Early Action Projects	22.1	-	22.1	0.9	-	0.9
11 Phase II Alameda Corridor E Grade Separation	6.1	-	6.1	0.5	-	0.5
12 SR-138 Capacity Enhancements	0.3	-	0.3	0.5	-	0.5
<b>Total 20% Highway Capital</b>	<b>\$ 86.5</b>	<b>\$ 3.4</b>	<b>\$ 89.9</b>	<b>7.8</b>	<b>7.9</b>	<b>15.7</b>

Note: Totals may not add due to rounding.

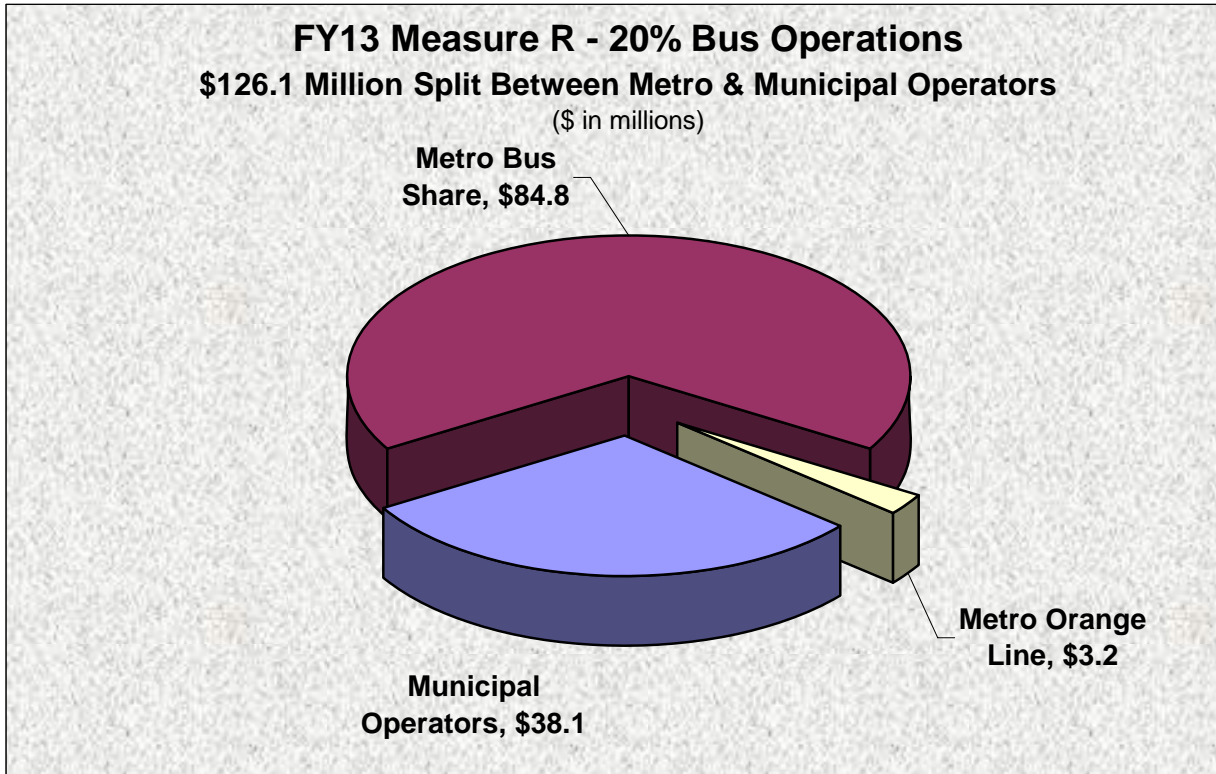




### FY13 Measure R - 20% Bus Operations

Project (\$ in millions)	Expenses			FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Metro Bus Share	\$ 84.8	\$ -	\$ 84.8	591.8	-	591.8
2 Metro Orange Line	3.2	-	3.2	14.3	-	14.3
3 Measure R 20% FAP Subsidies	38.1	-	38.1	-	-	-
4 <b>Total 20% Bus Operations</b>	<b>\$ 126.1</b>	<b>\$ -</b>	<b>\$ 126.1</b>	<b>606.1</b>	<b>-</b>	<b>606.1</b>

Note: There are a total of 606.1 FTEs funded with Measure R 20% Bus Operations revenue, consisting of 567.8 contract FTEs and 38.3 non-contract FTEs.



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### FY13 Measure R - 5% Rail Operations

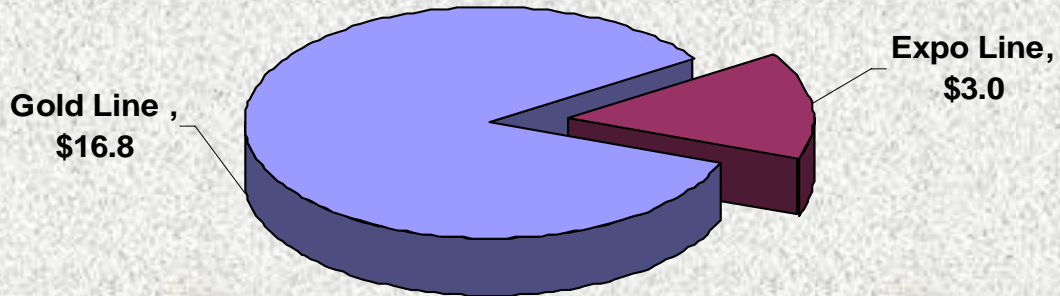
Project (\$ in millions)	Expenses			FTEs		
	Measure R Funds	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs
1 Gold Line	\$ 16.8	\$ -	\$ 16.8	69.7	-	69.7
2 Expo Line	3.0	-	3.0	16.6	-	16.6
3 <b>Total 5% Rail Operations</b>	<b>\$ 19.8</b>	<b>\$ -</b>	<b>\$ 19.8</b>	<b>86.3</b>	<b>-</b>	<b>86.3</b>

### FY13 Budget FTEs by Rail Line

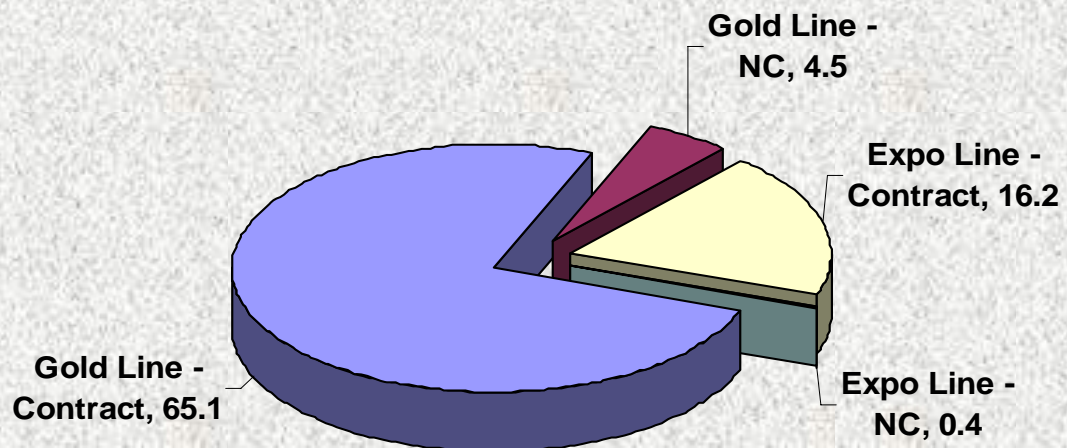
Rail Line	Contract FTEs	Non-Contract FTEs	Total FTEs
1 Gold Line	65.1	4.5	69.7
2 Expo Line	16.2	0.4	16.6
3 <b>Total</b>	<b>81.4</b>	<b>4.9</b>	<b>86.3</b>

Note: Totals may not add due to rounding.

**FY13 Measure R - 5% Rail Operations**  
**Operating Expenses by Line**  
(\$ in millions)



**FY13 Measure R - 5% Rail Operations**  
**Operating FTEs by Line & Representation Status**



## FY13 Measure R - Bond Proceeds and Uses

(\$ in millions)	FY13
1 Bond Proceeds Beginning Balance June 30, 2012 <sup>(1)</sup>	\$346.8
2 <u>Proceeds Used to Fund Measure R Projects</u>	
3 Eastern Maintenance Facility	51.0
4 Crenshaw/LAX Transit Corridor	-
5 System Project	29.0
6 Gold Line Foothill Extension	143.9
7 Expo Blvd LRT Construction Phase II - Metro <sup>(2)</sup>	121.1
8 Division 22 Light Rail Vehicle Paint & Body Shop (Expo II)	1.9
9 Expo Blvd LRT Construction Phase II - Expo <sup>(2)</sup>	-
10 <b>Total Proceeds Used to Fund Measure R Projects</b>	<b>\$346.8</b>
11 <b>Bond Proceeds Ending Balance</b>	<b>\$ -</b>

(1) Measure R Bond was issued in November 2010.

(2) We are planning to issue additional Measure R Bond of \$184.3 million for Expo Phase II in FY13.

## FY13 Measure R - Debt Service Cost

(\$ in millions)	Bus	Rail	Total
1 <u>Funding Resources for Debt Service</u>			
2 Measure R 35% Transit CP New Rail/BRT	\$ -	\$ 42.6	\$ 42.6
3 Measure R 3% Metrolink	-	-	-
4 Measure R 2% Metro Rail CP	-	-	-
5 Measure R 20% Highway CP	-	-	-
6 Measure R BAB Federal Subsidy	-	11.1	11.1
7 <b>Total Funding Resources for Debt Service</b>	<b>-</b>	<b>53.7</b>	<b>53.7</b>
8 (Premium)/Discount Amortization <sup>(1)</sup>	-	(2.1)	(2.1)
9 <b>Total Debt Service Expense</b>	<b>-</b>	<b>51.6</b>	<b>51.6</b>
10 <b>Debt Service Net (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

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

# **Governmental Funds**

## Governmental Funds Balances

For The Year Ending June 30, 2013

Fund Type (\$ in millions)	FY13 Estimated Ending Fund Balance
1 <u>Proposition A</u>	
2     Discretionary (95% x 40%)	\$       53.1 <sup>(1)</sup>
3     Interest	3.8
4 <b>Total Proposition A</b>	<b>\$       56.9</b>
5 <u>Proposition C</u>	
6     Discretionary (40%)	\$       26.8 <sup>(1)</sup>
7     Security (5%)	2.9
8     Commuter Rail (10%)	14.8 <sup>(2)</sup>
9     Interest	17.0
10 <b>Total Proposition C</b>	<b>\$       61.5</b>
11 <u>Measure R</u>	
12     Administration (1.5%)	\$        9.1
13     Transit Capital - Metrolink (3%)	35.0
14     Transit Capital - Metro Rail (2%)	10.1
15     Transit Capital New Rail (35%)	473.7
16     Highway Capital (20%)	198.7
17     New Rail Operations (5%)	88.5
18     Bus Operations (20%)	2.5 <sup>(1)</sup>
19 <b>Total Measure R</b>	<b>\$       817.6</b>
20 <u>Transportation Development Act (TDA)</u>	
21     Article 3	\$       17.2 <sup>(1)</sup>
22     Article 4	221.0 <sup>(1)</sup>
23     Article 8	10.1 <sup>(1)</sup>
24 <b>Total TDA</b>	<b>\$       248.3</b>
25 <u>State Transit Assistance (STA)</u>	
26     Revenue Share	\$        3.3 <sup>(1)</sup>
27     Population Share	-
28 <b>Total STA</b>	<b>\$        3.3</b>
29 SAFE Fund	21.7 <sup>(2)</sup>
30 Other Special Revenue Funds	\$       16.0 <sup>(1)(3)</sup>
31 <u>General Fund</u>	
32     Sale & Leaseback	\$       28.3 <sup>(4)</sup>
33     Right-of-Way Leases and Other	209.6
34     State Repayment of Capital Project Loan Fund	69.7 <sup>(5)</sup>
35     Administration - Proposition A, C, & TDA	11.4 <sup>(5)</sup>
36     General Fund Other	4.8 <sup>(5)</sup>
37 <b>Total General Fund</b>	<b>\$       323.8</b>
38 <b>Total</b>	<b>\$     1,549.1</b>

<sup>(1)</sup> Previously allocated to Metro and Muni Operators.

