

# Adopted Budget

July 1, 2015 – June 30, 2016

# FY16



Metro

<b>BUILDING OUR MOBILITY</b>	2
> Message from the CEO	4
> Board of Directors	6
> Organizational Chart	10
<b>OVERVIEW</b>	12
> Metro (LACMTA)	14
> Transit Expansion Timeline	16
> Improved Transit Service	18
> Delivering Transit & Highway Projects	22
> State of Good Repair	24
> Sustainability	26
> Congestion Management	27
> Budget Summary	28
<b>BUDGET DETAILS</b>	30
> Resources	32
> Expenditures	34
> Enterprise Fund	36
> Capital Program	38
> Regional Subsidy Funding Programs	40
> Congestion Management	42
> Debt	44
> Fund Balances & Governmental Fund Financial Statements	46
> Measure R	48
> Full-Time Equivalents (FTE)	52
<b>APPENDICES</b>	54
> Appendix I: Service Statistics	56
> Appendix II: Activity Based Bus Cost Model	58
> Appendix III: Activity Based Rail Cost Model	60
> Appendix IV: Capital Program Project Listing	62
> Appendix V: Regional Transit Allocations	70
> Appendix VI: Subsidies to Local Agencies	72
> Appendix VII: Legally Separate Entities	74
> Appendix VIII: Los Angeles County Subregions & Supervisory Districts	76
<b>ABBREVIATIONS</b>	78









Building our Mobility







**As we celebrate the 25th anniversary of Metro Rail**, it's with great pleasure and high expectations that we look toward a future of rail, bus and car, bike and pedestrian travel – working together to create a new mobility for our region. At the same time, I'm honored to take the helm of Metro and committed to providing excellence in service and support along with our 10,000 employees.

With a balanced budget of \$5.6 billion for Fiscal Year 2016 (FY16) and five rail lines under construction, Metro is an economic engine. It's also an engine of change. Two Metro Rail projects – the Metro Expo Line extension to Santa Monica and the Metro Gold Line Foothill extension to Azusa – are in the final stages of construction and promise improved mobility and connectivity in the next year, as we continue working toward a balanced transportation network for all of Los Angeles County.

Our budget includes \$2.1 billion in capital projects, which encompasses three of the five rail projects on our construction roster: the Crenshaw/LAX project, the Regional Connector and the Westside Purple Line Subway Extension Section 1. It also includes an operations budget of \$1.5 billion, along with \$1.4 billion in subsidy funding for local communities, which supports local transit operators and other locally selected mobility tools for the 88 cities and unincorporated areas of our massive and diverse region.

There's a lot going on here and the budget is a vehicle for advancing Metro's mobility program on many fronts.

With the benefit of visionary and generous voters, our county has strong local support for transportation, including the most recent sales tax, Measure R, which passed in 2008 at the beginning of the Great Recession. This measure and past voter support makes possible the construction we see today, and keeps Metro fares among the lowest of any major transit system in the U.S.

But we're not going it alone. Last year, we secured more than \$3 billion in federal support, including approximately \$2 billion in federal New Starts money and more than \$1 billion in low-interest TIFIA loans for Phase 1 of the Westside Purple Line Subway and the Regional Connector. Metro also received the two largest TIGER grants awarded in California: more than \$22 million for the Eastside Access Improvement Program and the Willowbrook/Rosa Parks Station that serves the Blue Line, Green Line and numerous bus lines. Together these agreements – which were aggressively pursued by transit agencies across the country – represent another historic vote of confidence in Metro by the federal government.

As further evidence that we've earned the trust and confidence of the U.S. Department of Transportation, the Federal Transit Administration (FTA) has authorized us to begin engineering on Phase 2 of the Westside Purple Line Subway from La Cienega Boulevard to Century City.

Breaking a 30-year impasse on getting rail transit into Los Angeles International Airport (LAX), we continue our partnership with Los Angeles World Airports and the City of Los Angeles to determine the best connections to serve Metro-to-airport travelers.

We know that construction projects can disrupt communities, so to improve life for businesses near Crenshaw/LAX Light Rail construction, we launched the first-of-its-kind, multi-faceted construction mitigation program. Among the components are the Eat, Shop, Play campaign, which is designed to increase business and community involvement and interaction along the corridor; the Business Interruption Fund for financial support of small mom-and-pop businesses affected by construction and the Business Solution Center to offer marketing and other technical assistance. These models are also being applied to communities and businesses along the Westside Purple Line Extension and Little Tokyo area of the Regional Connector.

Let us not forget that Metro Rail does not fly solo. It works hand-in-hand with 2,200 buses covering 170 bus routes and nearly 16,000 bus stops. The buses are the worker bees of our system and to ensure their reliability and safety, 550

Compressed Natural Gas (CNG) New Flyer buses have entered service this year to complement our existing fleet and make travel easier for wheelchair patrons who depend on public transit to get around.

Our bus on-time performance has never been better. From an on-time performance low of 65 percent in 2007 moving towards an on-time high of 80 percent, our buses are running more efficiently, even on Southern California's traffic-congested streets. Our buses are also cleaner, according to our customer surveys and feedback from our Service Council members. In terms of reliability, Metro buses now travel many more miles before needing mechanical assistance than they did in 2008: from 3,000 miles in 2008 to more than 4,500 miles in January 2015. That all adds up to better service for our customers.

Maintaining buses in good repair is an excellent example of careful asset management and fiscal responsibility – two principles that must influence everything we do. It also is closely aligned with our number one priority at Metro: safety and security. With those matters in mind, we are in the midst of a multi-million dollar overhaul of the Blue Line – our oldest rail line, which turned 25 in summer 2015 – that will include new and upgraded rail cars, track and power system improvements, new paint and lights and other station amenities. The renovation is spanning several years and will bolster reliability, comfort, safety and security for our customers.

Metro channels significant funding to Metrolink – our region's heavy rail commuter system that extends our public transit reach into Ventura, Orange, San Bernardino, Riverside and San Diego counties. Nationally, there is a huge move toward positive train control – technology designed to prevent such disasters as train-to-train collisions and over-speed derailments. Metrolink has completed its Positive Train Control installation and is among the first commuter rail systems in the nation to implement this state-of-the-art technology.

Currently Metro Rail hosts 8,500 bike boarding's a day and we are working to increase those numbers as part of the First/Last Mile Strategic Plan designed to create bike and pedestrian to transit connectivity. The First/Last Mile plan is in keeping with Metro's goal of developing a world-class rail system with stations that will be a short distance (three miles or less) from the homes of LA County's 10 million residents.

Also to encourage bicycle ridership to transit, the Metro Board recently awarded an \$11 million contract to Bicycle Transit Systems, Inc. to launch a bikeshare program in downtown Los Angeles. The program will provide 1,100



rental bikes at 65 docking stations – many near transit – for low-cost, point-to-point short trips. They are expected to be installed in spring of 2016.

Providing another option for commuters facing first/last mile challenges, Metro this spring began a program allowing Zipcar vehicles to park at 10 Metro park-and-ride locations throughout Los Angeles County – another example of transit and car coordination. Our balanced transportation system includes cars and we are working to create greater mobility on our highways, through such efforts as the ExpressLanes congestion pricing program on the I-10 and the I-110 freeways and through highway improvements, including widening and modernization work on the I-5 North, the I-710 South and the High Desert Corridor.

Thanks to the voters of Los Angeles County, we're building a balanced transportation network throughout our region. And we have every reason to be confident that our goal of mobility for all corners of our region is on the road to success.

Phillip A. Washington  
Chief Executive Officer



**Board Chair Garcetti** was elected as the 42nd Mayor of Los Angeles in 2013.

From 2001 until taking office as Mayor, he served as the Council Member representing the 13th District, with four consecutive years as Los Angeles City Council President.

1

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



**Director Bonin** was elected to the Los Angeles City Council in 2013.

Previously, he worked on behalf of Westside neighborhoods in senior positions for Council Member Bill Rosendahl, Congresswoman Jane Harman, and Councilwoman Ruth Galanter.

5

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



**Board 1st Vice Chair Ridley-Thomas** has served as a County Supervisor since his election in 2008.

He previously served in the California State Senate, on the Los Angeles City Council and in the California State Assembly.

2

**Mark Ridley-Thomas**  
*1st Vice Chair*  
LA County Supervisor  
2nd Supervisorial District



**Director Butts** is in his second term as the Mayor of Inglewood. Prior to becoming Mayor, he served 19 years in the Inglewood Police Department rising to the rank of Deputy Chief, 15 years as the Chief of Police for the City of Santa Monica, and 5 years as an assistant general manager for the Los Angeles World Airport system in charge of Public Safety and Counter-Terrorism.

6

**James Butts**  
Mayor, City of Inglewood



**Board 2nd Vice Chair Fasana** was first elected to Duarte City Council in 1987. He was re-elected every four years and has served four terms as Mayor.

Before becoming a Council Member, Director Fasana worked for Southern California Edison for 30 years.

3

**John Fasana**  
*2nd Vice Chair*  
Council Member, City of Duarte



**Director DuBois** was first elected to Lakewood City Council in 2005.

She also served as Mayor in 2007-2008 and 2012-2013. Previously, Director DuBois was a Lakewood Planning and Environment Commissioner for 28 years.

7

**Diane DuBois**  
Council Member, City of Lakewood



**Director Antonovich** has represented the 5th Supervisorial District for nine consecutive terms.

Prior to his initial election in 1980, he served as a member of the California State Assembly, rising to the rank of Republican Whip in his third term.

4

**Michael Antonovich**  
LA County Supervisor  
5th Supervisorial District

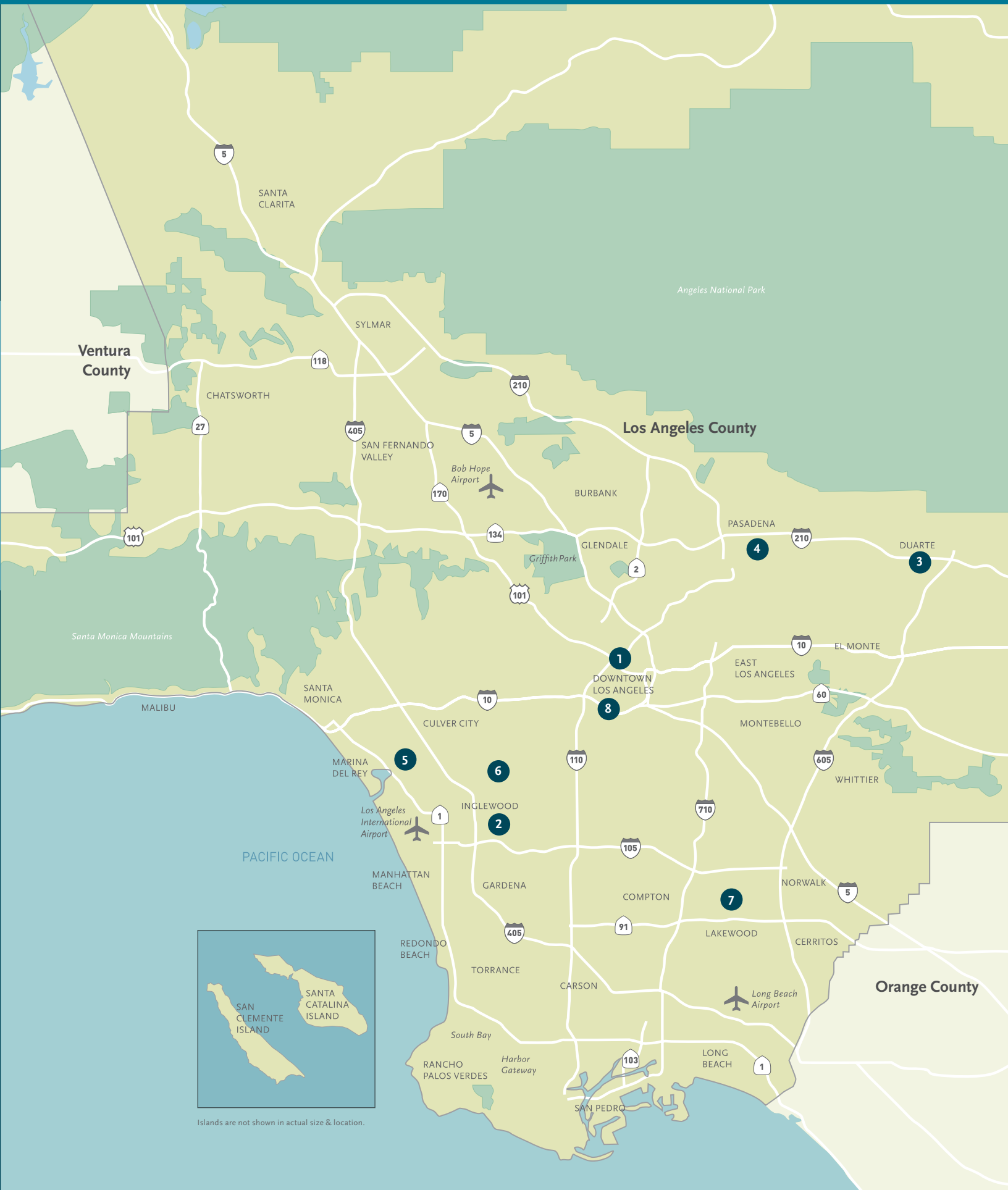


**Director Dupont-Walker** is a resident and activist in South Los Angeles.

She is the founding president of Ward Economic Development Corporation, an organization whose mission includes neighborhood, housing, economic and leadership development.

8

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



Ventura County

Los Angeles County

Orange County

SANTA CLARITA

SYLMAR

CHATSWORTH

SAN FERNANDO VALLEY

Angeles National Park

Bob Hope Airport

BURBANK

GLENDALE

PASADENA

DUARTE

Griffith Park

Santa Monica Mountains

MALIBU

SANTA MONICA

DOWNTOWN LOS ANGELES

EAST LOS ANGELES

MONTEBELLO

MARINA DEL REY

Los Angeles International Airport

INGLEWOOD

PACIFIC OCEAN

MANHATTAN BEACH

GARDENA

COMPTON

NORWALK

REDONDO BEACH

TORRANCE

CARSON

LAKWOOD

CERRITOS

South Bay

RANCHO PALOS VERDES

Harbor Gateway

Long Beach Airport

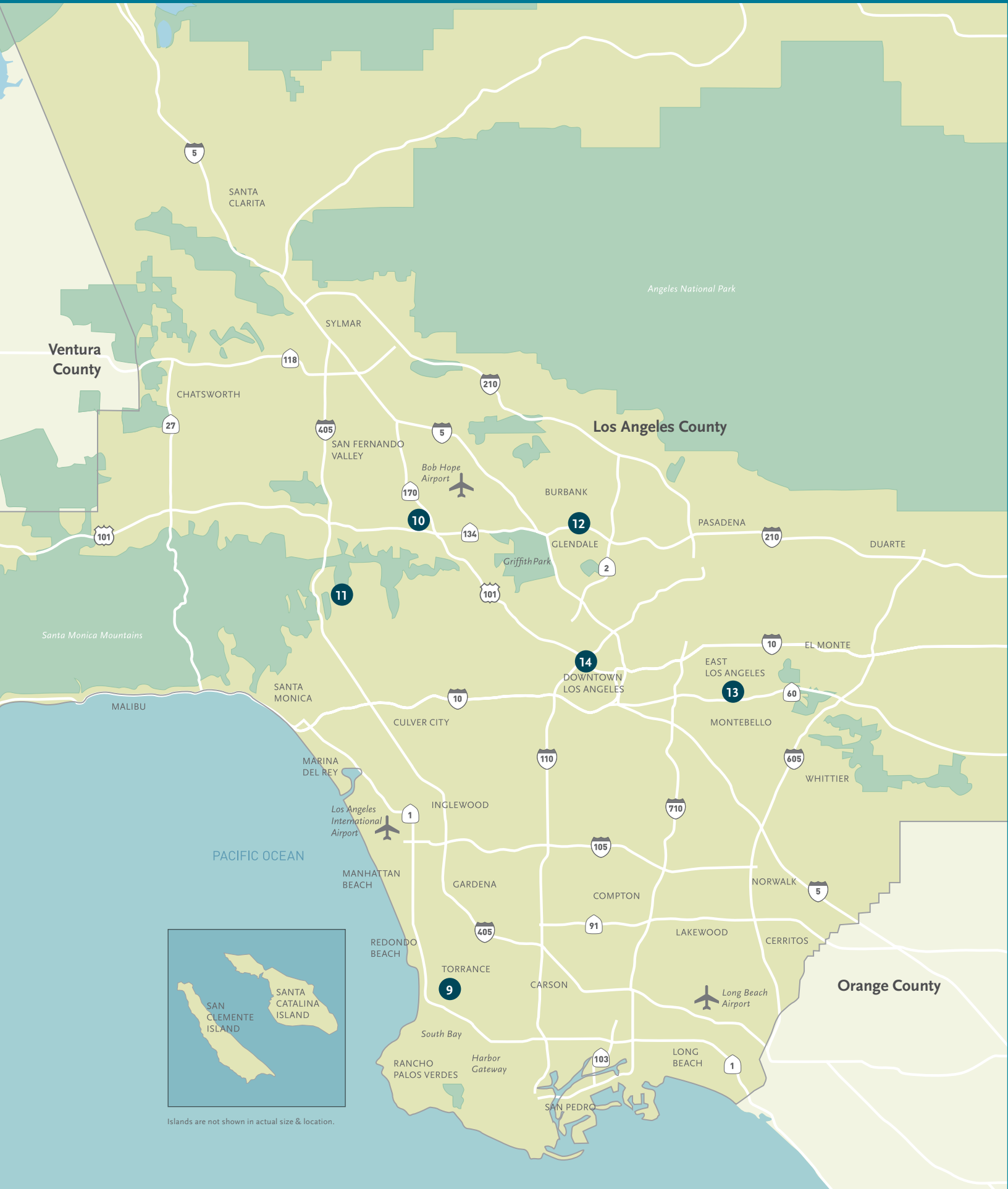
LONG BEACH

SAN PEDRO



Islands are not shown in actual size & location.





Islands are not shown in actual size & location.



**Director Knabe** has represented the 4th Supervisorial District for five consecutive terms.

Before taking office at Los Angeles County in 1996, he served eight years as a Council Member for the City of Cerritos, including two terms as Mayor.

9

**Don Knabe**

LA County Supervisor  
4th Supervisorial District



**Director Najarian** was first elected to the Glendale City Council in 2005 and is currently serving his third term as Mayor.

Previously, he was a member of the Glendale Community College Board of Trustees and served on the Glendale Transportation and Parking Commission.

12

**Ara Najarian**

Mayor, City of Glendale



**Director Krekorian** was first elected as a Council Member in 2009.

Before his election, he represented the 43rd district in the California State Assembly, serving as the Assistant Majority Leader during the last of his three years in office.

10

**Paul Krekorian**

Council Member, City of Los Angeles  
Mayor Appointee



**Director Solis** is in her first term representing the 1st Supervisorial District of Los Angeles County.

Prior to taking office in December 2014, she served as President Obama's Secretary of Labor, a member of Congress, the California State Senate, the California State Assembly and the Rio Hondo Community College Board of Trustees.

13

**Hilda L. Solis**

LA County Supervisor  
1st Supervisorial District



**Director Kuehl** is in her first term representing Los Angeles County's 3rd Supervisorial District. Previously, she served eight years in the State Senate and six years in the State Assembly. She was Speaker Pro Tempore of the Assembly, founded and directed the Santa Monica College Public Policy Institute and was a UCLA Regents' Professor in Public Policy.

11

**Sheila Kuehl**

LA County Supervisor  
3rd Supervisorial District



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

She has worked for Caltrans for approximately 30 years.

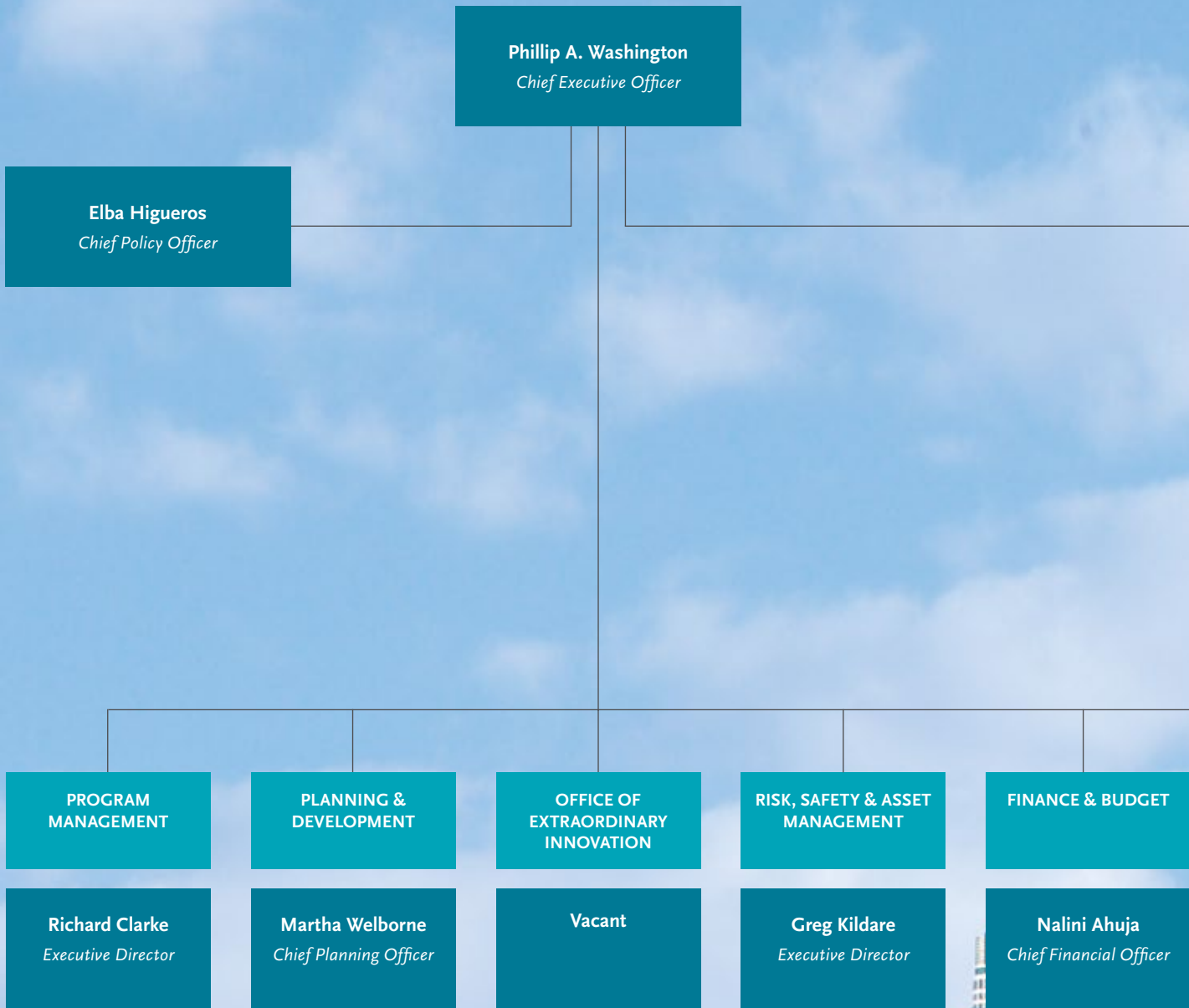
14

**Carrie Bowen, Caltrans**

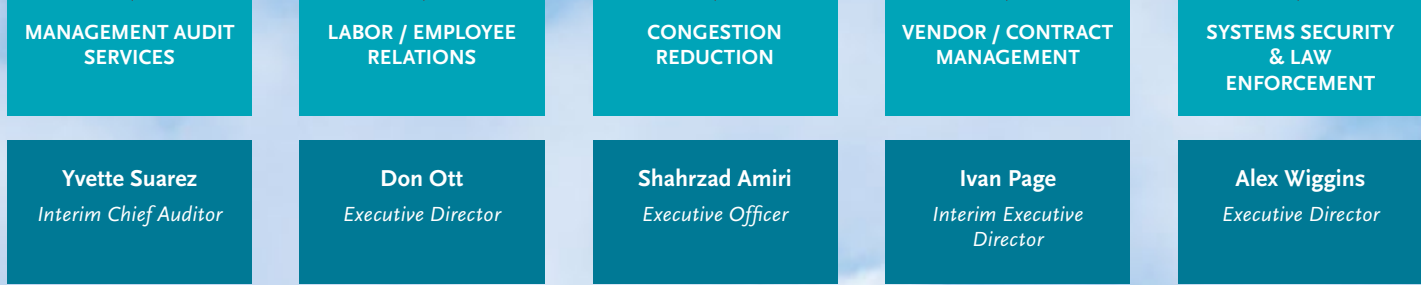
Ex-Officio Member  
Governor Appointee







**Stephanie Wiggins**  
*Deputy Chief Executive Officer*













**The Los Angeles County Metropolitan Transportation Authority**, branded as "Metro", adopted a \$5.6 billion, balanced budget for Fiscal Year 2016 (FY16). In FY16, five major rail lines are in construction, with the Expo Line extension to Santa Monica and Gold Line Foothill extension to Azusa opening in summer 2016. The opening of these lines will connect our mountains and beach communities, allowing residents and visitors to experience all that the Los Angeles region has to offer. Construction of the Crenshaw/LAX Transit Corridor, the Regional Connector and the Westside Purple Line extension are already underway. With our continued expansion, our transportation network will connect neighborhoods as never before.

Metro, however, is about more than buses and trains. It is about quality of life and livability improvements for a more walkable and bikeable environment. It is about first/last mile connections. It is also about highways, which our sprawling region relies heavily on as part of an integrated and multi-faceted transportation network.

The FY16 budget focuses on the allocation of resources to the following areas:

1. Advance safety and security for our customers, the public, and Metro employees
2. Exercise fiscal discipline to ensure financial stability
3. Plan and deliver capital projects on time and on budget while increasing opportunities for small business development and innovation
4. Improve the customer experience and expand access to transportation options
5. Increase transit use and ridership
6. Implement an industry leading state of good repair program
7. Invest in workforce development
8. Promote extraordinary innovation

In addition to the current year budget focus, Metro is also committed to diversity, sustainability and clear communication. To that end, we are continuously striving toward developing a diverse workforce and working to ensure compliance with civil rights and environmental justice requirements. We are also continuing efforts to sustain our environment, as well as collaborating with all our stakeholders to foster open lines of communication and increased transparency.

#### **FOCUS ON FINANCIAL STABILITY**

**As Metro builds new rail lines**, expands services and enhances service quality, projections show that we will face financial challenges. We can address these challenges by taking small steps now to avoid more extreme measures in the future. It is imperative that we look at how we can continue to live within our means without sacrificing the quality of service for our customers or our ability to deliver on the promises of Measure R.

