

# Adopted Budget

July 1, 2017 – June 30, 2018

# FY18



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**Los Angeles County took a major step forward** last year when an impressive 71 percent of voters approved Measure M – Metro’s bold ballot measure to improve public transportation infrastructure, air quality and quality of life. In a region where more than 80 percent of commuters drive to work, the landslide Measure M vote was a resounding show of faith in the future of transportation in LA County. It also reflects the public’s growing awareness of the need to not only build more transportation, but also to care for our existing system through dedicated funding for state of good repair projects.

The Measure M plan will deliver 40 major capital projects in 40 years. The funds generated by the new sales tax provide dedicated funding for many transportation improvements in LA County, including new transit and highway projects, increased funding for countywide transit operations, increased funding for local transportation projects in all 88 jurisdictions of LA County, new bike and pedestrian connections, and programs for seniors, students and persons with disabilities. Measure M builds on the vision for the future that was established by Measure R, further enhancing Metro’s ability to ease traffic, keep the system in good working condition, and provide more transportation options for current and future generations.

The FY18 budget is balanced at \$6.1 billion in total agency expenditures, an increase of only 1.5 percent from the prior year. This change is less than the Consumer Price Index, which is an indicator of inflation, clearly demonstrating our commitment to fiscal discipline and tight budget controls. As we work to deliver the promises of Measure R and now Measure M, it is Metro’s duty to exercise careful planning and to responsibly spend every dollar the voting public has entrusted us with.

As we continue construction on the largest public works program in the nation, we are working diligently to anticipate long term transportation needs. To improve air quality, our Board has directed us to move toward 100 percent zero emission buses, and we are currently exploring the technology that will help lead us in that direction. We’re also focused on Active Transportation: in FY17, Metro launched a new Bike Share system. This innovative project expands the transportation landscape by addressing first/last mile connectivity with access to new transportation options.

Safety and security improvements are of the utmost importance as our system continues to grow. Metro now has law enforcement contracts with three agencies: the Los Angeles

County Sheriff’s Department, the Los Angeles Police Department and the Long Beach Police Department. This new multi-agency policing strategy will increase the number of law enforcement personnel patrolling the system, improve response times and save taxpayer money, all while enhancing safety on our buses and rail cars.

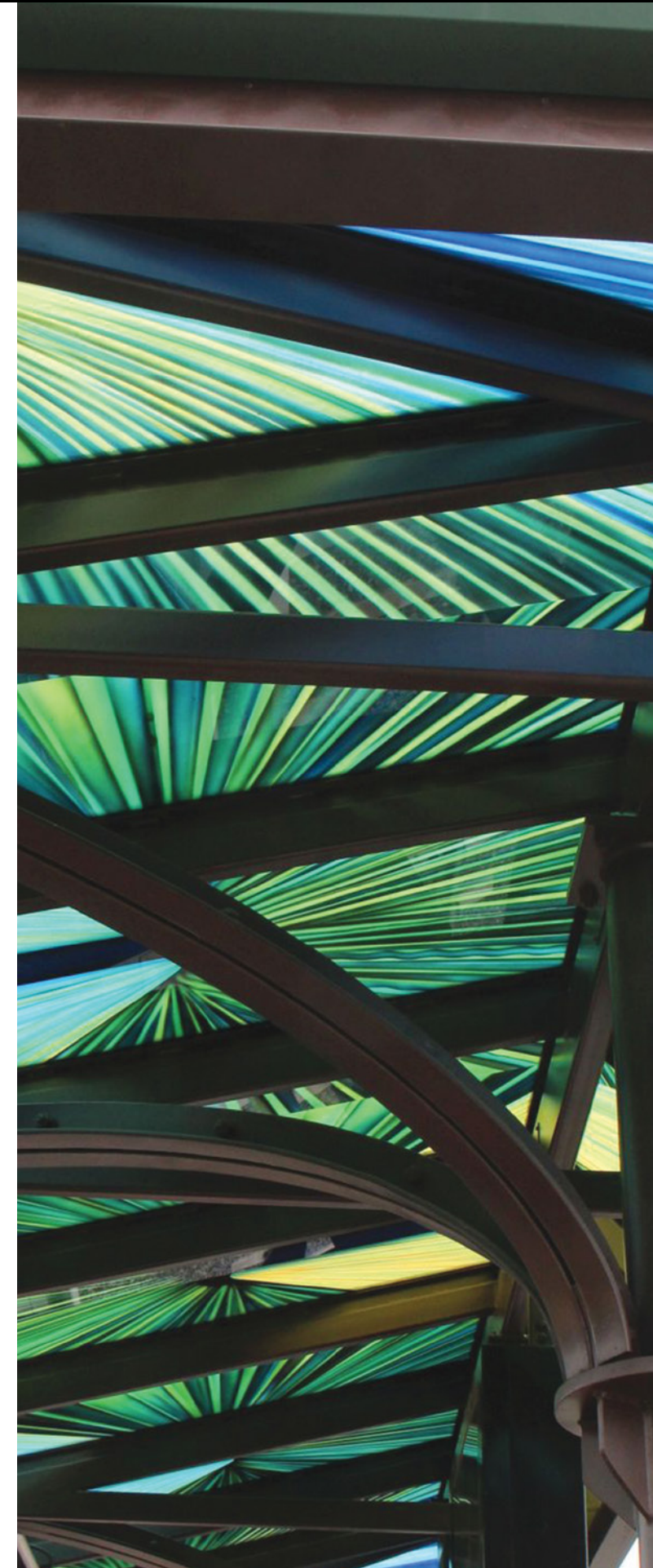
In July, we signed new five-year contracts with our transit labor unions, which represent operators, maintenance workers, clerks, customer service agents, transportation supervisors, maintenance supervisors and security officers. We value our employees and the important work they do, and we are proud to have been able to achieve labor contracts that provide living wage jobs, competitive salaries and good benefits. Our goal is to support the well-being of our employees, the public and our entire system, and these agreements are a big step in that direction.

We are grateful to the voters of LA County for their trust in our ability to deliver this massive transportation infrastructure program and to our Board of Directors for their leadership, as we continue the transportation revolution already in progress and prepare our region for the next century and beyond.

Phillip A. Washington  
Chief Executive Officer

**AGENCY GOALS**

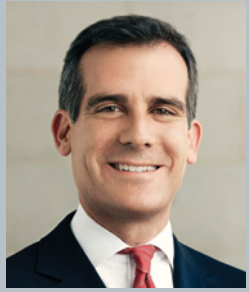
- > Advance safety and security for our customers, the public and Metro employees
- > Exercise fiscal discipline to ensure financial stability
- > Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation
- > Improve the customer experience and expand access to transportation options
- > Increase transit use and ridership
- > Implement an industry-leading state of good repair program
- > Invest in workforce development
- > Promote extraordinary innovation
- > Contribute to the implementation of agencywide and departmental Affirmative Action and Equal Employment Opportunity goals





1

**John Fasana**  
Chair  
Mayor Pro Tem, City of Duarte



2

**Eric Garcetti**  
First Vice Chair  
Mayor, City of Los Angeles



3

**Sheila Kuehl**  
Second Vice Chair  
LA County Supervisor  
Third Supervisorial District



4

**Kathryn Barger**  
LA County Supervisor  
Fifth Supervisorial District



5

**Mike Bonin**  
Council Member, City of Los Angeles  
Mayor Appointee



6

**James Butts**  
Mayor, City of Inglewood



7

**Robert Garcia**  
Mayor, City of Long Beach



8

**Jacquelyn Dupont-Walker**  
City of Los Angeles  
Mayor Appointee



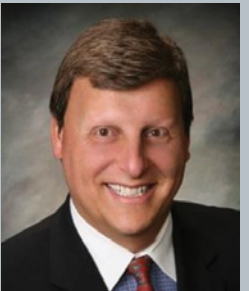
9

**Janice Hahn**  
LA County Supervisor  
Fourth Supervisorial District



10

**Paul Krekorian**  
Council Member, City of Los Angeles  
Mayor Appointee



11

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



12

**Mark Ridley-Thomas**  
LA County Supervisor  
Second Supervisorial District



13

**Hilda L. Solis**  
LA County Supervisor  
First Supervisorial District

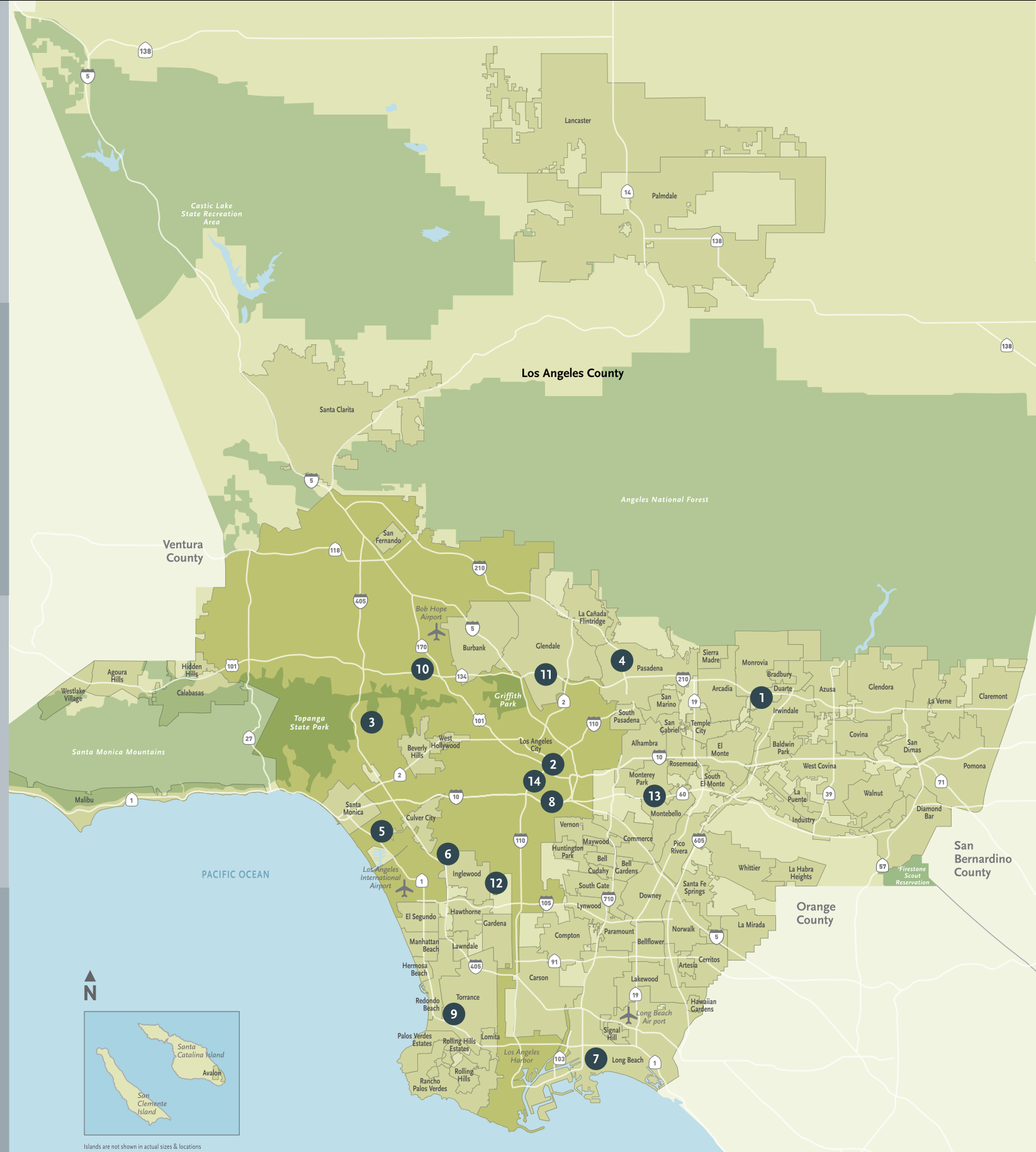


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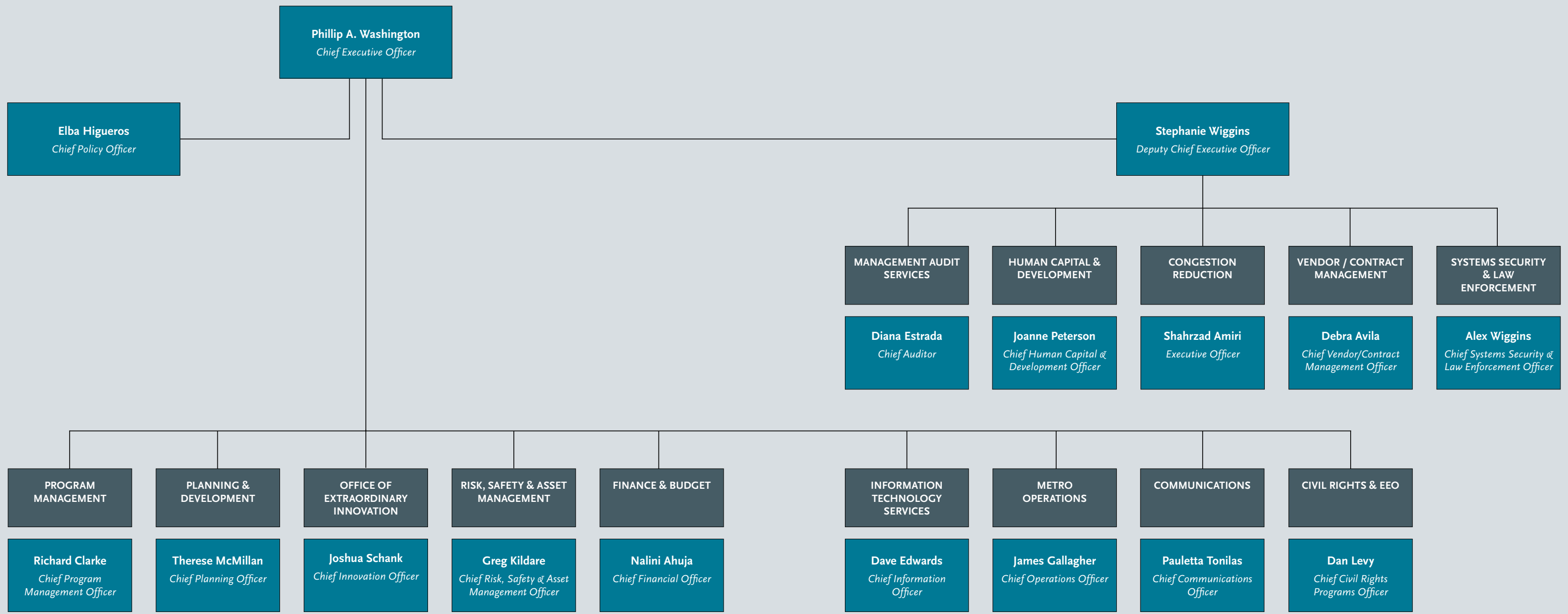
**Carrie Bowen**  
Caltrans District Seven Director  
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY18 budget in May 2017.



Islands are not shown in actual sizes & locations





**Metro’s ambitious plan for the future of transportation in Los Angeles County** was met with resounding approval when 71% of voters on November 8, 2016, said “yes” to Measure M, which asked: *“To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake-retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections; and create jobs; shall voters authorize a Los Angeles County Traffic Improvement Plan through a ½ ¢ traffic relief tax until voters decide to end it, with independent audits/oversight and funds controlled locally?”*

**THE MEASURE M ORDINANCE**

Measure M, also known as the Los Angeles County Traffic Improvement Plan, was carefully developed by a cross-departmental task force of Metro staff over several months. Following the plan’s public release, the Board of Directors unanimously approved placing the sales tax measure on the November 2016 ballot. Thanks to Metro’s comprehensive plan to improve mobility throughout the region and the optimistic vision of the future of transportation in Los Angeles County that it inspired, the Measure M Ordinance was successfully passed into law on Election Day.

Beginning on July 1, 2017, local sales taxes were increased by a half cent. These funds must be used and allocated by Metro as described in the Measure M Ordinance. As with Los Angeles County’s previously approved transportation sales taxes, Measure M is split into defined subfunds. Each of these subfunds has specific restrictions and expenditure guidelines that are outlined in the Measure M Ordinance and further explained in the Measure M Master Guidelines. For further details on each Measure M subfund, plus a breakdown of the

estimated Measure M revenues for FY18 by subfund, refer to pages 14-15.

**INTEGRATION WITH MEASURE R**

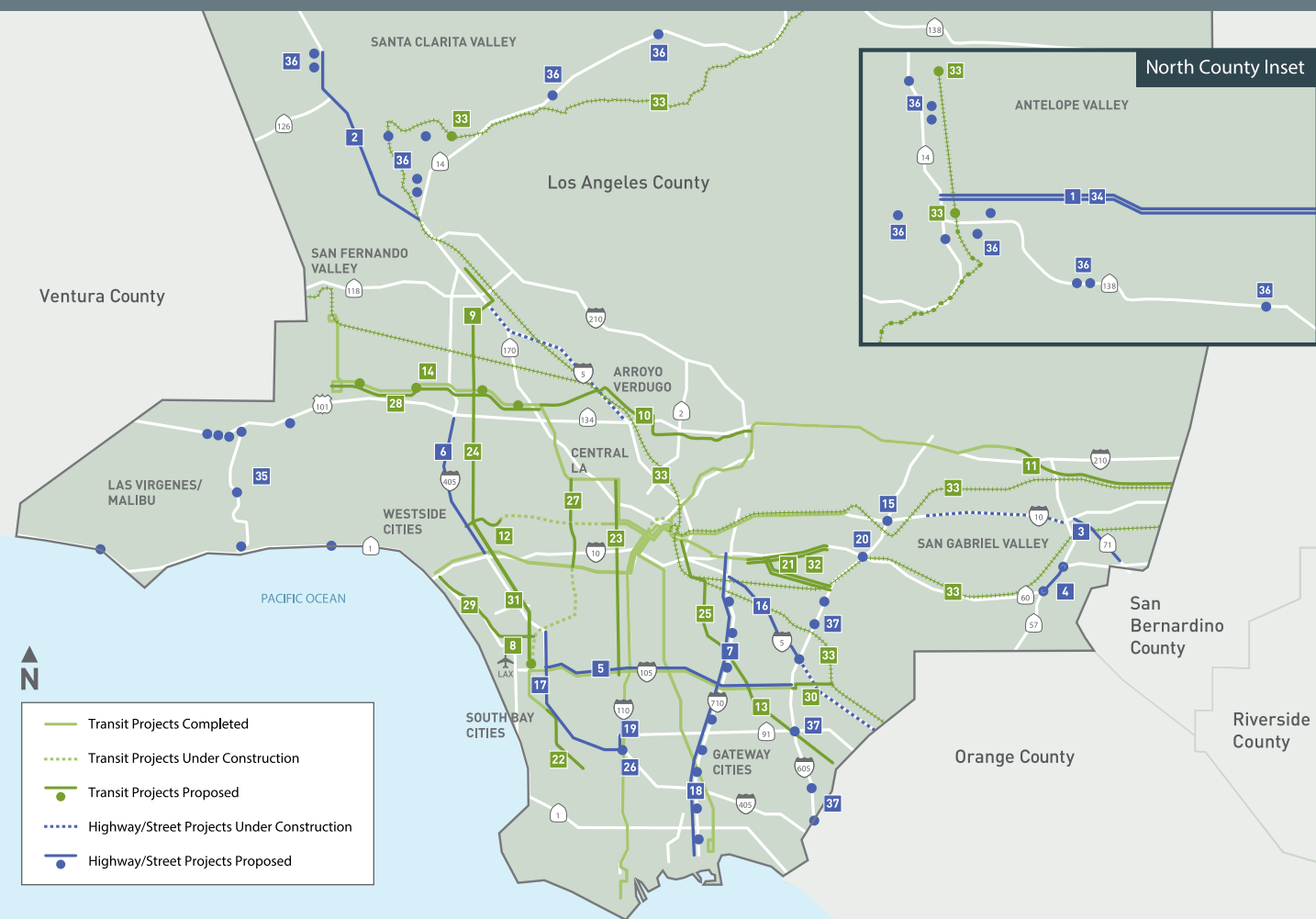
For nearly a decade, Measure R has acted as the single largest local funding source for the transit capital building boom currently underway in Los Angeles County. Thanks in large part to the sales taxes generated by Measure R, Metro has completed several key transportation infrastructure improvement projects in recent years, including the Gold Line Foothill Extension to Azusa and the Expo Line Extension to Santa Monica.

Measure R is set to expire on June 30, 2039. Therefore, many Measure R projects were in various stages of planning or construction at the time when Measure M was being developed. To maximize the impact of both sales tax measures, Measure M will both augment and extend the work that was launched by Measure R. In fact, all ongoing and future Measure R projects are included in the construction timeline of Measure M, and many will be on an accelerated project delivery schedule thanks to the additional funding provided by the new sales tax measure.

As we fast-track existing plans to improve transportation in Los Angeles County, we are aiming to ease congestion and increase transit ridership for our growing population. By the time the Olympics arrive in 2028, Los Angeles County will be well into its transformation thanks to Measures R and M working together to deliver many more projects, including but not limited to the Crenshaw/LAX light rail line, the Regional Connector that links light rail lines in downtown Los Angeles, the Airport Metro Connector, the Westside Purple Line Extension from Wilshire/Western to Westwood and the Gold Line Foothill Extension to Claremont.



**MEASURE M HIGHWAY AND TRANSIT PROJECTS**



**HIGHWAY / STREET PROJECTS**

- 2 I-5 Truck & Carpool Lane Additions: SR-14 interchange to Lake Hughes Rd
- 3 SR-71 Lane Additions: I-10 to Rio Rancho Rd
- 4 SR-57/SR-60 Interchange Improvements
- 5 I-105 Express Lane Additions: I-405 to I-605
- 6 Sepulveda Pass Express Bus Transit Corridor
- 7 18 I-710 S Corridor Zero Emission Truck Lane Additions: Long Beach to Commerce
- 15 I-605/I-10 Interchange Improvements
- 16 I-5 South Corridor Lane Additions: I-605 to I-710
- 17 I-405 South Bay Curve Bottleneck Improvements
- 19 I-110 ExpressLanes Extension to I405/I-10 interchange
- 20 SR-60/I-605 Carpool Interchange Improvements
- 26 I-405/I-110 Express Lane Interchange Improvements
- 34 1 High Desert Multi-Purpose Corridor: SR-14 to SR-18
- 35 Las Virgenes/Malibu Transportation Improvements
- 36 North County Transportation Improvements
- 37 I-605 Corridor “Hot Spot” Interchange Improvements

**TRANSIT PROJECTS**

- 8 Airport Rail Connector and Green Line Rail Extension
- 9 East San Fernando Valley Transit Corridor
- 10 Orange Line BRT Connector to Gold Line Rail
- 11 Gold Line Rail Extension: Foothill to Claremont
- 12 Purple Line Rail Subway Extension: Century City W to Westwood/VA Hospital
- 13 25 West Santa Ana Light Rail Corridor: Union Station to City of Artesia
- 14 Orange Line BRT Improvements
- 21 32 Gold Line Eastside Rail Extension
- 22 Green Line Rail Extension: Redondo Beach to Torrance Transit Center
- 23 Vermont BRT Corridor: Hollywood Bl to 120th St
- 24 Sepulveda Pass Underground Transit Corridor
- 27 Crenshaw Line Rail Northern Extension to West Hollywood
- 28 Orange Line BRT Conversion to Light Rail
- 29 LAX BRT Connector to Santa Monica
- 30 Green Line Rail Extension to Norwalk Metrolink Station
- 31 Metro Rail & Express Bus Extension: Westwood to LAX Metro Connector
- 33 Regional Commuter Rail (Metrolink & Amtrak) Improvements

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



Every dollar generated by the Measure M sales tax will be allocated to established subfunds in accordance with the Measure M Ordinance. The terms of each subfund and the preliminary details of the programs contained within each subfund are summarized below.

**TRANSIT OPERATING AND MAINTENANCE**

The Transit Operating and Maintenance subfund will generate new revenues for transit operations and maintenance expenses throughout the region, including:

- > **Metro Rail Operations (5%)**, eligible for both transit operations and state of good repair projects on the Metro Rail system
- > **Transit Operations (20%)**, which funds transit service, maintenance and expansion for Metro and municipal providers, and will be allocated to transit operators throughout the county according to the Board-approved Formula Allocation Procedure
- > **ADA Paratransit for the Disabled and Metro Discounts for Seniors and Students (2%)**, which will be used to maintain and improve ADA paratransit services for people with disabilities in Los Angeles County and to fund Metro fare discounts for low income seniors and student riders

**TRANSIT, FIRST/LAST MILE (CAPITAL)**

The Transit, First/Last Mile subfund will generate new revenues for transit capital improvements and transit system access enhancements that are listed in the Measure M Ordinance. This subfund is further split into two project subcategories:

- > **Transit Construction (35%)**, for the major transit construction projects listed in the expenditure plan attached to the Measure M Ordinance, including defined groundbreaking start dates and expected opening dates

- > **Metro State of Good Repair (2%)**, which will fund the repair, replacement and rehabilitation of Metro assets required for its rail transit vehicle fleet, systems, engineering and stations

**HIGHWAY, ACTIVE TRANSPORTATION, COMPLETE STREETS (CAPITAL)**

The Highway, Active Transportation, Complete Streets subfund will generate new revenues that will work to improve all modes of travel throughout Los Angeles County, including highways, streets, bikeways and pedestrian pathways. The individual programs included in this subfund are:

- > **Highway Construction (17%)**, for the major highway construction projects as listed in the expenditure plan attached to the Measure M Ordinance, including defined groundbreaking start dates and expected opening dates
- > **Metro Active Transportation (2%)**, which will establish a dedicated funding source for improvements to non-motorized transportation via walking, bicycling or rolling modes

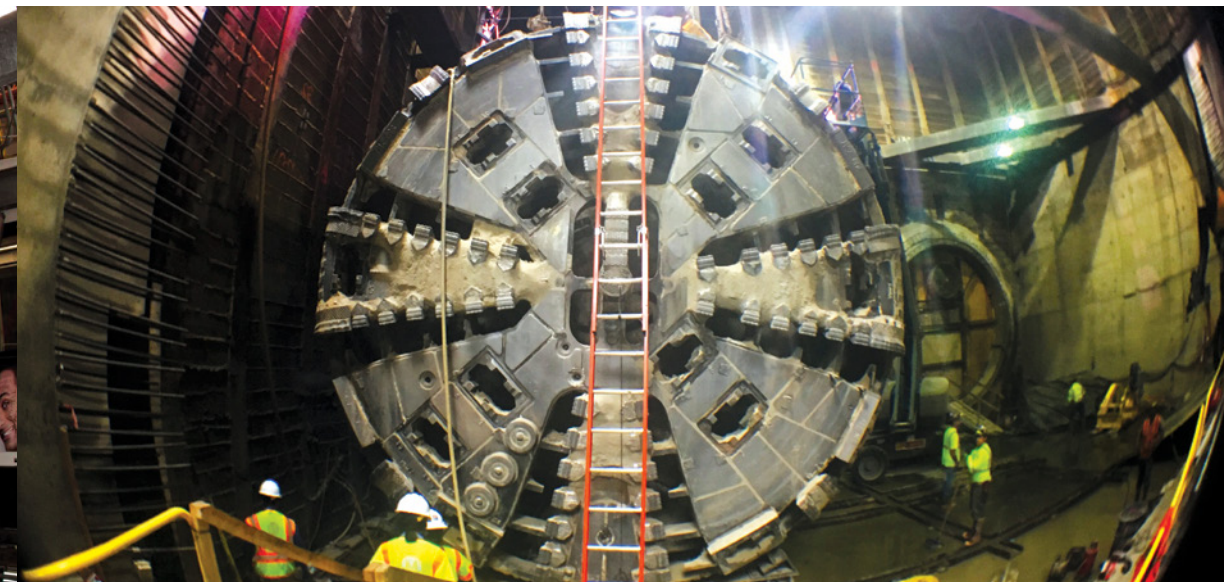
**LOCAL RETURN/REGIONAL RAIL**

The Local Return/Regional Rail subfund will generate new revenues that will be passed through Metro and paid to local jurisdictions for local transportation improvements and to Metrolink for various regional rail projects. These two programs are separately defined in the Measure M Ordinance as described below:

- > **Local Return (17%)**, will provide 88 cities and unincorporated Los Angeles County with additional funding based on population shares to be expended based on locally determined transportation priorities and needs
- > **Regional Rail (1%)**, which will fund regional commuter rail service within Los Angeles County, including operating, maintenance, expansion and state of good repair costs

SUBFUND (\$ IN MILLIONS)	% OF SALES TAX	FY18 BEGINNING FUND BALANCE	FY18 REVENUE BUDGET	FY18 EXPENDITURE BUDGET	FY18 ESTIMATED ENDING FUND BALANCE
<b>TRANSIT OPERATING &amp; MAINTENANCE</b>					
Metro Rail Operations <sup>(1)</sup>	5.0%	\$ -	\$ 37.5	\$ 18.2	\$ 19.3
Transit Operations <sup>(1)</sup>	20.0%	-	150.1	149.7	0.4
ADA Paratransit for the Disabled; Metro Discounts for Seniors & Students	2.0%	-	15.0	-	15.0
<b>TRANSIT, FIRST/LAST MILE (CAPITAL)</b>					
Transit Construction	35.0%	-	262.7	250.9	11.8
Metro State of Good Repair	2.0%	-	15.0	14.7	0.3
<b>HIGHWAY, ACTIVE TRANSPORTATION, COMPLETE STREETS (CAPITAL)</b>					
Highway Construction	17.0%	-	127.6	12.5	115.1
Metro Active Transportation Program	2.0%	-	15.0	-	15.0
<b>LOCAL RETURN/ REGIONAL RAIL</b>					
Local Return <sup>(2)</sup>	17.0%	-	127.6	127.6	-
Regional Rail	1.0%	-	7.5	7.5	-
<b>ADMINISTRATION</b>					
Administration	0.5%	-	3.9	3.9	-
<b>Subtotal Measure M Funding Plan - From Sales Tax Revenues</b>		\$ -	\$ 761.9	\$ 584.9	\$ 177.0
<b>Subtotal Measure M Funding Plan - From Non-Measure M Sources</b>		\$ -	\$ 22.7	\$ 22.7	\$ -
<b>Total Measure M Funding Plan</b>		\$ -	\$ 784.6	\$ 607.6	\$ 177.0

**Summary of Sales Tax Revenues, Expenditures & Fund Balances (by subfunds)**



Notes

(1) Funds are eligible to be used for Metro Rail state of good repair.

