

# We're delivering for LA County.

ADOPTED BUDGET FY2015 JULY 1, 2014 – JUNE 30, 2015

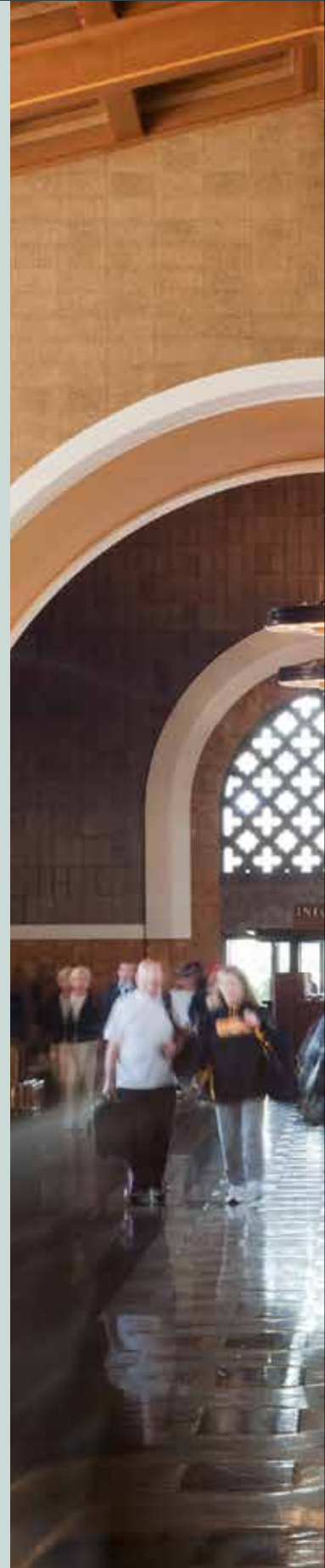


**Metro**

Los Angeles County  
Metropolitan Transportation Authority

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Leading Us Forward

## Budget Message from the CEO

4

*“This is an exciting time to be a part of Metro as we continue to deliver on our mission to provide safe, clean and reliable, world class transportation in Los Angeles County. A major part of that is keeping our promise made to voters when they passed Measure R in 2008.”*



**ARTHUR T. LEAHY**  
Chief Executive Officer

The nation's largest public works program is underway in Los Angeles County with dozens of new bus and rail, street and highway projects taking shape along with many bike and pedestrian improvements. New commercial and housing projects being built around Metro rail stations are, literally, re-sculpting the urban landscape. The car capital of the world is being transformed into the transit capital.

Emblematic of this phenomenon, four major rail lines are under construction simultaneously and a construction contract for a fifth line is awaiting award. Work on the Gold Line Extension to Azusa and the Expo Line Phase II Extension to Santa Monica continues on schedule to begin revenue service in 2016. The Crenshaw/LAX Transit Project is under construction. A full funding grant agreement of \$670 million and a \$160 million federally-backed loan were secured for the Regional Connector and construction is starting. Major legal hurdles were cleared for the first segment of the Purple Line Extension and a \$1.25 billion federal grant and \$856 million federally-backed loan were signed in May and advance construction works are underway.

Bus service, the backbone of public transit, continues to improve as the first of 550 next-generation vehicles enter service, enhancing our compressed natural gas fleet. Commute times could be trimmed by as much as 25 percent on one of the most congested transit corridors in the county when the Wilshire Boulevard Bus

Rapid Transit (BRT) is completed in early 2015. We are working to identify as many as five other transit corridors appropriate for BRT. More frequent service is being added to the Silver Line and our new downtown bus maintenance facility will be state-of-the-art.

Growth of our system means that stations will be a short distance (3 miles or less) from most of L.A. County's 10 million residents. The First/Last Mile Strategic Plan attracts more customers by providing walking and biking facilities closer to where they live.

Metro continues its commitment to keeping our system in top form by targeting \$295 million to maintain our existing bus and rail systems. On the Metro Blue Line we're in the midst of a multi-year overhaul that includes the rebuilding of the downtown Long Beach loop with the addition of new canopies to three stations and new LED lighting for greater visibility and security. In 2015, Metro begins receiving the first of 78 new light rail vehicles for the Blue and Expo Lines in addition to refurbishing 52 rail cars already in service at a cost of \$132 million.

We are engaging Southern California as never before with communication messages that tell the Metro story on TV, radio, print and social media. This outreach brought an estimated 70,000 people to the 75th anniversary celebration of Union Station in May 2014. Our acclaimed cable television program, Metro Motion, was awarded an Emmy award for coverage of



Union Station on opening day, 1939



Union Station 75 years later, 2014

the milestone event. In addition, broadcast and social media messaging was integral in informing the public about major construction projects such as Jamzilla and Century Crunch.

The safety of our passengers and employees is a priority. The latching of gates on half of the Metro Rail stations is completed, and Metro continues working with law enforcement to monitor stations so that only fare-paying customers are admitted.

Metro freeway, highway and streets programs improve mobility for car and truck movement throughout the County. The I-405 project through the Sepulveda Pass, which included replacing three bridges and many on-and-off ramps, was completed this summer adding an HOV lane and more capacity for the 300,000 vehicles that use the freeway daily. Progress continues on the High Desert Corridor with submission of the draft environmental document for public comment. Other highway projects in the works supported by Metro are widening of the I-5 from Orange County to I-605, improvements to the I-5 in Burbank, the I-710 South corridor, the North SR-710 in addition to scores of State Route improvements.

Technology plays a greater role and TAP continues to innovate. Soon, customers may be able to manage their TAP accounts through a mobile phone application. A fare collection system study will explore new methods to ensure compatibility, seamless travel and connectivity with other transit agencies. The TAP

network is growing as Long Beach Transit, Santa Monica and other cities are preparing to join.

The Metro ExpressLanes project has improved traffic flow on the I-10 and I-110 freeways in Los Angeles by providing enhanced travel options. All motorists benefit as tolls are being reinvested in the corridors where they were charged. ExpressLanes shows so much promise that expansion to other corridors is being studied.

To preserve our quality of service and maintain fiscal responsibility the Metro Board approved a new fare restructuring plan last spring. It is designed to offset a projected operating budget deficit starting in FY17 and bring Metro fares in line with other major transportation providers.

When voters passed Measure R, a promise was made to improve transportation in L.A. County. Metro has delivered on that promise and with more improvements on the way we hope you share our excitement about what lies ahead.

Arthur T. Leahy  
Chief Executive Officer

# Board of Directors



1

**DIANE DUBOIS**  
*Chair*  
 COUNCIL MEMBER, CITY OF LAKEWOOD

**Board Chair** DuBois was first elected to Lakewood City Council in 2005. She also served as Mayor in 2007-2008 and 2012-2013. Previously, Director DuBois was a Lakewood Planning and Environment Commissioner for 28 years.



2

**ERIC GARCETTI**  
*1st Vice Chair*  
 MAYOR, LOS ANGELES

**Board 1st Vice Chair** Garcetti was elected as the 42nd Mayor of LA in 2013. From 2001 until taking office as Mayor, he also served as the Council Member representing the 13th District, with four consecutive years as LA City Council President.



3

**MARK RIDLEY-THOMAS**  
*2nd Vice Chair*  
 LA COUNTY SUPERVISOR  
 2ND SUPERVISORIAL DISTRICT

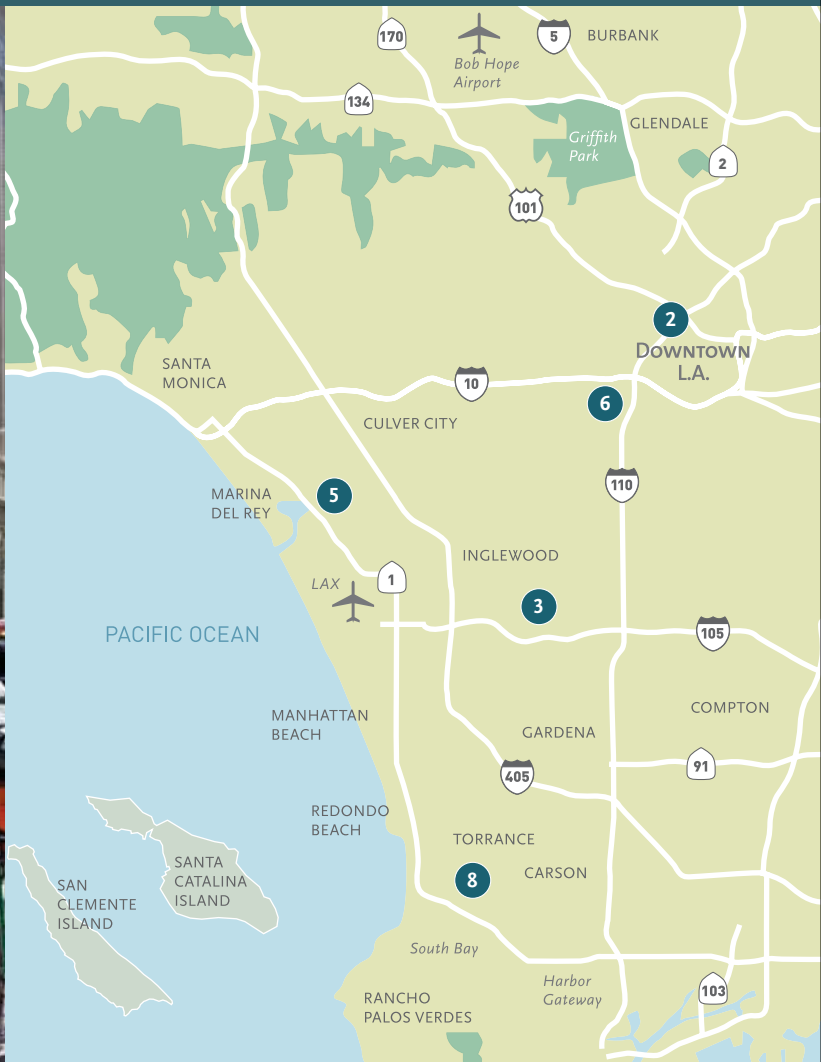
**Board 2nd Vice Chair** Ridley-Thomas has served as a County Supervisor since his election in 2008. He previously served in the California State Senate, on the City Council, and in the California State Assembly.



4

**MICHAEL ANTONOVICH**  
 LA COUNTY SUPERVISOR  
 5TH SUPERVISORIAL DISTRICT

**Director** Antonovich has represented the 5th Supervisorial District for nine consecutive terms. Prior to his initial election in 1980, he served as a member of the California State Assembly, rising to the rank of Republican Whip in his third term.







5

**MIKE BONIN**  
COUNCIL MEMBER, CITY OF LOS ANGELES  
MAYOR APPOINTEE

**Director** Bonin was elected to the LA City Council in 2013. Previously, he worked on behalf of Westside neighborhoods in senior positions for Council Member Bill Rosendahl, Congresswoman Jane Harman, & Councilwoman Ruth Galanter.



6

**JACQUELYN DUPONT-WALKER**  
CITY OF LOS ANGELES  
MAYOR APPOINTEE

**Director** Dupont-Walker is a resident and activist in South LA. She is the founding president of Ward Economic Development Corporation, an organization which mission includes neighborhood, housing, economic and leadership development.



7

**JOHN FASANA**  
COUNCIL MEMBER, CITY OF DUARTE

**Director** Fasana was first elected to Duarte City Council in 1987. He was reelected every four years and has served four terms as Mayor. Before becoming a Council Member, Director Fasana worked with Southern California Edison for 30 years.



8

**DON KNABE**  
LA COUNTY SUPERVISOR  
4TH SUPERVISORIAL DISTRICT

**Director** Knabe has represented the 4th Supervisorial District for five consecutive terms. Before taking office at LA County in 1996, he served eight years as a Council Member for the City of Cerritos, including two terms as Mayor.





9

**PAUL KREKORIAN**  
COUNCIL MEMBER, CITY OF LOS ANGELES  
MAYOR APPOINTEE

**Director** Krekorian was first elected as a Council Member in 2009. Before he was elected, he represented the 43rd district in the California State Assembly, serving as the Assistant Majority Leader during the last of his three years in office.



10

**GLORIA MOLINA**  
LA COUNTY SUPERVISOR  
1ST SUPERVISORIAL DISTRICT

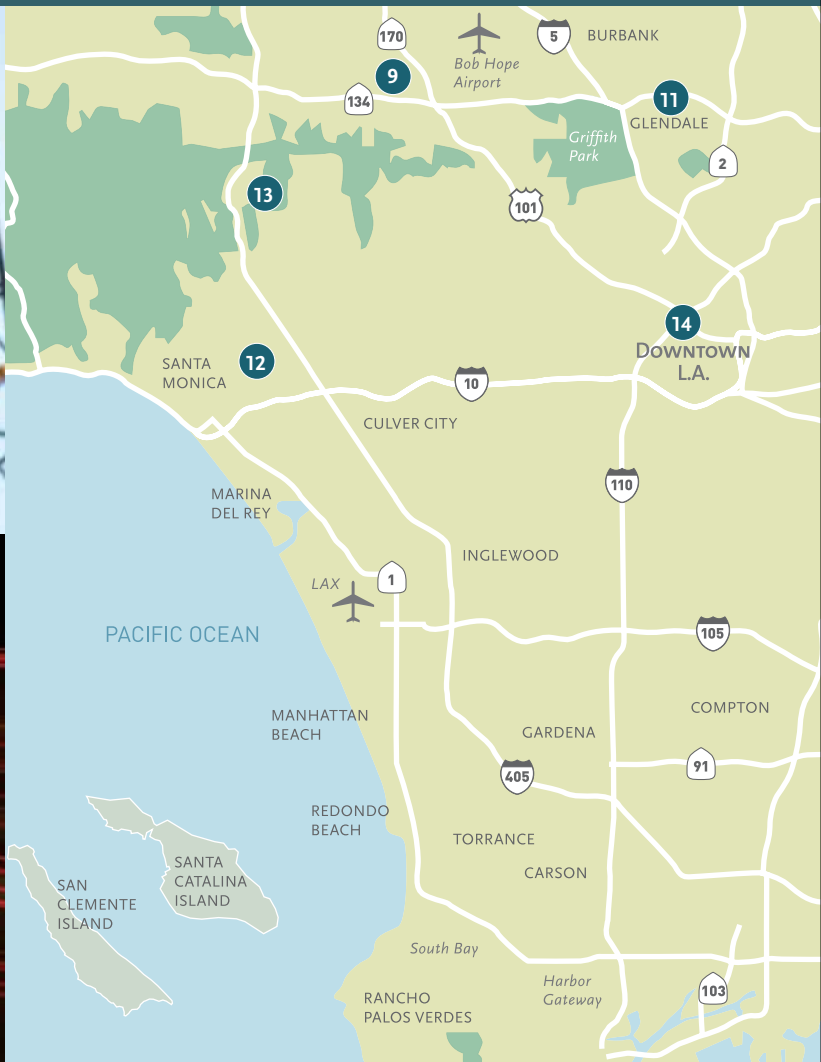
**Director** Molina has represented the 1st Supervisorial District for six consecutive terms. Prior to her election to the Board of Supervisors, she served on the City Council and as State Assemblywoman for the 56th District.



11

**ARA NAJARIAN**  
COUNCIL MEMBER, CITY OF GLENDALE

**Director** Najarian was first elected to Glendale City Council in 2005 and served two terms as Mayor. Previously, he was a member of the Glendale Community College Board of Trustees and served on the Glendale Transportation and Parking Commission.





12

**PAM O'CONNOR**  
MAYOR, CITY OF SANTA MONICA

**Director** O'Connor was elected to Santa Monica City Council in 1994 and is currently serving her 3rd term as Mayor. She works as a private consultant specializing in historic preservation and contributed to the rehabilitation of the Los Angeles City Hall.



13

**ZEV YAROSLAVSKY**  
LA COUNTY SUPERVISOR  
3RD SUPERVISORIAL DISTRICT

**Director** Yaroslavsky has represented the 3rd Supervisorial District for five consecutive terms. Prior to taking office at LA County in 1994, he served on the LA City Council for nearly 20 years.



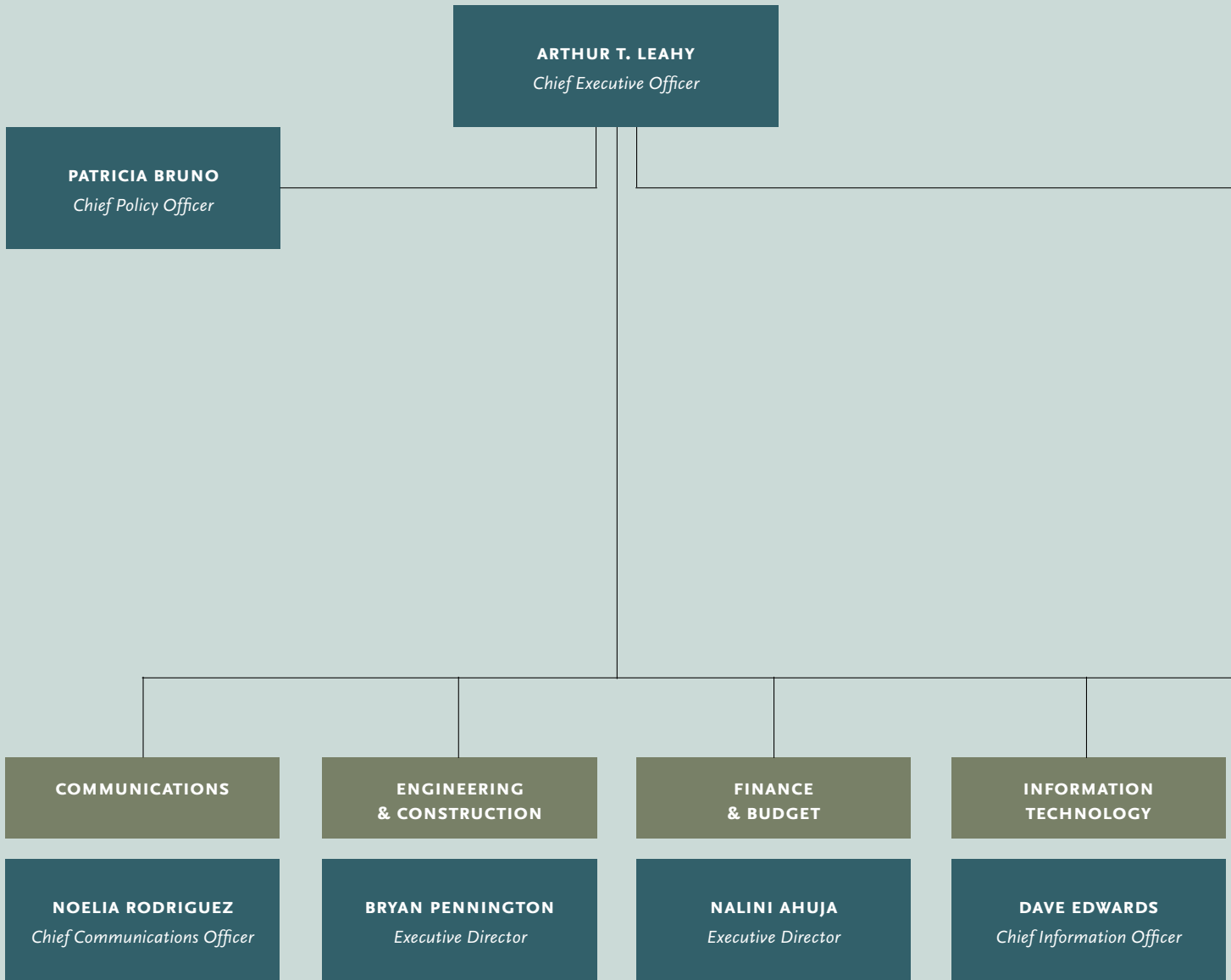
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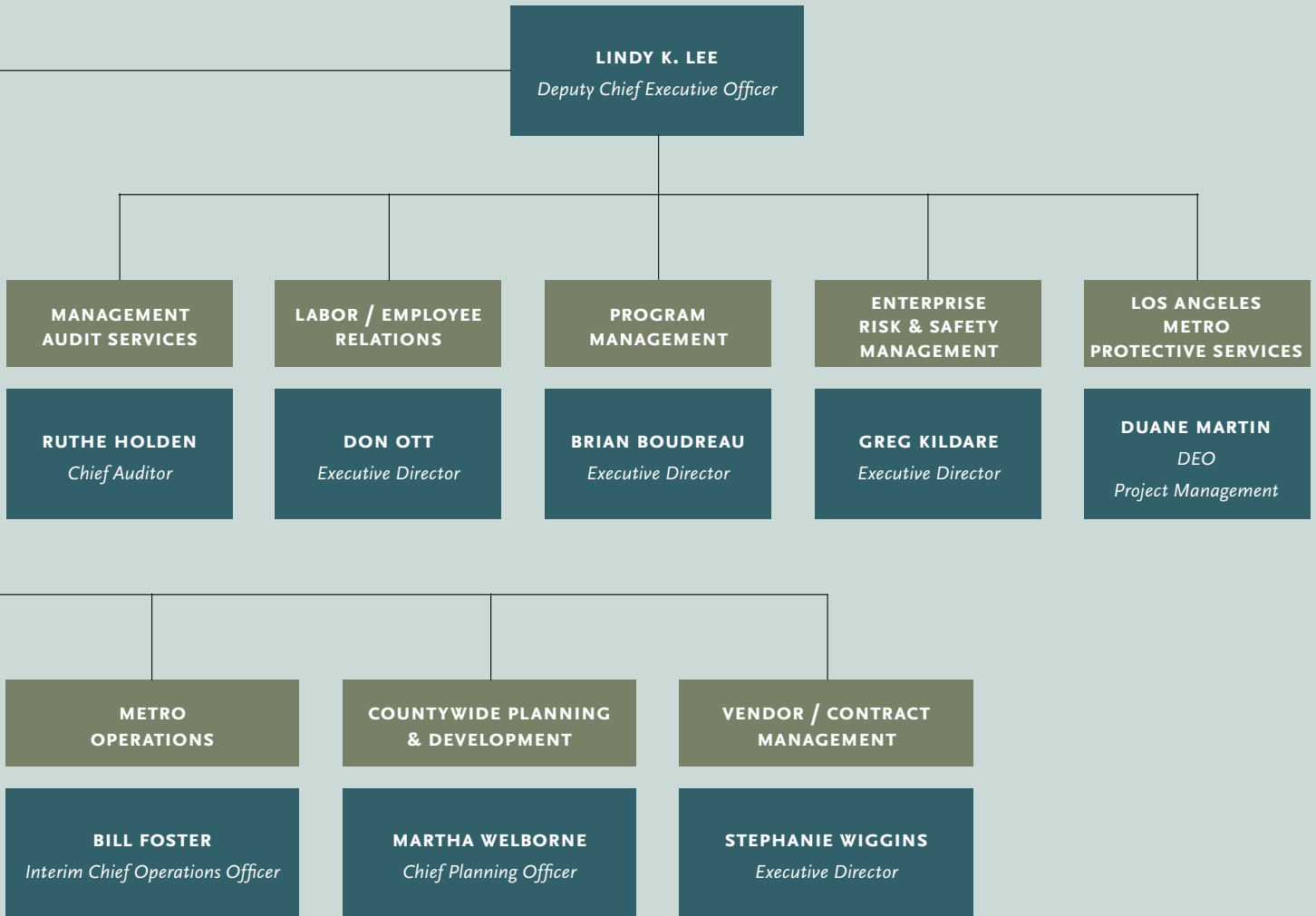
**CARRIE BOWEN, Caltrans**  
EX-OFFICIO MEMBER  
GOVERNOR APPOINTEE

**Director** Bowen serves as the District 7 Director of Caltrans and is responsible for planning, construction, operation and maintenance of the state freeway and highway system. She has worked for Caltrans for approximately 30 years.



# Organization Chart





Metro



# Overview



Core Business Goals

Then & Now:  
A Brief History of the  
Last Decade

**The Los Angeles County Metropolitan Transportation Authority (LACMTA)** is the largest public transit provider and the Regional Transportation Planning Agency for Los Angeles County, home to 10 million residents within 4,083 square miles.

In this capacity, and in partnership with federal, state, regional and local agencies, LACMTA develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the county’s increasing mobility, accessibility and environmental needs.

LACMTA branded as “Metro,” is the third largest public transportation system in the United States. With over 473 million annual boardings, Metro provides over 8 million vehicle revenue hours across a service area of over 1,500 square miles.

The \$5.4 billion adopted budget for FY15 is crafted to make significant progress in maintaining and improving our assets, as well as delivering more transit and highway projects.

**Metro is responsible for the continuous** improvement of an efficient and effective transportation system for Los Angeles County.

The Core Business Goals included in Metro’s official mission statement are as follows:

1. Improve transit services
2. Deliver quality capital projects on-time & within budget
3. Exercise Fiscal responsibility
4. Provide leadership for the region’s mobility agenda
5. Develop an effective & efficient workforce
6. Secure local, state and federal funding
7. Maintain open lines of communication
8. Enhance a safety-conscious culture with employees, contractors & customers
9. Sustain the environment with energy efficiency & reduce greenhouse gas emissions

**Since 2005, Metro has experienced unprecedented changes** and improvements to its bus and rail system. Some highlights of significant changes between then and now are summarized below.

BACK IN 2005, METRO HAD:

- > An annual budget of \$2.9 billion
- > 450 million passenger boardings
- > Three light rail lines & two heavy rail lines in operation
- > TAP-enabled fareboxes on all buses
- > A completely ungated rail system

TEN YEARS LATER, METRO HAS:

- > An annual budget of \$5.4 billion
- > 475 million passenger boardings
- > Four light rail lines & two heavy rail lines in operation
- > A paperless fare system with the implementation of the TAP program
- > Red Line / Green Line are fully gated; Blue Line, Expo & Gold Lines are partially gated
- > ExpressLanes have been added to I-110 & I-10



**Metro's budget has increased from \$3.9 billion in FY10 to \$5.4 billion in FY15.** Capital expenses account for approximately \$1.1 billion, or 73%, of this \$1.5 billion increase. As a share of Metro's entire budget:

- > Capital expenses have increased from 28% in FY10 to a projected 41% in FY15
- > Operating expenses have decreased from 31% in FY10 to a projected 26% in FY15

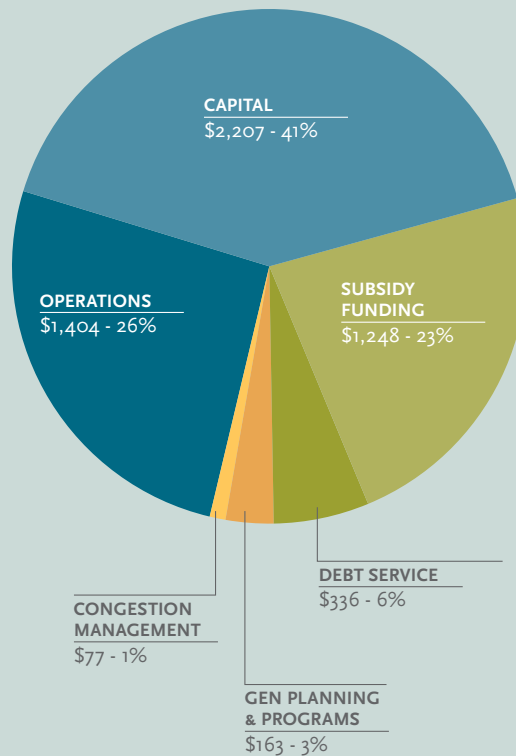
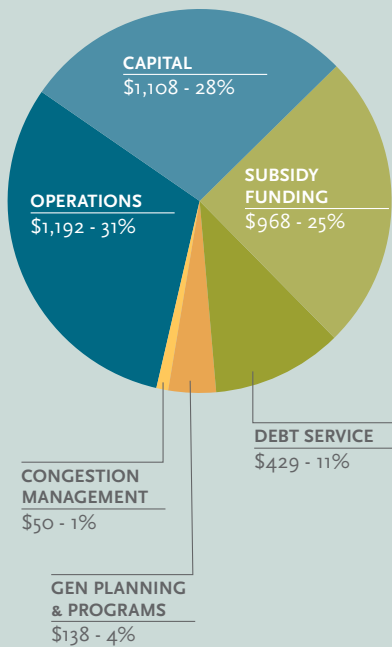
**Then & Now:  
Operating vs. Capital  
Budgeted Expenditure**

**FY10 TOTAL BUDGET (\$ IN MILLIONS)**

**\$3,885**

**FY15 TOTAL BUDGET (\$ IN MILLIONS)**

**\$5,435**



Note: Totals may not add due to rounding.



Metro Bus Service

**Metro’s local bus system provides** the largest share of public transportation options in Los Angeles County. Local buses provide feeder services by carrying passengers to regional transit facilities such as rail lines and Metro Rapid stations.

**Metro Local Buses** are painted an off-orange color, which the agency has dubbed “California Poppy.” This type of service makes frequent stops along major thoroughfares.

**Metro Rapid Buses** are distinguished by their bright red color, which the agency calls “Rapid Red.” This bus rapid transit service offers limited stops on many of the county’s more heavily traveled arterial streets.

**Metro Express Buses** are a dark blue color known as “Business Blue.” The routes are designed as premium, minimal stop services along the county’s freeway network.

**Metro Silver Line** is a 26-mile line operating between the El Monte Bus Station in San Gabriel Valley and the Harbor Gateway Transit Center in Gardena via Downtown Los Angeles.

**Metro Orange Line** is an 18-mile line traversing the southern San Fernando Valley. The Orange Line runs along an exclusive right-of-way with stations at approximately one mile intervals.

**The FY15 budget added peak service** to reduce overcrowding on the Harbor Transitway portion of the Silver Line, increasing total bus Revenue Service Hours by 13,018, or 0.2%. The customer trip experience is enhanced with the implementation of route adjustments to gain connectivity with regional destinations and transit hubs, as well as the partnership with Santa Monica’s Big Blue Bus and Foothill Transit to reduce route duplication and increase connectivity with Muni services.

Service quality continues to improve by increasing focus on 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. In addition, Metro will initiate a Comprehensive Operations Analysis study to plan and support Los Angeles County’s changing transportation footprint.