By spending responsibly, exploring innovative improvements and seeking additional revenue opportunities, we can achieve a state of financial sustainability. Under judicious control, with only a 1% increase over last year's budget, this budget includes many programs and projects to improve transportation for Metro customers as well as residents and visitors throughout Los Angeles County.

In FY16, Metro is introducing a mid-year budget assessment process as a tool for mitigating the agency's future projected operating deficit. This new initiative will consider departments as agency profit centers and will result in a comprehensive assessment of agencywide activities. The assessment will work to ensure financial stability for the agency, enabling us to operate in the most efficient, cost effective and customer responsive manner possible.

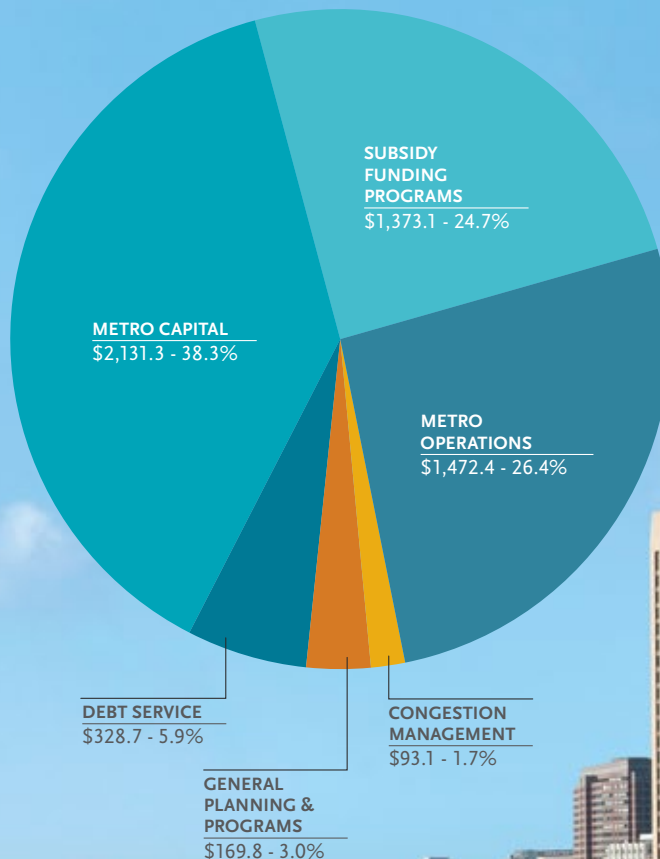
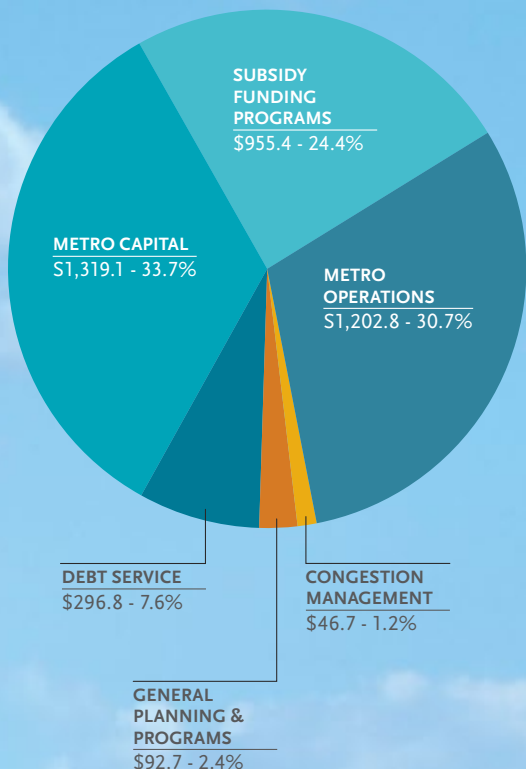


FY11 TOTAL BUDGET (\$ IN MILLIONS)

\$3,913.5

FY16 TOTAL BUDGET (\$ IN MILLIONS)

\$5,568.4



**METRO BUDGET: THEN & NOW**

In just five years, Metro’s budget has increased from \$3.9 billion in FY11 to \$5.6 billion in FY16. As we continue to invest in Los Angeles County’s transportation infrastructure, capital expenses have grown dramatically by \$812 million, accounting for nearly half of this \$1.7 billion increase.

As a share of Metro’s entire budget:

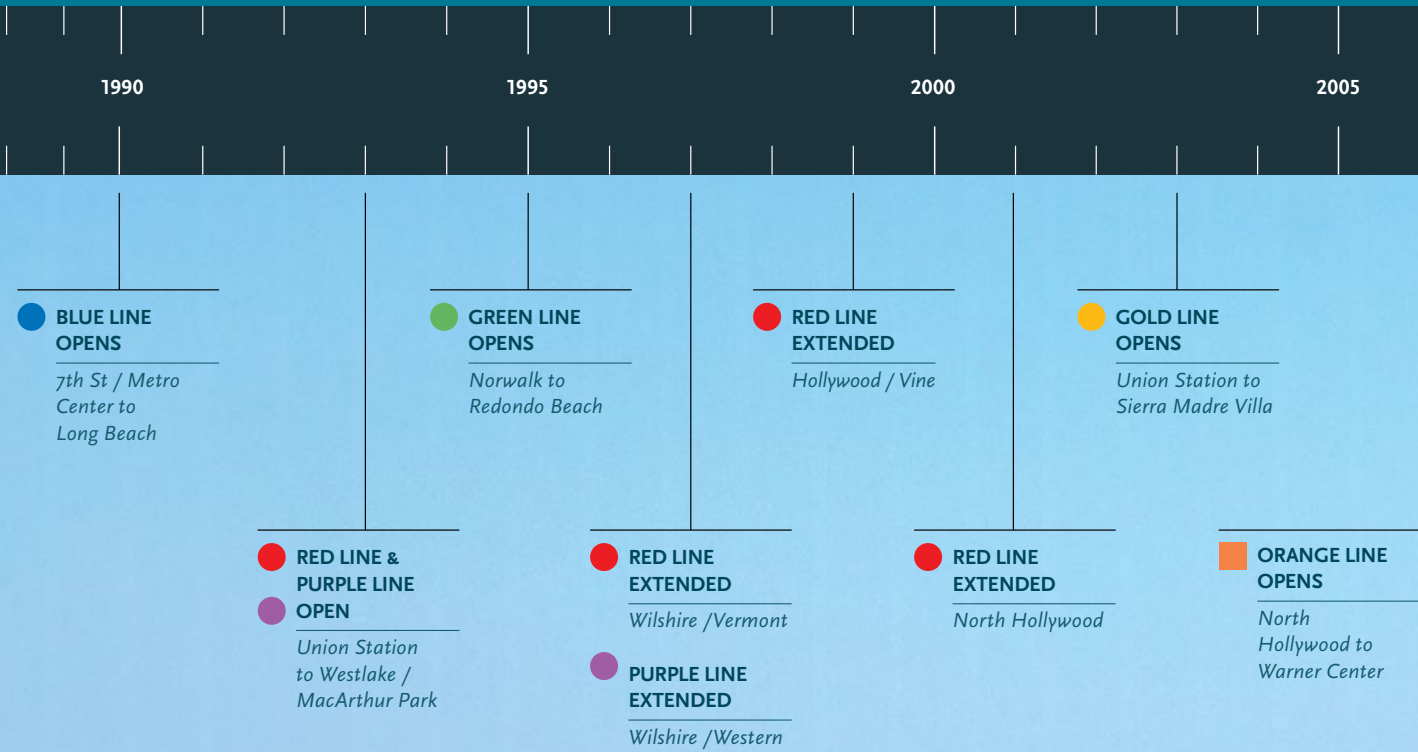
- > Capital expenses have increased from 34% in FY11 to a projected 38% in FY16 primarily due to Measure R expansion.

- > Operating expenses have decreased from 31% in FY11 to a projected 26% in FY16 through judicious fiscal control.
- > Subsidy funding programs have increased by over \$400 million and continue to maintain a proportional share of about 25% of the total budget.
- > Congestion management expenses have nearly doubled with the introduction of ExpressLanes.



**25TH ANNIVERSARY OF METRO RAIL**

July 14, 2015 marked the 25th anniversary of the Metro Rail Blue Line, and the rebirth of rail in Los Angeles County. When the Blue Line opened in 1990, the Metro Rail system consisted of one line, spanning 22 miles and 22 stations. Now, 25 years later, rail has become an integral part of our county's transit system. The timeline below shows how Metro Rail, Orange Line and Silver Line expansion progressed through the past three decades, as well as how Metro will continue to expand our service in the future.



**THE FUTURE OF METRO RAIL**

Thanks to voter approved Measure R, the Metro system continues to grow. In fact, all projects are in progress with future openings planned as shown on the timeline. We have many projects in the works, including expansion of the Metro Rail Expo, Gold and Purple Lines. The new Crenshaw/LAX Line will connect the Green and Expo Lines, while the Regional Connector will link rail lines in Downtown LA. With the completion of each of these projects, our expanding rail system will improve access to destinations across LA County.

2010

2015

2020

2025

**EXPO LINE OPENS**  
*7th St / Metro Center to Culver City*

**ORANGE LINE EXTENDED**  
*Chatsworth*

**GOLD LINE EXTENDED**  
*Atlantic Station*

**SILVER LINE OPENS**  
*El Monte to Harbor Gateway Transit Center*

**CRENSHAW / LAX**  
*Green Line to Expo Line Connection (In progress)*

**EXPO LINE PHASE 2**  
*Santa Monica (In progress)*

**GOLD LINE EXTENSION**  
*Azusa / Citrus (In progress)*

**WESTSIDE PURPLE LINE EXTENSION**  
*La Cienega (In progress)*

**REGIONAL CONNECTOR**  
**LINKS RAIL LINES**  
*Downtown LA (In progress)*





**METRO BUS SERVICE**

**Metro's bus system provides the largest share of public transportation** options in Los Angeles County. Local buses provide feeder services by carrying passengers to regional transit facilities, while special services such as rapid and express buses travel along routes designed for customers who require longer trips.

- > Metro Local buses make frequent stops along major thoroughfares.
- > Metro Rapid buses offer limited stops on many of the county's heavily traveled arterial streets.
- > Metro Express Buses are designed as premium, minimal stop services along the county's freeway network.
- > Metro Silver Line is a 26-mile line operating between El Monte Station in the San Gabriel Valley and the Harbor Gateway Transit Center in Gardena via Downtown Los Angeles.
- > Metro Orange Line is an 18-mile line traversing the San Fernando Valley along an exclusive right-of-way.

**BUS SERVICE IMPROVEMENTS**

**Always striving to enhance the trip experience** for our customers, we will continue to improve our transit network by frequently evaluating service improvement options suggested by our Service Councils and customers. We are also implementing pilot projects such as all-door boarding

to speed up customer boarding, improve service reliability and reduce commute time.

With the recent approval to purchase 350 new buses, nearly half of the Metro bus service fleet will have been replaced in less than five years. A total of 900 new 40 foot buses will replace retirement-ready buses, resulting in improvements to the in-service fleet performance.

Looking to the future and the changing transportation footprint of Los Angeles County, a framework for a systemwide frequent bus network will be established as the foundation for timely integration with future bus, rail and highway infrastructure projects.

**REGIONAL FARE MEDIA**

**The TAP regional smart card system** was completed last year after adding its twenty-sixth transit operator, ensuring regional connectivity and ease of travel across multiple transit agencies. In June 2015, the Board approved a new Inter-Agency Transfer (IAT) policy that eliminates paper IATs by requiring all transfers to be made with a TAP card. The new policy also extends the IAT window from 2 hours to 2½ hours. With the implementation of TAP-only IATs in FY16, the region is now poised to fully realize seamless travel across the County as envisioned when the TAP program was launched in 2002, improving customer convenience and shortening boarding times.



### TAP IMPROVEMENTS

**Looking toward future fare technologies,** TAP has led regional meetings and conducted surveys to evaluate possible new fare collection systems and strategies in order to continue efforts for seamless travel throughout the region and increased ease of use. A series of TAP innovations began last year with new ticket vending machine screens that simplify and enhance the TAP customer experience.

In FY16, additional innovations are planned to enhance fare payment options. Improvements include development of a new mobile phone application that will allow users to manage their TAP accounts, register cards, enjoy payment options and purchase a variety of fare products – all from their mobile device. In addition, a new state-of-the-art website and new customer relationship management system will also be introduced as another way to make fare payment more convenient for our customers.

### SECURITY IMPROVEMENTS

**Riders must feel safe** when riding Metro bus and rail services. Efforts are underway to continue to improve Metro's transit policing program, including a greater use of analytics to identify when and where crime occurs, allowing for more targeted and focused security dispatching. In order to increase law enforcement and security presence throughout the system, a new community policing plan and a new policing contract are currently in development.

Various security improvements are being implemented, such as the installation of more cameras on our rail system as well as video screens onboard more buses. In FY16, we are also launching a pilot program on the Silver Line and Red Line to provide WiFi service to Metro customers. This will serve as more than just a customer amenity: the addition of WiFi will also enhance security by facilitating real-time access to the video surveillance system by law enforcement and security personnel.

### FIRST/LAST MILE STRATEGIC PLAN

**In April 2014, the Metro Board adopted** the First/Last Mile Strategic Plan, which seeks to improve access to transit through infrastructure improvements. The plan includes facilitating private sector involvement for bike, car and rideshare services, as well as conducting first/last mile planning on existing transit lines.

Metro is currently operating a one of a kind electric vehicle charging network at selected park and ride stations. The network makes use of electric vehicles as an additional first/last mile option. Due to the uniqueness of this program, Metro has received California Energy Commission funding for both its initial pilot and project follow-up.







#### METRO RAIL SERVICE

**When the Blue Line opened in 1990**, the Metro Rail system consisted of one line, spanning 22 miles and 22 stations. Now, 25 years later, rail has become an integral part of our county's transit system with two subway lines and four light rail lines. As we begin FY16, the Metro Rail system runs a total of 87.7 miles, with 80 stations and more than 150 park-and-ride lots.

#### RAIL SERVICE IMPROVEMENTS

**FY16 marks the highly anticipated opening** of the Expo Line extension to Santa Monica and Gold Line Foothill extension to Azusa. This will expand our rail system and add 13 stations to those lines, increasing customer convenience and connectivity as well as mobility across the county.

In FY16, we will continue to increase the safety and reliability of our rail system by procuring new vehicles and continuing our focus on maintaining our existing fleet. We will be purchasing 78 new light rail vehicles for the FY16 Expo Line and Gold Line openings, as well as 60 additional vehicles for fleet replacement and future rail service expansion.

To ensure that the proper infrastructure is in place to operate our expanded light rail system, two new operating and maintenance facilities will open in FY16. While the Monrovia Division will primarily support the Gold Line and the Santa Monica Division will primarily support the Expo Line, these two new facilities will also increase our capacity for performing light rail vehicle maintenance systemwide.

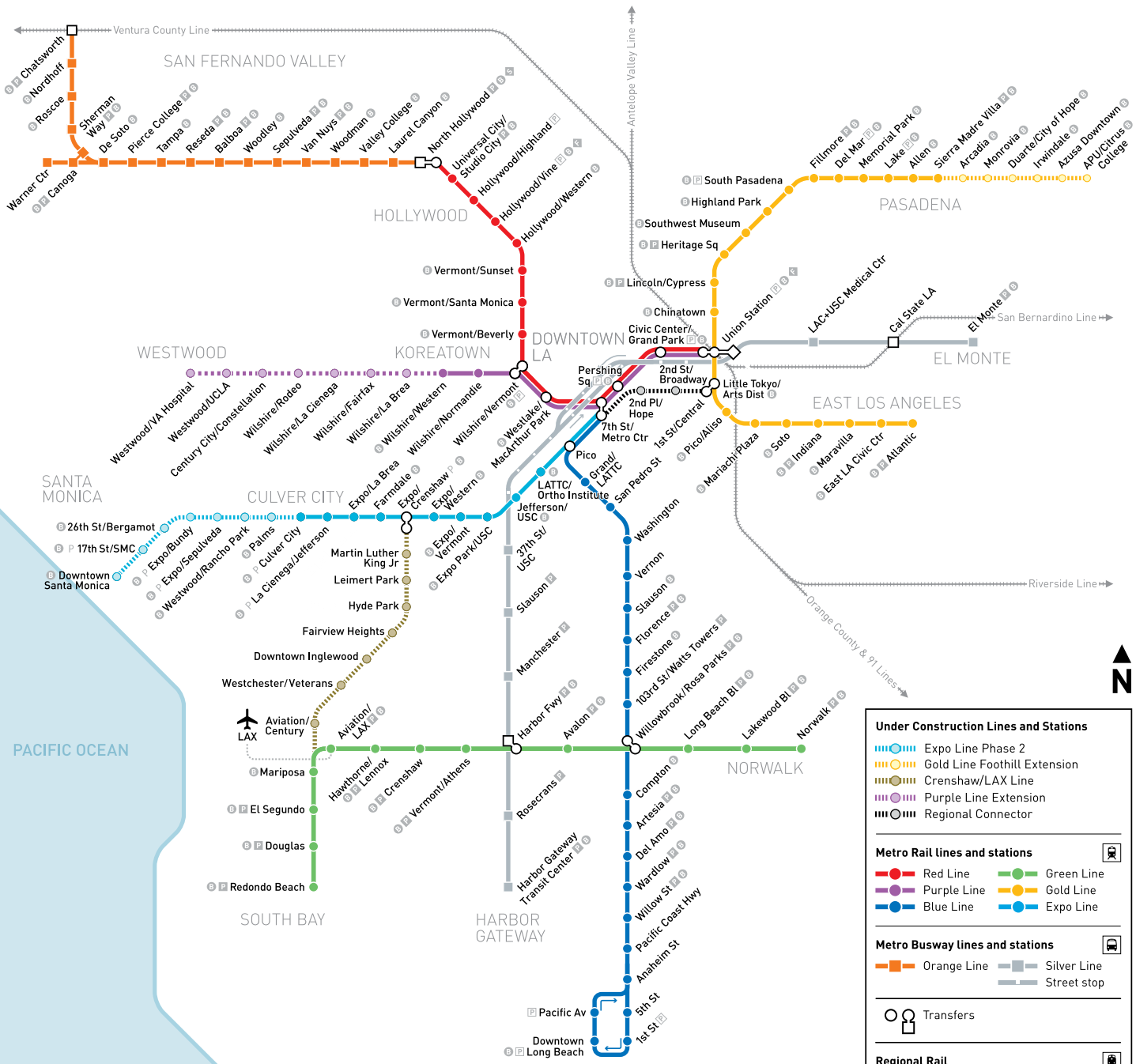
The expansion of our maintenance facilities will make it easier than ever for Metro to focus on maintaining our existing rail vehicles, tracks and systems. We will continue to perform all scheduled component overhauls and mid-life maintenance services for all of our rail lines, including the older Blue Line and Red Line systems.

#### REGIONAL RAIL CAPITAL PROGRAM

**Metro has taken the lead in studies** and future construction of major rail projects to sustain and augment the region's commuter rail system. Continued contribution to both operating and capital funding is planned for the Southern California Regional Rail Authority, also known as Metrolink.

FY16 regional rail capital projects include funding for Bob Hope Airport Pedestrian Bridge, Van Nuys Second Platform, Vincent Grade/Acton and Lancaster Stations, Doran Street Grade Separation, Brighton to Roxford Double Track, Raymer to Bernson Double Track and Southern California Regional Inter-connectivity Program (SCRIP), which will increase Union Station commuter rail capacity.

EXISTING AND UNDER CONSTRUCTION LINES AND STATIONS



**Under Construction Lines and Stations**

- Expo Line Phase 2
- Gold Line Foothill Extension
- Crenshaw/LAX Line
- Purple Line Extension
- Regional Connector

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**Metro Rail lines and stations**

- Red Line
- Purple Line
- Blue Line
- Green Line
- Gold Line
- Expo Line

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**Metro Busway lines and stations**

- Orange Line
- Silver Line
- Street stop

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**Transfers**

**Regional Rail**

- Metrolink & Amtrak

---

**Airport Shuttle**

- LAX Shuttle (free)
- LAX FlyAway
- BUR SuperShuttle (free)

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**Parking**

- Free
- Paid
- Bike

THE MTA GROUP





**Metro continues construction of one of the largest** public works programs in America thanks to the voter approved Measure R sales tax along with other funding partners. A list of transit and highway projects active in FY16 is shown below, and a comprehensive list of Measure R funded projects and programs can be found on the following page. These projects will improve our transit system and increase vehicle capacity on our highways, allowing for better system connectivity, smoother traffic flow and more seamless travel throughout the region.

#### TRANSIT PROJECTS

- > Expo 2 and Foothill Phase 2A projects plan for revenue service openings in FY16
- > Crenshaw/LAX Light Rail will complete design efforts and continue construction
- > Southwestern Maintenance Yard design/build contract will start final design
- > Regional Connector ongoing design and construction
- > Westside Purple Line Extension Section 1 ongoing design and construction plus continued pursuit of a Full Funding Grant Agreement (FFGA) for Section 2
- > Alternatives Analysis, Environmental Impact and/or Refinement Studies ongoing for:
  - Airport Metro Connector
  - Eastside Extension Phase 2
  - Sepulveda Pass Corridor
  - San Fernando Valley East North-South Rapidways
  - Green Line Extension: Redondo Beach Station to South Bay Corridor
  - West Santa Ana Branch Corridor

#### HIGHWAY PROJECTS

- > Continuation of Countywide Soundwall Projects
- > Construction is underway for:
  - I-5 North & South Capacity Enhancements
  - I-5 Carmenita Road Interchange Improvement
  - Alameda Corridor East Grade Separations Phase 2
  - I-405 Enhancements
  - SR-60 HOV Lane
- > Environmental, Planning and Engineering Studies:
  - I-605 "Hot Spot" Interchanges
  - SR-710 North Gap Closure (Tunnel)
  - I-710 South and Early Action Projects
  - SR-138 Capacity Enhancements
  - High Desert Corridor (Environmental)
- > Subregional Projects
  - Las Virgenes/Malibu Highway Operational Improvements
  - I-405, I-110, I-105, SR-91 Ramp & Interchange Improvements
  - Arroyo Verdugo Operational Improvements







**In FY16, we continue our commitment** to keeping our system in top form by targeting \$392 million to maintain our existing bus and rail system. In addition, \$51 million is directed to safety and security capital projects, which include technology enhancements such as cameras and video screens on our buses and at our rail stations. Finally, \$26 million will be dedicated to capital infrastructure improvements throughout our transit system. Some of the notable projects included in this \$469 million total are highlighted below. For a detailed listing of operating capital projects, refer to pages 64-69.

**ASSET IMPROVEMENT & MAINTENANCE**

**Metro’s Board has established a policy** requiring that our assets be maintained in accordance with manufacturer recommended standards and that the Board be notified of any instances of deferred maintenance. Accordingly, more than \$392 million and 150 projects are planned in FY16 to enhance our maintenance capabilities and to keep our assets in a state of good repair.

Asset maintenance planned in FY16 to benefit bus and rail modes are nearly equal with budgets of \$195 million and \$163 million, respectively. The method for allocation of maintenance resources between modes factors in the age and use of existing assets along with anticipated new assets. The asset improvement and maintenance plan for the Metro Rail system will result in improvements to all lines with emphasis on the oldest rail lines. Refurbishment of Blue Line stations that is already in progress will continue, as will the ongoing rehabilitation of the overhead catenary system.

**Operating Capital by Category**

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	ASSET IMPROVEMENT & MAINTENANCE	SAFETY & SECURITY	CAPITAL INFRASTRUCTURE	TOTAL
Blue Line	\$ 24,657	\$ 16,394	\$ 2,776	\$ 43,827
Gold Line	1,061	-	-	1,061
Green Line	1,757	1,394	-	3,151
Red/Purple Line	22,597	12,418	863	35,878
Multiple Rail Lines	112,991	3,471	2,777	119,239
Bus	195,732	25	14,572	210,329
Mixed Mode	14,558	14,578	1,808	30,944
Other	18,912	2,882	3,020	24,814
<b>Total Operating Capital by Mode</b>	<b>\$ 392,266</b>	<b>\$ 51,161</b>	<b>\$ 25,816</b>	<b>\$ 469,244</b>

Note

Totals may not add due to rounding.



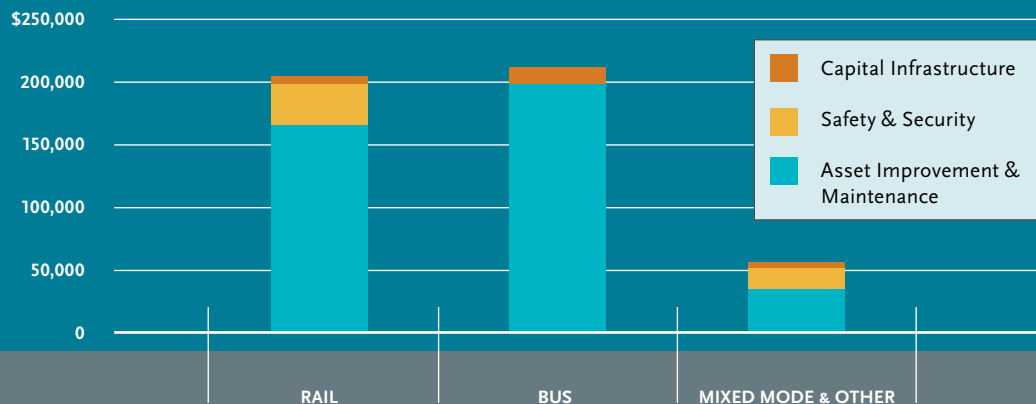
On the Red Line, heavy rail vehicle midlife overhauls, new vehicle procurement and rail car component replacement are among the projects that will work toward our goal of continuously improving our assets.

**SAFETY & SECURITY CAPITAL PROGRAM**

**Various security facility improvements are planned** at select Metro locations to provide a greater security presence on our transit system. In addition to improvements to physical security, Metro will also continue with upgrades related to Payment Card Industry (PCI) compliance standards. These changes will increase the protection of financial information for customers using bank cards to purchase fare media with our TAP fare collection system.

In FY16, a pilot program is being launched to install and test a platform track intrusion detection system that will provide early warning signs of potential hazards on the tracks of select rail stations. The system will alert rail operators and our Rail Operations Center of persons or objects detected in the rail right of way in order to reduce injuries, fatalities and other track intrusion incidents.

We are also continuing with projects that will improve access to our transit system, such as the Universal City pedestrian bridge and Red Line to Orange Line underpass. Once completed, these designated pedestrian thoroughfares will enhance safety by providing a way for customers at Universal City Station and North Hollywood Station to avoid crossing vehicular traffic.



Operating Capital by Mode (\$ in Thousands)



**Planning, developing and operating** the region's transportation system is an energy intensive endeavor. In order to decrease Metro's dependence on the use of natural resources, we have implemented an extensive set of environmental and sustainability initiatives.