(2) 1% Administration to supplement Local Return, increasing the Local Return base to 17% of net revenues.

Totals may not add due to rounding.

MEASURE R & MEASURE M PROJECTS (\$ IN MILLIONS)	FY18 MEASURE R & MEASURE M PROJECT EXPENSES			
	MEASURE R FUNDS <sup>(1)</sup>	MEASURE M FUNDS	NON-MEASURES R & M FUNDS <sup>(2)</sup>	TOTAL EXPENSES
<b>MEASURE R</b>				
<b>MEASURE R TRANSIT CAPITAL - NEW RAIL (35%)</b>				
Airport Metro Connector	\$ 3.5	\$ 69.8	\$ 2.9	\$ 76.2
Crenshaw	21.0	-	395.9	416.9
Eastside Extension Phase 2	-	-	6.0	6.0
Eastside Light Rail Access	3.1	-	0.8	3.9
Expo 2	-	-	12.3	12.3
Green Line Ext Redondo Beach-South Bay	-	-	0.6	0.6
Light Rail Vehicles for Service Expansion	15.5	-	86.6	102.1
Orange Line	-	-	0.3	0.3
Regional Clean Fuel Bus Capital	3.4	-	12.3	15.7
Regional Connector	57.2	-	146.9	204.0
San Fernando Valley East North/South Rapidways	3.5	-	0.0	3.5
Sepulveda Pass Transit Corridor	-	-	4.8	4.8
Westside Purple Line	539.2	144.1	224.6	907.9
<b>Total Measure R Transit Capital - New Rail (35%)</b>	<b>\$ 646.3</b>	<b>\$ 213.9</b>	<b>\$ 894.0</b>	<b>\$ 1,754.2</b>
<b>MEASURE R HIGHWAY CAPITAL (20%)</b>				
Countywide Soundwall Projects	\$ 12.1	\$ -	\$ -	\$ 12.1
High Desert Corridor	0.7	-	-	0.7
Highway Operating Improvements Arroyo Verdugo	7.8	-	-	7.8
Highway Operating Improvements Virgenes/Malibu	10.8	-	-	10.8
I-405, I-110, I-105, SR91 Ramp & Interchange	12.3	-	-	12.3
I-5 North	39.6	-	-	39.6
I-5 South	8.0	-	-	8.0
I-5 South 605 To Orange County	16.7	-	-	16.7
I-605 Corridor "Hot Spots"	11.3	-	-	11.3
I-605 Interchange Improvement	12.7	-	-	12.7
I-710 North Gap Closure	2.1	-	-	2.1
I-710 South Early Action Projects	14.3	-	-	14.3
I-710 South EIR/EIS	8.5	-	-	8.5
Phase II Alameda Corridor E Grade Separation	17.0	-	-	17.0
SR-138 Capacity Enhancements	16.6	-	-	16.6
<b>Total Measure R Highway Capital (20%)</b>	<b>\$ 190.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 190.5</b>
<b>MEASURE R TRANSIT CAPITAL - METRO RAIL (2%)</b>				
Southwestern Yard (Crenshaw)	\$ -	\$ -	\$ 46.4	\$ 46.4
Eastside Quad Gate Study and Installation	0.2	-	-	0.2
Fare Gate Project	-	-	0.2	0.2
Heavy Rail Vehicles for Fleet Replacement	-	-	5.8	5.8
Light Rail Fleet Midlife	-	5.3	10.7	16.0
Red/Purple Line Vehicle Midlife	-	5.0	8.4	13.4
Transit Oriented Development	-	-	2.8	2.8
<b>Total Measure R Transit Capital - Metro Rail (2%)</b>	<b>\$ 0.2</b>	<b>\$ 10.3</b>	<b>\$ 74.2</b>	<b>\$ 84.7</b>
<b>MEASURE R OPERATIONS - BUS (20%)</b>				
Measure R 20% Formula Allocation to Muni Operators	\$ 48.2	\$ -	\$ -	\$ 48.2
Metro Bus Share	102.8	-	-	102.8
Metro Orange Line	5.9	-	-	5.9
<b>Total Measure R Operations - Bus (20%)</b>	<b>\$ 156.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 156.9</b>
<b>Measure R Operations - New Rail (5%)</b>	<b>\$ 57.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 57.9</b>
<b>Measure R Transit Capital - Metrolink (3%) Total</b>	<b>\$ 96.5</b>	<b>\$ -</b>	<b>\$ 4.0</b>	<b>\$ 100.5</b>
<b>Measure R Administration (1.5%)</b>	<b>\$ 20.7</b>	<b>\$ -</b>	<b>\$ 14.5</b>	<b>\$ 35.2</b>

Notes

- (1) Measure R funding sources include Measure R bond proceeds, Measure R cash and TIFIA loan.
- (2) Funding from non-Measure R and Measure M funding sources for Measure R and Measure M projects: Federal Subsidies \$419.7M; State Subsidies \$8.5M; Local Subsidies \$832.3M. Local Subsidies sources include Prop A 35 bond proceeds, Prop C 25 bond proceeds, TIFIA loan proceeds, General Fund, Prop A cash, Prop C cash, TDA and local grants from cities.
- (3) \$5.8M amortization cost of bond premium is included as Non-Measure R funding source. Current debt service expenses are funded by Measure R Transit Capital - New Rail 35% and Measure R Transit Capital - Metro Rail 2%.

Totals may not add due to rounding.

MEASURE R & MEASURE M PROJECTS (\$ IN MILLIONS)	FY18 MEASURE R & MEASURE M PROJECT EXPENSES			
	MEASURE R FUNDS <sup>(1)</sup>	MEASURE M FUNDS	NON-MEASURES R & M FUNDS <sup>(2)</sup>	TOTAL EXPENSES
<b>Measure R Local Return (15%)</b>	\$ 118.5	\$ -	\$ -	\$ 118.5
<b>Measure R Debt Service Expenses <sup>(3)</sup></b>	\$ 88.7	\$ -	\$ 10.3	\$ 99.1
<b>Total Measure R Projects</b>	<b>\$ 1,376.2</b>	<b>\$ 224.2</b>	<b>\$ 997.1</b>	<b>\$ 2,597.5</b>
<b>MEASURE M</b>				
<b>MEASURE M TRANSIT CONSTRUCTION (35%)</b>				
Orange Line Improvements	\$ -	\$ 9.0	\$ 0.1	\$ 9.1
BRT Connector Red/Orange Line	-	0.9	-	0.9
Vermont Transit Corridor	-	0.8	-	0.8
North San Fernando Valley BRT	-	0.9	-	0.9
Red Line Operating Facilities	-	19.7	22.6	42.3
Systemwide	5.0	15.0	3.2	23.2
<b>Total Measure M Transit Construction (35%)</b>	<b>\$ 5.0</b>	<b>\$ 46.3</b>	<b>\$ 25.9</b>	<b>\$ 77.2</b>
<b>MEASURE M HIGHWAY CONSTRUCTION (17%)</b>				
Highway Demand Based Program	\$ -	\$ 0.3	\$ -	\$ 0.3
Highway Efficiency Program	-	0.3	-	0.3
I-5 South	-	0.3	-	0.3
SR-57/SR-60 Interchange Improvements	-	1.5	-	1.5
Trans System/Mobility Improvement Program	-	0.3	-	0.3
<b>Total Measure M Highway Construction (17%)</b>	<b>\$ -</b>	<b>\$ 2.5</b>	<b>\$ -</b>	<b>\$ 2.5</b>
<b>MEASURE M STATE OF GOOD REPAIR (2%)</b>				
Division 20 Wheel Press Machine	\$ -	\$ 1.4	\$ -	\$ 1.4
P2000 Component Overhaul	-	3.0	-	3.0
<b>Total Measure M State of Good Repair (2%)</b>	<b>\$ -</b>	<b>\$ 4.4</b>	<b>\$ -</b>	<b>\$ 4.4</b>
<b>MEASURE M OPERATIONS - TRANSIT (20%)</b>				
Measure M 20% Formula Allocation to Muni Operators	\$ -	\$ 45.9	\$ -	\$ 45.9
Metro Bus Share	-	98.1	-	98.1
Metro Orange Line	-	5.6	-	5.6
<b>Total Measure M Transit Operations (20%)</b>	<b>\$ -</b>	<b>\$ 149.7</b>	<b>\$ -</b>	<b>\$ 149.7</b>
<b>Measure M Rail Operations (5%)</b>	<b>\$ -</b>	<b>\$ 18.2</b>	<b>\$ -</b>	<b>\$ 18.2</b>
<b>Measure M Administration (0.5%) Total</b>	<b>\$ -</b>	<b>\$ 3.9</b>	<b>\$ -</b>	<b>\$ 3.9</b>
<b>Measure M Local Return (17%) Total</b>	<b>\$ -</b>	<b>\$ 127.6</b>	<b>\$ -</b>	<b>\$ 127.6</b>
<b>Measure M Regional Rail (1%) Total</b>	<b>\$ -</b>	<b>\$ 7.5</b>	<b>\$ -</b>	<b>\$ 7.5</b>
<b>Measure M Debt Service Expenses <sup>(3)</sup></b>	<b>\$ -</b>	<b>\$ 0.6</b>	<b>\$ -</b>	<b>\$ 0.6</b>
<b>Total Measure M Projects</b>	<b>\$ 5.0</b>	<b>\$ 360.7</b>	<b>\$ 25.9</b>	<b>\$ 391.6</b>
<b>Total Measure R and Measure M Projects</b>	<b>\$ 1,410.7</b>	<b>\$ 584.9</b>	<b>\$ 1,023.0</b>	<b>\$ 2,989.2</b>

Notes

- (1) Measure R funding sources include Measure R bond proceeds, Measure R cash and TIFIA loan.
- (2) Funding from non-Measure R and Measure M funding sources for Measure R and Measure M projects: Federal Subsidies \$419.7M; State Subsidies \$8.5M; Local Subsidies \$832.3M. Local Subsidies sources include Prop A 35 bond proceeds, Prop C 25 bond proceeds, TIFIA loan proceeds, General Fund, Prop A cash, Prop C cash, TDA and local grants from cities.
- (3) \$5.8M amortization cost of bond premium is included as Non-Measure R funding source. Current debt service expenses are funded by Measure R Transit Capital - New Rail 35% and Measure R Transit Capital - Metro Rail 2%.

Totals may not add due to rounding.





**The Los Angeles County Metropolitan Transportation Authority**, branded as “Metro,” adopted a \$6.1 billion balanced budget for Fiscal Year 2018 (FY18). Metro’s FY18 budget marks the start of funding from Measure M, the Los Angeles County transportation sales tax measure that was approved by voters in November 2016. This exciting new local revenue stream will supplement existing funding sources as Metro Rail expansion continues in FY18.

This year, construction is ongoing on three major rail lines: the Regional Connector, Crenshaw/LAX and the Purple Line Extension. We will break ground on the Airport Metro Connector, as we commence real estate acquisitions, final design efforts and early construction mobilization for 96th Street Transit Station. We are also working to complete environmental studies and preliminary engineering for the Gold Line Foothill Extension 2B to Claremont, slated to break ground in FY19. With so many projects in the works, there is a bright future ahead as we continue to improve our transportation infrastructure.

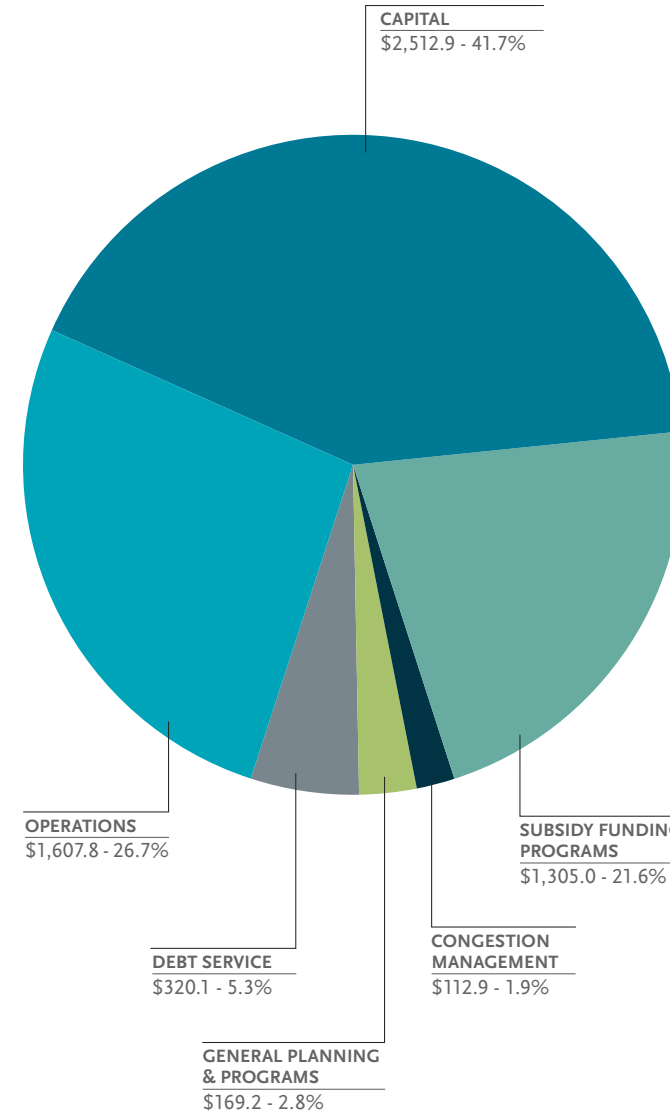
**FY18 BUDGET PROCESS**

Every dollar in the FY18 budget has been explicitly linked to one of our agency goals. This new practice enables us to track our ongoing costs in relation to our objectives, which will result in a quantifiable measure of the efforts expended to move toward specific achievements. This approach is designed to further reinforce Metro’s commitment to tight budget controls, strategic monitoring of performance and the improvement of accountability. As we work to find better ways to assess what we do and how we do it, we are also refining our ability to ensure our success.

Public outreach efforts have increased significantly over the years in order to better inform the public about Metro’s budget and to solicit further input into the budget process, and this year’s budget development process included the most extensive outreach efforts to date. Expanded public engagement for FY18 included an interactive online budgeting tool, which gathered input from the public by asking a series of questions on transportation priorities to develop a customized Metro budget. In addition, an interactive telephone town hall meeting was held in which participants were able to call in to learn about what the agency is doing this year and voice their concerns. This new forum successfully allowed individuals unable to attend in-person meetings an opportunity to weigh in on the budget process by directly conversing with Metro staff and the Finance & Budget Committee Chair.

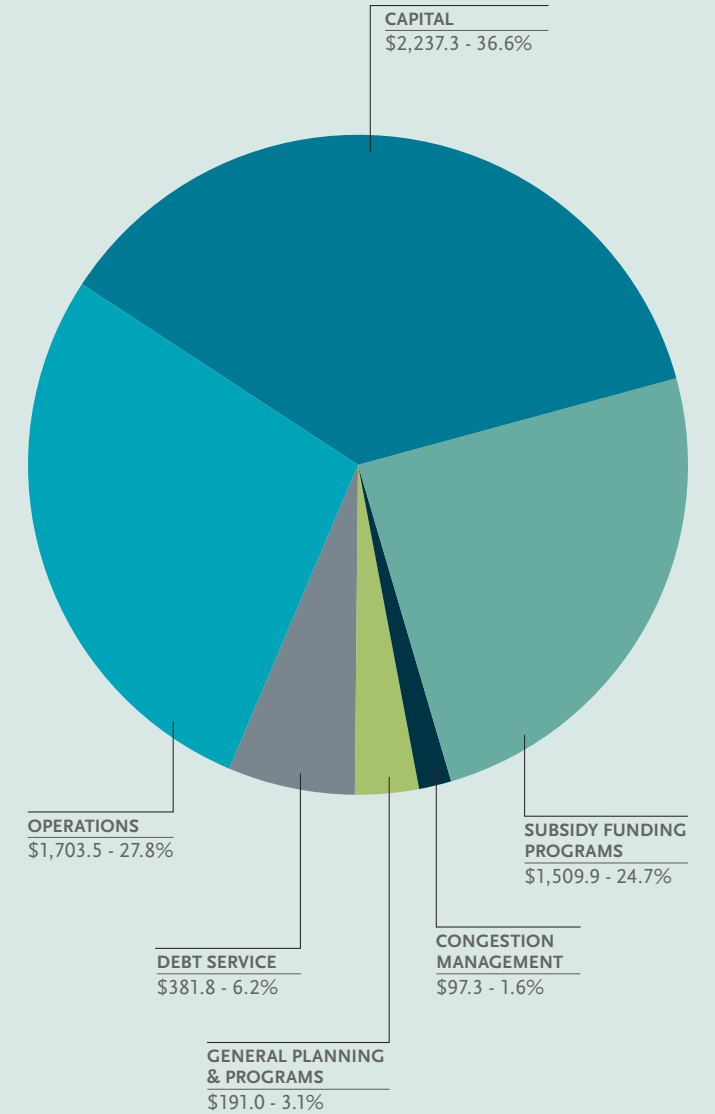
**FY17 BUDGET (\$ IN MILLIONS)**

\$ 6,027.8



**FY18 ADOPTED BUDGET (\$ IN MILLIONS)**

\$ 6,120.8

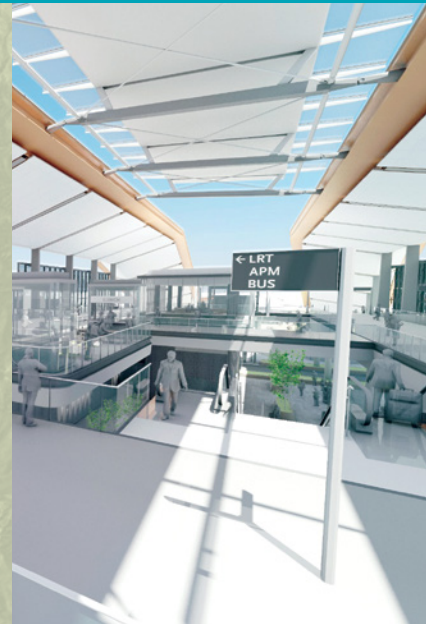
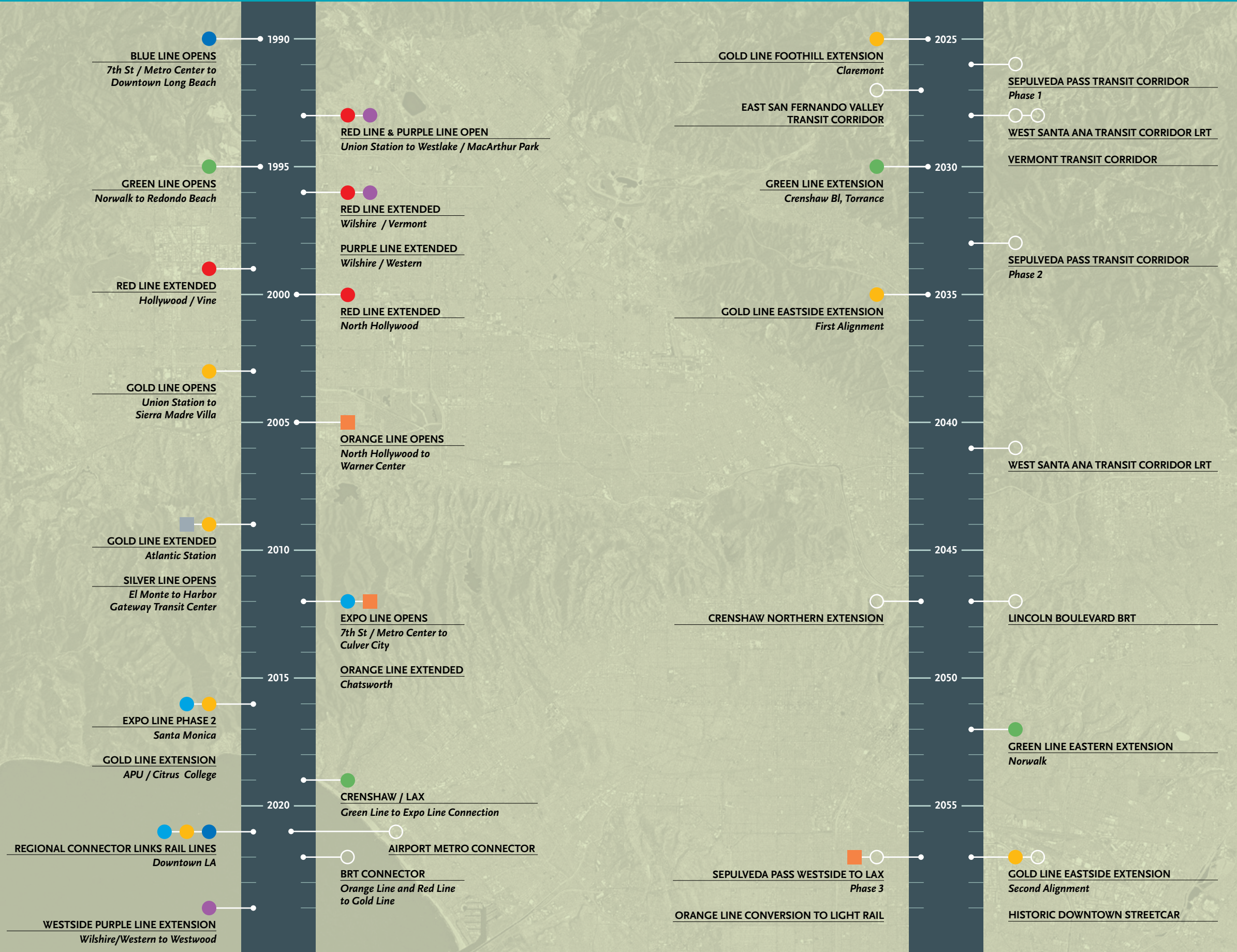


**METRO BUDGET: FY18 VS FY17**

Thanks to ongoing efforts to control costs, the FY18 budget represents just a 1.5% increase from the prior year. As a share of Metro’s entire budget:

- > Capital expenses decreased from 42% to 37%, primarily due to the offsetting impact of the I-405 settlement executed in FY17.
- > Operations expenses increased from 27% to 28%, mainly due to the restructuring of Transit Security efforts and an increase in unit costs for purchased transportation.

- > Subsidy Funding Programs increased from 22% to 25% as a direct result of additional funding from the growth in sales tax revenues plus new revenues from Measure M. This results in additional funding for local jurisdictions and transit operators throughout the county.
- > Debt Service increased from 5% to 6%, as specified in year-over-year changes in the debt repayment schedule as approved by the Board at the time of debt authorization.
- > General Planning & Programs and Congestion Management remained relatively stable, accounting for 5% of the total in both the FY18 and FY17 budgets.



**FY18 TRANSIT SERVICE LEVELS**

As our system expands, it is increasingly important to regularly reassess the service we provide to minimize duplication and improve efficiency. In FY18, although bus service is projected to remain constant at FY17 levels, Operations plans to right-size the services provided along bus lines that parallel the Expo Line. Services will be strategically reallocated to improve the Owl Network and to increase peak frequencies on select bus lines. By reducing duplicative service and simultaneously increasing service where demand is high, we are looking to optimize our bus system with our available resources.

Thanks to delivery of new light rail vehicles, FY18 marks the first year when sufficient rail cars will be available to meet growing demand on the Expo Line and Gold Line. The service planned for FY18 represents an 11.6% increase in revenue service hours compared to FY17, when service levels on these lines were limited by vehicle availability. In addition, rail special event service is being added to meet the spikes in ridership demand due to games at sports venues and other special events. As we continue to adjust the service we provide in relation to shifting ridership demands, we are working to boost mobility where it is needed most.

**INCREASED FOCUS ON SUSTAINABILITY**

In order to achieve the Board of Directors' goal of operating a 100% zero emissions bus fleet by 2030, procurements are in the works for two new contracts that will provide Metro with up to 100 40-foot and 100 60-foot electric buses for operation on the Orange Line and Silver Line. The award recommendations for both of these contracts are expected in the first quarter of FY18, moving us toward increasingly sustainable bus operations.

As we move toward an electric bus fleet, it is of the utmost importance to stay up to date with the most cutting edge technologies. The newest bus engines on the market meet the requirements for California AB 857 Near Zero emissions and are certified by the California Air Resources Board. In FY18, Metro will begin procuring and installing these engines in the existing fleet, and the same engines will arrive installed in buses delivered under the current bus procurement. These Near Zero emission engines operate on renewable natural gas, and their use will result in a 36% reduction in nitrogen oxide pollutants and a 40% reduction in greenhouse gas emissions.

**FARE PAYMENT IMPROVEMENTS**

While we expand and improve our transportation infrastructure, we are also looking for ways to improve our fare payment options and enhance the related customer experience. Beginning in FY18, the TAP fare payment system will be integrated with Metro Bike Share, and patrons will be able to use TAP stored value to seamlessly pay for both transit and bike rentals. This new feature will strengthen the Metro Bike Share program's role as a convenient First/Last Mile option, thus increasing the ease of access to our transit system.