Bus & Systemwide Service Enhancement

METRO BUSES		METRO RAIL		METRO RIDERSHIP	
<u>BUS STOPS</u>	<u>15,967</u>	<u>MILES OF SERVICE</u>	<u>88</u>	<u>BUS ANNUAL</u>	<u>359,260,000</u>
<u>BUS ROUTES</u>	<u>183</u>	<u>LINES</u>	<u>6</u>	<u>RAIL ANNUAL</u>	<u>114,111,000</u>
<u>BUS FLEET</u>	<u>2,401</u>	<u>STATIONS</u>	<u>80</u>	<u>SYSTEMWIDE</u>	<u>473,371,000</u>
<u>BRT ROUTE MILES</u>	<u>44</u>	<u>PARK-AND-RIDE LOTS</u>	<u>240</u>		

**Metro Rail is Los Angeles County's rail mass transit** system with two subway lines and four light rail lines. The system runs a total of 87.7 miles (139.7 km), with 80 stations and over 358,000 daily weekday rail boardings.

**Although Rail Revenue Service Hours** are unchanged in FY15, Metro will continue to implement reduced headways and extended late night service that was initiated in FY14.

For late night service, headways on all rail lines have been improved from 12 minutes to 10 minutes from 8pm until midnight. Headways have also been improved from 12 minutes to 7.5 minutes on weekends.

**Metro has taken the lead in studies** and future construction of major rail projects to sustain and augment our commuter rail system. FY15 capital projects include funding for:

- > Bob Hope Airport/Hollywood Way station
- > Van Nuys second platform
- > Vincent Grade/Acton and Lancaster Stations
- > Doran Street Crossing design
- > Raymer to Bernson double track
- > Southern California Regional Inter-connectivity Program (SCRIP)

**Since opening in 1990**, Metro Rail has grown to become an integral part of the county's transit system. In addition, the rail system is augmented by premium bus service with limited stops, such as the Orange Line and the Silver Line.

Thanks to voter approved Measure R, the rail system continues to grow. The timeline on the following two pages shows how Metro Rail, Orange Line and Silver Line expansion has progressed throughout the past three decades, as well as how it will continue to expand into the future.

All rail projects in progress with future openings on the timeline are mandated by Measure R.

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**Metro Rail Service**

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**Rail Service Enhancements**

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**Regional Rail Capital Program**

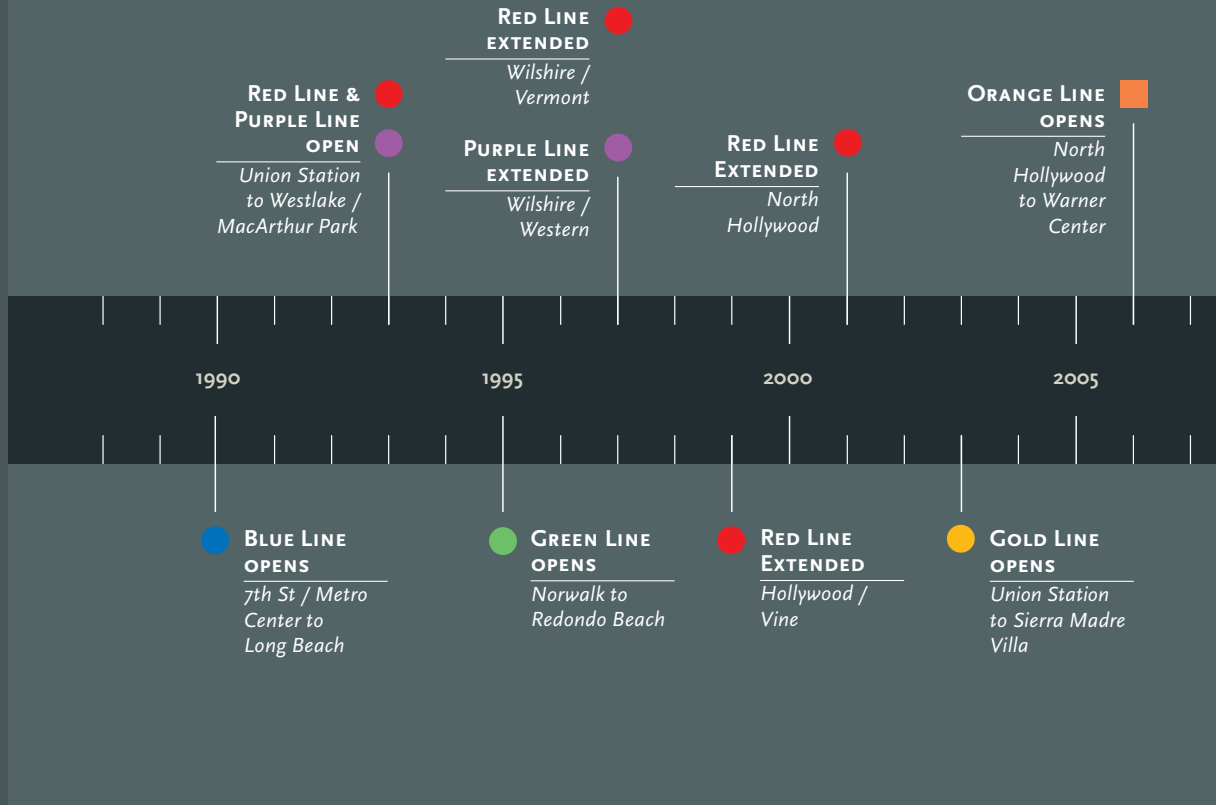
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**Rail & Premium Bus Service Expansion**



# Service Improvements

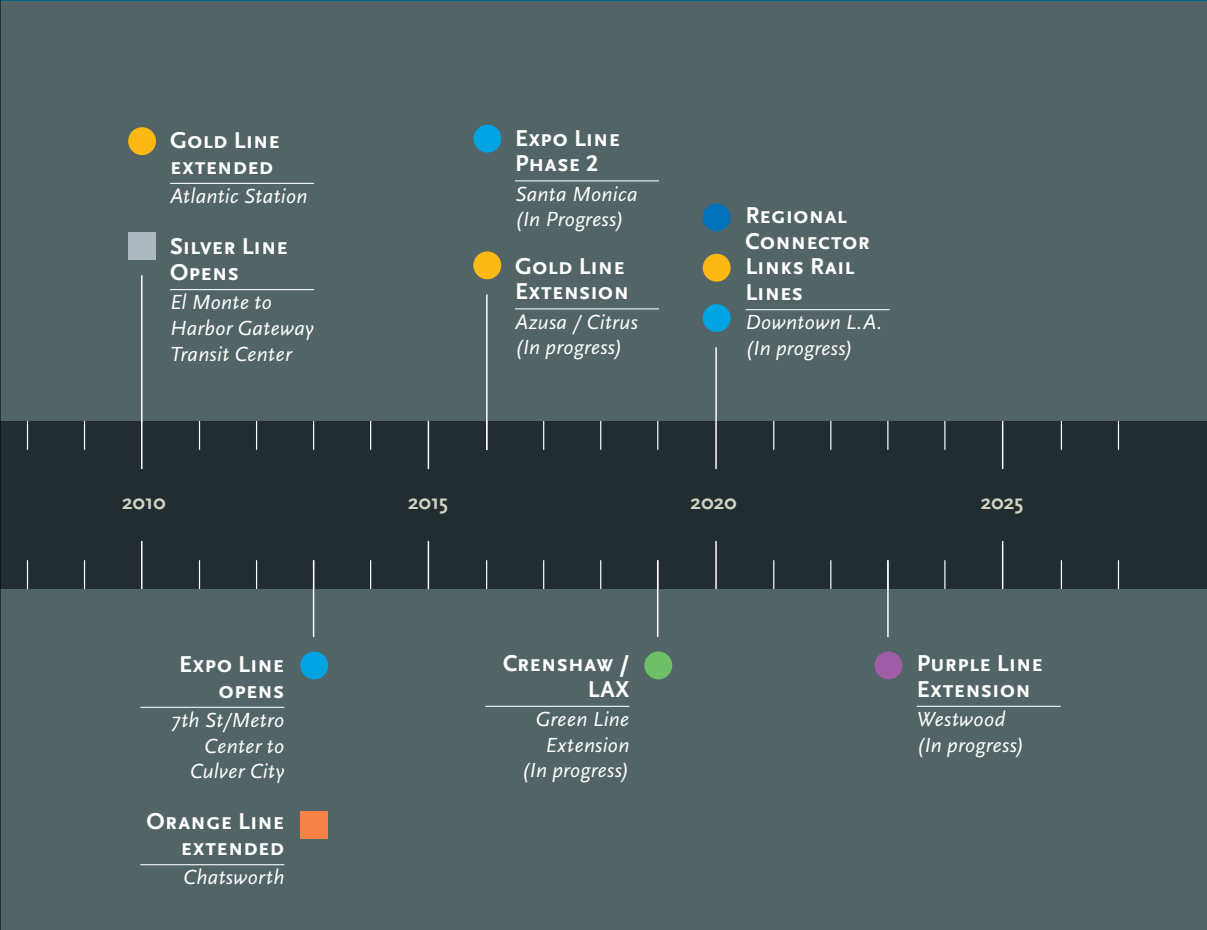
## Metro System Expansion Timeline



## 2014 Fare Restructuring Free Transfers

In May 2014, the Metro Board approved a revised fare structure. The new fare structure, which takes effect September 2014, includes 120 minutes of free transfers when the base fare is paid with a TAP card. Transfers will not be valid for round trips or two consecutive boardings on the same line. There is no limit to the number of transfers a customer can make on one base fare, as long as the last boarding is made within 120 minutes of the first boarding. As the transit network continues to expand, the ability to transfer on a single fare will benefit riders and allow for greater connectivity.





The customer experience is the most important measure of the success of Metro's transit system. A recent annual customer satisfaction survey of more than 20,000 passengers showed that 85 percent of bus riders and 89 percent of rail riders were generally satisfied with Metro service. To increase customer satisfaction, we are working on decreasing customer service wait times, exploring new technologies, relocating TAP equipment and making improvements to our Ticket Vending Machines. Additional recent improvements include increased late night service and reduced headways.

Excellent  
Customer Service



## Deliver Transit & Highway Projects

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**In FY15, Metro continues planning, design and construction of the largest public works program in America funded with voter approved Measure R along with other funding partners.**

Projects in the works will improve mobility and increase vehicle capacity. This will allow for smoother traffic flow and system connectivity, providing seamless travel for our customers.

### Transit Projects

- > Ongoing design efforts for Crenshaw/LAX Light Rail Project Design/Build contract
- > Ground breaking on Regional Connector construction
- > Award design/build contract for Westside Purple Line Extension Section 1
- > Continue Expo II & Foothill Phase 2A, which are well past their progress midpoints
- > Improve the accessibility and safety of the Eastside Light Rail System
- > Alternatives Analyses, Environmental Impact and/or Refinement Studies of:
  - > West Santa Ana Branch
  - > San Fernando East North/South
  - > Eastside Extension Phase II
  - > Airport Metro Connector
  - > South Bay Metro Green Line Extension
  - > Sepulveda Pass Corridor

Note: A complete list of all Measure R Transit Projects are shown in Appendix IV.

### Highway Projects

- > Planning, design and construction is underway:
  - > I-5 Carmenita Road Interchange
  - > I-5 South from I-605 to Orange County
  - > SR-60 HOV from I-605 to Brea Canyon Road
  - > I-405 Enhancements
- > Environmental, Planning and Engineering studies:
  - > I-605 Hot Spots
  - > SR-710 North
  - > I-710 South and Early Action Projects
  - > High Desert Corridor
- > Continuation of Countywide Soundwall Projects



MEASURE R PROPOSED RAIL & RAPID TRANSIT EXPANSION & PROPOSED HIGHWAY IMPROVEMENTS



- PROPOSED METRO RAIL & RAPID TRANSIT PROJECTS\*
- - - - - PROPOSED METROLINK CAPITAL IMPROVEMENTS
- EXISTING METRO RAIL & RAPID TRANSIT SYSTEM
- CAPACITY ENHANCEMENT PROJECTS
- - - - - INTERCHANGE, RAMP AND/OR GRADE SEPARATION IMPROVEMENTS
- ||||| AREA OPERATIONAL IMPROVEMENTS

MEASURE R PROJECT NAMES

- 1A Exposition Boulevard Light Rail Transit\*
- 1B Crenshaw Transit Corridor (project acceleration)\*
- 1C Regional Connector: Links Local Rail Lines\*
- 1D Westside Subway Extension\* (to be opened in segments)
- 1E Gold Line Eastside Extension\*
- 1F Gold Line Foothill Light Rail Transit Extension
- 1G Green Line Extension:  
Redondo Beach Station to South Bay Corridor\*
- 1H Green Line Extension to Los Angeles International Airport\*
- 1I San Fernando Valley North-South Rapidways:  
Canoga Corridor (project acceleration)\*
- 1J San Fernando Valley East North-South Rapidways (project acceleration)\*
- 1K West Santa Ana Branch Corridor\*
- 1L San Fernando Valley I-405 Corridor Connection\*
- 1M Metrolink Capital Improvement Projects (Los Angeles County)

HIGHWAY IMPROVEMENTS

- 3A I-5 Capacity Enhancement: SR-134 to SR-170
- 3B I-5 Capacity Enhancement: I-605 to Orange County Line
- 3C I-5/Carmenita Rd Interchange Improvement
- 3D I-5/SR-14 Capacity Enhancement
- 3E I-405, I-110, I-105 and SR-91 Ramp & Interchange Improvements: South Bay
- 3F I-5 North Capacity Enhancements: SR-14 to Kern County Line (Truck Lanes)
- 3G I-710 South and/or Early Action Projects
- 3H SR-138 Capacity Enhancements
- 3I High Desert Corridor (environmental)
- 3J I-605 Corridor "Hot Spot" Interchanges
- 3K Highway Operational Improvements in Arroyo Verdugo Subregion
- 3L Highway Operational Improvements in Las Virgenes and Malibu Subregion
- 3M SR-710 North Gap Closure\*
- 3C BNSF Grade Separations
- 3D Alameda Corridor East Grade Separations Phase II

\* Specific routing to be determined

## Deferred Maintenance Capital Program

**Metro is investing \$294.9 million** in preventative maintenance to keep our assets in a state of good repair. Continuing projects for vehicle overhauls, vehicle mid-life services, and replacement vehicle procurements for rail cars and buses are at the forefront of the program to mitigate the deferred maintenance backlog. Over 100 projects are underway in FY15, including:

- > The purchase of 550 new buses
- > Light rail vehicle fleet replacement
- > Rail station refurbishments
- > Improvements to signal & power systems

Metro is investing nearly \$57.6 million in its older rail lines, with \$36.1 million on the Blue Line and \$21.5 million on the Red/Purple Lines.

## Safety & Security Capital Program

**The continued safety of our passengers is critical.** In FY15, \$47.2 million is allocated to Safety & Security capital projects. Systemwide camera and video enhancements will improve security. Approximately \$6.5 million is allocated for the Blue Line to address safety improvements, including pedestrian swing gates, signal system rehabilitations, and continued traction power substation rehabilitations. Green Line continues its signal system rehabilitation while Red Line improves its pedestrian safety with an underpass and overpass bridge planned in the Universal City and North Hollywood locations.

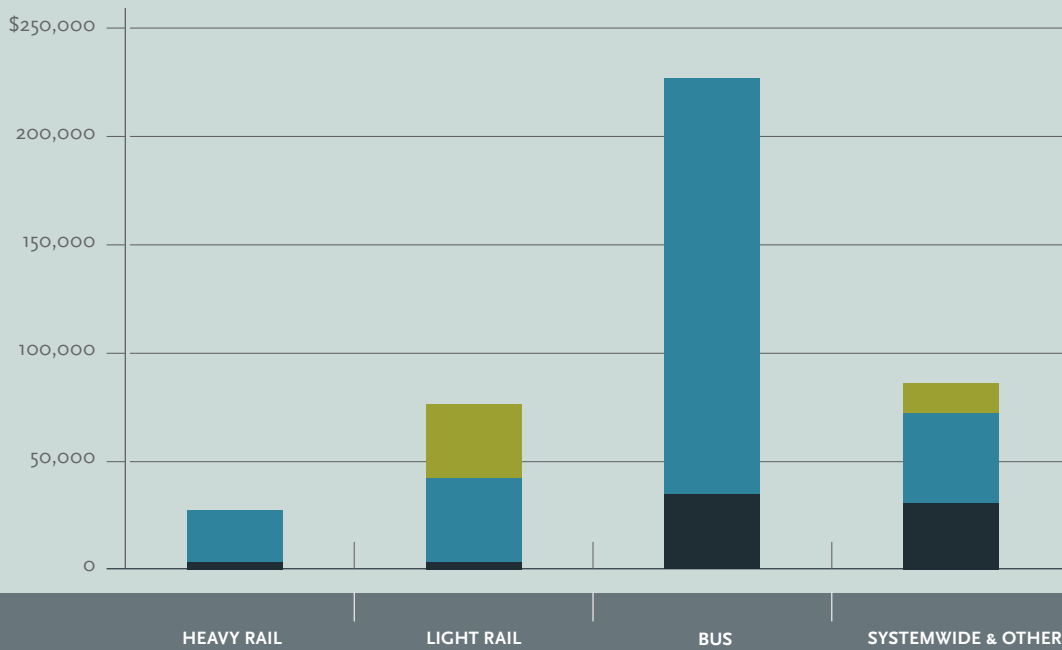
In FY15, Transit Security will progress on the installation of security kiosks in various rail stations. Additionally, Metro is upgrading its Payment Card Industry (PCI) compliance standards to enhance the protection of our patrons using our Transit Access Pass (TAP) systems.

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	DEFERRED MAINTENANCE	OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	SAFETY & SECURITY
BLUE LINE	\$ 36,143	BLUE LINE	\$ 6,471
GREEN LINE	318	GREEN LINE	25,148
RED / PURPLE LINE	21,504	RED / PURPLE LINE	-
GOLD LINE	2,367	GOLD LINE	2,059
RAIL SYSTEMWIDE	7,874	RAIL SYSTEMWIDE	-
BUS	194,021	BUS	-
SYSTEMWIDE / IT INFRASTRUCTURE	32,699	SYSTEMWIDE	13,561
<b>DEFERRED MAINTENANCE TOTAL</b>	<b>\$ 294,926</b>	<b>SAFETY &amp; SECURITY TOTAL</b>	<b>\$ 47,239</b>

NOTE: A COMPLETE LISTING IS FOUND IN APPENDIX IV.







Operations Capital by Category

- CAPITAL IMPROVEMENT INFRASTRUCTURE
- DEFERRED MAINTENANCE
- SAFETY & SECURITY

**Metro's Advanced Transit Vehicle Consortium (ATVC)**, a partnership with Los Angeles City, Los Angeles County and South Coast Air Quality Management District, will target to initially purchase five low-floor, 40-foot all-electric buses. After an initial period of testing and evaluation, Metro may then choose to purchase up to 20 additional buses.

Metro will also initiate a new solicitation to convert six existing Metro gasoline electric hybrid buses to Super Low Emission Bus standards.

**Metro and its partners are committed to** a better environment. To this end, Metro and its partners continue to pursue projects and programs that increase mobility, minimize carbon emissions, and foster walkable and livable communities.

Metro's directly-operated bus fleet is powered by clean-burning Compressed Natural Gas (CNG) and is the largest clean-air bus fleet in the country.

Zero Emission Buses

CNG Fleet



## FY15 Budget for Regional Bicycle Program (\$ in Thousands)

PROGRAMS & STUDIES	FY 15 ADOPTED	SUBSIDIES TO LOCAL AGENCIES	FY 15 ADOPTED
BICYCLE EDUCATION / ENCOURAGEMENT / OUTREACH	\$ 42	LOS ANGELES	\$ 200
BICYCLE PARKING MANAGEMENT & BIKE HUBS AND LOCKERS	201	EL MONTE	111
BICYCLE PLANNING POLICIES	925	LONG BEACH	32
BIKE SHARE PROGRAM	500	BALDWIN PARK (METROLINK SOUTH)	64
COMPREHENSIVE BICYCLE PROGRAM	458	BALDWIN PARK	200
MONTHLY COMMUNITY RIDE PROGRAM	45	HUNTINGTON PARK	200
OFFICE OF TRAFFIC SAFETY GRANT	144	SANTA CLARITA	133
RAIL TO RIVER BIKEWAY FEASIBILITY	57	<b>SUBTOTAL SUBSIDIES TO LOCAL AGENCIES</b>	<b>\$ 940</b>
COMPLETE STREETS PEDESTRIAN & BICYCLE COUNTER PROGRAM	400	<b>TRANSIT CONSTRUCTION</b> <span style="float:right">FY 15 ADOPTED</span>	
BICYCLE MASTER PLAN	730	EXPO PHASE 2- BIKE PATH	\$ 8,747
BIKE STATION PLAN	22	<b>SUBTOTAL TRANSIT CONSTRUCTION</b>	<b>\$ 8,747</b>
BICYCLE TRANSPORTATION STRATEGIC PLAN & BIKE SHARE FEASIBILITY & IMPLEMENTATION	370	<b>OPERATING CAPITAL</b> <span style="float:right">FY 15 ADOPTED</span>	
OPEN STREET GRANT PROGRAM	2,000	BICYCLE LOCKERS/RACKS FOR MTA	\$ 397
<b>SUBTOTAL PROGRAMS AND STUDIES</b>	<b>\$ 5,894</b>	BICYCLE ACCESS IMPROVEMENTS-RAIL	554
		<b>SUBTOTAL OPERATING CAPITAL</b>	<b>\$ 951</b>
<b>GRAND TOTAL REGIONAL BICYCLE PROGRAM</b>		<b>\$ 16,532</b>	

CYCLE TRACK	BIKE ROUTES	BIKE LANES	BIKE PATHS
4.2 MILES	522 MILES	836 MILES	305 MILES





**Metro is coordinating with select cities** to develop a Regional Bike Share Implementation Program as well as prioritizing new technology initiatives to improve the customer experience and to pursue technology innovations in transportation.

In addition, Metro continues to work on a Countywide Sustainability Plan and numerous other projects, studies and initiatives to enhance transit, planning and support system integration.

**In 2013, the Metro Board of Directors** adopted, as a policy, bicycle use as a formal transportation mode. In January 2014, the Board approved a staff recommendation to proceed with developing a Regional Bike Share Implementation Plan.

Bicycle share offers an alternative means of transportation for short trips that might otherwise have been made by vehicles. This program will help connect and expand Metro's transportation coverage to multiple jurisdictions along its transit system.

Metro staff is currently undertaking a study of how a bike share program could be implemented, including procurement, contracting, and administration.

This work includes procurement of consultants to assist in the design of the program, ongoing coordination with select cities, and identification of state and federal funding opportunities.

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**Get Green  
& Stay Green**

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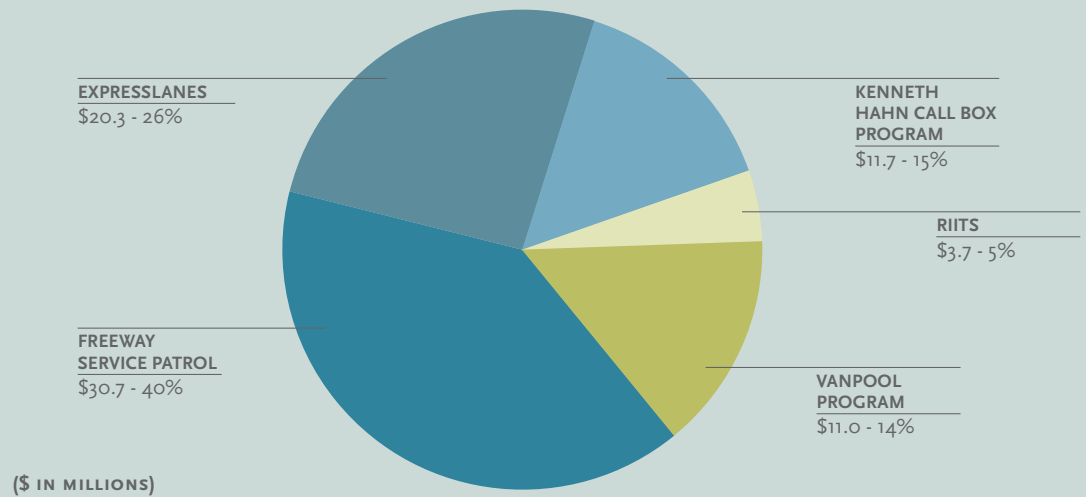
**Regional  
Bike Share Program**

# Congestion Management Program

In FY15, \$77.3 million is allocated towards Congestion Management Programs. In addition to providing transit services and improving the highway network in Los Angeles County, Metro administers and sponsors several programs designed to facilitate the reduction of traffic congestion, increase safety, and improve air quality throughout Los Angeles County. These measures contribute to a more efficient transportation system that benefits commuters in Los Angeles County.

These programs are designed to tackle the ever-present issue of traffic congestion in Los Angeles, whether by assisting broken down vehicles or clearing traffic accidents, by promoting ride sharing and carpooling or by providing toll-based alternatives to waiting in traffic. Metro also sponsors the Regional Integration of Intelligent Transportation Systems (RIITS), a real-time traffic data monitoring network used by emergency services, transit agencies, and third-party users throughout Southern California. Each of these measures contributes to less traffic congestion, which in turn improves air quality in Los Angeles County.

FY15 Budget:  
\$77.3 Million



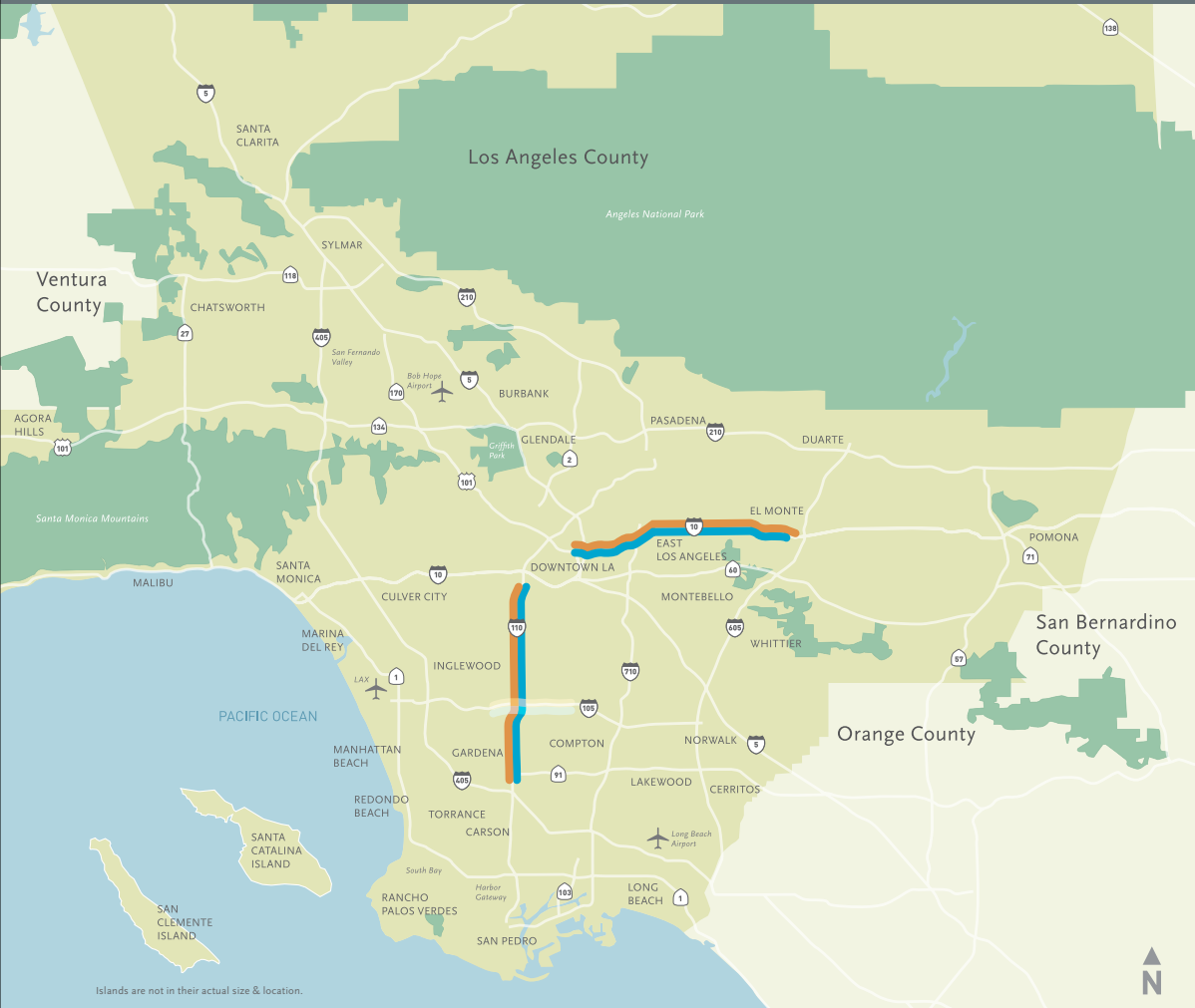
### METRO FWY SERVICE PATROL

TOW TRUCKS ON PATROL	152
FREEWAY MILES SERVED	450
MOTORISTS ASSISTED	300,000

### FREEWAYS & HIGHWAYS

FREEWAYS	527 MILES
HIGHWAYS	382 MILES
CARPOOL LANES	219 MILES

METRO EXPRESSLANES



- NORTHBOUND & EASTBOUND EXPRESSLANES
- WESTBOUND & SOUTHBOUND EXPRESSLANES

**Metro ExpressLanes is operated by Metro**, and is designed to improve traffic flow and provide enhanced travel options on the I-10 and I-110 freeways in Los Angeles County.

ExpressLanes introduces congestion pricing. By converting high-occupancy vehicle lanes (HOV/ carpool lanes) to high-occupancy toll (HOT) lanes, the program provides a faster transportation option to motorists. Tolls on the ExpressLanes are calculated based on the level of traffic congestion and trip length in the ExpressLanes. This demand-based pricing allows drivers to pay a toll in order to circumnavigate heavy traffic. Tolls are higher when there is more traffic and lower when there is less traffic.