#### ENVIRONMENTAL MANAGEMENT SYSTEM

**In 2015, we completed an agencywide rollout** of the most comprehensive Environmental Management System (EMS) in the transit industry. EMS is a set of operational procedures designed to ensure compliance with federal, state and local environmental regulations, as well as to facilitate environmental stewardship at all Metro facilities.

Metro's EMS has been rated by an independent Columbia University study as the best International Organization for Standardization (ISO) 14001 certified transit EMS in the country. Initiatives and projects developed and implemented through the EMS have resulted in more than \$2 million in annual cost savings. More importantly, the EMS has shifted the paradigm for how our frontline staff participates in and initiates environmental compliance efforts.

#### ENERGY CONSERVATION INITIATIVES

**In FY16, \$8 million is dedicated to sustainability** projects with the goal of increased energy conservation. These initiatives include efforts to:

- > Reuse energy through innovative application of technology
- > Utilize energy efficient material such as solar panels and LED lighting
- > Outfit bus and rail facilities with submeters to better monitor energy usage

Metro will also continue retrofitting our existing facilities to ensure a safe and environmentally sound workplace. The Metro Headquarters building has already received Leadership in Energy and Environmental Design (LEED) Gold certification and these efforts continue with our transit operations divisions. Ultimately, our goal is to obtain LEED certification for all Metro facilities and to achieve 33% renewable energy use by 2020.

#### CARBON FOOTPRINT REDUCTION

**Metro has adopted a policy** for the exclusive use of natural gas powered buses, as well as a plan to procure biomethane. Once the biomethane procurement project is fully implemented in 2016, Metro will have the ability to offset agencywide carbon emissions by about 45%. We are committed to complementing these strategies with a zero emissions bus fleet and have purchased five new zero emission electric buses that are

currently being tested. To further decrease Metro's carbon footprint, electric vehicle chargers at select rail stations and divisions are being installed to encourage electric vehicle usage by both customers and staff.

#### SUSTAINABILITY MANAGEMENT

**Metro's sustainability implementation plan** addresses waste management, energy conservation, water conservation and greenhouse gas reduction. We continue to implement our Water Conservation and Management Policy through the Water Action Plan. Metro has voluntarily achieved more than 28% water use reduction between 2013 and 2014, which translates to an annual water consumption reduction of more than 100 million gallons.

As set out in the Water Action Plan, our goal is to achieve another 20% reduction by 2017. Working towards this objective, sustainability capital improvements in FY16 will focus on water conservation, including installation of a water recycling system at bus divisions, installation of a recycled water irrigation system for landscaping, waste water diversion to reduce discharge fees and installation of new surface material in parking lots to demonstrate the effectiveness of particulate filtration.



In addition to providing transit services and improving the highway network in Los Angeles County, Metro administers and sponsors several programs designed to reduce traffic congestion, increase safety and improve air quality throughout the county. These measures contribute to a more efficient transportation system that benefits all commuters. A brief description of each part of Metro’s Congestion Management Program is shown below.

- > **Metro Freeway Service Patrol** provides assistance to stranded motorists and clears traffic accidents on freeways throughout the County. These services are provided free of charge.
- > **Metro ExpressLanes** utilizes congestion pricing on high-occupancy toll lanes on the I-110 and I-10 freeways, providing a faster transportation option to motorists. Tolls are higher when there is more traffic and lower when there is no traffic.
- > **The Kenneth Hahn Call Box Program** provides telephones along Los Angeles County freeways for use by motorists in need of assistance or in times of emergency.
- > **The Regional Integration of Intelligent Transportation Systems (RIITS)** is a real-time traffic data monitoring network used by emergency services, transit agencies and third-party users throughout Southern California.

- > **Metro Rideshare Services** incentivizes ridesharing by partially subsidizing vanpooling and connecting commuters to other subsidy programs as an alternative means of transportation besides driving alone to work.

### METRO EXPRESSLANES PROGRAM

**The Metro ExpressLanes project continues** to successfully improve freeway traffic flow by providing enhanced travel options on the I-10 and I-110 freeways. For FY16, \$62.2 million in toll revenues are expected to be generated to operate, maintain, improve and reinvest in those corridors. Toll revenues in excess of the program costs are required by Board policy to be reinvested into the I-10 and I-110 transit corridors. Since the program’s inception, excess toll revenues have funded bus service enhancements for Gardena Transit, Foothill Transit, Torrance Transit and Metro.

In order to incentivize carpooling, vehicles with multiple occupants are not charged a toll. Approximately 66% of all trips on the ExpressLanes are toll free. The popularity of the program is enhanced by this toll-free option: in FY16, ExpressLanes accounts in Los Angeles County are expected to increase by 10% from 350,000 to 385,000.

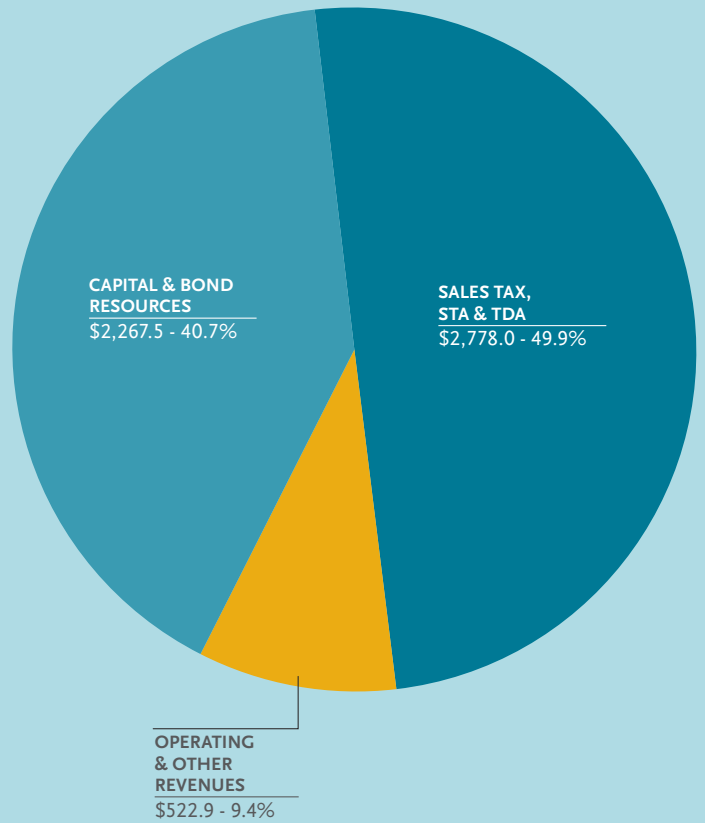
### METRO EXPRESSLANES





**RESOURCE ASSUMPTIONS**

- > Sales tax and Transportation Development Act (TDA) revenues are expected to grow at 3.2% over the FY15 levels. This growth rate is consistent with projected receipts for FY15 and is also in line with various outside economic forecasts.
- > Fare revenues are expected to increase by 7.1% over the FY15 budget reflecting the Gold Line Foothill extension to Asuza, the Expo Line extension to Santa Monica, and a full year of the Board approved fare restructuring.
- > New State Transit Assistance (STA) revenues for bus and rail operations and capital in FY16 are expected to be \$105.7 million regionwide representing a 1.0% increase over the FY15 budget.
- > Capital financing, including grant reimbursements, sales tax carryover and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns will total \$2.3 billion in FY16 in line with planned expenditure activity.
- > ExpressLanes toll revenues are expected to come in at \$62.2 million for FY16. This represents a 102.6% increase over the FY15 budget. This increase reflects the continued popularity of the ExpressLanes.
- > Cap-and-Trade Low Carbon Transit Operations Program funding for Metro totals \$3.9 million. Advertising revenues of \$22.5 million (based on fixed guaranteed amount) and Federal CNG fuel credits of \$19 million are programmed to fund operations.

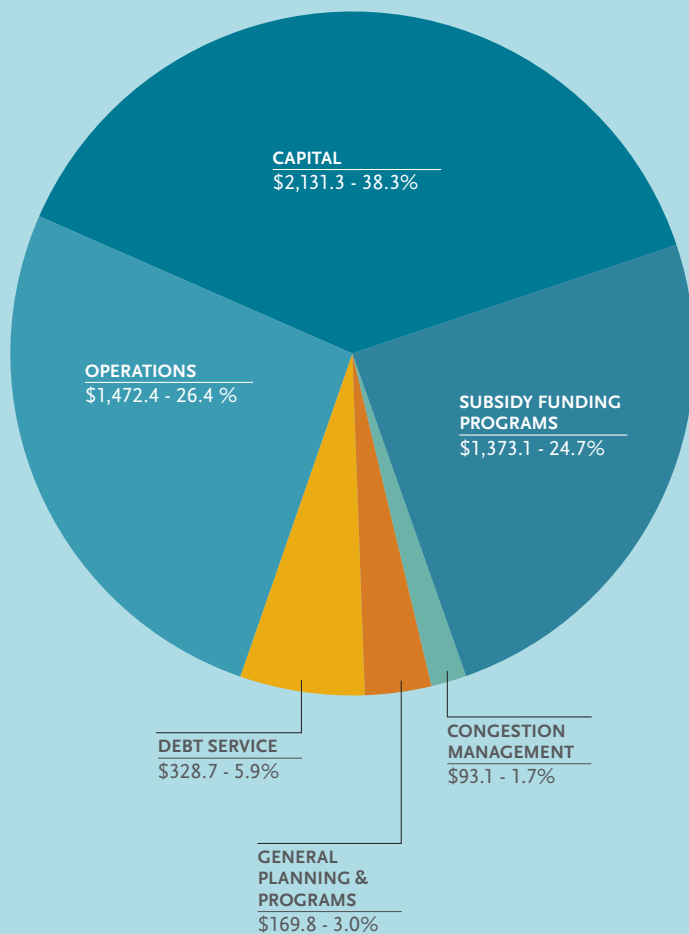
**SUMMARY OF RESOURCES (\$ IN MILLIONS)****FTE SUMMARY  
BY DEPARTMENT**

	FY15 BUDGET	FY16 ADOPTED	CHANGE
Board of Directors	36	39	3
Chief Executive Office	468	482	14
Communications	273	278	5
Congestion Reduction	15	18	3
Engineering and Construction	175	187	12
Finance and Budget	211	219	8
Information Technology	139	142	3
Operations	7,859	7,859	-
Planning and Development	158	161	3
Vendor/Contract Management	323	329	6
<b>Total FTEs</b>	<b>9,657</b>	<b>9,714</b>	<b>57</b>
Subtotal Agencywide Non-Represented	1,404	1,456	52
Subtotal Agencywide Represented	8,253	8,258	5
<b>Total FTEs</b>	<b>9,657</b>	<b>9,714</b>	<b>57</b>

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

	FY15 BUDGET	FY16 ADOPTED	% CHANGE
Sales Tax, STA & TDA	\$2,694.7	\$2,778.0	3.1%
Operating & Other Revenues	450.3	522.9	16.1%
Capital & Bond Resources	2,370.0	2,267.5	-4.3%
<b>Total Resources</b>	<b>\$5,515.0</b>	<b>\$5,568.4</b>	<b>1.0%</b>

## SUMMARY OF EXPENDITURES (\$ IN MILLIONS)



## EXPENDITURE ASSUMPTIONS

- > The FY16 budget assumes no increase in bus revenue service hours; however, improvements on selected lines will be implemented to continue enhancing the trip experience of our customers, including:
  - Completion of a bus lane serving Metro Rapid Line 720 on Wilshire Boulevard
  - Full implementation of the Valley-Westside Express Line 788 operating on the I-405 High Occupancy Vehicle (HOV) Lane
- > The opening of the Gold Line Foothill Phase 2A extension to Azusa and Expo Line extension to Santa Monica will expand our rail system and increase rail revenue service hours by 6.5 percent from FY15.
- > To ensure that infrastructure is in place to support our growing rail operations, two new operation and maintenance facilities will be opened in Monrovia and Santa Monica.
- > For represented employees, a wage increase of at least 3% is included as dictated by negotiated provisions. To be consistent with this rate, a similar wage increase was included for non-represented employees.
- > Capital program assumptions include continued progress of Measure R transit and highway activities, increased emphasis on safety and security projects, and enhanced bus and rail vehicle midlife maintenance projects.

FY15 BUDGETED EXPENDITURES (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	% CHANGE
Operations	\$1,408.0	\$1,472.4	4.6%
Capital	2,243.5	2,131.3	-5.0%
Subsidy Funding Programs	1,282.5	1,373.1	7.1%
Congestion Management	88.8	93.1	4.8%
General Planning & Programs	156.1	169.8	8.8%
Debt Service	336.1	328.7	-2.2%
<b>Total Expenditures</b>	<b>\$5,515.0</b>	<b>\$5,568.4</b>	<b>1.0%</b>

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE
Board of Directors	\$ 29.5	\$ 41.9	\$ 12.4
Chief Executive Office	280.2	298.0	17.8
Communications	50.3	57.6	7.3
Congestion Reduction	86.5	103.9	17.4
Engineering and Construction	2,005.5	1,772.4	(233.0)
Finance and Budget	1,090.3	1,197.6	107.3
Information Technology	49.9	54.1	4.2
Operations	1,565.2	1,671.7	106.5
Planning and Development	295.0	299.0	4.0
Vendor/Contract Management	62.7	72.3	9.5
<b>Total Expenditures</b>	<b>\$ 5,515.0</b>	<b>\$ 5,568.4</b>	<b>\$ 53.5</b>



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# Budget Details

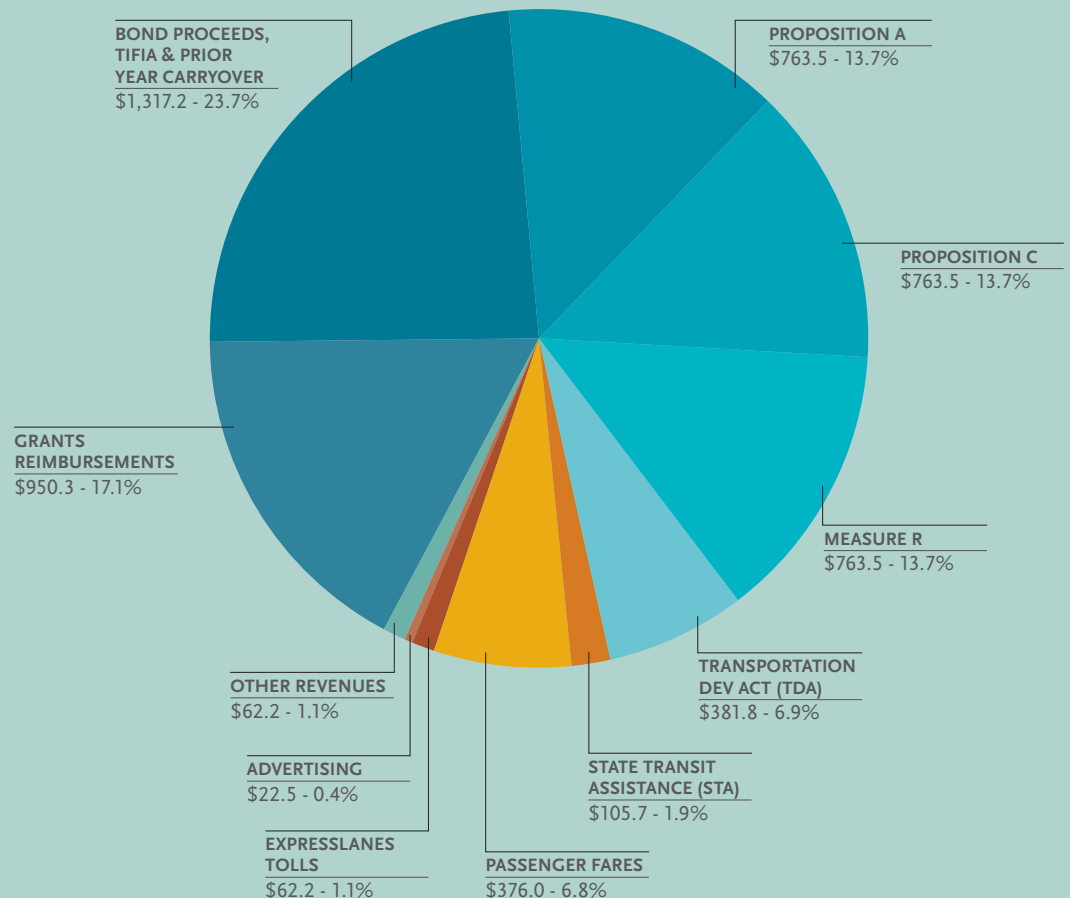




Summary of Resources, Expenses & Resulting Surplus (Deficit)

RESOURCES & EXPENDITURES (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
<b>SALES TAX, TDA &amp; STA REVENUES <sup>(1)</sup></b>				
Proposition A	\$ 740.0	\$ 763.5	\$ 23.5	3.2%
Proposition C	740.0	763.5	23.5	3.2%
Measure R	740.0	763.5	23.5	3.2%
Transportation Development Act (TDA)	370.0	381.8	11.8	3.2%
State Transit Assistance (STA)	104.7	105.7	1.0	1.0%
<b>Total Sales Tax, TDA, &amp; STA</b>	<b>\$ 2,694.7</b>	<b>\$ 2,778.0</b>	<b>\$ 83.2</b>	<b>3.1%</b>
<b>OPERATING &amp; OTHER REVENUES</b>				
Passenger Fares	\$ 351.1	\$ 376.0	\$ 24.9	7.1%
ExpressLanes Tolls	30.7	62.2	31.5	102.6%
Advertising	21.5	22.5	1.0	4.7%
Other Revenues <sup>(2)</sup>	47.0	62.2	15.2	32.3%
<b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 450.3</b>	<b>\$ 522.9</b>	<b>\$ 72.6</b>	<b>16.1%</b>
<b>CAPITAL &amp; BOND RESOURCES</b>				
Grants Reimbursements <sup>(3)</sup>	\$ 1,264.2	\$ 950.3	\$ (313.9)	-24.8%
Bond Proceeds, TIFIA & Prior Year Carryover <sup>(4)</sup>	1,105.8	1,317.2	211.4	19.1%
<b>Subtotal Capital and Bond Resources</b>	<b>\$ 2,370.0</b>	<b>\$ 2,267.5</b>	<b>\$ (102.5)</b>	<b>-4.3%</b>
<b>Total Resources</b>	<b>\$ 5,515.0</b>	<b>\$ 5,568.4</b>	<b>\$ 53.4</b>	<b>1.0%</b>
Agencywide Expenditures	5,515.0	5,568.4	53.4	1.0%
<b>(Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>

Total FY16 Resources: \$5,568.4 (\$ in Millions)



Notes

- (1) Sales tax and TDA revenues for FY15 Budget represent reforecasted levels based on FY15 YTD Quarter 3 information from the State Board of Equalization (SBE).
- (2) Other Revenues includes lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income & other miscellaneous revenues.
- (3) Includes grant reimbursement of preventative maintenance operating capital cost, highway capital grants and major construction grants.
- (4) Represents use of bond proceeds and sales tax revenue received and unspent in prior years.

Totals may not add due to rounding.

REVENUES (\$ IN MILLIONS)	FY15 BUDGET <sup>(1)</sup>	FY16 ADOPTED	\$ CHANGE	% CHANGE	ELIGIBLE FOR OPERATIONS
<b>PROPOSITION A</b>					
5% Administration	\$ 37.0	\$ 38.2	\$ 1.2	3.2%	
25% Local Return	175.8	181.3	5.6	3.2%	
35% Rail Development	246.1	253.9	7.8	3.2%	✓
40% Discretionary					
Transit (95% of 40%)	267.1	275.6	8.5	3.2%	✓
Incentive (5% of 40%)	14.1	14.5	0.4	3.2%	
<b>Estimated Tax Revenue from Prop A</b>	<b>\$ 740.0</b>	<b>\$ 763.5</b>	<b>\$ 23.5</b>	<b>3.2%</b>	
<b>PROPOSITION C</b>					
1.5% Administration	\$ 11.1	\$ 11.5	\$ 0.4	3.2%	
5% Rail/Bus Security	36.4	37.6	1.2	3.2%	✓
10% Commuter Rail	72.9	75.2	2.3	3.2%	
20% Local Return	145.8	150.4	4.6	3.2%	
25% Freeways/Highways	182.2	188.0	5.8	3.2%	
40% Discretionary	291.6	300.8	9.3	3.2%	✓
<b>Estimated Tax Revenue from Prop C</b>	<b>\$ 740.0</b>	<b>\$ 763.5</b>	<b>\$ 23.5</b>	<b>3.2%</b>	
<b>MEASURE R</b>					
1.5% Administration	\$ 11.1	\$ 11.5	\$ 0.4	3.2%	
2% Transportation Capital Metro Rail	14.6	15.0	0.5	3.2%	
3% Transportation Capital Metrolink	21.9	22.6	0.7	3.2%	
5% Operations - New Rail <sup>(2)</sup>	36.4	37.6	1.2	3.2%	✓
15% Local Return	109.3	112.8	3.5	3.2%	
20% Operations - Bus	145.8	150.4	4.6	3.2%	✓
20% Highway Capital	145.8	150.4	4.6	3.2%	
35% Transportation Capital New Rail/BRT	255.1	263.2	8.1	3.2%	
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 740.0</b>	<b>\$ 763.5</b>	<b>\$ 23.5</b>	<b>3.2%</b>	
<b>TRANSPORTATION DEVELOPMENT ACT</b>					
Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
2.0% Article 3 (Pedestrians & Bikeways)	7.2	7.5	0.2	3.3%	
91.7% Article 4 (Bus Transit)	331.4	342.1	10.8	3.3%	✓
6.3% Article 8 (Transit/Streets & Highways)	22.9	23.7	0.7	3.3%	
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 370.0</b>	<b>\$ 381.8</b>	<b>\$ 11.8</b>	<b>3.2%</b>	
<b>STATE TRANSIT ASSISTANCE</b>					
STA Bus	\$ 55.8	\$ 54.9	\$ (0.9)	-1.6%	✓
STA Rail	48.9	50.8	1.9	3.8%	✓
<b>Estimated Tax Revenue from STA</b>	<b>\$ 104.7</b>	<b>\$ 105.7</b>	<b>\$ 1.0</b>	<b>1.0%</b>	
<b>Total Sales Tax, TDA and STA Revenues</b>	<b>\$ 2,694.7</b>	<b>\$ 2,778.0</b>	<b>\$ 83.2</b>	<b>3.1%</b>	

REVENUES ELIGIBLE FOR BUS & RAIL OPERATIONS (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
Proposition A	\$ 513.2	\$ 529.5	\$ 16.3	3.2%
Proposition C	328.0	338.4	10.4	3.2%
Measure R	182.2	188.0	5.8	3.2%
TDA	331.3	342.1	10.8	3.3%
STA	104.7	105.7	1.0	1.0%
<b>Total Bus &amp; Rail Eligible Revenues</b>	<b>\$ 1,459.5</b>	<b>\$ 1,503.7</b>	<b>\$ 44.3</b>	<b>3.0%</b>

## Sales Tax, TDA & STA Revenues

### Notes

(1) Sales tax and TDA revenues for FY15 Budget represent reforecasted levels based on FY15 YTD Quarter 3 information from the State Board of Equalization (SBE).

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

Totals may not add due to rounding.



Summary of Expenditures  
by Program

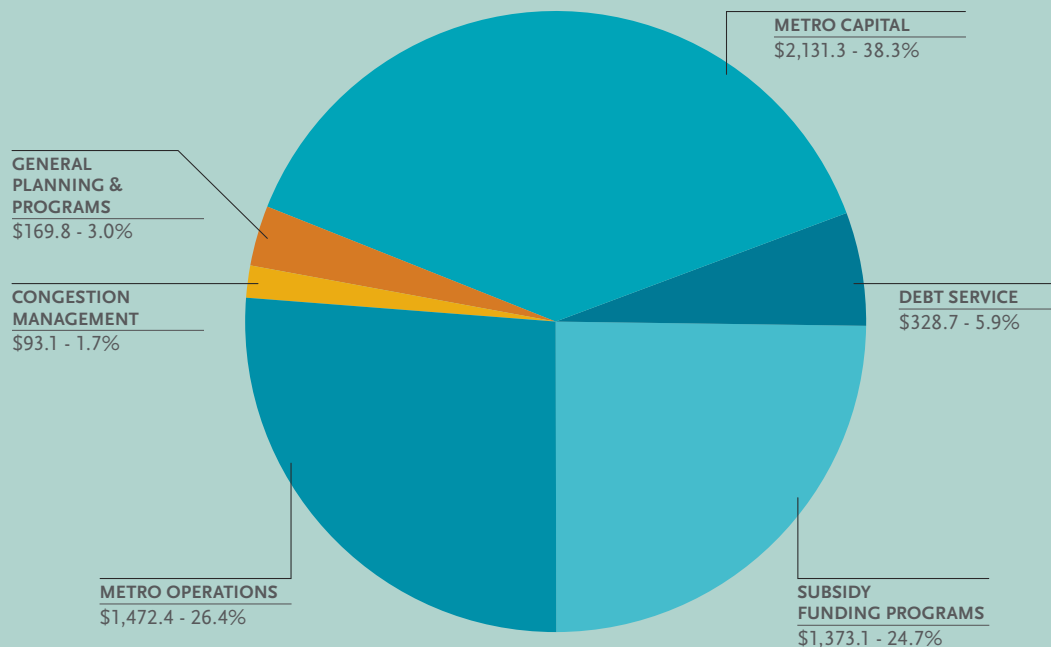
PROGRAM TYPE <sup>(1)</sup> (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
<b>METRO OPERATIONS</b>				
Bus	\$ 1,019.2	\$ 1,050.4	\$ 31.2	3.1%
Rail	370.1	399.2	29.2	7.9%
<b>Subtotal</b>	<b>\$ 1,389.3</b>	<b>\$ 1,449.6</b>	<b>\$ 60.3</b>	<b>4.3%</b>
Regional Activities and Other	18.7	22.8	4.1	21.9%
<b>Total Metro Operations</b>	<b>\$ 1,408.0</b>	<b>\$ 1,472.4</b>	<b>\$ 64.4</b>	<b>4.6%</b>
<b>METRO CAPITAL</b>				
Transit Capital Expansion	\$ 1,610.0	\$ 1,525.2	\$ (84.8)	-5.3%
Operating Capital	426.5	469.2	42.7	10.0%
<b>Subtotal</b>	<b>\$ 2,036.5</b>	<b>\$ 1,994.4</b>	<b>\$ (42.1)</b>	<b>-2.1%</b>
Regional Rail Capital	46.2	46.6	0.5	1.0%
Highway Capital	160.8	90.3	(70.5)	-43.8%
<b>Total Metro Capital</b>	<b>\$ 2,243.5</b>	<b>\$ 2,131.3</b>	<b>\$ (112.2)</b>	<b>-5.0%</b>
<b>Total Metro Operations and Capital</b>	<b>\$ 3,651.5</b>	<b>\$ 3,603.7</b>	<b>\$ (47.7)</b>	<b>-1.3%</b>
<b>SUBSIDY FUNDING PROGRAMS</b>				
Regional Transit <sup>(2)</sup>	\$ 515.1	\$ 531.3	\$ 16.2	3.1%
Local Agencies	542.4	569.2	26.8	4.9%
Wilshire BRT	33.2	16.2	(17.0)	-51.3%
Federal Pass Throughs	13.2	27.9	14.7	110.9%
Fare Assistance	10.5	10.5	-	0.0%
Highway Subsidy	168.1	218.0	49.9	29.7%
<b>Total Subsidy Funding Programs</b>	<b>\$ 1,282.5</b>	<b>\$ 1,373.1</b>	<b>\$ 90.5</b>	<b>7.1%</b>
<b>CONGESTION MANAGEMENT</b>				
Freeway Service Patrol	\$ 30.7	\$ 28.3	\$ (2.4)	-7.7%
ExpressLanes	31.9	42.3	10.4	32.7%
Kenneth Hahn Call Box Program	11.6	10.3	(1.3)	-10.9%
Regional Integration of Intelligent Transportation System	3.7	2.2	(1.5)	-40.3%
Rideshare Services	11.0	10.0	(1.1)	-9.7%
<b>Total Congestion Management</b>	<b>\$ 88.8</b>	<b>\$ 93.1</b>	<b>\$ 4.2</b>	<b>4.8%</b>
<b>GENERAL PLANNING &amp; PROGRAMS</b>				
Programs and Studies	\$ 40.4	\$ 42.8	\$ 2.4	6.0%
General Planning & Programming	52.3	57.6	5.3	10.2%
Legal, Audit, Transit Court, Oversight and Other	36.4	39.4	3.0	8.3%
Property Management/ Union Station and Development	27.1	30.0	2.9	10.6%
<b>Total General Planning &amp; Programs</b>	<b>\$ 156.1</b>	<b>\$ 169.8</b>	<b>\$ 13.7</b>	<b>8.8%</b>
<b>Total Debt Service</b>	<b>\$ 336.1</b>	<b>\$ 328.7</b>	<b>\$ (7.3)</b>	<b>-2.2%</b>
<b>Total Expenditures</b>	<b>\$ 5,515.0</b>	<b>\$ 5,568.4</b>	<b>\$ 53.4</b>	<b>1.0%</b>

## Notes

(1) Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial presentation on pages 38-39 and 48-49.