We are also transitioning our reduced fare programs for low income transit riders onto TAP. This move will eliminate the administrative complexity of the paper coupons currently in use, simplifying and streamlining the process of redeeming program benefits. Furthermore, even transit riders who do not use Metro Bike Share or qualify for low income discounts will find easier access to TAP in FY18, thanks to a growing third party vendor network that will now include many grocery stores throughout Los Angeles County.

**SAFETY & SECURITY**

To enhance customer and employee safety, full deployment of Metro's new multi-agency law enforcement contracts will begin in FY18. Prior to the implementation of the new multi-agency approach, law enforcement on the transit system was provided by a single agency, the Los Angeles County Sheriff's Department. Based on an in-depth review of the security and policing strategy with industry experts and policing professionals, staff concluded that a multi-agency law enforcement services contract model is the best strategy for providing a consistent and reliable law enforcement presence and therefore the best option for assuring the safety of Metro's patrons and employees countywide.

Beginning in FY18, law enforcement services will be provided by three agencies: the Los Angeles County Sheriff's Department, the Los Angeles Police Department and the Long Beach Police Department. Under the three new contracts, law enforcement presence will increase from a fluctuating range of 140 to 200 personnel per 24-hour operating period to a consistent 314 personnel per 24-hour operating period. In addition, response times will be improved by more than 50%. Meanwhile, we are also enhancing our ability to monitor the success of our shifting security methodology, as the more stringent terms of the new contracts will ensure greater contract compliance through the inclusion of clear performance metrics and accountability measures.

This year, we will extend our focus on security and law enforcement community outreach in order to distribute safety information to our customers and provide an enhanced ridership experience. We will also continue to emphasize the work of the Metro Homeless Task Force, which was

assembled to address the impact of the homeless presence on our transit system. Metro is creating a strategic plan to develop a coordinated and comprehensive approach to this issue that aligns with the County and City of Los Angeles' priorities, maintains a safe and clean environment for patrons and connects homeless persons in the transit system to the appropriate services and resources.

**FIRST/LAST MILE**

While we build out our transportation infrastructure, we must also focus on the ease of access to both existing and new transit lines. In FY17, the First/Last Mile program made important progress in improving access to our older rail lines by creating First/Last Mile Improvement Plans for the areas around all 22 Blue Line stations. To improve understanding of First/Last Mile issues throughout the region, the program is also focused on developing and conducting training programs for local staff and officials. To ensure that this knowledge is applied to our expanding system, the team will continue to focus on new First/Last Mile connections for future capital projects.

Planned activities for FY18 include completion of Blue Line station area plans, commencement of work on Purple Line station area plans, finalization of Capital Project First/Last Mile Integration Guidelines, and the initiation of planning activities for both City of Inglewood stations and Gold Line Extension Phase 2B stations. Additionally, to encourage the use of transit to access green spaces throughout the region, the work plan includes completion of the Transit to Open Space and Parks Strategic Plan. As we improve the connections between our communities and our transit system, we aim to maximize transit usage by simplifying transit access.



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

Thanks to the additional funding provided by Measure M, progress on capital projects will be accelerated in the coming years. With groundbreaking planned on the Airport Metro Connector in FY18 and on the Gold Line Foothill Extension to Claremont in FY19, Metro is delivering more than ever before.

A list of major projects and programs underway in FY18 is shown below.

**TRANSIT PROJECTS**

- > Crenshaw/LAX will continue construction with station finishes and trackwork system installations
- > Southwestern Yard design/build contract will continue final construction with service opening planned to support the Crenshaw/LAX project opening
- > Airport Metro Connector accommodations will continue design and construction efforts to minimize system impacts when the final Airport Metro Connector Station project is developed
- > Regional Connector, connecting Little Tokyo and 7th Street/Metro Stations, will continue ongoing design and construction of the stations with tunnel excavations continuing in FY18
- > Westside Purple Line Extension Section 1 to La Cienega will continue design, advanced utility relocations and station excavation activities along Wilshire Bl
- > Westside Purple Line Extension Section 2 to Century City

Full Funding Grant Agreement (FFGA) signed; continuing design efforts and advanced utility relocations; pursue Section 3 FFGA

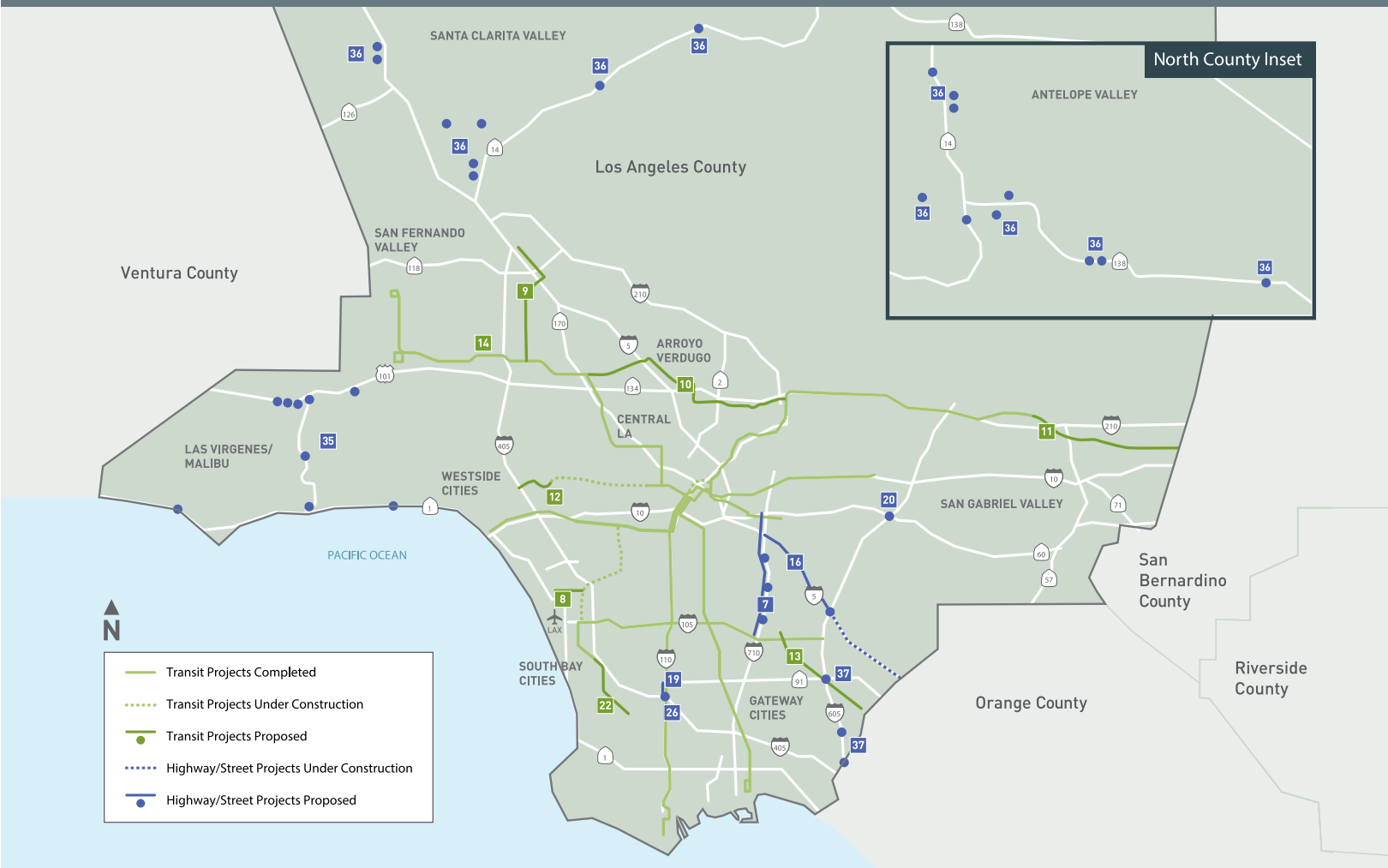
- > Airport Metro Connector completes environmental studies and transitions to design and construction phase
- > Gold Line Foothill Extension to Claremont continues environmental and preliminary engineering
- > Alternatives analysis, environmental impact and/or refinement studies ongoing for:
  - Eastside Extension Phase II
  - Sepulveda Pass Corridor
  - East SFV Transit Corridors
  - Orange Line BRT Improvements
  - South Bay Metro Green Line Extension
  - West Santa Ana Branch

**HIGHWAY PROJECTS**

- > Continuation of Countywide Soundwall Projects
- > Construction is underway for:
  - I-5 North & South Capacity Enhancements
    - I-5 North SR-134 and SR-170 Improvements
    - I-5 South Carmenita Road and Valley View Improvements
  - Alameda Corridor East Grade Separation
  - SR-60 HOV Lane
- > Environmental, planning and engineering studies:
  - I-605 / SR-91 / I-405 Hot Spots
  - SR-138 Capacity Enhancements
  - SR-710 North Gap Closure
  - SR-710 South and Early Action Projects
- > Subregional Projects
  - Arroyo Verdugo Operational Improvements
  - Las Virgenes/Malibu Highway Operational Improvements
  - I-405, I-110, I-105, SR-91 Ramp & Interchange



**FY18 HIGHWAY AND TRANSIT PROJECTS**



**HIGHWAY / STREET PROJECTS**

- 7 I-710 S Corridor Zero Emission Truck Lane Additions: Long Beach to Commerce
- 16 I-5 South Corridor Lane Additions: I-605 to I-710
- 19 I-110 ExpressLanes Extension to I405/I-10 interchange
- 20 SR-60/I-605 Carpool Interchange Improvements
- 26 I-405/I-110 ExpressLane Interchange Improvements
- 35 Las Virgenes/Malibu Transportation Improvements
- 36 North County Transportation Improvements
- 37 I-605 Corridor "Hot Spot" Interchange Improvements

**TRANSIT PROJECTS**

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

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



**BUS AND RAIL VEHICLE DELIVERY**

To support the ongoing operations of a transit system with over one million daily boardings, Metro continues to focus on maintaining its fleet, rail lines, transit stations and facilities in a State of Good Repair (SGR). Bus acquisition activities for FY18 include procurement of two types of buses. Buses scheduled for retirement will be replaced by 53 new Compressed Natural (CNG) buses. To test new technology that will further improve sustainability of our system, 10 new electric buses will be received and tested on the Orange Line and Silver Line. To support the use of these new vehicles, we will begin to establish electric charging station infrastructure.

We are also anticipating the delivery of 48 light rail vehicles during FY18, as well as ramping up the heavy rail vehicle procurement approved by the Board in FY17 for the Purple Line Extension and for the replacement of our aging heavy rail fleet. As our system expands, it is more important than ever to keep our assets up to date in order to ensure that the entire system runs smoothly. The new vehicles being procured and received in FY18 will reduce the average age of our fleet while also making service more reliable and efficient.

**BLUE LINE SIGNAL SYSTEM IMPROVEMENTS**

The Metro Blue Line, our oldest rail line, operates on infrastructure that is over 25 years old. At this point, the essential subsystems for safe and effective rail operations, such as signaling and

overhead catenary systems, are in need of rehabilitation which will begin in FY18. In addition, the Blue Line is currently operating with a limited number of interlockings, which are track work components that allow trains to cross from one track to another. Use of these interlockings is necessary in multiple situations, such as the need to continue along the line past a disabled train or to avoid a portion of track that is out of service due to planned maintenance. Because there are currently only six interlockings between Washington Station and Willow Station, some segments of the Blue Line can only operate at 30 to 40 minutes headways during single tracking. To ease the impact of single tracking on Blue Line operations, we are adding four interlockings to increase the operational flexibility of the system. Once this work is complete, patrons will see no difference in Blue Line operations during single tracking, whatever the cause.

**BLUE AND EXPO LINE ARTWORK RENOVATION**

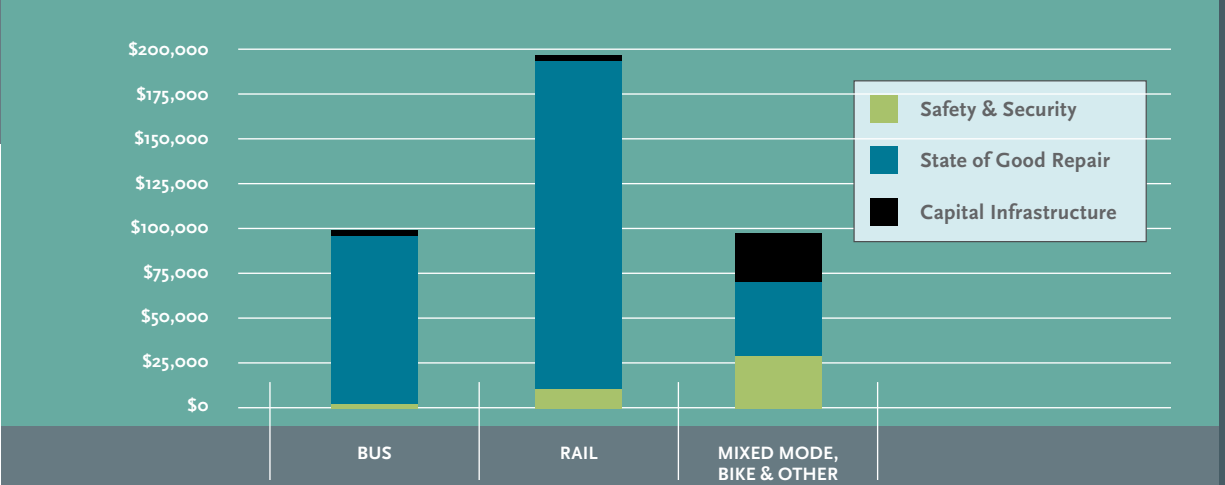
In addition to caring for our transportation assets, Metro is also seeking to renew our prior investments in public art on our system. One example of these efforts is the Blue and Expo Line Artwork Renovation project, which covers final design and construction for the complete renovation of a piece of artwork called Unity, by artist Thomas Eatherton. This unique installation between 7th/Metro Station and Pico Station is an electronically based work of art that is structurally integrated within the tunnel walls of the Metro Blue Line and Expo Line. When the piece is illuminated, it is clearly visible to passengers traveling through the tunnel.

Operating Capital by Category

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	STATE OF GOOD REPAIR	CAPITAL INFRASTRUCTURE	MODE TOTAL
Bus	\$ 1,943	\$ 94,121	\$ 3,359	\$ 99,423
Rail				
Blue Line	6,025	23,830	-	29,855
Gold Line	-	3,355	-	3,355
Green Line	-	5,054	-	5,054
Red/Purple Line	2,764	23,341	1,015	27,120
Multiple Rail Lines	1,657	127,623	2,396	131,676
Mixed Mode	18,983	19,804	16,838	55,626
Bike	-	-	4,937	4,937
Other (Technologies, Regional, etc.)	10,326	21,961	5,387	37,674
<b>Total Operating Capital</b>	<b>\$ 41,699</b>	<b>\$ 319,088</b>	<b>\$ 33,932</b>	<b>\$ 394,720</b>

Note  
Totals may not add due to rounding.

Operating Capital by Mode (\$ in Thousands)



Note  
Totals may not add due to rounding.





#### INCREASED OPTIONS IN ACTIVE TRANSPORTATION

**Active transportation refers to human-powered methods of travel**, such as walking, bicycling or rolling to get from one place to another. In FY18, Metro is pursuing several projects and programs to advance active transportation and provide more travel options throughout the county.

This year we will continue to expand our network of Metro Bike Hubs, which provide secure access, high-capacity bicycle parking and on-site staff during specified hours. The first Metro Bike Hub opened in 2015 at El Monte Station, and the second opened at Hollywood/Vine in May 2017. In FY18, the Union Station Bike Hub is scheduled to be completed, and the construction of the Culver City Bike Hub will be well underway. Future locations are also planned at North Hollywood, Willowbrook/Rosa Parks and the Airport Metro Connector. As the program grows, we are clearly moving toward achieving the Metro Bike Hubs vision to create a network of First/Last Mile solutions for riders who choose to bike to and from key transit stations.

#### CUSTOMER CODE OF CONDUCT CAMPAIGNS

In FY18, Metro's Communications staff will continue to focus on providing customers with useful and educational information to improve the rider experience with its new Customer Code of Conduct campaigns. In FY18, we will seek to educate and empower our riders with the Metro Manners campaign, which will highlight the crucial role we all play in creating a safe and pleasant transit riding experience for everyone. This new program will focus on three of the most common etiquette complaints on our transit system: seat hogging, eating and aisle blocking .

Meanwhile, the TAP with Pride campaign will stress the importance and benefits of properly loading and tapping a TAP card. Through this new customer education effort, we aim to provide riders with useful fare payment training and information, while simultaneously increasing fare payment compliance and reducing fare media misuse.

#### PUBLIC-PRIVATE PARTNERSHIP DEVELOPMENT

Metro has begun evaluating the benefits of alternative project delivery via Public-Private Partnership (P3) models. To date, Metro has received several unsolicited proposals for its current and future infrastructure projects: three for the West Santa Ana Branch Light Rail project, three for the Sepulveda Pass Transit Corridor, one for the Purple Line Extension and one

for the Orange Line conversion to light rail. Metro is currently developing a potential strategy and assessing additional information for these projects to evaluate whether a P3 could drive cost savings, improve project performance, harness innovations or accelerate project delivery timelines. Metro anticipates advancing to a procurement process for at least one of these projects in FY18.

In addition to transit capital projects, the private sector has also expressed an interest in involvement with Metro's Congestion Management activities: an unsolicited proposal was submitted regarding a new financing approach that may facilitate accelerated expansion of the ExpressLanes network. Currently, Metro is working with external financial advisors and internal staff to develop a plan that can capture these benefits and deliver additional mobility options to drivers in Los Angeles County. As we explore these opportunities and more, there are clearly many promising options for P3 enhancement of Metro's ongoing expansion in FY18 and beyond.

#### METRO BIKE SHARE

In partnership with the City of Los Angeles, Metro Bike Share was launched in downtown Los Angeles on July 7, 2016, with 61 stations and 700 bicycles. In the last 11 months, users of the systems have taken more than 160,000 trips, traveled more than 400,000 miles, burned more than 11 million calories and spared the air almost 400,000 pounds of CO<sub>2</sub> emissions. These emissions savings are equivalent to the environmental impact of planting and growing 172 acres of forests.

In FY18, we will implement three Metro Bike Share extension areas, including the City of Pasadena with 34 stations on July 14, the Port of LA and Wilmington with 13 stations on July 31

and Venice with 15 stations later in the year. This significant expansion will double the number of Metro Bike Share stations. We are also looking to reach even further, as we work with other communities on plans to expand the system in the next few years to areas such as Huntington Park, Glendale, Burbank, North Hollywood, East Los Angeles, Exposition Park, Culver City and the San Gabriel Valley.

#### PARKING MANAGEMENT

To address ongoing issues with parking at our stations, Metro has spearheaded a revised approach to parking with several new strategic initiatives. To provide better parking information to potential riders, a new Parking Guidance System is being implemented at targeted high-use facilities to provide real-time parking availability information to customers. To manage demand and restrict parking usage to transit riders, the Parking Management Pilot Program was launched at stations with high demand parking facilities in FY17, including three stations along Expo Phase 2, La Cienega/Jefferson, North Hollywood and Universal City.

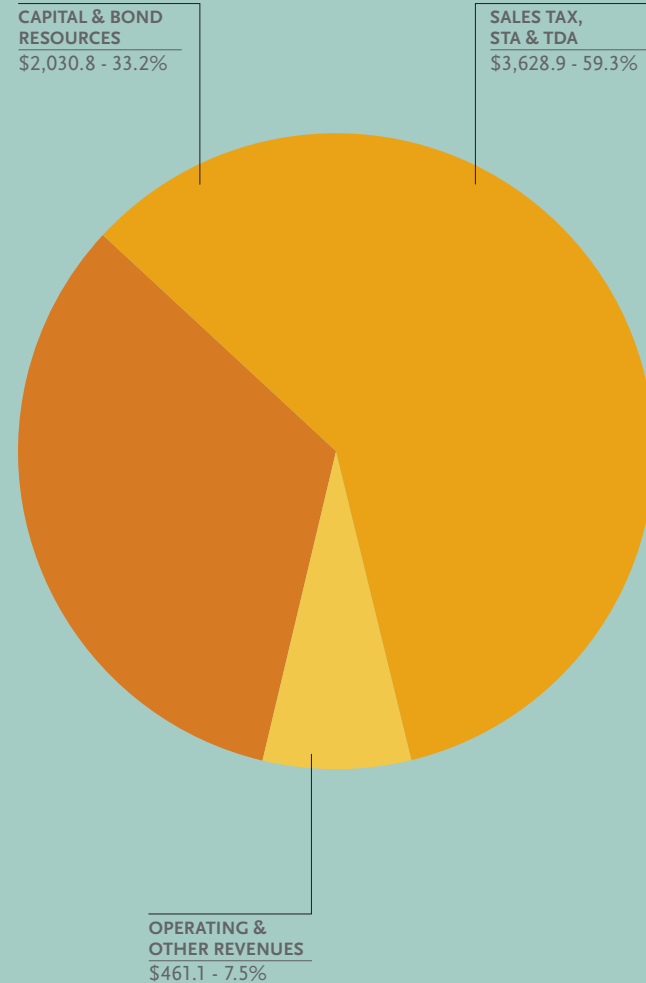
With the expansion of the Parking Management Program in FY18, Metro will bring the Supportive Transit Parking Program Master Plan to the Board for adoption. This package will establish a long range plan for parking as we continue to roll out the Parking Management Pilot Program at high demand parking facilities, such as those along the Gold Line Foothill Extension. In addition, Metro seeks to refurbish seven parking facilities, upgrade lighting in parking structures and implement a new parking enforcement program. As we work toward making parking at our stations more safe and convenient, we are encouraging transit ridership by increasing the accessibility to our stations for drivers who may otherwise not use transit.



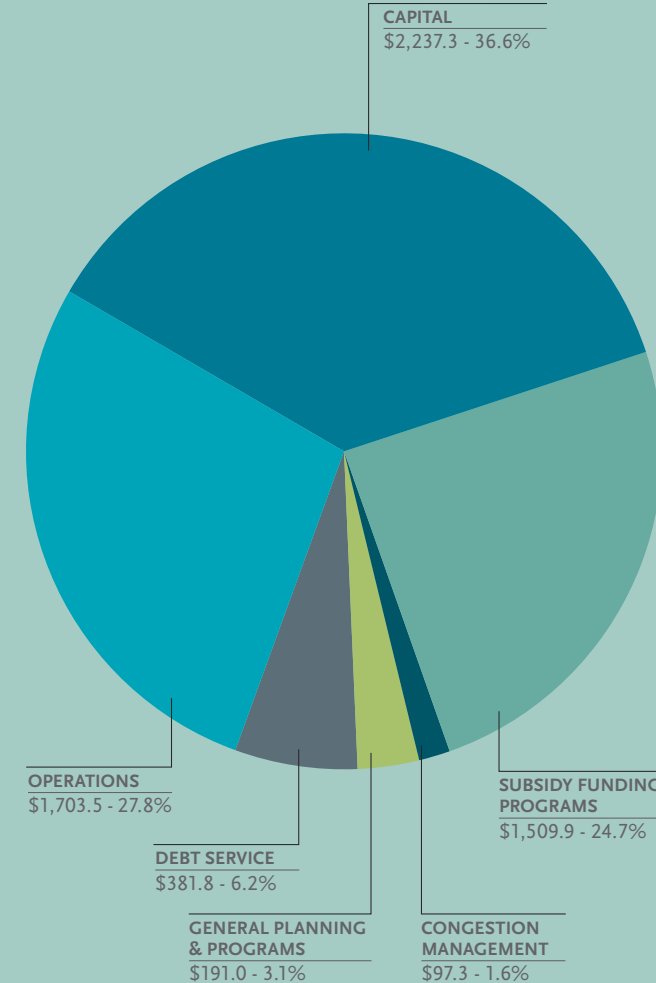
**RESOURCE ASSUMPTIONS**

- > Sales tax and TDA revenues are expected to grow at 2.8% over the FY17 forecast. This represents a slower growth than the prior year and is in line with nationally recognized economic forecasting sources.
- > Measure M revenues are budgeted at 95% of the estimated annual receipts of Proposition A, Proposition C and Measure R, based on historical experience with the inaugural year of a new sales tax.
- > Measure R funds will continue to be budgeted and expended in accordance with the ordinance, project delivery schedules and cash flow needs.
- > Fare revenues are assumed to remain flat over FY17, due to an expected continued stabilization of fare per boarding and no projected changes in ridership.
- > State Transit Assistance (STA) revenues for bus and rail operations and capital in FY18 are expected to be \$60 million for the region, a 13.4% increase over the FY17 budget based on State Controllers' Office estimates.
- > Grant reimbursements, sales tax carryover and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns will total \$2.0 billion in FY18, which is consistent with planned expenditure activities.
- > ExpressLanes toll revenues are expected to come in at \$63 million in FY18, which equates to a 5.0% increase from the FY17 budget, based on year-to-date actuals.
- > Advertising revenues are budgeted for a total amount of \$25 million based on a fixed guaranteed amount in the current contract.

**SUMMARY OF RESOURCES (\$ IN MILLIONS)**



**SUMMARY OF EXPENDITURES (\$ IN MILLIONS)**



**EXPENDITURES ASSUMPTIONS**

- > The FY18 budget assumes no increase in bus revenue service hours. Although service does not increase, revenue service hours have been reallocated to improve reliability on our Owl Network, right-size service to increase peak frequencies on priority bus lines and incorporate service support for rail line maintenance and special events.
- > Rail revenue service hours will increase by 11.6% due to the availability of more rail cars to meet the growing demand on the Expo Line and Gold Line, as well as added service necessary to accommodate heavy travel to sports venues and special events. Rail service will also be maximized while crews perform the necessary repair work on the rail lines.
- > The FY18 budget includes the addition of 129 Full Time Equivalents (FTEs) to address new Measure M planning, funding and oversight needs, as well as to comply with the transit project delivery schedule and to pursue pilot programs that will improve the customer experience.
- > Wage and salary increases and health and welfare benefits for represented employees are based on Board-adopted contracts at the time of budget adoption.
- > Major funding continues for the big three Measures R and M transit construction projects: Crenshaw/LAX, Regional Connector and Purple Line Extension (Sections 1, 2, and 3). The budget also assumes groundbreaking for Airport Metro Connector in FY18 and Gold Line Foothill Extension 2B to Claremont in FY19.