<sup>(2)</sup> Committed.

<sup>(3)</sup> Represents Proposition 1B cash funds.

<sup>(4)</sup> Held as contingency related to AIG third-party insured lease deals.

<sup>(5)</sup> Reclassified several Special Revenue Funds into General Fund in order to comply with GASB 54 requirements. The above presentation is consistent with the new requirements.

Note: Totals may not add due to rounding.



## Governmental Funds

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2011, 2012 and 2013

Governmental Funds (\$ in millions)	Special Revenue Fund			General Fund			Total		
	FY11 Actual	FY12 Budget	FY13 Adopted	FY11 Actual	FY12 Budget	FY13 Adopted	FY11 Actual	FY12 Budget	FY13 Adopted
<b>Revenue</b>									
Sales Tax	\$ 2,104.1	\$ 2,221.1	\$ 2,334.3	\$ -	\$ -	\$ -	\$ 2,104.1	\$ 2,221.1	\$ 2,334.3
Intergovernmental Grants	215.6	438.1	451.5	12.9	32.2	30.1	228.5	470.3	481.6
Investment Income	14.0	0.5	0.5	10.7	4.1	4.1	24.6	4.6	4.6
Lease and Rental	7.5	-	-	50.4	16.2	13.4	58.0	16.2	13.4
Licenses and Fines	0.0	-	-	0.5	0.5	0.5	0.5	0.5	0.5
Other	-	-	-	-	9.3	1.1	-	9.3	1.1
<b>Total Revenues</b>	<b>\$ 2,341.2</b>	<b>\$ 2,659.7</b>	<b>\$ 2,786.3</b>	<b>\$ 74.5</b>	<b>\$ 62.3</b>	<b>\$ 49.2</b>	<b>\$ 2,415.7</b>	<b>\$ 2,722.0</b>	<b>\$ 2,835.5</b>
<b>Expenditures</b>									
Subsidies	\$ 854.3	\$ 1,065.0	\$ 1,007.9	\$ 2.3	\$ -	\$ 12.9	\$ 856.6	\$ 1,065.0	\$ 1,020.8
Operating Expenditures	175.1	301.5	265.6	53.9	101.0	99.1	228.9	402.6	364.8
Major Capital Project Planning	74.3	29.5	23.4	-	-	-	74.3	29.5	23.4
Debt and Interest Expenditures	-	-	-	1.2	1.2	1.1	1.2	1.2	1.1
Debt Principal Retirement	-	-	-	1.1	1.1	1.1	1.1	1.1	1.1
<b>Total Expenditures:</b>	<b>\$ 1,103.7</b>	<b>\$ 1,396.0</b>	<b>\$ 1,296.9</b>	<b>\$ 58.4</b>	<b>\$ 103.3</b>	<b>\$ 114.2</b>	<b>\$ 1,162.1</b>	<b>\$ 1,499.3</b>	<b>\$ 1,411.1</b>
<b>Transfers</b>									
Transfers In	\$ 59.6	\$ 71.4	\$ 38.5	\$ 57.7	\$ 70.6	\$ 71.2	\$ 117.3	\$ 142.0	\$ 109.7
Transfers (Out)	(1,120.6)	(1,349.2)	(1,615.2)	(67.7)	(150.5)	(51.4)	(1,188.3)	(1,499.6)	(1,666.6)
<b>Total Transfers &amp; Other Financing</b>	<b>\$(1,061.1)</b>	<b>\$(1,277.8)</b>	<b>\$(1,576.7)</b>	<b>\$ (9.9)</b>	<b>\$ (79.8)</b>	<b>\$ 19.8</b>	<b>\$(1,071.0)</b>	<b>\$(1,357.7)</b>	<b>\$(1,556.8)</b>
<b>Net Change in Fund Balances</b>	<b>\$ 176.4</b>	<b>\$ (14.1)</b>	<b>\$ (87.3)</b>	<b>\$ 6.1</b>	<b>\$(120.8)</b>	<b>\$ (45.2)</b>	<b>\$ 182.6</b>	<b>\$ (134.9)</b>	<b>\$ (132.4)</b>
Fund balances - beginning of year	\$ 1,238.5	\$ 1,111.8	\$ 1,312.6	\$ 180.5	\$ 489.7	\$ 368.9	\$ 1,419.0	\$ 1,601.5	\$ 1,681.5
Adjustments due to GASB 54 <sup>(1)</sup>	(303.2)	-	-	303.2	-	-	-	-	-
<b>Fund Balances - End of Year</b>	<b>\$ 1,111.8</b>	<b>\$ 1,097.6</b>	<b>\$ 1,225.3</b>	<b>\$ 489.7</b>	<b>\$ 368.9</b>	<b>\$ 323.8</b>	<b>\$ 1,601.5</b>	<b>\$ 1,466.6</b>	<b>\$ 1,549.1</b>

Notes:

(1) In FY11 Accounting reclassified several Special Revenue Funds into General Funds in order to comply with GASB 54. The above presentation is consistent with the new reporting requirements.

- Beginning FY13 Fund Balances reflect the anticipated unspent FY12 budgeted expenditures.
- Totals may not add due to rounding.

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# Service Statistics

## Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY12 Budget	FY13 Adopted	% Chg to FY12 Budget	FY12 Budget	FY13 Adopted	% Chg to FY12 Budget	FY12 Budget	FY13 Adopted	% Chg to FY12 Budget
<b>Service Provided (000):</b>									
Revenue Hours	6,835	6,856	0.3%	821	953	16.0%	7,656	7,808	2.0%
Revenue Miles	77,237	77,471	0.3%	18,219	20,356	11.7%	95,455	97,827	2.5%
<b>Service Consumed (000):</b>									
Unlinked Passenger	348,834	351,927	0.9%	97,699	105,448	7.9%	446,533	457,375	2.4%
Passenger Miles	1,423,247	1,435,863	0.9%	595,302	639,656	7.5%	2,018,549	2,075,519	2.8%
<b>Revenue &amp; Cost Data (000):</b>									
Fare Revenue	\$ 259,402	\$ 265,671	2.4%	\$ 72,652	\$ 79,603	9.6%	\$ 332,054	\$ 345,274	4.0%
Advertising/SCRRRA	\$ 27,900	\$ 21,727	-22.1%	\$ 2,600	\$ 2,600	0.0%	\$ 30,500	\$ 24,327	-20.2%
Operating Cost	\$ 906,531	\$ 936,397	3.3%	\$ 292,108	\$ 327,923	12.3%	\$ 1,198,639	\$ 1,264,320	5.5%
<b>Statistics:</b>									
Fare Recovery %	28.6%	28.4%	-0.9%	24.9%	24.3%	-2.4%	27.7%	27.3%	-1.4%
Boardings per Hour	51.04	51.33	0.6%	118.97	110.71	-6.9%	58.32	58.58	0.4%
Revenue per Revenue Hour	\$ 37.95	\$ 38.75	2.1%	\$ 88.47	\$ 83.57	-5.5%	\$ 43.37	\$ 44.22	2.0%
Cost per Revenue Hour	\$ 132.63	\$ 136.58	3.0%	\$ 355.69	\$ 344.28	-3.2%	\$ 156.55	\$ 161.92	3.4%
Subsidy per Boarding	\$ 1.78	\$ 1.84	3.9%	\$ 2.22	\$ 2.33	5.0%	\$ 1.87	\$ 1.96	4.5%
Fare Revenue per Boarding	\$ 0.74	\$ 0.75	1.5%	\$ 0.74	\$ 0.75	1.5%	\$ 0.74	\$ 0.75	1.5%
<b>FTE's per 1000 RSH:</b>									
Operators	0.578	0.578	-0.1%	0.328	0.384	17.3%	0.549	0.552	0.6%
Mechanics	0.139	0.139	-0.1%	0.229	0.213	-6.9%	0.150	0.149	-0.5%
Service Attendants	0.065	0.065	-0.1%	0.113	0.104	-8.2%	0.070	0.070	-0.7%
Transit Operations Supervisors	0.049	0.049	-0.4%	0.130	0.112	-13.8%	0.059	0.057	-2.1%

## Service Level Details

### Revenue Service Hours

	Mode	FY12 Budget	FY13 Adopted	Inc/(Dec)
1	<b>Bus</b>			
2	Local & Rapid	6,213,554	6,219,070	5,516
3	Orange Line	101,561	118,561	17,000
4	Purchased Transp	520,000	518,187	(1,813)
5	<b>Subtotal Bus</b>	<b>6,835,115</b>	<b>6,855,818</b>	<b>20,703</b>
6	<b>Rail</b>			
7	Blue Line	218,355	247,049	28,694
8	Green Line	92,255	92,979	724
9	Gold Line	150,746	196,371	45,625
10	Expo Line	68,892	124,983	56,091
11	Heavy Rail	290,987	291,121	134
12	<b>Subtotal Rail</b>	<b>821,235</b>	<b>952,503</b>	<b>131,268</b>
13	<b>Totals</b>	<b>7,656,350</b>	<b>7,808,321</b>	<b>151,971</b>

### Boardings (000s)

	Mode	FY12 Budget	FY13 Adopted	Inc/(Dec)
	<b>Bus</b>			
	Local & Rapid	327,790	329,429	1,639
	Orange Line	6,856	8,239	1,383
	Purchased Transp	14,188	14,259	71
	<b>Subtotal Bus</b>	<b>348,834</b>	<b>351,927</b>	<b>3,093</b>
	<b>Rail</b>			
	Blue Line	25,032	25,566	534
	Green Line	12,296	13,113	817
	Gold Line	10,958	12,320	1,362
	Expo Line	1,904	6,095	4,191
	Heavy Rail	47,509	48,354	845
	<b>Subtotal Rail</b>	<b>97,699</b>	<b>105,448</b>	<b>7,749</b>
	<b>Totals</b>	<b>446,533</b>	<b>457,375</b>	<b>10,842</b>