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

Totals may not add due to rounding.



Total FY16 Summary of Expenditures by Program: \$5,568.4 (\$ in Millions)

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
Board of Directors	\$ 29.5	\$ 41.9	\$ 12.4	42.1%
Chief Executive Office	280.2	298.0	17.8	6.3%
Communications	50.3	57.6	7.3	14.5%
Congestion Reduction	86.5	103.9	17.4	20.1%
Engineering & Construction	2,005.5	1,772.4	(233.0)	-11.6%
Finance & Budget	1,090.3	1,197.6	107.3	9.8%
Information Technology	49.9	54.1	4.2	8.4%
Operations	1,565.2	1,671.7	106.5	6.8%
Planning & Development	295.0	299.0	4.0	1.4%
Vendor/Contract Management	62.7	72.3	9.5	15.2%
<b>Total Expenditures</b>	<b>\$ 5,515.0</b>	<b>\$ 5,568.4</b>	<b>\$ 53.5</b>	<b>1.0%</b>

Summary of Expenditures by Department

EXPENDITURES BY TYPE (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
Salaries & Benefits	\$ 1,009.1	\$ 1,091.7	\$ 82.6	8.2%
Asset Acquisitions Transit & Highway Projects	1,765.5	1,597.4	(168.2)	-9.5%
Professional Services & Advertising	427.0	459.9	32.9	7.7%
Regional Transit/Highway Subsidies	1,288.0	1,378.3	90.3	7.0%
Maintenance & Security Contracts	316.2	333.8	17.6	5.6%
Materials & Supplies	223.0	232.1	9.1	4.1%
Insurance/Taxes/PLPD/Workers' Comp	106.7	111.5	4.9	4.6%
Training & Travel	30.8	21.8	(9.0)	-29.1%
As-Needed (Temps)/Interns/ELTPs	12.5	13.2	0.6	5.2%
Debt	336.1	328.7	(7.3)	-2.2%
<b>Total Expenditures</b>	<b>\$ 5,515.0</b>	<b>\$ 5,568.4</b>	<b>\$ 53.5</b>	<b>1.0%</b>

Summary of Expenditures by Type

Note

Totals may not add due to rounding.



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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED				
		TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
<b>TRANSIT OPERATIONS RESOURCES</b>						
<b>TRANSIT FARES &amp; OTHER REVENUES</b>						
Fares	\$ 351.1	\$ 376.0	\$ 280.2	\$ 95.8	\$ -	\$ -
Advertising	21.5	22.5	20.2	2.3	-	-
Other Revenues <sup>(1)</sup>	7.1	5.2	3.8	-	1.4	-
<b>Total Fare &amp; Other Revenues</b>	<b>\$ 379.7</b>	<b>\$ 403.7</b>	<b>\$ 304.3</b>	<b>\$ 98.1</b>	<b>\$ 1.4</b>	<b>\$ -</b>
<b>FEDERAL &amp; STATE GRANTS</b>						
Federal Preventive Maintenance	\$ 227.0	\$ 227.2	\$ 150.9	\$ 76.3	\$ -	\$ -
Federal CMAQ	23.0	10.7	-	10.7	-	-
Federal and State Grants	13.6	12.6	-	11.9	-	0.7
<b>Total Federal &amp; State Grants</b>	<b>\$ 263.6</b>	<b>\$ 250.5</b>	<b>\$ 150.9</b>	<b>\$ 98.9</b>	<b>\$ -</b>	<b>\$ 0.7</b>
<b>LOCAL SUBSIDIES</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 455.8	\$ 304.4	\$ 233.3	\$ 61.0	\$ -	\$ 10.1
Prop C - (40% Bus/Rail) & (5% Security)	58.5	88.3	52.6	35.6	-	-
Measure R - (20% Bus) & (5% Rail)	136.0	155.3	105.2	50.0	-	-
TDA Article 4	32.0	157.2	145.2	-	-	12.0
STA	85.7	91.3	40.5	50.8	-	-
Toll Revenue Grant	2.9	4.2	4.2	-	-	-
General Fund & Other Funds	-	19.1	14.1	4.9	0.1	-
<b>Total Local Subsidies</b>	<b>\$ 770.9</b>	<b>\$ 819.7</b>	<b>\$ 595.2</b>	<b>\$ 202.3</b>	<b>\$ 0.1</b>	<b>\$ 22.1</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,414.2</b>	<b>\$ 1,473.9</b>	<b>\$ 1,050.4</b>	<b>\$ 399.2</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT CAPITAL RESOURCES</b>						
Federal, State & Local Grants	\$ 808.5	\$ 594.5	\$ 77.3	\$ 517.3	\$ -	\$ -
Local & State Sales Tax <sup>(2)</sup>	920.1	561.9	183.3	378.6	-	-
Other Capital Financing	317.4	838.0	14.9	823.1	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 2,046.0</b>	<b>\$ 1,994.4</b>	<b>\$ 275.5</b>	<b>\$ 1,718.9</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 3,460.3</b>	<b>\$ 3,468.3</b>	<b>\$ 1,325.9</b>	<b>\$ 2,118.1</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT OPERATIONS EXPENSES</b>						
Labor & Benefits	\$ 885.4	\$ 942.8	\$ 712.5	\$ 206.3	\$ 0.5	\$ 23.5
Fuel & Propulsion Power	65.1	62.6	25.0	37.6	-	-
Materials & Supplies	96.2	95.3	68.9	22.2	-	4.2
Contract & Professional Services	181.8	176.9	62.7	97.1	0.7	16.4
PL/PD and Other Insurance	51.2	50.9	46.4	4.4	-	-
Purchased Transportation	45.9	47.0	47.0	-	-	-
Allocated Overhead <sup>(3)</sup>	58.9	64.5	43.0	16.2	0.1	5.1
Regional Chargeback	-	1.2	23.4	7.9	-	(30.1)
Other Expenses <sup>(4)</sup>	29.7	32.7	21.6	7.5	-	3.6
<b>Total Transit Operations Expenses</b>	<b>\$ 1,414.2</b>	<b>\$ 1,473.8</b>	<b>\$ 1,050.4</b>	<b>\$ 399.2</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>TRANSIT CAPITAL EXPENSES</b>						
<b>Transit Capital Expenses Operating</b>	<b>2,011.9</b>	<b>1,973.9</b>	<b>275.5</b>	<b>1,698.4</b>	<b>-</b>	<b>-</b>
<b>Transit Capital Expenses Planning</b>	<b>34.1</b>	<b>20.5</b>	<b>-</b>	<b>20.5</b>	<b>-</b>	<b>-</b>
<b>Total Capital Expenses <sup>(5)</sup></b>	<b>\$ 2,046.0</b>	<b>\$ 1,994.4</b>	<b>\$ 275.5</b>	<b>\$ 1,718.9</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 3,460.3</b>	<b>\$ 3,468.3</b>	<b>\$ 1,325.9</b>	<b>\$ 2,118.1</b>	<b>\$ 1.4</b>	<b>\$ 22.8</b>
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## 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 include utilities, credits, taxes, settlements, required legal advertising, training, seminars and periodicals.

(5) Capital expenses for operations and construction planning projects are combined for reporting purposes. Excludes Gold Line Foothill 2B Subsidy reported on pages 40-41.

Totals may not add due to rounding.

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED			
		TOTAL	UNION STATION	EXPRESS LANES	PARK & RIDE
<b>OTHER TRANSIT OPERATIONS RESOURCES</b>					
<b>TOLL, FINES &amp; OTHER REVENUES</b>					
Tolls & Violation Fines	\$ 30.7	\$ 62.2	\$ -	\$ 62.2	\$ -
Rental & Lease Income	0.7	0.8	0.4	-	0.4
<b>Total Toll, Fines and Other Revenue</b>	<b>\$ 31.4</b>	<b>\$ 62.9</b>	<b>\$ 0.4</b>	<b>\$ 62.2</b>	<b>\$ 0.4</b>
<b>LOCAL SUBSIDIES</b>					
Prop A	\$ -	\$ 0.7	\$ -	\$ -	\$ 0.7
Prop C Commuter Rail & General Fund	0.4	3.0	-	-	3.0
<b>Total Local Subsidies</b>	<b>\$ 0.4</b>	<b>\$ 3.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 3.7</b>
<b>Total Other Transit Operations Resources</b>	<b>\$ 31.8</b>	<b>\$ 66.6</b>	<b>\$ 0.4</b>	<b>\$ 62.2</b>	<b>\$ 4.1</b>
<b>TRANSIT OTHER OPERATIONS EXPENSES</b>					
Labor & Benefits	\$ 1.1	\$ 2.7	\$ 0.5	\$ 1.7	\$ 0.5
Materials & Supplies	-	0.3	-	-	0.3
Contract & Professional Services	30.3	44.5	1.4	40.1	3.1
PL/PD & Other Insurance	-	0.2	0.2	-	-
Allocated Overhead	0.5	0.9	0.2	0.5	0.2
<b>Total Other Transit Operations Expenses</b>	<b>\$ 31.9</b>	<b>\$ 48.6</b>	<b>\$ 2.3</b>	<b>\$ 42.3</b>	<b>\$ 4.0</b>
<b>OTHER OPERATIONS NON OPERATING EXPENSES</b>					
Congestion Relief Reserve	\$ 0.9	\$ 1.9	\$ -	\$ 1.9	\$ -
Silver Line Service	2.9	-	-	-	-
Congestion Relief Transit Operating Subsidy	2.5	6.2	-	6.2	-
Congestion Relief Toll Revenue Grant Program	-	6.6	-	6.6	-
Interactive Kiosk Pilot	0.2	-	-	-	-
<b>Total Other Operations Non Operating Expenses</b>	<b>\$ 6.5</b>	<b>\$ 14.6</b>	<b>\$ -</b>	<b>\$ 14.6</b>	<b>\$ -</b>
<b>Transit Other Operations (Deficit)/Surplus<sup>(1)</sup></b>	<b>\$ (6.5)</b>	<b>\$ 3.4</b>	<b>\$ (1.9)</b>	<b>\$ 5.3</b>	<b>\$ -</b>

### Summary of Resources, Expenses and Resulting (Deficit) / Surplus

#### Notes

(1) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program. Current year operating deficit funded with prior year fund equity.

Totals may not add due to rounding.



## Capital Projects

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>MEASURE R TRANSIT CAPITAL EXPANSION</b>			
<b>TRANSIT CONSTRUCTION PROJECTS</b>			
<b>RAIL</b>			
Crenshaw/LAX Light Rail Transit	\$ 798,627	\$ 409,494	\$ 2,066,476
Expo Blvd Light Rail Transit Phase 1	938,936	33,100	978,900
Expo Blvd Light Rail Transit Phase 2	1,079,057	272,809	1,517,521
Gold Line Foothill Extension to Azusa Phase 2A	841,534	105,825	950,517
Regional Connector	392,554	244,689	1,467,244
Westside Purple Line Subway Extension	540,534	435,140	2,970,186
<b>BUS</b>			
Orange Line Extension	143,602	-	215,600
Acquisition 30 Zero Emission/Super Low Emission	4,783	149	30,000
<b>BIKE</b>			
Expo Phase 2 Bikeway	11,685	4,417	16,102
<b>MEASURE R TRANSIT PLANNING PROJECTS</b>			
Airport Metro Connector	\$ 10,011	\$ 4,707	\$ 14,718
Eastside Extension Phase 1 & 2 <sup>(1)</sup>	23,398	1,980	25,378
Eastside Light Rail Access <sup>(1)</sup>	13,749	5,433	19,182
Gold Line Foothill Extension Phase 2B <sup>(2)</sup>	-	-	-
Green Line Ext: Redondo to South Bay <sup>(1)</sup>	7,579	439	8,019
San Fernando Valley East N/S Rapidways <sup>(1)</sup>	9,183	2,274	11,457
Sepulveda Pass Corridor <sup>(1)</sup>	6,257	3,455	9,712
West Santa Ana Branch Corridor <sup>(1)</sup>	3,291	1,269	4,560
<b>Subtotal Measure R Transit Capital Expansion</b>	<b>\$ 4,824,780</b>	<b>\$ 1,525,180</b>	<b>\$ 10,305,572</b>
<b>OPERATING CAPITAL</b>			
<b>SAFETY &amp; SECURITY PROJECTS</b>			
<b>BUS</b>	\$ 223	\$ 25	\$ 452
<b>RAIL</b>			
Blue Line	12,288	16,394	77,687
Green Line	6,126	1,394	11,400
Red/Purple Line	46,721	12,418	71,180
Multiple Rail Lines	5,865	3,471	11,039
<b>MIXED MODE</b>	23,796	14,578	57,070
<b>ITS, COMPLIANCE PROJECTS, ETC.</b>	4,454	2,882	28,632
<b>ASSET IMPROVEMENT &amp; MAINTENANCE</b>			
<b>BUS</b>	\$ 461,858	\$ 195,732	\$ 1,033,233
<b>RAIL</b>			
Blue Line	23,998	24,657	81,230
Gold Line	7,770	1,061	14,176
Green Line	1,509	1,757	9,684
Red Line	53,057	22,597	275,175
Multiple Rail Lines	107,713	112,991	913,862
<b>MIXED MODE</b>	10,650	14,558	28,710
<b>OTHER (NON REV VEHICLES, INVENTORY MGMT, TAP, ETC.)</b>	175,464	18,912	246,658

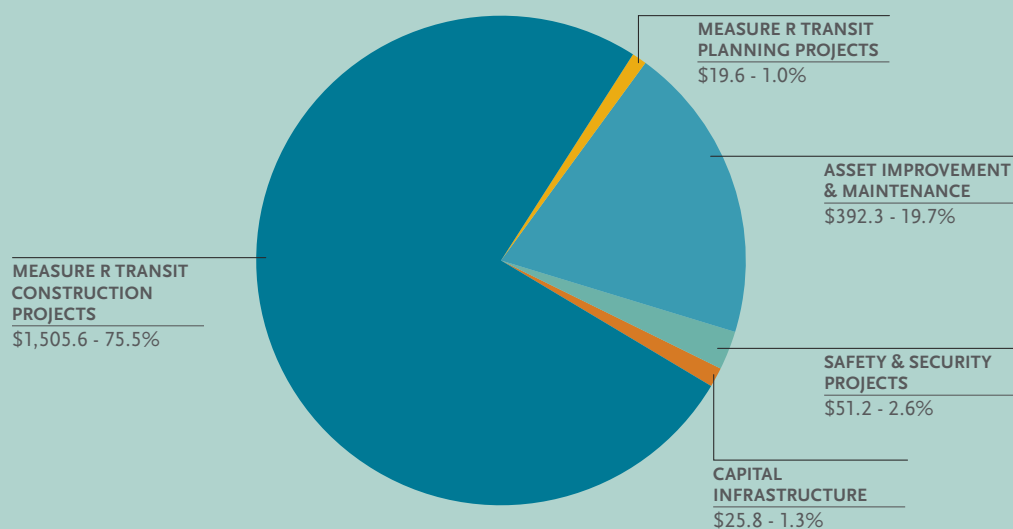
## Notes

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

(2) FY16 budget of \$6M is captured in subsidies.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>CAPITAL INFRASTRUCTURE</b>			
<b>BUS</b>	\$ 170,411	\$ 14,572	\$ 197,338
<b>RAIL</b>			
Gold Line	890,020	2,776	900,688
Red/Purple Line	38,973	863	43,915
Multiple Rail Lines	2,071	2,777	10,418
<b>MIXED MODE</b>	2,026	1,808	7,878
<b>BIKE</b>	1,354	2,077	4,913
<b>OTHER (TAP, TDM UPGRADES, ETC.)</b>	330	943	5,400
<b>Subtotal Operating Capital</b>	<b>\$ 2,046,677</b>	<b>\$ 469,244</b>	<b>\$ 4,030,739</b>
<b>Total Capital Program</b>	<b>\$ 6,871,457</b>	<b>\$ 1,994,424</b>	<b>\$ 14,336,310</b>



FY16 Capital Projects:  
\$1,994.4 (\$ in Millions)

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	ASSET IMPROVEMENT & MAINTENANCE	CAPITAL INFRASTRUCTURE	MODE TOTAL
<b>MODE</b>				
<b>BUS</b>	\$ 25	\$ 195,732	\$ 14,572	\$ 210,329
<b>RAIL</b>				
Blue Line	16,394	24,657	-	41,052
Gold Line	-	1,061	2,776	3,837
Green Line	1,394	1,757	-	3,151
Red/Purple Line	12,418	22,597	863	35,877
Multiple Rail Lines	3,471	112,991	2,777	119,239
<b>MIXED MODE</b>	14,578	14,558	1,808	30,944
<b>BIKE</b>	-	-	2,077	2,077
<b>OTHER</b>	2,882	18,912	943	22,737
<b>Total Operating Capital</b>	<b>\$ 51,161</b>	<b>\$ 392,266</b>	<b>\$ 25,816</b>	<b>\$ 469,244</b>

FY16 Adopted 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)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
<b>REGIONAL &amp; LOCAL TRANSIT</b>				
Municipal and Local Operators	\$ 358.4	\$ 353.6	\$ (4.8)	-1.3%
Access Services	73.2	85.0	11.8	16.1%
Metrolink	88.7	97.9	9.2	10.4%
Wilshire Bus Rapid Transit	33.2	16.2	(17.0)	-51.3%
Fare Assistance Programs <sup>(1)</sup>	10.5	10.5	-	0.0%
<b>Total Regional &amp; Local Transit</b>	<b>\$ 564.0</b>	<b>\$ 563.2</b>	<b>\$ (0.8)</b>	<b>-0.1%</b>
<b>LOCAL AGENCIES</b>				
<b>ALLOCATION BY POPULATION</b>				
Local Return (Prop A, Prop C & Measure R)	\$ 427.5	\$ 444.5	\$ 17.1	4.0%
TDA Articles 3 & 8	32.3	31.5	(0.9)	-2.6%
<b>Subtotal Allocation by Population</b>	<b>\$ 459.8</b>	<b>\$ 476.0</b>	<b>\$ 16.2</b>	<b>3.5%</b>
<b>CALL FOR PROJECTS</b>				
Regional Surface				
Transportation Improvements	\$ 40.9	\$ 42.1	\$ 1.2	2.9%
Local Traffic System	24.2	17.8	(6.3)	-26.2%
Regional Bikeways	0.9	1.3	0.4	38.0%
Transportation Demand Management	3.0	5.7	2.7	88.9%
Transportation Enhancement	0.6	0.1	(0.5)	-80.5%
Bus Capital	3.4	6.8	3.4	101.0%
<b>Subtotal Call for Projects</b>	<b>\$ 73.1</b>	<b>\$ 73.9</b>	<b>\$ 0.9</b>	<b>1.2%</b>
<b>FEDERAL PASS THROUGHES</b>				
Regional Grantee - FTA	\$ 7.9	\$ 12.7	\$ 4.8	60.8%
Job Access and Reverse Commute Program (JARC) Capital & Operating	2.2	6.1	3.9	178.4%
New Freedom Capital & Operating	3.1	3.9	0.9	27.9%
Highway Pass Through Program	0.1	0.2	0.1	140.0%
Enhanced Mobility of Seniors/Disabled	-	5.0	5.0	n/a
<b>Subtotal Federal Pass Throughs</b>	<b>\$ 13.2</b>	<b>\$ 27.9</b>	<b>\$ 14.7</b>	<b>110.9%</b>
<b>OTHER</b>				
Toll Revenue Reinvestment Program	\$ 2.0	\$ 10.6	\$ 8.6	427.6%
Open Street Grant Program	2.0	2.5	0.5	25.0%
Transit Oriented Development and Other Sustainability Programs	5.5	6.2	0.7	12.1%
<b>Subtotal Other</b>	<b>\$ 9.5</b>	<b>\$ 19.3</b>	<b>\$ 9.7</b>	<b>101.9%</b>
<b>Total Local Agencies</b>	<b>\$ 555.7</b>	<b>\$ 597.1</b>	<b>\$ 41.5</b>	<b>7.5%</b>
<b>HIGHWAY SUBSIDY</b>				
I-5 North HOV and Truck Lanes	\$ 31.1	\$ 15.0	\$ (16.1)	-51.7%
I-5 South Capacity Enhancements from I-605 to Orange County Line	45.0	67.9	22.9	50.9%
SR-60 HOV Lane from I-605 to Brea Canyon Rd	-	2.0	2.0	n/a
Alameda Corridor East Grade Separation - Gateway Cities	22.3	31.4	9.1	40.8%
Highway Operational Improvements - Arroyo Verdugo	15.5	10.5	(4.9)	-31.9%
Highway Operational Improvements - Las Virgenes/Malibu	16.2	28.3	12.1	74.9%

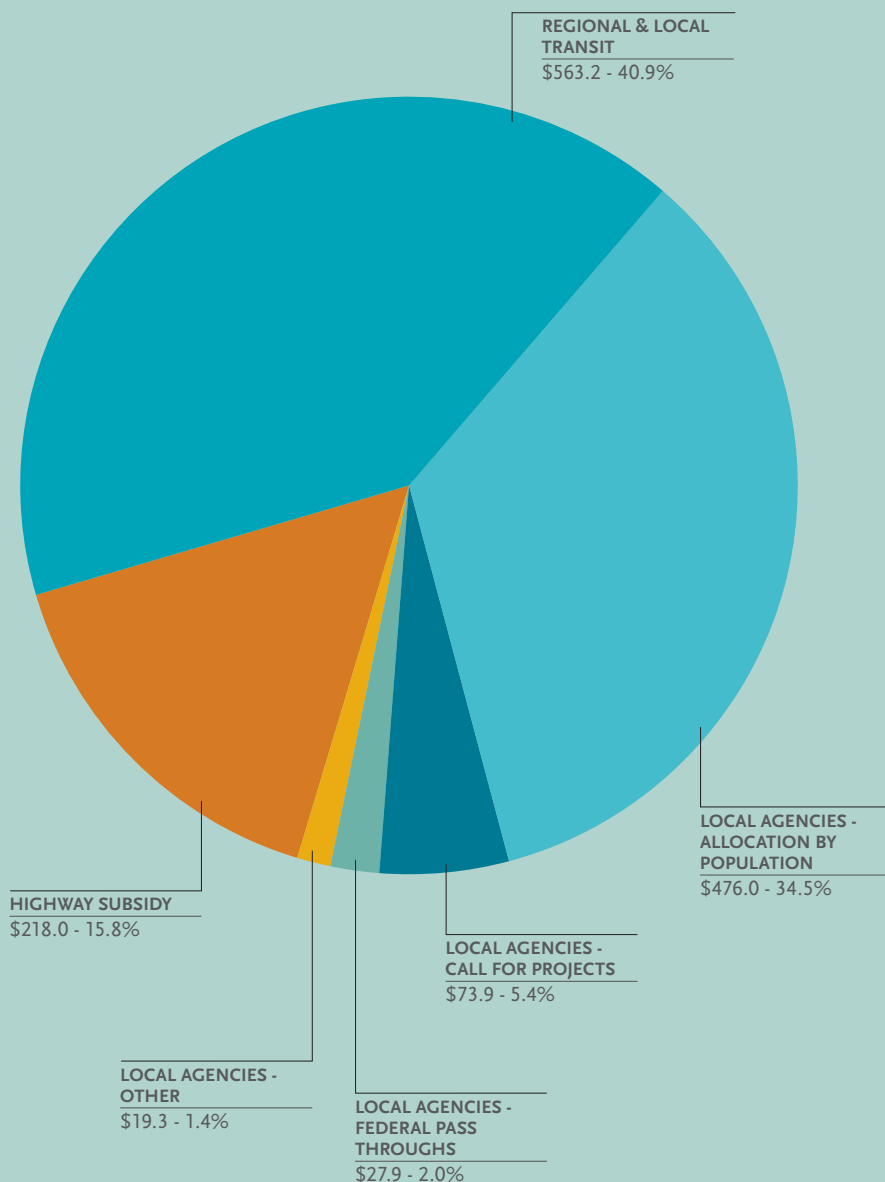
#### Notes

(1) Fare Assistance Programs include Immediate Needs Transportation Program (INTP), Rider Relief Transportation Program (RRTP) and Support for Homeless Re-Entry Program (SHORE).

Totals may not add due to rounding.