FTE SUMMARY BY DEPARTMENT	FY17 BUDGET	FY18 ADOPTED	CHANGE
Board of Directors	38	38	-
Chief Executive Office	551	570	19
Communications	300	309	9
Congestion Reduction	20	23	3
Finance and Budget	210	220	10
Information Technology	144	147	3
Operations	7,807	7,833	26
Planning and Development	151	164	13
Program Management	235	271	36
Vendor/Contract Management	322	332	10
<b>Total Agencywide Represented</b>	<b>8,294</b>	<b>8,316</b>	<b>22</b>
<b>Total Agencywide Non-Represented</b>	<b>1,484</b>	<b>1,591</b>	<b>107</b>
<b>Total FTEs</b>	<b>9,778</b>	<b>9,907</b>	<b>129</b>

BUDGETED RESOURCES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	% CHANGE
Sales Tax, STA & TDA	\$ 2,782.9	\$ 3,628.9	30.4%
Operating & Other Revenues	456.5	461.1	1.0%
Capital & Bond Resources	2,788.4	2,030.8	-27.2%
<b>Total Resources</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>1.5%</b>

BUDGETED EXPENDITURES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	% CHANGE
Operations	\$ 1,607.8	\$ 1,703.5	6.0%
Capital	2,512.9	2,237.3	-11.0%
Subsidy Funding Programs	1,304.9	1,509.9	15.7%
Congestion Management	112.9	97.3	-13.8%
General Planning & Programs	169.2	191.0	12.9%
Debt Service	320.1	381.8	19.3%
<b>Total Expenditures</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>1.5%</b>

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	% CHANGE
Board of Directors	\$ 49.4	\$ 43.5	-12.0%
Chief Executive Office	244.6	320.3	30.9%
Communications	67.4	59.6	-11.5%
Congestion Reduction	116.7	108.6	-6.9%
Finance & Budget	1,144.3	1,382.8	20.8%
Information Technology	62.7	65.2	3.9%
Operations	1,620.9	1,718.4	6.0%
Planning & Development	299.5	253.8	-15.3%
Program Management	2,353.9	2,099.0	-10.8%
Vendor/Contract Management	68.3	69.6	1.8%
<b>Total Expenditures</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>1.5%</b>



Summary of Resources

RESOURCES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
<b>SALES TAX, TDA &amp; STA REVENUES <sup>(1)</sup></b>				
Proposition A	\$ 780.0	\$ 802.0	\$ 22.0	2.8%
Proposition C	780.0	802.0	22.0	2.8%
Measure R	780.0	802.0	22.0	2.8%
Measure M <sup>(2)</sup>	-	761.9	761.9	n/a
Transportation Development Act (TDA)	390.0	401.0	11.0	2.8%
State Transit Assistance (STA)	52.9	60.0	7.1	13.4%
<b>Subtotal Sales Tax, TDA &amp; STA</b>	<b>\$ 2,782.9</b>	<b>\$ 3,628.9</b>	<b>\$ 846.0</b>	<b>30.4%</b>
<b>OPERATING &amp; OTHER REVENUES</b>				
Passenger Fares	\$ 323.4	\$ 323.4	\$ -	0.0%
ExpressLanes Tolls	60.0	63.0	3.0	5.0%
Advertising	25.1	25.1	-	0.0%
Other Revenues <sup>(3)</sup>	48.0	49.6	1.6	3.2%
<b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 456.5</b>	<b>\$ 461.1</b>	<b>\$ 4.6</b>	<b>1.0%</b>
<b>CAPITAL &amp; BOND RESOURCES</b>				
Grants Reimbursements <sup>(4)</sup>	\$ 783.7	\$ 989.6	\$ 205.9	26.3%
Bond Proceeds, TIFIA & Prior Year Carryover <sup>(5)</sup>	2,004.7	1,041.2	(963.5)	-48.1%
<b>Subtotal Capital and Bond Resources</b>	<b>\$ 2,788.4</b>	<b>\$ 2,030.8</b>	<b>\$ (757.6)</b>	<b>-27.2%</b>
<b>Total Resources</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>\$ 93.0</b>	<b>1.5%</b>

REVENUES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE	ELIGIBLE FOR OPERATIONS
<b>PROPOSITION A</b>					
5% Administration	\$ 39.0	\$ 40.1	\$ 1.1	2.8%	
25% Local Return	185.3	190.5	5.2	2.8%	
35% Rail Development	259.4	266.7	7.3	2.8%	✓
40% Discretionary					
Transit (95% of 40%)	281.5	289.5	8.0	2.8%	✓
Incentive (5% of 40%)	14.8	15.2	0.4	2.8%	
<b>Estimated Tax Revenue from Prop A</b>	<b>\$ 780.0</b>	<b>\$ 802.0</b>	<b>\$ 22.0</b>	<b>2.8%</b>	
<b>PROPOSITION C</b>					
1.5% Administration	\$ 11.7	\$ 12.0	\$ 0.3	2.8%	
5% Rail/Bus Security	38.4	39.5	1.1	2.8%	✓
10% Commuter Rail	76.8	79.0	2.2	2.8%	
20% Local Return	153.7	158.0	4.3	2.8%	
25% Freeways/Highways	192.1	197.5	5.4	2.8%	
40% Discretionary	307.3	316.0	8.7	2.8%	✓
<b>Estimated Tax Revenue from Prop C</b>	<b>\$ 780.0</b>	<b>\$ 802.0</b>	<b>\$ 22.0</b>	<b>2.8%</b>	
<b>MEASURE R</b>					
1.5% Administration	\$ 11.7	\$ 12.0	\$ 0.3	2.8%	
2% Transportation Capital Metro Rail	15.4	15.8	0.4	2.8%	
3% Transportation Capital Metrolink	23.0	23.7	0.7	2.8%	
5% Operations - New Rail	38.4	39.5	1.1	2.8%	✓
15% Local Return	115.2	118.5	3.3	2.8%	
20% Operations - Bus	153.7	158.0	4.3	2.8%	✓
20% Highway Capital	153.7	158.0	4.3	2.8%	
35% Transportation Capital New Rail/BRT	268.9	276.5	7.6	2.8%	
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 780.0</b>	<b>\$ 802.0</b>	<b>\$ 22.0</b>	<b>2.8%</b>	
<b>MEASURE M</b>					
.5% Administration (2)	\$ -	\$ 3.9	\$ 3.9	n/a	
1% Regional Rail	-	7.5	7.5	n/a	
2% Metro State of Good Repair	-	15.0	15.0	n/a	✓
2% Active Transportation Projects	-	15.0	15.0	n/a	
2% ADA	-	15.0	15.0	n/a	
5% Rail Operations	-	37.5	37.5	n/a	✓
17% Local Return (2)	-	127.6	127.6	n/a	
17% Highway Construction	-	127.6	127.6	n/a	
20% Transit Operations	-	150.1	150.1	n/a	✓
35% Transit Construction	-	262.7	262.7	n/a	
<b>Estimated Tax Revenue from Measure M</b>	<b>\$ -</b>	<b>\$ 761.9</b>	<b>\$ 761.9</b>	<b>n/a</b>	
<b>TRANSPORTATION DEVELOPMENT ACT</b>					
Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
2.0% Article 3 (Pedestrians & Bikeways)	7.6	7.9	0.3	4.2%	
91.7% Article 4 (Bus Transit)	349.6	359.6	10.0	2.9%	✓
6.3% Article 8 (Transit/Streets & Highways)	24.3	25.0	0.7	2.9%	
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 390.0</b>	<b>\$ 401.0</b>	<b>\$ 11.0</b>	<b>2.8%</b>	
<b>STATE TRANSIT ASSISTANCE</b>					
STA Bus	\$ 24.6	\$ 28.0	\$ 3.4	13.8%	✓
STA Rail	28.3	32.0	3.7	13.1%	✓
<b>Estimated Tax Revenue from STA</b>	<b>\$ 52.9</b>	<b>\$ 60.0</b>	<b>\$ 7.1</b>	<b>13.4%</b>	
<b>Total Sales Tax, TDA and STA Revenues</b>	<b>\$ 2,782.9</b>	<b>\$ 3,628.9</b>	<b>\$ 846.0</b>	<b>30.4%</b>	
<b>Total Revenues Eligible for Bus &amp; Rail Operations</b>	<b>\$ 1,481.2</b>	<b>\$ 1,731.4</b>	<b>\$ 250.2</b>	<b>16.9%</b>	

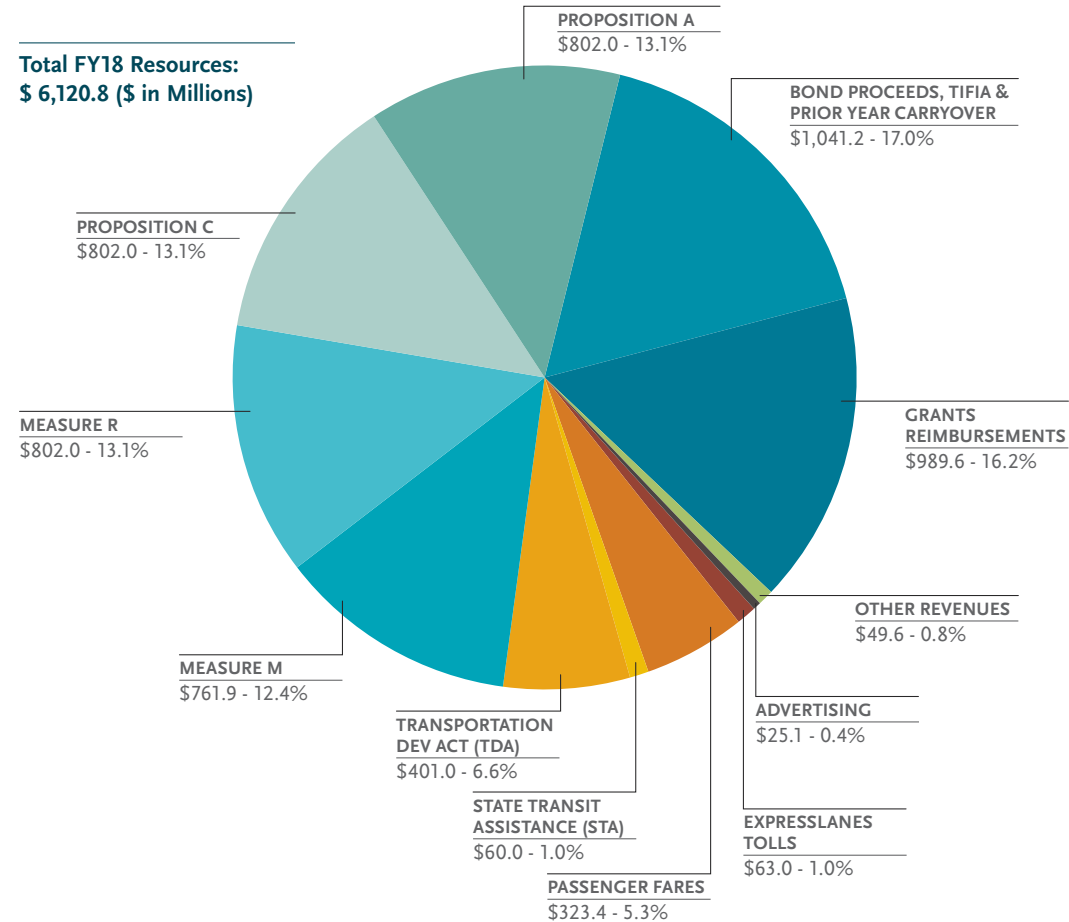
Sales Tax, TDA & STA Revenues

Notes

- (1) Sales tax and TDA revenues for FY17 Budget represent reforecasted levels based on 2nd quarter actual data from the State Board of Equalization (SBE).
- (2) Revenues for Measure M's inaugural year are estimated to approximate 95% of the Propositions A, C and Measure R revenues. This is based on past history with new sales tax ordinance receipts.
- (3) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.
- (4) Includes grant reimbursement of preventative maintenance, operating capital, highway capital and construction costs.
- (5) Represents use of bond proceeds, TIFIA (Transportation Infrastructure Finance and Innovation Act) drawdowns and sales tax revenue earned and unspent in prior years.

Totals may not add due to rounding.

Total FY18 Resources:  
\$ 6,120.8 (\$ in Millions)



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Expenditures

Summary of Expenditures by Program

PROGRAM TYPE <sup>(1)</sup> (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
<b>METRO OPERATIONS</b>				
Bus	\$ 1,125.4	\$ 1,165.6	\$ 40.2	3.6%
Rail	464.2	524.5	60.3	13.0%
<b>Subtotal</b>	<b>\$ 1,589.6</b>	<b>\$ 1,690.1</b>	<b>\$ 100.5</b>	<b>6.3%</b>
Regional Activities & Other	18.2	13.4	(4.8)	-26.6%
<b>Total Metro Operations</b>	<b>\$ 1,607.8</b>	<b>\$ 1,703.5</b>	<b>\$ 95.7</b>	<b>6.0%</b>
<b>METRO CAPITAL</b>				
Transit Capital Expansion	\$ 1,699.4	\$ 1,696.5	\$ (2.9)	-0.2%
Operating Capital	380.5	394.7	14.2	3.7%
<b>Subtotal</b>	<b>\$ 2,079.9</b>	<b>\$ 2,091.2</b>	<b>\$ 11.3</b>	<b>0.5%</b>
Regional Rail Capital	51.1	66.6	15.5	30.3%
Highway Capital	381.9	79.5	(302.4)	-79.2%
<b>Total Metro Capital</b>	<b>\$ 2,512.9</b>	<b>\$ 2,237.3</b>	<b>\$ (275.6)</b>	<b>-11.0%</b>
<b>Total Metro Operations &amp; Capital</b>	<b>\$ 4,120.7</b>	<b>\$ 3,940.8</b>	<b>\$ (179.9)</b>	<b>-4.4%</b>
<b>SUBSIDY FUNDING PROGRAMS</b>				
Regional Transit <sup>(2)</sup>	\$ 531.3	\$ 606.6	\$ 75.3	14.2%
Local Agencies	598.4	716.2	117.8	19.7%
Wilshire BRT	9.9	4.7	(5.2)	-52.5%
Federal Pass Throughs	37.1	44.7	7.6	20.5%
Fare Assistance	10.5	10.5	-	0.0%
Highway Subsidy	117.7	127.2	9.5	8.1%
<b>Total Subsidy Funding Programs</b>	<b>\$ 1,305.0</b>	<b>\$ 1,509.9</b>	<b>\$ 205.0</b>	<b>15.7%</b>
<b>CONGESTION MANAGEMENT</b>				
Freeway Service Patrol	\$ 32.1	\$ 30.9	\$ (1.2)	-3.9%
ExpressLanes	52.4	44.1	(8.3)	-15.9%
Kenneth Hahn Call Box Program	12.9	7.9	(5.0)	-38.6%
Regional Integration of Intelligent Transportation System	6.0	5.3	(0.7)	-12.1%
Rideshare Services	9.5	9.1	(0.4)	-4.5%
<b>Total Congestion Management</b>	<b>\$ 112.9</b>	<b>\$ 97.3</b>	<b>\$ (15.6)</b>	<b>-13.8%</b>
<b>GENERAL PLANNING &amp; PROGRAMS</b>				
Programs & Studies	\$ 32.2	\$ 40.1	\$ 7.9	24.4%
General Planning & Programming	55.6	59.6	4.0	7.1%
Legal, Audit, Transit Court, Oversight & Other	42.6	44.8	2.2	5.1%
Property Management/Union Station & Development	38.7	46.5	7.8	20.2%
<b>Total General Planning &amp; Programs</b>	<b>\$ 169.2</b>	<b>\$ 191.0</b>	<b>\$ 21.8</b>	<b>12.9%</b>
<b>Total Debt Service</b>	<b>\$ 320.1</b>	<b>\$ 381.8</b>	<b>\$ 61.7</b>	<b>19.3%</b>
<b>Total Expenditures by Program</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>\$ 93.0</b>	<b>1.5%</b>

Notes

(1) Combines related program costs regardless of Generally Accepted Accounting Principles reporting criteria used for fund financial statements on pages 42-43 and 52-53.

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

Totals may not add due to rounding.

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Summary of Expenditures by Department

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
Board of Directors	\$ 49.4	\$ 43.5	\$ (5.9)	-12.0%
Chief Executive Office	244.6	320.3	75.7	30.9%
Communications	67.4	59.6	(7.8)	-11.5%
Congestion Reduction	116.7	108.6	(8.1)	-6.9%
Finance & Budget	1,144.3	1,382.8	238.4	20.8%
Information Technology	62.7	65.2	2.4	3.9%
Operations	1,620.9	1,718.4	97.5	6.0%
Planning & Development	299.5	253.8	(45.7)	-15.3%
Program Management	2,353.9	2,099.0	(254.9)	-10.8%
Vendor/Contract Management	68.3	69.6	1.2	1.8%
<b>Total Expenditures by Department</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>\$ 93.0</b>	<b>1.5%</b>

EXPENDITURES BY TYPE (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
Salaries & Benefits	\$ 1,154.8	\$ 1,214.8	\$ 60.0	5.2%
Asset Acquisitions for Transit & Highway Projects	1,921.3	1,599.9	(321.4)	-16.7%
Regional Transit / Highway Subsidies / Local Return	1,305.1	1,509.9	204.9	15.7%
Contract & Professional Services	953.6	1,047.3	93.7	9.8%
Materials & Supplies	246.7	244.2	(2.6)	-1.0%
PL/PD & Other Insurance	120.1	116.6	(3.5)	-2.9%
Debt	320.1	381.8	61.7	19.3%
Training & Travel	6.1	6.2	0.1	0.9%
<b>Total Expenditures by Type</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>\$ 93.0</b>	<b>1.5%</b>

Summary of Expenditures by Type

Total FY18 Summary of Expenditures by Type: \$6,120.8 (\$ in Millions)

EXPENDITURE TYPE	AMOUNT (\$ MILLIONS)	PERCENTAGE
REGIONAL TRANSIT / HIGHWAY SUBSIDIES / LOCAL RETURN	\$1,509.9	24.7%
ASSET ACQUISITIONS FOR TRANSIT & HIGHWAY PROJECTS	\$1,599.9	26.1%
SALARIES & BENEFITS	\$1,214.8	19.8%
CONTRACT & PROFESSIONAL SERVICES	\$1,047.3	17.1%
DEBT	\$381.8	6.2%
TRAINING & TRAVEL	\$6.2	0.1%
MATERIALS & SUPPLIES	\$244.2	4.0%
PL/PD & OTHER INSURANCE	\$116.6	1.9%

Note

Totals may not add due to rounding.

DEPARTMENT NAME (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
<b>BOARD OF DIRECTORS</b>				
Board Office	\$ 9.2	\$ 0.8	\$ (8.4)	-91.5%
County Counsel	32.5	34.4	2.0	6.1%
Ethics Office	0.8	0.8	-	-4.6%
Inspector General	5.6	6.2	0.6	10.8%
Office of Board Secretary	1.4	1.3	(0.1)	-4.4%
<b>Total Board of Directors</b>	<b>\$ 49.4</b>	<b>\$ 43.5</b>	<b>\$ (5.9)</b>	<b>-12.0%</b>
<b>CHIEF EXECUTIVE OFFICE</b>				
Chief Executive Office	\$ 1.2	\$ 1.1	\$ (0.1)	-10.7%
Chief Policy Office	1.7	2.1	0.4	26.3%
Human Capital & Development	45.2	47.3	2.2	4.9%
Management Audit Services	5.9	6.6	0.7	11.8%
Office of Civil Rights	3.3	3.2	(0.1)	-3.8%
Office of Extraordinary Innovation	2.8	17.9	15.1	538.7%
Risk/Safety & Asset Management	34.3	35.3	1.0	2.9%
System Security and Law Enforcement	150.2	206.9	56.6	37.7%
<b>Total Chief Executive Office</b>	<b>\$ 244.6</b>	<b>\$ 320.3</b>	<b>\$ 75.7</b>	<b>30.9%</b>
<b>COMMUNICATIONS</b>				
Community Relations	\$ 11.0	\$ 9.0	\$ (2.0)	-17.9%
Creative Services	5.9	5.0	(0.9)	-15.7%
Customer Programs & Services	8.2	7.4	(0.8)	-9.5%
Customer Relations	16.1	15.2	(0.9)	-5.6%
Executive Office, Communications	4.1	1.7	(2.3)	-57.5%
Government Relations	2.8	2.7	(0.1)	-2.8%
Marketing	16.3	15.7	(0.6)	-3.9%
Public Relations	3.0	2.9	(0.1)	-4.2%
<b>Total Communications</b>	<b>\$ 67.4</b>	<b>\$ 59.6</b>	<b>\$ (7.8)</b>	<b>-11.5%</b>
<b>CONGESTION REDUCTION</b>				
Congestion Reduction Demonstration Project	\$ 63.5	\$ 60.7	\$ (2.8)	-4.5%
Motorist Services	53.2	48.0	(5.3)	-9.9%
<b>Total Congestion Reduction</b>	<b>\$ 116.7</b>	<b>\$ 108.6</b>	<b>\$ (8.1)</b>	<b>-6.9%</b>
<b>FINANCE &amp; BUDGET</b>				
Accounting	\$ 11.1	\$ 11.0	\$ (0.2)	-1.4%
Finance & Treasury	129.5	162.0	32.6	25.1%
Office of Management & Budget / Local Programming	957.3	1,161.5	204.2	21.3%
TAP Operations / Revenue Collection	46.4	48.2	1.9	4.0%
<b>Total Finance &amp; Budget</b>	<b>\$ 1,144.3</b>	<b>\$ 1,382.8</b>	<b>\$ 238.4</b>	<b>20.8%</b>
<b>OPERATIONS</b>				
Bus Maintenance	\$ 374.0	\$ 394.9	\$ 20.9	5.6%
Central Oversight & Analysis	74.7	101.9	27.2	36.4%
Maintenance & Engineering	256.3	226.7	(29.6)	-11.6%
Operations Efficiency & Management	0.6	2.8	2.2	354.3%
Rail Maintenance	102.6	114.3	11.7	11.4%
Rail Transportation	93.9	103.3	9.3	9.9%
Service Development	14.2	13.7	(0.5)	-3.4%
Transportation	548.8	575.2	26.4	4.8%
Vehicle Engineering & Acquisition	155.8	185.6	29.9	19.2%
<b>Total Operations</b>	<b>\$ 1,620.9</b>	<b>\$ 1,718.4</b>	<b>\$ 97.5</b>	<b>6.0%</b>

Note

Totals may not add due to rounding.

DEPARTMENT NAME (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
<b>INFORMATION TECHNOLOGY</b>				
Information Technology	\$ 62.7	\$ 65.2	\$ 2.4	3.9%
<b>Total Information Technology</b>	<b>\$ 62.7</b>	<b>\$ 65.2</b>	<b>\$ 2.4</b>	<b>3.9%</b>
<b>PLANNING &amp; DEVELOPMENT</b>				
Countywide Planning & Development	\$ 2.0	\$ 1.0	\$ (1.0)	-50.4%
Planning / Strategic Financial Planning / Grants Mgmt.	162.2	135.7	(26.5)	-16.3%
Strategic Initiatives & Real Property Management	114.3	81.2	(33.0)	-28.9%
Transit Corridors & Systemwide Planning	21.0	35.9	14.9	70.6%
<b>Total Planning &amp; Development</b>	<b>\$ 299.5</b>	<b>\$ 253.8</b>	<b>\$ (45.7)</b>	<b>-15.3%</b>
<b>PROGRAM MANAGEMENT</b>				
Highway Project Delivery	\$ 167.5	\$ 206.4	\$ 38.8	23.2%
Program Control / Transit	2,035.2	1,722.2	(313.0)	-15.4%
Regional Rail	151.1	170.4	19.3	12.8%
<b>Total Program Management</b>	<b>\$ 2,353.9</b>	<b>\$ 2,099.0</b>	<b>\$ (254.9)</b>	<b>-10.8%</b>
<b>VENDOR / CONTRACT MANAGEMENT</b>				
Diversity & Economic Opportunity	\$ 6.9	\$ 9.4	\$ 2.5	35.6%
Procurement	28.1	29.8	1.8	6.3%
Supply Chain Management	33.3	30.3	(3.0)	-9.0%
<b>Total Vendor / Contract Management</b>	<b>\$ 68.3</b>	<b>\$ 69.6</b>	<b>\$ 1.2</b>	<b>1.8%</b>
<b>Grand Total</b>	<b>\$ 6,027.8</b>	<b>\$ 6,120.8</b>	<b>\$ 93.0</b>	<b>1.5%</b>

Note

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED					REGIONAL ACTIVITIES
		TOTAL	BUS	RAIL	TRANSIT COURT		
<b>TRANSIT OPERATIONS RESOURCES</b>							
<b>TRANSIT FARES &amp; OTHER REVENUES</b>							
Fares	\$ 323.4	\$ 323.4	\$ 231.8	\$ 91.6	\$ -	\$ -	
Advertising	25.1	25.1	21.6	3.4	-	-	
Other Revenues <sup>(1)</sup>	9.6	10.6	9.0	-	1.6	-	
<b>Total Fare &amp; Other Revenues</b>	<b>\$ 358.0</b>	<b>\$ 359.0</b>	<b>\$ 262.4</b>	<b>\$ 95.0</b>	<b>\$ 1.6</b>	<b>\$ -</b>	
<b>FEDERAL &amp; STATE GRANTS</b>							
Federal Preventive Maintenance	\$ 264.2	\$ 215.2	\$ 131.0	\$ 84.3	\$ -	\$ -	
Federal CMAQ	41.2	40.0	-	40.0	-	-	
Federal and States Grants	23.2	26.4	-	19.9	-	6.5	
<b>Total Federal &amp; State Grants</b>	<b>\$ 328.5</b>	<b>\$ 281.7</b>	<b>\$ 131.0</b>	<b>\$ 144.2</b>	<b>\$ -</b>	<b>\$ 6.5</b>	
<b>LOCAL SUBSIDIES</b>							
Prop A - (40% Bus) & (35% Rail)	\$ 244.9	\$ 325.6	\$ 172.8	\$ 152.7	\$ -	\$ 0.1	
Prop C - (40% Bus/Rail) & (5% Security)	282.8	188.6	159.7	19.6	-	9.3	
Measure R - (20% Bus) & (5% Rail)	172.4	166.6	108.7	57.9	-	-	
Measure M - (20% Bus), (5% Rail) & (2% ADA)	-	121.9	103.7	18.2	-	-	
TDA Article 4	157.6	198.9	194.9	-	-	4.0	
STA	37.5	42.1	10.1	32.0	-	-	
Toll & Revenue Grant	3.6	11.7	11.7	-	-	-	
General Fund & Other Funds	28.5	21.1	16.2	4.9	-	-	
<b>Total Local Subsidies</b>	<b>\$ 927.4</b>	<b>\$ 1,076.5</b>	<b>\$ 777.8</b>	<b>\$ 285.3</b>	<b>\$ -</b>	<b>\$ 13.4</b>	
<b>Total Transit Operations Resources</b>	<b>\$ 1,614.0</b>	<b>\$ 1,717.1</b>	<b>\$ 1,171.1</b>	<b>\$ 524.5</b>	<b>\$ 1.6</b>	<b>\$ 19.9</b>	
<b>TRANSIT CAPITAL RESOURCES</b>							
Federal, State & Local Grants	\$ 407.6	\$ 562.9	\$ 48.9	\$ 514.1	\$ -	\$ -	
Local & State Sales Tax <sup>(2)</sup>	472.6	680.8	97.9	582.9	-	-	
Other Capital Financing	1,169.0	847.5	15.2	832.2	-	-	
<b>Total Transit Capital Resources</b>	<b>\$ 2,049.2</b>	<b>\$ 2,091.2</b>	<b>\$ 162.0</b>	<b>\$ 1,929.2</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 3,663.2</b>	<b>\$ 3,808.3</b>	<b>\$ 1,333.1</b>	<b>\$ 2,453.7</b>	<b>\$ 1.6</b>	<b>\$ 19.9</b>	
<b>TRANSIT OPERATIONS EXPENSES</b>							
Labor & Benefits	\$ 1,008.0	\$ 1,039.6	\$ 759.0	\$ 257.3	\$ 0.6	\$ 22.6	
Fuel & Propulsion Power	77.4	67.4	26.3	41.1	-	-	
Materials & Supplies	99.4	97.7	65.9	31.4	-	0.4	
Contract & Professional Services	226.5	268.9	96.2	150.1	0.9	21.7	
PL/PD & Other Insurance	53.1	48.5	43.7	4.8	-	-	
Purchased Transportation	49.0	59.0	59.0	-	-	-	
Allocated Overhead <sup>(3)</sup>	67.4	93.0	67.6	23.0	0.1	2.3	
Regional Chargeback	-	-	21.0	8.3	-	(29.4)	
Other Expenses <sup>(4)</sup>	33.2	43.1	32.4	8.4	-	2.4	
<b>Total Transit Operations Expenses</b>	<b>\$ 1,614.0</b>	<b>\$ 1,717.1</b>	<b>\$ 1,171.1</b>	<b>\$ 524.5</b>	<b>\$ 1.6</b>	<b>\$ 19.9</b>	
<b>CAPITAL EXPENSES</b>							
Transit Capital Expenses Operating	\$ 2,022.5	\$ 2,047.9	\$ 162.0	\$ 1,885.9	\$ -	\$ -	
Transit Capital Expenses Planning	26.6	43.3	-	43.3	-	-	
<b>Total Transit Capital Expenses <sup>(5)</sup></b>	<b>\$ 2,049.2</b>	<b>\$ 2,091.2</b>	<b>\$ 162.0</b>	<b>\$ 1,929.2</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 3,663.2</b>	<b>\$ 3,808.3</b>	<b>\$ 1,333.1</b>	<b>\$ 2,453.7</b>	<b>\$ 1.6</b>	<b>\$ 19.9</b>	
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