### Revenue Service Miles

	Mode	FY12 Budget	FY13 Adopted	Inc/(Dec)
1	<b>Bus</b>			
2	Local & Rapid	70,213,155	70,275,486	62,331
3	Orange Line	1,147,639	1,339,739	192,100
4	Purchased Transp	5,876,000	5,855,513	(20,487)
5	<b>Subtotal Bus</b>	<b>77,236,794</b>	<b>77,470,738</b>	<b>233,944</b>
6	<b>Rail</b>			
7	Blue Line	4,772,229	5,157,886	385,657
8	Green Line	2,767,207	2,766,398	(809)
9	Gold Line	2,972,727	3,888,529	915,802
10	Expo Line	1,105,470	2,033,274	927,804
11	Heavy Rail	6,600,896	6,509,697	(91,199)
12	<b>Subtotal Rail</b>	<b>18,218,529</b>	<b>20,355,784</b>	<b>2,137,255</b>
13	<b>Totals</b>	<b>95,455,323</b>	<b>97,826,522</b>	<b>2,371,199</b>

### Passenger Miles (000s)

	Mode	FY12 Budget	FY13 Adopted	Inc/(Dec)
	<b>Bus</b>			
	Local & Rapid	1,337,385	1,344,070	6,685
	Orange Line	27,973	33,616	5,643
	Purchased Transp	57,889	58,176	287
	<b>Subtotal Bus</b>	<b>1,423,247</b>	<b>1,435,863</b>	<b>12,615</b>
	<b>Rail</b>			
	Blue Line	183,985	188,677	4,692
	Green Line	80,908	85,102	4,194
	Gold Line	79,117	88,213	9,096
	Expo Line	13,747	42,663	28,916
	Heavy Rail	237,545	235,000	(2,545)
	<b>Subtotal Rail</b>	<b>595,302</b>	<b>639,656</b>	<b>44,354</b>
	<b>Totals</b>	<b>2,018,549</b>	<b>2,075,519</b>	<b>56,970</b>

## Modal Operating Statistics

	<b>Bus excluding Orange Line</b>	<b>Notes</b>	<b>FY11 Actual</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>	<b>Inc/(Dec) Budget</b>	<b>Inc/(Dec) %</b>
1	Fares (\$000)		\$ 259,231	\$ 254,304	\$ 259,451	\$ 5,147	2.0%
2	Other Operating Revenue (\$000)		\$ 25,600	\$ 27,352	\$ 21,218	\$ (6,134)	-22.4%
3	Expenses (\$000)	(1)	\$ 878,217	\$ 881,790	\$ 906,816	\$ 25,026	2.8%
4	Boardings (000)		349,964	341,978	343,688	1,710	0.5%
5	Farebox Recovery Ratio		29.5%	28.8%	28.6%	-0.2%	-0.2%
6	Vehicle Service Hours (000)	(2)	6,986	6,734	6,737	3	0.0%
7	Cost Per Hour		\$ 98.52	\$ 130.95	\$ 134.60	\$ 3.65	2.8%
8	Cost Per Passenger Mile		\$ 0.60	\$ 0.63	\$ 0.65	\$ 0.01	2.3%
9	Vehicle Service Miles (000)	(2)	79,870	76,089	76,131	42	0.1%
10	Passenger Miles (000)	(3)	1,452,545	1,395,274	1,402,246	6,972	0.5%
11	Fare Revenue Per Boarding		\$ 0.74	\$ 0.74	\$ 0.75	\$ 0.01	1.4%
12	Subsidy Per Boarding		\$ 1.70	\$ 1.75	\$ 1.82	\$ 0.07	3.8%
13	Subsidy Per Passenger Mile		\$ 0.41	\$ 0.43	\$ 0.45	\$ 0.02	3.8%
14	Vehicles Operated		2,006	2,213	2,213	0	0.0%

	<b>Orange Line</b>	<b>Notes</b>	<b>FY11 Actual</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>	<b>Inc/(Dec) Budget</b>	<b>Inc/(Dec) %</b>
15	Fares (\$000)		\$ 5,441	\$ 5,098	\$ 6,220	\$ 1,121	22.0%
16	Other Operating Revenue (\$000)		\$ -	\$ 549	\$ 509	\$ (40)	-7.3%
17	Expenses (\$000)	(1)	\$ 18,698	\$ 24,741	\$ 29,581	\$ 4,840	19.6%
18	Boardings (000)		7,337	6,856	8,239	1,383	20.2%
19	Farebox Recovery Ratio		29.1%	20.6%	21.0%	0.4%	0.4%
20	Vehicle Service Hours (000)	(2)	99	102	119	17	16.7%
21	Cost Per Hour		\$ 189.78	\$ 243.61	\$ 249.50	\$ 5.90	2.4%
22	Cost Per Passenger Mile		\$ 0.40	\$ 0.88	\$ 0.88	\$ (0.00)	-0.5%
23	Vehicle Service Miles (000)	(2)	1,619	1,148	1,340	192	16.7%
24	Passenger Miles (000)	(3)	46,510	27,973	33,616	5,643	20.2%
25	Fare Revenue Per Boarding		\$ 0.74	\$ 0.74	\$ 0.75	\$ 0.01	1.4%
26	Subsidy Per Boarding		\$ 1.81	\$ 2.78	\$ 2.77	\$ (0.01)	-0.4%
27	Subsidy Per Passenger Mile		\$ 0.29	\$ 0.68	\$ 0.68	\$ (0.00)	-0.4%
28	Vehicles Operated		28	28	28	-	0.0%

## Modal Operating Statistics (continued)

<b>Light Rail <sup>(4)</sup></b>		<b>Notes</b>	<b>FY11 Actual</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>	<b>Inc/(Dec) Budget</b>	<b>Inc/(Dec) %</b>
29	Fares (\$000)		\$ 36,627	\$ 37,323	\$ 43,100	\$ 5,778	15.5%
30	Other Operating Revenue (\$000)		\$ -	\$ 1,335	\$ 1,408	\$ 72	5.4%
31	Expenses (\$000)	(1)	\$ 172,090	\$ 198,569	\$ 226,673	\$ 28,104	14.2%
32	Boardings (000)		49,252	50,190	57,061	6,871	13.7%
33	Farebox Recovery Ratio		21.3%	18.8%	19.0%	0.2%	0.2%
34	Vehicle Service Hours (000)	(2)	458	530	661	131	24.7%
35	Cost Per Hour		\$ 376.04	\$ 374.48	\$ 342.73	\$ (31.76)	-8.5%
36	Cost Per Passenger Mile		\$ 0.51	\$ 0.56	\$ 0.56	\$ 0.01	0.9%
37	Vehicle Service Miles (000)	(2)	10,155	11,618	13,846	2,228	19.2%
38	Passenger Miles (000)		337,518	357,757	404,656	46,899	13.1%
39	Fare Revenue Per Boarding		\$ 0.74	\$ 0.74	\$ 0.76	\$ 0.02	2.7%
40	Subsidy Per Boarding	(3)	\$ 2.75	\$ 3.19	\$ 3.19	\$ 0.01	0.2%
41	Subsidy Per Passenger Mile	(3)	\$ 0.40	\$ 0.45	\$ 0.45	\$ -	0.0%

<b>Heavy Rail <sup>(5)</sup></b>		<b>Notes</b>	<b>FY11 Actual</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>	<b>Inc/(Dec) Budget</b>	<b>Inc/(Dec) %</b>
42	Fares (\$000)		\$ 34,789	\$ 35,329	\$ 36,503	\$ 1,174	3.3%
43	Other Operating Revenue (\$000)		\$ 2,400	\$ 1,264	\$ 1,192	\$ (72)	-5.7%
44	Expenses (\$000)	(1)	\$ 95,714	\$ 93,540	\$ 101,250	\$ 7,711	8.2%
45	Boardings (000)		46,454	47,509	48,354	845	1.8%
46	Farebox Recovery Ratio		36.3%	37.8%	36.1%	-1.7%	-1.7%
47	Vehicle Service Hours (000)	(2)	259	291	291	-	0.0%
48	Cost Per Hour		\$ 370.11	\$ 321.44	\$ 347.79	\$ 26.35	8.2%
49	Cost Per Passenger Mile		\$ 0.42	\$ 0.39	\$ 0.43	\$ 0.04	9.4%
50	Vehicle Service Miles (000)	(2)	5,908	6,601	6,510	(91)	-1.4%
51	Passenger Miles (000)		226,974	237,545	235,000	(2,545)	-1.1%
52	Fare Revenue Per Boarding		\$ 0.75	\$ 0.74	\$ 0.75	\$ 0.01	1.4%
53	Subsidy Per Boarding	(3)	\$ 1.26	\$ 1.20	\$ 1.31	\$ 0.12	9.7%
54	Subsidy Per Passenger Mile	(3)	\$ 0.26	\$ 0.24	\$ 0.27	\$ 0.04	15.9%

(1) Expenses exclude regional costs and debt.

(2) Reflect revenue vehicle hours & miles.

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

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

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

# **Activity Based Cost Models**



## Activity Based Orange Line Cost Model

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 4,761,097	\$ 46.88	\$ 5,856,207	\$ 49.39	\$ 1,095,110	\$ 2.51
Scheduling and Planning	-	-	84,627	0.71	84,627	0.71
<b>Total Transportation</b>	<b>\$ 4,761,097</b>	<b>\$ 46.88</b>	<b>\$ 5,940,833</b>	<b>\$ 50.11</b>	<b>\$ 1,179,737</b>	<b>\$ 3.23</b>
<b>Division Maintenance</b>						
Wages & Benefits	\$ 1,937,259	\$ 19.07	\$ 2,087,390	\$ 17.61	\$ 150,132	\$ (1.47)
Fuel	643,684	6.34	676,178	5.70	32,493	(0.63)
Materials & Supplies	767,008	7.55	929,967	7.84	162,959	0.29
<b>Sub-Total Division Maintenance</b>	<b>\$ 3,347,951</b>	<b>\$ 32.96</b>	<b>\$ 3,693,535</b>	<b>\$ 31.15</b>	<b>\$ 345,584</b>	<b>\$ (1.81)</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 104,335	\$1.03	\$ 84,413	\$0.71	\$ (19,922)	\$ (0.32)
Non-Revenue Vehicles	5,291	0.05	4,025	0.03	(1,266)	(0.02)
Facilities Maintenance	3,326,171	32.75	4,358,896	36.77	1,032,725	4.01
<b>Sub-Total Other Maintenance</b>	<b>\$ 3,435,797</b>	<b>\$ 33.83</b>	<b>\$ 4,447,335</b>	<b>\$ 37.51</b>	<b>\$ 1,011,538</b>	<b>\$ 3.68</b>
<b>Total Maintenance</b>	<b>\$ 6,783,748</b>	<b>\$ 66.79</b>	<b>\$ 8,140,870</b>	<b>\$ 68.66</b>	<b>\$ 1,357,122</b>	<b>\$ 1.87</b>
<b>Other Operating Costs</b>						
Transit Security	\$ 6,400,076	\$63.02	\$ 8,518,211	\$71.85	\$ 2,118,135	\$ 8.83
Revenue	3,112,301	30.64	3,465,951	29.23	353,650	(1.41)
Service Development	62,567	0.62	11,805	0.10	(50,762)	(0.52)
Safety	109,769	1.08	119,768	1.01	9,999	(0.07)
Casualty & Liability	738,355	7.27	768,052	6.48	29,697	(0.79)
Workers' Compensation	615,590	6.06	782,459	6.60	166,869	0.54
Transitional Duty Program	16,877	0.17	16,877	0.14	0	(0.02)
Utilities	322,612	3.18	261,626	2.21	(60,986)	(0.97)
Other Metro Operations	276,336	2.72	224,599	1.89	(51,737)	(0.83)
Building Costs	248,290	2.44	307,961	2.60	59,671	0.15
Copy Services	40,825	0.40	21,581	0.18	(19,245)	(0.22)
<b>Total Other Operating Costs</b>	<b>\$11,943,599</b>	<b>\$ 117.60</b>	<b>\$ 14,498,890</b>	<b>\$ 122.29</b>	<b>\$ 2,555,291</b>	<b>\$ 4.69</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 26,924	\$0.27	\$ 21,727	\$0.18	\$ (5,197)	\$ (0.08)
CEO	169,900	1.67	132,128	1.11	(37,772)	(0.56)
Management Audit Services	55,296	0.54	31,076	0.26	(24,220)	(0.28)
Procurement	70,881	0.70	56,216	0.47	(14,665)	(0.22)
Communications	87,697	0.86	212,266	1.79	124,568	\$ 0.93
Real Estate	62,094	0.61	35,440	0.30	(26,655)	(0.31)
Finance	203,446	2.00	120,419	1.02	(83,027)	(0.99)
Human Resources	130,460	1.28	64,695	0.55	(65,764)	(0.74)
ITS	379,738	3.74	287,893	2.43	(91,845)	(1.31)
Administration	65,318	0.64	34,907	0.29	(30,412)	(0.35)
Construction	684	0.01	3,832	0.03	3,148	\$ 0.03
<b>Total Support Department Costs</b>	<b>\$ 1,252,438</b>	<b>\$ 12.33</b>	<b>\$ 1,000,598</b>	<b>\$ 8.44</b>	<b>\$ (251,840)</b>	<b>\$ (3.89)</b>
<b>Grand Total Orange Line Costs</b>	<b>\$24,740,882</b>	<b>\$ 243.61</b>	<b>\$ 29,581,191</b>	<b>\$ 249.50</b>	<b>\$ 4,840,310</b>	<b>\$ 5.90</b>
<b>Orange Line Revenue Service Hours</b>	<b>101,561</b>		<b>118,561</b>		<b>17,000</b>	