REGIONAL SUBSIDY FUNDING PROGRAMS (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
I-405 / I-110 / I-105 / SR-91 Ramp and Interchange Improvements (South Bay)	12.1	26.8	14.7	122.1%
I-605 Corridor "Hot Spot" Interchanges	10.2	5.2	(5.0)	-48.7%
SR-710 North Gap Closure (Tunnel)	0.5	0.4	(0.2)	-30.0%
I-710 South and Early Action Projects	5.8	19.0	13.3	231.3%
SR-138 Capacity Enhancements	1.5	9.4	7.9	523.3%
High Desert Corridor (Environmental)	8.0	2.0	(6.0)	-75.0%
<b>Total Highway Subsidy</b>	<b>\$ 168.1</b>	<b>\$ 218.0</b>	<b>\$ 49.9</b>	<b>29.7%</b>
<b>Total Regional Subsidy Funding Programs</b>	<b>\$ 1,287.8</b>	<b>\$ 1,378.3</b>	<b>\$ 90.5</b>	<b>7.0%</b>

FY16 Adopted Regional Subsidy Funding Program: \$1,378.3 (\$ in Millions)



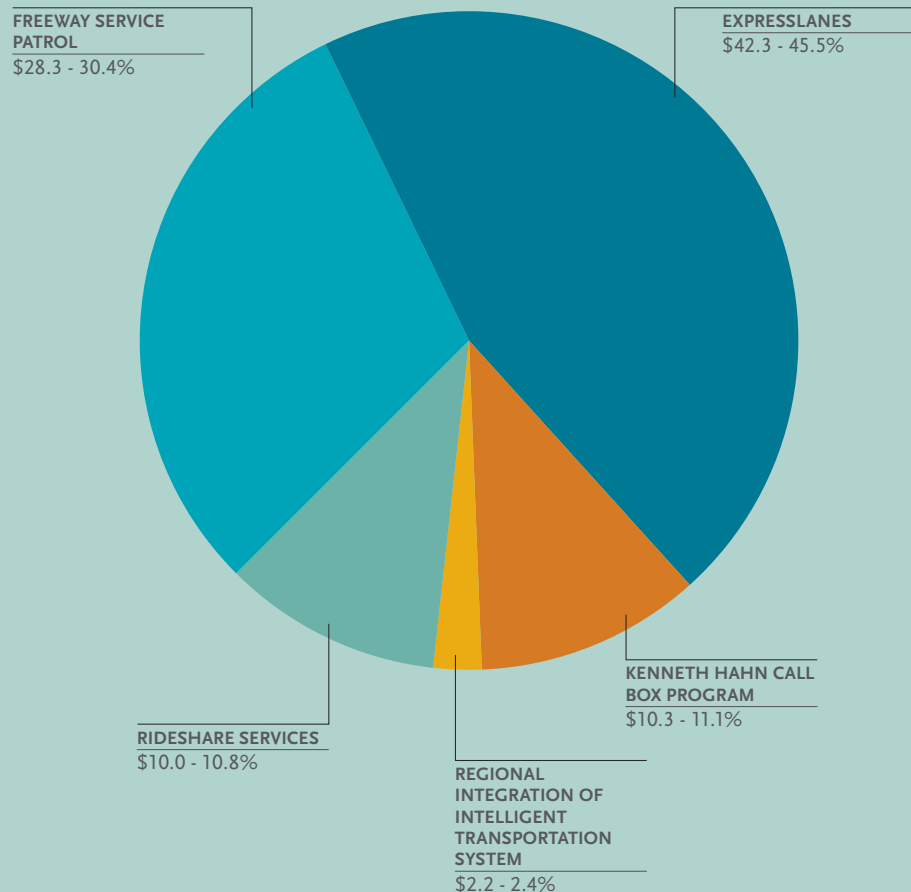
Note  
Totals may not add due to rounding.

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

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

CONGESTION MANAGEMENT (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	\$ CHANGE	% CHANGE
Freeway Service Patrol	\$ 30.7	\$ 28.3	\$ (2.4)	-7.7%
ExpressLanes	31.9	42.3	10.4	32.7%
Kenneth Hahn Call Box Program	11.6	10.3	(1.3)	-11.2%
Regional Integration of Intelligent Transportation System	3.7	2.2	(1.5)	-40.3%
Rideshare Services	11.0	10.0	(1.0)	-9.7%
<b>Congestion Management Total</b>	<b>\$ 88.9</b>	<b>\$ 93.1</b>	<b>\$ 4.1</b>	<b>4.8%</b>

FY16 Adopted Congestion Management Budget: \$93.1 (\$ in Millions)



Note  
Totals may not add due to rounding.



### **FREEWAY SERVICE PATROL**

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

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

### **EXPRESSLANES**

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

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

### **KENNETH HAHN CALL BOX PROGRAM**

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

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

### **REGIONAL INTEGRATION OF INTELLIGENT TRANSPORTATION SYSTEMS (RIITS)**

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

### **RIDESHARE / VANPOOL SERVICES**

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

Commuters can create vanpool groups or join existing groups with valid leasing agency agreements. Metro provides up to a \$400 monthly lease subsidy to eligible vanpool groups. By reducing the number of automobiles on the road, the vanpool program helps reduce traffic congestion, improve air quality and provide commuters more transportation options. Metro Rideshare provides resources to commuters looking for alternatives to driving alone, including ride matching and connecting them to subsidy programs.

### Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY15 BUDGET				FY16 ADOPTED			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
<b>FUNDING DEMAND OF DEBT SERVICE</b>								
<b>RESOURCES</b>								
Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 148,516.3	\$ -	\$ 148,516.3	\$ -	\$ 143,296.4	\$ -	\$ 143,296.4
Proposition A 40% Discretionary	2,343.7	-	-	2,343.7	1,913.3	-	-	1,913.3
Proposition C 40% Discretionary	9,885.1	62,897.5	-	72,782.6	9,881.4	62,874.1	-	72,755.6
Proposition C 10% Commuter Rail	-	12,712.1	-	12,712.1	-	13,504.4	-	13,504.4
Proposition C 25% Streets & Highways	-	27,282.2	28,369.0	55,651.2	-	27,021.8	28,098.2	55,120.0
Trans. Development Act Article 4	1,534.5	-	-	1,534.5	1,534.5	-	-	1,534.5
Measure R Transit Capital - New Rail 35%	-	44,675.9	-	44,675.9	-	43,897.6	-	43,897.6
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	6,792.2	-	6,792.2	-	7,163.1	-	7,163.1
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,312.7	-	10,312.7	-	10,301.6	-	10,301.6
Proposition A 35% Rail Set Aside (CRA Debt)	2,180.2	-	-	2,180.2	2,178.8	-	-	2,178.8
<b>Total Funding Demand Debt Service</b>	<b>\$ 15,943.4</b>	<b>\$ 313,188.9</b>	<b>\$ 28,369.0</b>	<b>\$ 357,501.3</b>	<b>\$ 15,508.0</b>	<b>\$ 308,059.0</b>	<b>\$ 28,098.2</b>	<b>\$ 351,665.2</b>
(Premium)/Discount Amortization <sup>(2)</sup>	(955.9)	(18,778.9)	(1,700.9)	(21,435.1)	(1,011.1)	(20,085.6)	(1,832.0)	(22,928.7)
<b>Total Debt Service Expense</b>	<b>\$ 14,987.5</b>	<b>\$ 294,410.7</b>	<b>\$ 26,668.0</b>	<b>\$ 336,066.3</b>	<b>\$ 14,496.9</b>	<b>\$ 287,973.4</b>	<b>\$ 26,266.2</b>	<b>\$ 328,736.5</b>
<b>Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

### Long-Term Enterprise Fund Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY15 BALANCE				BEGINNING ADOPTED FY16 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A	\$ 20,271.8	\$ 1,284,583.2	\$ -	\$ 1,304,855.0	\$ 15,976.1	\$ 1,104,823.9	\$ -	\$ 1,120,800.0
Proposition C	93,365.2	973,666.0	266,757.8	1,333,789.0	87,739.7	914,999.5	250,684.8	1,253,424.0
Measure R <sup>(3)</sup>	-	686,050.0	-	686,050.0	-	869,420.0	-	869,420.0
Transportation Development Act - Article 4	5,111.0	-	-	5,111.0	3,758.2	-	-	3,758.2
Proposition A 35% Rail Set Aside (CRA Debt)	20,520.0	-	-	20,520.0	19,360.0	-	-	19,360.0
<b>Total Outstanding Debt Principal Balance <sup>(4)</sup></b>	<b>\$ 139,268.0</b>	<b>\$ 2,944,299.2</b>	<b>\$ 266,757.8</b>	<b>\$ 3,350,325.0</b>	<b>\$ 126,833.9</b>	<b>\$ 2,889,243.4</b>	<b>\$ 250,684.8</b>	<b>\$ 3,266,762.2</b>

#### Notes

Totals may not add due to rounding.

(1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.6M in FY15 and \$4.3M in FY16.

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

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

(4) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5M Debt Service and \$134.8M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the Federal overhead

allocation process. Also excludes \$400M of planned federal TIFIA loan drawdowns during FY16 to fund Crenshaw and Regional Connector Transit Construction. Repayment of these loans will come from Measure R contingency fund commencing in FY17.

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED	% OF ALLOWABLE REVENUE USED
<b>PROPOSITION A (PA)</b>			
Net PA35% Sales Tax Revenue	\$ 244.1	\$ 253.9	
Annual PA35% Debt Service	138.4	137.6	62.3%
PA35% Debt Policy Maximum Permitted Annual Debt Service <sup>(1)</sup>	212.4	220.9	
Maximum Additional PA35% Bond Issuance Allowed Under Debt Policy <sup>(2)</sup>	1,084.0	1,220.2	
Net PA40% Sales Tax Revenue	\$ 279.0	\$ 290.1	
Annual PA40% Debt Service	4.5	4.1	100.0%
PA40% Debt Policy Maximum Permitted Annual Debt Service <sup>(3)</sup>	N/A	N/A	
Maximum Additional PA40% Bond Issuance Allowed Under Debt Policy <sup>(3)</sup>	N/A	N/A	
<b>PROPOSITION C (PC)</b>			
Net PC10% Sales Tax Revenue	\$ 72.3	\$ 75.2	
Annual PC10% Debt Service	11.1	11.0	
PC10% Debt Policy Maximum Permitted Annual Debt Service <sup>(4)</sup>	28.9	30.1	36.6%
Maximum Additional PC10% Bond Issuance Allowed Under Debt Policy <sup>(2)</sup>	262.1	279.7	
Net PC25% Sales Tax Revenue	\$ 180.8	\$ 188.0	
Annual PC25% Debt Service	55.5	54.8	48.6%
PC25% Debt Policy Maximum Permitted Annual Debt Service <sup>(5)</sup>	108.5	112.8	
Maximum Additional PC25% Bond Issuance Allowed Under Debt Policy <sup>(2)</sup>	777.1	849.7	
Net PC40% Sales Tax Revenue	\$289.3	\$300.8	
Annual PC40% Debt Service	69.5	69.4	57.7%
PC40% Debt Policy Maximum Permitted Annual Debt Service <sup>(6)</sup>	115.7	120.3	
Maximum Additional PC40% Bond Issuance Allowed Under Debt Policy <sup>(2)</sup>	677.9	746.0	
<b>MEASURE R (MR)</b>			
Net MR35% Sales Tax Revenue	\$253.1	\$263.2	
Annual MR35% Debt Service	46.5	46.5	20.3%
MR35% Debt Policy Maximum Permitted Annual Debt Service <sup>(7)</sup>	220.2	229.0	
Maximum Additional R35% Bond Issuance Allowed Under Debt Policy <sup>(8)</sup>	2,265.9	2,323.4	
Net MR20% Sales Tax Revenue	\$144.6	\$150.4	
Annual MR20% Debt Service	-	-	0.0%
MR20% Debt Policy Maximum Permitted Annual Debt Service <sup>(9)</sup>	86.8	90.2	
Maximum Additional MR20% Bond Issuance Allowed Under Debt Policy <sup>(8)</sup>	1,132.2	1,149.1	
Net MR2% Sales Tax Revenue	\$14.5	\$15.0	
Annual MR2% Debt Service	7.1	7.1	54.6%
MR2% Debt Policy Maximum Permitted Annual Debt Service <sup>(10)</sup>	12.6	13.1	
Maximum Additional MR2% Bond Issuance Allowed Under Debt Policy <sup>(8)</sup>	71.0	75.6	
Net MR3% Sales Tax Revenue	\$21.7	\$22.6	
Annual MR3% Debt Service	-	-	0.0%
MR3% Debt Policy Maximum Permitted Annual Debt Service <sup>(11)</sup>	18.9	19.6	
Maximum Additional MR3% Bond Issuance Allowed Under Debt Policy <sup>(8)</sup>	246.2	249.9	
<b>Transportation Development Act (TDA)</b>			
Net TDA Sales Tax Revenue	\$367.1	\$381.8	
Annual TDA Debt Service	-	-	0.0%
TDA Debt Policy Maximum Permitted Annual Debt Service <sup>(3)</sup>	N/A	N/A	
Maximum Additional MR35% Bond Issuance Allowed Under Debt Policy <sup>(3)</sup>	N/A	N/A	

### Debt Policy: Maximum Permitted Debt Service

#### Notes

- (1) Debt policy limits annual debt service to 87% of PA35% tax revenue.
- (2) Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization of debt at 4.5%.
- (3) No further debt issuance is permitted pursuant to the debt policy.
- (4) Debt policy limits annual debt service to 40% of PC10%.
- (5) Debt policy limits annual debt service to 60% of PC25%.
- (6) Debt policy limits annual debt service to 40% of PC40%.
- (7) Debt policy limits annual debt service to 87% of MR35% tax revenue.
- (8) Total amount of bonds that could be issued under the Debt Policy limitations. Assumes amortization of debt at 4.5% over remaining life of Measure R sales tax.
- (9) Debt policy limits annual debt service to 60% of MR20% tax revenue.
- (10) Debt policy limits annual debt service to 87% of MR2% tax revenue.
- (11) Debt policy limits annual debt service to 87% of MR3% tax revenue.

Totals may not add due to rounding.



**Governmental Funds:  
Estimated Fund Balances  
for the Year Ending  
June 30, 2016**

FUND TYPE (\$ IN MILLIONS)	FY16 ESTIMATED ENDING FUND BALANCE
<b>PROPOSITION A</b>	
Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ 161.9
Discretionary Incentive (5% of 40%)	12.4
Rail (35%) <sup>(2)</sup>	-
Interest	6.6
<b>Total Proposition A</b>	<b>\$ 180.9</b>
<b>PROPOSITION C</b>	
Discretionary (40%) <sup>(1)</sup>	\$ 176.3
Security (5%) <sup>(1)</sup>	17.1
Commuter Rail (10%) <sup>(2)</sup>	-
Streets & Highway (25%)	70.2
Interest	16.4
<b>Total Proposition C</b>	<b>\$ 280.0</b>
<b>MEASURE R</b>	
Administration (1.5%)	\$ 30.0
Transit Capital - Metrolink (3%)	-
Transit Capital - Metro Rail (2%)	-
Transit Capital - New Rail (35%)	-
Highway Capital (20%)	142.8
New Rail Operations (5%)	65.5
Bus Operations (20%) <sup>(1)</sup>	2.0
<b>Total Measure R</b>	<b>\$ 240.3</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
Article 3 <sup>(1)</sup>	\$ 14.7
Article 4 <sup>(1)</sup>	82.4
Article 8 <sup>(1)</sup>	3.7
<b>Total TDA</b>	<b>\$ 100.8</b>
<b>STATE TRANSIT ASSISTANCE (STA)</b>	
Revenue Share <sup>(1)</sup>	\$ 11.5
Population Share	-
<b>Total STA</b>	<b>\$ 11.5</b>
<b>Total PTMISEA<sup>(3)</sup></b>	<b>\$ 108.9</b>
<b>Total SAFE Fund<sup>(2)</sup></b>	<b>\$ 16.4</b>
<b>Total Other Special Revenue Funds<sup>(1)</sup></b>	<b>\$ 53.0</b>
<b>GENERAL FUND</b>	
Administration - Prop A, Prop C & TDA	\$ -
Mandatory Operating Reserve	193.1
General Fund / Other <sup>(2)</sup>	253.8
<b>Total General Fund</b>	<b>\$ 446.9</b>
<b>Total of Estimated FY16 Ending Fund Balances</b>	<b>\$ 1,438.7</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.

GOVERNMENTAL FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUND <sup>(1)</sup>		GENERAL FUND		TOTAL	
	FY15 BUDGET	FY16 ADOPTED	FY15 BUDGET	FY16 ADOPTED	FY15 BUDGET	FY16 ADOPTED
<b>REVENUE</b>						
Sales Tax <sup>(2)</sup>	\$ 2,694.7	\$ 2,778.0	\$ -	\$ -	\$ 2,694.7	\$ 2,788.0
Intergovernmental Grants <sup>(3)</sup>	377.9	69.6	21.9	46.3	399.7	115.9
SAFE Revenues	7.5	7.5	-	-	7.5	7.5
Investment Income	0.5	0.1	4.1	4.1	4.6	4.2
Lease and Rental	-	-	16.2	14.2	16.2	14.2
Licenses and Fines	-	-	0.5	0.5	0.5	0.5
Other	-	-	0.2	19.6	0.2	19.6
<b>Total Revenues</b>	<b>\$ 3,080.6</b>	<b>\$ 2,855.1</b>	<b>\$ 42.8</b>	<b>\$ 84.7</b>	<b>\$ 3,123.4</b>	<b>\$ 2,939.8</b>
<b>EXPENDITURES</b>						
Subsidies	\$ 1,242.7	\$ 1,315.5	\$ 30.2	\$ 47.9	\$ 1,272.9	\$ 1,363.5
Operating Expenditures	302.6	225.4	132.4	144.2	434.9	369.6
Debt & Interest Expenditures	-	-	1.0	1.2	1.0	1.2
Debt Principal Retirement	-	-	1.2	1.0	1.2	1.0
<b>Total Expenditures</b>	<b>\$ 1,545.2</b>	<b>\$ 1,540.9</b>	<b>\$ 164.8</b>	<b>\$ 194.3</b>	<b>\$ 1,710.0</b>	<b>\$ 1,735.3</b>
<b>TRANSFERS</b>						
Transfers In	\$ 87.6	\$ 24.0	\$ 135.0	\$ 86.3	\$ 222.6	\$ 110.3
Transfers (Out)	(2,380.9)	(1,791.2)	(25.7)	(52.8)	(2,406.5)	(1,843.9)
Proceeds from Financing	90.7	109.2	0.4	-	91.1	109.2
<b>Total Transfers</b>	<b>\$ (2,202.5)</b>	<b>\$ (1,657.9)</b>	<b>\$ 109.7</b>	<b>\$ 33.5</b>	<b>\$ (2,092.8)</b>	<b>\$ (1,624.4)</b>
<b>Net Change in Fund Balances</b>	<b>\$ (667.2)</b>	<b>\$ (343.7)</b>	<b>\$ (12.3)</b>	<b>\$ (76.1)</b>	<b>\$ (679.5)</b>	<b>\$ (419.8)</b>
Fund Balances - beginning of year <sup>(4)</sup>	\$ 1,902.2	\$ 1,335.6	\$ 512.6	\$ 523.0	\$ 2,414.8	\$ 1,858.6
<b>Fund Balances - End of Year</b>	<b>\$ 1,235.0</b>	<b>\$ 991.8</b>	<b>\$ 500.3</b>	<b>\$ 446.9</b>	<b>\$ 1,735.3</b>	<b>\$ 1,438.7</b>

**Governmental Funds:  
Statement of Revenues,  
Expenditure and Changes  
in Fund Balances for  
the Years Ending  
June 30, 2015 and 2016**

Notes

(1) Special Revenue Fund includes Measure R fund, which is presented separately on page 49.

(2) Includes TDA and STA, in addition to Prop A, Prop C and Measure R sales tax revenues.

(3) Includes grant revenues from Federal, State and Local sources including tolls.

(4) Beginning FY16 Fund Balances reflect anticipated unspent FY15 budgeted expenditures.

Totals may not add due to rounding.

Measure R:  
Impact to the Region

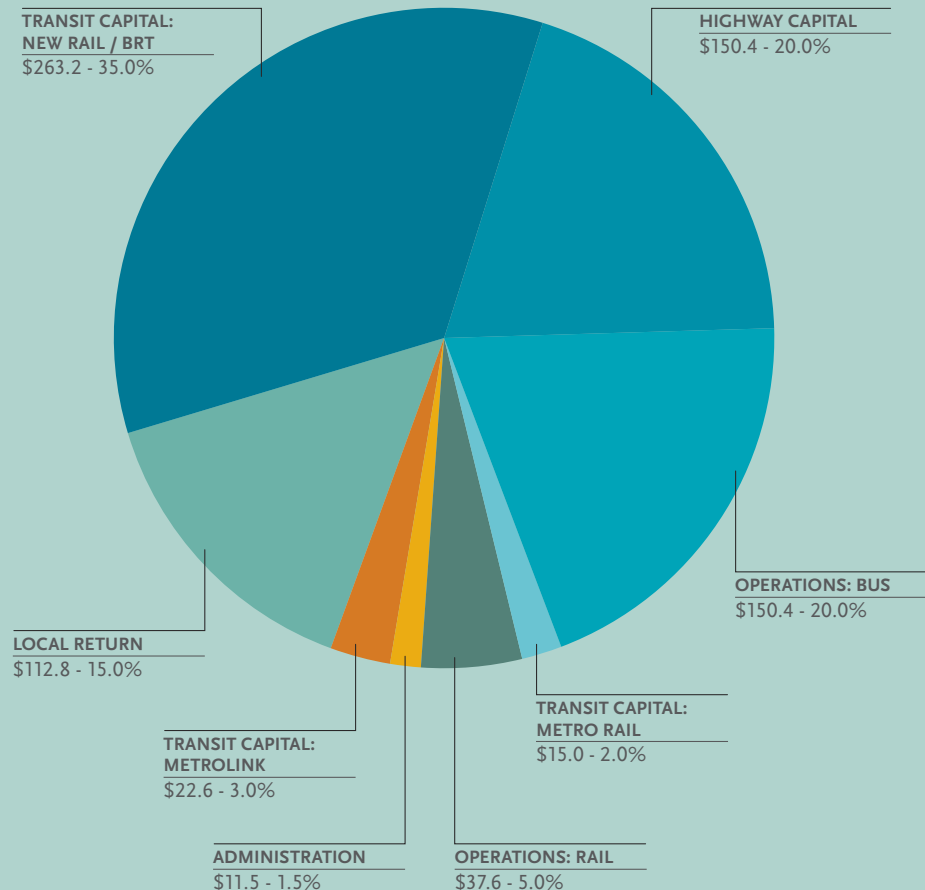
**The Measure R sales tax revenue ordinance** approved by voters in 2008 has rapidly become the single largest local funding source for the transit capital building boom currently underway in Los Angeles County. Metro’s management is focused on carefully using this funding to ensure that the transit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

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

MetroLink is the sole recipient of funding from the Measure R 3% component, which is eligible for operations maintenance, and expansion of the commuter rail system. These funds have helped finance various safety and system improvements, including the installation of the much needed positive train control system.

Local jurisdictions in the county receive funding through the Local Return sub fund, which is allocated based on population. As specified in the Measure R Ordinance, these funds must be spent on transportation projects and infrastructure improvements such as major street resurfacing and rehabilitation, pothole repair, left turn signals, bikeways, pedestrian improvements, signal synchronization and transit. In addition, the Bus Operations sub fund is allocated to Metro and other transit providers in the region based on the Formula Allocation Procedure in order to fund countywide bus service operations, maintenance and expansion.

Measure R  
Sales Tax Revenue:  
\$763.5 (\$ in Millions)



Note

Totals may not add due to rounding.



SUBFUND (\$ IN MILLIONS)	EXPENDITURE PROGRAM	% OF SALES TAX	FY16 EST BEGINNING FUND BAL	NEW REVENUES	EXPENDITURE	FY16 EST ENDING FUND BAL
<b>TRANSIT CAPITAL</b>	New Rail and/or Bus Rapid Transit Capital Projects <sup>(1)</sup>	35.0%	\$ 52.4	\$ 263.2	\$ 315.6	\$ -
<b>HIGHWAY CAPITAL</b>	Carpool Lanes, Highways, Goods Movement, Grade Separations and Soundwalls	20.0%	243.5	150.4	251.0	142.8
<b>OPERATIONS</b>	Bus Operations - Countywide Bus Service Operations, Maintenance and Expansion	20.0%	3.2	150.4	151.6	2.0
<b>LOCAL RETURN</b> <sup>(2)</sup>		15.0%	-	112.8	112.8	-
<b>OPERATIONS</b>	Rail Operations (New Transit Projects Operations & Maintenance)	5.0%	77.9	37.6	50.0	65.5
<b>TRANSIT CAPITAL</b>	Metro Rail Capital - System Improvements, Rail Yards and Rail Cars	2.0%	36.1	15.0	51.2	-
<b>TRANSIT CAPITAL</b>	Metrolink Capital Improvement Projects within LA County (Operations, Maintenance and Expansion)	3.0%	44.5	22.6	67.1	-
<b>ADMINISTRATION</b>	Administration	1.5%	31.4	11.5	12.8	30.0
<b>Subtotal Measure R Projects Funding Plan from Sales Tax Revenues</b>			<b>\$ 489.1</b>	<b>\$ 763.5</b>	<b>\$ 1,012.2</b>	<b>\$ 240.3</b>
Measure R Transit Capital 2% Bond Proceeds <sup>(3)</sup>			-	58.3	58.3	-
Measure R Transit Capital 35% Commercial Paper <sup>(3)</sup>			-	248.6	248.6	-
Measure R Transit Capital 35% TIFIA Loan Proceeds <sup>(3)</sup>			-	400.2	400.2	-
<b>Subtotal Measure R Projects Funding Plan from Bond Proceeds, Commercial Paper and TIFIA Loan Proceeds</b>			<b>\$ -</b>	<b>\$ 707.0</b>	<b>\$ 707.0</b>	<b>\$ -</b>
<b>Subtotal Measure R Projects Funding Plan from Measure R Sources</b>			<b>\$ 489.1</b>	<b>\$ 1,470.5</b>	<b>\$ 1,719.2</b>	<b>\$ 240.3</b>
<b>Subtotal Measure R Projects Funding Plan from Non-Measure R Sources <sup>(4)</sup></b>			<b>\$ -</b>	<b>\$ 732.9</b>	<b>\$ 732.9</b>	<b>\$ -</b>
<b>Total Measure R Projects Funding Plan</b>			<b>\$ 489.1</b>	<b>\$ 2,203.4</b>	<b>\$ 2,452.1</b>	<b>\$ 240.3</b>

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

### Notes

- (1) Expenditures exclude \$2.3M amortization cost of bond premium to reflect the total Measure R funding.
- (2) To the incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area on a per capita basis for major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit.
- (3) Metro plans to draw down \$400.2M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan in FY16 to fund Measure R Transit Capital 35% activities (including \$337.7M for Crenshaw Project and \$62.5M for Regional Connector). Metro plans to use Measure R Transit Capital - New Rail 35% Bond proceeds of \$140.5M for Expo Phase II and \$108.0M for Westside Purple Line. Metro plans to use Measure R Transit Capital - Metro Rail 2% Bond proceeds of \$39.6M for Crenshaw Southwestern Yard and \$5.0M for Gold Line Foothill Maintenance Facility - Metro 75% share.
- (4) Funding from non-Measure R funding sources for Measure R projects:  
- Federal Subsidies \$517.7M;  
- State Subsidies \$64.3M;  
- Local Subsidies \$150.9M.