Notes

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

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED				
		TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	PARK & RIDE
<b>OTHER TRANSIT OPERATIONS RESOURCES</b>						
<b>TOLL FARES &amp; OTHER REVENUES</b>						
Tolls & Violation Fines	\$ 60.0	\$ 63.0	\$ -	\$ 63.0	\$ -	\$ -
Rental & Lease Income	3.9	12.6	8.8	-	1.3	2.5
<b>Total Toll Fares &amp; Other Revenue</b>	<b>\$ 63.9</b>	<b>\$ 75.6</b>	<b>\$ 8.8</b>	<b>\$ 63.0</b>	<b>\$ 1.3</b>	<b>\$ 2.5</b>
<b>FEDERAL &amp; STATE GRANTS</b>						
Federal CMAQ	\$ 0.5	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Federal and State Grants</b>	<b>\$ 0.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>LOCAL SUBSIDIES</b>						
Prop A	\$ 0.3	\$ -	\$ -	\$ -	\$ -	\$ -
General Fund	5.6	2.7	-	-	2.7	-
City of LA	1.3	7.5	-	-	4.2	3.3
<b>Total Local Subsidies</b>	<b>\$ 7.2</b>	<b>\$ 10.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6.8</b>	<b>\$ 3.3</b>
<b>Total Other Transit Operations Resources</b>	<b>\$ 71.6</b>	<b>\$ 85.8</b>	<b>\$ 8.8</b>	<b>\$ 63.0</b>	<b>\$ 8.2</b>	<b>\$ 5.8</b>
<b>OTHER TRANSIT OPERATIONS EXPENSES</b>						
Labor & Benefits	\$ 3.9	\$ 4.0	\$ 0.8	\$ 1.9	\$ 0.5	\$ 0.8
Materials & Supplies	0.2	0.2	-	-	-	0.2
Contract & Professional Services	56.5	59.3	7.1	40.5	7.5	4.3
PL/PD & Other Insurance	0.2	0.3	0.3	-	-	-
Allocated Overhead	1.3	0.8	0.3	0.3	0.1	0.1
Other Expenses	0.3	3.9	2.3	1.4	0.1	0.1
<b>Total Other Transit Operations Expenses</b>	<b>\$ 62.4</b>	<b>\$ 68.4</b>	<b>\$ 10.9</b>	<b>\$ 44.1</b>	<b>\$ 8.2</b>	<b>\$ 5.4</b>
<b>OTHER OPERATIONS</b>						
<b>NON OPERATING EXPENSES</b>						
Congestion Relief Reserve	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -
Swap with & Planning	-	7.6	-	7.6	-	-
Congestion Relief Transit Operating Subsidy	6.6	6.9	-	6.9	-	-
Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>	7.0	9.5	-	9.5	-	-
<b>Total Other Operations Non Operating Expenses</b>	<b>\$ 13.7</b>	<b>\$ 24.1</b>	<b>\$ -</b>	<b>\$ 24.1</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Transit Other Operations (Deficit)/Surplus <sup>(2)</sup></b>	<b>\$ (4.6)</b>	<b>\$ (6.7)</b>	<b>\$ (2.0)</b>	<b>\$ (5.1)</b>	<b>\$ -</b>	<b>\$ 0.4</b>

Notes

- (1) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.
- (2) Current year deficit is funded with equity earned from prior years.

Totals may not add due to rounding.

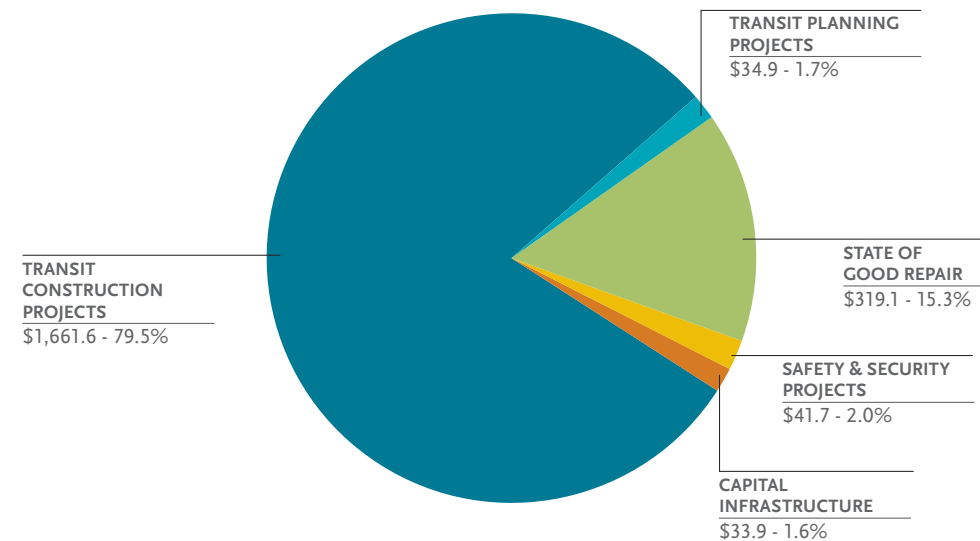
Capital Projects

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
<b>MEASURES R &amp; M TRANSIT CAPITAL EXPANSION</b>			
<b>TRANSIT CONSTRUCTION PROJECTS</b>			
Rail			
Airport Metro Connector <sup>(1)</sup>	\$ 53,887	\$ 76,235	\$ 130,122
Crenshaw/LAX Light Rail Transit	1,454,469	416,910	2,236,668
Expo Blvd Light Rail Transit Phase 1	965,268	-	978,900
Expo Blvd Light Rail Transit Phase 2	1,394,862	12,315	1,533,744
Gold Line Foothill Extension 2A to Azusa	903,979	1,743	923,652
Gold Line Foothill Extension 2B <sup>(1)</sup>	13,874	3,189	62,967
Regional Connector	852,483	204,041	1,798,265
Westside Purple Line Subway Extension 1	1,196,866	396,233	2,808,595
Westside Purple Line Subway Extension 2	307,308	266,524	2,440,969
Westside Purple Line Subway Extension 3 <sup>(1)</sup>	64,094	245,117	309,211
System Wide <sup>(1)</sup>	-	23,173	23,173
Bus			
Orange Line Extension	143,956	316	146,000
Acquisition Zero Emission/Super Low Emission	5,403	15,760	18,760
<b>Subtotal Transit Construction Projects</b>	<b>\$ 7,356,450</b>	<b>\$ 1,661,555</b>	<b>\$ 13,411,026</b>
<b>TRANSIT PLANNING PROJECTS <sup>(1)</sup></b>			
Airport Metro Connector <sup>(1)</sup>	\$ -	\$ 943	\$ 943
Eastside Extension Phase 1 & 2	27,683	5,990	33,673
Eastside Light Rail Access	14,776	3,945	18,721
Green Line Extension: Redondo to South Bay	6,743	578	7,321
North San Fernando Valley BRT	-	930	930
Orange Line Improvement	975	9,105	10,080
San Fernando Valley East N/S Rapidways	10,555	3,540	14,095
Sepulveda Pass Corridor	3,952	4,761	8,713
Vermont Transit Corridor	-	804	804
West Santa Ana Branch Corridor	4,815	4,308	10,328
<b>Subtotal Transit Planning Projects</b>	<b>\$ 69,500</b>	<b>\$ 34,905</b>	<b>\$ 105,609</b>
<b>Subtotal Measures R &amp; M Transit Capital Expansion</b>	<b>\$ 7,425,950</b>	<b>\$ 1,696,459</b>	<b>\$ 13,516,635</b>
<b>OPERATING CAPITAL</b>			
<b>SAFETY &amp; SECURITY</b>			
Bus	\$ 112	\$ 1,943	\$ 4,586
Rail			
Blue Line	22,838	6,025	30,175
Red/Purple Line	43,327	2,764	54,784
Multiple Rail Lines	15,370	1,657	17,380
Mixed Mode	48,397	18,983	151,572
Other (Technologies, Regional, etc.)	24,284	10,326	46,652
<b>Subtotal Safety &amp; Security</b>	<b>\$ 154,327</b>	<b>\$ 41,699</b>	<b>\$ 305,148</b>
<b>STATE OF GOOD REPAIR</b>			
Bus	\$ 656,916	\$ 94,121	\$ 1,112,272
Rail			
Blue Line	71,119	23,830	221,891
Gold Line	6,049	3,355	182,828
Green Line	10,355	5,054	49,046
Red Line	72,877	23,341	259,455
Multiple Rail Lines	419,308	127,623	918,220
Mixed Mode	13,413	19,804	36,916

Notes  
(1) No Board-adopted Life of Project (LOP); project is funded on an annual basis.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
Other (Technologies, Regional, etc.)	58,298	21,961	129,288
<b>Subtotal State of Good Repair</b>	<b>\$ 1,308,334</b>	<b>\$ 319,088</b>	<b>\$ 2,909,916</b>
<b>CAPITAL INFRASTRUCTURE</b>			
Bus	\$ 184,260	\$ 3,359	\$ 191,401
Rail			
Gold Line	890,432	-	900,688
Red/Purple Line	40,466	1,015	41,540
Multiple Rail Lines	1,947	2,396	10,418
Mixed Mode	19,317	16,838	76,358
Bike	11,157	4,937	17,618
Other (Technologies, Regional, etc.)	2,282	5,387	8,578
<b>Subtotal Capital Infrastructure</b>	<b>\$ 1,149,861</b>	<b>\$ 33,932</b>	<b>\$ 1,246,602</b>
<b>Total Operating Capital</b>	<b>\$ 2,612,521</b>	<b>\$ 394,720</b>	<b>\$ 4,461,666</b>
<b>Total Capital Program</b>	<b>\$ 10,038,471</b>	<b>\$ 2,091,180</b>	<b>\$ 17,978,301</b>



FY18 Capital Projects: \$2,091.8 (\$ in Millions)

MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	STATE OF GOOD REPAIR	CAPITAL INFRASTRUCTURE	MODE TOTAL
Bus	\$ 1,943	\$ 94,121	\$ 3,359	\$ 99,423
Rail				
Blue Line	6,025	23,830	-	29,855
Gold Line	-	3,355	-	3,355
Green Line	-	5,054	-	5,054
Red/Purple Line	2,764	23,341	1,015	27,120
Multiple Rail Lines	1,657	127,623	2,396	131,676
Mixed Mode	18,983	19,804	16,838	55,626
Bike	-	-	4,937	4,937
Other (Technologies, Regional, etc.)	10,326	21,961	5,387	37,674
<b>Total Operating Capital</b>	<b>\$ 41,699</b>	<b>\$ 319,088</b>	<b>\$ 33,932</b>	<b>\$ 394,720</b>

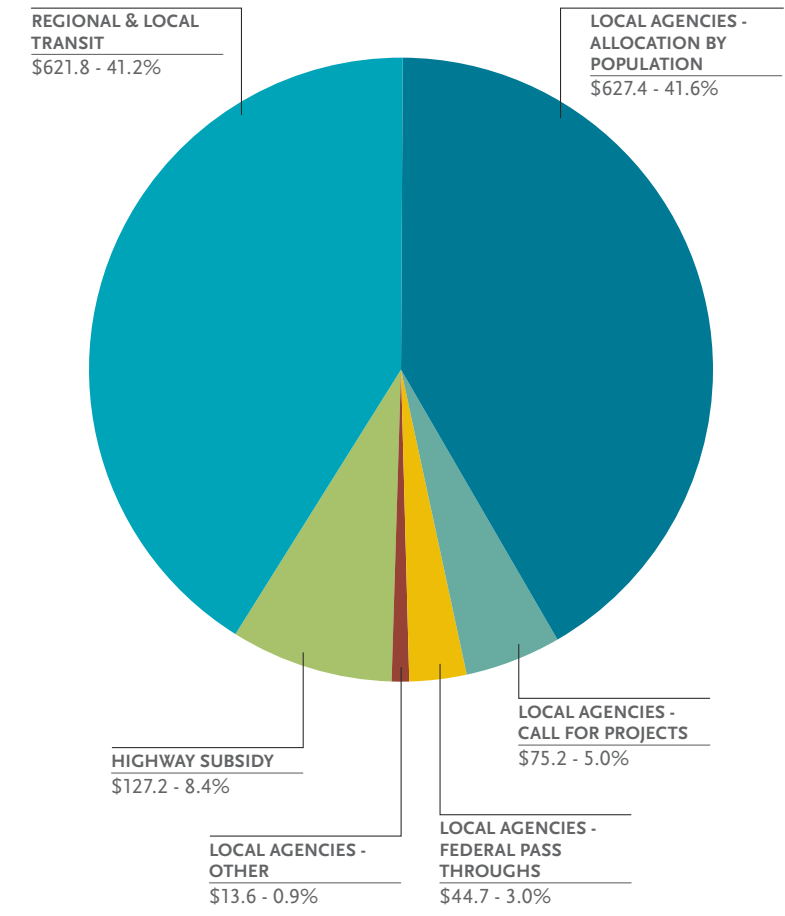
FY18 Operating Capital Summary by Mode

Note  
Totals may not add due to rounding.



Summary of Regional Subsidy Funding Programs

REGIONAL SUBSIDY FUNDING PROGRAMS (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
<b>REGIONAL &amp; LOCAL TRANSIT</b>				
Municipal & Local Operators	\$ 355.1	\$ 403.8	\$ 48.7	13.7%
Access Services <sup>(1)</sup>	74.0	92.0	18.0	24.3%
Metrolink	103.2	110.8	7.6	7.4%
Wilshire Bus Rapid Transit	9.9	4.7	(5.2)	-52.5%
Fare Assistance Programs (INTP, RRTP, SHORE) <sup>(2)</sup>	10.5	10.5	-	0.0%
<b>Total Regional &amp; Local Transit</b>	<b>\$ 552.7</b>	<b>\$ 621.8</b>	<b>\$ 69.1</b>	<b>12.5%</b>
<b>LOCAL AGENCIES</b>				
<b>ALLOCATION BY POPULATION</b>				
Local Return (Prop A, Prop C, Measure R & Measure M)	\$ 463.3	\$ 594.5	\$ 131.2	28.3%
Transportation Development Act Articles 3 & 8	33.1	32.8	(0.3)	-0.9%
<b>Subtotal Allocation by Population</b>	<b>\$ 496.4</b>	<b>\$ 627.4</b>	<b>\$ 130.9</b>	<b>26.4%</b>
<b>CALL FOR PROJECTS</b>				
Regional Surface Transportation Improvements	\$ 59.0	\$ 35.3	\$ (23.7)	-40.2%
Local Traffic Systems	18.2	23.1	4.9	26.9%
Regional Bikeways	0.5	3.4	2.9	580.0%
Transportation Demand Management	3.9	5.2	1.3	33.3%
Transportation Enhancements	0.3	0.3	-	0.0%
Bus Capital	6.1	7.9	1.8	29.5%
<b>Subtotal Call for Projects</b>	<b>\$ 88.0</b>	<b>\$ 75.2</b>	<b>\$ (12.8)</b>	<b>-14.5%</b>
<b>FEDERAL PASS THROUGHS</b>	<b>\$ 37.1</b>	<b>\$ 44.7</b>	<b>\$ 7.6</b>	<b>20.5%</b>
<b>OTHER</b>				
Toll Revenue Reinvestment Program	\$ 7.0	\$ 5.5	\$ (1.5)	-21.4%
Open Street Grant Program	0.8	2.6	1.8	225.0%
Transit Oriented Development & Other Sustainability Programs	5.9	4.8	(1.1)	-18.6%
Demo Projects-Highway	0.4	0.7	0.3	75.0%
<b>Subtotal Other</b>	<b>\$ 14.1</b>	<b>\$ 13.6</b>	<b>\$ (0.5)</b>	<b>-5.7%</b>
<b>Total Local Agencies</b>	<b>\$ 635.6</b>	<b>\$ 760.9</b>	<b>\$ 125.2</b>	<b>19.7%</b>
<b>HIGHWAY SUBSIDY</b>				
I-5 North HOV & Truck Lanes	\$ 21.2	\$ 19.4	\$ (1.8)	-8.5%
I-5 South Capacity Enhancements	16.5	24.7	8.2	49.7%
Alameda Corridor East Grade Separation	35.0	17.0	(18.0)	-51.4%
Highway Operational Improvements: Arroyo Verdugo	3.8	7.7	3.9	102.6%
Highway Operational Improvements: Virgenes/Malibu	16.7	10.8	(5.9)	-35.3%
I-405 / I-110 / I-105 / SR-91 Ramp & Interchange	7.9	12.5	4.6	58.2%
I-605 Corridor "Hot Spot"	5.1	7.9	2.8	54.9%
SR-710 South Early Action Projects	6.2	8.4	2.2	35.5%
SR-138 Capacity Enhancements	4.3	16.0	11.7	272.1%
I-710 Early Action Projects	-	2.1	2.1	n/a
Consolidated Measure M Subsidies	-	0.7	0.7	n/a
<b>Total Highway Subsidies</b>	<b>\$ 116.7</b>	<b>\$ 127.2</b>	<b>\$ 10.5</b>	<b>9.0%</b>
<b>Total Regional Subsidy Funding Programs</b>	<b>\$ 1,305.0</b>	<b>\$ 1,509.9</b>	<b>\$ 204.8</b>	<b>15.7%</b>



FY18 Regional Subsidy Funding Programs: \$1,509.9 (\$ in Millions)

Notes

(1) FY17 Budget amount does not include FY16 carryover of \$8M.

(2) INTP stands for Immediate Needs Transportation Program, RRTP stands for Rider Relief Transportation Program, and SHORE stands for Support for Homeless Re-Entry.

Totals may not add due to rounding.

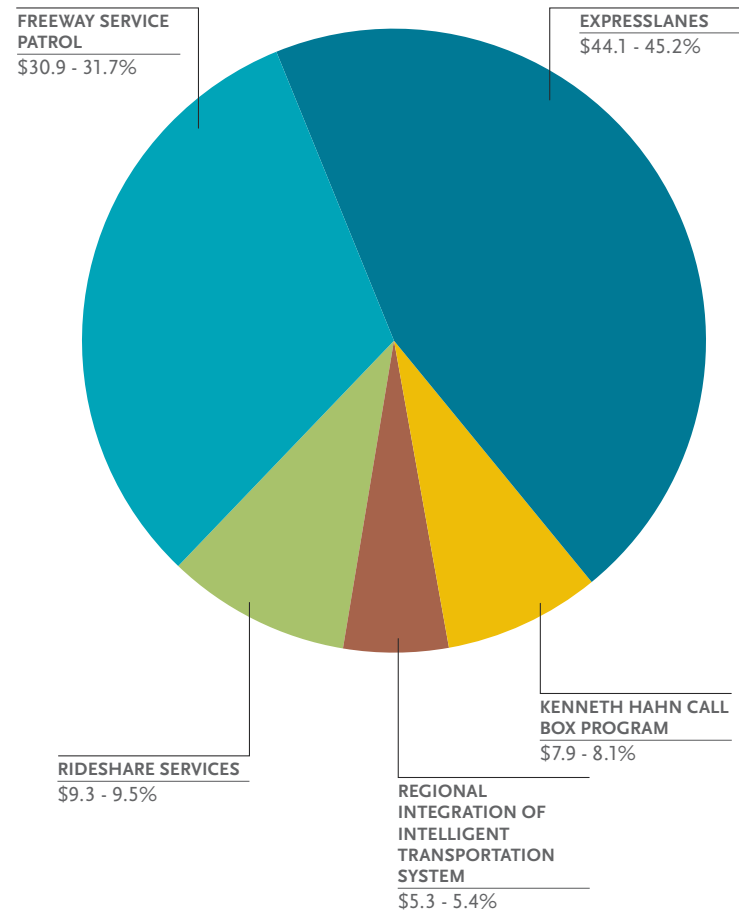
Note

Totals may not add due to rounding.

CONGESTION MANAGEMENT (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
Freeway Service Patrol	\$ 32.1	\$ 30.9	\$ (1.2)	-3.9%
Express Lanes	52.4	44.1	(8.3)	-15.9%
Kenneth Hahn Call Box Program	12.9	7.9	(5.0)	-38.6%
Regional Integration of Intelligent Transportation System	6.0	5.3	(0.7)	-12.1%
Rideshare Services	9.5	9.3	(0.2)	-2.5%
<b>Total Congestion Management</b>	<b>\$ 112.9</b>	<b>\$ 97.4</b>	<b>\$ (15.5)</b>	<b>-13.8%</b>

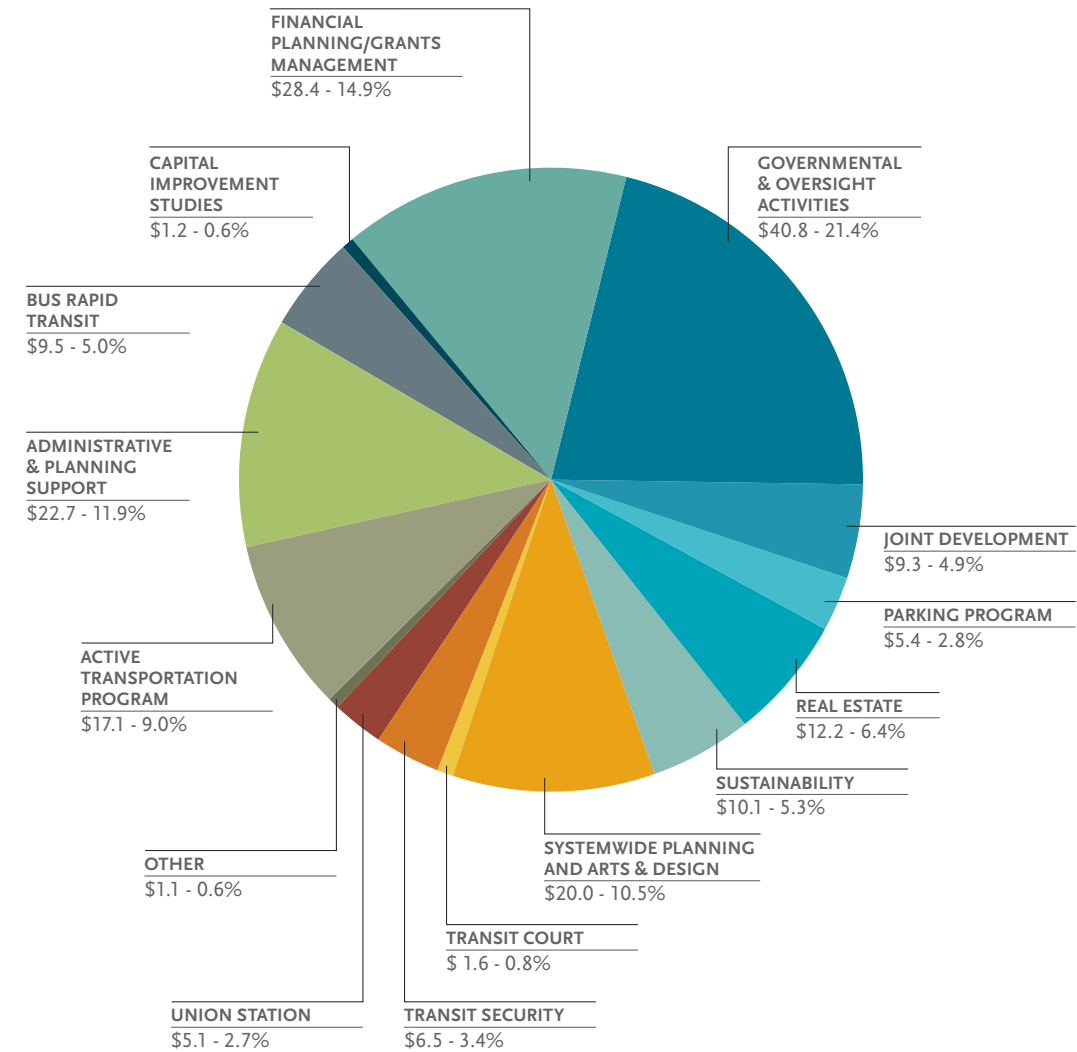
GENERAL PLANNING & PROGRAMS (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED	\$ CHANGE	% CHANGE
Active Transportation Program	\$ 13.2	\$ 17.1	\$ 3.9	29.5%
Administrative & Planning Support	20.0	22.7	2.7	13.5%
Bus Rapid Transit	10.7	9.5	(1.2)	-11.2%
Capital Improvement Studies	0.8	1.2	0.4	50.0%
Financial Planning/Grants Management	26.2	28.4	2.2	8.4%
Governmental & Oversight Activities	38.4	40.8	2.4	6.3%
Joint Development	11.2	9.3	(1.9)	-17.0%
Parking Program	4.6	5.4	0.8	17.4%
Real Estate	12.0	12.2	0.2	1.7%
Sustainability	11.4	10.1	(1.3)	-11.4%
Systemwide Planning	11.1	20.0	8.9	80.2%
Transit Court	1.4	1.6	0.2	14.3%
Transit Security	0.9	6.5	5.6	622.2%
Union Station	5.9	5.1	(0.8)	-13.6%
Other	1.4	1.1	(0.3)	-21.4%
<b>Total General Planning &amp; Programs</b>	<b>\$ 169.2</b>	<b>\$ 191.0</b>	<b>\$ 21.8</b>	<b>12.9%</b>

FY18 Congestion Management Budget: \$97.4 (\$ in Millions)



Note  
Totals may not add due to rounding.

FY18 General Planning & Programs Budget: \$191.0 (\$ in Millions)



Note  
Totals may not add due to rounding.

Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY17 BUDGET				FY18 ADOPTED <sup>(1)</sup>			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
<b>RESOURCES</b>								
Proposition A 35% Rail Set Aside <sup>(2)</sup>	\$ -	\$ 139,035.7	\$ -	\$ 139,035.7	\$ -	\$ 140,245.3	\$ -	\$ 140,245.3
Proposition A 40% Discretionary	1,852.6	-	-	1,852.6	1,852.7	-	-	1,852.7
Proposition C 40% Discretionary	5,042.1	67,356.2	-	72,398.3	3,844.3	39,903.9	28,241.6	71,989.8
Proposition C 10% Commuter Rail	-	13,532.9	-	13,532.9	-	13,153.4	-	13,153.4
Proposition C 25% Street & Highways <sup>(3)</sup>	-	27,650.5	28,172.6	55,823.1	-	-	87,281.2	87,281.2
Transportation Development Act - Article 4	1,544.5	-	-	1,544.5	1,544.5	-	-	1,544.5
Measure R Transit Capital - New Rail 35%	-	46,473.6	-	46,473.6	-	85,763.7	-	85,763.7
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2,902.1	-	2,902.1	-	2,896.8	-	2,896.8
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,357.1	-	10,357.1	-	10,346.0	-	10,346.0
Measure M Transit Construction 35%	-	-	-	-	-	593.3	-	593.3
Proposition A 35% Rail Set Aside (CRA Debt)	2,184.5	-	-	2,184.5	-	-	-	-
<b>Total Funding Demand Debt Service</b>	<b>\$ 10,623.6</b>	<b>\$ 307,308.2</b>	<b>\$ 28,172.6</b>	<b>\$ 346,104.4</b>	<b>\$ 7,241.5</b>	<b>\$ 292,902.4</b>	<b>\$ 115,522.8</b>	<b>\$ 415,666.7</b>
(Premium)/Discount Amortization <sup>(4)</sup>				(25,987.5)				(33,996.0)
<b>Total Debt Service Expense</b>				<b>\$ 320,116.9</b>				<b>\$ 381,670.7</b>
<b>Debt Service (Deficit) / Surplus</b>				<b>\$ -</b>				<b>\$ -</b>

FY18 Adopted Debt Policy: Maximum Permitted Debt Service

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY18 NET SALES TAX REVENUE	FY18 DEBT SERVICE <sup>(1)</sup>	MAXIMUM ANNUAL DEBT SERVICE <sup>(2)</sup>	MAXIMUM ADDITIONAL BOND ISSUANCE ALLOWED	% OF ALLOWABLE REVENUE USED
<b>PROPOSITION A (PA) <sup>(3)</sup></b>					
PA 35% Rail Set Aside <sup>(4)</sup>	\$ 266.7	\$ 132.5	\$ 232.0	\$ 1,459.4	57.1%
PA 40% Discretionary <sup>(5)</sup>	304.7	1.9	n/a	n/a	100.0%
<b>PROPOSITION C (PC) <sup>(3)</sup></b>					
PC 10% Commuter Rail <sup>(6)</sup>	79.0	10.9	31.6	20.7	34.4%
PC 25% Street & Highways <sup>(7)</sup>	197.5	86.6	118.5	467.5	73.1%
PC 40% Discretionary <sup>(8)</sup>	316.0	67.5	126.4	863.3	53.4%
<b>MEASURE R (MR)</b>					
MR Transit Capital - New Rail 35% <sup>(9)</sup>	276.5	89.3	240.6	1,824.4	37.1%
MR Highway Capital 20% <sup>(10)</sup>	158.0	-	94.8	1,143.7	0.0%
MR Transit Capital - Metrolink 3% <sup>(11)</sup>	23.7	-	20.6	248.8	0.0%
MR Transit Capital - Metro Rail 2% <sup>(12)</sup>	15.8	2.9	13.7	130.9	21.1%

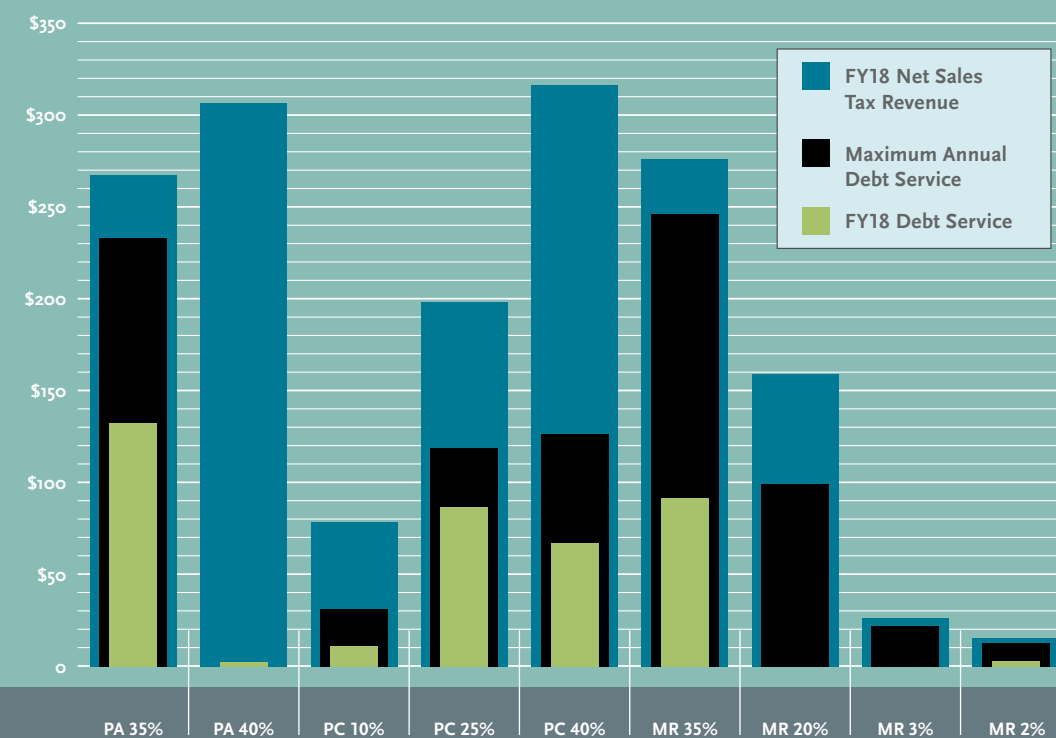
- Notes
- (1) FY18 Debt Service is senior lien debt service only.
  - (2) Per Board-approved debt policy.
  - (3) Assumes amortization of Proposition A and Proposition C debt at 4.5% over 30 years.
  - (4) Debt policy limits annual debt service to 87% of PA 35% tax revenue.
  - (5) No further debt issuance is permitted pursuant to the debt policy.
  - (6) Debt policy limits annual debt service to 40% of PC 10% tax revenue.
  - (7) Debt policy limits annual debt service to 60% of PC 25% tax revenue.
  - (8) Debt policy limits annual debt service to 40% of PC 40% tax revenue.
  - (9) Debt policy limits annual debt service to 87% of MR 35% tax revenue.
  - (10) Debt policy limits annual debt service to 60% of MR 20% tax revenue.
  - (11) Debt policy limits annual debt service to 87% of MR 3% tax revenue.
  - (12) Debt policy limits annual debt service to 87% of MR 2% tax revenue.

Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY17 BALANCE				BEGINNING FY18 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A	\$ 14,598.2	\$ 1,095,571.8	\$ -	\$ 1,110,170.0	\$ 19,592.8	\$ 963,037.2	\$ -	\$ 982,630.0
Proposition C <sup>(3)</sup>	85,728.1	900,580.0	244,641.9	1,230,950.0	23,362.3	311,587.7	1,154,614.1	1,489,564.0
Measure R <sup>(5)</sup>	-	1,570,121.7	-	1,570,121.7	-	1,857,677.4	-	1,857,677.4
Transportation Development Act - Article 4	2,349.7	-	-	2,349.7	883.2	-	-	883.2
Proposition A 35% Rail Set Aside (CRA Debt)	18,145.0	-	-	18,145.0	-	-	-	-
<b>Total Outstanding Debt Principal Balance <sup>(6)</sup></b>	<b>\$ 120,820.9</b>	<b>\$ 3,566,273.6</b>	<b>\$ 244,641.9</b>	<b>\$ 3,931,736.4</b>	<b>\$ 43,838.2</b>	<b>\$ 3,132,302.3</b>	<b>\$ 1,154,614.1</b>	<b>\$ 4,330,754.6</b>

- Notes
- (1) Current year debt service expenses exclude services budget from County Counsel for \$150K and Management Audit Services for \$5.3K.
  - (2) Proposition A 35% Rail Set Aside includes Union Station Purchase debt funding: \$3.7M in FY17 and \$4.0M in FY18.
  - (3) New Proposition C Bond was issued in January 2017 in the amount of \$454.8M.
  - (4) Premium is the amount by which the Market Price of a bond is higher than its Face Value. The amortization of Premium over the life of the debt will reduce the annual debt service.
  - (5) The first Measure R Bond was issued in November 2010.
  - (6) The 2nd Measure R Bond was issued in November 2016 in the amount of \$522.1M. Also included are \$210K Measure R revolving credit and \$629.2M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan draw down. The TIFIA loan drawdowns are used to fund Crenshaw, Regional Connector and Westside Purple Line Extension
  - (7) Section 1. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commence in FY20.
  - (8) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.7M Debt Service and \$97.6M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise
  - (9) Fund through the overhead allocation process. Totals may not add due to rounding.

Maximum Permitted Debt Service (\$ in Millions)



Totals may not add due to rounding.

**Governmental Funds:  
Estimated Fund Balances  
for the Year Ending  
June 30, 2018**

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
<b>PROPOSITION A</b>	
Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ -
Discretionary Incentive (5% of 40%)	18.6
Rail (35%) <sup>(2)</sup>	-
Interest	9.1
<b>Total Proposition A</b>	<b>\$ 27.8</b>
<b>PROPOSITION C</b>	
Discretionary (40%) <sup>(1)</sup>	\$ 11.7
Security (5%) <sup>(1)</sup>	24.1
Commuter Rail (10%) <sup>(2)</sup>	-
Street & Highway (25%)	39.7
Interest	25.5
<b>Total Proposition C</b>	<b>\$ 101.1</b>
<b>MEASURE R</b>	
Administration (1.5%)	\$ 19.3
Transit Capital - Metrolink (3%)	-
Transit Capital - Metro Rail (2%)	-
Transit Capital - New Rail (35%)	-
Highway Capital (20%)	215.5
New Rail Operations (5%)	-
Bus Operations (20%) <sup>(1)</sup>	-
<b>Total Measure R</b>	<b>\$ 234.8</b>
<b>MEASURE M</b>	
Administration (0.5%)	\$ 0.1
Local Return (17%)	-
Metro Rail Operations (5%)	19.3
Transit Operations (20%)	0.4
ADA Paratransit for the Disabled Metro Discounts for Seniors and Students (2%)	15.0
Transit Construction (35%)	11.8
Metro State of Good Repair (2%)	0.3
Highway Construction (17%)	115.1
Metro Active Transportation Program (2%)	15.0
Regional Rail (1%)	-
Interest	-
<b>Total Measure M</b>	<b>\$ 177.0</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
Article 3 <sup>(1)</sup>	\$ 16.5
Article 4 <sup>(1)</sup>	155.0
Article 8 <sup>(1)</sup>	3.6
<b>Total TDA</b>	<b>\$ 175.1</b>
<b>STATE TRANSIT ASSISTANCE (STA)</b>	
Revenue Share <sup>(1)</sup>	\$ 9.1
Population Share	-
<b>Total STA</b>	<b>\$ 9.1</b>
<b>Total PTMISEA <sup>(3)</sup></b>	<b>\$ 13.9</b>
<b>Total SAFE Fund <sup>(2)</sup></b>	<b>\$ 14.7</b>
<b>Total Other Special Revenue Funds <sup>(1)</sup></b>	<b>\$ 89.3</b>

Notes

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

Totals may not add due to rounding.

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
<b>GENERAL FUND</b>	
Administration	
Propositions A and C, and TDA	\$ -
Mandatory Operating Reserve	141.7
General Fund / Other <sup>(2)</sup>	107.4
<b>Total General Fund</b>	<b>\$ 249.1</b>
<b>Total of Estimated FY18 Ending Fund Balances</b>	<b>\$ 1,091.9</b>

GOVERNMENTAL FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUND		GENERAL FUND		TOTAL	
	FY17 BUDGET	FY18 ADOPTED	FY17 BUDGET	FY18 ADOPTED	FY17 BUDGET	FY18 ADOPTED
<b>REVENUE</b>						
Sales Tax <sup>(1)</sup>	\$ 2,790.4	\$ 3,636.4	\$ -	\$ -	\$ 2,790.4	\$ 3,636.4
Intergovernmental Grants <sup>(2)</sup>	46.0	46.8	44.8	54.5	90.8	101.3
Investment Income	0.1	0.1	1.1	1.1	1.2	1.2
Lease & Rental	-	-	15.2	15.3	15.2	15.3
Licenses & Fines	-	-	0.5	0.5	0.5	0.5
Federal Fuel Credits & Other	-	-	0.5	9.1	0.5	9.1
<b>Total Revenues</b>	<b>\$ 2,836.5</b>	<b>\$ 3,683.3</b>	<b>\$ 62.0</b>	<b>\$ 80.5</b>	<b>\$ 2,898.5</b>	<b>\$ 3,763.8</b>
<b>EXPENDITURES</b>						
Subsidies	\$ 1,230.3	\$ 1,419.8	\$ 52.4	\$ 61.7	\$ 1,282.7	\$ 1,481.5
Operating Expenditures	505.3	211.6	146.0	156.0	651.3	367.6
Debt & Interest Expenditures	-	-	0.9	-	0.9	-
Debt Principal Retirement	-	-	1.3	-	1.3	-
<b>Total Expenditures</b>	<b>\$ 1,735.6</b>	<b>\$ 1,631.5</b>	<b>\$ 200.5</b>	<b>\$ 217.7</b>	<b>\$ 1,936.2</b>	<b>\$ 1,849.1</b>
<b>TRANSFERS</b>						
Transfers In	\$ 26.7	\$ 32.3	\$ 107.9	\$ 84.5	\$ 134.7	\$ 116.9
Transfers (Out)	(1,789.1)	(2,259.1)	(129.3)	(103.0)	(1,918.4)	(2,362.2)
Proceeds from Financing	399.8	65.2	-	-	399.8	65.2
<b>Total Transfers</b>	<b>\$ (1,362.6)</b>	<b>\$ (2,161.6)</b>	<b>\$ (21.4)</b>	<b>\$ (18.5)</b>	<b>\$ (1,384.0)</b>	<b>\$ (2,180.1)</b>
<b>Net Change in Fund Balances</b>	<b>\$ (261.8)</b>	<b>\$ (109.8)</b>	<b>\$ (159.8)</b>	<b>\$ (155.6)</b>	<b>\$ (421.6)</b>	<b>\$ (265.4)</b>
Fund Balances - beginning of year <sup>(3)</sup>	\$ 1,000.4	\$ 952.6	\$ 523.8	\$ 404.7	\$ 1,524.3	\$ 1,357.4
<b>Fund Balances - End of Year</b>	<b>\$ 738.6</b>	<b>\$ 842.8</b>	<b>\$ 364.0</b>	<b>\$ 249.1</b>	<b>\$ 1,102.6</b>	<b>\$ 1,091.9</b>

**Governmental Funds:  
Statement of Revenues,  
Expenditure & Changes  
in Fund Balances for  
the Years Ending  
June 30, 2016 and 2017**

Notes

- (1) Includes TDA, STA and SAFE revenues in addition to Propositions A and C, and Measure R and M sales tax revenues.
- (2) Includes grant revenues from federal, state and local sources including tolls.
- (3) Beginning FY18 Fund Balances reflect anticipated unspent FY17 budgeted expenditures.

Totals may not add due to rounding.

FTES BY DEPARTMENT DETAIL	FY17 BUDGET	FY18 ADOPTED	CHANGE
<b>BOARD OF DIRECTORS</b>			
County Counsel	3	3	-
Ethics Office	4	4	-
Inspector General	21	21	-
Office of Board Secretary	10	10	-
<b>Board of Directors Total</b>	<b>38</b>	<b>38</b>	<b>-</b>
Non-Represented	38	38	-
<b>Total Board of Directors by Representation</b>	<b>38</b>	<b>38</b>	<b>-</b>
<b>CHIEF EXECUTIVE OFFICE</b>			
Chief Executive Office	2	2	-
Chief Policy Office	5	6	1
Human Capital & Development	194	204	10
Management Audit Services	23	24	1
Office of Civil Rights	14	15	1
Office of Extraordinary Innovation	8	9	1
Risk/Safety & Asset Management	101	104	3
System Security and Law Enforcement	204	206	2
<b>Chief Executive Office Total</b>	<b>551</b>	<b>570</b>	<b>19</b>
Represented	299	302	3
Non-Represented	252	268	16
<b>Total Chief Executive Office by Representation</b>	<b>551</b>	<b>570</b>	<b>19</b>
<b>COMMUNICATIONS</b>			
Community Relations	35	39	4
Creative Services	12	13	1
Customer Programs & Services	53	53	-
Customer Relations	129	130	1
Executive Office, Communications	5	5	-
Government Relations	6	6	-
Marketing	47	50	3
Public Relations	13	13	-
<b>Communications Total</b>	<b>300</b>	<b>309</b>	<b>9</b>
Represented	184	185	1
Non-Represented	116	124	8
<b>Total Communications by Representation</b>	<b>300</b>	<b>309</b>	<b>9</b>
<b>CONGESTION REDUCTION</b>			
Congestion Reduction Demonstration Project	11	14	3
Motorist Services	9	9	-
<b>Congestion Reduction Total</b>	<b>20</b>	<b>23</b>	<b>3</b>
Non-Represented	20	23	3
<b>Total Congestion Reduction by Representation</b>	<b>20</b>	<b>23</b>	<b>3</b>
<b>FINANCE &amp; BUDGET</b>			
Accounting	70	71	1
Finance & Treasury	17	18	1
Office of Management & Budget / Local Programming	53	59	6
TAP Operations / Revenue Collection	70	72	2
<b>Finance &amp; Budget Total</b>	<b>210</b>	<b>220</b>	<b>10</b>
Represented	67	67	-
Non-Represented	143	153	10
<b>Total Finance &amp; Budget by Representation</b>	<b>210</b>	<b>220</b>	<b>10</b>

FTES BY DEPARTMENT DETAIL	FY16 BUDGET	FY17 ADOPTED	CHANGE
<b>INFORMATION TECHNOLOGY</b>			
Information Technology Services	144	147	3
<b>Information Technology Total</b>	<b>144</b>	<b>147</b>	<b>3</b>
Represented	50	51	1
Non-Represented	94	96	2
<b>Total Information Technology by Representation</b>	<b>144</b>	<b>147</b>	<b>3</b>
<b>OPERATIONS</b>			
Bus Maintenance	1,694	1,697	3
Central Oversight & Analysis	34	35	1
Maintenance & Engineering	829	840	11
Operations Efficiency & Management	17	17	-
Rail Maintenance	449	452	3
Rail Transportation	644	649	5
Service Development	73	74	1
Transportation	4,021	4,022	1
Vehicle Engineering & Acquisition	46	47	1
<b>Operations Total</b>	<b>7,807</b>	<b>7,833</b>	<b>26</b>
Represented	7,532	7,547	15
Non-Represented	275	286	11
<b>Total Operations by Representation</b>	<b>7,807</b>	<b>7,833</b>	<b>26</b>
<b>PLANNING &amp; DEVELOPMENT</b>			
Countywide Planning & Development	1	2	1
Planning / Strategic Financial Planning / Grants Management	51	55	4
Strategic Initiatives & Real Property Management	67	72	5
Transit Corridors & Systemwide Planning	32	35	3
<b>Planning &amp; Development Total</b>	<b>151</b>	<b>164</b>	<b>13</b>
Non-Represented	151	164	13
<b>Total Planning &amp; Development by Representation</b>	<b>151</b>	<b>164</b>	<b>13</b>
<b>PROGRAM MANAGEMENT</b>			
Highway Project Delivery	24	27	3
Program Control / Transit	202	235	33
Regional Rail	9	9	-
<b>Program Management Total</b>	<b>235</b>	<b>271</b>	<b>36</b>
Non-Represented	235	271	36
<b>Total Program Management by Representation</b>	<b>235</b>	<b>271</b>	<b>36</b>
<b>VENDOR/CONTRACT MANAGEMENT</b>			
Diversity & Economic Opportunity	25	27	2
Procurement	88	94	6
Supply Chain Management	209	211	2
<b>Vendor/Contract Management Total</b>	<b>322</b>	<b>332</b>	<b>10</b>
Represented	162	164	2
Non-Represented	160	168	8
<b>Total Vendor/Contract Management by Representation</b>	<b>322</b>	<b>332</b>	<b>10</b>
<b>Total Agencywide Represented</b>	<b>8,294</b>	<b>8,316</b>	<b>22</b>
<b>Total Agencywide Non- Represented</b>	<b>1,484</b>	<b>1,591</b>	<b>107</b>
<b>Total Agency</b>	<b>9,778</b>	<b>9,907</b>	<b>129</b>



STATISTICS	BUS			RAIL			TOTAL		
	FY17 BUDGET	FY18 ADOPTED	% CHANGE	FY17 BUDGET	FY18 ADOPTED	% CHANGE	FY17 BUDGET	FY18 ADOPTED	% CHANGE
<b>SERVICE PROVIDED (000)</b>									
Revenue Service Hours (RSH)	7,006	7,006	0.0%	1,116	1,245	11.6%	8,122	8,251	1.6%
Revenue Service Miles (RSM)	78,671	78,671	0.0%	23,248	25,766	10.8%	101,919	104,437	2.5%
<b>SERVICE CONSUMED (000) <sup>(b)</sup></b>									
Unlinked Boardings	302,955	297,151	-1.9%	111,611	117,415	5.2%	414,566	414,566	0.0%
Passenger Miles	1,253,706	1,229,824	-1.9%	623,390	651,955	4.6%	1,877,096	1,881,779	0.2%
<b>OPERATING REVENUE (000) <sup>(b)</sup></b>									
Fare Revenue	\$ 236,305	\$ 231,777	-1.9%	\$ 87,057	\$ 91,584	5.2%	\$ 323,362	\$ 323,361	0.0%
Advertising/Other	\$ 29,292	\$ 30,599	4.5%	\$ 3,951	\$ 3,437	-13.0%	\$ 33,243	\$ 34,036	2.4%
<b>Total</b>	<b>\$ 265,597</b>	<b>\$ 262,376</b>	<b>-1.2%</b>	<b>\$ 91,008</b>	<b>\$ 95,770</b>	<b>5.2%</b>	<b>\$ 356,605</b>	<b>\$ 357,397</b>	<b>0.2%</b>
<b>OPERATING COST DATA (000)</b>									
Transportation	\$ 395,222	\$ 402,542	1.9%	\$ 71,506	\$ 73,469	2.7%	\$ 466,728	\$ 476,011	2.0%
Maintenance	\$ 335,156	\$ 326,991	-2.4%	\$ 221,856	\$ 231,690	4.4%	\$ 557,012	\$ 558,681	0.3%
Other & Support Cost	\$ 399,480	\$ 441,596	10.5%	\$ 170,880	\$ 219,394	28.4%	\$ 570,360	\$ 660,990	15.9%
<b>Total</b>	<b>\$1,129,858</b>	<b>\$1,171,129</b>	<b>3.7%</b>	<b>\$ 464,242</b>	<b>\$ 524,553</b>	<b>13.0%</b>	<b>\$1,594,100</b>	<b>\$1,695,682</b>	<b>6.4%</b>
<b>Subsidy Data (000)</b>	<b>\$ 864,261</b>	<b>\$ 908,753</b>	<b>5.1%</b>	<b>\$ 373,234</b>	<b>\$ 428,783</b>	<b>14.9%</b>	<b>\$1,237,495</b>	<b>\$1,338,285</b>	<b>8.1%</b>
<b>PER BOARDING STATISTICS</b>									
Fare Revenue	\$ 0.78	\$ 0.78	0.0%	\$ 0.78	\$ 0.78	0.0%	\$ 0.78	\$ 0.78	0.0%
Operating Cost	\$ 3.73	\$ 3.94	5.7%	\$ 4.16	\$ 4.47	7.4%	\$ 3.85	\$ 4.09	6.4%
Subsidy	\$ 2.85	\$ 3.06	7.2%	\$ 3.34	\$ 3.66	9.4%	\$ 2.99	\$ 3.23	7.8%
Passenger Miles	4.14	4.14	0.0%	5.59	5.55	-0.6%	4.53	4.54	0.2%
Fare Recovery %	20.9%	19.8%	-5.4%	18.8%	17.5%	-6.9%	20.3%	19.1%	-6.0%
<b>PER RSH STATISTICS</b>									
Revenue	\$ 37.91	\$ 37.45	-1.2%	\$ 81.52	\$ 76.29	-6.4%	\$ 43.90	\$ 43.31	-1.3%
Boardings	43.24	42.41	-1.9%	99.97	94.27	-5.7%	51.04	49.81	-2.4%
Passenger Miles	178.95	175.54	-1.9%	558.37	523.46	-6.3%	231.10	228.05	-1.3%
Transportation Cost	\$ 56.41	\$ 57.46	1.9%	\$ 64.05	\$ 58.99	-7.9%	\$ 57.46	\$ 57.69	0.3%
Maintenance Cost	\$ 47.84	\$ 46.67	-2.4%	\$ 198.72	\$ 186.03	-6.4%	\$ 68.58	\$ 67.71	-1.3%
Other & Support Cost	\$ 57.02	\$ 63.03	10.5%	\$ 153.06	\$ 176.15	15.1%	\$ 70.22	\$ 80.11	14.1%
<b>Total Cost</b>	<b>\$ 161.27</b>	<b>\$ 167.16</b>	<b>3.7%</b>	<b>\$ 415.82</b>	<b>\$ 421.17</b>	<b>1.3%</b>	<b>\$ 196.26</b>	<b>\$ 205.50</b>	<b>4.7%</b>
<b>Subsidy</b>	<b>\$ 123.36</b>	<b>\$ 129.71</b>	<b>5.1%</b>	<b>\$ 334.31</b>	<b>\$ 344.88</b>	<b>3.2%</b>	<b>\$ 152.36</b>	<b>\$ 162.19</b>	<b>6.5%</b>
<b>PER PASSENGER MILE STATISTICS</b>									
Revenue	\$ 0.21	\$ 0.21	0.0%	\$ 0.15	\$ 0.15	-0.8%	\$ 0.19	\$ 0.19	-0.2%
Transportation Cost	\$ 0.32	\$ 0.33	3.0%	\$ 0.11	\$ 0.11	-1.3%	\$ 0.25	\$ 0.25	4.0%
Maintenance Cost	\$ 0.27	\$ 0.27	0.9%	\$ 0.36	\$ 0.36	0.2%	\$ 0.30	\$ 0.30	2.1%
Other & Support Cost	\$ 0.32	\$ 0.36	13.7%	\$ 0.27	\$ 0.34	24.8%	\$ 0.30	\$ 0.35	14.6%
<b>Total Cost</b>	<b>\$ 0.90</b>	<b>\$ 0.95</b>	<b>6.3%</b>	<b>\$ 0.74</b>	<b>\$ 0.80</b>	<b>9.0%</b>	<b>\$ 0.85</b>	<b>\$ 0.90</b>	<b>5.7%</b>
<b>Subsidy</b>	<b>\$ 0.69</b>	<b>\$ 0.74</b>	<b>6.8%</b>	<b>\$ 0.60</b>	<b>\$ 0.66</b>	<b>10.0%</b>	<b>\$ 0.66</b>	<b>\$ 0.71</b>	<b>7.9%</b>
<b>FTE'S PER HUNDRED <sup>(c)</sup></b>									
Operators per RSH	5.59	5.58	-0.1%	3.78	3.38	-10.6%	4.98	4.90	-1.6%
Mechanics per RSM	0.12	0.12	0.0%	0.10	0.10	-0.8%	0.11	0.11	1.2%
Service Attendants RSM	0.05	0.05	0.0%	0.05	0.05	0.0%	0.05	0.05	0.0%
Maintenance of Way (MOW)	-	-	0.0%	21.42	21.60	0.9%	21.42	21.60	0.9%
Inspectors per Route Mile									
Transit Operations Supervisors per RSH	0.49	0.49	0.0%	1.37	1.26	-8.0%	0.62	0.61	-0.8%

REVENUE SERVICE HOURS	FY17 BUDGET	FY18 ADOPTED	CHANGE	BOARDINGS (000)	FY17 BUDGET	FY18 ADOPTED	CHANGE
<b>BUS</b>				<b>BUS</b>			
Local & Rapid	6,248,575	6,248,575	-	Local & Rapid	275,904	270,386	(5,518)
Silver Line	115,368	115,368	-	Silver Line	4,436	4,525	89
Orange Line	130,516	130,516	-	Orange Line	7,728	7,651	(77)
Purchased Trans	511,501	511,501	-	Purchased Trans	14,887	14,589	(298)
<b>Subtotal Bus</b>	<b>7,005,960</b>	<b>7,005,960</b>	<b>-</b>	<b>Subtotal Bus</b>	<b>302,955</b>	<b>297,151</b>	<b>(5,804)</b>
<b>RAIL</b>				<b>RAIL</b>			
Blue Line	237,060	241,860	4,800	Blue Line	24,961	26,209	1,248
Green Line	98,426	105,446	7,020	Green Line	10,945	10,833	(112)
Gold Line	241,413	258,653	17,240	Gold Line	16,639	17,377	738
Expo Line	234,791	324,762	89,971	Expo Line	13,345	17,275	3,930
Red Line	304,748	314,748	10,000	Red Line	45,721	45,721	-
<b>Subtotal Rail</b>	<b>1,116,438</b>	<b>1,245,469</b>	<b>129,031</b>	<b>Subtotal Rail</b>	<b>111,611</b>	<b>117,415</b>	<b>5,804</b>
<b>Total</b>	<b>8,122,398</b>	<b>8,251,429</b>	<b>129,031</b>	<b>Total</b>	<b>414,566</b>	<b>414,566</b>	<b>-</b>
REVENUE SERVICE MILES	FY17 BUDGET	FY18 ADOPTED	CHANGE	PASSENGER MILES (000)	FY17 BUDGET	FY18 ADOPTED	CHANGE
<b>BUS</b>				<b>BUS</b>			
Local & Rapid	67,843,231	67,843,231	-	Local & Rapid	1,116,351	1,094,025	(22,327)
Silver Line	2,503,486	2,503,486	-	Silver Line	17,476	17,827	351
Orange Line	2,140,454	2,140,454	-	Orange Line	49,042	48,553	(489)
Purchased Trans	6,183,428	6,183,428	-	Purchased Trans	70,837	69,419	(1,418)
<b>Subtotal Bus</b>	<b>78,670,598</b>	<b>78,670,598</b>	<b>-</b>	<b>Subtotal Bus</b>	<b>1,253,706</b>	<b>1,229,824</b>	<b>(23,883)</b>
<b>RAIL</b>				<b>RAIL</b>			
Blue Line	4,369,068	4,457,533	88,465	Blue Line	178,676	187,609	8,933
Green Line	2,871,931	3,076,764	204,834	Green Line	70,518	69,797	(722)
Gold Line	4,763,918	5,104,123	340,205	Gold Line	100,689	105,155	4,466
Expo Line	4,327,255	5,985,442	1,658,187	Expo Line	53,949	69,836	15,887
Red Line	6,915,500	7,142,425	226,925	Red Line	219,558	219,558	-
<b>Subtotal Rail</b>	<b>23,247,672</b>	<b>25,766,289</b>	<b>2,518,616</b>	<b>Subtotal Rail</b>	<b>623,390</b>	<b>651,955</b>	<b>28,565</b>
<b>Total</b>	<b>101,918,270</b>	<b>104,436,886</b>	<b>2,518,616</b>	<b>Total</b>	<b>1,877,096</b>	<b>1,881,779</b>	<b>4,682</b>

Note

Totals may not add due to rounding.