Note: Totals may not add due to rounding.

## Activity Based Silver Line Cost Model

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 3,277,138	\$ 51.21	\$ 3,374,411	\$ 52.73	\$ 97,273	\$ 1.52
Services	1,181	0.02	640	0.01	(541)	(0.01)
Materials & Supplies	2,965	0.05	3,821	0.06	856	0.01
Training	45,012	0.70	45,413	0.71	401	0.01
Control Center	84,224	1.32	83,244	1.30	(980)	(0.02)
Scheduling & Planning	41,048	0.64	41,532	0.65	485	0.01
Field Supervision	116,007	1.81	115,391	1.80	(616)	(0.01)
<b>Total Transportation Costs</b>	<b>\$ 3,567,574</b>	<b>\$ 55.74</b>	<b>\$ 3,664,451</b>	<b>\$ 57.26</b>	<b>\$ 96,877</b>	<b>\$ 1.51</b>
<b>Division Maintenance</b>						
Wages & Benefits	\$ 1,245,116	\$ 19.45	\$ 1,208,444	\$ 18.88	\$ (36,672)	\$ (0.57)
Fuel	386,765	6.04	344,272	5.38	(42,493)	(0.66)
Materials & Supplies	423,299	6.61	431,526	6.74	8,226	0.13
Fueling Contractor Reimbursement	(4,150)	(0.06)	(8,346)	(0.13)	(4,196)	(0.07)
Services	1,344	0.02	1,366	0.02	22	-
<b>Sub-Total Division Maintenance</b>	<b>\$ 2,052,373</b>	<b>\$ 32.07</b>	<b>\$ 1,977,261</b>	<b>\$ 30.89</b>	<b>\$ (75,112)</b>	<b>\$ (1.17)</b>
<b>RRC Regular Maintenance</b>						
Wages & Benefits	\$ 121,491	\$ 1.90	\$ 127,722	\$ 2.00	\$ 6,231	\$ 0.10
Materials & Supplies	44,161	0.69	48,252	0.75	4,092	0.06
Maintenance Services	1,946	0.03	1,985	0.03	39	-
<b>Sub-Total RRC Regular Maintenance</b>	<b>\$ 167,598</b>	<b>\$ 2.62</b>	<b>\$ 177,960</b>	<b>\$ 2.78</b>	<b>\$ 10,362</b>	<b>\$ 0.16</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 158,994	\$ 2.48	\$ 164,760	\$ 2.57	\$ 5,765	\$ 0.09
Non-Revenue Vehicles	62,839	0.98	61,175	0.96	(1,663)	(0.03)
Facilities Maintenance	293,256	4.58	314,885	4.92	21,629	0.34
Training	18,994	0.30	21,835	0.34	2,840	0.04
<b>Sub-Total Other Maintenance</b>	<b>\$ 534,083</b>	<b>\$ 8.35</b>	<b>\$ 562,655</b>	<b>\$ 8.79</b>	<b>\$ 28,572</b>	<b>\$ 0.45</b>
<b>Total Maintenance Costs</b>	<b>\$ 2,754,054</b>	<b>\$ 43.03</b>	<b>\$ 2,717,876</b>	<b>\$ 42.47</b>	<b>\$ (36,178)</b>	<b>\$ (0.57)</b>

Note: Totals may not add due to rounding.

## Activity Based Silver Line Cost Model (continued)

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
33 <b>Other Operating Costs</b>						
34 Transit Security	\$ 229,654	\$ 3.59	\$ 244,783	\$ 3.82	\$ 15,129	\$ 0.24
35 Revenue	262,495	4.10	260,613	4.07	(1,882)	(0.03)
36 Service Development	132,493	2.07	115,598	1.81	(16,894)	(0.26)
37 Safety	16,261	0.25	25,598	0.40	9,337	0.15
38 Casualty & Liability	428,593	6.70	418,289	6.54	(10,304)	(0.16)
39 Workers' Comp	375,607	5.87	405,781	6.34	30,174	0.47
40 Transitional Duty Program	10,888	0.17	10,878	0.17	(10)	-
41 Utilities	111,535	1.74	114,088	1.78	2,553	0.04
42 Other Metro Operations	121,147	1.89	130,118	2.03	8,972	0.14
43 Building Costs	51,457	0.80	124,735	1.95	73,278	1.15
44 Copy Services	8,461	0.13	8,228	0.13	(232)	(0.00)
45 <b>Total Other Operating Costs</b>	<b>\$ 1,748,590</b>	<b>\$ 27.32</b>	<b>\$ 1,858,711</b>	<b>\$ 29.04</b>	<b>\$ 110,120</b>	<b>\$ 1.72</b>
46 <b>Support Department Costs</b>						
47 Board Oversight	\$ 10,506	\$ 0.16	\$ 10,645	\$ 0.17	\$ 140	\$ 0.00
49 CEO	43,486	0.68	63,991	1.00	20,505	0.32
50 Management Audit Services	11,460	0.18	11,849	0.19	389	0.01
51 Procurement	151,635	2.37	186,061	2.91	34,426	0.54
52 Communications	103,098	1.61	96,292	1.50	(6,806)	(0.11)
53 Finance	55,514	0.87	55,923	0.87	410	0.01
54 Human Resources	28,758	0.45	24,668	0.39	(4,091)	(0.06)
55 Real Estate	22,377	0.35	26,275	0.41	3,898	0.06
56 ITS	102,845	1.61	123,526	1.93	20,681	0.32
57 Other Administration	17,732	0.28	17,449	0.27	(282)	(0.00)
58 Construction	3,480	0.05	1,741	0.03	(1,739)	(0.03)
59 <b>Total Support Department Costs</b>	<b>\$ 550,890</b>	<b>\$ 8.61</b>	<b>\$ 618,421</b>	<b>\$ 9.66</b>	<b>\$ 67,530</b>	<b>\$ 1.06</b>
60						
61 <b>Grand Total Silver Line Costs</b>	<b>\$ 8,621,108</b>	<b>\$ 134.70</b>	<b>\$ 8,859,458</b>	<b>\$ 138.43</b>	<b>\$ 238,350</b>	<b>\$ 3.72</b>
62 <b>Silver Line Revenue Service Hours</b>	<b>64,000</b>		<b>64,000</b>		<b>-</b>	

## Activity Based Local & Rapid Bus Cost Model

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 314,889,617	\$ 51.21	\$ 324,527,093	\$ 52.73	\$ 9,637,475	\$ 1.52
Services	113,477	0.02	61,518	0.01	(51,959)	(0.01)
Materials & Supplies	284,880	0.05	367,501	0.06	82,620	0.01
Training	4,325,041	0.70	4,367,462	0.71	42,421	0.01
Control Center	8,092,803	1.32	8,005,789	1.30	(87,014)	(0.02)
Scheduling & Planning	3,944,144	0.64	3,994,279	0.65	50,135	0.01
Field Supervision	11,146,747	1.81	11,097,476	1.80	(49,272)	(0.01)
<b>Total Transportation Costs</b>	<b>\$ 342,796,710</b>	<b>\$ 55.74</b>	<b>\$ 352,421,117</b>	<b>\$ 57.26</b>	<b>\$ 9,624,407</b>	<b>\$ 1.51</b>
<b>Maintenance</b>						
<b>Division Maintenance</b>						
Wages & Benefits	\$ 119,639,165	\$ 19.45	\$ 116,219,622	\$ 18.88	\$ (3,419,542)	\$ (0.57)
Fuel	37,162,997	6.04	33,109,674	5.38	(4,053,323)	(0.66)
Materials & Supplies	40,673,453	6.61	41,501,089	6.74	827,636	0.13
Fueling Contractor Reimb.	(398,801)	(0.06)	(802,667)	(0.13)	(403,866)	(0.07)
Services	129,102	0.02	131,360	0.02	2,258	-
<b>Sub-Total Division Maintenance</b>	<b>\$ 197,205,916</b>	<b>\$ 32.07</b>	<b>\$ 190,159,079</b>	<b>\$ 30.89</b>	<b>\$ (7,046,837)</b>	<b>\$ (1.17)</b>
<b>RRC Regular Maintenance</b>						
Wages & Benefits	\$ 11,673,668	\$ 1.90	\$ 12,283,416	\$ 2.00	\$ 609,748	\$ 0.10
Materials & Supplies	4,243,240	0.69	4,640,574	0.75	397,333	0.06
Maintenance Services	187,012	0.03	190,951	0.03	3,939	-
<b>Sub-Total RRC Regular Maintenance</b>	<b>\$ 16,103,920</b>	<b>\$ 2.62</b>	<b>\$ 17,114,940</b>	<b>\$ 2.78</b>	<b>\$ 1,011,020</b>	<b>\$ 0.16</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 15,277,243	\$ 2.48	\$ 15,845,419	\$ 2.57	\$ 568,176	\$ 0.09
Non-Revenue Vehicles	6,037,962	0.98	5,883,408	0.96	(154,553)	(0.03)
Facilities Maintenance	28,178,015	4.58	30,283,426	4.92	2,105,411	0.34
Training	1,825,117	0.30	2,099,922	0.34	274,805	0.04
<b>Sub-Total Other Maintenance</b>	<b>\$ 51,318,336</b>	<b>\$ 8.35</b>	<b>\$ 54,112,176</b>	<b>\$ 8.79</b>	<b>\$ 2,793,840</b>	<b>\$ 0.45</b>
<b>Total Maintenance Costs</b>	<b>\$ 264,628,172</b>	<b>\$ 43.03</b>	<b>\$ 261,386,195</b>	<b>\$ 42.47</b>	<b>\$ (3,241,978)</b>	<b>\$ (0.57)</b>

Notes: Totals may not add due to rounding.