For FY15, \$30.7 million in toll revenues are expected to be generated and reinvested into those corridors. In FY15, traffic volumes are expected to exceed 75,000 vehicles per weekday (combined for I-110 and I-10 corridors). Approximately 60% of the trips are toll-free. FastTrack accounts are expected to increase by 10% from 290,000 to 319,000.

Metro  
ExpressLanes  
Program

# Budget Summary

## Resource Assumptions

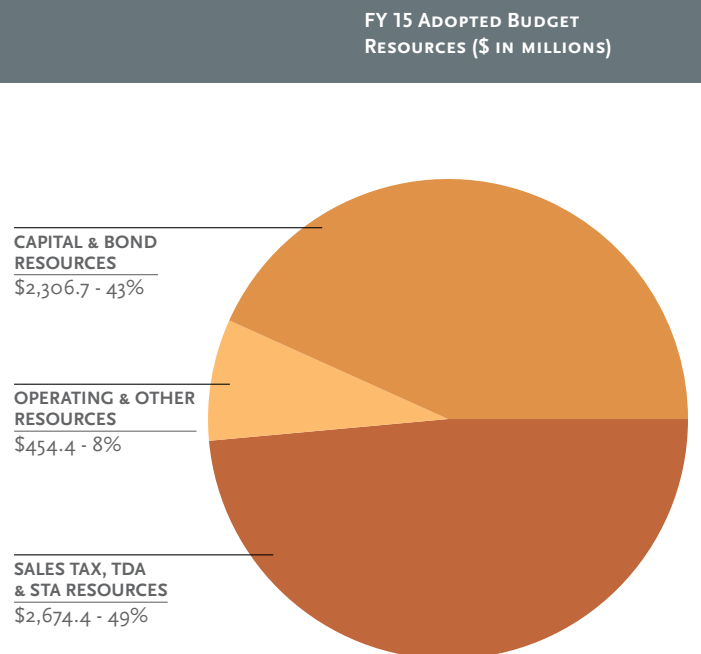
- > Sales taxes are expected to grow by 3.6% over the prior year, exceeding prerecession levels in FY08 and reflecting a continued modest economic growth in the region.
- > Fare revenues will increase 6.0% based on implementation of the new fare structure in September 2014.
- > Due to the success of the ExpressLanes program, toll revenues are expected to increase by 146.6% over the prior year budget.
- > Metro continues to seek federal and state funding to help finance the nation's largest transit public works project. For FY15, Metro expects to bring in \$1.2 billion in government grants. An additional \$1.1 billion will be borrowed in order to maintain current assets and continue to build for the future.

FY15 BUDGETED RESOURCES (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	FY15 BUDGETED RESOURCES (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED
<b>OPERATING &amp; OTHER RESOURCES</b>			<b>SALES TAX, TDA &amp; STA RESOURCES</b>		
PASSENGER FARES <sup>(1)</sup>	\$ 331.1	\$ 351.1	PROPOSITION A	\$ 708.4	\$ 734.2
EXPRESSLANES TOLLS	12.4	30.7	PROPOSITION C	708.4	734.2
ADVERTISING	20.5	21.5	MEASURE R	708.4	734.2
OTHER RESOURCES	70.4	51.1	TRANSPORTATION DEVELOPMENT ACT (TDA)	354.2	367.1
<b>TOTAL OPERATING &amp; OTHER RESOURCES</b>	<b>\$ 434.4</b>	<b>\$ 454.4</b>	STATE TRANSIT ASSISTANCE (STA)	115.5	104.7
<b>CAPITAL &amp; BOND RESOURCES</b>			<b>TOTAL SALES TAX, TDA &amp; STA RESOURCES</b>	<b>\$ 2,594.9</b>	<b>\$ 2,674.4</b>
GRANTS REIMBURSEMENTS	\$ 1,165.6	\$ 1,236.8	<b>TOTAL RESOURCES</b>	<b>\$ 5,023.0</b>	<b>\$ 5,435.5</b>
BOND FINANCING & PRIOR YEAR CARRYOVER	828.1	1,069.9			
<b>TOTAL CAPITAL &amp; BOND RESOURCES</b>	<b>\$ 1,993.6</b>	<b>\$ 2,306.7</b>			

FTE SUMMARY BY DEPARTMENT	FY14 BUDGET	FY15 ADOPTED	CHANGE
> Board of Directors	36	36	0
> Chief Executive Office	425	428	3
> Communications	261	271	10
> Congestion Reduction	13	15	2
> Engineering and Construction	170	178	8
> Finance and Budget	193	199	6
> Information Technology	133	136	3
> Operations	7,577	7,585	8
> Planning and Development	150	156	6
> Vendor/Contract Management	271	277	6
SUBTOTAL AGENCYWIDE NON-CONTRACT	1,302	1,345	43
SUBTOTAL AGENCYWIDE UNION	7,927	7,936	9
<b>TOTAL FTEs</b>	<b>9,229</b>	<b>9,281</b>	<b>52</b>

(1) FY14 passenger fares represent actuals.

Note: Totals may not add due to rounding.



- > \$1.4 billion is devoted to operating our bus and rail system.
- > Transit construction expenditures will increase by 25.5%. Approximately \$2.2 billion is devoted to deferred maintenance, asset construction, and asset acquisition.
- > Subsidies grow by \$8.7 million due to increased sales tax revenues and CPI.
- > Congestion Management expenses are expected to grow \$5.1 million or 7.1% from the prior year budget. The majority of the increase is attributed to the ExpressLanes program.
- > General Planning and Programs expenditures will increase by \$23.9 million or 17.2%.
- > Debt service increases by \$3.6 million or 1.1% to support the expanded construction.

**Expenditure Assumptions**

**FY15 BUDGETED EXPENDITURES (\$ IN MILLIONS)**

**FY14 BUDGET      FY15 ADOPTED**

**OPERATIONS**

BUS	\$ 976.7	\$ 1,004.7
RAIL	352.2	370.2
REGIONAL ACTIVITIES & OTHER	23.4	29.5
<b>TOTAL OPERATIONS</b>	<b>\$ 1,352.3</b>	<b>\$ 1,404.4</b>

**CAPITAL**

TRANSIT CONSTRUCTION	\$ 1,271.5	\$ 1,595.6
OPERATING CAPITAL	340.3	411.5
REGIONAL RAIL CAPITAL	13.7	42.1
HIGHWAY CAPITAL	262.2	157.5
<b>TOTAL CAPITAL</b>	<b>\$ 1,887.7</b>	<b>\$ 2,206.7</b>

**SUBSIDY**

REGIONAL TRANSIT	\$ 467.7	\$ 492.5
LOCAL AGENCIES	531.3	560.5
WILSHIRE BRT	31.0	35.1
FEDERAL PASS THROUGHES	17.2	13.5
FARE ASSISTANCE	10.5	10.5
HIGHWAY SUBSIDY	181.7	136.0
<b>TOTAL SUBSIDY</b>	<b>\$ 1,239.4</b>	<b>\$ 1,248.2</b>

**CONGESTION MANAGEMENT**

FREEWAY SERVICE PATROL	\$ 31.0	\$ 30.7
EXPRESSLANES	15.2	20.3
KENNETH HAHN CALL BOX PROGRAM	11.7	11.7
REGIONAL INTELLIGENT TRANSPORTATION SYSTEM	3.6	3.7
RIDESHARE SERVICES	10.7	11.0
<b>TOTAL CONGESTION MANAGEMENT</b>	<b>\$ 72.2</b>	<b>\$ 77.3</b>

**GENERAL PLANNING & PROGRAMS**

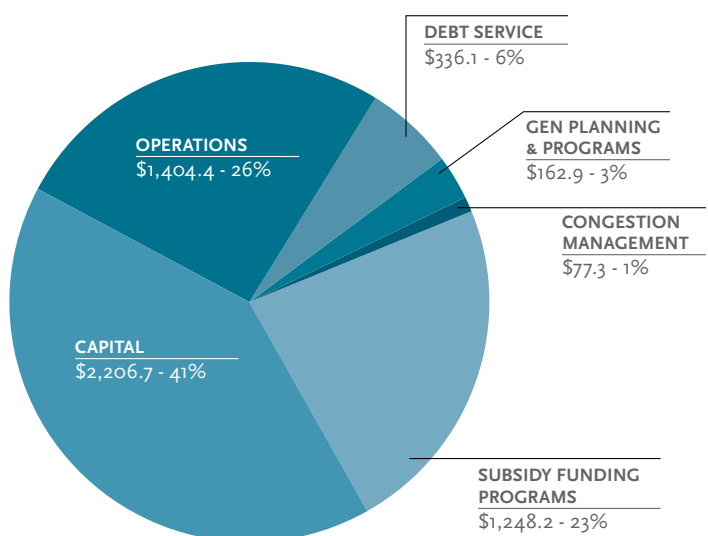
PROGRAMS AND STUDIES	\$ 29.2	\$ 40.2
GENERAL PLANNING & PROGRAMMING	51.3	61.1
LEGAL, AUDIT, TRANSIT COURT, OVERSIGHT & OTHER	31.6	35.0
PROPERTY MANAGEMENT/ UNION STATION & DEVELOPMENT	26.8	26.5
<b>TOTAL GENERAL PLANNING &amp; PROGRAMS</b>	<b>\$ 138.9</b>	<b>\$ 162.9</b>

**DEBT SERVICE**

DEBT SERVICE	\$ 332.5	\$ 336.1
<b>TOTAL DEBT SERVICE</b>	<b>\$ 332.5</b>	<b>\$ 336.1</b>

<b>TOTAL EXPENDITURES</b>	<b>\$ 5,023.0</b>	<b>\$ 5,435.5</b>
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**FY 15 ADOPTED BUDGET EXPENDITURES (\$ IN MILLIONS)**



Metro

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# Budget Details

**Metro Rapid**

Summary of Resources

(1) Sales tax & TDA resources estimates based on UCLA's Long-Term Forecast Update.

(2) FY14 passenger fares represent actual.

(3) Other resources includes lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.

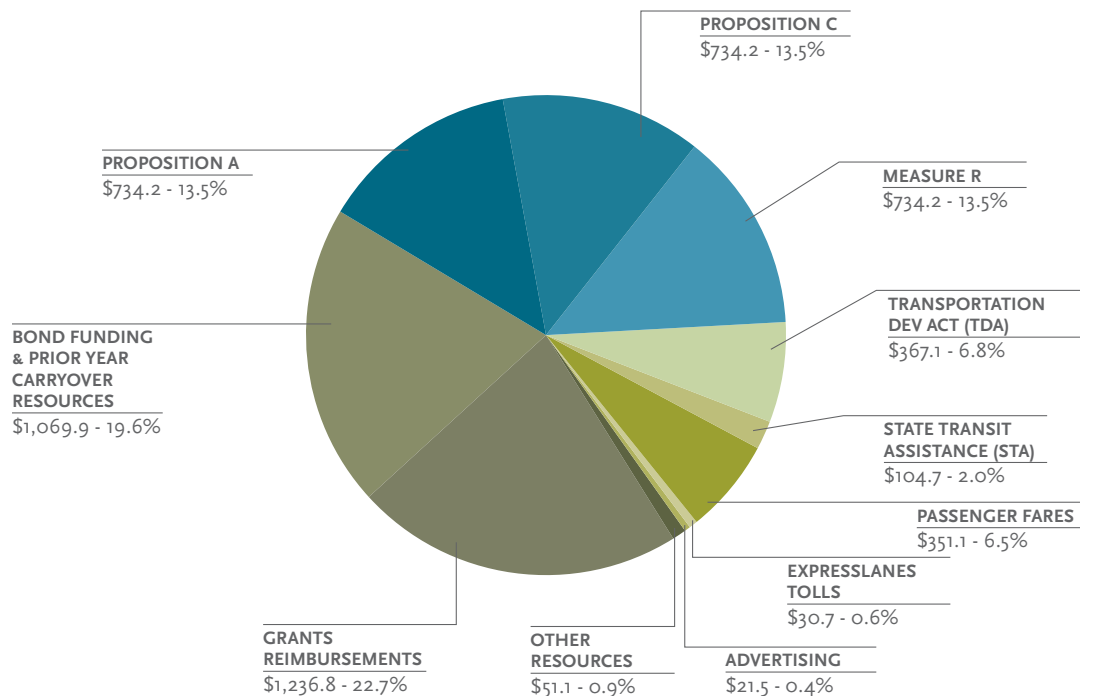
(4) Includes grant reimbursement of preventative maintenance operating capital cost and highway capital costs.

(5) Represent use of bond proceeds and sales tax revenue received and unspent in prior years.

Note: Totals may not add due to rounding.

RESOURCES (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	% CHANGE
<b>SALES TAX, TDA &amp; STA RESOURCES <sup>(1)</sup></b>			
Proposition A	\$ 708.4	\$ 734.2	3.6%
Proposition C	708.4	734.2	3.6%
Measure R	708.4	734.2	3.6%
Transportation Development Act (TDA)	354.2	367.1	3.6%
State Transit Assistance (STA)	115.5	104.7	-9.4%
<b>TOTAL SALES TAX, TDA, &amp; STA</b>	<b>\$ 2,594.9</b>	<b>\$ 2,674.4</b>	<b>3.1%</b>
<b>OPERATING &amp; OTHER RESOURCES</b>			
Passenger Fares <sup>(2)</sup>	\$ 331.1	\$ 351.1	6.0%
ExpressLanes Tolls	12.4	30.7	146.6%
Advertising	20.5	21.5	4.9%
Other Resources <sup>(3)</sup>	70.4	51.1	-27.4%
<b>SUBTOTAL OPERATING &amp; OTHER RESOURCES</b>	<b>\$ 434.4</b>	<b>\$ 454.4</b>	<b>4.6%</b>
<b>CAPITAL AND BOND RESOURCES</b>			
Grants Reimbursements <sup>(4)</sup>	\$ 1,165.6	\$ 1,236.8	6.1%
Bond Funding and Prior Year Carryover Resources <sup>(5)</sup>	828.1	1,069.9	29.2%
<b>SUBTOTAL CAPITAL AND BOND RESOURCES</b>	<b>\$ 1,993.6</b>	<b>\$ 2,306.7</b>	<b>15.7%</b>
<b>TOTAL RESOURCES</b>	<b>\$ 5,023.0</b>	<b>\$ 5,435.5</b>	<b>8.2%</b>
Agencywide Expenditures	\$ 5,023.0	\$ 5,435.5	8.2%
<b>(DEFICIT) / SURPLUS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>

**Total FY15 Resources: \$5,435.5 (\$ in millions)**



SALES TAX, TDA & STA REVENUES (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE	ELIGIBLE FOR OPERATIONS
<b>PROPOSITION A (PROP A)</b>					
5% Administration	\$ 35.4	\$ 36.7	\$ 1.3	3.6%	
25% Local Return	168.2	174.4	6.1	3.6%	
35% Rail Development	235.5	244.1	8.6	3.6%	✓
40% Discretionary					
Transit (95% of 40%)	255.7	265.0	9.3	3.6%	✓
Incentive (5% of 40%)	13.5	13.9	0.5	3.6%	
<b>ESTIMATED TAX REVENUE FROM PROP A</b>	<b>\$ 708.4</b>	<b>\$ 734.2</b>	<b>\$ 25.8</b>	<b>3.6%</b>	
<b>PROPOSITION C (PROP C)</b>					
1.5% Administration	\$ 10.6	\$ 11.0	\$ 0.4	3.6%	
5% Rail/Bus Security	34.9	36.2	1.3	3.6%	✓
10% Commuter Rail	69.8	72.3	2.5	3.6%	
20% Local Return	139.6	144.6	5.1	3.6%	
25% Freeways/Highways	174.4	180.8	6.4	3.6%	
40% Discretionary	279.1	289.3	10.2	3.6%	✓
<b>ESTIMATED TAX REVENUE FROM PROP C</b>	<b>\$ 708.4</b>	<b>\$ 734.2</b>	<b>\$ 25.8</b>	<b>3.6%</b>	
<b>MEASURE R</b>					
1.5% Administration	\$ 10.6	\$ 11.0	\$ 0.4	3.6%	
2% Transit Capital Metro Rail	14.0	14.5	0.5	3.6%	
3% Transit Capital Metrolink	20.9	21.7	0.8	3.6%	
5% Operations - New rail	34.9	36.2	1.3	3.6%	✓
15% Local Return	104.7	108.5	3.8	3.6%	
20% Operations - Bus <sup>(1)</sup>	139.6	144.6	5.1	3.6%	✓
20% Highway Capital	139.6	144.6	5.1	3.6%	
35% Transit Capital New Rail/BRT	244.2	253.1	8.9	3.6%	
<b>ESTIMATED TAX REVENUE FROM MEASURE R</b>	<b>\$ 708.4</b>	<b>\$ 734.2</b>	<b>\$ 25.8</b>	<b>3.6%</b>	
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>					
Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
2.0% Article 3 (Pedestrians & Bikeways)	6.9	7.2	0.3	3.7%	
91.7% Article 4 (Bus Transit)	316.9	328.7	11.8	3.7%	✓
6.3% Article 8 (Transit/Streets & Hwys)	21.9	22.7	0.8	3.7%	
<b>ESTIMATED TAX REVENUE FROM TDA</b>	<b>\$ 354.2</b>	<b>\$ 367.1</b>	<b>\$ 12.9</b>	<b>3.6%</b>	
<b>STATE TRANSIT ASSISTANCE (STA)</b>					
STA Bus	\$ 64.1	\$ 55.8	\$ (8.3)	-12.9%	✓
STA Rail	51.4	48.9	(2.5)	-4.9%	✓
<b>ESTIMATED TAX REVENUE FROM STA</b>	<b>\$ 115.5</b>	<b>\$ 104.7</b>	<b>\$ (10.8)</b>	<b>-9.4%</b>	
<b>TOTAL ESTIMATED SALES TAX, TDA &amp; STA</b>	<b>\$ 2,594.9</b>	<b>\$ 2,674.4</b>	<b>\$ 79.5</b>	<b>3.1%</b>	
<b>REVENUES (\$ IN MILLIONS)</b>					
	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE	
Proposition A	\$ 491.3	\$ 509.2	\$ 17.9	3.6%	
Proposition C	314.0	325.4	11.4	3.6%	
Measure R	174.4	180.8	6.4	3.6%	
TDA	316.9	328.7	11.8	3.7%	
STA	115.5	104.7	(10.8)	-9.4%	
<b>TOTAL BUS &amp; RAIL ELIGIBLE REVENUES</b>	<b>\$ 1,412.1</b>	<b>\$ 1,448.8</b>	<b>\$ 36.7</b>	<b>2.6%</b>	

### Sales Tax, TDA & STA Revenues

(1) Measure R Rail Operating funding is restricted to projects beginning rail operations after Measure R passage.

Note: Totals may not add due to rounding.

### Revenues Eligible for Bus & Rail Operations

# Expenditures

## Summary of Expenditures by Program

PROGRAM <sup>(1)</sup> TYPE (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE
<b>METRO OPERATIONS</b>				
Bus	\$ 976.7	\$ 1,004.7	\$ 28.0	2.9%
Rail	352.2	370.2	18.0	5.1%
<b>SUBTOTAL</b>	<b>\$ 1,328.9</b>	<b>\$ 1,374.9</b>	<b>\$ 46.0</b>	<b>3.5%</b>
Regional Activities & Other	23.4	29.5	6.1	25.9%
<b>TOTAL METRO OPERATIONS</b>	<b>\$ 1,352.3</b>	<b>\$ 1,404.4</b>	<b>\$ 98.1</b>	<b>7.3%</b>
<b>CAPITAL</b>				
Transit Construction	\$ 1,271.5	\$ 1,595.6	\$ 324.1	25.5%
Operating Capital	340.3	411.5	71.2	20.9%
Regional Rail Capital	13.7	42.1	28.4	207.4%
Highway Capital	262.2	157.5	(104.7)	-39.9%
<b>TOTAL CAPITAL</b>	<b>\$ 1,887.7</b>	<b>\$ 2,206.7</b>	<b>\$ 319.0</b>	<b>16.9%</b>
<b>TOTAL METRO OPERATIONS &amp; CAPITAL</b>	<b>\$ 3,240.0</b>	<b>\$ 3,611.1</b>	<b>\$ 417.1</b>	<b>12.9%</b>
<b>SUBSIDY</b>				
Regional Transit <sup>(2)</sup>	\$ 467.7	\$ 492.5	\$ 24.8	5.3%
Local Agencies	531.3	560.5	29.2	5.5%
Wilshire BRT	31.0	35.1	4.0	13.0%
Federal Pass Throughs	17.2	13.5	(3.7)	-21.6%
Fare Assistance	10.5	10.5	0.0	0.2%
Highway Subsidy	181.7	136.0	(45.7)	-25.1%
<b>TOTAL SUBSIDY</b>	<b>\$ 1,239.4</b>	<b>\$ 1,248.2</b>	<b>\$ 8.7</b>	<b>0.7%</b>
<b>CONGESTION MANAGEMENT</b>				
Congestion Management	\$ 31.0	\$ 30.7	\$ (0.3)	-1.0%
ExpressLanes	15.2	20.3	5.1	33.3%
Kenneth Hahn Call Box Program	11.7	11.7	0.0	0.0%
Regional Integration of Intelligent Transportation Systems	3.6	3.7	0.0	0.7%
Rideshare Services	10.7	11.0	0.4	3.6%
<b>TOTAL CONGESTION MANAGEMENT</b>	<b>\$ 72.2</b>	<b>\$ 77.3</b>	<b>\$ 5.1</b>	<b>7.1%</b>
<b>GENERAL PLANNING &amp; PROGRAMS</b>				
Programs & Studies	\$ 29.2	\$ 40.2	\$ 11.0	37.7%
General Planning & Programming	51.3	61.1	9.7	19.0%
Legal, Audit, Transit Court, Oversight & Other	31.6	35.0	3.5	10.9%
Property Management/Union Station & Development	26.8	26.5	(0.3)	-1.2%
<b>TOTAL GENERAL PLANNING &amp; PROGRAMS</b>	<b>\$ 138.9</b>	<b>\$ 162.9</b>	<b>\$ 23.9</b>	<b>17.2%</b>
<b>TOTAL DEBT SERVICE</b>	<b>\$ 332.5</b>	<b>\$ 336.1</b>	<b>\$ 3.6</b>	<b>1.1%</b>
<b>TOTAL EXPENDITURES</b>	<b>\$ 5,023.0</b>	<b>\$ 5,435.5</b>	<b>\$ 412.5</b>	<b>8.2%</b>

(1) Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 36-37 and 46-47.

(2) Represents subsidies to Municipal Operators, Metrolink and Access Services Incorporated (ASI).

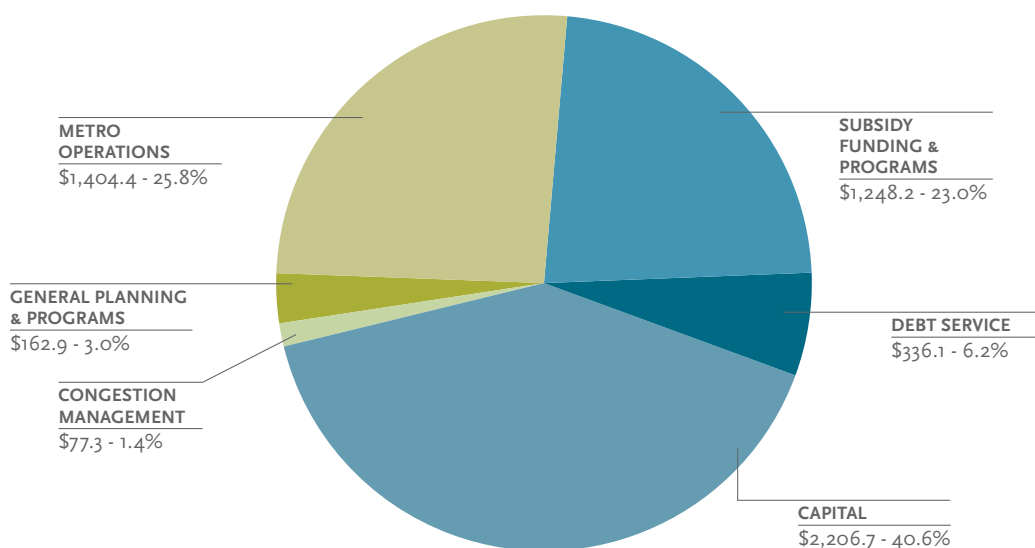
Note: Totals may not add due to rounding.

EXPENDITURE (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE
Board of Directors	\$ 28.8	\$ 28.2	\$ (0.5)	-1.9%
Chief Executive Office	260.1	272.0	12.0	4.6%
Communications	37.8	49.7	11.9	31.6%
Congestion Reduction	71.4	73.9	2.6	3.6%
Engineering and Construction	1,345.8	1,703.5	357.6	26.6%
Exposition Construction Authority	313.9	276.2	(37.7)	-12.0%
Finance and Budget	1,070.4	1,090.3	20.0	1.9%
Information Technology	42.0	48.2	6.2	14.7%
Operations	1,510.7	1,549.1	38.4	2.5%
Planning and Development	297.0	292.4	(4.7)	-1.6%
Vendor/Contract Management	45.1	52.0	6.8	15.1%
<b>TOTAL EXPENDITURES</b>	<b>\$ 5,023.0</b>	<b>\$ 5,435.5</b>	<b>\$ 412.5</b>	<b>8.2%</b>

EXPENDITURE (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE
Salaries and Benefits	\$ 939.7	\$ 993.2	\$ 53.5	5.7%
Asset Acquisitions for Transit & Highway Projects	1,210.4	1,556.0	345.6	28.6%
Professional Services	671.2	631.1	(40.1)	-6.0%
Regional Transit / Highway Subsidies	1,252.6	1,271.6	19.0	1.5%
Maintenance & Security Contracts	282.6	299.4	16.9	6.0%
Materials & Supplies	221.6	227.6	6.0	2.7%
Insurance / Taxes / PL/PD / Workers' Compensation	92.3	100.6	8.2	8.9%
Training & Travel	8.5	8.7	0.2	2.3%
As-Needed / Interns / ELTPs	11.7	11.1	(0.6)	-5.1%
Debt	332.5	336.1	3.6	1.1%
<b>TOTAL EXPENDITURES</b>	<b>\$ 5,023.0</b>	<b>\$ 5,435.5</b>	<b>\$ 412.5</b>	<b>8.2%</b>

Summary of Expenditures by Department

Summary of Expenditures by Type



FY15 Expenditure by Program (\$ in millions)

Note: Totals may not add due to rounding.

## Bus &amp; Rail Operations

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED				
		TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
<b>TRANSIT OPERATIONS RESOURCES</b>						
<b>TRANSIT FARES &amp; OTHER REVENUES</b>						
Fares <sup>(1)</sup>	\$ 331.1	\$ 351.1	\$ 266.1	\$ 84.5	\$ -	\$ 0.5
Advertising	20.5	21.5	19.2	2.3	-	-
Other Revenues <sup>(2)</sup>	6.8	7.0	5.6	-	1.4	-
<b>TOTAL FARE &amp; OTHER REVENUES</b>	<b>\$ 358.4</b>	<b>\$ 379.6</b>	<b>\$ 290.9</b>	<b>\$ 86.8</b>	<b>\$ 1.4</b>	<b>\$ 0.5</b>
<b>FEDERAL OPERATING GRANTS</b>						
Federal Preventive Maintenance	\$ 202.0	\$ 227.0	\$ 151.7	\$ 75.3	\$ -	\$ -
Federal CMAQ	26.0	23.0	6.7	16.4	-	-
Fed Growing States, Homeland Security & Other	14.8	13.0	-	7.8	-	5.2
<b>TOTAL FEDERAL OPERATING GRANTS</b>	<b>\$ 242.7</b>	<b>\$ 263.0</b>	<b>\$ 158.4</b>	<b>\$ 99.4</b>	<b>\$ -</b>	<b>\$ 5.2</b>
<b>LOCAL OPERATING SUBSIDIES</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 84.5	\$ 458.0	\$ 358.9	\$ 98.6	\$ -	\$ 0.4
Prop C - (40% Bus/Rail) & (5% Security)	53.3	65.6	52.5	7.2	-	5.8
Measure R - (20% Bus) & (5% Rail)	164.1	135.7	107.8	27.8	-	-
TDA Article 4	325.1	13.7	2.9	-	-	10.8
STA	121.0	83.6	33.3	50.3	-	-
<b>TOTAL LOCAL OPERATING SUBSIDIES</b>	<b>\$ 747.9</b>	<b>\$ 756.4</b>	<b>\$ 555.4</b>	<b>\$ 183.9</b>	<b>\$ -</b>	<b>\$ 17.1</b>
<b>TOTAL TRANSIT OPERATIONS RESOURCES</b>	<b>\$ 1,349.0</b>	<b>\$ 1,399.1</b>	<b>\$ 1,004.7</b>	<b>\$ 370.2</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT CAPITAL RESOURCES</b>						
Federal, State & Local Grants	\$ 652.7	\$ 707.7	\$ 206.5	\$ 501.2	\$ -	\$ -
Local & State Sales Tax <sup>(3)</sup>	583.0	959.5	90.3	869.2	-	-
Bond Financing	376.1	339.9	-	339.9	-	-
<b>TOTAL TRANSIT CAPITAL RESOURCES</b>	<b>\$ 1,611.8</b>	<b>\$ 2,007.1</b>	<b>\$ 296.8</b>	<b>\$ 1,710.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL TRANSIT OPERATIONS &amp; CAPITAL RESOURCES</b>	<b>\$ 2,960.8</b>	<b>\$ 3,406.2</b>	<b>\$ 1,301.5</b>	<b>\$ 2,080.5</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT OPERATIONS EXPENSES</b>						
Labor & Benefits	\$ 835.8	\$ 869.3	\$ 668.1	\$ 179.9	\$ 0.5	\$ 20.7
Fuel & Propulsion Power	57.9	66.4	29.3	37.0	-	-
Materials & Supplies	98.1	97.6	69.9	22.5	-	5.2
Contract & Professional Services	182.0	178.0	58.5	99.6	0.8	19.1
PL/PD & Other Insurance	46.6	51.2	47.1	4.1	-	-
Purchased Transportation	45.9	45.9	45.9	-	-	-
Allocated Overhead <sup>(4)</sup>	54.2	58.9	42.8	12.2	0.1	3.8
Regional Chargeback	-	-	22.2	7.6	-	(29.8)
Other Expenses <sup>(5)</sup>	28.5	31.7	20.9	7.1	-	3.7
<b>TOTAL TRANSIT OPERATIONS EXPENSES</b>	<b>\$ 1,349.0</b>	<b>\$ 1,399.1</b>	<b>\$ 1,004.7</b>	<b>\$ 370.2</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT CAPITAL EXPENSES OPERATING</b>	<b>1,586.7</b>	<b>1,975.9</b>	<b>296.8</b>	<b>1,679.1</b>	<b>-</b>	<b>-</b>
<b>TRANSIT CAPITAL EXPENSES PLANNING</b>	<b>25.1</b>	<b>31.2</b>	<b>-</b>	<b>31.2</b>	<b>-</b>	<b>-</b>
<b>TOTAL CAPITAL EXPENSES <sup>(6)</sup></b>	<b>\$ 1,611.8</b>	<b>\$ 2,007.1</b>	<b>\$ 296.8</b>	<b>\$ 1,710.3</b>	<b>\$ -</b>	<b>\$ -</b>
<b>TOTAL TRANSIT OPERATIONS &amp; CAPITAL EXPENSES</b>	<b>\$ 2,960.8</b>	<b>\$ 3,406.2</b>	<b>\$ 1,301.5</b>	<b>\$ 2,080.5</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT OPERATIONS &amp; CAPITAL (DEFICIT)/SURPLUS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

(1) FY14 fares represent actuals.