ACTIVITIES	FY17 BUDGET		FY18 ADOPTED		INC / (DEC)		ACTIVITIES	FY17 BUDGET		FY18 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH		\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>													
Wages & Benefits	\$ 362,047	\$ 55.75	\$ 368,625	\$ 56.76	\$ 6,578	\$ 1.01	Human Resources	8,561	1.32	13,077	2.01	4,516	0.70
Services	44	0.01	44	0.01	-	-	Real Estate	3,177	0.49	8,054	1.24	4,876	0.75
Materials & Supplies	337	0.05	337	0.05	-	-	Information Technology Services	26,617	4.10	30,106	4.64	3,489	0.54
Training	7,260	1.12	7,497	1.15	237	0.04	Administration	95	0.01	711	0.11	616	0.09
Control Center	8,462	1.30	8,551	1.32	89	0.01	Construction	579	0.09	1,871	0.29	1,292	0.20
Scheduling & Planning	4,525	0.70	4,687	0.72	162	0.02	<b>Total Support Departments</b>	<b>\$ 107,483</b>	<b>\$ 16.55</b>	<b>\$ 122,037</b>	<b>\$ 18.79</b>	<b>\$ 14,554</b>	<b>\$ 2.24</b>
Field Supervision	12,547	1.93	12,801	1.97	254	0.04	<b>Total Local &amp; Rapid Bus Costs</b>	<b>\$1,075,974</b>	<b>\$ 165.68</b>	<b>\$1,102,135</b>	<b>\$ 169.70</b>	<b>\$ 26,161</b>	<b>\$ 4.03</b>
<b>Total Transportation</b>	<b>\$ 395,222</b>	<b>\$ 60.86</b>	<b>\$ 402,542</b>	<b>\$ 61.98</b>	<b>\$ 7,320</b>	<b>\$ 1.13</b>	<b>Directly Operated RSH</b>	<b>6,494</b>		<b>6,494</b>		<b>-</b>	
<b>MAINTENANCE</b>							<b>PURCHASED TRANSPORTATION</b>						
<b>DIVISION MAINTENANCE</b>							Contracted Service	\$ 48,995	\$ 95.79	\$ 64,513	\$ 126.13	\$ 15,518	\$ 30.34
Wages & Benefits	\$ 149,343	\$ 23.00	\$ 155,574	\$ 23.95	\$ 6,232	\$ 0.96	Security	4,236	8.28	3,805	7.44	(431)	(0.84)
Fuel	30,129	4.64	29,259	4.51	(870)	(0.13)	Administration	653	1.28	676	1.32	23	0.05
Materials & Supplies	42,510	6.55	30,308	4.67	(12,202)	(1.88)	<b>Total Purchased Transportation</b>	<b>\$ 53,883</b>	<b>\$ 105.34</b>	<b>\$ 68,994</b>	<b>\$ 134.89</b>	<b>\$ 15,111</b>	<b>\$ 29.54</b>
Fueling Contractor Reimbursement	(1,000)	(0.15)	(1,000)	(0.15)	-	-	<b>Purchased Transportation RSH</b>	<b>512</b>		<b>512</b>		<b>-</b>	
Services	209	0.03	206	0.03	(3)	-	<b>Total Bus Costs</b>	<b>\$1,129,858</b>	<b>\$ 161.27</b>	<b>\$1,171,129</b>	<b>\$ 167.16</b>	<b>\$ 41,272</b>	<b>\$ 5.89</b>
<b>Subtotal Division Maintenance</b>	<b>\$ 221,191</b>	<b>\$ 34.06</b>	<b>\$ 214,348</b>	<b>\$ 33.00</b>	<b>\$ (6,844)</b>	<b>\$ (1.05)</b>	<b>Total Bus RSH (in 000s)</b>	<b>7,006</b>		<b>7,006</b>		<b>-</b>	
<b>CENTRAL MAINTENANCE</b>													
Wages & Benefits	\$ 21,690	\$ 3.34	\$ 19,496	\$ 3.00	\$ (2,194)	\$ (0.34)							
Materials & Supplies	11,696	1.80	12,348	1.90	651	0.10							
Maintenance Services	196	0.03	261	0.04	65	0.01							
<b>Subtotal Central Maintenance</b>	<b>\$ 33,582</b>	<b>\$ 5.17</b>	<b>\$ 32,105</b>	<b>\$ 4.94</b>	<b>\$ (1,477)</b>	<b>\$ (0.23)</b>							
<b>OTHER MAINTENANCE</b>													
Maintenance Support	\$ 15,550	\$ 2.39	\$ 19,995	\$ 3.08	\$ 4,445	\$ 0.68							
Non-Revenue Vehicles	7,398	1.14	8,427	1.30	1,028	0.16							
Facilities Maintenance	55,030	8.47	49,578	7.63	(5,452)	(0.84)							
Training	2,403	0.37	2,538	0.39	135	0.03							
<b>Subtotal Other Maintenance</b>	<b>\$ 80,382</b>	<b>\$ 12.38</b>	<b>\$ 80,538</b>	<b>\$ 12.40</b>	<b>\$ 156</b>	<b>\$ 0.02</b>							
<b>Total Maintenance</b>	<b>\$ 335,156</b>	<b>\$ 51.61</b>	<b>\$ 326,991</b>	<b>\$ 50.35</b>	<b>\$ (8,165)</b>	<b>\$ (1.26)</b>							
<b>OTHER OPERATING</b>													
Transit Security	\$ 61,585	\$ 9.48	\$ 67,396	\$ 10.38	\$ 5,811	\$ 0.89							
Revenue	30,186	4.65	33,461	5.15	3,275	0.50							
Service Development	7,784	1.20	6,613	1.02	(1,171)	(0.18)							
Safety	4,772	0.73	4,363	0.67	(408)	(0.06)							
Casualty & Liability	48,677	7.50	43,923	6.76	(4,754)	(0.73)							
Workers' Comp	55,781	8.59	55,778	8.59	(3)	-							
Transitional Duty Program	1,432	0.22	1,147	0.18	(285)	(0.04)							
Utilities	16,570	2.55	16,226	2.50	(344)	(0.05)							
Other Metro Operations	8,387	1.29	13,140	2.02	4,753	0.73							
Building Costs	1,701	0.26	7,286	1.12	5,585	0.86							
Copy Services	1,239	0.19	1,231	0.19	(8)	-							
<b>Total Other Operating</b>	<b>\$ 238,114</b>	<b>\$ 36.66</b>	<b>\$ 250,565</b>	<b>\$ 38.58</b>	<b>\$ 12,451</b>	<b>\$ 1.92</b>							
<b>INDIRECT COSTS</b>													
Board Oversight	\$ 610	\$ 0.09	\$ 869	\$ 0.13	\$ 259	\$ 0.04							
CEO	11,040	1.70	7,098	1.09	(3,943)	(0.61)							
Management Audit Services	2,572	0.40	2,899	0.45	328	0.05							
Procurement	27,129	4.18	28,830	4.44	1,701	0.26							
Communications	15,926	2.45	17,635	2.72	1,709	0.26							
Finance	11,178	1.72	10,888	1.68	(289)	(0.04)							

Note

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Note

Totals may not add due to rounding.



ACTIVITIES	FY17 BUDGET		FY18 ADOPTED		INC / (DEC)		ACTIVITIES	FY17 BUDGET		FY18 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH		\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>							Information Technology Services	10,277	9.21	10,692	8.58	415	(0.62)
Wages & Benefits	\$ 56,501	\$ 50.61	\$ 57,218	\$ 45.94	\$ 717	\$ (4.67)	Administration	662	0.59	663	0.53	1	(0.06)
Materials & Supplies	141	0.13	141	0.11	-	(0.01)	Construction	350	0.31	984	0.79	634	0.48
Other	26	0.02	26	0.02	-	-	<b>Total Support Departments</b>	<b>\$ 48,471</b>	<b>\$ 43.42</b>	<b>\$ 54,751</b>	<b>\$ 43.96</b>	<b>\$ 6,280</b>	<b>\$ 0.54</b>
Control Center	11,495	10.30	12,510	10.04	1,016	(0.25)	<b>Grand Total Rail Costs</b>	<b>\$ 464,242</b>	<b>\$ 415.82</b>	<b>\$ 524,553</b>	<b>\$ 421.17</b>	<b>\$ 60,311</b>	<b>\$ 5.34</b>
Training	3,343	2.99	3,573	2.87	230	(0.13)	<b>Total Rail RSH (in 000s)</b>	<b>1,116</b>		<b>1,245</b>		<b>129</b>	
<b>Total Transportation</b>	<b>\$ 71,506</b>	<b>\$ 64.05</b>	<b>\$ 73,469</b>	<b>\$ 58.99</b>	<b>\$ 1,963</b>	<b>\$ (5.06)</b>							
<b>MAINTENANCE</b>													
<b>VEHICLE MAINTENANCE</b>													
Wages & Benefits	\$ 60,318	\$ 54.03	\$ 64,260	\$ 51.60	\$ 3,942	\$ (2.43)							
Materials & Supplies	11,080	9.92	20,810	16.71	9,731	6.78							
Services	89	0.08	172	0.14	83	0.06							
Other	1	-	6	0.01	6	-							
<b>Subtotal Vehicle Maintenance</b>	<b>\$ 71,487</b>	<b>\$ 64.03</b>	<b>\$ 85,249</b>	<b>\$ 68.45</b>	<b>\$ 13,762</b>	<b>\$ 4.42</b>							
<b>WAYSIDE MAINTENANCE</b>													
Wages & Benefits	\$ 37,694	\$ 33.76	\$ 38,907	\$ 31.24	\$ 1,214	\$ (2.52)							
Materials & Supplies	3,757	3.37	3,363	2.70	(394)	(0.66)							
Services	1,363	1.22	1,399	1.12	36	(0.10)							
Propulsion Power	50,079	44.86	40,841	32.79	(9,238)	(12.06)							
Other	7	0.01	155	0.12	147	0.12							
<b>Subtotal Wayside Maintenance</b>	<b>\$ 92,900</b>	<b>\$ 83.21</b>	<b>\$ 84,665</b>	<b>\$ 67.98</b>	<b>\$ (8,235)</b>	<b>\$ (15.23)</b>							
<b>OTHER MAINTENANCE</b>													
Maintenance Support	\$ 3,138	\$ 2.81	\$ 3,984	\$ 3.20	\$ 846	\$ 0.39							
Non-Revenue Vehicles	2,943	2.64	3,384	2.72	441	0.08							
Facilities Maintenance	51,388	46.03	54,409	43.69	3,021	(2.34)							
<b>Subtotal Other Maintenance</b>	<b>\$ 57,469</b>	<b>\$ 51.47</b>	<b>\$ 61,777</b>	<b>\$ 49.60</b>	<b>\$ 4,308</b>	<b>\$ (1.87)</b>							
<b>Total Maintenance</b>	<b>\$ 221,856</b>	<b>\$ 198.72</b>	<b>\$ 231,690</b>	<b>\$ 186.03</b>	<b>\$ 9,834</b>	<b>\$ (12.69)</b>							
<b>OTHER OPERATING</b>													
Transit Security	\$ 69,687	\$ 62.42	\$ 105,294	\$ 84.54	\$ 35,607	\$ 22.12							
Revenue	21,779	19.51	24,076	19.33	2,298	(0.18)							
Safety	5,272	4.72	5,153	4.14	(119)	(0.58)							
Casualty & Liability	4,779	4.28	4,940	3.97	161	(0.31)							
Workers' Comp	11,057	9.90	11,111	8.92	54	(0.98)							
Transitional Duty Program	199	0.18	102	0.08	(97)	(0.10)							
Utilities	2,708	2.43	3,210	2.58	501	0.15							
Other Metro Operations	5,614	5.03	7,674	6.16	2,060	1.13							
Building Costs	680	0.61	2,487	2.00	1,806	1.39							
Copy Services	496	0.44	420	0.34	(76)	(0.10)							
<b>Total Other Operating</b>	<b>\$ 122,409</b>	<b>\$ 109.64</b>	<b>\$ 164,643</b>	<b>\$ 132.19</b>	<b>\$ 42,234</b>	<b>\$ 22.55</b>							
<b>SUPPORT DEPARTMENTS</b>													
Board Oversight	\$ 154	\$ 0.14	\$ 97	\$ 0.08	\$ (57)	\$ (0.06)							
CEO	3,399	3.04	6,124	4.92	2,725	1.87							
Management Audit Services	1,027	0.92	991	0.80	(36)	(0.12)							
Procurement	11,236	10.06	13,526	10.86	2,290	0.80							
Communication	8,868	7.94	8,650	6.95	(217)	(1.00)							
Real Estate	5,942	5.32	6,760	5.43	819	0.11							
Finance	3,131	2.80	2,886	2.32	(245)	(0.49)							
Human Resources	3,425	3.07	3,377	2.71	(48)	(0.36)							

Note

Totals may not add due to rounding.

Note

Totals may not add due to rounding.

**Measure R & M  
Transit Capital  
Expansion Program**

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
<b>MEASURES R &amp; M TRANSIT CONSTRUCTION PROJECTS</b>			
<b>BUS</b>			
<b>Orange Line</b>			
Metro Orange Line Extension	\$ 143,956	\$ 316	\$ 146,000
<b>Zero/Super Low Emission</b>			
Bus Acquisition 30 Zero Emission/Super Low Emission <sup>(2)(3)</sup>	5,403	-	-
BYD 60-foot Articulated Zero Emission Bus	-	5,110	8,110
New Flyer 60-foot Articulated Zero Emission Bus <sup>(1) (9)</sup>	-	10,650	10,650
<b>Total Zero/Super Low Emission</b>	<b>\$ 5,403</b>	<b>\$ 15,760</b>	<b>\$ 18,760</b>
<b>Total Bus</b>	<b>\$ 149,359</b>	<b>\$ 16,075</b>	<b>\$ 164,760</b>
<b>RAIL</b>			
<b>Crenshaw/LAX</b>			
Crenshaw/LAX Business Interruption Fund	\$ 5,334	\$ 3,000	\$ 8,334
Crenshaw/LAX Fare Gates	3	3,914	7,800
Crenshaw/LAX Insurance Betterment <sup>(3)</sup>	5,354	-	5,534
Crenshaw/LAX Light Rail Transit: Construction	1,338,706	363,634	2,058,000
Crenshaw/LAX Light Rail Transit: Planning Phase 1 <sup>(3)</sup>	5,526	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2 <sup>(3)</sup>	20,025	-	-
Southwestern Maintenance Yard	79,521	46,362	157,000
<b>Total Crenshaw/LAX</b>	<b>\$ 1,454,469</b>	<b>\$ 416,910</b>	<b>\$ 2,236,668</b>
<b>Expo 1</b>			
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred <sup>(3)</sup>	\$ 850,839	\$ -	\$ 966,900
Expo Blvd Light Rail Transit Phase 1: Metro Incurred <sup>(3)</sup>	62,232	-	-
Light Rail Vehicle <sup>(3)</sup>	51,076	-	-
Washington Siding <sup>(7)</sup>	1,121	-	12,000
<b>Total Expo 1</b>	<b>\$ 965,268</b>	<b>\$ -</b>	<b>\$ 978,900</b>
<b>Expo 2</b>			
Division 22 Paint & Body Shop	\$ 3,493	\$ 5,112	\$ 11,000
Expo Blvd Light Rail Transit Phase 2 - Holdback	34,206	7,202	-
Expo Blvd Light Rail Transit Phase 2 - Non-Holdback <sup>(3)</sup>	154,150	-	-
Expo Blvd Light Rail Transit Phase 2: Construction <sup>(3)</sup>	1,013,856	-	1,500,158
Expo Blvd Light Rail Transit Phase 2: Planning <sup>(3)</sup>	392	-	-
Expo II Insurance Betterment <sup>(3)</sup>	2,463	-	2,584
Expo Phase II Betterments <sup>(2)(3)</sup>	3,918	-	3,900
Expo Phase II Bikeway <sup>(3)</sup>	15,605	-	16,102
Light Rail Vehicle <sup>(3)</sup>	166,778	-	-
<b>Total Expo 2</b>	<b>\$ 1,394,862</b>	<b>\$ 12,315</b>	<b>\$ 1,533,744</b>
<b>Gold Line Foothill 2A to Azusa</b>			
Foothill Extension Insurance Betterment <sup>(3)</sup>	\$ 2,080	\$ -	\$ 2,182
Gold Line Foothill Extension to Azusa: Construction	645,668	1,743	714,033
Gold Line Foothill Extension to Azusa: Planning <sup>(3)</sup>	425	-	-
Gold Line Foothill Maintenance Facility - Metro 75% <sup>(3)</sup>	207,119	-	207,437
Light Rail Vehicle <sup>(3)</sup>	48,687	-	-
<b>Total Gold Line Foothill 2A to Azusa</b>	<b>\$ 903,979</b>	<b>\$ 1,743</b>	<b>\$ 923,652</b>
<b>Gold Line Foothill 2B</b>			
Gold Line Foothill Extension 2B: Planning <sup>(1)(4)</sup>	\$ 13,874	\$ -	\$ 36,000
Gold Line Foothill Extension 2B: Construction <sup>(1)(9)</sup>	-	3,189	26,967
<b>Total Gold Line Foothill 2B</b>	<b>\$ 13,874</b>	<b>\$ 3,189</b>	<b>\$ 62,967</b>

## Notes

- (1) Life of Project (LOP) budget in development; project is funded on an annual base.
- (2) Expenditures are expected to be adjusted.
- (3) Project completed or in closeout phase.
- (4) FY18 budget of \$19M is reported in Summary of Expenditures by Program, Regional Transit Subsidies on Page 38.
- (5) Total West Santa Ana FY18 budget is \$5,513K. \$4,308K is in Capital and \$1,205K is included Local Agencies, Page 38.
- (6) Project under resource allocation analysis.
- (7) Project in transition.
- (8) Separate Board approval of LOP budget is required when project is defined.
- (9) New project in FY18.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
<b>Regional Connector</b>			
Regional Connector Business Interruption Fund	\$ 2,397	\$ 1,000	\$ 3,397
Regional Connector Insurance Betterment <sup>(3)</sup>	4,007	-	4,036
Regional Connector: Construction	784,363	201,981	1,750,841
Regional Connector: Construction - Non-FFGA	34,126	810	39,991
Regional Connector: Planning	27,590	250	-
<b>Total Regional Connector</b>	<b>\$ 852,483</b>	<b>\$ 204,041</b>	<b>\$ 1,798,265</b>
<b>Westside Purple 1</b>			
Division 20 Portal Widening & Turnback Facility	\$ 2,700	\$ 13,566	\$ 17,200
Non-Revenue Vehicle <sup>(3)</sup>	854	-	-
Westside Extension I Business Interruption Fund	2,962	3,000	5,962
Westside Insurance Betterment	6,505	-	6,553
Westside Subway Extension Section 1 <sup>(3)</sup>	1,137,842	379,283	2,778,880
Westside Subway Extension: Planning Phase 1 <sup>(3)</sup>	8,505	-	-
Westside Subway Extension: Planning Phase 2	37,498	384	-
<b>Total Westside Purple 1</b>	<b>\$ 1,196,866</b>	<b>\$ 396,233</b>	<b>\$ 2,808,595</b>
<b>Westside Purple 2</b>			
Westside Purple Line Extension Section 2	\$ 304,964	\$ 265,890	\$ 2,440,969
Westside Purple Line Extension Section 2: Planning	2,344	633	-
<b>Total Westside Purple 2</b>	<b>\$ 307,308</b>	<b>\$ 266,524</b>	<b>\$ 2,440,969</b>
<b>Westside Purple 3</b>			
Westside Purple Line Extension Section 3 <sup>(1)</sup>	\$ 63,894	\$ 244,396	\$ 308,290
Westside Purple Line Extension 3: Planning <sup>(1)</sup>	200	721	921
<b>Total Westside Purple 3</b>	<b>\$ 64,094</b>	<b>\$ 245,117</b>	<b>\$ 309,211</b>
<b>Airport Metro Connector</b>			
Airport Metro Connector: Planning <sup>(1)</sup>	\$ 53,887	\$ 6,394	\$ 60,281
Airport Metro Connector: Construction <sup>(1) (9)</sup>	-	69,841	69,841
<b>Total Airport Metro Connector</b>	<b>\$ 53,887</b>	<b>\$ 76,235</b>	<b>\$ 130,122</b>
<b>Total Rail</b>	<b>\$ 7,207,091</b>	<b>\$ 1,622,307</b>	<b>\$ 13,223,093</b>
<b>SYSTEMWIDE</b>			
Anticipated Measures R & M Projects <sup>(8)</sup>	\$ -	\$ 23,173	\$ 23,173
<b>Total Measures R &amp; M Transit Construction Projects</b>	<b>\$ 7,356,450</b>	<b>\$ 1,661,555</b>	<b>\$ 13,411,026</b>
<b>MEASURES R &amp; M TRANSIT PLANNING</b>			
BRT Connector Red/Orange Line <sup>(1) (9)</sup>	\$ -	\$ 943	\$ 943
Eastside Extension Phase 1 & 2 <sup>(1)</sup>	27,683	5,990	33,673
Eastside Light Rail Access <sup>(1)</sup>	14,776	3,945	18,721
Green Line Extension: Redondo to South Bay <sup>(1)</sup>	6,743	578	7,321
North San Fernando Valley BRT <sup>(1) (9)</sup>	-	930	930
Orange Line Improvement <sup>(1)</sup>	975	9,105	10,080
San Fernando Valley East North/South Rapidways <sup>(1)</sup>	10,555	3,540	14,095
Sepulveda Pass Transit Corridor <sup>(1)</sup>	3,952	4,761	8,713
Vermont Transit Corridor <sup>(1) (9)</sup>	-	804	804
West Santa Ana Branch Corridor <sup>(1) (5)</sup>	4,815	4,308	10,328
<b>Total Measures R &amp; M Transit Planning</b>	<b>\$ 69,500</b>	<b>\$ 34,905</b>	<b>\$ 105,609</b>
<b>Total Measures R &amp; M Transit Capital Expansion</b>	<b>\$ 7,425,950</b>	<b>\$ 1,696,459</b>	<b>\$ 13,516,635</b>

## Notes

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Operating Capital

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
<b>SAFETY / SECURITY</b>			
<b>BUS</b>			
CNG Detection & Alarm Systems	\$ 112	\$ 1,943	\$ 4,586
<b>Total Bus</b>	<b>\$ 112</b>	<b>\$ 1,943</b>	<b>\$ 4,586</b>
<b>RAIL</b>			
<b>Blue Line</b>			
Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	\$ 22,838	\$ 6,025	\$ 30,175
<b>Total Blue Line</b>	<b>\$ 22,838</b>	<b>\$ 6,025</b>	<b>\$ 30,175</b>
<b>Red/Purple Line</b>			
Metro Red Line Electronic Access Control / Alarm Monitoring System Replacement	\$ 430	\$ 500	\$ 2,319
Metro Red Line Gas Analyzer Upgrade	1,486	1,232	4,000
Metro Red Line Operator Cab Camera Installation <sup>(3)</sup>	6,146	-	6,380
Metro Red Line Tunnel Lighting Rehabilitation	4,284	987	9,000
Metro Red Line Universal City Pedestrian Bridge <sup>(3)</sup>	29,585	-	29,585
Metro Red/Purple Lines Platform Gates Replacement	1,397	46	3,500
<b>Total Red/Purple Line</b>	<b>\$ 43,327</b>	<b>\$ 2,764</b>	<b>\$ 54,784</b>
<b>Multiple Lines</b>			
Metro Blue Line & Metro Green Line Transit Passenger Information System	\$ 8,297	\$ 1,491	\$ 9,830
Metro Security Kiosks at Rail Stations	4,894	166	5,150
Platform Track Intrusion Detection System <sup>(6)</sup>	2,180	-	2,400
<b>Total Multiple Lines</b>	<b>\$ 15,370</b>	<b>\$ 1,657</b>	<b>\$ 17,380</b>
<b>Total Rail</b>	<b>\$ 81,534</b>	<b>\$ 10,447</b>	<b>\$ 102,338</b>
<b>Mixed Mode</b>			
Fare Gate Project	\$ 6,174	\$ 208	\$ 7,187
Fire Alarm Panel Replacement Program <sup>(6)</sup>	63	-	1,624
Metro Emergency Operations Center	15,656	18,775	112,700
Metro Red Line to Orange Line Underpass at North Hollywood Station <sup>(3)</sup>	21,203	-	23,077
Reduce Risk of Catastrophic Events to Union Station Gateway Complex <sup>(3)</sup>	5,302	-	6,983
<b>Total Mixed Mode</b>	<b>\$ 48,397</b>	<b>\$ 18,983</b>	<b>\$ 151,572</b>
<b>Other</b>			
Agency Information Security & Compliance Program	\$ 1,236	\$ 1,763	\$ 7,814
Automated License Plate Recognition Network Phase I	1,876	114	2,069
Automated License Plate Recognition Network Phase II	1,250	242	1,602
UFS CPA Upgrade	13,248	1,510	15,221
Union Station Fire Life Safety System, ADA Site Improvements & LED Lighting	6,674	6,699	19,946
<b>Total Other</b>	<b>\$ 24,284</b>	<b>\$ 10,326</b>	<b>\$ 46,652</b>
<b>Total Safety / Security</b>	<b>\$ 154,327</b>	<b>\$ 41,699</b>	<b>\$ 305,148</b>