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

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Other Operating Costs</b>						
Transit Security	\$ 22,066,678	\$ 3.59	\$ 23,541,480	\$ 3.82	\$ 1,474,802	\$ 0.24
Revenue	25,222,298	4.10	25,063,953	4.07	(158,345)	(0.03)
Service Development	12,730,792	2.07	11,117,438	1.81	(1,613,354)	(0.26)
Safety	1,562,502	0.25	2,461,828	0.40	899,327	0.15
Casualty & Liability	41,182,126	6.70	40,228,092	6.54	(954,035)	(0.16)
Workers' Comp	36,090,852	5.87	39,025,173	6.34	2,934,321	0.47
Transitional Duty Program	1,046,170	0.17	1,046,181	0.17	11	-
Utilities	10,717,038	1.74	10,972,164	1.78	255,127	0.04
Other Metro Operations	11,640,602	1.89	12,513,869	2.03	873,267	0.14
Building Costs	4,944,356	0.80	11,996,175	1.95	7,051,819	1.15
Copy Services	812,981	0.13	791,356	0.13	(21,625)	(0.00)
<b>Total Other Operating Costs</b>	<b>\$ 168,016,393</b>	<b>\$ 27.32</b>	<b>\$ 178,757,709</b>	<b>\$ 29.04</b>	<b>\$ 10,741,316</b>	<b>\$ 1.72</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 1,009,447	\$ 0.16	\$ 1,023,796	\$ 0.17	\$ 14,349	\$ 0.00
CEO	4,178,386	0.68	6,154,177	1.00	1,975,791	0.32
Management Audit Services	1,101,153	0.18	1,139,563	0.19	38,411	0.01
Procurement	14,570,153	2.37	17,894,047	2.91	3,323,894	0.54
Communications	9,906,344	1.61	9,260,722	1.50	(645,622)	(0.11)
Finance	5,334,135	0.87	5,378,304	0.87	44,169	0.01
Human Resources	2,763,306	0.45	2,372,378	0.39	(390,928)	(0.06)
Real Estate	2,150,122	0.35	2,526,898	0.41	376,776	0.06
ITS	9,882,056	1.61	11,879,869	1.93	1,997,813	0.32
Other Administration	1,703,770	0.28	1,678,160	0.27	(25,610)	(0.00)
Construction	334,389	0.05	167,426	0.03	(166,963)	(0.03)
<b>Total Support Department Costs</b>	<b>\$ 52,933,261</b>	<b>\$ 8.61</b>	<b>\$ 59,475,340</b>	<b>\$ 9.66</b>	<b>\$ 6,542,079</b>	<b>\$ 1.06</b>
<b>Total Local &amp; Rapid Bus Costs</b>	<b>\$ 828,374,537</b>	<b>\$ 134.70</b>	<b>\$ 852,040,360</b>	<b>\$ 138.43</b>	<b>\$ 23,665,824</b>	<b>\$ 3.72</b>
<b>Local &amp; Rapid RSH</b>	<b>6,149,554</b>		<b>6,155,070</b>		<b>5,516</b>	
<b>Purchased Transportation</b>						
Contracted Service	\$ 42,248,980	\$ 81.25	\$ 43,254,546	\$ 83.47	\$ 1,005,566	\$ 2.23
Security	1,888,481	3.63	1,981,925	3.82	93,445	0.19
Administration	656,444	1.26	679,676	1.31	23,231	0.05
<b>Total Purchased Transportation Costs</b>	<b>\$ 44,793,905</b>	<b>\$ 86.14</b>	<b>\$ 45,916,147</b>	<b>\$ 88.61</b>	<b>\$ 1,122,242</b>	<b>\$ 2.47</b>
<b>Purchased Transportation RSH</b>	<b>520,000</b>		<b>518,187</b>		<b>(1,813)</b>	
<b>Grand Total Local &amp; Rapid Bus Costs</b>	<b>\$ 873,168,442</b>	<b>\$ 130.92</b>	<b>\$ 897,956,507</b>	<b>\$ 134.56</b>	<b>\$ 24,788,066</b>	<b>\$ 3.64</b>
<b>Local &amp; Rapid Revenue Service Hours</b>	<b>6,669,554</b>		<b>6,673,257</b>		<b>3,703</b>	

Note: Totals may not add due to rounding.

## Activity Based All Bus Cost Model

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>1</b> <u>Transportation Costs</u>						
2 Wages & Benefits	\$ 322,927,852	\$ 51.14	\$ 333,757,710	\$ 52.66	\$ 10,829,858	\$ 1.53
3 Services	114,658	0.02	62,158	0.01	(52,500)	(0.01)
4 Materials & Supplies	287,845	0.05	371,322	0.06	83,477	0.01
5 Training	4,370,053	0.69	4,412,874	0.70	42,822	-
6 Control Center	8,177,027	1.29	8,089,032	1.28	(87,995)	(0.02)
7 Scheduling & Planning	3,985,191	0.63	4,120,438	0.65	135,246	0.02
8 Field Supervision	11,262,754	1.78	11,212,867	1.77	(49,888)	(0.01)
<b>9 Total Transportation Costs</b>	<b>\$ 351,125,381</b>	<b>\$ 55.60</b>	<b>\$ 362,026,401</b>	<b>\$ 57.12</b>	<b>\$ 10,901,020</b>	<b>\$ 1.52</b>
<b>10</b>						
<b>11</b> <u>Maintenance Costs</u>						
<b>12</b> <u>Division Maintenance</u>						
13 Wages & Benefits	\$ 122,821,539	\$ 19.45	\$ 119,515,456	\$ 18.86	\$ (3,306,083)	\$ (0.59)
14 Fuel	38,193,446	6.05	34,130,124	5.39	(4,063,323)	(0.66)
15 Materials & Supplies	41,863,761	6.63	42,862,582	6.76	998,821	0.13
16 Fueling Contractor Reimbursement	(402,951)		(811,013)	0.00	(408,062)	
17 Services	130,445	0.02	132,726	0.02	2,281	-
<b>18 Sub-Total Division Maintenance</b>	<b>\$ 202,606,240</b>	<b>\$ 32.08</b>	<b>\$ 195,829,875</b>	<b>\$ 30.90</b>	<b>\$ (6,776,365)</b>	<b>\$ (1.18)</b>
<b>19</b>						
<b>20</b> <u>RRC Regular Maintenance</u>						
21 Wages & Benefits	\$ 11,795,158	\$ 1.87	\$ 12,411,138	\$ 1.96	\$ 615,979	\$ 0.09
22 Materials & Supplies	4,287,401	0.68	4,688,826	0.74	401,425	0.06
23 Maintenance Services	188,958	0.03	192,936	0.03	3,978	-
<b>24 Sub-Total RRC Regular Maintenance</b>	<b>\$ 16,271,517</b>	<b>\$ 2.58</b>	<b>\$ 17,292,900</b>	<b>\$ 2.73</b>	<b>\$ 1,021,382</b>	<b>\$ 0.15</b>
<b>25</b>						
<b>26</b> <u>Other Maintenance</u>						
27 Maintenance Support	\$ 15,540,572	\$ 2.46	\$ 16,094,592	\$ 2.54	\$ 554,020	\$ 0.08
28 Non-Revenue Vehicles	6,106,091	0.97	5,948,608	0.94	(157,483)	(0.03)
29 Facilities Maintenance	31,797,442	5.04	34,957,208	5.52	3,159,766	0.48
30 Training	1,844,111	0.29	2,121,757	0.33	277,646	0.04
<b>31 Sub-Total Other Maintenance</b>	<b>\$ 55,288,217</b>	<b>\$ 8.75</b>	<b>\$ 59,122,165</b>	<b>\$ 9.33</b>	<b>\$ 3,833,949</b>	<b>\$ 0.57</b>
<b>32</b>						
<b>33 Total Maintenance Costs</b>	<b>\$ 274,165,974</b>	<b>\$ 43.41</b>	<b>\$ 272,244,940</b>	<b>\$ 42.96</b>	<b>\$ (1,921,034)</b>	<b>\$ (0.46)</b>

Note: Totals may not add due to rounding.

## Activity Based All Bus Cost Model (continued)

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Other Operating Costs</b>						
Transit Security	\$ 28,696,408	\$ 4.54	\$ 32,304,474	\$ 5.10	\$ 3,608,067	\$ 0.55
Revenue	28,597,093	4.53	28,790,517	4.54	193,424	0.01
Service Development	12,925,852	2.05	11,244,842	1.77	(1,681,010)	(0.27)
Safety	1,688,532	0.27	2,607,194	0.41	918,662	0.14
Casualty & Liability	42,349,074	6.71	41,414,433	6.53	(934,642)	(0.17)
Workers' Comp	37,082,049	5.87	40,213,413	6.35	3,131,364	0.47
Transitional Duty Program	1,073,935	0.17	1,073,936	0.17	1	(0.00)
Utilities	11,151,185	1.77	11,347,879	1.79	196,693	0.03
Other Metro Operations	12,038,085	1.91	12,868,586	2.03	830,502	0.12
Building Costs	5,244,103	0.83	12,428,871	1.96	7,184,768	1.13
Copy Services	862,267	0.14	821,165	0.13	(41,102)	(0.01)
<b>Total Other Operating Costs</b>	<b>\$ 181,708,582</b>	<b>\$ 28.77</b>	<b>\$ 195,115,310</b>	<b>\$ 30.79</b>	<b>\$ 13,406,728</b>	<b>\$ 2.01</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 1,046,876	\$ 0.17	\$ 1,056,168	\$ 0.17	\$ 9,292	\$ 0.00
CEO	4,391,772	0.70	6,350,295	1.00	1,958,524	0.31
Management Audit Services	1,167,909	0.18	1,182,489	0.19	14,580	0.00
Procurement	14,792,669	2.34	18,136,324	2.86	3,343,655	0.52
Communications	10,097,139	1.60	9,569,280	1.51	(527,859)	(0.09)
Finance	5,593,094	0.89	5,554,646	0.88	(38,448)	(0.01)
Human Resources	2,922,525	0.46	2,461,741	0.39	(460,783)	(0.07)
Real Estate	2,234,593	0.35	2,588,612	0.41	354,019	0.05
ITS	10,364,639	1.64	12,291,288	1.94	1,926,649	0.30
Administration	1,786,820	0.28	1,730,517	0.27	(56,304)	(0.01)
Construction	338,553	0.05	172,998	0.03	(165,555)	(0.03)
<b>Total Support Department Costs</b>	<b>\$ 54,736,589</b>	<b>\$ 8.67</b>	<b>\$ 61,094,358</b>	<b>\$ 9.64</b>	<b>\$ 6,357,769</b>	<b>\$ 0.97</b>
<b>Total Local &amp; Rapid Bus Costs</b>	<b>\$ 861,736,527</b>	<b>\$ 136.46</b>	<b>\$ 890,481,009</b>	<b>\$ 140.51</b>	<b>\$ 28,744,483</b>	<b>\$ 4.05</b>
<b>Local &amp; Rapid RSH</b>	<b>6,315,115</b>		<b>6,337,631</b>		<b>22,516</b>	
<b>Purchased Transportation</b>						
Contracted Service	\$ 42,248,980	\$ 81.25	\$ 43,254,546	\$ 83.47	\$ 1,005,566	\$ 2.23
Security	1,888,481	3.63	1,981,925	3.82	93,445	0.19
Administration	656,444	1.26	679,676	1.31	23,231	0.05
<b>Total Purchased Transportation Costs</b>	<b>\$ 44,793,905</b>	<b>\$ 86.14</b>	<b>\$ 45,916,147</b>	<b>\$ 88.61</b>	<b>\$ 1,122,242</b>	<b>\$ 2.47</b>
<b>Purchased Transportation RSH</b>	<b>520,000</b>		<b>518,187</b>		<b>(1,813)</b>	
<b>Grand Total Bus Costs</b>	<b>\$ 906,530,432</b>	<b>\$ 132.63</b>	<b>\$ 936,397,157</b>	<b>\$ 136.58</b>	<b>\$ 29,866,725</b>	<b>\$ 3.96</b>
<b>Grand Total Bus RSH</b>	<b>6,835,115</b>		<b>6,855,818</b>		<b>20,703</b>	

Note: Totals may not add due to rounding.