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

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

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

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

(6) Capital expenses for operations and planning are combined for reporting purpose.

Note: Totals may not add due to rounding.

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED		
		TOTAL	UNION STATION	EXPRESS LANES
<b>OTHER TRANSIT OPERATIONS RESOURCES</b>				
<b>TOLL FARES AND OTHER REVENUES</b>				
Tolls & Violation Fines	\$ 12.5	\$ 33.5	\$ -	\$ 30.7
Rental Building	0.9	-	2.8	-
<b>TOTAL TOLL FARES &amp; OTHER REVENUES</b>	<b>\$ 13.3</b>	<b>\$ 33.5</b>	<b>\$ 2.8</b>	<b>\$ 30.7</b>
<b>FEDERAL GRANTS</b>				
Federal CMAQ	\$ 2.7	\$ -	\$ -	\$ -
<b>TOTAL FEDERAL GRANTS</b>	<b>2.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>TOTAL OTHER TRANSIT OPERATIONS RESOURCES</b>	<b>\$ 16.1</b>	<b>\$ 33.5</b>	<b>\$ 2.8</b>	<b>\$ 30.7</b>
<b>TRANSIT OTHER OPERATIONS EXPENSES</b>				
Labor & Benefits	\$ 0.8	\$ 1.5	\$ 0.4	\$ 1.1
Contract & Professional Services	13.5	19.8	1.1	18.7
PL/PD & Other Insurance	0.2	0.2	0.2	-
Allocated Overhead	0.1	0.7	0.2	0.5
Other Expenses	1.2	-	-	-
<b>TOTAL OTHER TRANSIT OPERATIONS EXPENSES</b>	<b>\$ 15.9</b>	<b>\$ 22.2</b>	<b>\$ 1.9</b>	<b>\$ 20.3</b>
Reserve	\$ -	\$ 0.5	\$ -	\$ 0.5
Silver Line Service (Special for ExpressLanes)	-	2.9	-	2.9
Congestion Reduction Subsidy <sup>(1)</sup>	-	2.5	-	2.5
Economic Development	0.2	-	-	-
Interactive Kiosk Pilot	-	0.2	0.2	-
<b>TRANSIT OTHER OPERATIONS (DEFICIT)/SURPLUS <sup>(2)</sup></b>	<b>\$ -</b>	<b>\$ 5.3</b>	<b>\$ 0.7</b>	<b>\$ 4.5</b>

### Union Station & ExpressLanes Operations

(1) Subsidy provided to Other Operators.

(2) Toll revenues in excess of expenses will be reinvested within the Transit Corridor where ExpressLanes operates.

Note: Totals may not add due to rounding.

## Capital Projects

PROJECT CATEGORY (\$ IN THOUSANDS)	EXPENDITURE THRU FY14	FY15 ADOPTED	LIFE OF PROJECT
<b>MEASURE R FUNDED TRANSIT CAPITAL PROGRAM</b>			
<b>&gt; TRANSIT CONSTRUCTION PROJECTS</b>			
Crenshaw/LAX Light Rail Transit	\$ 476,379	\$ 306,676	\$ 2,058,000
Expo Blvd Light Rail Transit Phase I	943,311	19,500	978,900
Expo Blvd Light Rail Transit Phase II	712,148	378,000	1,531,160
Gold Line Foothill Extension	583,273	253,999	948,437
Orange Line Extension	141,259	1,680	215,600
Purple Line Subway Extension	167,617	375,506	2,826,340
Regional Connector	134,211	229,709	1,460,008
<b>&gt; TRANSIT PLANNING PROJECTS <sup>(1)</sup></b>			
Airport Metro Connector	\$ 6,930	\$ 3,081	\$ 10,011
Eastside Extension Phase II	20,953	2,445	23,398
Eastside Light Rail Access	9,001	4,686	13,687
Gold Line Foothill Extension Phase II	2,387	10,059	12,446
Green Line Ext: Redondo to South Bay	5,725	1,855	7,579
San Fernando Valley East N/S Rapidways	6,817	2,368	9,185
Sepulveda Pass Corridor	2,393	3,863	6,257
West Santa Ana Branch Corridor	1,082	2,209	3,291
<b>SUBTOTAL MEASURE R FUNDED TRANSIT CAPITAL PROGRAM</b>	<b>\$ 3,213,486</b>	<b>\$ 1,595,635</b>	<b>\$ 10,104,300</b>
<b>OPERATING CAPITAL PROGRAM</b>			
<b>&gt; SAFETY &amp; SECURITY</b>			
Bus	\$ 381	\$ -	\$ 3,700
Blue Line	70,623	6,471	166,900
Green Line	1,826	2,059	11,400
Red Line	8,935	25,148	55,680
Systemwide	19,296	13,561	59,147
<b>&gt; DEFERRED MAINTENANCE</b>			
Bus	\$ 424,590	\$ 194,021	\$ 782,177
Blue Line	189,010	36,143	763,311
Gold Line	4,262	2,367	11,297
Green Line	643	318	1,942
Red Line	77,611	21,504	326,033
Rail Systemwide	549	7,874	13,902
IT Infrastructure	28,680	9,715	85,916
Systemwide	32,516	22,983	98,035
<b>&gt; CAPITAL IMPROVEMENT</b>			
Bus	\$ 90,517	\$ 32,684	\$ 163,976
ExpressLanes Tollways & Facilities	174,013	9,525	210,977
Blue Line	29	622	8,000
Gold Line	950,730	3,542	968,044
Green Line	7	428	10,900
Red Line	28,926	2,022	35,081
Rail Systemwide	-	242	661
Infrastructure for Union Station and Gateway	20,872	13,814	69,559
Systemwide	112,377	6,447	143,408
<b>SUBTOTAL OPERATING CAPITAL PROGRAM</b>	<b>\$ 2,236,395</b>	<b>\$ 411,492</b>	<b>\$ 3,990,046</b>
<b>TOTAL CAPITAL PROGRAM</b>	<b>\$ 5,449,881</b>	<b>\$ 2,007,128</b>	<b>\$ 14,094,346</b>

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

Note: Totals may not add due to rounding.



OPERATING CAPITAL  
BY MODE  
(\$ IN THOUSANDS)

MODE	SAFETY & SECURITY	DEFERRED MAINTENANCE	CAPITAL IMPROVEMENTS	MODE TOTAL
Bus	\$ -	\$ 194,021	\$ 32,684	\$ 226,705
Blue Line	6,471	36,143	622	43,237
Gold Line	2,059	2,367	428	4,854
Green Line	25,148	318	2,022	27,488
Red Line	-	21,504	3,542	25,046
Rail Systemwide	-	7,874	242	8,116
ExpressLanes Tollways & Facilities	-	-	9,525	9,525
Infrastructure	-	9,715	13,814	23,529
Systemwide	13,561	22,983	6,447	42,992
<b>TOTAL OPERATING CAPITAL</b>	<b>\$ 47,239</b>	<b>\$ 294,926</b>	<b>\$ 69,328</b>	<b>\$ 411,492</b>

FY15 Operating  
Capital Summary  
by Mode

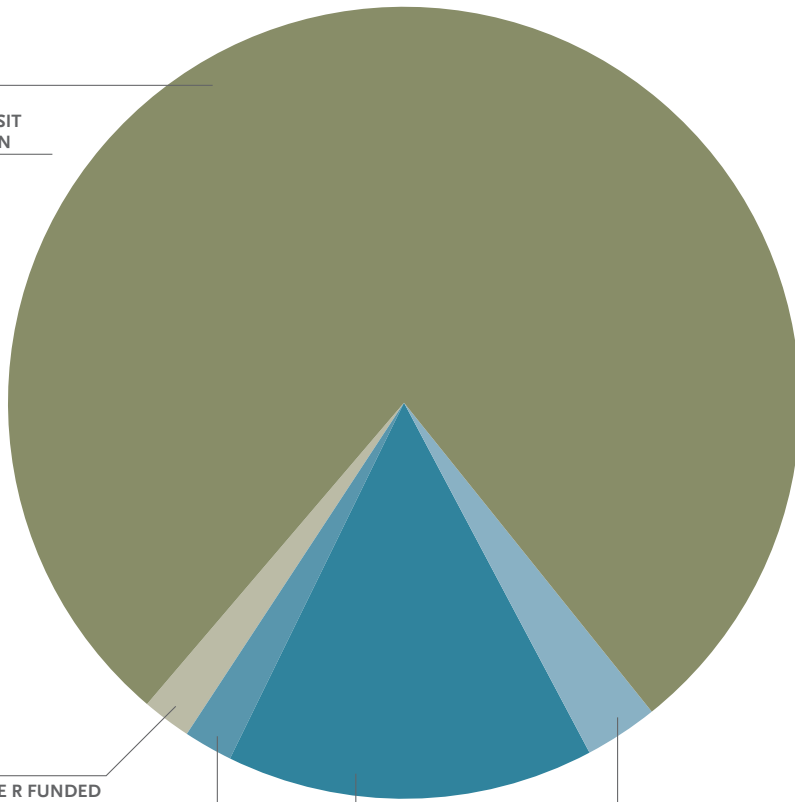
MEASURE R  
FUNDED TRANSIT  
CONSTRUCTION  
\$1,565.1 - 78%

MEASURE R FUNDED  
TRANSIT PLANNING  
\$30.6 - 2%

OPERATIONS  
CAPITAL SAFETY &  
SECURITY  
\$47.2 - 2%

OPERATIONS  
CAPITAL DEFERRED  
MAINTENANCE  
\$294.9 - 15%

OPERATIONS  
CAPITAL  
IMPROVEMENT &  
INFRASTRUCTURE  
\$69.3 - 3%



FY15 Capital Program  
by Expenditure Category  
(\$ in millions)

Note: Totals may not add due to rounding.

## Regional Subsidy Funding Programs

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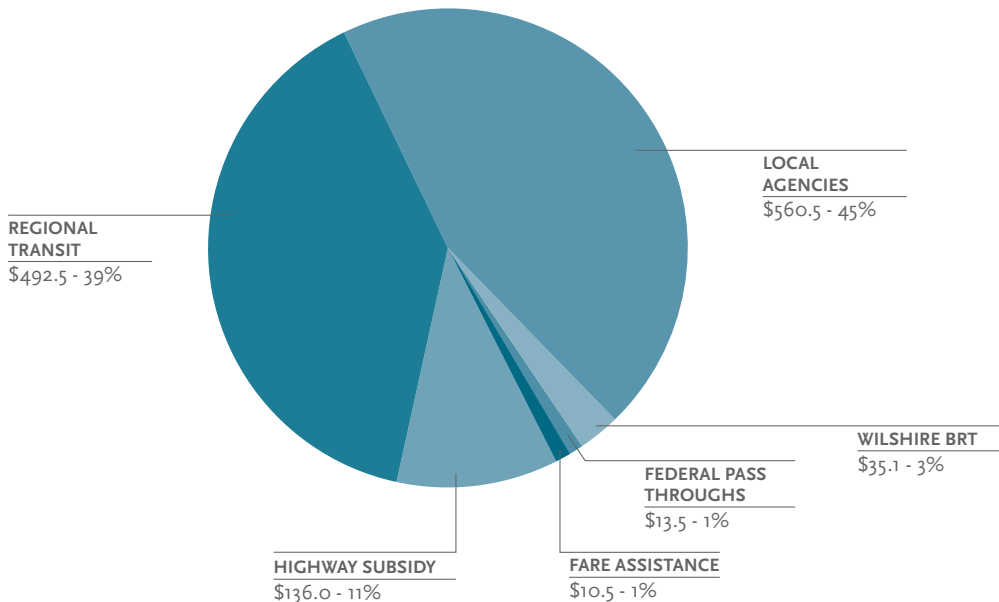
REGIONAL SUBSIDY FUNDING PROGRAMS (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE
<b>REGIONAL TRANSIT</b>				
Municipal and Local Operators	\$ 333.2	\$ 336.6	\$ 3.4	1.0%
Access Services	67.2	73.2	6.0	8.9%
Metrolink	67.3	82.8	15.4	22.9%
<b>TOTAL REGIONAL TRANSIT</b>	<b>\$ 467.7</b>	<b>\$ 492.5</b>	<b>\$ 24.8</b>	<b>5.3%</b>
<b>LOCAL AGENCIES</b>				
Allocation by Population:				
Proposition A Local Return	\$ 168.2	\$ 174.4	\$ 6.1	3.6%
Proposition C Local Return	139.6	144.6	5.1	3.6%
Measure R Local Return	104.7	108.5	3.8	3.6%
Transportation Development Act Article 3	9.5	7.8	(1.7)	-18.4%
Transportation Development Act Article 8	23.5	24.6	1.0	4.5%
<b>SUBTOTAL ALLOCATION BY POPULATION</b>	<b>\$ 445.5</b>	<b>\$ 459.8</b>	<b>\$ 14.3</b>	<b>3.2%</b>
<b>CALL FOR PROJECTS</b>				
Regional Surface				
Transportation Improvements	\$ 62.4	\$ 63.3	\$ 0.9	1.4%
Local Traffic System	12.3	24.2	11.9	97.3%
Regional Bikeways	0.6	0.9	0.3	50.4%
Transportation Demand Management	2.2	3.0	0.9	39.6%
Transportation Enhancement Act	0.9	0.6	(0.3)	-34.3%
Bus Capital Operations	1.0	3.4	2.4	242.2%
<b>SUBTOTAL CALL FOR PROJECTS</b>	<b>\$ 79.4</b>	<b>\$ 95.4</b>	<b>\$ 16.1</b>	<b>20.2%</b>
Transit Oriented Development	6.4	5.3	(1.1)	-16.8%
<b>TOTAL LOCAL AGENCIES</b>	<b>\$ 531.3</b>	<b>\$ 560.5</b>	<b>\$ 29.3</b>	<b>5.5%</b>
<b>WILSHIRE BUS RAPID TRANSIT (BRT) PROJECT</b>				
Wilshire Bus Lane Project	\$ 0.3	\$ 0.3	\$ (0.1)	-22.8%
Very Small Wilshire Bus Lane	15.1	23.7	8.6	57.0%
Metro Rapid Bus	5.2	3.9	(1.3)	-24.9%
Gap Closure Project	10.4	6.7	(3.7)	-36.0%
Metro Rapid Program	-	0.5	0.5	100.0%
<b>TOTAL WILSHIRE BRT PROJECT</b>	<b>\$ 31.0</b>	<b>\$ 35.1</b>	<b>\$ 4.0</b>	<b>13.0%</b>
<b>FEDERAL PASS THROUGHS</b>				
Regional Grantee - FTA	\$ 5.2	\$ 8.1	\$ 3.0	57.6%
Job Access & Reverse Commute Program (JARC) Capital & Operating	5.0	2.2	(2.8)	-56.1%
New Freedom Capital & Operating	4.8	3.1	(1.7)	-35.9%
Highway Pass Through Program	2.2	0.1	(2.1)	-95.4%
<b>TOTAL FEDERAL PASS THROUGHS</b>	<b>\$ 17.2</b>	<b>\$ 13.5</b>	<b>\$ (3.7)</b>	<b>-21.5%</b>

Note: Totals may not add due to rounding.

REGIONAL SUBSIDY FUNDING PROGRAMS (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE
<b>FARE ASSISTANCE</b>				
Immediate Needs Transportation	\$ 5.0	\$ 5.0	\$ -	0.0%
Rider Relief	5.0	5.0	-	0.0%
Support for Homeless Re-Entry Program (SHORE)/General Relief Tokens	0.5	0.5	-	0.0%
<b>TOTAL FARE ASSISTANCE</b>	<b>\$ 10.5</b>	<b>\$ 10.5</b>	<b>\$ -</b>	<b>0.0%</b>
<b>HIGHWAY SUBSIDY</b>				
Freeway (Non-Measure R funded) *	\$ 105.8	\$ 64.8	\$ (41.0)	-38.7%
Phase II - Alameda Corridor East				
Grade Separation	32.0	-	(32.0)	-100.0%
Highway Operational Improvements:				
Arroyo-Verdugo	4.3	15.5	11.2	258.9%
Highway Operational Improvements:				
Las Virgenes/Malibu	10.3	16.2	5.9	57.9%
I-405 / I-110 / I-105 / SR-91				
Ramp & Interchange	2.3	12.1	9.8	428.3%
I-5 N Enhance SR-14/Kern County	1.5	1.5	-	0.0%
I-605 Corridor "Hot Spot"	0.7	10.2	9.5	1316.7%
SR-710 North Gap Closure	3.0	0.5	(2.5)	-83.3%
I-710 South Early Action Projects	16.3	5.8	(10.5)	-64.7%
SR-138 Capacity Enhancements	0.6	1.5	1.0	172.7%
High Desert Corridor	5.0	8.0	3.0	60.0%
<b>TOTAL HIGHWAY SUBSIDY</b>	<b>\$ 181.7</b>	<b>\$ 136.0</b>	<b>\$ (45.7)</b>	<b>-25.1%</b>
<b>TOTAL REGIONAL SUBSIDY FUNDING PROGRAMS</b>	<b>\$ 1,239.4</b>	<b>\$ 1,248.2</b>	<b>\$ 8.8</b>	<b>0.7%</b>

- \* Non-Measure R funded:
- I-5 South Carmenita Road
  - SR-60 from SR-605 to Brea Canyon
  - I-5 South HOV Empire/ Burbank Blvd
  - I-5 South construction Risk Management Plan

Note: Totals may not add due to rounding.



**FY15 Adopted Regional Subsidy Funding Program (\$ in millions)**

## Congestion Management

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**In addition to providing transit services** and improving the highway network in Los Angeles County, the Los Angeles County Metropolitan Transportation Authority administers and sponsors several programs designed to facilitate the reduction of traffic congestion, increased safety, and improvement of air quality throughout Los Angeles County. These measures contribute to a more efficient transportation system that benefits commuters of Los Angeles County.

These programs are designed to tackle the ever-present issue of traffic congestion in Los Angeles, whether by assisting broken down vehicles or clearing traffic accidents, by promoting ride sharing and carpooling or by providing toll-based alternatives to waiting in traffic. Metro also sponsors the Regional Integration of Intelligent Transportation Systems (RIITS), a real-time traffic data monitoring network used by emergency services, transit agencies and third-party users throughout Southern California.

Each of these measures contributes to less traffic congestion, which in turn improves air quality in Los Angeles County.

CONGESTION MANAGEMENT (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	\$ CHANGE	% CHANGE
Freeway Service Patrol	\$ 31.0	\$ 30.7	\$ (0.3)	-1.0%
ExpressLanes	15.2	20.3	5.1	33.3%
Kenneth Hahn Call Box Program	11.7	11.7	-	0.0%
Regional Integration of Intelligent Transportation System	3.6	3.7	-	0.7%
Rideshare / Vanpool Services	10.7	11.0	0.4	3.6%
<b>CONGESTION MANAGEMENT TOTAL</b>	<b>\$ 72.2</b>	<b>\$ 77.3</b>	<b>\$ 5.1</b>	<b>7.1%</b>

## FREEWAY SERVICE PATROL

The Metro Freeway Service Patrol (FSP) is a team of tow truck drivers that provides assistance to stranded motorists and clears traffic accidents on freeways in Los Angeles County. FSP services are free of charge and include changing flat tires, jump-starting dead car batteries, refilling radiators, providing temporary fixes to leaking hoses, providing one gallon of fuel, and towing of cars that will not start.

The FSP helps reduce traffic congestion in Los Angeles County by repairing or removing disabled automobiles and clearing traffic accidents off the freeways. This reduces the likelihood of further accidents caused by onlookers and impatient drivers.

### STATISTICS & INFORMATION

- > Freeway Service Patrol consists of a fleet of 145 tow trucks operating on over 400 miles of freeways throughout Los Angeles County. It is the largest program of its kind.
- > Operates 7 days a week, mostly during daylight hours.
- > FSP services can be called by dialing #399 from a mobile phone, or from a freeway callbox.
- > Funded by state highway funds and Proposition C, which funds transportation improvements and aims to reduce traffic congestion.
- > Jointly managed by Metro, California Highway Patrol and Caltrans.
- > FSP has assisted over 4 million motorists since its inception in 1991.

## EXPRESSLANES

Metro ExpressLanes is a program designed to improve traffic flow and provide enhanced travel options on the I-10 and I-110 freeways in Los Angeles County.

By introducing congestion pricing, the program provides a faster transportation option to motorists. Tolls on the ExpressLanes are calculated based on the level of traffic congestion and trip length in the ExpressLanes. Tolls are higher when there is more traffic in the lanes, and vice-versa.

## KENNETH HAHN CALL BOX PROGRAM

The Kenneth Hahn Call Box Program is a system of call boxes along freeways of Los Angeles County intended for use by motorists in need of assistance or reporting emergencies. The system is comprised of over 4,400 call boxes and generates over 20,000 calls per month to the California Highway Patrol.

As cell phone use increases, usage of the call boxes in Los Angeles County has declined. Because of this, the call box system has been restructured from the primary means of contacting roadside assistance to a secondary "safety-net" system. The call box system has been upgraded from an analog system to a fully digital system.

## REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS (RIITS)

The Regional Integration of Intelligent Transportation Systems (RIITS) network is a Metro-sponsored multimodal planning and operations tool for public agencies in the five counties of Southern California. The network supports real-time information exchange between freeway, traffic, transit and emergency service agencies to improve the Los Angeles County transportation system. RIITS can be used to view real-time freeway and major arterial traffic congestion data, freeway cameras, travel time estimates, and to assess current conditions of the transportation system in Southern California.

## RIDESHARE / VANPOOL SERVICES

Metro administers its Vanpool program to provide commuters with an alternative means of transportation besides driving alone to work. Similar to a carpool, but bigger, a vanpool is a group of 5 to 15 people who travel to work together in a van. Commuters using vanpools save money due to the high cost of driving alone.

Commuters can create vanpool groups or join existing groups with valid leasing agency agreements. Metro provides up to a \$400 monthly lease subsidy to eligible vanpool groups. By reducing the number of automobiles on the road, the vanpool program helps reduce traffic congestion, improve air quality, and provide more transportation options to commuters.

# Debt

## Current Year Debt Service Expense

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY14 BUDGET				FY15 ADOPTED BUDGET			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
<b>RESOURCES</b>								
Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ 2,319.9	\$ 157,611.7	\$ -	\$ 159,931.6	\$ 2,154.3	\$ 146,362.0	\$ -	\$ 148,516.3
Proposition A 40% Discretionary	34.0	2,310.4	-	2,344.4	34.0	2,309.7	-	2,343.7
Proposition C 40% Discretionary	10,020.4	63,758.2	-	73,778.6	9,885.1	62,897.5	-	72,782.6
Proposition C 10% Commuter Rail	1,871.0	11,904.7	-	13,775.7	1,726.5	10,985.6	-	12,712.1
Proposition C 25% Street & Highways	4,844.1	30,822.4	-	35,666.5	4,540.3	28,889.3	22,221.6	55,651.2
Transportation Development Act Article 4	1,534.5	-	-	1,534.5	1,534.5	-	-	1,534.5
Measure R Transit Capital - New Rail 35%	-	43,835.9	-	43,835.9	-	44,675.9	-	44,675.9
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	-	-	-	-	6,792.2	-	6,792.2
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	11,112.8	-	11,112.8	-	10,312.7	-	10,312.7
Proposition A 35% Rail Set Aside (CRA Debt)	-	2,183.0	-	2,183.0	-	2,180.2	-	2,180.2
<b>TOTAL FUNDING DEMAND OF DEBT SERVICE</b>	<b>\$ 20,623.8</b>	<b>\$ 323,539.1</b>	<b>\$ -</b>	<b>\$ 344,162.9</b>	<b>\$ 19,874.7</b>	<b>\$ 315,405.0</b>	<b>\$ 22,221.6</b>	<b>\$ 357,501.3</b>
(Premium)/Discount Amortization <sup>(2)</sup>	(414.2)	(11,291.0)	-	(11,705.2)	(1,103.0)	(20,332.0)	-	(21,435.1)
<b>TOTAL DEBT SERVICE EXPENSE</b>	<b>\$ 20,209.6</b>	<b>\$ 312,248.0</b>	<b>\$ -</b>	<b>\$ 332,457.7</b>	<b>\$ 18,771.7</b>	<b>\$ 295,073.0</b>	<b>\$ -</b>	<b>\$ 336,066.3</b>
<b>DEBT SERVICE (DEFICIT) / SURPLUS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY14 BALANCE				BEGINNING ADOPTED FY15 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A	\$ 19,218.5	\$ 1,305,681.5	\$ -	\$ 1,324,900.0	\$ 18,927.7	\$ 1,285,927.3	\$ -	\$ 1,304,855.0
Proposition C	143,263.6	911,565.4	-	1,054,829.0	139,080.5	884,948.5	309,760.0	1,333,789.0
Measure R	-	701,935.0	-	701,935.0	-	686,050.0	-	686,050.0
Transportation Development Act Article 4	6,410.4	-	-	6,410.4	5,111.0	-	-	5,111.0
Proposition A 35% Rail Set Aside (CRA Debt)	-	21,630.0	-	21,630.0	-	20,520.0	-	20,520.0
<b>TOTAL OUTSTANDING DEBT PRINCIPAL BALANCE <sup>(3)</sup></b>	<b>\$ 168,892.5</b>	<b>\$ 2,940,811.9</b>	<b>\$ -</b>	<b>\$ 3,109,704.4</b>	<b>\$ 163,119.2</b>	<b>\$ 2,877,445.8</b>	<b>\$ 309,760.0</b>	<b>\$ 3,350,325.0</b>

(1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$10.1 million in FY14 and \$4.6 million in FY15.

(2) Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument over the life of the debt.

(3) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5 million Debt Service & \$142 million Outstanding Principal. It is treated as rent & reimbursed to the Enterprise Fund through the Federal overhead allocation process.

Note: Totals may not add due to rounding.

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED	% OF ALLOWABLE REVENUE USED
<b>PROPOSITION A</b>			
Net A35% Sales Tax Revenue	\$ 235.5	\$ 244.1	
Annual A35% Debt Service	149.3	144.3	67.9%
A35% Debt Policy Maximum Permitted Annual Debt Service <sup>(1)</sup>	204.9	212.4	
Maximum Additional A35% Bond Issuance allowed under Debt Policy <sup>(2)</sup>	727.6	890.2	
Net A40% Sales Tax Revenue	\$ 255.7	\$ 265.0	
Annual A40% Debt Service	2.3	2.3	100.0%
A40% Debt Policy Maximum Permitted Annual Debt Service <sup>(3)</sup>	2.3	2.3	
Maximum Additional A40% Bond Issuance allowed under Debt Policy <sup>(3)</sup>	-	-	
<b>PROPOSITION C:</b>			
Net C10% Sales Tax Revenue	\$ 69.8	\$ 72.3	
Annual C10% Debt Service	11.2	11.1	38.4%
C10% Debt Policy Maximum Permitted Annual Debt Service <sup>(4)</sup>	27.9	28.9	
Maximum Additional C10% Bond Issuance allowed under Debt Policy <sup>(2)</sup>	218.4	232.9	
Net C25% Sales Tax Revenue	\$ 174.4	\$ 180.8	
Annual C25% Debt Service	35.7	55.7	51.3%
C25% Debt Policy Maximum Permitted Annual Debt Service <sup>(5)</sup>	104.6	108.5	
Maximum Additional C25% Bond Issuance allowed under Debt Policy <sup>(2)</sup>	902.2	691.0	
Net C40% Sales Tax Revenue	\$ 279.1	\$ 289.3	
Annual C40% Debt Service	71.5	69.8	60.3%
C40% Debt Policy Maximum Permitted Annual Debt Service <sup>(6)</sup>	111.6	115.7	
Maximum Additional C40% Bond Issuance allowed under Debt Policy <sup>(2)</sup>	524.9	600.5	
<b>MEASURE R:</b>			
Net R35% Sales Tax Revenue	\$ 244.2	\$ 253.1	
Annual R35% Debt Service	47.3	46.6	21.2%
R35% Debt Policy Maximum Permitted Annual Debt Service <sup>(7)</sup>	212.5	220.2	
Maximum Additional R35% Bond Issuance allowed under Debt Policy <sup>(8)</sup>	1,993.6	2,054.4	
Net R20% Sales Tax Revenue	\$ 139.5	\$ 144.6	
Annual R20% Debt Service	-	-	0.0%
R20% Debt Policy Maximum Permitted Annual Debt Service <sup>(9)</sup>	83.7	86.8	
Maximum Additional R20% Bond Issuance allowed under Debt Policy <sup>(8)</sup>	1,010.5	1,026.9	
Net R2% Sales Tax Revenue	\$ 14.0	\$ 14.5	
Annual R2% Debt Service	-	6.8	54.0%
R2% Debt Policy Maximum Permitted Annual Debt Service <sup>(10)</sup>	12.2	12.6	
Maximum Additional R2% Bond Issuance allowed under Debt Policy <sup>(8)</sup>	147.0	72.7	
Net R3% Sales Tax Revenue	\$ 20.9	\$ 21.7	
Annual R3% Debt Service	-	-	0.0%
R3% Debt Policy Maximum Permitted Annual Debt Service <sup>(11)</sup>	18.2	18.9	
Maximum Additional R3% Bond Issuance allowed under Debt Policy <sup>(8)</sup>	219.5	223.5	
<b>TOTAL MAXIMUM ADDITIONAL BOND ISSUANCE ALLOWED UNDER DEBT POLICY</b>	<b>\$ 5,743.7</b>	<b>\$ 5,792.1</b>	

### Debt Policy: Maximum Permitted Debt Service

- (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.