Totals may not add due to rounding.

**Measure R:  
Projects / Funding**

MEASURE R PROJECTS / FUNDING (\$ IN MILLIONS)	MEASURE R FUNDS <sup>(1)</sup>	NON- MEASURE R FUNDS <sup>(2)</sup>	TOTAL EXPENSES
<b>MEASURE R TRANSIT CAPITAL - NEW RAIL (35%)</b>			
Eastside Extension Phase 2	\$ -	\$ 2.0	\$ 2.0
Eastside Light Rail Access	5.4	-	5.4
Green Line Extension: Redondo Beach-South Bay	-	0.4	0.4
Regional Connector	62.5	179.0	241.5
Sepulveda Pass Transit Corridor	-	3.5	3.5
Regional Clean Fuel Bus Capital	6.4	97.5	103.9
Airport Metro Connector	4.7	-	4.7
Gold Line Foothill	63.8	-	63.8
Westside Purple Line	260.0	172.0	432.0
Light Rail Vehicles for Service Expansion	9.3	163.2	172.6
San Fernando Valley East North/South Rapidways	2.3	-	2.3
West Santa Ana Branch Corridor	1.3	-	1.3
Expo 2	167.2	45.8	213.0
Crenshaw	337.7	34.5	372.2
Expo 1	-	15.1	15.1
<b>Measure R Transit Capital - New Rail (35%) Total</b>	<b>\$ 920.5</b>	<b>\$ 713.0</b>	<b>\$ 1,633.5</b>
<b>MEASURE R HIGHWAY CAPITAL - HIGHWAY (20%)</b>			
Countywide Soundwall Projects	\$ 15.9	\$ -	\$ 15.9
High Desert Corridor	3.7	-	3.7
I-405, I-110, I-105, SR-91 Ramp & Interchange	25.8	-	25.8
SR-710 North Gap Closure	6.7	-	6.7
I-710 South and Early Action Projects	34.4	-	34.4
Alameda Corridor East Grade Separation Phase 2	14.0	-	14.0
SR-138 Capacity Enhancements	12.4	-	12.4
I-605 Corridor "Hot Spot" Interchanges	15.7	-	15.7
Highway Operating Improvements Las Virgenes/Malibu	28.4	-	28.4
Highway Operating Improvements Arroyo Verdugo	10.7	-	10.7
Good Movements, I-5 N Truck Lanes, SR 71	-	0.3	0.3
BNSF Grade Separation Gateway Cities	-	-	-
I-5 South Capacity Enhancements	83.0	-	83.0
I-5 North Carmenita Road Interchange Improvement	0.2	-	0.2
<b>Measure R Highway Capital (20%) Total</b>	<b>\$ 250.9</b>	<b>\$ 0.3</b>	<b>\$ 251.2</b>
<b>MEASURE R TRANSIT CAPITAL - METRO RAIL (2%)</b>			
Blue Line	\$ 13.7	\$ -	\$ 13.7
Eastside Quad Gate Study and Installation	1.0	-	1.0
Light Rail Fleet Midlife	14.6	-	14.6
Regional Connector	3.2	-	3.2
Transit Oriented Development	5.3	-	5.3
Gold Line Foothill	5.0	-	5.0
Westside Purple Line	3.2	-	3.2
Light Rail Vehicles for Fleet Replacement	5.0	-	5.0
Expo 2	1.4	0.6	2.0
Crenshaw	39.6	-	39.6
Fare Gate Project	5.5	-	5.5
Red/Purple Line Vehicle Midlife	4.9	5.1	10.0
<b>Measure R Transit Capital - Metro Rail (2%) Total</b>	<b>\$ 102.3</b>	<b>\$ 5.7</b>	<b>\$ 108.1</b>
<b>MEASURE R TRANSIT CAPITAL - METROLINK (3%)</b>			
Metrolink Transit Capital	\$ 26.0	\$ -	\$ 26.0
Southern California Regional Interconnector Project (SCRIP)	16.6	-	16.6

## Notes

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

(2) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan. Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$517.7M; State Subsidies \$64.3M; Local Subsidies \$150.9M. Local Subsidies sources include Prop A 35 bond proceeds, Prop C 25 bond proceeds, TDA and local grants from cities.

Totals may not add due to rounding.

MEASURE R PROJECTS / FUNDING (\$ IN MILLIONS)	MEASURE R FUNDS <sup>(1)</sup>	NON- MEASURE R FUNDS <sup>(2)</sup>	TOTAL EXPENSES
Raymer to Bernson Double Track Project	7.0	3.5	10.5
Vincent Grade/Acton Station	5.7	-	5.7
Brighton To Roxford Double Track	3.9	-	3.9
Van Nuys North Platform Project	1.0	2.0	3.0
Miscellaneous Projects	6.9	0.2	7.1
<b>Measure R Transit Capital - Metrolink (3%) Total</b>	<b>\$ 67.1</b>	<b>\$ 5.7</b>	<b>\$ 72.8</b>
<b>MEASURE R OPERATIONS - BUS (20%)</b>			
Metro Bus Share	\$ 100.9	\$ -	\$ 100.9
Metro Orange Line	4.4	-	4.4
Measure R 20% Formula Allocation to Muni Operators	46.4	-	46.4
<b>Measure R Operations - Bus (20%) Total</b>	<b>\$ 151.6</b>	<b>\$ -</b>	<b>\$ 151.6</b>
<b>Measure R Operations - New Rail (5%)</b>	<b>\$ 50.0</b>	<b>\$ -</b>	<b>\$ 50.0</b>
<b>Measure R Administration (1.5%)</b>	<b>\$ 12.8</b>	<b>\$ -</b>	<b>\$ 12.8</b>
<b>Measure R Local Return (15%)</b>	<b>\$ 112.8</b>	<b>\$ -</b>	<b>\$ 112.8</b>
<b>Measure R Debt Service Expenses <sup>(3)</sup></b>	<b>\$ 51.1</b>	<b>\$ 8.0</b>	<b>\$ 59.1</b>
<b>Total Measure R Project/Funding Expenses</b>	<b>\$ 1,719.2</b>	<b>\$ 732.9</b>	<b>\$ 2,452.1</b>

## Notes

(3) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan. \$2.3M 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% & Measure R Transit Capital - Metro Rail 2%.

Totals may not add due to rounding.



FTES BY DEPARTMENT DETAIL	FY15 BUDGET	FY16 ADOPTED	CHANGE
<b>BOARD OF DIRECTORS</b>			
Board of Directors	19	19	-
Inspector General	17	20	3
<b>Board of Directors Total</b>	<b>36</b>	<b>39</b>	<b>3</b>
Non-Represented	36	39	3
<b>Total Board of Directors by Representation</b>	<b>36</b>	<b>39</b>	<b>3</b>
<b>CHIEF EXECUTIVE OFFICE</b>			
Chief Executive Office	39	40	1
Chief Policy Office	5	5	-
Enterprise Risk & Safety Management	86	93	7
Labor/Employee Relations	180	182	2
LAMPS (LA Metro Protective Services)	120	120	-
Program Management	38	42	4
<b>Chief Executive Office Total</b>	<b>468</b>	<b>482</b>	<b>14</b>
Non-Represented	249	263	14
Represented	219	219	-
<b>Total Chief Executive Office by Representation</b>	<b>468</b>	<b>482</b>	<b>14</b>
<b>COMMUNICATIONS</b>			
Community Relations	32	30	(2)
Customer Programs & Services	54	54	-
Customer Relations	120	125	5
Executive Office, Communications	5	7	2
Government Relations	6	8	2
Marketing	45	43	(2)
Public Relations	11	11	-
<b>Communications Total</b>	<b>273</b>	<b>278</b>	<b>5</b>
Non-Represented	95	95	-
Represented	178	183	5
<b>Total Communications by Representation</b>	<b>273</b>	<b>278</b>	<b>5</b>
<b>CONGESTION REDUCTION</b>			
Congestion Reduction Demonstration Project	6	8	2
Motorist Services	9	10	1
<b>Congestion Reduction Total</b>	<b>15</b>	<b>18</b>	<b>3</b>
Non-Represented	15	18	3
<b>Total Congestion Reduction by Representation</b>	<b>15</b>	<b>18</b>	<b>3</b>
<b>ENGINEERING AND CONSTRUCTION</b>			
Highway Project Delivery	24	28	4
Regional Rail	7	8	1
Transit Project Delivery	144	151	7
<b>Engineering and Construction Total</b>	<b>175</b>	<b>187</b>	<b>12</b>
Non-Represented	175	187	12
<b>Total Engineering and Construction by Representation</b>	<b>175</b>	<b>187</b>	<b>12</b>
<b>FINANCE AND BUDGET</b>			
Accounting	70	71	1
Finance & Treasury	21	24	3
Local Programming	15	17	2
Office of Management and Budget	35	37	2
TAP Operations	70	70	-
<b>Finance and Budget Total</b>	<b>211</b>	<b>219</b>	<b>8</b>

FTES BY DEPARTMENT DETAIL	FY15 BUDGET	FY16 ADOPTED	CHANGE
Non-Represented	142	150	8
Represented	69	69	-
<b>Total Finance and Budget by Representation</b>	<b>211</b>	<b>219</b>	<b>8</b>
<b>INFORMATION TECHNOLOGY</b>			
Information Technology Services	130	133	3
Research & Records Information Management	9	9	-
<b>Information Technology Total</b>	<b>139</b>	<b>142</b>	<b>3</b>
Non-Represented	88	91	3
Represented	51	51	-
<b>Total Information Technology by Representation</b>	<b>139</b>	<b>142</b>	<b>3</b>
<b>OPERATIONS</b>			
Maintenance	2,805	2,803	(2)
Service Development	93	93	-
Strategic Planning Rail	293	296	3
Transit Operations - Bus	12	12	-
Transportation	4,617	4,617	-
Vehicle Engineering & Acquisition	39	38	(1)
<b>Operations Total</b>	<b>7,859</b>	<b>7,859</b>	<b>-</b>
Non-Represented	285	285	-
Represented	7,574	7,574	-
<b>Total Operations by Representation</b>	<b>7,859</b>	<b>7,859</b>	<b>-</b>
<b>PLANNING AND DEVELOPMENT</b>			
Countywide Planning & Development	2	2	-
Planning/Strategic Financial Planning/Grants Management	52	52	-
Strategic Initiatives & Real Property Management	62	64	2
Transit Corridors & Systemwide Planning	42	43	1
<b>Planning and Development Total</b>	<b>158</b>	<b>161</b>	<b>3</b>
Non-Represented	158	161	3
<b>Total Planning and Development by Representation</b>	<b>158</b>	<b>161</b>	<b>3</b>
<b>VENDOR/CONTRACT MANAGEMENT</b>			
Administrative Services	6	6	-
Represented Support/Client Services	14	14	-
Diversity & Economic Opportunity	25	27	2
Procurement	70	73	3
Supply Chain Management	208	209	1
<b>Vendor/Contract Management Total</b>	<b>323</b>	<b>329</b>	<b>6</b>
Non-Represented	161	167	6
Represented	162	162	-
<b>Total Vendor/Contract Management by Representation</b>	<b>323</b>	<b>329</b>	<b>6</b>
<b>Total Agencywide Non-Represented</b>	<b>1,404</b>	<b>1,456</b>	<b>52</b>
<b>Total Agencywide Represented</b>	<b>8,253</b>	<b>8,258</b>	<b>5</b>
<b>Total Agency</b>	<b>9,657</b>	<b>9,714</b>	<b>57</b>





# Appendices



STATISTICS	BUS			RAIL			TOTAL		
	FY15 BUDGET	FY16 ADOPTED	% CHANGE	FY15 BUDGET	FY16 ADOPTED	% CHANGE	FY15 BUDGET	FY16 ADOPTED	% CHANGE
<b>SERVICE PROVIDED (ooo)</b>									
Revenue Service Hours (RSH)	7,062	7,062	0.0%	1,028	1,094	6.5%	8,090	8,156	0.8%
Revenue Service Miles (RSM)	78,950	78,950	0.0%	21,584	22,844	5.8%	100,533	101,794	1.3%
<b>SERVICE CONSUMED (ooo)</b>									
Unlinked Boardings	359,260	359,260	0.0%	114,111	121,516	6.5%	473,371	480,776	1.6%
Passenger Miles	1,485,414	1,485,414	0.0%	644,821	680,113	5.5%	2,130,235	2,165,527	1.7%
<b>OPERATING REVENUE (ooo)</b>									
Fare Revenue	\$ 266,322	\$ 280,206	5.2%	\$ 84,744	\$ 95,760	13.0%	\$ 351,066	\$ 375,966	7.1%
Advertising/Other	\$ 24,812	\$ 24,130	-2.7%	\$ 2,297	\$ 2,297	0.0%	\$ 27,109	\$ 26,427	-2.7%
<b>Total</b>	<b>\$ 291,134</b>	<b>\$ 304,336</b>	<b>4.5%</b>	<b>\$ 87,041</b>	<b>\$ 98,057</b>	<b>12.7%</b>	<b>\$ 378,175</b>	<b>\$ 402,393</b>	<b>6.4%</b>
<b>OPERATING COST DATA (ooo)</b>									
Transportation	\$ 375,642	\$ 377,650	0.5%	\$ 59,419	\$ 64,021	7.7%	\$ 435,061	\$ 441,671	1.5%
Maintenance	\$ 300,050	\$ 311,467	3.8%	\$ 160,719	\$ 174,166	8.4%	\$ 460,769	\$ 485,633	5.4%
Other & Support Cost	\$ 343,413	\$ 361,308	5.2%	\$ 149,950	\$ 161,055	7.4%	\$ 493,363	\$ 522,363	5.9%
<b>Total</b>	<b>\$1,019,105</b>	<b>\$1,050,425</b>	<b>3.1%</b>	<b>\$ 370,088</b>	<b>\$ 399,242</b>	<b>7.9%</b>	<b>\$1,389,193</b>	<b>\$1,449,667</b>	<b>4.4%</b>
<b>Subsidy Data (000)</b>	<b>\$ 727,971</b>	<b>\$ 746,089</b>	<b>2.5%</b>	<b>\$ 283,047</b>	<b>\$ 301,185</b>	<b>6.4%</b>	<b>\$1,011,018</b>	<b>\$1,047,274</b>	<b>3.6%</b>
<b>PER BOARDING STATISTICS</b>									
Fare Revenue	\$ 0.74	\$ 0.78	5.4%	\$ 0.74	\$ 0.78	5.4%	\$ 0.74	\$ 0.78	5.4%
Operating Cost	\$ 2.84	\$ 2.92	3.1%	\$ 3.24	\$ 3.29	1.3%	\$ 2.93	\$ 3.02	2.7%
Subsidy	\$ 2.03	\$ 2.08	2.5%	\$ 2.48	\$ 2.48	-0.1%	\$ 2.14	\$ 2.18	2.4%
Passenger Miles	4.13	4.13	0.0%	5.65	5.60	-1.0%	4.50	4.50	0.0%
Fare Recovery %	26.1%	26.7%	0.5%	22.9%	24.0%	1.1%	25.3%	25.9%	0.7%
<b>PER RSH STATISTICS</b>									
Revenue	\$ 41.23	\$ 43.10	4.5%	\$ 84.69	\$ 89.59	5.8%	\$ 46.75	\$ 49.34	5.5%
Boardings	50.87	50.87	0.0%	111.02	111.02	0.0%	58.52	58.52	0.0%
Passenger Miles	210.35	210.35	0.0%	627.38	621.39	-1.0%	263.33	265.51	0.8%
Transportation Cost	\$ 53.19	\$ 53.48	0.5%	\$ 57.81	\$ 58.49	1.2%	\$ 53.78	\$ 54.15	0.6%
Maintenance Cost	\$ 42.49	\$ 44.11	3.8%	\$ 156.37	\$ 159.13	1.8%	\$ 56.96	\$ 59.54	2.8%
Other & Support Cost	\$ 48.63	\$ 51.16	5.2%	\$ 145.89	\$ 147.15	0.9%	\$ 60.99	\$ 64.04	5.0%
<b>Total Cost</b>	<b>\$ 144.31</b>	<b>\$ 148.75</b>	<b>3.1%</b>	<b>\$ 360.08</b>	<b>\$ 364.77</b>	<b>1.3%</b>	<b>\$ 171.73</b>	<b>\$ 177.74</b>	<b>3.5%</b>
<b>Subsidy</b>	<b>\$ 103.09</b>	<b>\$ 105.65</b>	<b>2.5%</b>	<b>\$ 275.39</b>	<b>\$ 275.18</b>	<b>-0.1%</b>	<b>\$ 124.98</b>	<b>\$ 128.40</b>	<b>2.4%</b>
<b>PER PASSENGER MILE STATISTICS</b>									
Revenue	\$ 0.20	\$ 0.20	0.0%	\$ 0.13	\$ 0.14	6.8%	\$ 0.18	\$ 0.19	4.7%
Revenue Mile	0.05	0.05	0.0%	0.03	0.03	0.0%	0.05	0.05	0.0%
Transportation Cost	\$ 0.25	\$ 0.25	0.5%	\$ 0.09	\$ 0.09	0.0%	\$ 0.20	\$ 0.20	-0.6%
Maintenance Cost	\$ 0.20	\$ 0.21	3.8%	\$ 0.25	\$ 0.26	2.7%	\$ 0.22	\$ 0.22	-0.3%
Other & Support Cost	\$ 0.23	\$ 0.24	5.2%	\$ 0.23	\$ 0.24	1.8%	\$ 0.23	\$ 0.24	4.2%
<b>Total Cost</b>	<b>\$ 0.69</b>	<b>\$ 0.71</b>	<b>3.1%</b>	<b>\$ 0.57</b>	<b>\$ 0.59</b>	<b>2.3%</b>	<b>\$ 0.65</b>	<b>\$ 0.67</b>	<b>2.7%</b>
<b>Subsidy</b>	<b>\$ 0.49</b>	<b>\$ 0.50</b>	<b>2.5%</b>	<b>\$ 0.44</b>	<b>\$ 0.44</b>	<b>0.9%</b>	<b>\$ 0.47</b>	<b>\$ 0.48</b>	<b>1.9%</b>
<b>FTE'S PER HUNDRED <sup>(1)</sup></b>									
Operators per RSH	5.58	5.58	0.0%	3.78	4.03	6.5%	4.99	5.02	0.5%
Mechanics per RSM	0.12	0.12	0.0%	0.11	0.11	0.0%	0.11	0.11	0.0%
Service Attendants RSM	0.06	0.06	0.0%	0.05	0.05	0.0%	0.05	0.05	0.0%
Maintenance of Way (MOW)	-	-	-	29.53	29.53	0.0%	29.53	29.53	0.0%
<b>Inspectors per RM <sup>(2)</sup></b>									
Transit Operations Supervisors per RSH	0.47	0.47	0.0%	1.33	1.39	4.2%	0.59	0.60	2.5%

REVENUE SERVICE HOURS	FY15 BUDGET	FY16 ADOPTED	CHANGE	BOARDINGS (000)	FY15 BUDGET	FY16 ADOPTED	CHANGE
<b>BUS</b>				<b>BUS</b>			
Local & Rapid	6,327,663	6,327,663	-	Local & Rapid	330,015	330,015	-
Silver Line	84,380	84,380	-	Silver Line	3,978	3,978	-
Orange Line	130,516	130,516	-	Orange Line	8,957	8,957	-
Purchased Trans	519,176	519,176	-	Purchased Trans	16,310	16,310	-
<b>Subtotal Bus</b>	<b>7,061,735</b>	<b>7,061,735</b>	-	<b>Subtotal Bus</b>	<b>359,260</b>	<b>359,260</b>	-
<b>RAIL</b>				<b>RAIL</b>			
Blue Line	294,483	294,483	-	Blue Line	27,597	27,597	-
Green Line	93,589	93,589	-	Green Line	13,315	13,315	-
Gold Line	190,057	214,069	24,012	Gold Line	13,594	16,260	2,666
Expo Line	124,160	166,848	42,688	Expo Line	9,222	13,961	4,739
Heavy Rail	325,510	325,510	-	Heavy Rail	50,383	50,383	-
<b>Subtotal Rail</b>	<b>1,027,799</b>	<b>1,094,499</b>	<b>66,700</b>	<b>Subtotal Rail</b>	<b>114,111</b>	<b>121,516</b>	<b>7,405</b>
<b>Total</b>	<b>8,089,534</b>	<b>8,156,234</b>	<b>66,700</b>	<b>Total</b>	<b>473,371</b>	<b>480,776</b>	<b>7,405</b>

REVENUE SERVICE MILES	FY15 BUDGET	FY16 ADOPTED	CHANGE	PASSENGER MILES (000)	FY15 BUDGET	FY16 ADOPTED	CHANGE
<b>BUS</b>				<b>BUS</b>			
Local & Rapid	68,701,920	68,701,920	-	Local & Rapid	1,335,293	1,335,293	-
Silver Line	1,831,046	1,831,046	-	Silver Line	15,672	15,672	-
Orange Line	2,140,454	2,140,454	-	Orange Line	56,841	56,841	-
Purchased Trans	6,276,209	6,276,209	-	Purchased Trans	77,608	77,608	-
<b>Subtotal Bus</b>	<b>78,949,629</b>	<b>78,949,629</b>	-	<b>Subtotal Bus</b>	<b>1,485,414</b>	<b>1,485,414</b>	-
<b>RAIL</b>				<b>RAIL</b>			
Blue Line	5,427,387	5,427,387	-	Blue Line	197,545	197,545	-
Green Line	2,730,794	2,730,794	-	Green Line	85,788	85,788	-
Gold Line	3,750,486	4,224,326	473,840	Gold Line	82,263	98,396	16,133
Expo Line	2,288,299	3,075,049	786,750	Expo Line	37,280	56,439	19,159
Heavy Rail	7,386,642	7,386,642	-	Heavy Rail	241,945	241,945	-
<b>Subtotal Rail</b>	<b>21,583,608</b>	<b>22,844,199</b>	<b>1,260,591</b>	<b>Subtotal Rail</b>	<b>644,821</b>	<b>680,113</b>	<b>35,292</b>
<b>Total</b>	<b>100,533,237</b>	<b>101,793,828</b>	<b>1,260,591</b>	<b>Total</b>	<b>2,130,235</b>	<b>2,165,527</b>	<b>35,292</b>

### Service Level Details

#### Notes

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

(2) Per route mile

Totals may not add due to rounding.



ACTIVITIES	FY15 BUDGET		FY16 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 346,023	\$ 52.89	\$ 347,912	\$ 53.18	\$ 1,889	\$ 0.29
Services	63	0.01	55	0.01	(9)	-
Materials & Supplies	378	0.06	378	0.06	-	-
Training	7,046	1.08	7,049	1.08	4	-
Control Center	7,898	1.21	8,166	1.25	267	0.04
Scheduling & Planning	4,444	0.68	4,579	0.70	135	0.02
Field Supervision	9,789	1.50	9,510	1.45	(279)	(0.04)
<b>Total Transportation</b>	<b>\$ 375,642</b>	<b>\$ 57.42</b>	<b>\$ 377,650</b>	<b>\$ 57.72</b>	<b>\$ 2,008</b>	<b>\$ 0.31</b>
<b>MAINTENANCE</b>						
<b>DIVISION MAINTENANCE</b>						
Wages & Benefits	\$ 138,045	\$ 21.10	\$ 148,965	\$ 22.77	\$ 10,920	\$ 1.67
Fuel	31,916	4.88	28,143	4.30	(3,773)	(0.58)
Materials & Supplies	43,935	6.72	43,418	6.64	(517)	(0.08)
Fueling Contractor Reimbursement	(875)	(0.13)	(1,000)	(0.15)	(125)	(0.02)
Services	216	0.03	216	0.03	-	-
<b>Subtotal Division Maintenance</b>	<b>\$ 213,237</b>	<b>\$ 32.59</b>	<b>\$ 219,742</b>	<b>\$ 33.59</b>	<b>\$ 6,506</b>	<b>\$ 0.99</b>
<b>CENTRAL MAINTENANCE</b>						
Wages & Benefits	\$ 17,245	\$ 2.64	\$ 20,829	\$ 3.18	\$ 3,585	\$ 0.55
Materials & Supplies	5,196	0.79	5,196	0.79	-	-
Maintenance Services	197	0.03	196	0.03	-	-
<b>Subtotal Central Maintenance</b>	<b>\$ 22,637</b>	<b>\$ 3.46</b>	<b>\$ 26,221</b>	<b>\$ 4.01</b>	<b>\$ 3,584</b>	<b>\$ 0.55</b>
<b>OTHER MAINTENANCE</b>						
Maintenance Support	\$ 15,417	\$ 2.36	\$ 17,536	\$ 2.68	\$ 2,118	\$ 0.32
Non-Revenue Vehicles	7,427	1.14	7,972	1.22	544	0.08
Facilities Maintenance	39,194	5.99	37,679	5.76	(1,514)	(0.23)
Training	2,137	0.33	2,317	0.35	180	0.03
<b>Subtotal Other Maintenance</b>	<b>\$ 64,176</b>	<b>\$ 9.81</b>	<b>\$ 65,504</b>	<b>\$ 10.01</b>	<b>\$ 1,328</b>	<b>\$ 0.20</b>
<b>Total Maintenance</b>	<b>\$ 300,050</b>	<b>\$ 45.86</b>	<b>\$ 311,467</b>	<b>\$ 47.61</b>	<b>\$ 11,418</b>	<b>\$ 1.75</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 30,675	4.69	\$ 30,894	\$ 4.72	\$ 218	\$ 0.03
Revenue	33,114	5.06	31,029	4.74	(2,085)	(0.32)
Service Development	11,942	1.83	14,680	2.24	2,738	0.42
Safety	3,495	0.53	3,714	0.57	219	0.03
Casualty & Liability	47,293	7.23	46,643	7.13	(651)	(0.10)
Workers' Comp	47,456	7.25	49,797	7.61	2,341	0.36
Transitional Duty Program	1,094	0.17	1,129	0.17	35	0.01
Utilities	14,903	2.28	16,246	2.48	1,343	0.21
Other Metro Operations	9,242	1.41	9,563	1.46	322	0.05
Building Costs	11,486	1.76	11,528	1.76	42	0.01
Copy Services	1,142	0.17	1,132	0.17	(10)	-
<b>Total Other Operating</b>	<b>\$ 211,843</b>	<b>\$ 32.38</b>	<b>\$ 216,356</b>	<b>\$ 33.07</b>	<b>\$ 4,513</b>	<b>\$ 0.69</b>
<b>SUPPORT DEPARTMENTS</b>						
Board Oversight	\$ 578	\$ 0.09	\$ 1,782	\$ 0.27	\$ 1,203	\$ 0.18
CEO	5,181	0.79	6,966	1.06	1,784	0.27
Management Audit Services	1,782	0.27	2,321	0.35	539	0.08
Procurement	22,936	3.51	24,637	3.77	1,701	0.26
Communications	11,595	1.77	14,488	2.21	2,894	0.44
Finance	10,310	1.58	12,387	1.89	2,077	0.32

Note

Totals may not add due to rounding.