## Activity Based All Light Rail (Green, Blue, Gold & Expo)

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 26,181,011	\$ 49.38	\$ 34,869,190	\$ 52.72	\$ 8,688,179	\$ 3.35
Materials & Supplies	-	0.00	110,889	0.17	110,889	0.2
Other	88,695	0.17	46,746	0.07	(41,949)	(0.10)
Operator Training	1,031,258	1.94	1,254,492	1.90	223,234	(0.05)
Control Center	5,486,472	10.35	6,090,691	9.21	604,219	(1.14)
<b>Total Transportation Costs</b>	<b>\$ 32,787,437</b>	<b>\$ 61.83</b>	<b>\$ 42,372,008</b>	<b>\$ 64.07</b>	<b>\$ 9,584,572</b>	<b>\$ 2.23</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
Wages & Benefits	\$ 23,513,895	\$ 44.35	\$ 26,762,768	\$ 40.46	\$ 3,248,873	\$ (3.88)
Materials & Supplies	6,394,549	12.06	7,625,412	11.53	1,230,863	(0.53)
Other	3,429	0.01	30,706	0.05	27,276	0.04
Services	15,005	0.03	16,367	0.02	1,362	-
<b>Sub-Total Vehicle Maintenance</b>	<b>\$ 29,926,879</b>	<b>\$ 56.44</b>	<b>\$ 34,435,253</b>	<b>\$ 52.07</b>	<b>\$ 4,508,374</b>	<b>\$ (4.37)</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	\$ 26,723,835	\$ 50.40	\$ 29,631,358	\$ 44.80	\$ 2,907,523	\$ (5.60)
Materials & Supplies	2,803,892	5.29	3,039,383	4.60	235,491	(0.69)
Services	842,309	1.59	834,619	1.26	(7,690)	(0.33)
Propulsion Power	15,215,715	28.70	17,131,170	25.90	1,915,455	(2.79)
Other	11,623	0.02	4,593	0.01	(7,030)	(0.01)
<b>Sub-Total Wayside Maintenance</b>	<b>\$ 45,597,374</b>	<b>\$ 85.99</b>	<b>\$ 50,641,123</b>	<b>\$ 76.57</b>	<b>\$ 5,043,749</b>	<b>\$ (9.42)</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 66,892	\$ 0.13	\$ 72,777	\$ 0.11	\$ 5,885	\$ (0.02)
Non-Revenue Vehicles	906,757	1.71	990,521	1.50	83,764	(0.21)
Facilities Maintenance	5,649,936	10.66	6,119,057	9.25	469,120	(1.40)
<b>Sub-Total Other Maintenance</b>	<b>\$ 6,623,586</b>	<b>\$ 12.49</b>	<b>\$ 7,182,355</b>	<b>\$ 10.86</b>	<b>\$ 558,769</b>	<b>\$ (1.63)</b>
<b>Total Maintenance Costs</b>	<b>\$ 82,147,839</b>	<b>\$ 154.92</b>	<b>\$ 92,258,731</b>	<b>\$ 139.49</b>	<b>\$ 10,110,892</b>	<b>\$ (15.43)</b>
<b>Other Operating Costs</b>						
Transit Security	\$ 41,588,718	\$ 78.43	\$ 42,216,262	\$ 63.83	\$ 627,545	\$ (14.60)
Revenue	12,889,499	24.31	13,252,303	20.04	362,804	(4.27)
Safety	3,298,938	6.22	3,367,981	5.09	69,043	(1.13)
Casualty & Liability	2,283,720	4.31	2,333,764	3.53	50,044	(0.78)
Workers' Comp	3,483,845	6.57	4,841,775	7.32	1,357,930	0.75
Transitional Duty Program	75,000	0.14	85,000	0.13	10,000	(0.01)
Utilities	1,547,350	2.92	1,630,337	2.47	82,987	(0.45)
Other Metro Operations	899,698	1.70	1,124,810	1.70	225,112	-
Building Costs	1,920,906	3.62	4,594,776	6.95	2,673,870	3.32
Copy Services	315,847	0.60	323,708	0.49	7,861	(0.11)
<b>Total Other Operating Costs</b>	<b>\$ 68,303,522</b>	<b>\$ 128.81</b>	<b>\$ 73,770,716</b>	<b>\$ 111.54</b>	<b>\$ 5,467,194</b>	<b>\$ (17.27)</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 5,356	\$ 0.01	\$ 1,974	\$ 0.00	\$ (3,382)	\$ (0.01)
CEO	1,335,690	2.52	2,467,021	3.73	1,131,330	1.21
Management Audit Services	427,803	0.81	466,143	0.70	38,340	(0.10)
Procurement	3,904,619	7.36	3,531,832	5.34	(372,787)	(2.02)
Communications	3,620,565	6.83	4,460,258	6.74	839,693	(0.08)
Real Estate	576,385	1.09	1,281,106	1.94	704,721	0.85
Human Resources	931,479	1.76	970,432	1.47	38,953	(0.29)
ITS	2,708,482	5.11	3,181,255	4.81	472,773	(0.30)
Administration	505,338	0.95	523,602	0.79	18,264	(0.16)
Construction	33,112	0.06	26,551	0.04	(6,560)	(0.02)
Finance	1,281,086	2.42	1,361,450	2.06	80,364	(0.36)
<b>Total Support Department Costs</b>	<b>\$ 15,329,916</b>	<b>\$ 28.91</b>	<b>\$ 18,271,623</b>	<b>\$ 27.63</b>	<b>\$ 2,941,707</b>	<b>\$ (1.28)</b>
<b>Grand Total Light Rail Costs</b>	<b>\$ 198,568,714</b>	<b>\$ 374.48</b>	<b>\$ 226,673,080</b>	<b>\$ 342.73</b>	<b>\$ 28,104,366</b>	<b>\$ (31.76)</b>
<b>Total Revenue Service Hours</b>	<b>530,248</b>		<b>661,382</b>		<b>131,134</b>	

Note: Totals may not add due to rounding.



## Activity Based Heavy Rail Cost Model

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 8,086,966	\$ 27.79	\$ 10,422,428	\$ 35.80	\$ 2,335,462	\$ 8.01
Materials & Supplies	33,797	0.12	38,935	0.13	5,138	0.02
Other	6,058	0.02	1,884	0.01	(4,174)	(0)
Control Center	1,724,861	5.93	1,781,289	6.12	56,429	0.19
Training	352,047	1.21	415,834	1.43	63,787	0.22
<b>Total Transportation Costs</b>	<b>\$10,203,728</b>	<b>\$ 35.07</b>	<b>\$ 12,660,369</b>	<b>\$ 43.49</b>	<b>\$ 2,456,642</b>	<b>\$ 8.42</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
Wages & Benefits	\$11,145,171	\$ 38.30	\$ 11,630,903	\$ 39.95	\$ 485,731	\$ 1.65
Materials & Supplies	3,232,910	11.11	3,636,916	12.49	404,006	1.38
Services	63,000	0.22	67,259	0.23	4,259	0.01
Other	8,869	0.03	5,804	0.02	(3,065)	(0.01)
<b>Sub-Total Vehicle Maintenance</b>	<b>\$14,449,950</b>	<b>\$ 49.66</b>	<b>\$ 15,340,882</b>	<b>\$ 52.70</b>	<b>\$ 890,932</b>	<b>\$ 3.04</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	\$12,260,490	\$ 42.13	\$ 12,837,634	\$ 44.10	\$ 577,144	\$ 1.96
Materials & Supplies	1,779,416	6.12	1,965,495	6.75	186,079	0.64
Services	1,017,998	3.50	1,075,139	3.69	57,141	0.19
Propulsion Power	9,384,635	32.25	10,871,148	37.34	1,486,513	5.09
Other	3,500	0.01	13,648	0.05	10,148	0.03
<b>Sub-Total Wayside Maintenance</b>	<b>\$24,446,039</b>	<b>\$ 84.01</b>	<b>\$ 26,763,064</b>	<b>\$ 91.93</b>	<b>\$ 2,317,025</b>	<b>\$ 7.92</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 28,409	\$ 0.10	\$ 26,973	\$ 0.09	\$ (1,436)	\$ (0.00)
Non-Revenue Vehicles	311,503	1.07	313,686	1.08	2,183	0.01
Facilities Maintenance	7,247,733	24.91	7,519,007	25.83	271,274	0.92
<b>Sub-Total Other Maintenance</b>	<b>\$ 7,587,645</b>	<b>\$ 26.08</b>	<b>\$ 7,859,666</b>	<b>\$ 27.00</b>	<b>\$ 272,021</b>	<b>\$ 0.92</b>
<b>Total Maintenance Costs</b>	<b>\$46,483,634</b>	<b>\$ 159.74</b>	<b>\$ 49,963,612</b>	<b>\$ 171.62</b>	<b>\$ 3,479,978</b>	<b>\$ 11.88</b>
<b>Other Operating Costs</b>						
Transit Security	\$16,909,971	\$ 58.11	\$ 21,131,362	\$ 72.59	\$ 4,221,392	\$ 14.47
Revenue	4,402,600	15.13	4,489,205	15.42	86,605	0.29
Safety	543,906	1.87	612,299	2.10	68,393	0.23
Casualty & Liability	1,558,060	5.35	1,449,657	4.98	(108,403)	(0.37)
Workers' Comp	1,446,698	4.97	1,744,040	5.99	297,342	1.02
Transitional Duty Program	25,000	0.09	15,000	0.05	(10,000)	(0.03)
Utilities	585,177	2.01	535,371	1.84	(49,806)	(0.17)
Other Metro Operations	458,213	1.57	432,420	1.49	(25,793)	(0.09)
Building Costs	1,658,100	5.70	1,780,526	6.12	122,426	0.42
Copy Services	240,164	0.83	126,918	0.44	(113,246)	(0.38)
<b>Total Other Operating Costs</b>	<b>\$27,827,889</b>	<b>\$ 95.63</b>	<b>\$ 32,316,798</b>	<b>\$ 111.01</b>	<b>\$ 4,488,908</b>	<b>\$ 15.38</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 14,405	\$ 0.05	\$ 1,672	\$ 0.01	\$ (12,733)	\$ (0.04)
CEO	808,530	2.78	742,890	2.55	(65,640)	(0.23)
Management Audit Services	325,293	1.12	182,763	0.63	(142,530)	(0.49)
Procurement	1,943,196	6.68	1,316,959	4.52	(626,237)	(2.15)
Communication	1,335,999	4.59	1,201,695	4.13	(134,304)	(0.46)
Real Estate	684,199	2.35	473,102	1.63	(211,097)	(0.73)
Finance	971,038	3.34	533,582	1.83	(437,457)	(1.50)
Human Resources	708,279	2.43	380,482	1.31	(327,797)	(1.13)
ITS	1,822,330	6.26	1,248,538	4.29	(573,792)	(1.97)
Administration	384,249	1.32	205,291	0.71	(178,958)	(0.62)
Construction	26,902	0.09	22,487	0.08	(4,415)	(0.02)
<b>Total Support Department Costs</b>	<b>\$ 9,024,421</b>	<b>\$ 31.01</b>	<b>\$ 6,309,460</b>	<b>\$ 21.67</b>	<b>\$ (2,714,961)</b>	<b>\$ (9.34)</b>
<b>Grand Total Heavy Rail Costs</b>	<b>\$93,539,672</b>	<b>\$ 321.46</b>	<b>\$ 101,250,238</b>	<b>\$ 347.79</b>	<b>\$ 7,710,567</b>	<b>\$ 26.34</b>
<b>Total Revenue Service Hours</b>	<b>290,987</b>		<b>291,121</b>		<b>134</b>	

Note: Totals may not add due to rounding.