Note: Totals may not add due to rounding.

# Fund Balances & Governmental Fund Financial Statement

## Governmental Funds: Estimated Fund Balances for the Year Ending June 30, 2015

FUND TYPES (\$ IN MILLIONS)	FY15 ESTIMATED ENDING FUND BALANCE
<b>PROPOSITION A</b>	
Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ 16.8
Discretionary Incentive (5% of 40%)	6.2
Rail (35%)	-
Interest	4.7
<b>TOTAL PROPOSITION A</b>	<b>\$ 27.7</b>
<b>PROPOSITION C</b>	
Discretionary (40%) <sup>(1)</sup>	\$ 183.9
Security (5%)	10.0
Commuter Rail (10%) <sup>(2)</sup>	5.9
Streets & Highways (25%)	-
Interest	17.4
<b>TOTAL PROPOSITION C</b>	<b>\$ 217.3</b>
<b>MEASURE R</b>	
Administration (1.5%)	\$ 31.2
Transit Capital - Metrolink (3%)	30.3
Transit Capital - Metro Rail (2%)	16.3
Transit Capital - New Rail (35%)	-
Highway Capital (20%)	276.0
New Rail Operations (5%)	76.5
Bus Operations (20%) <sup>(1)</sup>	0.8
<b>TOTAL MEASURE R</b>	<b>\$ 431.1</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
Article 3 <sup>(1)</sup>	\$ 13.7
Article 4 <sup>(1)</sup>	302.5
Article 8 <sup>(1)</sup>	2.5
<b>TOTAL TDA</b>	<b>\$ 318.7</b>
<b>STATE TRANSIT ASSISTANCE (STA)</b>	
Revenue Share <sup>(1)</sup>	\$ 10.9
Population Share	-
<b>TOTAL STA</b>	<b>\$ 10.9</b>
PTMISEA <sup>(3)</sup>	158.9
<b>TOTAL PTMISEA</b>	<b>\$ 158.9</b>
<b>SAFE FUND <sup>(2)</sup></b>	<b>\$ 20.9</b>
<b>OTHER SPECIAL REVENUE FUNDS <sup>(1)</sup></b>	<b>\$ 47.3</b>
<b>GENERAL FUND</b>	
Administration - Proposition A, C, & TDA	\$ -
Mandatory Operating Reserve	193.8
General Fund / Other <sup>(2)</sup>	259.8
<b>TOTAL GENERAL FUND</b>	<b>\$ 453.6</b>
<b>TOTAL</b>	<b>\$ 1,686.3</b>

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

(2) Committed.

(3) PTMISEA stands for Public Transportation Modernization, Improvement, and Service Enhancement Account. Committed for Capital Projects.

Note: Totals may not add due to rounding.



## Fund Balances & Governmental Fund Financial Statement

GOVERNMENTAL FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUND <sup>(1)</sup>		GENERAL FUND		TOTAL	
	FY14 BUDGET	FY15 ADOPTED	FY14 BUDGET	FY15 ADOPTED	FY14 BUDGET	FY15 ADOPTED
<b>REVENUE</b>						
Sales Tax	\$ 2,603.3	\$ 2,683.4	\$ -	\$ -	\$ 2,603.3	\$ 2,683.4
Intergovernmental Grants	507.4	359.0	33.8	21.5	541.2	380.5
Investment Income	0.5	0.5	4.1	4.1	4.6	4.6
Lease and Rental	-	-	20.9	16.2	20.9	16.2
Licenses and Fines	-	-	0.5	0.5	0.5	0.5
Other	-	-	18.3	0.2	18.3	0.2
<b>TOTAL REVENUES</b>	<b>\$ 3,111.1</b>	<b>\$ 3,042.9</b>	<b>\$ 77.6</b>	<b>\$ 42.4</b>	<b>\$ 3,188.7</b>	<b>\$ 3,085.3</b>
<b>EXPENDITURES</b>						
Subsidies	\$ 1,215.1	\$ 1,226.7	\$ 22.8	\$ 30.0	\$ 1,237.9	\$ 1,256.8
Operating Expenditures	345.5	269.3	120.5	134.8	465.9	404.0
Debt & Interest Expenditures	-	-	1.1	1.0	1.1	1.0
Debt Principal Retirement	-	-	1.1	1.2	1.1	1.2
<b>TOTAL EXPENDITURES</b>	<b>\$ 1,560.6</b>	<b>\$ 1,496.0</b>	<b>\$ 145.4</b>	<b>\$ 167.0</b>	<b>\$ 1,706.0</b>	<b>\$ 1,663.0</b>
<b>TRANSFERS</b>						
Transfers In	\$ 89.9	\$ 19.0	\$ 122.6	\$ 91.6	\$ 212.5	\$ 110.7
Transfers (Out)	(2,235.9)	(2,255.0)	(40.9)	(25.4)	(2,276.8)	(2,280.4)
Proceeds from Financing	19.0	81.6	-	0.4	19.0	82.0
<b>TOTAL TRANSFERS</b>	<b>\$(2,127.0)</b>	<b>\$(2,154.3)</b>	<b>\$ 81.7</b>	<b>\$ 66.7</b>	<b>\$(2,045.3)</b>	<b>\$(2,087.7)</b>
<b>NET CHANGE IN FUND BALANCES</b>	<b>\$ (576.5)</b>	<b>\$ (607.4)</b>	<b>\$ 13.9</b>	<b>\$ (57.9)</b>	<b>\$ (562.6)</b>	<b>\$ (665.3)</b>
<b>FUND BALANCES - BEGINNING OF YEAR <sup>(2)</sup></b>	<b>\$ 2,114.0</b>	<b>\$ 1,840.2</b>	<b>\$ 475.0</b>	<b>\$ 511.5</b>	<b>\$ 2,589.0</b>	<b>\$ 2,351.7</b>
<b>FUND BALANCES - END OF YEAR</b>	<b>\$ 1,537.5</b>	<b>\$ 1,232.8</b>	<b>\$ 488.9</b>	<b>\$ 453.6</b>	<b>\$ 2,026.4</b>	<b>\$ 1,686.3</b>

### Governmental Funds: Statement of Revenues, Expenditures and Changes in Fund Balances for the Years Ending June 30, 2014 & 2015

(1) Special Revenue Fund includes Measure R fund which is presented separately.

(2) Beginning FY15 Fund Balances reflect anticipated unspent FY14 budgeted expenditures.

Note: Totals may not add due to rounding.

**Measure R:  
Impact to the Region**

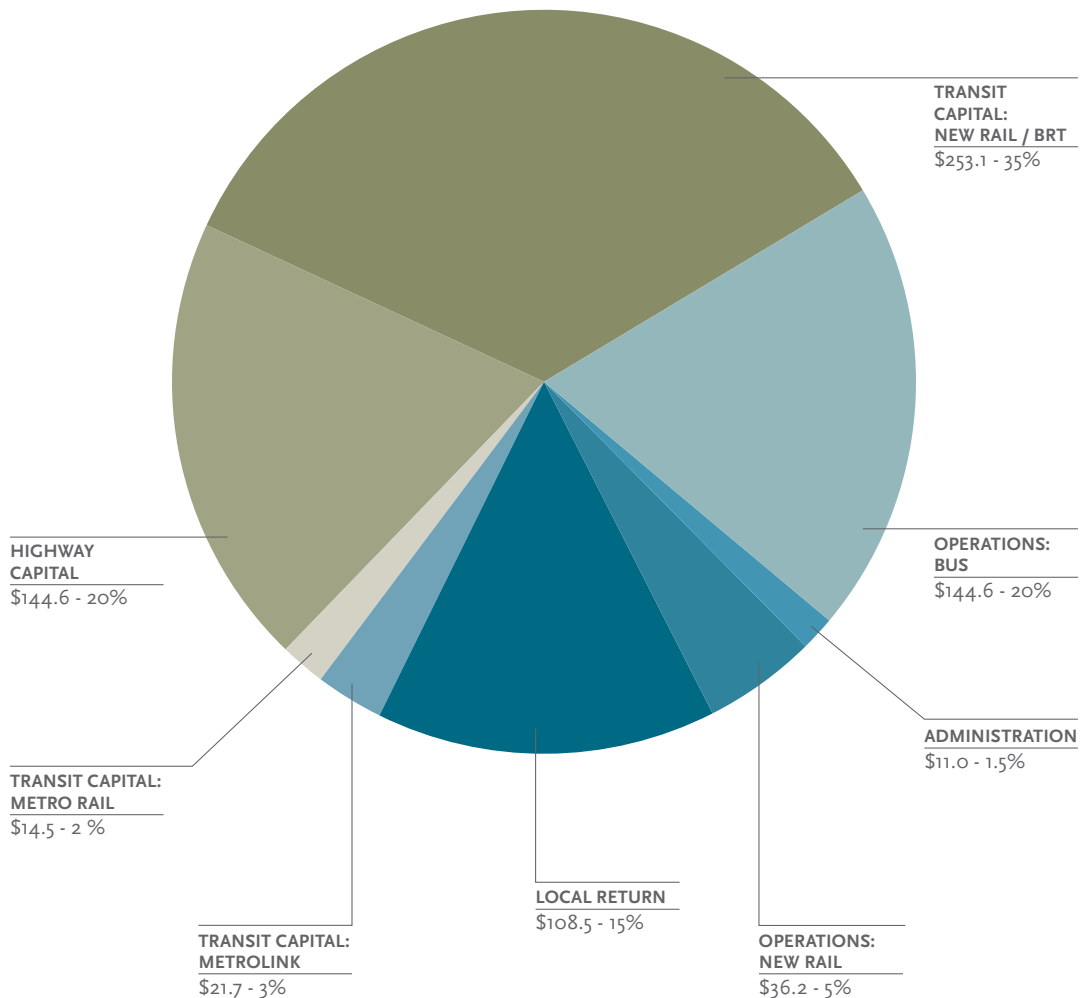
The Measure R sales tax revenue ordinance approved by voters in 2008 has rapidly become the single largest local funding source for the transit capital building boom currently underway in Los Angeles County. Metro's management is focused on carefully using this funding to ensure that the transit capital and highway projects outlined in the ordinance become a reality.

The investment in public transit and highway infrastructure made possible through Measure R has benefited the region not just in terms of improved mobility, but also with increased economic activity and job creation. This is no small feat considering the worldwide economic downturn experienced in recent years.

Local jurisdictions in the county receive additional funding through the Local Return sub fund, which is allocated based on population. In addition, the Bus Operations sub fund is allocated to other transit providers in the region based on the Formula Allocation Procedure.

MetroLink is the sole recipient of funding from the Measure R 3% component. These funds helped finance the installation of the much needed positive train control system and other safety/system improvements.

**Measure R  
Sales Tax Revenue**



Note: This section is intended to highlight the impact Measure R has on the region. Most of the information presented here is also integrated into the other functional areas presented throughout this budget document.

SUBFUND (\$ IN MILLIONS)	EXPENDITURE PROGRAM	% OF SALES TAX	ESTIMATED BEGINNING FUND BALANCE	NEW REVENUES	EXPENDITURES	ESTIMATED ENDING FUND BALANCE
<b>TRANSIT CAPITAL</b>	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	\$ 220.5	\$ 253.1	\$ 473.6 <sup>(1)</sup>	\$ -
<b>HIGHWAY CAPITAL</b>	Carpool Lanes, Highways, Goods Movement, Grade Separations, & Soundwalls	20.0%	249.9	144.6	118.5	276.0
<b>TRANSIT CAPITAL</b>	Metro Rail Capital - System Improvements, Rail Yards, & Rail Cars	2.0%	31.2	14.5	29.3	16.3
<b>OPERATIONS</b>	Bus Operations - Countywide Bus Service Operations, Maintenance, & Expansion	20.0%	11.8	144.6	155.6	0.8
<b>OPERATIONS</b>	Rail Operations (New Transit Projects Operations & Maintenance)	5.0%	68.2	36.2	27.8	76.5
<b>ADMINISTRATION</b>	Administration	1.5%	28.0	11.0	7.8	31.2
<b>TRANSIT CAPITAL</b>	Metrolink Capital Improvement Projects within LA County (Operations, Maintenance, & Expansion)	3.0%	60.2	21.7	51.6	30.3
<b>LOCAL RETURN <sup>(2)</sup></b>		15.0%	-	108.5	108.5	-
<b>SUBTOTAL MEASURE R PROJECTS FUNDING PLAN FROM SALES TAX REVENUES</b>			<b>\$ 669.8</b>	<b>\$ 734.2</b>	<b>\$ 972.8</b>	<b>\$ 431.1</b>
	Measure R Transit Capital 2% Bond Proceeds <sup>(3)</sup>		-	78.7	78.7	-
	Measure R Transit Capital 35% Commercial Paper <sup>(3)</sup>		-	193.0	193.0	-
	Measure R Transit Capital 35% TIFIA Loan Proceeds <sup>(3)</sup>		-	324.8	324.8	-
<b>SUBTOTAL MEASURE R PROJECTS FUNDING PLAN FROM BOND PROCEEDS AND TIFIA LOAN PROCEEDS</b>			<b>\$ -</b>	<b>\$ 596.5</b>	<b>\$ 596.5</b>	<b>\$ -</b>
<b>SUBTOTAL MEASURE R PROJECTS FUNDING PLAN FROM MEASURE R SOURCES</b>			<b>\$ 669.8</b>	<b>\$ 1,330.7</b>	<b>\$ 1,569.3</b>	<b>\$ 431.1</b>
<b>SUBTOTAL MEASURE R PROJECTS FUNDING PLAN FROM NON-MEASURE R SOURCES <sup>(4)</sup></b>			<b>\$ -</b>	<b>\$ 772.4</b>	<b>\$ 772.4</b>	<b>\$ -</b>
<b>TOTAL MEASURE R PROJECTS FUNDING PLAN</b>			<b>\$ 669.8</b>	<b>\$ 2,103.1</b>	<b>\$ 2,341.7</b>	<b>\$ 431.1</b>

### Measure R Ordinance Summary of Sales Tax Revenues, Expenditures and Fund Balances

- (1) Excludes \$2.3 million amortization cost of bond premium to reflect the total Measure R funding.
- (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; & transit.
- (3) Metro plans to draw down \$324.8 million TIFIA (Transportation Infrastructure Finance and Innovation Act) loan in FY15 to fund Measure R Transit Capital 35% activities (including \$42 million for Regional Connector). Metro plans to issue additional Measure R Transit Capital - New Rail 35% Bond of \$193 million for Expo Phase II. Metro plans to issue Measure R Transit Capital - Metro Rail 2% Bond of \$9.3 million for Blue Line Station Refurbishments and \$69.4 million for Gold Line Foothill Maintenance Facility.
- (4) Funding from non-Measure R funding sources for measure R Projects: Federal subsidies \$382.5 million; State Subsidies \$341.1 million; Local Subsidies \$48.8 million.

Note: Totals may not add due to rounding.

# Measure R

## Measure R Projects / Funding

MEASURE R FUNDING / PROJECTS (\$ IN MILLIONS)	MEASURE R PROJECT EXPENDITURES			MEASURE R PROJECT FTEs		
	MEASURE R FUNDS <sup>(1)</sup>	NON-MEASURE R FUNDS <sup>(2)</sup>	TOTAL	NON-MEASURE R FUNDS	MEASURE R FUNDS	TOTAL <sup>(3)</sup>
<b>MEASURE R TRANSIT CAPITAL - NEW RAIL (35%)</b>						
Crenshaw/Lax Transit Corridor	\$ 126.7	\$ 152.0	\$ 278.7	21.0	25.2	46.2
Eastside Extension Phase II	-	2.4	2.4	-	2.2	2.2
Eastside Light Rail Access	4.7	-	4.7	0.4	-	0.4
Expo Blvd Light Rail Transit Construction	261.8	89.3	351.1	10.7	0.2	10.8
Expo/Blue Line Light Rail Vehicles	-	46.4	46.4	-	-	-
Gold Line Foothill Extension	194.6	-	194.6	6.3	-	6.3
Green Line Ext Redondo Beach-South Bay	-	1.9	1.9	-	3.0	3.0
Regional Connector	42.4	187.4	229.7	8.1	35.6	43.7
Sepulveda Pass Transit Corridor	-	3.9	3.9	-	0.1	0.1
W. Santa Ana Branch Corridor Admin.	2.2	-	2.2	1.8	-	1.8
Westside Subway Extension	273.5	100.0	373.5	36.9	12.4	49.3
Regional Clean Fuel Bus Capital	7.4	152.0	159.4	1.9	5.2	7.1
Metro Orange Line Extension	-	1.7	1.7	-	0.6	0.6
San Fernando Valley East N/S Rapid	2.4	-	2.4	3.4	-	3.4
Airport Metro Connector	3.1	-	3.1	2.0	-	2.0
<b>MEASURE R TRANSIT CAPITAL - NEW RAIL (35%) TOTAL</b>	<b>\$ 918.7</b>	<b>\$ 736.9</b>	<b>\$ 1,655.6</b>	<b>92.5</b>	<b>84.4</b>	<b>177.0</b>
<b>MEASURE R HIGHWAY CAPITAL (20%)</b>						
Countywide Soundwall Projects	\$ 0.3	\$ 13.8	\$ 14.0	0.1	6.3	6.4
High Desert Corridor	9.8	-	9.8	1.4	-	1.4
I-405, I-110, I-105, SR91 Ramp & Interchange	12.5	-	12.5	1.4	-	1.4
I-5 N Enhance SR14/Kern County	2.1	-	2.1	1.5	-	1.5
SR-710 North Gap Closure	10.3	-	10.3	2.8	-	2.8
I-710 South Early Action Projects	14.8	-	14.8	1.4	-	1.4
Phase II Alameda Corridor E Grade Separation	-	-	-	0.2	-	0.2
SR-138 Capacity Enhancements	5.4	-	5.4	1.5	-	1.5
I-605 Corridor "Hot Spots"	16.1	-	16.1	2.1	-	2.1
Highway Operating Improvements Virgenes/Malibu	16.3	-	16.3	0.7	-	0.7
Highway Operating Improvements Arroyo Verdugo	15.5	-	15.5	0.1	-	0.1
Goods Movements, I-5 N Truck Lanes, SR 71	15.5	4.1	19.7	1.9	0.3	2.3
<b>MEASURE R HIGHWAY CAPITAL (20%) TOTAL</b>	<b>\$ 118.5</b>	<b>\$ 17.9</b>	<b>\$ 136.5</b>	<b>15.0</b>	<b>6.6</b>	<b>21.7</b>
<b>MEASURE R TRANSIT CAPITAL - METRO RAIL (2%)</b>						
Heavy Rail Vehicle Midlife	6.4	-	\$ 6.4	6.4	-	6.4
Heavy Rail Vehicle Procurement	2.0	-	2.0	2.8	-	2.8
Light Rail Fleet Midlife	6.8	-	6.8	7.8	-	7.8
Southwestern Yard (Crenshaw)	28.0	-	28.0	4.8	-	4.8
Transit Oriented Development	5.3	-	5.3	-	-	-
Gold Line Foothill Maintenance Facility - Metro 75%	69.4	-	69.4	-	-	-
Eastside Quad Gate Study and Installation	2.0	-	2.0	0.4	-	0.4
Metro Blue Line Station Refurbishments	9.3	-	9.3	2.5	-	2.5
<b>MEASURE R TRANSIT CAPITAL - METRO RAIL (2%) TOTAL</b>	<b>\$ 129.2</b>	<b>\$ -</b>	<b>\$ 129.2</b>	<b>24.7</b>	<b>-</b>	<b>24.7</b>

(1) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan.

(2) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$382.5 million; State Subsidies \$341.1 million; Local Subsidies \$48.8 million.

(3) Total Metro FTEs in Measure R Project are 1,039.2, with 264.1 Non-Contract and 775.1 Contract.

Note: Totals may not add due to rounding.

MEASURE R FUNDING / PROJECTS (\$ IN MILLIONS)	MEASURE R PROJECT EXPENDITURES			MEASURE R PROJECT FTES		
	MEASURE R FUNDS <sup>(1)</sup>	NON-MEASURE R FUNDS <sup>(2)</sup>	TOTAL	NON-MEASURE R FUNDS	MEASURE R FUNDS	TOTAL <sup>(3)</sup>
<b>MEASURE R OPERATIONS - BUS (20%)</b>						
Metro Bus Share	\$ 104.3	\$ -	\$ 104.3	657.9	-	657.9
Metro Orange Line	3.5	-	3.5	16.3	-	16.3
Measure R 20% Formula Allocation Procedure Subsidies	47.8	-	47.8	-	-	-
<b>MEASURE R OPERATIONS - BUS (20%) TOTAL</b>	<b>\$ 155.6</b>	<b>\$ -</b>	<b>\$ 155.6</b>	<b>674.2</b>	<b>-</b>	<b>674.2</b>
<b>MEASURE R OPERATIONS - NEW RAIL (5%) TOTAL</b>	<b>\$ 27.8</b>	<b>\$ -</b>	<b>\$ 27.8</b>	<b>114.6</b>	<b>-</b>	<b>114.6</b>
<b>MEASURE R TRANSIT CAPITAL - METROLINK (3%) TOTAL</b>	<b>\$ 51.6</b>	<b>\$ 9.5</b>	<b>\$ 61.1</b>	<b>5.5</b>	<b>-</b>	<b>5.5</b>
<b>MEASURE R ADMINISTRATION (1.5%) TOTAL</b>	<b>\$ 7.8</b>	<b>\$ -</b>	<b>\$ 7.8</b>	<b>21.5</b>	<b>-</b>	<b>21.5</b>
<b>MEASURE R LOCAL RETURNS (15%) TOTAL</b>	<b>\$ 108.5</b>	<b>\$ -</b>	<b>\$ 108.5</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>MEASURE R DEBT SERVICE EXPENSES TOTAL <sup>(4)</sup></b>	<b>\$ 51.5</b>	<b>\$ 8.0</b>	<b>\$ 59.5</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>GRAND TOTAL</b>	<b>\$1,569.3</b>	<b>\$ 772.4</b>	<b>\$2,341.7</b>	<b>948.1</b>	<b>91.1</b>	<b>1,039.2</b>

(1) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan.

(2) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$382.5 million; State Subsidies \$341.1 million; Local Subsidies \$48.8 million.

(3) Total MTA FTEs in Measure R Project are 1,039.2, with 264.1 Non-Contract and 775.1 Contract.

(4) \$2.3 million amortization cost of bond premium is included as Non-Measure R funding source. Current debt service expenses are funded by Measure R Transit Capital 35% contingency.

Note: Totals may not add due to rounding.

# Full-Time Equivalents (FTE)

## FTE by Department

MANAGING DEPARTMENT	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>BOARD OF DIRECTORS</b>			
County Counsel	3	3	-
Ethics Office	7	7	-
Inspector General	16	16	-
Office Of Board Secretary	10	10	-
<b>TOTAL BOARD OF DIRECTORS</b>			
<b>BY REPRESENTATION</b>	<b>36</b>	<b>36</b>	<b>-</b>
Non-Contract	36	36	-
<b>CHIEF EXECUTIVE OFFICE</b>			
Chief Executive Office	5	5	-
Chief Policy Office	17	17	-
Enterprise Risk & Safety Management	83	83	-
Labor/Employee Relations	154	156	2
LA Metro Protective Services (LAMPS)	109	110	1
Management Audit Services	21	21	-
Program Management	36	36	-
<b>TOTAL CHIEF EXECUTIVE OFFICE</b>	<b>425</b>	<b>428</b>	<b>3</b>
Non-Contract	234	237	3
Union	191	191	-
<b>TOTAL CHIEF EXECUTIVE OFFICE</b>			
<b>BY REPRESENTATION</b>	<b>425</b>	<b>428</b>	<b>3</b>
<b>COMMUNICATIONS</b>			
Community Relations	25	29	4
Customer Programs & Services	54	54	-
Customer Relations	120	120	-
Executive Office, Communications	4	7	3
Government Relations	7	7	-
Marketing	42	43	1
Public Relations	9	11	2
<b>TOTAL COMMUNICATIONS</b>	<b>261</b>	<b>271</b>	<b>10</b>
Non-Contract	83	93	10
Union	178	178	-
<b>TOTAL COMMUNICATIONS</b>			
<b>BY REPRESENTATION</b>	<b>261</b>	<b>271</b>	<b>10</b>
<b>CONGESTION REDUCTION</b>			
Congestion Reduction	4	5	1
Motorist Services	9	10	1
<b>TOTAL CONGESTION REDUCTION</b>	<b>13</b>	<b>15</b>	<b>2</b>
Non-Contract	13	15	2
<b>ENGINEERING AND CONSTRUCTION</b>			
Highway Project Delivery	22	24	2
Regional Rail	7	7	-
Transit Project Delivery	141	147	6
<b>TOTAL ENGINEERING AND CONSTRUCTION</b>	<b>170</b>	<b>178</b>	<b>8</b>
Non-Contract	170	178	8

Note: Department reorganizations have occurred since Budget Adoption.

MANAGING DEPARTMENT	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>FINANCE AND BUDGET</b>			
Accounting	68	69	1
Finance & Treasury	65	68	3
Budget, TAP & Local Programming	60	62	2
<b>TOTAL FINANCE AND BUDGET</b>	<b>193</b>	<b>199</b>	<b>6</b>
Non-Contract	128	134	6
Union	65	65	-
<b>TOTAL FINANCE AND BUDGET BY REPRESENTATION</b>	<b>193</b>	<b>199</b>	<b>6</b>
<b>INFORMATION TECHNOLOGY</b>			
Information Technology Services	133	136	3
<b>TOTAL INFORMATION TECHNOLOGY</b>	<b>133</b>	<b>136</b>	<b>3</b>
Non-Contract	85	87	2
Union	48	49	1
<b>TOTAL INFORMATION TECHNOLOGY BY REPRESENTATION</b>	<b>133</b>	<b>136</b>	<b>3</b>
<b>OPERATIONS</b>			
Maintenance	2,107	2,107	-
Rail Fleet Services Engineering & Maintenance	394	394	-
Rail MOW & Engineering	290	290	-
Rail Project Development & Transportation	560	560	-
Service Development	130	130	-
Transit Capital Projects	26	26	-
Transit Operations - Bus	11	11	-
Transportation	4,059	4,067	8
<b>TOTAL OPERATIONS</b>	<b>7,577</b>	<b>7,585</b>	<b>8</b>
Non-Contract	274	274	-
Union	7,303	7,311	8
<b>TOTAL OPERATIONS BY REPRESENTATION</b>	<b>7,577</b>	<b>7,585</b>	<b>8</b>

MANAGING DEPARTMENT	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>PLANNING AND DEVELOPMENT</b>			
Economic Development	30	32	2
Executive Office Regional Transp Planning	2	2	-
Long Range Planning & Coordination	22	22	-
Regional Capital Development	14	14	-
Strategic Financial Planning & Programming	16	16	-
Strategic Initiatives Department	14	15	1
Transp. Dev. & Implementation (Central/East/Southeast Region)	18	18	-
Transp. Dev. & Implementation (North/West/Southwest Region)	34	35	1
Public Private Partnership		2	2
<b>TOTAL PLANNING AND DEVELOPMENT</b>	<b>150</b>	<b>156</b>	<b>6</b>
Non-Contract	150	156	6
<b>VENDOR/CONTRACT MANAGEMENT</b>			
Executive Director, Vendor Client Management	3	3	-
Contract Support/Client Services	14	14	-
Diversity & Economic Opportunity	20	23	3
Procurement	52	55	3
Supply Chain Management	182	182	-
<b>TOTAL VENDOR/CONTRACT MANAGEMENT</b>	<b>271</b>	<b>277</b>	<b>6</b>
Non-Contract	129	135	6
Union	142	142	-
<b>TOTAL VENDOR/CONTRACT MANAGEMENT BY REPRESENTATION</b>	<b>271</b>	<b>277</b>	<b>6</b>
<b>TOTAL AGENCYWIDE NON-CONTRACT</b>	<b>1,302</b>	<b>1,345</b>	<b>43</b>
<b>TOTAL AGENCYWIDE UNION</b>	<b>7,927</b>	<b>7,936</b>	<b>9</b>
<b>GRAND TOTAL</b>	<b>9,229</b>	<b>9,281</b>	<b>52</b>