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<b>STATE OF GOOD REPAIR</b>			
<b>BUS</b>			
490 Bauchet Environmental Canopy Structure <sup>(6)</sup>	\$ 108	\$ -	\$ 110
Articulated Bus Replacement <sup>(1)</sup>	281	534	815
Bus Acquisition 550 & 350 40-foot <sup>(3)</sup>	502,874	-	507,060
Bus Facilities Lighting Retrofit <sup>(6)</sup>	2,249	-	4,250
Bus Facilities Maintenance & Improvement - Phase III	5,598	4,821	21,650
Bus Facility Maintenance Improvements & Enhancements Phase I	21,155	75	21,231
Bus Facility Maintenance Improvements & Enhancements Phase II	17,865	1,240	20,896
Bus Midlife Program	31,598	31,622	68,669
Central Maintenance Bus Engine Replacement Program	9,072	7,830	24,690
Central Maintenance Equipment Acquisition	600	345	3,000
Central Maintenance Facility Building <sup>(5)</sup>	109	468	785
Division 1 Improvements	1,643	886	20,866
Division 3 Master Plan Phases II-IV	12,919	281	13,200
Division 30 Permeable Concrete Pavement & Runoff Storage System	258	682	940
DVR Equipment Refurbishment <sup>(3)</sup>	554	-	3,102
El Monte Busway Access Road Repair	631	264	1,426
Emergency Generators for Communications Network <sup>(3)</sup>	347	-	500
Fuel Storage Tank System Enhancements (FY15 - FY17)	6,478	23	6,500
Fuel Storage Tank System Upgrades and Replacements (FY17 - FY19)	29	4,350	13,185
FY17 - FY18 Non-Revenue Vehicles & Equipment Replacement -Bus	4,005	793	4,975
FY18 Non-Revenue Equipment Replacement (Bus) <sup>(9)</sup>	-	500	1,221
FY18 Non-Revenue Vehicle Replacement (Bus) <sup>(9)</sup>	-	2,000	4,948
Installation of ADA "Q-Pod" Equipment on Compo-Buses <sup>(1)</sup>	1,099	1,628	2,728
Installation of Live Video Monitors on up to 642 NABI Buses <sup>(1)</sup>	-	875	875
Metro Art Enhancement <sup>(3)</sup>	504	-	615
Metro Silver Line Improvements & Upgrades	6,709	1,039	7,845
Patsaouras Bus Plaza Paver Retrofit	6,773	507	9,093
Patsaouras Plaza Bus Station Construction	18,535	8,111	39,793
Pavement Repairs at CMF, Division 7 & Division 8	1,973	1,074	4,249
Replacement 40' Buses	2,017	24,141	302,091
Terminals 47 & 48 Corrosion	932	33	965
<b>Total Bus</b>	<b>\$ 656,916</b>	<b>\$ 94,121</b>	<b>\$ 1,112,272</b>
<b>RAIL</b>			
<b>Blue Line</b>			
Blue Line Artwork Renovations & Replacement <sup>(6)</sup>	\$ 263	\$ -	\$ 477
Blue Line Emergency Trip System Replacement <sup>(9)</sup>	-	600	8,307
Division 11 Body Shop Ventilation <sup>(3)</sup>	1,966	-	2,200
Light Rail Vehicle (P865/P2020) Midlife Overhaul	21,953	2,601	30,000
Long Beach Duct Bank Upgrade Phase II	2,625	408	8,000
Metro Blue Line Communication & Signal Building Rehabilitation <sup>(3)</sup>	1,598	-	1,800
Metro Blue Line Rail Replacement & Booting	2,236	420	13,000
Metro Blue Line Signal Rehabilitation & Operational Improvements	9,009	19,801	118,991
Metro Blue Line Station Refurbishments <sup>(3)</sup>	27,402	-	32,953
Metro Blue Line Turnout Replacement <sup>(3)</sup>	2,908	-	3,000

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PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
Metro Blue Line Wheel True Machine <sup>(6)</sup>	697	-	2,200
Metro Rail Blue Line High Density Storage Equipment <sup>(6)</sup>	462	-	964
<b>Total Blue Line</b>	<b>\$ 71,119</b>	<b>\$ 23,830</b>	<b>\$ 221,891</b>
<b>Gold Line</b>			
Division 21 Rockfall Mitigation 2 <sup>(3)</sup>	\$ 970	\$ -	\$ 1,300
Division 21 Midway Yard Improvements	249	177	1,024
P2550 Light Rail Vehicle Component Overhaul	2,775	2,563	35,008
P2550 Light Rail Vehicle Mid-Life Overhaul <sup>(9)</sup>	-	615	142,196
Pasadena Gold Line Headway Improvements <sup>(3)</sup>	1,133	-	1,400
Pasadena Gold Line Vehicle Loop Detector Replacement <sup>(3)</sup>	354	-	750
Pasadena Gold Line Yard Train Loop Detector Replacement <sup>(3)</sup>	385	-	600
PGL South Pasadena Station Northbound Platform			
ADA Ramp <sup>(6)</sup>	182	-	550
<b>Total Gold Line</b>	<b>\$ 6,049</b>	<b>\$ 3,355</b>	<b>\$ 182,828</b>
<b>Green Line</b>			
Green Line Switch Machine Overhaul	\$ -	\$ 340	\$ 2,764
Metro Green Line Remote Terminal Unit (RTU) Refurbishment <sup>(9)</sup>	-	185	1,431
Metro Green Line Signal System Rehabilitation - Phase II <sup>(9)</sup>	7,348	-	7,800
Metro Green Line Train Control Track Circuits & TWC Replacement <sup>(3)</sup>	-	2,768	28,851
Metro Green Line UPS for Train Control & Communication Building	580	353	1,200
MGL Emergency Trip System	1,681	785	5,500
MGL Negative Grounding Devices	744	623	1,500
<b>Total Green Line</b>	<b>\$ 10,355</b>	<b>\$ 5,054</b>	<b>\$ 49,046</b>
<b>Red/Purple Line</b>			
Division 20 - Wheel Press Machine	\$ 664	\$ 1,433	\$ 4,000
Division 20 Switch Machine Replacement	1,721	136	1,900
Heavy Rail Vehicle Midlife Overhaul	10,448	9,912	52,000
Heavy Rail Vehicle Procurement	10,332	5,793	130,910
Metro Red Line 7th/Metro Station Turnback Upgrade <sup>(6)</sup>	149	-	675
Metro Red Line Civic Center Station Escalator/ Elevator Modernization <sup>(6)</sup>	7,182	-	12,000
Metro Red Line Escalator Replacement/Modernization	15,288	2,621	20,756
Metro Red Line North Hollywood Parking Lot Demo <sup>(3)</sup>	926	-	1,400
Metro Red Line Train-to-Wayside Communication Rehabilitation	15	14	1,800
Replacement of Uninterruptible Power supplies/ Batteries on Red Line FY17 - FY22	685	388	3,684
Subway Railcar Component Replacement	25,362	3,043	30,000
Universal City Station North Entrance Knock-out Panel <sup>(6)</sup>	105	-	330
<b>Total Red/Purple Line</b>	<b>\$ 72,877</b>	<b>\$ 23,341</b>	<b>\$ 259,455</b>
<b>Multiple Lines</b>			
Blue and Expo Line Artwork Renovation (Tunnel) <sup>(9)</sup>	\$ -	\$ -	\$ 453
Blue and Gold Line Train Control Battery Replacement <sup>(9)</sup>	-	70	1,686
Correct Door Enable on Light Rail Train <sup>(9)</sup>	-	17	9,062
Digital Rail Radio System	15,618	847	25,000
Fiber Optic Main Loop Upgrade	1,450	793	4,250
Fire Control Panel Upgrade	1,187	819	3,600
FY16- FY17 Rail Non-Revenue Vehicle & Equipment Replacement <sup>(3)</sup>	366	-	383
FY18 Non-Revenue Hi-Rail Vehicle Replacement (Rail) <sup>(9)</sup>	-	405	2,207

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FY18 Non-Revenue Vehicle Replacement (Rail) <sup>(9)</sup>	-	750	2,421
Green and Gold Line TPSS Battery Replacement <sup>(9)</sup>	-	200	1,872
Heavy Rail SCADA System Replacement	11,019	991	15,883
Light Rail Vehicle (P2000) Midlife Overhaul	13,558	13,406	160,800
Light Rail Vehicle Fleet Replacement	319,567	102,080	589,659
Maintenance and Engineering Tools and Equipment <sup>(9)</sup>	-	949	3,326
Metro Green, Red and Blue Line ETEL/PTEL Replacement <sup>(9)</sup>	-	80	2,440
MOW Tools & Equipment Procurement thru FY16 <sup>(3)</sup>	2,000	-	2,000
Non-Revenue Equipment Rail Grinder	4,516	3	7,648
Non-Revenue Hi-Rail Utility Vehicle	21	24	1,616
P2000 Vehicle Component Replacement	17,583	2,984	26,360
Professional Services to Support P3010 LRV Procurement Project	19,055	2,014	30,000
Rail Facilities Lighting Retrofit	890	21	4,205
Regional Rail Signage System Improvements	1,861	370	2,231
Systemwide Corrosion Protection System Replacement	7,483	500	13,000
Systemwide Elevator Installations (Vertical Systems)	3,032	301	8,000
Warehouse Pallet Racking for Rail <sup>(6)</sup>	103	-	120
<b>Total Multiple Lines</b>	<b>\$ 419,308</b>	<b>\$ 127,623</b>	<b>\$ 918,220</b>
<b>Total Rail</b>	<b>\$ 579,706</b>	<b>\$ 183,202</b>	<b>\$ 1,631,440</b>
<b>MIXED MODE</b>			
Bulk Storage & Fire Sprinkler Enhancement <sup>(3)</sup>	\$ 150	\$ -	\$ 185
Call Center Telephone Replacement <sup>(3)</sup>	1,471	-	1,500
Customer Center Relocation Improvements <sup>(3)</sup>	383	-	761
GIRO HASTUS Upgrade & Enhancement	2,902	1,006	4,010
HASTUS Infrastructure Upgrade	1,499	188	1,687
High Density Storage Equipment for Bus & Rail <sup>(3)</sup>	2,217	-	2,288
Installation of Signage & Posters <sup>(3)</sup>	661	-	897
Non-Revenue Maintenance Shop Improvements	587	1,227	3,227
Non-Revenue Step Van <sup>(3)</sup>	257	-	296
Non-Revenue Vehicles Procurement for Rail thru FY15	3,287	963	5,643
Sustainability Implementation Program <sup>(8)</sup>	-	2,000	2,000
System Projects <sup>(8)</sup>	-	14,421	14,421
<b>Total Mixed Mode</b>	<b>\$ 13,413</b>	<b>\$ 19,804</b>	<b>\$ 36,916</b>
<b>OTHER</b>			
Application Platform Systems Upgrades (FY17-FY18)	\$ 590	\$ 1,087	\$ 1,685
Connected Buses with Wi-Fi <sup>(9)</sup>	-	1,147	7,968
Customer Relations Management Automation & Enhancements	53	510	1,400
Digital Incident Management System	1,397	568	2,064
E-discovery & Legal Hold Management	22	781	3,800
Enterprise Accident & Incident Tracking System <sup>(9)</sup>	-	572	2,488
Enterprise Telephone & Unified Messaging System	400	626	10,146
Financial & Budget Systems Integration	1,164	630	4,200
FIS R12 Upgrade	9,491	813	12,900
Gateway Building Renovations	19,351	4,140	42,842
Gateway New LED Lighting	100	2,228	2,589
Interagency Transfer (IAT) <sup>(3)</sup>	543	-	803
Mobile & Tablet Applications	672	467	978
Mobile Phone Validator (MPV) App/ Infrastructure Enhancements <sup>(3)</sup>	508	-	508
Parking - TAP Integration	417	350	924

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CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY17	FY18 ADOPTED	LIFE OF PROJECT
Tablet Regional Point of Sale Device	312	1,609	1,921
Technology Projects to Enhance the Customer Experience	-	524	2,227
TVM Software Upgrade - Multiple Ticket & Language	1,068	404	1,750
UFS Disaster Recovery	4,332	3,756	8,085
Union Station Renovations & Upgrades <sup>(3)</sup>	16,938	-	17,311
Workstation & Network Technology Refresh (FY17 - FY18)	940	1,749	2,700
<b>Total Other</b>	<b>\$ 58,298</b>	<b>\$ 21,961</b>	<b>\$ 129,288</b>
<b>Total State of Good Repair</b>	<b>\$ 1,308,334</b>	<b>\$ 319,088</b>	<b>\$ 2,909,916</b>
<b>CAPITAL INFRASTRUCTURE</b>			
<b>BUS</b>			
BRT Freeway Station Sound Enclosure	\$ 1,055	\$ 2,041	\$ 5,838
Bus Stop Information System Project <sup>(6)</sup>	1,080	-	1,150
Cesar Chavez Bus Stop Improvements	493	1,221	2,100
Countywide Signal Priority Module <sup>(3)</sup>	1,000	-	1,000
Division 13 Construction	120,307	35	120,342
El Monte Busway & Transit Center Expansion	59,891	62	60,106
FY14-FY15 Bus Facility Sub-Metering Project - Division 1, 2, 4, 9 & 18 <sup>(6)</sup>	309	-	465
Metro Orange Line Reclaimed Water Project <sup>(6)</sup>	124	-	400
<b>Total Bus</b>	<b>\$ 184,260</b>	<b>\$ 3,359</b>	<b>\$ 191,401</b>
<b>RAIL</b>			
<b>Gold Line</b>			
Gold Line Eastside Extension <sup>(3)</sup>	\$ 888,792	\$ -	\$ 898,814
Warehouse High Density Storage Equipment at Monrovia <sup>(6)</sup>	1,640	-	1,874
<b>Total Gold</b>	<b>\$ 890,432</b>	<b>\$ -</b>	<b>\$ 900,688</b>
<b>Red/Purple Line</b>			
7th/Metro & BLOC	\$ 3,828	\$ 764	\$ 4,650
Metro Red Line Segment II Closeout	32,257	225	32,482
Metro Red Line Segment III North Hollywood Closeout	4,381	27	4,408
<b>Total Red/Purple Line</b>	<b>\$ 40,466</b>	<b>\$ 1,015</b>	<b>\$ 41,540</b>
<b>Multiple Lines</b>			
EV Charging Stations at Metro Rail Maintenance Facilities	\$ 80	\$ 15	\$ 175
FY14-FY15 Rail Facility Sub-Metering Project - Division 11, 22 & 60	157	71	240
FY14-FY15 Rail Facility Sub-Metering Project - Division 20 & 21 <sup>(6)</sup>	177	-	421
LRT Freeway Stations Sound Enclosures	894	2,118	8,609
Public Plug-In Charge Station	639	192	973
<b>Total Multiple Lines</b>	<b>\$ 1,947</b>	<b>\$ 2,396</b>	<b>\$ 10,418</b>
<b>Total Rail</b>	<b>\$ 932,845</b>	<b>\$ 3,411</b>	<b>\$ 952,646</b>
<b>MIXED MODE</b>			
Internet-based Customer Help Desk	\$ 362	\$ 355	\$ 1,142
Nextrip Electronic Signage	406	1,495	4,400
Willowbrook/Rosa Parks	13,139	14,012	64,080
Ticket Vending Machine Installations	5,410	977	6,736
<b>Total Mixed Mode</b>	<b>\$ 19,317</b>	<b>\$ 16,838</b>	<b>\$ 76,358</b>

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<b>BIKE</b>			
Bicycle Access Improvements - Rail	\$ 646	\$ 1,197	\$ 1,843
Bicycle Lockers & Racks for Metro Rail Stations <sup>(3)</sup>	1,350	-	1,350
Bike Share TAP Integration (Step 3)	635	1,015	1,650
Bike Share Phase I Implement <sup>(3)</sup>	5,800	-	5,806
Bike Share Phase II - Pasadena, Venice and Port of LA	2,620	1,511	4,499
Union Station Metro Bike Hub	105	1,215	2,470
<b>Total Bike</b>	<b>\$ 11,157</b>	<b>\$ 4,937</b>	<b>\$ 17,618</b>
<b>OTHER</b>			
Muni TVM Installation <sup>(9)</sup>	\$ -	\$ 1,465	\$ 1,728
Parking Guidance System (at Metro Owned Park & Ride Properties)	1,812	3,200	5,025
TAP API 3.0 <sup>(9)</sup>	-	683	1,200
TAP NFC Mobile App Development	469	40	625
<b>Total Other</b>	<b>\$ 2,282</b>	<b>\$ 5,387</b>	<b>\$ 8,578</b>
<b>Total Capital Infrastructure</b>	<b>\$ 1,149,861</b>	<b>\$ 33,932</b>	<b>\$ 1,246,602</b>
<b>Total Operating Capital</b>	<b>\$ 2,612,521</b>	<b>\$ 394,720</b>	<b>\$ 4,461,666</b>
<b>Grand Total Capital Program</b>	<b>\$ 10,038,471</b>	<b>\$ 2,091,180</b>	<b>\$ 17,978,301</b>

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Revenue Estimates

		FY18 ESTIMATED REVENUE	CARRY-OVER FY16 BUDGET VS ACTUAL	INTEREST FY16 ACTUAL	FY18 TOTAL FUNDS AVAILABLE	FY17 TOTAL FUNDS AVAILABLE
<b>TRANSPORTATION DEVELOPMENT ACT</b>						
<b>PLANNING &amp; ADMINISTRATION</b>						
Planning - Metro		\$ 2,000	\$ -	\$ -	\$ 2,000	\$ 2,000
Planning - SCAG		3,008	8	-	3,015	3,036
Administration - Metro		3,493	(8)	-	3,485	3,464
<b>Subtotal Planning &amp; Administration</b>		<b>\$ 8,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,500</b>	<b>\$ 8,500</b>
Article 3 Pedestrian & Bikeways	2.0%	7,850	20	-	7,870	7,925
Article 4 Bus Transit	91.7%	359,740	919	1,416	362,075	364,667
Article 8 Streets & Highways	6.3%	24,910	64	-	24,973	25,189
<b>Total Transportation Development Act <sup>(1)</sup></b>		<b>\$ 401,000</b>	<b>\$ 1,003</b>	<b>\$ 1,416</b>	<b>\$ 403,419</b>	<b>\$ 406,281</b>
<b>PROPOSITION A</b>						
Administration	5.0%	40,100	7	-	40,107	40,358
Local Return <sup>(2)</sup>	25.0%	190,475	n/a	-	190,475	188,979
Rail Development	35.0%	266,665	45	-	266,710	268,379
<b>DISCRETIONARY 40.0%</b>						
<b>Bus Transit 95% of 40%</b>						
Capped at CPI of 1.75%		238,938	n/a	-	238,938	234,828
Over CPI <sup>(4)</sup>		50,584	-	-	50,584	52,420
<b>Subtotal Bus Transit</b>		<b>\$ 289,522</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 289,522</b>	<b>\$ 287,248</b>
<b>Incentive 5% of 40%</b>		15,238	3	-	15,241	15,336
<b>Total Proposition A <sup>(1)</sup></b>		<b>\$ 802,000</b>	<b>\$ 55</b>	<b>\$ -</b>	<b>\$ 802,055</b>	<b>\$ 800,299</b>
<b>PROPOSITION C</b>						
Administration	1.5%	12,030	2	-	12,032	12,107
Rail/Bus Security	5.0%	39,499	7	-	39,506	39,751
Commuter Rail	10.0%	78,997	14	-	79,011	79,503
Local Return <sup>(2)</sup>	20.0%	157,994	n/a	-	157,994	156,753
Freeways and Highways	25.0%	197,493	35	-	197,528	198,756
Discretionary	40.0%	315,988	56	-	316,044	318,010
<b>Total Proposition C <sup>(1)</sup></b>		<b>\$ 802,000</b>	<b>\$ 115</b>	<b>\$ -</b>	<b>\$ 802,115</b>	<b>\$ 804,880</b>
<b>STATE TRANSIT ASSISTANCE</b>						
Bus (PUC 99314 Rev Base Share)		28,000	(14,490)	135	13,645	29,277
Rail (PUC 99313 Population Share)		32,000	(12,506)	42	19,536	29,665
<b>Total State Transit Assistance</b>		<b>\$ 60,000</b>	<b>\$ (26,996)</b>	<b>\$ 177</b>	<b>\$ 33,180</b>	<b>\$ 58,942</b>
<b>MEASURE R</b>						
Administration	1.5%	12,030	22	536	12,588	12,402
Transit Capital - New Rail	35.0%	276,490	506	(1,143)	275,852	278,589
Transit Capital - Metrolink	3.0%	23,699	43	1,752	25,495	25,063
Transit Capital - Metro Rail	2.0%	15,799	29	(807)	15,021	16,100
Highway Capital	20.0%	157,994	289	5,177	163,460	162,013
New Rail Operations	5.0%	39,499	72	1,032	40,602	40,385
Bus Operations	20.0%	157,994	289	(234)	158,049	158,958
Local Return <sup>(2)</sup>	15.0%	118,496	n/a	-	118,495	117,555
<b>Total Measure R <sup>(1)</sup></b>		<b>\$ 802,000</b>	<b>\$ 1,251</b>	<b>\$ 6,312</b>	<b>\$ 809,563</b>	<b>\$ 811,064</b>

Notes

- (1) The revenue estimate is 2.8% over the FY17 revenue estimate based on several economic forecasts evaluated by Metro.
- (2) Local Return subfunds do not show carryover balances. These funds are distributed in the same period received.
- (3) CPI of 1.75% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- (4) Prop A 95% of 40% Bus Transit current year estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Prop C 40% discretionary to fund various Board-approved discretionary programs.
- (5) STA Revenue estimate from the State Controller's office is reduced by \$14.5M for the revenue based share and \$6M for the population based share due to anticipated shortfall of FY18 revenue.
- (6) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.
- (7) Revenues for Measure M's inaugural year are estimated to approximate 95 percent of the Prop A, Prop C and Measure R revenues. This is based on past history with new sales tax ordinance receipts. The remaining 5 percent will carryover to FY19.

Totals may not add due to rounding.

		FY18 ESTIMATED REVENUE	CARRY-OVER FY16 BUDGET VS ACTUAL	INTEREST FY16 ACTUAL	FY18 TOTAL FUNDS AVAILABLE	FY17 TOTAL FUNDS AVAILABLE
<b>MEASURE M</b>						
<b>LOCAL RETURN SUPPLEMENTAL &amp; ADMINISTRATION</b>						
Administration	0.5%	3,924	-	-	3,924	-
Supplemental transfer to Local Return <sup>(2) (6)</sup>	1.0%	7,505	n/a	-	7,505	-
<b>Subtotal Local Return Supplemental &amp; Administration</b>		<b>\$ 11,429</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 11,429</b>	<b>\$ -</b>
Local Return Base <sup>(2) (6)</sup>	16.0%	120,075	n/a	-	120,075	-
Metro Rail Operations	5.0%	37,524	-	-	37,524	-
Transit Operations	20.0%	150,094	-	-	150,094	-
ADA Paratransit/Metro Discounts for Seniors & Students	2.0%	15,009	-	-	15,009	-
Transit Construction	35.0%	262,665	-	-	262,665	-
Metro State of Good Repair	2.0%	15,009	-	-	15,009	-
Highway Construction	17.0%	127,580	-	-	127,580	-
Metro Active Transportation Program	2.0%	15,009	-	-	15,009	-
Regional Rail	1.0%	7,505	-	-	7,505	-
<b>Total Measure M <sup>(7)</sup></b>		<b>\$ 761,900</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 761,900</b>	<b>\$ -</b>
<b>Total Funds Available</b>		<b>\$ 3,628,900</b>	<b>\$ (24,573)</b>	<b>\$ 7,904</b>	<b>\$ 3,612,231</b>	<b>\$ 2,881,467</b>
<b>Total Planning &amp; Administration Allocations</b>		<b>\$ 76,584</b>	<b>\$ 31</b>	<b>\$ 536</b>	<b>\$ 77,150</b>	<b>\$ 73,366</b>

Notes

- (1) The revenue estimate is 2.8% over the FY17 revenue estimate based on several economic forecasts evaluated by Metro.
- (2) Local Return subfunds do not show carryover balances. These funds are distributed in the same period received.
- (3) CPI of 1.75% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- (4) Prop A 95% of 40% Bus Transit current year estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Prop C 40% discretionary to fund various Board-approved discretionary programs.
- (5) STA Revenue estimate from the State Controller's office is reduced by \$14.5M for the revenue based share and \$6M for the population based share due to anticipated shortfall of FY18 revenue.
- (6) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.
- (7) Revenues for Measure M's inaugural year are estimated to approximate 95 percent of the Prop A, Prop C and Measure R revenues. This is based on past history with new sales tax ordinance receipts. The remaining 5 percent will carryover to FY19.

Totals may not add due to rounding.

**PUBLIC TRANSPORTATION SERVICES CORPORATION**

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

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

Statement of Revenues, Expenses and Changes in Retained Earnings for the Years Ending June 30, 2016 and 2018

PTSC (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED
Revenues	\$ 357.4	\$ 389.7
Expenses	357.4	389.7
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 was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail Station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica. Funding for all Expo projects Life of Project (LOP) is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

Expo Phase 2 began revenue service in May 2016. Capital staff were informed that Expo would be dissolved by June 30, 2017. Therefore, Expo's FY18 budget was not included in Metro's Adopted Budget.

Statement of Revenues, Expenses and Changes in Fund Balances for the Years Ending June 30, 2016 and 2018

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED (1)
Revenues	\$ 152.2	\$ 68.8
Expenses	152.2	68.8
Net change in fund balance	-	-
Fund Balance - beginning of year	-	-
<b>Fund balance - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

Notes

(1) FY18 Budget is composed of Phase 1 (\$2.6M) and Phase 2 (\$66.2M).

Totals may not add due to rounding.

**SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**

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

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

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

Statement of Revenues, Expenses and Changes in Fund Balances for the Years Ending June 30, 2017 and 2018

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (\$ IN MILLIONS)	FY17 BUDGET	FY18 ADOPTED
Revenues	\$ 7.6	\$ 7.6
Expenditures	12.9	7.9
Excess (deficiency) of revenue over expenditure	(5.3)	(0.4)
Other financing & source (uses) - transfer out	(1.0)	(1.0)
Fund balances - beginning of year	22.5	16.1
<b>Retained Earnings - End of Year</b>	<b>\$ 16.1</b>	<b>\$ 14.7</b>

Note

Totals may not add due to rounding.

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





Los Angeles County  
Metropolitan Transportation Authority  
One Gateway Plaza  
Los Angeles, CA 90012-2952



213.922.6000



*metro.net*



*@metrolosangeles*



*losangelesmetro*



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