## Activity Based Total Rail Cost Model

Activities	FY12 Budget		FY13 Adopted		Inc/(Dec)	
	\$	\$/RSH	\$	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 34,267,977	\$ 41.73	\$ 45,291,617	\$ 47.55	\$11,023,641	\$ 5.82
Materials & Supplies	33,797	0.04	149,824	0.16	116,027	0.12
Other	94,753	0.12	48,630	0.05	(46,123)	(0)
Control Center	7,211,333	8.78	7,871,981	8.26	660,648	(0.52)
Training	1,383,305	1.68	1,670,326	1.75	287,021	0.07
<b>Total Transportation Costs</b>	<b>\$ 42,991,165</b>	<b>\$ 52.35</b>	<b>\$ 55,032,378</b>	<b>\$ 57.78</b>	<b>\$12,041,213</b>	<b>\$ 5.43</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
Wages & Benefits	\$ 34,659,067	\$ 42.20	\$ 38,393,671	\$ 40.31	\$ 3,734,604	\$ (1.90)
Materials & Supplies	9,627,459	11.72	11,262,328	11.82	1,634,869	0.10
Services	78,005	0.09	83,626	0.09	5,621	(0.01)
Other	12,298	0.01	36,510	0.04	24,212	0.02
<b>Sub-Total Vehicle Maintenance</b>	<b>\$ 44,376,829</b>	<b>\$ 54.04</b>	<b>\$ 49,776,135</b>	<b>\$ 52.26</b>	<b>\$ 5,399,306</b>	<b>\$ (1.78)</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	\$ 38,984,325	\$ 47.47	\$ 42,468,993	\$ 44.59	\$ 3,484,668	\$ (2.88)
Materials & Supplies	4,583,308	5.58	5,004,878	5.25	421,570	(0.33)
Services	1,860,307	2.27	1,909,758	2.00	49,451	(0.26)
Propulsion Power	24,600,350	29.96	28,002,318	29.40	3,401,968	(0.56)
Other	15,123	0.02	18,241	0.02	3,118	-
<b>Sub-Total Wayside Maintenance</b>	<b>\$ 70,043,414</b>	<b>\$ 85.29</b>	<b>\$ 77,404,188</b>	<b>\$ 81.26</b>	<b>\$ 7,360,774</b>	<b>\$ (4.03)</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 95,301	\$ 0.12	\$ 99,750	\$ 0.10	\$ 4,449	\$ (0.01)
Non-Revenue Vehicles	1,218,260	1.48	1,304,207	1.37	85,947	(0.11)
Facilities Maintenance	12,897,669	15.71	13,638,064	14.32	740,394	(1.39)
<b>Sub-Total Other Maintenance</b>	<b>\$ 14,211,230</b>	<b>\$ 17.30</b>	<b>\$ 15,042,021</b>	<b>\$ 15.79</b>	<b>\$ 830,790</b>	<b>\$ (1.51)</b>
<b>Total Maintenance Costs</b>	<b>\$128,631,473</b>	<b>\$ 156.63</b>	<b>\$ 142,222,343</b>	<b>\$ 149.31</b>	<b>\$13,590,870</b>	<b>\$ (7.32)</b>
<b>Other Operating Costs</b>						
Transit Security	\$ 58,498,689	\$ 71.23	\$ 63,347,625	\$ 66.51	\$ 4,848,936	\$ (4.73)
Revenue	17,292,100	21.06	17,741,508	18.63	449,408	(2.43)
Safety	3,842,844	4.68	3,980,280	4.18	137,436	(0.50)
Casualty & Liability	3,841,780	4.68	3,783,421	3.97	(58,360)	(0.71)
Workers' Comp	4,930,543	6.00	6,585,815	6.91	1,655,272	0.91
Transitional Duty Program	100,000	0.12	100,000	0.10	-	(0.02)
Utilities	2,132,527	2.60	2,165,708	2.27	33,180	(0.32)
Other Metro Operations	1,357,911	1.65	1,557,231	1.63	199,320	(0.02)
Building Costs	3,579,006	4.36	6,375,302	6.69	2,796,296	2.34
Copy Services	556,011	0.68	450,626	0.47	(105,386)	(0.19)
<b>Total Other Operating Costs</b>	<b>\$ 96,131,411</b>	<b>\$ 117.06</b>	<b>\$ 106,087,514</b>	<b>\$ 111.38</b>	<b>\$ 9,956,103</b>	<b>\$ (5.68)</b>
<b>Support Department Costs</b>						
Board Oversight	\$ 19,761	\$ 0.02	\$ 3,646	\$ 0.00	\$ (16,115)	\$ (0.02)
CEO	2,144,221	2.61	3,209,910	3.37	1,065,690	0.76
Management Audit Services	753,097	0.92	648,907	0.68	(104,190)	(0.24)
Procurement	5,847,815	7.12	4,848,791	5.09	(999,024)	(2.03)
Communication	4,956,564	6.04	5,661,953	5.94	705,389	(0.09)
Real Estate	1,260,584	1.53	1,754,208	1.84	493,624	0.31
Finance	2,252,125	2.74	1,895,032	1.99	(357,093)	(0.75)
Human Resources	1,639,758	2.00	1,350,913	1.42	(288,845)	(0.58)
ITS	4,530,812	5.52	4,429,792	4.65	(101,019)	(0.87)
Administration	889,587	1.08	728,893	0.77	(160,694)	(0.32)
Construction	60,014	0.07	49,038	0.05	(10,976)	(0.02)
<b>Total Support Department Costs</b>	<b>\$ 24,354,337</b>	<b>\$ 29.66</b>	<b>\$ 24,581,083</b>	<b>\$ 25.81</b>	<b>\$ 226,746</b>	<b>\$ (3.85)</b>
<b>Grand Total Rail Costs</b>	<b>\$292,108,386</b>	<b>\$ 355.69</b>	<b>\$ 327,923,318</b>	<b>\$ 344.28</b>	<b>\$35,814,932</b>	<b>\$ (11.42)</b>
<b>Total Revenue Service Hours</b>	<b>821,235</b>		<b>952,503</b>		<b>131,268</b>	

Note: Totals may not add due to rounding.

# **Appendix I**

## **Legally Separate Entities**

## Public Transportation Services Corporation

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and the employees related to those functions to this new corporation. The PTSC conducts essential public transportation activities including: planning, 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 and Changes in Retained Earnings For the Years Ending June 30, 2011, 2012 and 2013

<b>PTSC Only</b> (\$ in millions)	<b>FY11 Actual</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>
1 Revenue	\$ 199.9	\$ 237.2	\$ 250.3
2 Expenses	199.9	237.2	250.3
3 Increase(decrease) in retained earnings	-	-	-
4 Retained earnings - beginning of year	-	-	-
5 <b>Retained earnings - end of year</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Totals may not add due to rounding.

## Exposition Metro Line Construction Authority

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

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2011, 2012 and 2013

<b>Exposition Metro Line Construction Authority</b> (\$ in millions)	<b>FY11 Actual</b>	<b>FY12 Budget</b>	<b>FY13 Adopted</b>
1 Revenue	\$ 311.8	\$ 390.9	\$ 436.9
2 Expenditures	311.8	390.9	436.9
3 Increase(decrease) in retained earnings	-	-	-
4 Retained earnings - beginning of year	-	-	-
5 <b>Retained earnings - end of year</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Totals may not add due to rounding.

Notes:

- FY13 Budget is composed of Phase I \$54.1 million and Phase II \$382.8 million.
- Funding for all Exposition projects LOP is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

## Service Authority for Freeway Emergencies (SAFE)

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

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

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

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2011, 2012 and 2013

Service Authority for Freeway Emergencies (\$ in millions)	FY11 Actual	FY12 Budget	FY13 Adopted
1 Revenues	\$ 8.1	\$ 7.5	\$ 8.6
2 Expenditures	6.9	12.6	12.5
3 Excess (deficiency) of revenue over	1.2	(5.1)	(3.9)
4 Other financing and sources (uses) - transfer out	(1.3)	(1.5)	(1.5)
5 Fund balances - beginning of year	33.8	33.7	27.1
6 <b>Fund balances - end of year</b>	<b>\$ 33.7</b>	<b>\$ 27.1</b>	<b>\$ 21.7</b>

Totals may not add due to rounding.

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**Appendix II**  
**Revenue Detail**