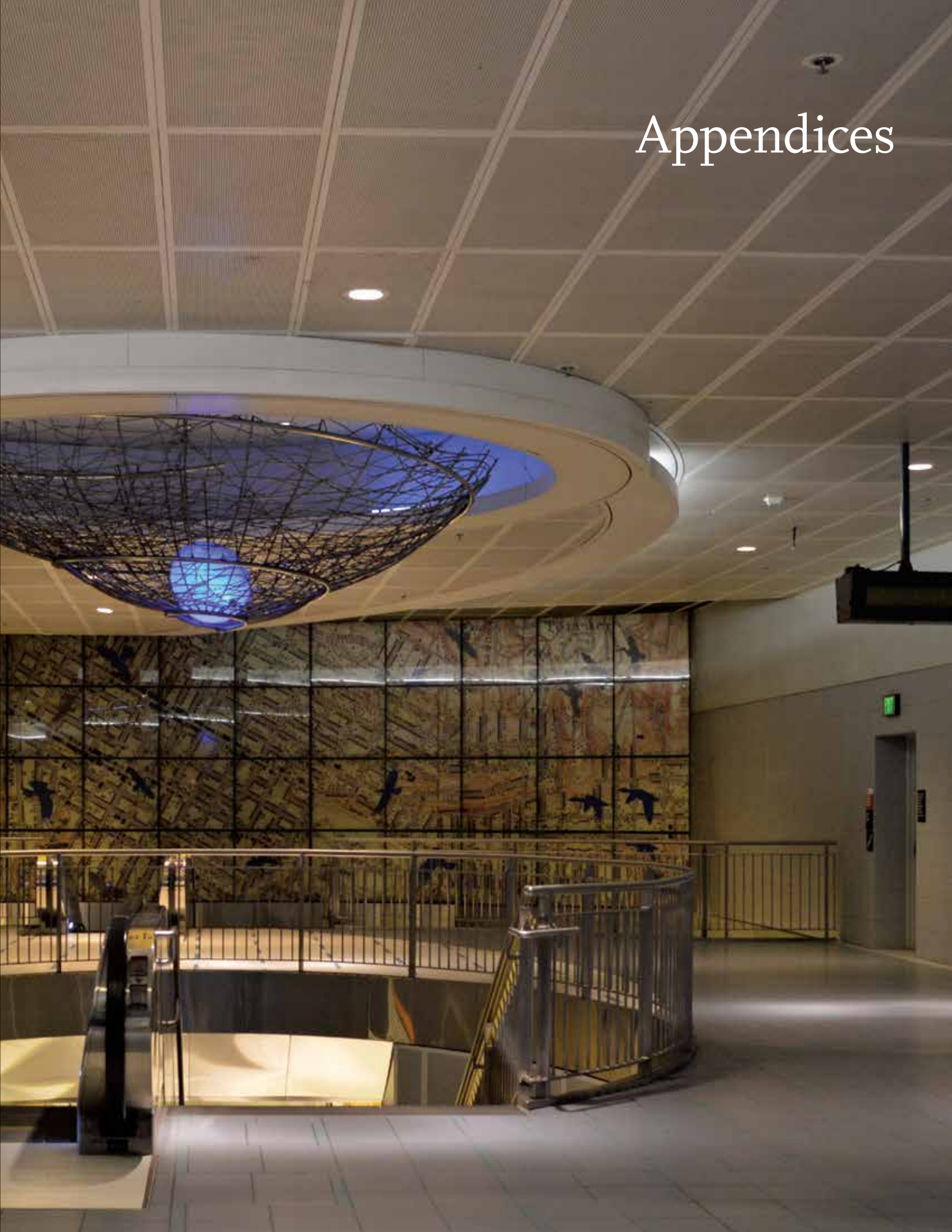


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MIND AWAKE AREA



# Appendices



# Appendix I: Service Statistics

BUS & RAIL OPERATING STATISTICS	BUS			RAIL			TOTAL		
	FY14 BUDGET	FY15 ADOPTED	% CHANGE	FY14 BUDGET	FY15 ADOPTED	% CHANGE	FY14 BUDGET	FY15 ADOPTED	% CHANGE
<b>SERVICE PROVIDED (ooo)</b>									
Revenue Service Hours (RSH)	7,049	7,062	0.2%	1,028	1,028	0.0%	8,077	8,090	0.2%
Revenue Service Miles (RSM)	78,667	78,950	0.4%	21,584	21,584	0.0%	100,251	100,534	0.4%
<b>SERVICE CONSUMED (ooo)</b>									
Unlinked Boardings *	361,464	359,260	-0.6%	114,070	114,111	0.0%	475,534	473,371	-0.6%
Passenger Miles *	1,494,526	1,485,414	-0.6%	644,591	644,821	0.0%	2,139,117	2,130,235	-0.6%
<b>OPERATING REVENUE (ooo)</b>									
Fare Revenue *	\$ 251,354	\$ 266,322	6.0%	\$ 79,712	\$ 84,744	6.0%	\$ 331,066	\$ 351,066	6.0%
Advertising/Other	\$ 25,119	\$ 26,333	4.8%	\$ 2,191	\$ 2,298	4.9%	\$ 27,310	\$ 28,631	4.8%
<b>TOTAL</b>	<b>\$ 276,473</b>	<b>\$ 292,655</b>	<b>5.9%</b>	<b>\$ 81,903</b>	<b>\$ 87,042</b>	<b>6.3%</b>	<b>\$ 358,376</b>	<b>\$ 379,697</b>	<b>5.9%</b>
<b>OPERATING COST DATA (ooo)</b>									
Transportation	\$ 374,007	\$ 362,689	-3.0%	\$ 53,101	\$ 57,375	8.0%	\$ 427,108	\$ 420,064	-1.6%
Maintenance	\$ 285,037	\$ 299,192	5.0%	\$ 159,209	\$ 172,214	8.2%	\$ 444,246	\$ 471,406	6.1%
Other & Support Cost	\$ 317,617	\$ 342,798	7.9%	\$ 139,907	\$ 140,605	0.5%	\$ 457,524	\$ 483,403	5.7%
<b>TOTAL</b>	<b>\$ 976,661</b>	<b>\$ 1,004,679</b>	<b>2.9%</b>	<b>\$ 352,217</b>	<b>\$ 370,194</b>	<b>5.1%</b>	<b>\$ 1,328,878</b>	<b>\$ 1,374,873</b>	<b>3.5%</b>
<b>SUBSIDY DATA</b>	<b>\$ 700,188</b>	<b>\$ 712,024</b>	<b>1.7%</b>	<b>\$ 270,314</b>	<b>\$ 283,152</b>	<b>4.7%</b>	<b>\$ 970,502</b>	<b>\$ 995,176</b>	<b>2.5%</b>
<b>PER BOARDING STATISTICS</b>									
Fare Revenue	\$ 0.70	\$ 0.74	6.0%	\$ 0.70	\$ 0.74	6.0%	\$ 0.70	\$ 0.74	6.0%
Operating Cost	\$ 2.70	\$ 2.80	3.5%	\$ 3.09	\$ 3.24	5.1%	\$ 2.79	\$ 2.90	3.9%
Subsidy	\$ 1.94	\$ 1.98	2.3%	\$ 2.37	\$ 2.48	4.7%	\$ 2.04	\$ 2.10	3.0%
Passenger Miles	4.13	4.13	0.0%	5.65	5.65	0.0%	4.50	4.50	0.0%
Fare Recovery %	25.7%	26.5%	3.0%	22.6%	22.9%	1.2%	24.9%	25.5%	2.5%
<b>PER RSH STATISTICS</b>									
Revenue	\$ 39.22	\$ 41.44	5.7%	\$ 79.69	\$ 84.69	6.3%	\$ 44.37	\$ 46.94	5.8%
Boardings	51.28	50.87	-0.8%	110.98	111.02	0.0%	58.88	58.52	-0.6%
Passenger Miles	212.03	210.35	-0.8%	627.16	627.38	0.0%	264.86	263.33	-0.6%
Transportation Cost	\$ 53.06	\$ 51.36	-3.2%	\$ 51.66	\$ 55.82	8.0%	\$ 52.88	\$ 51.93	-1.8%
Maintenance Cost	\$ 40.44	\$ 42.37	4.8%	\$ 154.90	\$ 167.56	8.2%	\$ 55.00	\$ 58.27	5.9%
Other & Support Cost	\$ 45.06	\$ 48.54	7.7%	\$ 136.12	\$ 136.80	0.5%	\$ 56.65	\$ 59.76	5.5%
<b>TOTAL COST</b>	<b>\$ 138.56</b>	<b>\$ 142.27</b>	<b>2.7%</b>	<b>\$ 342.69</b>	<b>\$ 360.18</b>	<b>5.1%</b>	<b>\$ 164.54</b>	<b>\$ 169.96</b>	<b>3.3%</b>
<b>SUBSIDY</b>	<b>\$ 99.34</b>	<b>\$ 100.83</b>	<b>1.5%</b>	<b>\$ 263.00</b>	<b>\$ 275.49</b>	<b>4.7%</b>	<b>\$ 120.16</b>	<b>\$ 123.02</b>	<b>2.4%</b>
<b>PER PASSENGER MILE STATISTICS</b>									
Revenue	\$ 0.18	\$ 0.20	6.5%	\$ 0.13	\$ 0.13	6.2%	\$ 0.17	\$ 0.18	6.4%
Revenue Mile	0.05	0.05	0.0%	0.03	0.03	0.0%	0.05	0.05	0.0%
Transportation Cost	\$ 0.25	\$ 0.24	-2.4%	\$ 0.08	\$ 0.09	2.4%	\$ 0.20	\$ 0.20	0.0%
Maintenance Cost	\$ 0.19	\$ 0.20	5.6%	\$ 0.25	\$ 0.27	8.1%	\$ 0.21	\$ 0.22	6.6%
Other & Support Cost	\$ 0.21	\$ 0.23	8.6%	\$ 0.22	\$ 0.22	0.0%	\$ 0.21	\$ 0.23	8.6%
<b>TOTAL COST</b>	<b>\$ 0.65</b>	<b>\$ 0.68</b>	<b>3.5%</b>	<b>\$ 0.55</b>	<b>\$ 0.57</b>	<b>5.1%</b>	<b>\$ 0.62</b>	<b>\$ 0.65</b>	<b>3.9%</b>
<b>SUBSIDY</b>	<b>\$ 0.47</b>	<b>\$ 0.48</b>	<b>2.3%</b>	<b>\$ 0.42</b>	<b>\$ 0.44</b>	<b>4.7%</b>	<b>\$ 0.45</b>	<b>\$ 0.47</b>	<b>3.0%</b>
<b>FTE'S PER HUNDRED</b>									
Operators per RSH	5.58	5.58	0.0%	3.56	3.56	0.0%	5.30	5.30	0.0%
Mechanics per RSM	0.12	0.12	0.0%	0.09	0.09	0.0%	0.11	0.11	0.0%
Service Attendants RSM	0.05	0.05	0.0%	0.05	0.05	0.0%	0.05	0.05	0.0%
MOW Inspectors per RM **	-	-	-	25.77	25.77	0.0%	25.77	25.77	0.0%
Transit Operations Supervisors / RSH	0.48	0.48	0.0%	1.21	1.21	0.0%	0.58	0.58	0.0%

## Appendix I: Service Statistics

REVENUE SERVICE HOURS	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>BUS</b>			
Local & Rapid	6,327,663	6,327,663	-
Silver Line	71,362	84,380	13,018
Orange Line	130,516	130,516	-
Purchased Transp	519,176	519,176	-
<b>SUBTOTAL BUS</b>	<b>7,048,717</b>	<b>7,061,735</b>	<b>13,018</b>
<b>RAIL</b>			
Blue Line	294,483	294,483	-
Green Line	93,589	93,589	-
Gold Line	190,057	190,057	-
Expo Line	124,160	124,160	-
Heavy Rail	325,510	325,510	-
<b>SUBTOTAL RAIL</b>	<b>1,027,799</b>	<b>1,027,799</b>	<b>-</b>
<b>TOTALS</b>	<b>8,076,516</b>	<b>8,089,534</b>	<b>13,018</b>

PASSENGER BOARDINGS (000) *	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>BUS</b>			
Local & Rapid	332,040	330,015	(2,025)
Silver Line	4,003	3,978	(25)
Orange Line	9,012	8,957	(55)
Purchased Transp	16,409	16,310	(99)
<b>SUBTOTAL BUS</b>	<b>361,464</b>	<b>359,260</b>	<b>(2,204)</b>
<b>RAIL</b>			
Blue Line	27,588	27,597	9
Green Line	13,310	13,315	5
Gold Line	13,589	13,594	5
Expo Line	9,218	9,222	4
Heavy Rail	50,365	50,383	18
<b>SUBTOTAL RAIL</b>	<b>114,070</b>	<b>114,111</b>	<b>41</b>
<b>TOTALS</b>	<b>475,534</b>	<b>473,371</b>	<b>(2,163)</b>

REVENUE SERVICE MILES	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>BUS</b>			
Local & Rapid	68,701,920	68,701,920	-
Silver Line	1,548,555	1,831,046	282,491
Orange Line	2,140,454	2,140,454	-
Purchased Transp	6,276,209	6,276,209	-
<b>SUBTOTAL BUS</b>	<b>78,667,138</b>	<b>78,949,629</b>	<b>282,491</b>
<b>RAIL</b>			
Blue Line	5,427,387	5,427,387	-
Green Line	2,730,794	2,730,794	-
Gold Line	3,750,486	3,750,486	-
Expo Line	2,288,299	2,288,299	-
Heavy Rail	7,386,642	7,386,642	-
<b>SUBTOTAL RAIL</b>	<b>21,583,608</b>	<b>21,583,608</b>	<b>-</b>
<b>TOTALS</b>	<b>100,250,746</b>	<b>100,533,237</b>	<b>282,491</b>

PASSENGER MILES (000) *	FY14 BUDGET	FY15 ADOPTED	CHANGE
<b>BUS</b>			
Local & Rapid	1,343,484	1,335,293	(8,191)
Silver Line	15,768	15,672	(96)
Orange Line	57,190	56,841	(349)
Purchased Transp	78,084	77,608	(476)
<b>SUBTOTAL BUS</b>	<b>1,494,526</b>	<b>1,485,414</b>	<b>(9,112)</b>
<b>RAIL</b>			
Blue Line	197,474	197,545	71
Green Line	85,758	85,788	30
Gold Line	82,234	82,263	29
Expo Line	37,267	37,280	13
Heavy Rail	241,858	241,945	87
<b>SUBTOTAL RAIL</b>	<b>644,591</b>	<b>644,821</b>	<b>230</b>
<b>TOTALS</b>	<b>2,139,117</b>	<b>2,130,235</b>	<b>(8,882)</b>

\* Boardings, Passenger Miles & fare revenues reflect FY14 Actual.

\*\* Per route mile

## Appendix II: Activity Based Bus Cost Models

ACTIVITIES	FY14 BUDGET		FY15 ADOPTED		CHANGE	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 346,302	\$ 53.04	\$ 332,470	\$ 50.82	\$ (13,832)	\$ (2.22)
Services	63	0.01	63	0.01	-	-
Materials & Supplies	378	0.06	378	0.06	-	-
Training	5,952	0.91	7,156	1.09	1,204	0.18
Control Center	7,377	1.13	7,898	1.21	522	0.08
Scheduling & Planning	4,182	0.64	4,358	0.67	177	0.03
Field Supervision	9,753	1.49	10,365	1.58	612	0.09
<b>TOTAL TRANSPORTATION</b>	<b>\$ 374,007</b>	<b>\$ 57.28</b>	<b>\$ 362,689</b>	<b>\$ 55.44</b>	<b>\$ (11,317)</b>	<b>\$ (1.84)</b>
<b>DIVISION MAINTENANCE</b>						
Wages & Benefits	\$ 128,937	\$ 19.75	\$ 138,266	\$ 21.13	\$ 9,328	\$ 1.39
Fuel	31,847	4.88	32,928	5.03	1,081	0.16
Materials & Supplies	42,234	6.47	44,978	6.87	2,744	0.41
Fueling Contractor Reimbursement	(699)	(0.11)	(875)	(0.13)	(177)	0.03
Services	135	0.02	216	0.03	81	0.01
<b>SUBTOTAL DIVISION MAINTENANCE</b>	<b>\$ 202,455</b>	<b>\$ 31.01</b>	<b>\$ 215,512</b>	<b>\$ 32.94</b>	<b>\$ 13,057</b>	<b>\$ 1.93</b>
<b>CENTRAL MAINTENANCE</b>						
Wages & Benefits	\$ 14,928	\$ 2.29	\$ 17,700	\$ 2.71	\$ 2,772	\$ 0.42
Materials & Supplies	5,176	0.79	5,176	0.79	-	-
Maintenance Services	197	0.03	197	0.03	-	-
<b>SUBTOTAL CENTRAL MAINTENANCE</b>	<b>\$ 20,300</b>	<b>\$ 3.11</b>	<b>\$ 23,072</b>	<b>\$ 3.53</b>	<b>\$ 2,772</b>	<b>\$ 0.42</b>
<b>OTHER MAINTENANCE</b>						
Maintenance Support	\$ 16,423	\$ 2.52	\$ 14,977	\$ 2.29	\$ (1,446)	\$ (0.23)
Non-Revenue Vehicles	6,890	1.06	7,394	1.13	504	0.08
Facilities Maintenance	36,881	5.65	36,172	5.53	(709)	(0.12)
Training	2,087	0.32	2,064	0.32	(24)	(0.00)
<b>SUBTOTAL OTHER MAINTENANCE</b>	<b>\$ 62,282</b>	<b>\$ 9.54</b>	<b>\$ 60,607</b>	<b>\$ 9.26</b>	<b>\$ (1,674)</b>	<b>\$ (0.27)</b>
<b>TOTAL MAINTENANCE</b>	<b>\$ 285,037</b>	<b>\$ 43.65</b>	<b>\$ 299,192</b>	<b>\$ 45.73</b>	<b>\$ 14,155</b>	<b>\$ 2.08</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 30,388	\$ 4.65	\$ 30,680	\$ 4.69	\$ 292	\$ 0.04
Revenue	30,779	4.71	34,538	5.28	3,759	0.57
Service Development	12,741	1.95	12,420	1.90	(321)	(0.05)
Safety	3,353	0.51	3,295	0.50	(58)	(0.01)
Casualty & Liability	43,035	6.59	47,369	7.24	4,334	0.65
Workers' Comp	42,978	6.58	47,337	7.24	4,359	0.65
Transitional Duty Program	1,094	0.17	1,094	0.17	-	-
Utilities	15,628	2.39	15,283	2.34	(346)	(0.06)
Other Metro Operations	8,029	1.23	8,506	1.30	478	0.07
Building Costs	9,240	1.42	11,348	1.73	2,108	0.32
Copy Services	923	0.14	1,114	0.17	191	0.03

RSH: Revenue Service Hours

Note: Totals may not add due to rounding.

## Appendix II: Activity Based Bus Cost Models

ACTIVITIES	FY14 BUDGET		FY15 ADOPTED		CHANGE	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TOTAL OTHER OPERATING</b>	\$ 198,188	\$ 30.35	\$ 212,985	\$ 32.55	\$ 14,797	\$ 2.20
<b>SUPPORT DEPARTMENTS</b>						
Board Oversight	\$ 1,476	\$ 0.23	\$ 577	\$ 0.09	\$ (899)	\$ (0.14)
CEO	5,296	0.81	4,775	0.73	(521)	(0.08)
Management Audit Services	1,441	0.22	1,797	0.27	356	0.05
Procurement	20,309	3.11	22,433	3.43	2,124	0.32
Communications	9,943	1.52	10,822	1.65	879	0.13
Finance	7,797	1.19	9,929	1.52	2,132	0.32
Human Resources	2,930	0.45	3,754	0.57	824	0.12
Real Estate	2,325	0.36	2,528	0.39	202	0.03
ITS	16,214	2.48	20,995	3.21	4,781	0.73
Administration	1,821	0.28	2,198	0.34	377	0.06
Construction	888	0.14	1,044	0.16	156	0.02
<b>TOTAL SUPPORT DEPARTMENTS</b>	\$ 70,440	\$ 10.79	\$ 80,852	\$ 12.36	\$ 10,411	\$ 1.57
<b>TOTAL LOCAL &amp; RAPID BUS COSTS</b>	\$ 927,671	\$ 142.07	\$ 955,717	\$ 146.08	\$ 28,046	\$ 4.00
<b>DIRECTLY OPERATED RSH</b>	6,530		6,543		13	
<b>PURCHASED TRANSPORTATION</b>						
Contracted Service	\$ 45,940	\$ 88.49	\$ 45,940	\$ 88.49	\$ -	\$ -
Security	2,416	4.65	2,435	4.69	18	0.04
Administration	633	1.22	587	1.13	(46)	(0.09)
<b>TOTAL PURCHASED TRANSPORTATION</b>	\$ 48,990	\$ 94.36	\$ 48,962	\$ 94.31	\$ (27)	\$ (0.05)
<b>PURCHASED TRANSPORTATION RSH</b>	519		519		-	
<b>GRAND TOTAL BUS COSTS</b>	\$ 976,661	\$ 138.56	\$1,004,679	\$ 142.27	\$ 28,019	\$ 3.71
<b>TOTAL BUS RSH (IN 000's)</b>	7,049		7,062		13	

## Appendix III: Activity Based Rail Cost Model

ACTIVITIES	FY14 BUDGET		FY15 ADOPTED		CHANGE	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 41,953	\$ 40.82	\$ 43,361	\$ 42.19	\$ 1,408	\$ 1.37
Materials & Supplies	130	0.13	130	0.13	-	-
Other	34	0.03	46	0.05	12	-
Control Center	9,133	8.89	12,044	11.72	2,911	2.83
Training	1,851	1.80	1,794	1.75	(57)	(0.06)
<b>TOTAL TRANSPORTATION</b>	<b>\$ 53,101</b>	<b>\$ 51.66</b>	<b>\$ 57,375</b>	<b>\$ 55.82</b>	<b>\$ 4,274</b>	<b>\$ 4.16</b>
<b>MAINTENANCE</b>						
<b>VEHICLE MAINTENANCE</b>						
Wages & Benefits	\$ 43,572	\$ 42.39	\$45,755	\$ 44.52	\$ 2,183	\$ 2.12
Materials & Supplies	13,512	13.15	12,929	12.58	(583)	(0.57)
Services	121	0.12	121	0.12	-	-
Other	9	0.01	9	0.01	-	-
<b>SUBTOTAL VEHICLE MAINTENANCE</b>	<b>\$ 57,214</b>	<b>\$ 55.67</b>	<b>\$ 58,814</b>	<b>\$ 57.22</b>	<b>\$ 1,600</b>	<b>\$ 1.56</b>
<b>WAYSIDE MAINTENANCE</b>						
Wages & Benefits	\$ 27,282	\$ 26.54	\$ 29,400	\$ 28.60	\$ 2,118	\$ 2.06
Materials & Supplies	4,676	4.55	4,236	4.12	(441)	(0.43)
Services	2,682	2.61	1,227	1.19	(1,455)	(1.42)
Propulsion Power	29,527	28.73	36,177	35.20	6,650	6.47
Other	86	0.08	86	0.08	-	-
<b>SUBTOTAL WAYSIDE MAINTENANCE</b>	<b>\$ 64,253</b>	<b>\$ 62.52</b>	<b>\$ 71,125</b>	<b>\$ 69.20</b>	<b>\$ 6,872</b>	<b>\$ 6.69</b>
<b>OTHER MAINTENANCE</b>						
Maintenance Support	\$262	\$0.25	\$181	\$0.18	\$(81)	\$(0.08)
Non-Revenue Vehicles	1,304	1.27	2,377	2.31	1,073	1.04
Facilities Maintenance	36,176	35.20	39,717	38.64	3,541	3.45
<b>SUBTOTAL OTHER MAINTENANCE</b>	<b>\$ 37,742</b>	<b>\$ 36.72</b>	<b>\$ 42,275</b>	<b>\$ 41.13</b>	<b>\$ 4,533</b>	<b>\$ 4.41</b>
<b>TOTAL MAINTENANCE</b>	<b>\$ 159,209</b>	<b>\$ 154.90</b>	<b>\$ 172,214</b>	<b>\$ 167.56</b>	<b>\$ 13,005</b>	<b>\$ 12.65</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 64,919	\$ 63.16	\$ 65,293	\$ 63.53	\$ 374	\$ 0.36
Revenue	20,119	19.57	19,632	19.10	(487)	(0.47)
Service Development	101	0.10	101	0.10	-	-
Safety	5,562	5.41	5,381	5.24	(181)	(0.18)
Casualty & Liability	3,886	3.78	4,199	4.09	314	0.31
Workers' Comp	7,029	6.84	7,650	7.44	621	0.60
Transitional Duty Program	60	0.06	60	0.06	-	-
Utilities	2,686	2.61	2,575	2.51	(111)	(0.11)
Other Metro Operations	2,402	2.34	2,979	2.90	577	0.56
Building Costs	4,289	4.17	3,235	3.15	(1,055)	(1.03)
Copy Services	429	0.42	318	0.31	(111)	(0.11)
<b>TOTAL OTHER OPERATING</b>	<b>\$ 111,482</b>	<b>\$ 108.47</b>	<b>\$ 111,422</b>	<b>\$ 108.41</b>	<b>\$ (59)</b>	<b>\$ (0.06)</b>

Note: Totals may not add due to rounding.

## Appendix III: Activity Based Rail Cost Model

ACTIVITIES	FY14 BUDGET		FY15 ADOPTED		CHANGE	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>SUPPORT DEPARTMENTS</b>						
Board Oversight	\$ 22	\$ 0.02	\$ 56	\$ 0.05	\$ 34	\$ 0.03
CEO	2,553	2.48	2,824	2.75	271	0.26
Management Audit Services	669	0.65	512	0.50	(157)	(0.15)
Procurement	6,077	5.91	6,641	6.46	563	0.55
Communication	6,201	6.03	5,648	5.49	(554)	(0.54)
Real Estate	2,213	2.15	4,270	4.15	2,057	2.00
Finance	2,682	2.61	2,366	2.30	(316)	(0.31)
Human Resources	1,360	1.32	1,070	1.04	(290)	(0.28)
ITS	5,127	4.99	4,877	4.74	(250)	(0.24)
Administration	828	0.81	627	0.61	(202)	(0.20)
Construction	693	0.67	293	0.29	(400)	(0.39)
<b>TOTAL SUPPORT DEPARTMENTS</b>	<b>\$ 28,425</b>	<b>\$ 27.66</b>	<b>\$ 29,183</b>	<b>\$ 28.39</b>	<b>\$ 757</b>	<b>\$ 0.74</b>
<b>GRAND TOTAL RAIL COSTS</b>	<b>\$ 352,217</b>	<b>\$ 342.69</b>	<b>\$ 370,194</b>	<b>\$ 360.18</b>	<b>\$ 17,976</b>	<b>\$ 17.49</b>
<b>TOTAL RAIL REVENUE SERVICE HOURS (IN 000's)</b>	<b>1,028</b>		<b>1,028</b>		<b>-</b>	

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
<b>MEASURE R FUNDED TRANSIT PROGRAM</b>			
<b>CRENSHAW/LAX</b>			
Crenshaw/LAX Light Rail Transit: Construction	\$ 367,254	\$ 278,711	\$ 2,058,000
Crenshaw/LAX Light Rail Transit: Planning Phase I <sup>(1)</sup>	5,526	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase II <sup>(1)</sup>	20,023	-	-
Southwestern Maintenance Yard <sup>(2)</sup>	83,576	27,965	-
<b>TOTAL CRENSHAW/LAX <sup>(3)</sup></b>	<b>\$ 476,379</b>	<b>\$ 306,676</b>	<b>\$ 2,058,000</b>
<b>EXPO I</b>			
Expo Blvd Light Rail Transit Phase I: Metro Incurred	\$ 95,234	\$ 16,145	\$ -
Expo Blvd Light Rail Transit Phase I: Expo Authority Incurred	848,077	3,355	978,900
<b>TOTAL EXPO I <sup>(3)</sup></b>	<b>\$ 943,311</b>	<b>\$ 19,500</b>	<b>\$ 978,900</b>
<b>EXPO II</b>			
Division 22 Paint And Body Shop	\$ 195	\$ 327	\$ -
Expo Blvd Light Rail Transit Phase II: Holdback	7,849	17,536	-
Expo Blvd Light Rail Transit Phase II: Non-Holdback	100,514	40,900	-
Expo Blvd Light Rail Transit Phase II: Construction	583,716	264,090	1,313,599
Expo Blvd Light Rail Transit Phase II: Planning	392	-	-
Expo Blvd Light Rail Transit Phase II: Betterments	-	-	3,900
Expo Blvd Light Rail Transit Phase II: Bikeway	3,912	8,747	16,102
Light Rail Vehicle Procurement for Expo Phase II Expansion	15,568	46,400	197,559
<b>TOTAL EXPO II</b>	<b>\$ 712,148</b>	<b>\$ 378,000</b>	<b>\$ 1,531,160</b>
<b>GOLD LINE FOOTHILL EXTENSION</b>			
Gold Line Foothill Extension to Azusa: Construction	\$ 437,766	\$ 184,571	\$ 683,252
Gold Line Foothill Extension to Azusa: Planning	424	-	-
Light Rail Vehicle Procurement for Gold Line Foothill Expansion	3,892	-	57,748
Gold Line Foothill Maintenance Facility - Metro 75%	141,191	69,428	207,437
<b>TOTAL GOLD LINE FOOTHILL EXTENSION</b>	<b>\$ 583,273</b>	<b>\$ 253,999</b>	<b>\$ 948,437</b>
<b>ORANGE LINE EXTENSION</b>			
Metro Orange Line Extension	\$ 141,259	\$ 1,680	\$ 215,600
<b>TOTAL ORANGE LINE EXTENSION</b>	<b>\$ 141,259</b>	<b>\$ 1,680</b>	<b>\$ 215,600</b>
<b>PURPLE LINE EXTENSION</b>			
Heavy Rail Vehicle Procurement	\$ 621	\$ 2,033	\$ 10,910
Non-Revenue Vehicle for Transit Project Delivery Dept	854	-	950
Westside Subway Extension: Section I	102,530	351,080	2,773,880
Westside Subway Extension: Section II	18,552	22,048	40,600
Westside Subway Extension: Section I Planning	8,505	-	-
Westside Subway Extension: Section II Planning	36,555	346	-
<b>TOTAL PURPLE LINE EXTENSION</b>	<b>\$ 167,617</b>	<b>\$ 375,506</b>	<b>\$ 2,826,340</b>

(1) Planning expenditures included in respective construction project LOP budget.

(2) Southwestern Yard is partially funded through the Crenshaw/LAX Light Rail Transit Construction LOP.

(3) LOP includes cost of light rail vehicle acquisitions.

Note: Totals may not add due to rounding.



## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
<b>REGIONAL CONNECTOR</b>			
Regional Connector: Construction	\$ 107,410	\$ 229,409	\$ 1,420,017
Regional Connector: Construction - Non-FFGA	-	-	39,991
Regional Connector: Planning <sup>(1)</sup>	26,801	300	-
<b>TOTAL REGIONAL CONNECTOR</b>	<b>\$ 134,211</b>	<b>\$ 229,709</b>	<b>\$ 1,460,008</b>
<b>SUBTOTAL TRANSIT CONSTRUCTION PROJECTS</b>	<b>\$ 3,158,197</b>	<b>\$ 1,565,069</b>	<b>\$ 10,018,445</b>
<b>TRANSIT PLANNING PROJECTS <sup>(2)</sup></b>			
Airport Metro Connector	\$ 6,930	\$ 3,081	\$ 10,011
Eastside Extension Phase II	20,953	2,445	23,398
Eastside Light Rail Access	9,001	4,686	13,687
Gold Line Foothill Extension Phase II	2,387	10,059	12,446
Green Line Extension: Redondo to South Bay	5,725	1,855	7,579
San Fernando Valley East North/South Rapidways	6,817	2,368	9,185
Sepulveda Pass Transit Corridor	2,393	3,863	6,257
West Santa Ana Branch Corridor	1,082	2,209	3,291
<b>SUBTOTAL TRANSIT PLANNING PROJECT</b>	<b>\$ 55,289</b>	<b>\$ 30,566</b>	<b>\$ 85,855</b>
<b>TOTAL MEASURE R FUNDED TRANSIT PROGRAM</b>	<b>\$ 3,213,486</b>	<b>\$ 1,595,635</b>	<b>\$ 10,104,300</b>
<b>SAFETY &amp; SECURITY</b>			
<b>BLUE LINE</b>			
Metro Blue Line Overhead Catenary System Rehabilitation	\$ 892	\$ 933	\$ 13,000
Metro Blue Line Pedestrian & Swing Gate Installations	1,240	1,171	7,700
Metro Blue Line Signal System Rehabilitation	804	4,367	64,000
Metro Blue Line Traction Power Sub-Stations Rehabilitation	67,688	-	82,200
<b>TOTAL BLUE LINE</b>	<b>\$ 70,623</b>	<b>\$ 6,471</b>	<b>\$ 166,900</b>
<b>GREEN LINE</b>			
Metro Green Line Signal System Rehabilitation I	\$ 1,808	\$ 1,482	\$ 3,600
Metro Green Line Signal System Rehabilitation II	\$ 18	\$ 577	\$ 7,800
<b>TOTAL GREEN LINE</b>	<b>\$ 1,826</b>	<b>\$ 2,059</b>	<b>\$ 11,400</b>
<b>RED/PURPLE LINE</b>			
Metro Red Line Operator Cab Camera Installation	\$ 2,893	\$ 1,321	\$ 6,380
Metro Red Line to Orange Line Underpass at North Hollywood Station	1,924	8,031	22,000
Metro Red Line Universal City Pedestrian Bridge	4,118	15,796	27,300
<b>TOTAL RED/PURPLE LINE</b>	<b>\$ 8,935</b>	<b>\$ 25,148</b>	<b>\$ 55,680</b>
<b>Bus</b>			
Bus Division Backup Generators	\$ 381	\$ -	\$ 3,700
<b>TOTAL BUS</b>	<b>\$ 381</b>	<b>\$ -</b>	<b>\$ 3,700</b>

(1) Planning expenditures included in respective construction project LOP budget.

(2) No Board Adopted LOP during Planning phase; project is funded on an annual basis.

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
<b>SYSTEMWIDE</b>			
Automated License Plate Recognition Network Phase I	\$ 1,850	\$ -	\$ 2,069
Automated License Plate Recognition Network Phase II	839	-	1,602
Emergency Operations Booth at Divisions	-	223	452
Fiber Optic Connection EOB/RTACR	-	-	450
Metro Blue and Green Line Transit Passenger Info System	3,402	2,677	5,987
Metro Emergency Operations Center	7,668	1,646	16,103
Metro Emergency Radio System Phase I	425	-	621
Metro Intelligent Video	1,022	223	1,021
Metro Mobile Command Vehicle	993	-	1,250
Metro Security Kiosks at Rail Stations	383	3,872	5,150
Seismic Monitoring System Replacement	79	11	275
Simulcast Security Radio System Upgrade	575	50	1,318
UFS Security - Purchase Card Industry (PCI) Compliance	510	3,330	19,500
Union Station Smart Hi Definition CCTV	-	1,152	1,849
Video Security System Enhancement	1,551	377	1,500
<b>TOTAL SYSTEMWIDE</b>	<b>\$ 19,296</b>	<b>\$ 13,561</b>	<b>\$ 59,147</b>
<b>TOTAL SAFETY &amp; SECURITY</b>	<b>\$ 101,062</b>	<b>\$ 47,239</b>	<b>\$ 296,827</b>
<b>RAIL DEFERRED MAINTENANCE</b>			
<b>BLUE LINE</b>			
Division 11 Body Shop Ventilation	\$ 539	\$ 647	\$ 2,200
Division 11 Water Mitigation	1,309	-	2,000
Light Rail Vehicle (P2000) Midlife Overhaul	288	892	130,800
Light Rail Vehicle (P865/P2020) Midlife Overhaul	11,029	5,911	30,000
Light Rail Vehicle Fleet Enhancement	112,949	-	152,919
Light Rail Vehicle Fleet Replacement	49,085	12,100	356,658
Long Beach Duct Bank Upgrade	398	-	980
Metro Blue Line Communication & Signal Building Rehabilitation	673	441	1,800
Metro Blue Line Rail Replacement & Booting	952	1,305	13,000
Metro Blue Line Station Refurbishments	2,539	9,309	33,430
Metro Blue Line Turnout Replacement	722	289	3,000
Metro Blue Line Wheel True Machine *	-	67	2,200
Metro Blue Line Yard Signal System Rehabilitation	6	639	4,600
P2000 Vehicle Component Replacement	6,876	2,905	26,360
P2000 Vehicle Signaling Package Upgrade	1,646	1,639	3,364
<b>TOTAL BLUE LINE</b>	<b>\$ 189,010</b>	<b>\$ 36,143</b>	<b>\$ 763,311</b>
<b>GOLD LINE</b>			
Division 21 Car Wash Improvement	\$ 18	\$ 135	\$ 670
Pasadena Gold Line Headway Improvements	394	189	1,400
Pasadena Gold Line SONET Upgrade	3,850	2,043	9,227
<b>TOTAL GOLD LINE</b>	<b>\$ 4,262</b>	<b>\$ 2,367</b>	<b>\$ 11,297</b>

\* New Project

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
<b>GREEN LINE</b>			
Metro Green Line Central Automatic Train Control System Rehabilitation	\$ -	\$ -	\$ 750
Metro Green Line Material Storage Building & Offices Upgrade	643	318	1,192
<b>TOTAL GREEN LINE</b>	<b>\$ 643</b>	<b>\$ 318</b>	<b>\$ 1,942</b>
<b>RED/PURPLE LINE</b>			
Bicycle Lockers & Racks for Metro Rail Stations	\$ 714	\$ 397	\$ 1,350
Division 20 Carwash & Cleaning Platform	9,207	2,412	15,400
Fire Control Panel Upgrade	81	470	3,600
Heavy Rail SCADA System Replacement	2,140	3,955	15,883
Heavy Rail Vehicle Midlife Overhaul	791	926	172,000
Metro Rail Station Entrance Gating	19,584	1,000	21,000
Metro Red Line Civic Center Station Escalator/ Elevator Modernization	6,408	2,567	12,000
Metro Red Line Damper Replacement	1,844	-	2,700
Metro Red Line Entrance Canopies	2,946	-	7,224
Metro Red Line Entrance Canopies (ARRA Funded)	6,498	-	6,700
Metro Red Line Escalator Replacement/Modernization	361	2,154	12,500
Metro Red Line Horizontal Carousel	105	-	397
Metro Red Line Seg II & III Audio Frequency Track Circuit Replacement	617	309	975
Metro Red Line Segment I Audio Frequency Track Circuit Replacement	2,072	-	2,279
Metro Red Line Segment II & III Remote Terminal Units Rehabilitation	599	-	1,000
Metro Red Line Train-to-Wayside Communication Rehabilitation	6	536	1,800
Metro Red Line Tunnel Lighting Rehabilitation	1,761	1,115	9,000
Metro Red Line Yard Genralogic System Rehabilitation	1,700	-	2,000
Roof Replacement at Location 61	2,617	46	3,059
Subway Railcar Component Replacement	13,591	5,430	30,000
Wayside Energy Storage Substation (WESS)	3,970	188	5,166
<b>TOTAL RED/PURPLE LINE</b>	<b>\$ 77,611</b>	<b>\$ 21,504</b>	<b>\$ 326,033</b>
<b>RAIL SYSTEMWIDE</b>			
Automatic Wheel Profile Measuring Device *	\$ -	\$ 1,100	\$ 4,000
Metro Green and Red Line Rail Station Refurbishments System Project	549	1,373	4,500
	-	5,402	5,402
<b>TOTAL RAIL SYSTEMWIDE</b>	<b>\$ 549</b>	<b>\$ 7,874</b>	<b>\$ 13,902</b>
<b>TOTAL RAIL DEFERRED MAINTENANCE</b>	<b>\$ 272,076</b>	<b>\$ 68,206</b>	<b>\$ 1,116,485</b>

\* New Project

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
<b>BUS DEFERRED MAINTENANCE</b>			
Articulated Bus Replacement *	\$ -	\$ 178	\$ 178
ATMS Upgrade	10,000	-	12,107
Bulk Storage Containers	7	108	185
Bus Acquisition 100 CNG	59,508	-	60,000
Bus Acquisition 150 45-Foot Compo	85,760	-	86,830
Bus Acquisition 30 Zero Emission/Super Low Emission	353	4,430	30,000
Bus Acquisition 550 40-Foot	109,631	151,981	304,943
Bus Facility Maintenance Improvements & Enhancements Phase I	18,396	1,094	21,231
Bus Facility Maintenance Improvements & Enhancements Phase II	6,695	2,106	20,896
Bus Midlife Program thru FY14	61,303	14,289	101,488
Bus Stop Information System Project	717	99	1,150
Central Maintenance Shop Engine Replacement Program thru FY14	18,947	7,174	32,112
Central Maintenance Shop Equipment Replacement	863	763	2,928
Division 2 Maintenance Building Renovation & Facility Upgrade	915	2,741	33,375
Division 3 Master Plan Phases II-IV	11,921	664	13,200
Electrify Compression of Natural Gas at CNG Fueling Stations	27,115	-	28,000
Facility Equipment & Upgrades	847	507	2,254
Non-Revenue Equipment Replacement Bus (Scrubbers, Trailers)	1,559	-	2,839
Non-Revenue Light Duty Vehicle Replacement Bus	733	445	1,705
Non-Revenue Vehicles Procurement for Bus thru FY15	15	3,529	4,030
Patsaouras Bus Plaza Paver Retrofit	185	2,278	9,093
Revenue Collection Equipment Midlife Refurbishment	726	377	1,521
Terminals 47 And 48 Corrosion	90	760	965
Under Ground Storage Tank Replacements thru FY14	6,188	500	7,500
Warehouse Improvement - Division 9	784	-	890
Warehouse Infrastructure - 490 Bauchet	460	-	1,153
Warehouse Replacement - Division 3	874	-	1,604
<b>TOTAL BUS DEFERRED MAINTENANCE</b>	<b>\$ 424,590</b>	<b>\$ 194,021</b>	<b>\$ 782,177</b>
<b>IT INFRASTRUCTURE DEFERRED MAINTENANCE</b>			
Agencywide Reporting Analysis System	\$ 2,513	\$ -	\$ 3,075
ASRS Manager Computer System Upgrade	541	711	1,423
BIAS System Replacement	1,396	960	3,800
Board Room Audio/Video System Upgrade	1,284	-	1,332
Call Center Telephone Replacement	48	712	1,500
Customer Center Relocation Improvements	12	69	761
Digital Incident Management System	538	-	2,064
Enterprise Communication Network Switch	2,321	33	2,843
Financial and Budget Systems Integration *	-	757	4,200
FIS R12 Upgrade	7,176	1,611	12,900
Gateway Building Emergency Generator	508	100	1,895
Gateway Building Renovations	11,034	1,829	42,842
GIRO HASTUS Upgrade & Enhancement	216	1,858	4,010

\* New Project

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
HASTUS Infrastructure Upgrade *	-	665	1,687
Inventory Optimization System	1,094	410	1,583
<b>TOTAL IT INFRASTRUCTURE DEFERRED MAINTENANCE</b>	<b>\$ 28,680</b>	<b>\$ 9,715</b>	<b>\$ 85,916</b>
<b>SYSTEMWIDE DEFERRED MAINTENANCE</b>			
Cathodic Protection Systems	\$ 927	\$ -	\$ 920
Digital Rail Radio System	11,028	2,488	25,000
Emergency Generator Replacement for Comm Network	-	500	500
Hazardous Material Storage Containers	840	-	1,200
Installation of Signage & Posters	569	27	897
Non-Revenue Vehicles & Equipment Replacement	9,327	8,514	29,095
Passenger Intercom Replacement	6	7	3,596
Quality Assurance Test Lab *	-	500	938
Regional Rail Signage System Improvements	1,432	713	2,231
System Projects	-	5,000	5,000
Systemwide Corrosion Protection System Replacement	550	1,783	13,000
Systemwide Elevator Installations (Vertical Systems)	1,856	2,453	8,000
Vertical Lift Module Systems	1,336	820	2,288
Warehouse Awning at Wayside Systems	191	58	677
Warehouse Pallet Racking for Rail	-	120	120
Wayside Workers Protection Enhancement	4,454	-	4,573
<b>TOTAL SYSTEMWIDE DEFERRED MAINTENANCE</b>	<b>\$ 32,516</b>	<b>\$ 22,983</b>	<b>\$ 98,035</b>
<b>TOTAL DEFERRED MAINTENANCE</b>	<b>\$ 757,862</b>	<b>\$ 294,926</b>	<b>\$ 2,082,613</b>
<b>RAIL CAPITAL IMPROVEMENTS &amp; CLOSEOUTS</b>			
<b>BLUE LINE</b>			
Long Beach Duct Bank Upgrade Phase II	\$ 29	\$ 622	\$ 8,000
<b>TOTAL BLUE LINE</b>	<b>\$ 29</b>	<b>\$ 622</b>	<b>\$ 8,000</b>
<b>GOLD LINE</b>			
Division 21 Midway Yard Improvements	\$ 22	\$ 155	\$ 1,024
Gold Line Closeout	8,898	-	9,079
Gold Line Eastside Extension	887,142	2,400	898,814
Gold Line Eastside Extension Enhancements	54,342	-	55,903
Pasadena Gold Line Vehicle Loop Detector Replacement	140	61	750
Pasadena Gold Line Yard Train Loop Detector Replacement	186	219	600
Warehouse High Density Storage Equipment at Monrovia	-	708	1,874
<b>TOTAL GOLD LINE</b>	<b>\$ 950,730</b>	<b>\$ 3,542</b>	<b>\$ 968,044</b>
<b>GREEN LINE</b>			
Wayside Intrusion Detection System Replacement	\$ -	\$ 157	\$ 9,700
Metro Green Line UPS for Train Control & Communication Building	6	270	1,200
<b>TOTAL GREEN LINE</b>	<b>\$ 7</b>	<b>\$ 428</b>	<b>\$ 10,900</b>
<b>RED/PURPLE LINE</b>			
Lankershim Depot Restoration at MRL North Hollywood	\$ 2,635	\$ 105	\$ 3,600
Metro Red Line 7th/Metro Station Turnback Upgrade	-	500	675
Metro Red Line Gas Analyzer Upgrade	6	399	4,000
Metro Red Line Segment I Power Supply Replacement	6	69	300
Metro Red Line Segment II Closeout	22,737	775	22,867
Metro Red Line Segment III North Hollywood Closeout	3,543	175	3,639
<b>TOTAL RED/PURPLE LINE</b>	<b>\$ 28,926</b>	<b>\$ 2,022</b>	<b>\$ 35,081</b>

\* New Project

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
<b>RAIL SYSTEMWIDE</b>			
FY14-FY15 Rail Facility Sub-Metering Project - Div 11, 22, & 60	\$ -	\$ 92	\$ 240
FY14-FY15 Rail Facility Sub-Metering Project - Div 20 & 21	-	150	421
<b>TOTAL RAIL SYSTEMWIDE</b>	<b>\$ -</b>	<b>\$ 242</b>	<b>\$ 661</b>
<b>TOTAL RAIL CAPITAL IMPROVEMENTS &amp; CLOSEOUTS</b>	<b>\$ 979,691</b>	<b>\$ 6,857</b>	<b>\$ 1,022,686</b>
<b>BUS CAPITAL IMPROVEMENTS</b>			
Artesia Transit Center Improvements	\$ 1,213	\$ -	\$ 1,240
ASRS Unit Upgrade for Mini-Load	8	744	1,659
BRT Freeway Station Sound Enclosure	111	571	5,838
Bus Facilities Lighting Retrofit	118	451	4,250
Division 1 Improvements	163	1,006	20,866
Division 10 Bus Wash Air Dryer Station	80	-	86
Division 13 Construction	80,705	24,292	104,200
Division 13 Stormwater Reclamation System	949	-	950
Divisions 9 & 18 Recycled Water Systems	143	-	205
DVR Equipment Refurbishment	9	616	3,102
Fuel Storage Tank System Enhancements (FY15 - FY17) *	-	2,723	6,500
FY14-FY15 Bus Facility Sub-Metering Project - Div 1, 2, 4, 9, & 18	18	153	465
FY14-FY15 Bus Facility Sub-Metering Project - Div 3, 6, 8, & 15	297	32	373
Harbor Transit Way, El Monte Bus Svc Stop/ Station Amenities	1,031	-	1,031
Hawthorne/Lennox Bus Layover	5	305	1,164
Metro Art Enhancement	485	74	615
Metro Orange Line Passenger Amenities	582	-	615
Metro Orange Line Reclaimed Water Project	3	75	400
Metro Silver Line Improvements & Upgrades	2,299	1,640	7,845
Non-Revenue Equipment Expansion Bus System	549	-	684
Non-Revenue Light Duty Bus Expansion	114	-	149
Slauson Bus Stop Amenity Improvements	828	-	990
Solar Power Enhanced Bus Stop Lighting	7	-	750
<b>TOTAL BUS CAPITAL IMPROVEMENTS</b>	<b>\$ 90,517</b>	<b>\$ 32,684</b>	<b>\$ 163,976</b>
<b>EXPRESSLANE TOLLWAYS &amp; FACILITY</b>			
El Monte Busway & Transit Center Expansion	\$ 59,090	\$ 156	\$ 60,106
ExpressLanes On I-10 & I-110 (CRDP)	108,384	-	116,037
Harbor Transitway Improvements	3,840	-	3,850
Patsaouras Plaza Bus Station Construction	2,699	9,369	30,984
<b>TOTAL EXPRESSLANE TOLLWAYS &amp; FACILITY</b>	<b>\$ 174,013</b>	<b>\$ 9,525</b>	<b>\$ 210,977</b>
<b>INFRASTRUCTURE CAPITAL IMPROVEMENTS</b>			
Annual Software Application Platform Upgrades (FY13)	\$ 585	\$ -	\$ 865
Annual Workstation & Network Refresh Program	824	-	1,000
Application Platform Systems Upgrade (FY15 - FY16) *	-	500	1,500
Contract Information Management System - Phase II	6,139	1,296	7,561

\* New Project

Note: Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	ESTIMATED EXPENDITURES THRU FY14	FY15 ADOPTED	AUTHORIZED LIFE OF PROJECT
Contract Information Management System - Phase III	1,141	720	2,330
Customer Center Security & Info Enhancements	258	-	342
Electronic Security & Access Enhancement	394	-	523
Installation of Stand Alone Validators & Vending Machines	1,112	-	1,400
Internet-Based Customer Help Desk *	-	335	1,142
Mobile Phone Validators *	-	-	500
Sylmar Child Center Rehabilitation	140	700	987
TAP Mobile Application for Contactless Transactions *	-	400	625
TAP Mobile Application for Handheld Validators	155	400	500
Ticket Vending Machine Installations	-	1,691	6,736
Universal Fare System Data Warehousing	-	300	6,042
Universal Fare System Disaster Recovery	-	271	2,043
Union Station Main Terminal HVAC Upgrade	270	1,250	5,376
Union Station Renovations & Upgrades	8,272	2,462	17,311
Union Station Reroofing	61	2,000	7,080
Web Infrastructure Upgrade	1,521	543	3,096
Workstation and Network Technology Refresh (FY15 - FY16) *	-	947	2,600
<b>TOTAL INFRASTRUCTURE CAPITAL IMPROVEMENTS</b>	<b>\$ 20,872</b>	<b>\$ 13,814</b>	<b>\$ 69,559</b>
<b>SYSTEMWIDE CAPITAL IMPROVEMENTS</b>			
Bicycle Access Improvements - Rail	\$8	\$554	\$2,243
Car Cleaning Platform Canopy	24	109	505
Countywide Signal Priority Module *	-	216	1,000
Fiber Optic Main Loop Upgrade	6	817	4,250
LRT Freeway Stations Sound Enclosures	59	1,276	8,609
MOW Tools & Equipment Procurement thru FY16	128	580	2,000
Non-Revenue Maintenance Shop Improvements	1	650	3,227
Public Plug-In Charge Station	175	283	973
Rail Facilities Lighting Retrofit	506	429	1,557
Regional Service Center & Clearinghouse	16,462	600	20,072
SCADA System Security Enhancement	128	240	1,365
Universal Fare Collection System	94,881	693	97,607
<b>TOTAL SYSTEMWIDE CAPITAL IMPROVEMENTS</b>	<b>\$ 112,377</b>	<b>\$ 6,447</b>	<b>\$ 143,408</b>
<b>GRAND TOTAL OPERATING CAPITAL</b>	<b>\$ 2,236,395</b>	<b>\$ 411,492</b>	<b>\$ 3,990,046</b>

\* New Project

Note: Totals may not add due to rounding.

# Appendix V: Regional Transit Allocations

STATE & LOCAL (\$ IN THOUSANDS)		FY15 ESTIMATED REVENUE	CARRY-OVER FY13 BUDGET VS ACTUAL	INTEREST FY13 ACTUAL	FY15 TOTAL FUNDS AVAILABLE	FY14 TOTAL FUNDS AVAILABLE
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>						
<b>PLANNING &amp; ADMINISTRATION</b>						
Planning - Metro		\$ 2,000	\$ -	\$ -	\$ 2,000	\$ 2,000
Planning - SCAG		2,753	219	-	2,972	2,839
Administration - Metro		3,747	(219)	-	3,528	3,661
<b>SUBTOTAL</b>		<b>\$ 8,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,500</b>	<b>\$ 8,500</b>
Article 3 Pedestrian & Bikeways	2.0%	\$ 7,172	\$ 583	\$ -	\$ 7,755	\$ 7,401
Article 4 Bus Transit	91.7%	328,690	26,722	1,958	357,370	341,437
Article 8 Streets & Highways	6.3%	22,738	1,849	-	24,586	23,463
<b>TOTAL <sup>(1)</sup></b>		<b>\$ 367,100</b>	<b>\$ 29,154</b>	<b>\$ 1,958</b>	<b>\$ 398,212</b>	<b>\$ 380,801</b>
<b>PROPOSITION A:</b>						
Administration	5.0%	\$ 36,710	\$ 2,893	\$ -	\$ 39,603	\$ 37,600
Local Return <sup>(3)</sup>	25.0%	174,373	n/a	-	174,373	168,245
Rail Development	35.0%	244,122	19,241	-	263,363	250,037
Bus Transit:	40.0%					
95% of 40% Capped at CPI <sup>(2)</sup> (2.3%)		226,108	n/a	-	226,108	221,025
95% of 40% Over CPI <sup>(4)</sup>		38,938		-	38,938	34,708
<b>SUB-TOTAL</b>		<b>\$ 265,046</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 265,046</b>	<b>\$ 255,732</b>
5% of 40% Incentive		13,950	1,099	-	15,049	14,288
<b>TOTAL <sup>(1)</sup></b>		<b>\$ 734,200</b>	<b>\$ 23,234</b>	<b>\$ -</b>	<b>\$ 757,434</b>	<b>\$ 725,902</b>
<b>PROPOSITION C</b>						
Administration	1.5%	\$ 11,013	\$ 870	\$ -	\$ 11,883	\$ 11,281
Rail/Bus Security	5.0%	36,159	2,858	-	39,017	37,040
Commuter Rail	10.0%	72,319	5,716	-	78,034	74,079
Local Return <sup>(3)</sup>	20.0%	144,637	n/a	-	144,637	139,555
Freeways and Highways	25.0%	180,797	14,289	-	195,086	185,199
Discretionary	40.0%	289,275	22,863	-	312,138	296,318
<b>TOTAL <sup>(1)</sup></b>		<b>\$ 734,200</b>	<b>\$ 46,596</b>	<b>\$ -</b>	<b>\$ 780,796</b>	<b>\$ 743,472</b>
<b>STATE TRANSIT ASSISTANCE</b>						
Bus (PUC 99314 Rev Base Share) <sup>(5)</sup>		\$ 51,271	\$ (6,534)	\$ 116	\$ 44,852	\$ 64,145
Rail (PUC 99313 Population Share)		48,928	(600)	78	48,406	51,464
<b>TOTAL</b>		<b>\$ 100,199</b>	<b>\$ (7,135)</b>	<b>\$ 194</b>	<b>\$ 93,259</b>	<b>\$ 115,610</b>
<b>MEASURE R</b>						
Administration	1.5%	\$ 11,013	\$ 833	\$ 10	\$ 11,856	\$ 11,659
Transit Capital - New Rail	35.0%	253,115	19,154	288	272,557	260,992
Transit Capital - Metrolink	3.0%	21,696	1,642	671	24,008	22,760
Transit Capital - Metro Rail	2.0%	14,464	1,095	38	15,596	14,978

(1) Sales Tax and TDA Revenue estimate is 3.6% over FY14 budget based on review of several economic forecasts.

(2) Consumer Price Index (CPI) of 2.3% represents a composite index from several economic forecasting sources applied to Proposition A Discretionary allocated to included operators.

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

(4) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund eligible and Tier 2 operators. The carry-over is not shown since it has been converted into Proposition C 40% Discretionary to fund various Board-approved discretionary programs.

(5) STA Bus (PUC 99314 Revenue Base Share) estimate from the State Controller's Office is further reduced by \$4.5 million to reflect estimated shortfall in FY14.

Note: Totals may not add due to rounding.



## Appendix V: Regional Transit Allocations

STATE & LOCAL (\$ IN THOUSANDS)		FY15 ESTIMATED REVENUE	CARRY-OVER FY13 BUDGET VS ACTUAL	INTEREST FY13 ACTUAL	FY15 TOTAL FUNDS AVAILABLE	FY14 TOTAL FUNDS AVAILABLE
Highway Capital	20.0%	144,637	10,945	139	155,721	149,292
Operations New Rail	5.0%	36,159	2,736	76	38,971	37,402
Operations Bus	20.0%	144,637	10,945	31	155,613	147,480
Local Return <sup>(3)</sup>	15.0%	108,478	n/a	-	108,478	104,665
<b>TOTAL <sup>(1)</sup></b>		<b>\$ 734,200</b>	<b>\$ 47,350</b>	<b>\$ 1,251</b>	<b>\$ 782,801</b>	<b>\$ 749,228</b>
<b>TOTAL FUNDS AVAILABLE FOR ALLOCATION</b>		<b>\$ 2,669,899</b>	<b>\$ 139,199</b>	<b>\$ 3,403</b>	<b>\$ 2,812,502</b>	<b>\$ 2,715,012</b>
<b>TOTAL PLANNING &amp; ADMIN ALLOCATIONS</b>		<b>\$ 67,236</b>	<b>\$ 4,597</b>	<b>\$ 10</b>	<b>\$ 71,843</b>	<b>\$ 69,040</b>

Note: Totals may not add due to rounding.

## Appendix V: Regional Transit Allocations

### Recipients of Metro Funding

OPERATORS	WEB ADDRESS	SERVICE TYPE <sup>(1)</sup>	SERVICE AREA (SQ MILES)	SERVICE AREA POPULATION
<b>ANTELOPE VALLEY TRANSIT AUTHORITY</b>	<a href="http://www.avta.com">www.avta.com</a>	MB, DR	1,200	349,050
<b>ARCADIA TRANSIT</b>	<a href="http://www.ci.arcadia.ca.us">www.ci.arcadia.ca.us</a>	DR	11	56,153
<b>COMMERCE MUNICIPAL BUS LINES</b>	<a href="http://www.ci.commerce.ca.us">www.ci.commerce.ca.us</a>	MB, DR	10	13,033
<b>CULVER CITY MUNICIPAL BUS LINES</b>	<a href="http://www.culvercity.org">www.culvercity.org</a>	MB, DR	26	298,478
<b>FOOTHILL TRANSIT</b>	<a href="http://www.foothilltransit.org">www.foothilltransit.org</a>	MB	327	1,515,836
<b>GARDENA TRANSPORTATION DEPARTMENT</b>	<a href="http://www.ci.gardena.ca.us">www.ci.gardena.ca.us</a>	MB, DR	40	287,466
<b>LA MIRADA TRANSIT</b>	<a href="http://www.cityoflamirada.org">www.cityoflamirada.org</a>	DR	8	51,754
<b>LONG BEACH TRANSIT</b>	<a href="http://www.lbtransit.com">www.lbtransit.com</a>	MB, DR	98	800,000
<b>LOS ANGELES DEPARTMENT OF TRANSPORTATION</b>	<a href="http://www.ladottransit.com">www.ladottransit.com</a>	MB, DR	465	8,626,600
<b>MONTEBELLO BUS LINES</b>	<a href="http://www.cityofmontebello.com">www.cityofmontebello.com</a>	MB, DR	39	285,212
<b>NORWALK TRANSIT SYSTEM</b>	<a href="http://www.ci.norwalk.ca.us">www.ci.norwalk.ca.us</a>	MB, DR	37	218,955
<b>REDONDO BEACH – BEACH CITIES TRANSIT</b>	<a href="http://www.redondo.org">www.redondo.org</a>	MB, DR	13	63,261
<b>SANTA CLARITA TRANSIT</b>	<a href="http://www.santaclaritatransit.com">www.santaclaritatransit.com</a>	MB, DR	48	151,088
<b>SANTA MONICA'S BIG BLUE BUS</b>	<a href="http://www.bigbluebus.com">www.bigbluebus.com</a>	MB	51	458,506
<b>TORRANCE TRANSIT SYSTEM</b>	<a href="http://www.torranceca.gov">www.torranceca.gov</a>	MB, DR	103	606,847
<b>SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY</b>	<a href="http://www.metroinktrains.com">www.metroinktrains.com</a>	CR	2,291	8,341,002
<b>ACCESS SERVICES</b>	<a href="http://www.accessla.org">www.accessla.org</a>	PT	1,621	11,638,106
<b>OTHER LOCAL OPERATORS</b>		MB, DR	543	3,560,007

(1) MB = Motor Bus  
 DR = Demand Response  
 CR = Commuter Rail  
 PT = Paratransit

	PROPOSITION A	PROPOSITION C	MEASURE R
<b>PUBLIC TRANSIT</b>			
> <b>OPERATIONS</b> Fixed route transit, public/special service paratransit, fare subsidy, subsidized taxi service, shuttle service & on-board transit security	✓	✓	✓
> <b>CAPITAL</b> Vehicle & equipment purchase/modification, bus stop & station improvement/maintenance, transportation enhancements & transit station security	✓	✓	✓
<b>STREETS &amp; ROADS</b>			
Street repair & maintenance, capacity enhancements, bike/bus lanes, safety & ADA improvements		✓	✓
<b>TRAFFIC CONTROL MEASURES</b>			
Vanpool/ridesharing programs & promotion, synchronized signalization, traffic signal bus priority, traffic signal improvements & intelligent transportation system	✓	✓	✓
<b>EXISTING RAIL</b>			
Metro Red, Blue & Green Line Capital Rail transit enhancements	✓	✓	
<b>NEW RAIL</b>			
Crenshaw/LAX corridor Regional Connector		✓	✓
<b>BIKEWAYS &amp; PEDESTRIAN IMPROVEMENTS</b>			
Bike & pedestrian facilities, signage, construction & maintenance, crossings, information & safety programs		✓	✓
<b>TRANSPORTATION MARKETING</b>			
Transportation information amenities, kiosks, promotions, events & transit marketing	✓	✓	✓
<b>PLANNING, ENGINEERING AND/OR CMP</b>			
Projects & TDM-related activities required by CMP		✓	✓

Use of Local Return Funds

## Appendix VI: 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 (SCRRRA), and providing security services to the operation of the Metro Bus and Rail systems.

PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System (PERS).

#### Statement of Revenues, Expenses & Changes in Retained Earnings For the Years Ending June 30, 2014 and 2015

PTSC (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED
Revenue	\$ 273.3	\$ 305.7
Expenses	273.3	305.7
Increase(decrease) in retained earnings	-	-
Retained earnings - beginning of year	-	-
<b>RETAINED EARNINGS - END OF YEAR</b>	<b>\$ -</b>	<b>\$ -</b>

### Exposition Metro Line Construction Authority

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

#### Statement of Revenues, Expenses & Changes in Retained Earnings For the Years Ending June 30, 2014 and 2015

EXPOSITION METRO CONSTRUCTION AUTHORITY (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED
Revenue	\$ 457.1	\$ 397.5
Expenditures	457.1	397.5
Net change in fund balance	-	-
Fund balance - beginning of year	-	-
<b>FUND BALANCE - END OF YEAR</b>	<b>\$ -</b>	<b>\$ -</b>

**Notes:**

FY15 Budget is composed of Phase I \$19.5 million and Phase II \$378.0 million.

Funding for all Expo projects LOP is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

Totals may not add due to rounding.

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

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

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

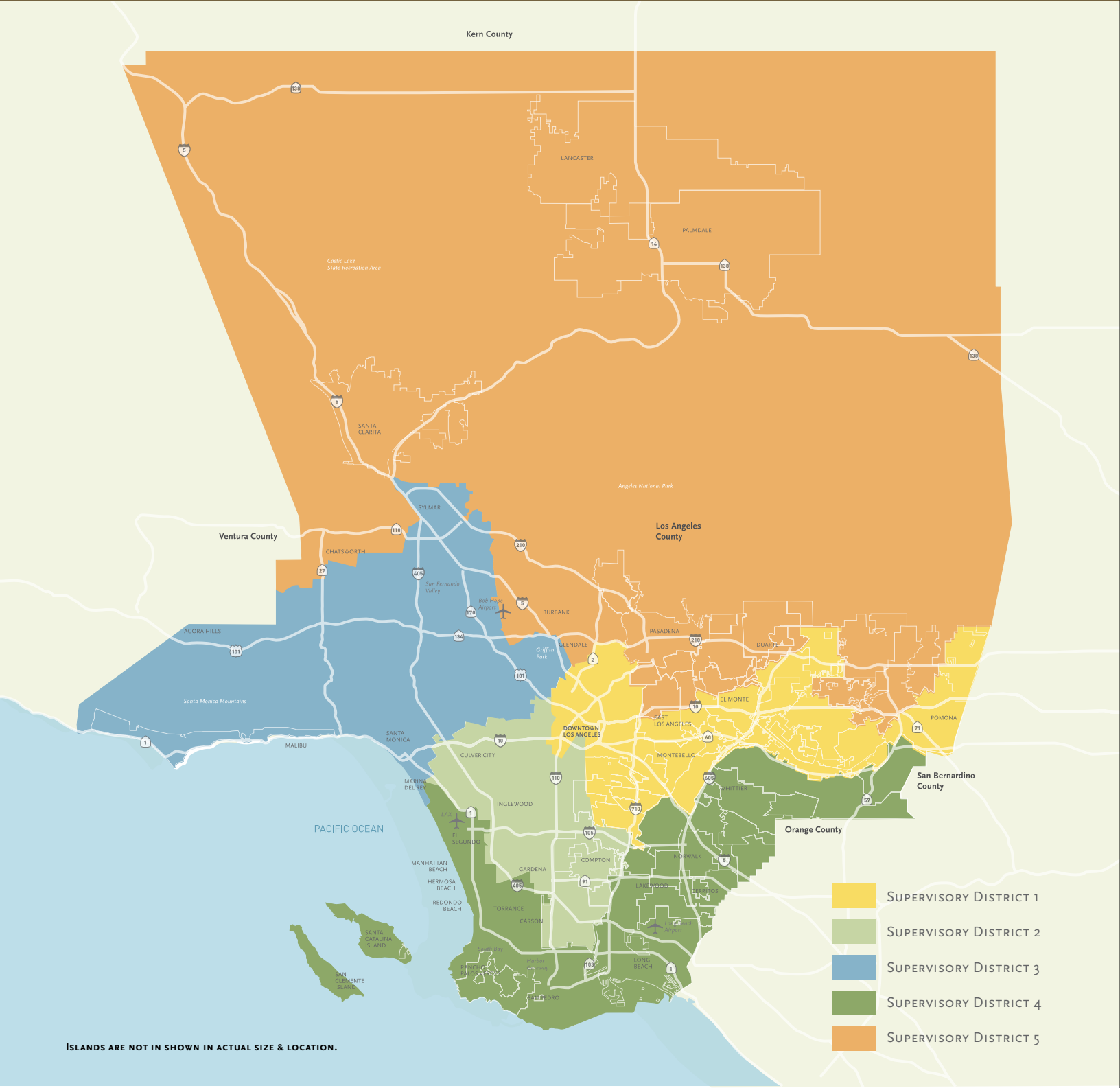
### Service Authority for Freeway Emergencies (SAFE)

**Statement of Revenues, Expenses  
& Changes in Retained Earnings For the  
Years Ending June 30, 2014 and 2015**

SAFE (\$ IN MILLIONS)	FY14 BUDGET	FY15 ADOPTED
Revenues	\$ 8.8	\$ 9.5
Expenditures	11.7	11.7
Excess (deficiency) of revenue over expenditures	(2.9)	(2.2)
Other financing and sources (uses) - transfer ou	(1.5)	(5.0)
Fund balances - beginning of year	32.5	28.1
<b>FUND BALANCES - END OF YEAR</b>	<b>\$ 28.1</b>	<b>\$ 20.9</b>

Note: Totals may not add due to rounding.

# Appendix VII: Los Angeles County Supervisory Districts Map



ISLANDS ARE NOT IN SHOWN IN ACTUAL SIZE & LOCATION.

Agoura Hills  
 Alhambra  
 Arcadia  
 Artesia  
 Avalon  
 Azusa  
 Baldwin Park  
 Bell  
 Bellflower  
 Bell Gardens  
 Beverly Hills  
 Bradbury  
 Burbank  
 Calabasas  
 Carson  
 Cerritos  
 Claremont  
 Commerce  
 Compton  
 Covina  
 Cudahy  
 Culver City  
 Diamond Bar  
 Downey  
 Duarte  
 El Monte  
 El Segundo  
 Gardena  
 Glendale  
 Glendora  
 Hawaiian Gardens  
 Hawthorne  
 Hermosa Beach  
 Hidden Hills  
 Huntington Park  
 Industry  
 Inglewood  
 Irwindale  
 La Cañada Flintridge  
 La Habra Heights  
 Lakewood  
 La Mirada

Lancaster  
 La Puente  
 La Verne  
 Lawndale  
 Lomita  
 Long Beach  
 Los Angeles  
 Lynwood  
 Malibu  
 Manhattan Beach  
 Maywood  
 Monrovia  
 Montebello  
 Monterey Park  
 Norwalk  
 Palmdale  
 Palos Verdes Estates  
 Paramount  
 Pasadena  
 Pico Rivera  
 Pomona  
 Rancho Palos Verdes  
 Redondo Beach  
 Rolling Hills  
 Rolling Hills Estates  
 Rosemead  
 San Dimas  
 San Fernando  
 San Gabriel  
 San Marino  
 Santa Clarita  
 Santa Fe Springs  
 Santa Monica  
 Sierra Madre  
 Signal Hill  
 South El Monte  
 South Gate  
 South Pasadena  
 Temple City  
 Torrance  
 Vernon  
 Walnut

West Covina  
 West Hollywood  
 Westlake Village  
 Whittier  
 Unincorporated  
 Los Angeles County

Local Jurisdictions

## Appendix VIII: New Fare Structure

### Metro Fares

METRO FARES (AS OF 9/15/2014)	REGULAR	SENIOR 62+ / DISABLED / MEDICARE	COLLEGE / VOCATIONAL	STUDENT K - 12
<b>CASH (BUS ONLY)</b>				
> 1-RIDE BASE FARE No transfers included. Additional charges apply to ride: > Metro Silver Line / Metro Express Buses	\$ 1.75	75¢ PEAK 35¢ OFF-PEAK	\$ 1.75	\$ 1
> METRO-TO-MUNI TRANSFER Transfer to a non-Metro bus within 2 hours.	50¢	25¢	50¢	50¢
> TOKENS (BAG OF 10) Each token valid for 1-Ride Base Fare. No transfers given if used onboard buses.	\$ 17.50	-	-	-
<b>ON TAP</b>				
> 1-WAY TRIP Includes transfers to other Metro lines for up to 2 hours to complete a one-way trip. Additional charges apply to ride: > Metro Silver Line / Metro Express Buses	\$ 1.75	75¢ PEAK 35¢ OFF-PEAK	\$ 1.75	\$ 1
> 1-DAY PASS Valid for 1 day on first tap. Expires at 3am on the following day after first use. Includes all Metro services.	\$ 7	\$ 2.50	-	-
> 7-DAY PASS Valid for 7 consecutive days from the first tap. Expires at 3am on the day following expiration. Includes all Metro services. Additional charges apply to ride: > Metro Silver Line / Metro Express Buses	\$ 25	-	-	-
> 30-DAY PASS Valid for 30 consecutive days from the first tap. Expires at 3am on the day following expiration. Includes all Metro services. Additional charges apply to ride: > Metro Silver Line / Metro Express Buses	\$ 100	\$ 20	\$ 43	\$ 24
> 30-DAY + ZONE 1 PASS Ride Metro for 30 consecutive days from the 1st tap. Includes all Metro services.	\$ 122	-	-	-
> METRO-TO-MUNI TRANSFER Transfer to a non-Metro bus within 2 hours.	50¢	25¢	50¢	50¢
<b>OTHER PRODUCTS</b>				
> STORED VALUE Good on Metro & other TAP participating transit agencies.	\$1.75 - \$60	35¢ - \$60	\$1.75 - \$60	\$1 - \$60

Off-Peak hours include weekdays 9am - 3pm and 7pm - 5am; weekends and Federal holidays.

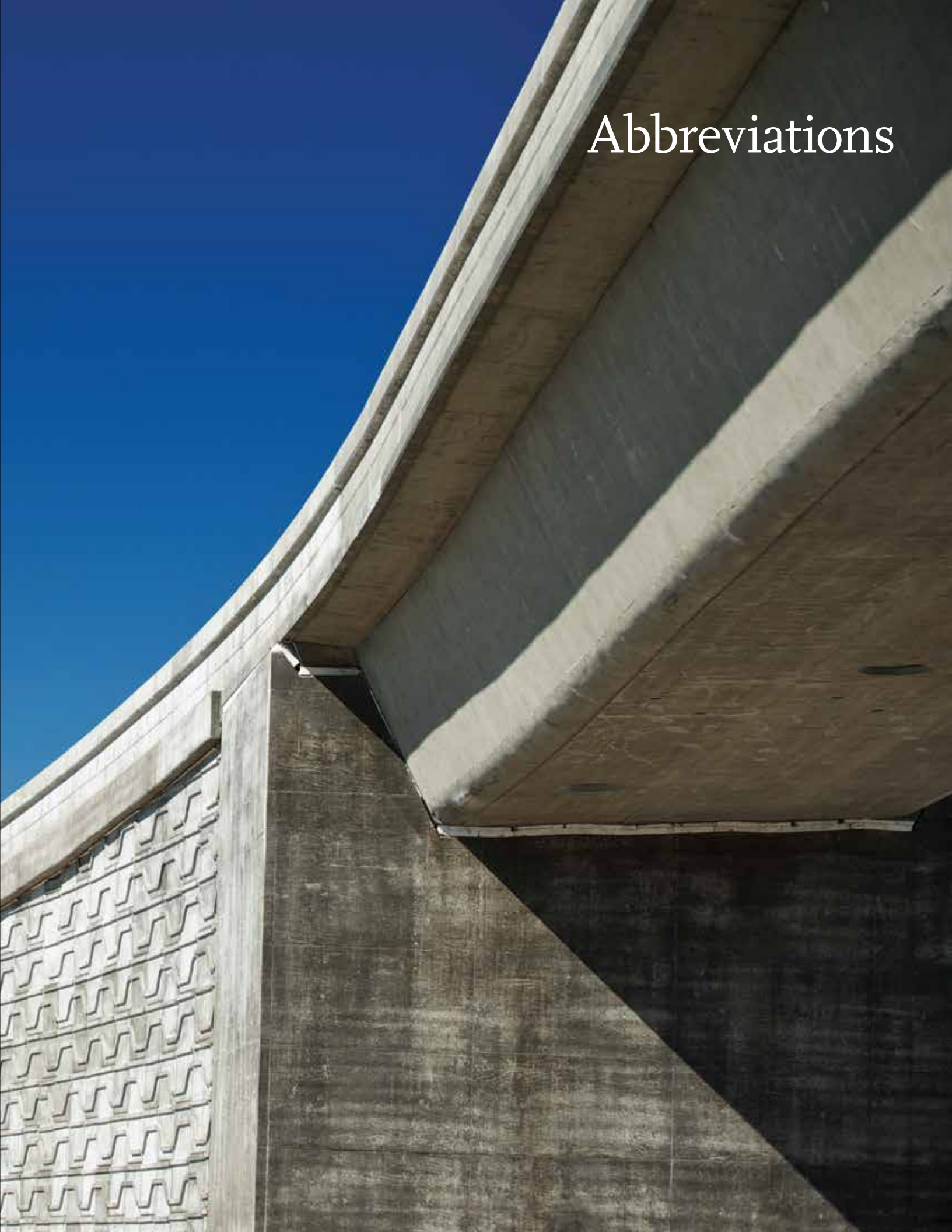
Two children under age 5 may travel free with each fare-paying adult on bus or rail.



METRO FARES (AS OF 9/15/2014)	REGULAR	SENIOR 62+ / DISABLED / MEDICARE	COLLEGE / VOCATIONAL	STUDENT K - 12
<b>SILVER LINE &amp; EXPRESS</b>				
> 1-RIDE BASE FARE (CASH) No transfers included.	\$ 2.50	\$ 1.35 PEAK 95¢ OFF-PEAK	\$ 2.50	\$ 2.50
> 1-WAY TRIP (ON TAP) Includes transfers to other Metro Lines for up to 2 hours to complete a one-way trip.	\$ 2.50	\$ 1.35 PEAK 95¢ OFF-PEAK	\$ 2.50	\$ 2.50
> PREMIUM CHARGE FOR 7-DAY, 30-DAY & EZ TRANSIT PASS All other Metro passes accepted without premium charge.	75¢	-	-	-
<b>EXPRESS FREEWAY PREMIUM CHARGE</b>				
> EXPRESS + ZONE 1 PREMIUM CHARGE Additional fare required only on freeway segments.	75¢	60¢	75¢	75¢
<b>EZ TRANSIT PASS</b>				
> EZ TRANSIT PASS Includes all Metro services. Additional charges apply to ride: > Metro Silver Line > Metro Express Buses > Non-Metro express buses	\$ 110	\$42	-	-
> EZ TRANSIT PASS + ZONE 1 Includes all Metro services. Additional charges apply to ride: > Non-Metro express buses that leave Los Angeles County	\$ 132	\$ 51.50	-	-
> EZ TRANSIT PASS + ZONE 2	\$ 154	\$ 61	-	-
> EZ TRANSIT PASS + ZONE 3	\$ 176	\$ 70.50	-	-
> EZ TRANSIT PASS + ZONE 4	\$ 198	\$ 80	-	-
> EZ TRANSIT PASS + ZONE 5	\$ 220	\$ 89.50	-	-
> EZ TRANSIT PASS + ZONE 6	\$ 242	\$ 99	-	-
> EZ TRANSIT PASS + ZONE 8	\$ 286	\$ 118	-	-
> EZ TRANSIT PASS + ZONE 9	\$ 308	\$ 127.50	-	-
> EZ TRANSIT PASS + ZONE 10	\$ 330	\$ 137	-	-
> EZ TRANSIT PASS + ZONE 11	\$ 352	\$ 146.50	-	-



# Abbreviations

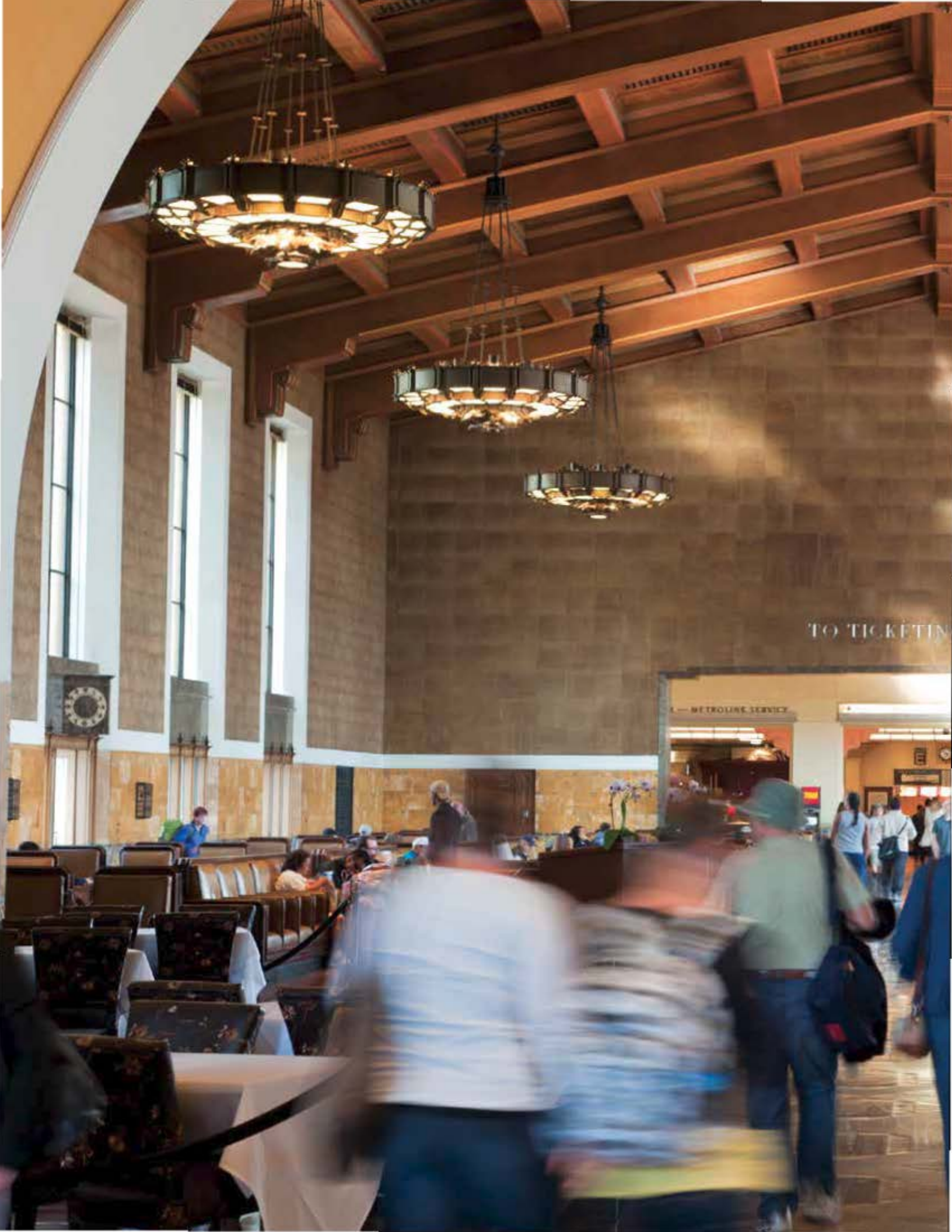


## Abbreviations

<b>ABC</b>	Activity-Based Costing
<b>ACE</b>	Alameda Corridor East
<b>ADA</b>	Americans with Disabilities Act
<b>AFSCME</b>	American Federation of State, County and Municipal Employees
<b>AQMD</b>	Air Quality Management District
<b>ARRA</b>	American Recovery and Reinvestment Act
<b>ARTI</b>	Accelerated Regional Transportation Improvements
<b>ASI</b>	Access Services Inc.
<b>ASRS</b>	Automated Storage and Retrieval System
<b>ATC</b>	Automatic Train Control
<b>ATMS</b>	Advanced Transportation Management System
<b>ATU</b>	Amalgamated Transit Union
<b>ATVC</b>	Advanced Technology Vehicle Consortium
<b>AVTA</b>	Antelope Valley Transportation Authority
<b>BAB</b>	Build America Bonds
<b>BAD</b>	Benefit Assessment District
<b>BART</b>	Bay Area Rapid Transit
<b>BIAS</b>	Budget Information Analysis System
<b>BOC</b>	Bus Operations Control
<b>BRT</b>	Bus Rapid Transit
<b>CAP</b>	Cost Allocation Plan
<b>CCTV</b>	Closed Circuit Television
<b>CEQA</b>	California Environmental Quality Act
<b>CFP</b>	Call for Projects
<b>CIS</b>	Customer Information System
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CMP</b>	Congestion Mitigation Project
<b>CNG</b>	Compressed Natural Gas
<b>COG</b>	Councils of Governments
<b>CP</b>	Capital Program / Capital Project
<b>CPAS</b>	Capital Planning and Analysis System
<b>CP&amp;D</b>	Countywide Planning & Development
<b>CPI</b>	Consumer Price Index
<b>CPUC</b>	California Public Utilities Commission
<b>CRA</b>	Community Redevelopment Agency
<b>CRDP</b>	Congestion Relief Demonstration Project
<b>CTA</b>	Chicago Transit Authority
<b>CTC</b>	California Transportation Commission
<b>CTSA</b>	Consolidated Transportation Services Agency
<b>CY</b>	Calendar Year
<b>DBE</b>	Disadvantaged Business Enterprise
<b>DEIS</b>	Draft Environmental Impact Statement
<b>DHS</b>	Department of Homeland Security
<b>DPW</b>	Department of Public Works

<b>DR</b>	Demand Response
<b>DVR</b>	Digital Video Recorder
<b>EF</b>	Enterprise Fund
<b>EIR</b>	Environmental Impact Report
<b>EIS</b>	Environmental Impact Statement
<b>ELTP</b>	Entry Level Training Program
<b>EOB/RTACR</b>	Emergency Operations Bureau / Real-Time Analysis & Critical Response
<b>EXPO</b>	Exposition Metro Line Construction Authority
<b>ERV</b>	Emergency Response Vehicle
<b>FAP</b>	Formula Allocation Procedure
<b>FASB</b>	Financial Accounting Standards Board
<b>FFY</b>	Federal Fiscal Year (October 1 to September 30)
<b>FIS</b>	Financial Information System
<b>FSP</b>	Freeway Service Patrol
<b>FTA</b>	Federal Transit Administration
<b>FTE</b>	Full Time Equivalent
<b>FY</b>	Fiscal Year
<b>GAAP</b>	Generally Accepted Accounting Principles
<b>GASB</b>	Governmental Accounting Standards Board
<b>GF</b>	General Fund
<b>GIRO</b>	Canadian Software Company
<b>GPS</b>	Global Positioning System
<b>HASTUS</b>	Transportation Scheduling Software Package
<b>HOT</b>	High-Occupancy Toll Lanes
<b>HOV</b>	High-Occupancy Vehicle
<b>HRV</b>	Heavy Rail Vehicle
<b>HSA</b>	Human Services Association
<b>I</b>	Interstate
<b>IBT</b>	International Brotherhood of Teamsters
<b>IFB</b>	Invitation for Bids
<b>ITD</b>	Incurred to Date
<b>INTP</b>	Immediate Needs Transportation Program
<b>ITS</b>	Information Technology Services
<b>JARC</b>	Job Access / Reverse Commute Grant Program
<b>JD</b>	Joint Development
<b>JPA</b>	Joint Powers Authority
<b>KPI</b>	Key Performance Indicator
<b>LA</b>	Los Angeles
<b>LACMTA</b>	LA County Metropolitan Transportation Authority
<b>LADOT</b>	Los Angeles Department of Transportation
<b>LASD</b>	Los Angeles Sheriffs Department
<b>LAWA</b>	Los Angeles World Airports
<b>LAX</b>	Los Angeles International Airport
<b>LED</b>	Light-Emitting Diode

<b>LOP</b>	Life of Project
<b>LRT</b>	Light Rail Transit
<b>L RTP</b>	Long Range Transportation Plan
<b>LRV</b>	Light Rail Vehicle
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MATIS</b>	Motorist Aid and Traveler Information System
<b>MBL</b>	Metro Blue Line
<b>MBTA</b>	Massachusetts Bay Transportation Authority
<b>Metro</b>	LACMTA's Transit Operations
<b>MGL</b>	Metro Green Line
<b>MGLEE</b>	Metro Gold Line Eastside Extension
<b>MOL</b>	Metro Orange Line
<b>MOW</b>	Maintenance of Way
<b>MR</b>	Measure R
<b>MRL</b>	Metro Red Line
<b>MTA</b>	Metropolitan Transportation Authority
<b>MTS</b>	San Diego Metropolitan Transit System
<b>NC</b>	Non-Contract
<b>NTD</b>	National Transit Database
<b>NYCMTA</b>	New York City Metropolitan Transportation Authority
<b>OCM</b>	Operations Capital Maintenance
<b>OIG</b>	Office of Inspector General
<b>OMB</b>	Office of Management & Budget
<b>OPS</b>	Metro Operations
<b>PA</b>	Proposition A
<b>PC</b>	Proposition C
<b>PEPRA</b>	Public Employees' Pension Reform Act of 2013
<b>PERS</b>	California Public Employees Retirement System
<b>PGL</b>	Pasadena Gold Line
<b>PL/PD</b>	Public Liability/Property Damage
<b>Prop 1B</b>	State Proposition 1B Bonds
<b>Prop A</b>	Proposition A
<b>Prop C</b>	Proposition C
<b>PTMISEA</b>	Public Transportation Modernization, Improvement, and Service Enhancement Account
<b>PTSC</b>	Public Transportation Services Corporation
<b>RFP</b>	Request for Proposal
<b>RFS</b>	Rail Fleet Services
<b>RIITS</b>	Regional Integration of Intelligent Transportation Systems
<b>RM</b>	Revenue Mile
<b>ROC</b>	Rail Operations Control
<b>RRC</b>	Regional Rebuild Center
<b>RRTP</b>	Rider Relief Transportation Program
<b>RSH</b>	Revenue Service Hours
<b>RSM</b>	Revenue Service Miles
<b>RTC</b>	Regional Transportation Commission of Southern Nevada
<b>RVSH</b>	Revenue Vehicle Service Hours
<b>SAFE</b>	Service Authority for Freeway Emergencies
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SCADA</b>	Supervisory Control and Data Acquisition System
<b>SCAG</b>	Southern California Association of Governments
<b>SCRRA</b>	Southern California Regional Rail Authority
<b>SEPTA</b>	Southeastern Pennsylvania v Transportation Authority
<b>SFV</b>	San Fernando Valley
<b>SHORE</b>	Support for Homeless Re-Entry Program
<b>SR</b>	State Route
<b>SRF</b>	Special Revenue Fund
<b>S RTP</b>	Short Range Transportation Plan
<b>STA</b>	State Transit Assistance Fund
<b>STIP</b>	State Transportation Improvement Program
<b>TA</b>	Transit Authority
<b>TAP</b>	Transit Access Pass
<b>TBD</b>	To Be Determined
<b>TCU</b>	Transportation Communications Union
<b>TDA</b>	Transportation Development Act
<b>TDM</b>	Transportation Demand Management
<b>TIP</b>	Transportation Improvement Program
<b>TOAST</b>	Transit Operator Activity Scheduling & Tracking System
<b>UFS</b>	Universal Fare System
<b>UPS</b>	Uninterruptible Power Supply
<b>USDOT</b>	United States Department of Transportation
<b>USG</b>	Union Station Gateway
<b>UTU</b>	United Transportation Union
<b>WESS</b>	Wayside Energy Storage Substation
<b>WIDS</b>	Wayside Intrusion Detection System
<b>WMATA</b>	Washington Metropolitan Area Transit Authority



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