ACTIVITIES	FY15 BUDGET		FY16 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
Human Resources	3,624	0.55	3,813	0.58	190	0.03
Real Estate	2,607	0.40	3,938	0.60	1,330	0.20
ITS	20,787	3.18	21,338	3.26	551	0.08
Administration	2,162	0.33	2,233	0.34	71	0.01
Construction	1,042	0.16	1,141	0.17	99	0.02
<b>Total Support Departments</b>	<b>\$ 82,604</b>	<b>\$ 12.63</b>	<b>\$ 95,042</b>	<b>\$ 14.53</b>	<b>\$ 12,438</b>	<b>\$ 1.90</b>
<b>Total Metro Operated Bus Costs</b>	<b>\$ 970,138</b>	<b>\$ 148.28</b>	<b>\$1,000,515</b>	<b>\$ 152.92</b>	<b>\$ 30,377</b>	<b>\$ 4.64</b>
<b>Directly Operated RSH</b>		<b>6,543</b>		<b>6,543</b>		<b>-</b>
<b>PURCHASED TRANSPORTATION</b>						
Contracted Service	\$ 45,940	\$ 88.49	\$ 46,980	\$ 90.49	\$ 1,039	\$ 2.00
Security	2,439	4.70	2,452	4.72	12	0.02
Administration	587	1.13	479	0.92	(109)	(0.21)
<b>Total Purchased Transportation Bus Costs</b>	<b>\$ 48,967</b>	<b>\$ 94.32</b>	<b>\$ 49,910</b>	<b>\$ 96.13</b>	<b>\$ 944</b>	<b>\$ 1.82</b>
<b>Purchased Transportation RSH</b>		<b>519</b>		<b>519</b>		<b>-</b>
<b>Total Bus Costs</b>	<b>\$1,019,105</b>	<b>\$ 144.31</b>	<b>\$1,050,425</b>	<b>\$ 148.75</b>	<b>\$ 31,320</b>	<b>\$ 4.44</b>
<b>Total Bus RSH (in 000s)</b>		<b>7,062</b>		<b>7,062</b>		<b>-</b>

Note

Totals may not add due to rounding.

ACTIVITIES	FY15 BUDGET		FY16 ADOPTED		CHANGE	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 45,417	\$ 44.19	\$ 49,607	\$ 45.32	\$ 4,189	\$ 1.13
Materials & Supplies	130	0.13	132	0.12	2	(0.01)
Other	34	0.03	31	0.03	(3)	-
Control Center	12,044	11.72	12,331	11.27	287	(0.45)
Training	1,794	1.75	1,919	1.75	125	0.01
<b>Total Transportation</b>	<b>\$ 59,419</b>	<b>\$ 57.81</b>	<b>\$ 64,021</b>	<b>\$ 58.49</b>	<b>\$ 4,602</b>	<b>\$ 0.68</b>
<b>MAINTENANCE</b>						
<b>VEHICLE MAINTENANCE</b>						
Wages & Benefits	\$43,101	\$41.94	\$51,350	\$46.92	\$8,249	\$4.98
Materials & Supplies	12,929	12.58	12,632	11.54	(297)	(1.04)
Services	121	0.12	102	0.09	(19)	(0.02)
Other	9	0.01	1	-	(9)	(0.01)
<b>Subtotal Vehicle Maintenance</b>	<b>\$56,160</b>	<b>\$54.64</b>	<b>\$64,085</b>	<b>\$58.55</b>	<b>\$7,925</b>	<b>\$3.91</b>
<b>WAYSIDE MAINTENANCE</b>						
Wages & Benefits	\$ 28,253	\$ 27.49	\$ 29,085	\$ 26.57	\$ 832	\$ (0.92)
Materials & Supplies	4,207	4.09	4,240	3.87	33	(0.22)
Services	747	0.73	570	0.52	(177)	(0.21)
Propulsion Power	36,177	35.20	36,696	33.53	519	(1.67)
Other	559	0.54	575	0.53	16	(0.02)
<b>Subtotal Wayside Maintenance</b>	<b>\$ 69,943</b>	<b>\$ 68.05</b>	<b>\$ 71,165</b>	<b>\$ 65.02</b>	<b>\$ 1,222</b>	<b>\$ (3.03)</b>
<b>OTHER MAINTENANCE</b>						
Maintenance Support	\$ 571	\$ 0.56	\$ 2,663	\$ 2.43	\$ 2,092	\$ 1.88
Non-Revenue Vehicles	2,117	2.06	2,365	2.16	248	0.10
Facilities Maintenance	30,304	29.48	31,815	29.07	1,510	(0.42)
Maintenance Training	1,624	1.58	\$2,073	1.89	449	0.31
<b>Subtotal Other Maintenance</b>	<b>\$ 34,616</b>	<b>\$ 33.68</b>	<b>\$ 38,916</b>	<b>\$ 35.56</b>	<b>\$ 4,299</b>	<b>\$ 1.88</b>
<b>Total Maintenance</b>	<b>\$ 160,719</b>	<b>\$ 156.37</b>	<b>\$ 174,166</b>	<b>\$ 159.13</b>	<b>\$ 13,447</b>	<b>\$ 2.76</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 65,293	\$ 63.53	\$ 65,615	\$ 59.95	\$ 323	\$ (3.58)
Revenue	20,237	19.69	19,506	17.82	(730)	(1.87)
Service Development	101	0.10	220	0.20	119	0.10
Safety	5,181	5.04	5,163	4.72	(18)	(0.32)
Casualty & Liability	4,199	4.09	4,552	4.16	352	0.07
Workers' Comp	7,633	7.43	8,882	8.11	1,248	0.69
Transitional Duty Program	60	0.06	60	0.05	-	-
Utilities	2,293	2.23	3,248	2.97	955	0.74
Other Metro Operations	4,263	4.15	6,789	6.20	2,526	2.06
Building Costs	3,259	3.17	4,315	3.94	1,056	0.77
Copy Services	324	0.32	424	0.39	100	0.07
<b>Total Other Operating</b>	<b>\$ 112,844</b>	<b>\$ 109.79</b>	<b>\$ 118,774</b>	<b>\$ 108.52</b>	<b>\$ 5,931</b>	<b>\$ (1.27)</b>
<b>SUPPORT DEPARTMENTS</b>						
Board Oversight	\$ 56	\$ 0.05	\$ 50	\$ 0.05	\$ (6)	\$ (0.01)
CEO	2,149	2.09	3,231	2.95	1,082	0.86
Management Audit Services	506	0.49	683	0.62	178	0.13
Procurement	6,797	6.61	7,935	7.25	1,138	0.64
Communication	5,662	5.51	6,239	5.70	576	0.19
Real Estate	3,168	3.08	6,105	5.58	2,938	2.50

Note

Totals may not add due to rounding.



ACTIVITIES	FY15 BUDGET		FY16 ADOPTED		CHANGE	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
Finance	2,267	2.21	3,397	3.10	1,130	0.90
Human Resources	1,028	1.00	1,427	1.30	399	0.30
ITS	4,762	4.63	6,369	5.82	1,607	1.19
Administration	724	0.70	891	0.81	167	0.11
Construction	9,988	9.72	5,954	5.44	(4,034)	(4.28)
<b>Total Support Departments</b>	<b>\$ 37,106</b>	<b>\$ 36.10</b>	<b>\$ 42,280</b>	<b>\$ 38.63</b>	<b>\$ 5,174</b>	<b>\$ 2.53</b>
<b>Total Rail Costs</b>	<b>\$ 370,088</b>	<b>\$ 360.08</b>	<b>\$ 399,242</b>	<b>\$ 364.77</b>	<b>\$ 29,154</b>	<b>\$ 4.69</b>
<b>Total Rail Revenue Service Hours (in 000s)</b>		<b>1,028</b>		<b>1,094</b>		<b>67</b>

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 Note

Totals may not add due to rounding.

Measure R Transit Capital  
Expansion Program

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>MEASURE R TRANSIT CAPITAL EXPANSION</b>			
<b>RAIL</b>			
<b>CRENSHAW</b>			
Crenshaw/LAX Business Interruption Fund *	\$ -	\$ 3,200	\$ 3,200
Crenshaw/LAX Insurance Betterment	5,276	-	5,276
Crenshaw/LAX Light Rail Transit: Construction	656,250	366,693	2,058,000
Crenshaw/LAX Light Rail Transit: Planning Phase 1	5,526	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2	20,023	-	-
Southwestern Maintenance Yard <sup>(1)</sup>	111,552	39,601	-
<b>Total Crenshaw</b>	<b>\$ 798,627</b>	<b>\$ 409,494</b>	<b>\$ 2,066,476</b>
<b>EXPO 1</b>			
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred	\$ 851,437	\$ 3,300	\$ 978,900
Expo Blvd Light Rail Transit Phase 1: Metro Incurred	77,377	15,100	-
Light Rail Vehicle	10,122	14,700	-
<b>Total Expo I</b>	<b>\$ 938,936</b>	<b>\$ 33,100</b>	<b>\$ 978,900</b>
<b>EXPO 2</b>			
Division 22 Paint and Body Shop	\$ 522	\$ 2,290	\$ 11,000
Expo Blvd Light Rail Transit Phase 2 - Holdback	25,385	26,626	-
Expo Blvd Light Rail Transit Phase 2 - Non-Holdback	141,414	38,110	-
Expo Blvd Light Rail Transit Phase 2: Construction	845,367	140,541	1,500,158
Expo Blvd Light Rail Transit Phase 2: Planning	392	-	-
Expo 2 Insurance Betterment	2,463	-	2,463
Expo Phase 2 Betterments	1,545	2,000	3,900
Light Rail Vehicle	61,968	63,242	-
<b>Total Expo II</b>	<b>\$ 1,079,057</b>	<b>\$ 272,809</b>	<b>\$ 1,517,521</b>
<b>GOLD LINE FOOTHILL</b>			
Foothill Extension Insurance Betterment	\$ 2,080	\$ -	\$ 2,080
Gold Line Foothill Extension to Azusa Phase 2A: Construction	622,337	57,798	741,000
Gold Line Foothill Extension to Azusa Phase 2A: Planning	425	-	-
Gold Line Foothill Maintenance Facility - Metro 75%	202,408	5,029	207,437
Light Rail Vehicle	14,284	42,998	-
<b>Total Gold Line Foothill</b>	<b>\$ 841,534</b>	<b>\$ 105,825</b>	<b>\$ 950,517</b>
<b>REGIONAL CONNECTOR</b>			
Regional Connector Business Interruption Fund *	\$ -	\$ 3,200	\$ 3,200
Regional Connector Insurance Betterment *	-	4,036	4,036
Regional Connector: Construction	336,780	227,772	1,420,017
Regional Connector: Construction - Non Full Funding Grant Agreement	22,598	9,057	39,991
Regional Connector: Planning Phase 1	6,075	-	-
Regional Connector: Planning Phase 2 <sup>(2)</sup>	27,101	623	-
<b>Total Regional Connector</b>	<b>\$ 392,554</b>	<b>\$ 244,689</b>	<b>\$ 1,467,244</b>
<b>WESTSIDE PURPLE</b>			
Non-Revenue Vehicle for Transit Project Delivery Department	\$ 854	\$ -	\$ 950
Westside Extension Section 1 Business Interruption Fund *	-	3,150	3,150
Westside Insurance Betterment *	-	6,553	6,553
Westside Subway Extension Section 1	453,675	280,033	2,773,880

## Notes

\* New project in FY16.

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

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

(3) FY16 budget of \$6M is captured in subsidies.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
Westside Subway Extension Section 2	40,600	145,054	185,654
Westside Subway Extension: Planning Phase 1	8,505	-	-
Westside Subway Extension: Planning Phase 2 <sup>(2)</sup>	36,901	350	-
<b>Total Westside Purple</b>	<b>\$ 540,534</b>	<b>\$ 435,140</b>	<b>\$ 2,970,186</b>
<b>Total Rail</b>	<b>\$ 4,591,242</b>	<b>\$ 1,501,057</b>	<b>\$ 9,950,845</b>
<b>BUS</b>			
<b>ORANGE LINE</b>			
Metro Orange Line Extension	\$ 143,602	\$ -	\$ 215,600
<b>ZERO/SUPER LOW EMISSION</b>			
Bus Acquisition 30 Zero Emission/Super Low Emission	4,783	149	30,000
<b>Total Bus</b>	<b>\$ 148,385</b>	<b>\$ 149</b>	<b>\$ 245,600</b>
<b>BIKE</b>			
<b>EXPO 2</b>			
Expo Phase 2 Bikeway	11,685	4,417	16,102
<b>Total Bike</b>	<b>\$ 11,685</b>	<b>\$ 4,417</b>	<b>\$ 16,102</b>
<b>Total Measure R Transit Capital Expansion</b>	<b>\$ 4,751,312</b>	<b>\$ 1,505,624</b>	<b>\$ 10,212,547</b>
<b>MEASURE R TRANSIT PLANNING</b>			
Airport Metro Connector <sup>(2)</sup>	\$ 10,011	\$ 4,707	\$ 14,718
Eastside Extension: Planning Phase 1 & 2 <sup>(2)</sup>	23,398	1,980	25,378
Eastside Light Rail Access <sup>(2)</sup>	13,749	5,433	19,182
Gold Line Foothill Extension Phase 2B <sup>(3)</sup>	-	-	-
Green Line Extension: Redondo to South Bay <sup>(2)</sup>	7,579	439	8,019
San Fernando Valley East North/South Rapidways <sup>(2)</sup>	9,183	2,274	11,457
Sepulveda Pass Transit Corridor <sup>(2)</sup>	6,257	3,455	9,712
West Santa Ana Branch Corridor <sup>(2)</sup>	3,291	1,269	4,560
<b>Total Measure R Transit Planning</b>	<b>\$ 73,468</b>	<b>\$ 19,557</b>	<b>\$ 93,025</b>
<b>Total Measure R Transit Capital Expansion Program</b>	<b>\$ 4,824,780</b>	<b>\$ 1,525,180</b>	<b>\$ 10,305,572</b>

## Notes

\* New project in FY16.

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(3) FY16 budget of \$6M is captured in subsidies.

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## Operating Capital

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>SAFETY / SECURITY</b>			
<b>RAIL</b>			
<b>BLUE LINE</b>			
Metro Blue Line and Metro Green Line Transit Passenger Info System	\$ 4,545	\$ 1,442	\$ 5,987
Metro Blue Line Pedestrian & Swing Gate Installations	2,573	5,005	7,700
Metro Blue Line Signal System Rehabilitation	5,171	9,948	64,000
<b>Total Blue Line</b>	<b>\$ 12,288</b>	<b>\$ 16,394</b>	<b>\$ 77,687</b>
<b>GREEN LINE</b>			
Metro Green Line Signal System Rehabilitation	\$ 3,332	\$ 268	\$ 3,600
Metro Green Line Signal System Rehabilitation - Phase 2	2,794	1,126	7,800
<b>Total Green Line</b>	<b>\$ 6,126</b>	<b>\$ 1,394</b>	<b>\$ 11,400</b>
<b>RED/PURPLE LINE</b>			
Metro Rail Station Entrance Gating	\$ 20,584	\$ -	\$ 21,000
Metro Red Line Gas Analyzer Upgrade	404	1,504	4,000
Metro Red Line Operator Cab Camera Installation	5,355	15	6,380
Metro Red Line Tunnel Lighting Rehabilitation	2,877	917	9,000
Metro Red Line Universal City Pedestrian Bridge	17,501	9,799	27,300
Metro Red/Purple Lines Platform Gates Replacement *	-	183	3,500
<b>Total Red/Purple Line</b>	<b>\$ 46,721</b>	<b>\$ 12,418</b>	<b>\$ 71,180</b>
<b>MULTIPLE LINES</b>			
Metro Security Kiosks at Rail Stations	\$ 4,255	\$ 873	\$ 5,150
Platform Track Intrusion Detection System *	-	2,130	2,400
Seismic Monitoring System Replacement	90	-	275
Supervisory Control & Data Acquisition System Security Enhancement	368	60	1,365
Union Station Smart High Definition CCTV	1,152	408	1,849
<b>Total Multiple Lines</b>	<b>\$ 5,865</b>	<b>\$ 3,471</b>	<b>\$ 11,039</b>
<b>Total Rail</b>	<b>\$ 71,000</b>	<b>\$ 33,677</b>	<b>\$ 171,306</b>
<b>BUS</b>			
Emergency Operations Booth at Divisions	223	25	452
<b>Total Bus</b>	<b>\$ 223</b>	<b>\$ 25</b>	<b>\$ 452</b>
<b>MIXED MODE</b>			
Fare Gate Project	\$ 527	\$ 5,533	\$ 14,987
Metro Emergency Operations Center	9,314	1,317	16,103
Metro Intelligent Video	1,020	-	1,020
Metro Red Line to Orange Line Underpass at North Hollywood Station	10,284	7,728	22,000
Video Security System Enhancement	2,651	-	2,960
<b>Total Mixed Mode</b>	<b>\$ 23,796</b>	<b>\$ 14,578</b>	<b>\$ 57,070</b>
<b>OTHER</b>			
Agency Information Security and Compliance Program *	\$ -	\$ 710	\$ 7,814
Simulcast Security Radio System Upgrade	625	-	1,318
Universal Fare System Security - Purchase Card Industry Compliance	3,830	2,172	19,500
<b>Total Other</b>	<b>\$ 4,454</b>	<b>\$ 2,882</b>	<b>\$ 28,632</b>
<b>Total Safety / Security</b>	<b>\$ 99,473</b>	<b>\$ 51,161</b>	<b>\$ 257,461</b>

Notes

\* New project in FY16.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>ASSET IMPROVEMENT &amp; MAINTENANCE</b>			
<b>RAIL</b>			
<b>BLUE LINE</b>			
Division 11 Body Shop Ventilation	\$ 1,186	\$ 39	\$ 2,200
Long Beach Duct Bank Upgrade Phase 2	651	2,217	8,000
Metro Blue Line Communication & Signal Building Rehabilitation	1,114	202	1,800
Metro Blue Line Overhead Catenary System Rehabilitation	1,825	2,332	13,000
Metro Blue Line Rail Replacement & Booting	2,256	1,951	13,000
Metro Blue Line Station Refurbishments	14,246	13,663	33,430
Metro Blue Line Turnout Replacement	2,008	782	3,000
Metro Blue Line Wheel True Machine	67	1,970	2,200
Metro Blue Line Yard Signal System Rehabilitation	644	1,502	4,600
<b>Total Blue Line</b>	<b>\$ 23,998</b>	<b>\$ 24,657</b>	<b>\$ 81,230</b>
<b>GOLD LINE</b>			
Car Cleaning Platform Canopy	\$ 133	\$ 163	\$ 505
Division 21 Car Wash Improvement	153	239	670
Division 21 Midway Yard Improvements	176	209	1,024
Pasadena Gold Line Headway Improvements	810	341	1,400
Pasadena Gold Line Synchronous Optical Network Upgrade	5,893	-	9,227
Pasadena Gold Line Vehicle Loop Detector Replacement	200	56	750
Pasadena Gold Line Yard Train Loop Detector Replacement	405	54	600
<b>Total Gold Line</b>	<b>\$ 7,770</b>	<b>\$ 1,061</b>	<b>\$ 14,176</b>
<b>GREEN LINE</b>			
Metro Green Line Emergency Trip System	\$ 194	\$ 1,082	\$ 5,500
Metro Green Line Material Storage Building & Offices Upgrade	1,035	-	1,484
Metro Green Line Negative Grounding Devices	4	375	1,500
Metro Green Line UPS for Train Control & Communication Building	276	300	1,200
<b>Total Green Line</b>	<b>\$ 1,509</b>	<b>\$ 1,757</b>	<b>\$ 9,684</b>
<b>RED/PURPLE LINE</b>			
Division 20 Wheel Press Machine *	\$ -	\$ 82	\$ 4,000
Division 20 Carwash & Cleaning Platform	12,637	751	15,400
Division 20 Switch Machine Replacement *	-	1,900	1,900
Heavy Rail Vehicle Midlife Overhaul	1,717	4,866	52,000
Heavy Rail Vehicle Procurement	3,368	4,990	130,910
Metro Red Line 7th/Metro Station Turnback Upgrade	500	121	675
Metro Red Line Civic Center Station Escalator/ Elevator Modernization	9,039	1,377	12,000
Metro Red Line Escalator Replacement/Modernization	2,515	3,094	20,756
Metro Red Line North Hollywood Parking Lot Demo	5	63	1,400
Metro Red Line Segment 1 Power Supply Replacement	125	14	300
Metro Red Line Segment 2 & 3 Audio Frequency Track Circuit Replacement	926	-	975
Metro Red Line Train-to-Wayside Communication Rehabilitation	541	195	1,800
Roof Replacement at Location 61	2,663	-	3,059
Subway Railcar Component Replacement	19,021	5,145	30,000
<b>Total Red/Purple Line</b>	<b>\$ 53,057</b>	<b>\$ 22,597</b>	<b>\$ 275,175</b>

Notes

\* New project in FY16.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>MULTIPLE LINES</b>			
Automatic Wheel Profile Measuring Device	\$ 1,100	\$ 1,150	\$ 4,000
Digital Rail Radio System	13,516	3,563	25,000
Fiber Optic Main Loop Upgrade	1,039	1,279	4,250
Fire Control Panel Upgrade	550	795	3,600
Heavy Rail Supervisory Control & Data Acquisition System Replacement	6,096	2,888	15,883
Light Rail Vehicle (P2000) Midlife Overhaul	1,216	10,003	100,800
Light Rail Vehicle (P865/P2020) Midlife Overhaul	16,941	4,614	30,000
Light Rail Vehicle Fleet Replacement	31,614	51,629	589,659
Metro Green and Red Line Rail Station Refurbishments	1,921	1,628	4,500
Non-Revenue Vehicles for Rail	8,261	3,476	17,446
P2000 Vehicle Component Replacement	10,014	4,859	26,360
P2000 Vehicle Signaling Package Upgrade	3,284	-	3,364
Passenger Intercom Replacement	12	-	3,596
Professional Services to Support P3010 Light Rail Vehicle Procurement	407	2,374	30,000
Rail Facilities Lighting Retrofit	936	554	1,557
Rail Non-Revenue Vehicle and Equipment Replacement FY16-FY17 *	-	156	620
Regional Rail Signage System Improvements	2,007	224	2,231
System Projects	-	17,500	17,500
Systemwide Corrosion Protection System Replacement	3,309	3,033	13,000
Systemwide Elevator Installations (Vertical Systems)	4,370	2,007	8,000
Warehouse Awning at Wayside Systems	248	-	677
Warehouse Pallet Racking for Rail	5	115	120
Wayside Intrusion Detection System Replacement	158	-	9,700
Wayside Tools & Equipment Procurement thru FY16	708	1,145	2,000
<b>Total Multiple Lines</b>	<b>\$ 107,713</b>	<b>\$ 112,991</b>	<b>\$ 913,862</b>
<b>Total Rail</b>	<b>\$ 194,048</b>	<b>\$ 163,064</b>	<b>\$ 1,294,127</b>
<b>BUS</b>			
Articulated Bus Replacement *	\$ -	\$ 197	\$ 51,436
Bus Acquisition 550 & 350 40-Foot	262,494	97,501	503,443
Bus Facilities Lighting Retrofit	1,312	1,088	4,250
Bus Facilities Maintenance & Improvement - Phase 3 *	-	1,422	21,650
Bus Facility Maintenance Improvements & Enhancements Phase 1	19,491	967	21,231
Bus Facility Maintenance Improvements & Enhancements Phase 2	13,254	3,048	20,896
Bus Midlife Program *	-	10,262	68,669
Bus Midlife Program Pre FY16 Project (Closeout)	81,016	13,016	101,488
Bus Stop Improvement at Venice Blvd and South Robertson Blvd *	-	-	250
Central Maintenance Bus Engine Replacement Program *	-	4,004	24,690
Central Maintenance Facility Building 5 Ventilation & Air	-	365	785
Central Maintenance Shop Engine Replacement Program Pre FY16 Project (Closeout)	26,121	4,254	32,112
Central Maintenance Shop Equipment Replacement	1,625	1,047	2,928
Digital Video Recording Equipment Refurbishment	625	515	3,102
Division 1 Improvements	1,169	2,395	20,866
Division 2 Maintenance Building Renovation & Facility Upgrade	3,656	-	33,375

Notes

\* New project in FY16.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
Division 3 Master Plan Phases 2-4	12,208	992	13,200
El Monte Busway Access Road Repair *	-	450	1,426
Emergency Generators for Communications Network	50	236	500
Facility Equipment & Upgrades	1,533	695	2,254
Fuel Storage Tank System Enhancements (FY15 - FY17)	2,723	2,969	6,500
Metro Art Enhancement	559	31	615
Metro Silver Line Improvements & Upgrades	3,947	2,158	7,845
Non-Revenue Vehicles for Bus	5,794	276	6,923
Patsaouras Bus Plaza Paver Retrofit	2,528	5,116	9,093
Patsaouras Plaza Bus Station Construction	12,069	14,516	30,984
Pavement Repairs at Central Maintenance Facility, Division 7 & 8 *	-	495	4,249
Revenue Collection Equipment Midlife Refurbishment	1,311	75	1,521
Sylmar Child Center Rehabilitation	840	35	987
System Projects	-	27,500	27,500
Terminals 47 and 48 Corrosion	849	108	965
Underground Storage Tank Replacements Pre FY16 Project (Closeout)	6,684	-	7,500
<b>Total Bus</b>	<b>\$ 461,858</b>	<b>\$ 195,732</b>	<b>\$ 1,033,233</b>
<b>MIXED MODE</b>			
Automated Storage & Retrieving System Manager Computer System Upgrade	\$ 1,252	\$ -	\$ 1,423
Automated Storage & Retrieving System Unit Upgrade for Mini-Load	752	835	1,659
Bulk Storage and Fire Sprinkler Enhancement	10	175	185
Call Center Telephone Replacement	759	295	1,500
Customer Center Relocation Improvements	81	379	761
High Density Storage Equipment for Bus & Rail	1,908	380	2,288
Installation of Signage & Posters	596	234	897
Inventory Optimization System	1,504	-	1,583
Non-Revenue Vehicles System Wide	1,411	3,849	5,291
Scheduling System (HASTUS) Infrastructure Upgrade	665	113	1,687
Scheduling System (HASTUS) Upgrade & Enhancement	1,252	2,759	4,010
System Projects	-	5,002	5,002
TAP Customer Relationship Management System *	-	485	985
TAP Mobile Phone Validators	450	50	500
TAP Test Lab	9	2	938
<b>Total Mixed Mode</b>	<b>\$ 10,650</b>	<b>\$ 14,558</b>	<b>\$ 28,710</b>
<b>OTHER</b>			
Application Platform Systems Upgrade (FY15 - FY16)	\$ 500	\$ 462	\$ 1,500
Budget Input & Analysis System Replacement	2,356	426	3,800
Contract Information Management System - Phase 2	6,892	669	7,561
Contract Information Management System - Phase 3	1,594	736	2,330
Enterprise Communication Network Switch	2,616	25	2,843
Financial and Budget Systems Integration	757	2,333	4,200
Financial Information System R12 Upgrade	8,785	1,263	12,900
Gateway Building Emergency Generator	1,375	100	1,895
Gateway Building Renovations	13,363	3,247	42,842
Gateway Domestic Hot Water System Modification <sup>(1)</sup>	-	73	73
Gateway New LED Lighting *	-	239	2,589
Mobile & Tablet Applications *	-	261	978
Regional Service Center & Clearinghouse	17,245	-	20,072

Notes

\* New project in FY16.