## Revenue Detail

Revenue & Capital Debt (\$ in thousands)		FY11 Actual	FY12 Budgeted	FY13 Adopted
1	Sales Tax, TDA & STA Revenues			
2	Proposition A Sales Tax			
3	Administration	\$ 30,094	\$ 30,255	\$ 31,465
4	Local Return (25%)	142,947	143,711	149,460
5	Rail - Set Aside (35%)	200,126	201,196	209,244
6	Discretionary (95% of 40%)	217,280	218,441	227,179
7	Incentive (5% of 40%)	11,436	11,497	11,956
8	<b>Total Proposition A Sales Tax</b>	<b>601,883</b>	<b>605,100</b>	<b>629,304</b>
9	Proposition C Sales Tax			
10	Administration	9,029	9,077	9,440
11	Local Return (20%)	118,581	119,205	123,973
12	Security (5%)	29,645	29,801	30,993
13	Commuter Rail (10%)	59,290	59,602	61,986
14	Streets & Highways (25%)	148,226	149,006	154,966
15	Discretionary (40%)	237,161	238,409	247,946
16	<b>Total Proposition C Sales Tax</b>	<b>601,931</b>	<b>605,100</b>	<b>629,304</b>
17	Measure R Sales Tax			
18	Administration (1.5%)	8,979	9,077	9,440
19	Local Return (15%)	88,450	89,403	92,980
20	Transit Capital - New Rail / BRT (35%)	206,384	208,608	216,952
21	Transit Capital - Commuter Rail (3%)	17,690	17,881	18,596
22	Transit Capital - Metro Rail (2%)	11,793	11,920	12,397
23	Highway Capital (20%)	117,933	119,205	123,973
24	Operations - New Rail (5%)	117,933	29,801	30,993
25	Operations - Bus Countywide (20%)	29,483	119,205	123,973
26	<b>Total Measure R Sales Tax</b>	<b>598,647</b>	<b>605,100</b>	<b>629,304</b>
27	Transportation Development Act - TDA			
28	Administration	6,000	8,500	8,500
29	Article 3 - (2%)	5,912	5,881	6,123
30	Article 4 - (92.10%)	272,259	270,829	281,975
31	Article 8 - (5.90%)	17,438	17,340	18,054
32	<b>Total TDA</b>	<b>301,610</b>	<b>302,550</b>	<b>314,652</b>
33	State Transit Assistance - STA			
34	Revenue Share	-	51,712	68,440
35	Population Share	-	44,503	55,242
36	<b>Total State Transit Assistance - STA</b>	<b>-</b>	<b>96,215</b>	<b>123,682</b>
37	<b>Total Sales Tax, TDA &amp; STA Revenues</b>	<b>2,104,071</b>	<b>2,214,065</b>	<b>2,326,246</b>
38	Intergovernmental Revenues & Contributions			
39	Local Funds & Contributions			
40	City of LA, County of LA & Others	18,584	25,488	19,646
41	AEG Contribution	-	-	1,386
42	<b>Total Local Funds &amp; Contributions</b>	<b>18,584</b>	<b>25,488</b>	<b>21,032</b>
43	State Funds			
44	Prop 1B Bond Revenue	32,206	245,070	271,716
45	Caltrans I-405 Carpool Lanes Reimbursement	89,220	149,673	147,367
46	Regional STIP	36,311	49,975	80,741
47	Freeway Service Patrol	7,760	8,200	9,000
48	STIP Planning, Programming & Monitoring	7,575	10,280	12,670
49	State Repayment of Capital Project Loans/TCRP	4,211	98,998	39,482
50	<b>Total State Funds</b>	<b>177,283</b>	<b>562,196</b>	<b>560,977</b>
51	Federal Funds			
52	Federal 5307 Urbanized Areas Formula Grants	196,498	193,215	182,226
53	ARRA	84,348	45,099	27,778
54	Federal 5309 Fixed Guideway	40,300	73,476	48,100
55	Federal I-405 Carpool Lanes Funding	84,937	-	-
56	CMAQ	16,610	59,071	103,021
57	Federal New Starts	10,350	24,998	91,828
58	Federal 5309 Bus Facilities	-	22,936	37,257
59	Federal STP	-	58,600	2,301
60	Federal BAB	-	11,113	11,113
61	Federal Other	44,540	63,295	27,544
62	<b>Total Federal Funds</b>	<b>477,583</b>	<b>551,803</b>	<b>531,168</b>
63	<b>Total Intergovernmental Revenues &amp; Contributions</b>	<b>673,451</b>	<b>1,139,487</b>	<b>1,113,177</b>
64	<b>Balance to following page</b>	<b>\$ 2,777,521</b>	<b>\$ 3,353,551</b>	<b>\$ 3,439,423</b>



## Revenue Detail (continued)

Revenue & Capital Debt (\$ in thousands)	FY11 Actual	FY12 Budgeted	FY13 Adopted
65 Balance from previous page	\$ 2,777,521	\$ 3,353,551	\$ 3,439,423
66 Investment Income			
67     Governmental Funds	23,502	4,615	4,560
68     Debt Funds	10,658	-	-
69     Enterprise Funds	3,658	525	525
70 <b>Total Investment Income</b>	<b>37,818</b>	<b>5,140</b>	<b>5,085</b>
71 Fees Income & EZ Pass Revenues			
72     SAFE	7,548	7,000	8,063
73     HOV Lanes Fines	475	500	500
74     EZ Pass Revenues	9,885	10,062	10,097
75 <b>Total Fees Income &amp; EZ Pass Revenues</b>	<b>17,908</b>	<b>17,562</b>	<b>18,660</b>
76 General Fund Revenues			
77     Property Management Rental & Parking	16,211	10,885	12,504
78     Joint Development	455	2,815	2,876
79     Scrap Sales, Cafeteria, Vending, and Other	365	5,938	10,305
80     CNG & Other Credits	39,545	9,000	-
81 <b>Total General Fund Revenues</b>	<b>56,576</b>	<b>28,637</b>	<b>25,684</b>
82 Enterprise Fund Operating Revenues			
83     Fare Box Revenues - Passenger Fares	333,347	326,754	340,688
84     Metrolink Pass Reimbursement	2,742	5,300	4,586
85     Advertising	28,000	30,500	24,327
86 <b>Total Enterprise Fund Operating Revenues</b>	<b>364,088</b>	<b>362,554</b>	<b>369,601</b>
87 Enterprise Fund Non-Operating Revenues			
88     Filming Fees	518	400	400
89     Transit Court	-	1,658	2,365
90 <b>Total Enterprise Fund Non-Operating Revenues</b>	<b>518</b>	<b>2,058</b>	<b>2,765</b>
91 Union Station & Toll Operating Revenue			
92     Union Station Operations	-	2,000	2,316
93     I-10 & I-110 Toll Revenue	-	-	10,985
94 <b>Total Union Station &amp; Toll Operating Revenue</b>	<b>-</b>	<b>2,000</b>	<b>13,300</b>
95 <b>Total Revenues</b>	<b>3,254,429</b>	<b>3,771,504</b>	<b>3,874,518</b>
96 Capital Debt			
97     Proceeds from Financing			
98         Proposition A 35% Rail Bonds	3,458	16,578	23,089
99         Proposition A 40% Discretionary Bonds	-	6,680	2,459
100         Proposition C 40% Discretionary Bonds	2,974	-	-
101         Proposition C 25% Streets & Highways Bonds	-	-	48,591
102         Measure R 2% Bonds	-	77,750	51,000
103         Measure R 35% Bonds	127,372	297,913	480,077
104         Bridge / FFGA Financing Bonds	-	-	-
105         General Revenue Bonds	-	-	-
106 <b>Total Proceeds from Financing <sup>(1)</sup></b>	<b>133,804</b>	<b>398,921</b>	<b>605,216</b>
107     Proceeds from Refunding Bonds	-	-	-
108 <b>Total Capital Debt</b>	<b>133,804</b>	<b>398,921</b>	<b>605,216</b>
109 <b>Total Revenues &amp; Capital Debt</b>	<b>\$ 3,388,234</b>	<b>\$ 4,170,425</b>	<b>\$ 4,479,734</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Includes Commercial Paper Financing

**Appendix III:  
Abbreviations**

## Abbreviations

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

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

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

GASB	Governmental Accounting Standards Board
GF	General Fund
GIRO	a Canadian Software Company
GPS	Global Positioning System
GR	General Relief Token Program
HASTUS	a Transportation Scheduling Software Package
HCNG	Hydrogen-Compressed Natural Gas
HIPAA	Health Insurance Portability and Accountability Act
HOT	High Occupancy Toll Lanes
HOV	High Occupancy Vehicle
HRV	Heavy Rail Vehicle
HSA	Human Services Association
Hwy	Highway
I	Interstate
IBT	International Brotherhood of Teamsters
IFB	Invitation for Bids
INTP	Immediate Needs Transportation Program
ITS	Information Technology Services
iVOS	Workers' Compensation Claims System
JARC	Job Access/Reverse Commute Grant Program
JD	Joint Development
JPA	Joint Powers Authority
KPI	Key Performance Indicator
LA	Los Angeles
LACMTA	Los Angeles County Metropolitan Transportation Authority
LADOT	Los Angeles Department of Transportation
LASD	Los Angeles Sheriffs Department

LAUSD	Los Angeles Unified School District
LAWA	Los Angeles World Airports
LAX	Los Angeles International Airport
LED	Light Emitting Diode
LEED	The Leadership in Energy and Environmental Design Green Building Rating System, developed by the U.S. Green Building Council (USGBC)
LOA	Letter of Agreement
LOP	Life of Project
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicle
M3	Maintenance and Material Management System
MAS	Management Audit Services
MATIS	Motorist Aid and Traveler Information System
MBL	Metro Blue Line
Metro	Los Angeles County Metropolitan Transportation Authority
MGL	Metro Green Line
MGL EE	Metro Gold Line Eastside Extension
MIP	Metro Intern Program
MIS	Major Investment Study
MLK	Martin Luther King
MOL	Metro Orange Line
MOSIP	Municipal Operator Service Improvement Program
MOU	Memorandum of Understanding
MOW	Maintenance of Way
MR	Measure R
MRL	Metro Red Line
MTA	Metropolitan Transportation Authority

MWD	Metropolitan Water District
N/S	North / South
NC	Non-Contract
NTD	National Transit Database
OCS	Overhead Catenary System
OIG	Office of Inspector General
OMB	Office of Management and Budget
PBLCA	Pasadena Blue Line Construction Authority
PBX	Private Branch Exchange Telephone Systems
PERS	California Public Employees Retirement System
PFF	Proceeds from Financing
PGL	Pasadena Gold Line
PL/PD	Public Liability / Property Damage
PLC	Programmable Logic Controller
PPM	Planning, Programming, and Monitoring
PRMA	PTSC-MTA Risk Management Authority
Prop 1B	State Proposition 1B Bonds
Prop A	Proposition A
Prop C	Proposition C
PTA	Peninsula Transit Authority
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account
PTSC	Public Transportation Services Corporation
RFP	Request for Proposal
RFS	Rail Fleet Services
RIITS	Regional Integration of Intelligent Transportation Systems
ROC	Rail Operations Control
ROD	Record of Decision also Revenue Operations Date



RRC	Regional Rebuild Center
RRTP	Rider Relief Transportation Program
RSH	Revenue Service Hours
RSM	Revenue Service Miles
RTAA	Regional Transit Alternatives Analysis
RVSH	Revenue Vehicle Service Hours
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SANBAG	San Bernardino Associated Governments
SBE	Small Business Enterprise
SBU	Strategic Business Unit
SCADA	Supervisory Control and Data Acquisition System
SCAG	Southern California Association of Governments
SCRRA	Southern California Regional Rail Authority
SFV	San Fernando Valley
SHORE	Support for Homeless Re-Entry Program
SLEB	Super Lower Emission Bus
SR	State Route
SRF	Special Revenue Fund
S RTP	Short Range Transportation Plan
STA	State Transit Assistance Fund
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TA	Transit Authority
TAP	Transit Access Pass
TCAP	Transportation Career Academy Program
TCRP	Transit Cooperative Research Program

TCU	Transportation Communications Union
TDA	Transportation Development Act
TDM	Transportation Demand Management
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TEI	Transportation Enhancement 10% Set-Aside from State's STP Apportionment
TIP	Transportation Improvement Program
TOAST	Transit Operator Activity Scheduling and Tracking System
TOD	Transit Oriented Development
TOTS	Transit Operating and Trend System
TPD	Transit Project Delivery
TSE	Transit Systems Engineering
TSGP	Transportation Security Grant Program
TWC	Train to Wayside Communications
TVM	Ticket Vending Machine
UCLA	University of California, Los Angeles
UFS	Universal Fare System
UNIX	Universal Network Information Exchange
USDOT	United States Department of Transportation
USG	Union Station Gateway
USP	Union Station Property
USPM	Union Station Property Management
UST	Underground Storage Tank
UTU	United Transportation Union
WE	Wage Expense

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