Totals may not add due to rounding.



## Appendix IV: Capital Program Project Listing

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
Tablet Regional Point of Sale Device *	-	404	1,921
Union Station Main Terminal Heating, Ventilation & Air Conditioning Upgrade	4,367	1,009	5,376
Union Station Renovations & Upgrades	10,734	3,109	17,311
Union Station Reroofing	5,571	1,509	7,080
Universal Fare Collection System	95,628	238	97,607
Universal Fare System Data Warehousing	300	71	6,042
Universal Fare System Disaster Recovery	271	600	2,043
Web Infrastructure Upgrade	2,163	658	3,096
Workstation and Network Technology Refresh (FY15 - FY16)	947	1,478	2,600
<b>Total Other</b>	<b>\$ 175,464</b>	<b>\$ 18,912</b>	<b>\$ 246,658</b>
<b>Total Asset Improvement &amp; Maintenance</b>	<b>\$ 842,019</b>	<b>\$ 392,266</b>	<b>\$ 2,602,728</b>
<b>CAPITAL INFRASTRUCTURE</b>			
<b>RAIL</b>			
<b>GOLD LINE</b>			
Foothill Extension - Warehouse High Density Storage Equipment at Monrovia	\$ 478	\$ 1,396	\$ 1,874
Gold Line Eastside Extension	889,542	1,380	898,814
<b>Total Gold Line</b>	<b>\$ 890,020</b>	<b>\$ 2,776</b>	<b>\$ 900,688</b>
<b>RED/PURPLE LINE</b>			
Lankershim Depot Restoration Project at Red Line North Hollywood	\$ 3,238	\$ -	\$ 3,600
Metro Red Line Segment 2 Closeout	27,793	625	31,510
Metro Red Line Segment 3 North Hollywood Closeout	3,498	141	3,639
Wayside Energy Storage Substation (WESS)	4,444	97	5,166
<b>Total Red/Purple Line</b>	<b>\$ 38,973</b>	<b>\$ 863</b>	<b>\$ 43,915</b>
<b>MULTIPLE LINES</b>			
Electronic Vehicle Charging Stations at Metro Rail Maintenance Facilities *	\$ -	\$ 75	\$ 175
Light Rail Transit Freeway Stations Sound Enclosures	1,335	2,208	8,609
Public Plug-In Charge Station	458	310	973
Rail Facility Sub-Metering Project - Division 11, 22, and 60	93	134	240
Rail Facility Sub-Metering Project - Division 20 & 21	186	50	421
<b>Total Multiple Lines</b>	<b>\$ 2,071</b>	<b>\$ 2,777</b>	<b>\$ 10,418</b>
<b>Total Rail</b>	<b>\$ 931,064</b>	<b>\$ 6,416</b>	<b>\$ 955,022</b>
<b>BUS</b>			
Bus Facility Sub-Metering Project - Division 1, 2, 4, 9, & 18	\$ 178	\$ 258	\$ 465
Bus Facility Sub-Metering Project - Division 3, 6, 8, and 15	348	25	373
Bus Rapid Transit Freeway Station Sound Enclosure	682	3,944	5,838
Bus Stop Information System Project	778	372	1,150
Cesar Chavez Bus Stop Improvements *	-	611	2,100
Countywide Signal Priority Module	216	19	1,000
Division 13 Construction	108,577	8,971	120,342
El Monte Busway & Transit Center Expansion	59,246	85	60,106
Hawthorne/Lennox Bus Layover	310	-	1,164
Metro Orange Line Reclaimed Water Project	78	125	400
Nextrip Electronic Signage <sup>(1)</sup> *	-	162	4,400
<b>Total Bus</b>	<b>\$ 170,411</b>	<b>\$ 14,572</b>	<b>\$ 197,338</b>

## Notes

\* New project in FY16.

(1) Budget was included in system projects in Proposed Budget.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY15	FY16 ADOPTED	LIFE OF PROJECT
<b>MIXED MODE</b>			
Internet-based Customer Help Desk	\$ 335	\$ 288	\$ 1,142
Ticket Vending Machine Installations	1,691	1,521	6,736
<b>Total Mixed Mode</b>	<b>\$ 2,026</b>	<b>\$ 1,808</b>	<b>\$ 7,878</b>
<b>BIKE</b>			
Bicycle Access Improvements - Rail	\$ 562	\$ 1,057	\$ 2,243
Bicycle Lockers & Racks for Metro Rail Stations	792	558	1,350
Union Station Metro Bike Hub *	-	463	1,320
<b>Total Bike</b>	<b>\$ 1,354</b>	<b>\$ 2,077</b>	<b>\$ 4,913</b>
<b>OTHER</b>			
Parking Guidance System (at Metro owned Park and Ride properties) *	\$ -	\$ 162	\$ 3,025
TAP Near-Field-Communication Mobile Application Development	330	295	625
Ticket Vending Machine Software Upgrade - Multiple Ticket & Language *	-	486	1,750
<b>Total Other</b>	<b>\$ 330</b>	<b>\$ 943</b>	<b>\$ 5,400</b>
<b>Total Capital Infrastructure</b>	<b>\$ 1,105,185</b>	<b>\$ 25,816</b>	<b>\$ 1,170,550</b>
<b>Total Operating Capital</b>	<b>\$ 2,046,677</b>	<b>\$ 469,244</b>	<b>\$ 4,030,739</b>

Notes

\* New project in FY16.

Totals may not add due to rounding.

## Revenue Estimates

		FY16 ESTIMATED REVENUE	CARRY-OVER FY14 BUDGET VS ACTUAL	INTEREST FY14 ACTUAL	FY16 TOTAL FUNDS AVAILABLE	FY15 TOTAL FUNDS AVAILABLE
<b>TRANSPORTATION DEVELOPMENT ACT</b>						
<b>PLANNING &amp; ADMINISTRATION</b>						
Planning - Metro		\$ 2,000	\$ -	\$ -	\$ 2,000	\$ 2,000
Planning - SCAG		2,863	32	-	2,895	2,972
Administration - Metro		3,637	(32)	-	3,605	3,528
<b>Sub-total</b>		<b>\$ 8,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,500</b>	<b>\$ 8,500</b>
Article 3 Pedestrian & Bikeways	2.0%	7,465	86		7,551	7,755
Article 4 Bus Transit	91.7%	342,071	3,960	1,763	347,794	357,370
Article 8 Streets & Highways	6.4%	23,714	275		23,989	24,586
<b>Total <sup>(1)</sup></b>		<b>\$ 381,750</b>	<b>\$ 4,321</b>	<b>\$ 1,763</b>	<b>\$ 387,834</b>	<b>\$ 398,212</b>
<b>PROPOSITION A</b>						
Administration	5.0%	38,175	432	-	38,608	39,603
Local Return <sup>(3)</sup>	25.0%	181,331	n/a	-	181,331	174,373
Rail Development	35.0%	253,864	2,883	-	256,747	263,363
<b>BUS TRANSIT</b>	<b>40.0%</b>					
95% of 40% Capped at CPI <sup>(2)</sup>		230,563	n/a	-	230,563	226,108
95% of 40% Over CPI <sup>(4)</sup>		45,061		-	45,061	38,938
<b>Sub-total</b>		<b>\$ 275,624</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 275,624</b>	<b>\$ 265,046</b>
5% of 40% Incentive		14,507	165	-	14,671	15,049
<b>Total <sup>(1)</sup></b>		<b>\$ 763,500</b>	<b>\$ 3,481</b>	<b>\$ -</b>	<b>\$ 766,981</b>	<b>\$ 757,434</b>
<b>PROPOSITION C</b>						
Administration	1.5%	11,453	131	-	11,584	11,883
Rail/Bus Security	5.0%	37,602	431	-	38,034	39,017
Commuter Rail	10.0%	75,205	863	-	76,068	78,034
Local Return <sup>(3)</sup>	20.0%	150,410	n/a	-	150,410	144,637
Freeways and Highways	25.0%	188,012	2,158	-	190,169	195,086
Discretionary	40.0%	300,819	3,452	-	304,271	312,138
<b>Total <sup>(1)</sup></b>		<b>\$ 763,500</b>	<b>\$ 7,036</b>	<b>\$ -</b>	<b>\$ 770,536</b>	<b>\$ 780,796</b>
<b>STATE TRANSIT ASSISTANCE</b>						
Bus (PUC 99314 Rev Base Share) <sup>(5)</sup>		54,898	(474)	93	54,516	44,852
Rail (PUC 99313 Population Share)		50,785	2,105	76	52,965	48,406
<b>Total <sup>(1)</sup></b>		<b>\$ 105,682</b>	<b>\$ 1,630</b>	<b>\$ 168</b>	<b>\$ 107,481</b>	<b>\$ 93,259</b>
<b>MEASURE R</b>						
Administration	1.5%	11,453	87	143	11,683	11,856
Transit Capital - "New Rail"	35.0%	263,217	2,006	4,027	269,249	272,557
Transit Capital - Metrolink	3.0%	22,561	172	934	23,668	24,008
Transit Capital - Metro Rail	2.0%	15,041	115	264	15,420	15,596
Highway Capital	20.0%	150,410	1,146	2,065	153,621	155,721
Operations "New Rail"	5.0%	37,602	287	592	38,481	38,971
Operations Bus	20.0%	150,410	1,146	66	151,622	155,613
Local Return <sup>(3)</sup>	15.0%	112,807	n/a	-	112,807	108,478
<b>Total <sup>(1)</sup></b>		<b>\$ 763,500</b>	<b>\$ 4,958</b>	<b>\$ 8,092</b>	<b>\$ 776,551</b>	<b>\$ 782,801</b>
<b>Total Funds Available</b>		<b>\$ 2,777,932</b>	<b>\$ 21,426</b>	<b>\$ 10,024</b>	<b>\$ 2,809,382</b>	<b>\$ 2,812,502</b>
<b>Total Planning &amp; Admin Allocations</b>		<b>\$ 69,580</b>	<b>\$ 652</b>	<b>\$ 143</b>	<b>\$ 70,375</b>	<b>\$ 71,843</b>

## Notes

- (1) The revenue estimate is 3.2% over the revised FY2015 revenue estimate based on several economic forecasts evaluated by Metro.
- (2) CPI of 1.97% represents the average estimated growth rate provided by UCLA and Beacon applied to Prop A discretionary allocated to included operators.
- (3) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- (4) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund eligible and Tier 2 operators. The carry-over is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- (5) STA Bus (PUC 99314 Revenue Base Share) estimate from the State Controller's Office is further reduced by \$5M to allow fluctuation with actual revenue.

Totals may not add due to rounding.

**Metro is the Transportation Planning Agency** for Los Angeles County. In this capacity, Metro plans, programs and administers various local, state and federal funds for the operating and capital needs of the county's transit systems and various transportation improvement programs.

In FY16, nearly \$1.4 billion in subsidies is going right back into Los Angeles County. Funds received by municipal transit operators, Access Services and Metrolink are used by those agencies to provide transit services, ensuring mobility throughout the region. Funds received by the 88 cities and unincorporated areas of Los Angeles County are used to invest in transportation improvements at the local level, such as public transit, streets and roads, bikeways and pedestrian improvements in their areas.

#### **ACCESS SERVICES**

Access Services (Access) fulfills the provision of the Americans with Disabilities Act (ADA) mandated complementary paratransit services on behalf of Metro and 43 other transit agencies in Los Angeles County. Access is predominantly funded with federal Regional Surface Transportation Program and Proposition C 40% Discretionary sales tax revenue funds allocated by Metro.

As required by the ADA, Access is available to individuals who are determined to be ADA-eligible for any trip within Los Angeles County that originates and terminates within  $\frac{3}{4}$  of a mile of a fixed route bus line or rail station. Access provides service during the same hours of operation as the fixed route operators in Los Angeles County. Access is a shared ride service that uses a combined fleet of small buses, mini-vans and taxis, and provides more than 3.1 million trips per year to more than 163,000 qualified customers with disabilities in a service area of more than 1,950 square miles.

Metrolink participates in Access' Free Fare program which allows Access' eligible customers with a valid Access identification to ride Metrolink free of charge within Los Angeles County.

#### **METROLINK**

In its 23rd year of operations, Metrolink is the commuter rail system operated by the Southern California Regional Rail Authority (SCRRA), a Joint Exercise of Powers Authority, on behalf of the transportation agencies in Los Angeles, Orange, Riverside, San Bernardino and Ventura counties – the member agencies.

Spanning 535 route miles over seven lines with 59 stations, Metrolink expects to operate 171 weekday trains and 90 trains on weekends. Downtown's Los Angeles Union Station represents the destination of over 67% of all Metrolink riders, and in FY16, the Metrolink system will be the first commuter rail agency in the nation to initiate the operation of a Positive Train Control system.

Member agency contributions to Metrolink represent the net subsidy requirements of operating the system over and above all system generated revenues such as fare and freight railroad reimbursements. Metro provides approximately 51% of all Member Agency operating contributions to the SCRRA.



AGENCY (\$ IN THOUSANDS)	REGIONAL SURFACE TRANS	LOCAL TRAFFIC SYSTEM	BUS CAPITAL OPERATIONS	TRANS DEMAND MGMT <sup>(1)</sup>	REGIONAL BIKEWAYS	TRANS ENH ACT <sup>(2)</sup>	FY16 ADOPTED
ACE (LA County)	\$ 3,424	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,424
Arcadia	400	130	-	-	-	-	530
Avalon	-	-	1,021	-	-	-	1,021
Azusa	-	67	-	-	-	-	67
Baldwin Park	-	-	539	80	93	-	712
Burbank	-	30	-	-	-	-	30
Caltrans (LA City)	100	-	-	-	-	-	100
Carson	3,539	15	-	-	-	-	3,554
Commerce	4,000	-	-	-	-	-	4,000
Compton	-	-	600	-	-	-	600
Culver City	200	350	-	1,060	-	-	1,610
Diamond Bar	725	10	-	-	-	-	735
Downey	-	500	-	-	-	-	500
El Monte	138	-	-	-	80	-	218
Gardena	-	15	-	-	-	-	15
Gateway Cities COG	1,800	-	-	-	-	-	1,800
Glendale	100	-	-	250	-	-	350
Hawthorne	300	-	-	-	-	-	300
Huntington Park	-	-	-	-	500	-	500
Industry	1,135	10	-	-	-	-	1,145
Inglewood	814	-	-	-	-	-	814
La Canada Flintridge	-	-	343	-	-	-	343
LA City	9,489	5,150	-	1,890	500	-	17,029
LA City (Port of LA)	9,224	-	-	-	-	-	9,224
LA County	3,200	7,685	-	200	-	-	11,085
LA County (Palmdale)	-	350	-	-	-	-	350
LACMTA	-	300	-	-	-	-	300
Lancaster	50	-	-	-	-	120	170
Lawndale	450	-	-	-	-	-	450
Long Beach	242	15	-	200	28	-	485
Long Beach Port	250	-	-	-	-	-	250
Malibu	-	-	249	-	-	-	249
Monterey Park	-	-	733	-	-	-	733
Norwalk	600	-	75	-	-	-	675
Palmdale	900	2,000	432	-	-	-	3,332
Pasadena	-	115	-	1,500	-	-	1,615
Pico Rivera	-	80	-	-	-	-	80
Redondo Beach	-	100	-	-	-	-	100
Santa Clarita	2,659	300	2,809	-	95	-	5,863
Santa Monica	-	-	-	565	-	-	565
San Gabriel Valley COG	14,000	-	-	-	-	-	14,000
Signal Hill	800	-	-	-	-	-	800
South Bay COG	87	-	-	-	-	-	87
South Gate	900	-	-	-	-	-	900
Torrance	-	400	-	-	-	-	400
West Hollywood	-	86	-	-	-	-	86
Whittier	-	135	-	-	-	-	135
<b>Grand Total</b>	<b>\$ 59,525</b>	<b>\$ 17,843</b>	<b>\$ 6,801</b>	<b>\$ 5,744</b>	<b>\$ 1,296</b>	<b>\$ 120</b>	<b>\$ 91,330</b>

## Notes

(1) Transportation Demand Management (TDM)

(2) Transportation Enhancement Act (TE)

Totals may not add due to rounding.

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

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**Use of Local  
Return Funds**

**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 Metro and the employees related to those functions to this new corporation.

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

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

Statement of Revenues,  
Expenses and Changes in  
Retained Earnings for the  
Years Ending June 30, 2015  
and 2016

PTSC (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED
Revenues	\$ 305.8	\$ 332.7
Expenses	305.8	332.7
Increase (decrease) in retained earnings	-	-
Retained earnings - beginning of year	-	-
<b>Retained earnings - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

**EXPOSITION METRO LINE CONSTRUCTION AUTHORITY**

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

Statement of Revenues,  
Expenses and Changes  
in Fund Balances for the  
Years Ending June 30, 2015  
and 2016

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY (\$ IN MILLIONS)	FY15 BUDGET	FY16 ADOPTED
Revenues	\$ 397.5	\$ 294.2
Expenses	397.5	294.2
Net change in fund balance	-	-
Fund Balance - beginning of year	-	-
<b>Fund balance - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

Note

Totals may not add due to rounding.

### SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (SAFE)

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

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

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

#### SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (\$ IN MILLIONS)

FY15  
BUDGET

FY16  
ADOPTED

Revenues	\$ 8.0	\$ 7.6
Expenditures	11.6	10.3
Excess (deficiency) of revenue over expenditure	(3.6)	(2.7)
Other financing and source (uses) - transfer out	(5.0)	(2.0)
Fund balances - beginning of year	29.7	21.1
<b>Retained Earnings - End of Year</b>	<b>\$ 21.1</b>	<b>\$ 16.4</b>

#### Statement of Revenues, Expenses and Changes in Fund Balances for the Years Ending June 30, 2015 and 2016

Note

Totals may not add due to rounding.



# Appendix VIII: Los Angeles County Subregions & Supervisory Districts

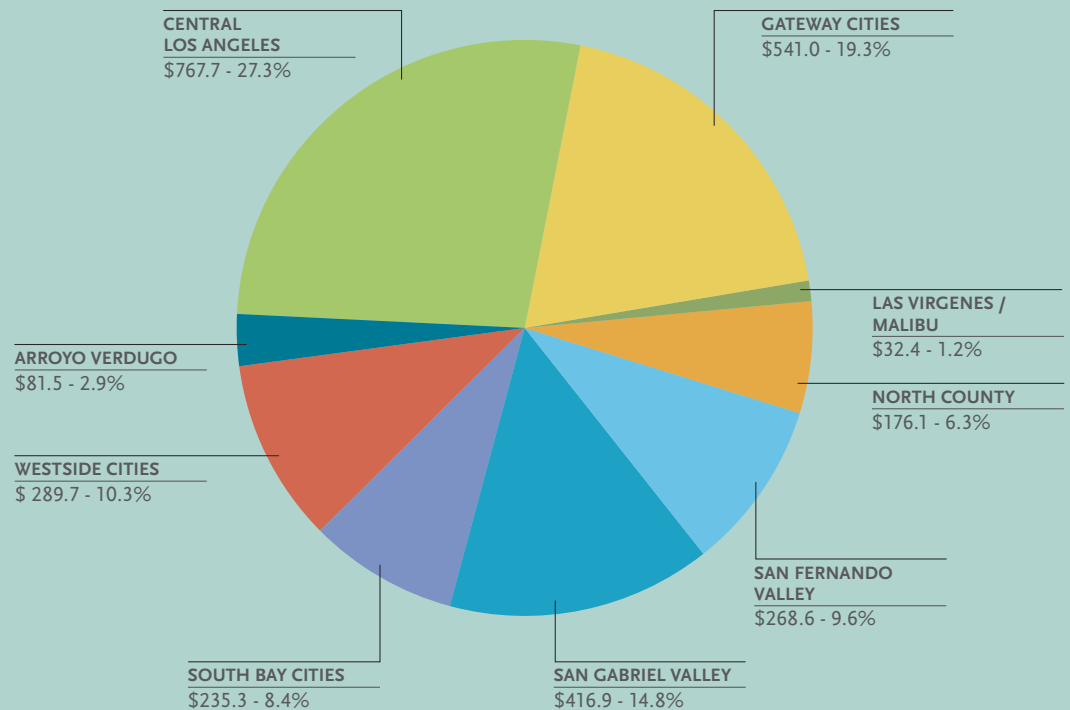
## FY16 Estimated TDA, STA & Local Sales Tax Revenues by Subregion

SUBREGION (\$ IN MILLIONS)	TRANSIT SERVICES			NEW RAIL	HIGHWAY PROGRAMS/ CALL FOR PROJECTS	LOCAL FUNDING	OTHER PROGRAMS & ADMIN	GRAND TOTAL
	BUS	RAIL	SUB-TOTAL					
Arroyo Verdugo	\$ 24.2	\$ 14.2	\$ 38.4	\$ -	\$ 13.0	\$ 14.9	\$ 15.1	\$ 81.5
Central Los Angeles	341.4	199.6	541.0	62.7	40.9	87.7	35.5	767.7
Gateway Cities	186.1	121.4	307.5	6.1	57.7	95.7	74.1	541.0
Las Virgenes/Malibu	4.9	-	4.9	-	18.8	3.5	5.1	32.4
North County	48.7	19.0	67.6	-	58.7	27.9	21.8	176.1
San Fernando Valley	120.1	26.3	146.4	1.9	4.1	67.2	49.0	268.6
San Gabriel Valley	135.9	63.6	199.5	48.4	35.0	72.8	61.1	416.9
South Bay Cities	92.1	21.0	113.1	5.6	17.9	54.7	43.9	235.3
Westside Cities	132.2	5.7	138.0	94.9	2.2	27.6	27.0	289.7
<b>Total Subregions</b>	<b>\$ 1,085.6</b>	<b>\$ 470.8</b>	<b>\$ 1,556.4</b>	<b>\$ 219.5</b>	<b>\$ 248.4</b>	<b>\$ 452.1</b>	<b>\$ 332.9</b>	<b>\$ 2,809.4</b>

## Estimated Revenues & Population by Subregion

SUBREGION	TDA, STA & LOCAL SALES TAX REVENUES (\$ IN MILLIONS)	% REVENUES	POPULATION (1) (IN THOUSANDS)	% POPULATION
Arroyo Verdugo	\$ 81.5	2.9%	332.5	3.3%
Central Los Angeles	767.7	27.3%	1,939.3	19.3%
Gateway Cities	541.0	19.3%	2,129.4	21.2%
Las Virgenes/Malibu	32.4	1.2%	78.7	0.8%
North County	176.1	6.3%	619.6	6.2%
San Fernando Valley	268.6	9.6%	1,492.6	14.9%
San Gabriel Valley	416.9	14.8%	1,618.3	16.1%
South Bay Cities	235.3	8.4%	1,217.1	12.1%
Westside Cities	289.7	10.3%	614.3	6.1%
<b>Total Subregions</b>	<b>\$ 2,809.4</b>	<b>100.0%</b>	<b>10,041.7</b>	<b>100.0%</b>

## FY16 Estimated TDA, STA & Local Sales Tax Revenues by Subregion: \$2,809.4 (\$ in Millions)

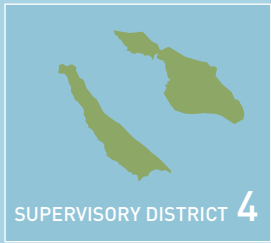


### Notes

(1) Population data is based on the Department of Finance 2014 figures.

Estimated revenues include TDA, STA, Prop A, Prop C and Measure R. Revenue totals in this section exclude federal and other state funding.

Totals may not add due to rounding.



Islands are not shown in actual size & location.

- Arroyo Verdugo
- Central LA
- Gateway Cities
- Las Virgenes/Malibu
- North County
- San Fernando Valley
- San Gabriel Valley
- South Bay Cities
- Westside



Abbreviations





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

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

<b>LRT</b>	Light Rail Transit	<b>RSH</b>	Revenue Service Hours
<b>L RTP</b>	Long Range Transportation Plan	<b>RSM</b>	Revenue Service Miles
<b>LRV</b>	Light Rail Vehicle	<b>RVSH</b>	Revenue Vehicle Service Hours
<b>M</b>	Million	<b>SAFE</b>	Service Authority for Freeway Emergencies
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act	<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>MATIS</b>	Motorist Aid and Traveler Information System	<b>SBE</b>	State Board of Equalization Small Business Enterprise
<b>MBL</b>	Metro Blue Line	<b>SCADA</b>	Supervisory Control and Data Acquisition System
<b>Metro</b>	LACMTA's Transit Operations	<b>SCAG</b>	Southern California Association of Governments
<b>MGL</b>	Metro Green Line	<b>SCRIP</b>	Southern California Regional Inter-Connectivity Program
<b>MGLEE</b>	Metro Gold Line Eastside Extension	<b>SCRRA</b>	Southern California Regional Rail Authority
<b>MGMT</b>	Management	<b>SFV</b>	San Fernando Valley
<b>MOL</b>	Metro Orange Line	<b>SHORE</b>	Support for Homeless Re-Entry Program
<b>MOW</b>	Maintenance of Way	<b>SMART</b>	Sheet Metal, Air, Rail & Transportation workers, merger between United Transportation Union (UTU) and Sheet Metal Workers' International Association (SMWIA)
<b>MR</b>	Measure R	<b>SR</b>	State Route
<b>MRL</b>	Metro Red Line	<b>SRF</b>	Special Revenue Fund
<b>MTA</b>	Metropolitan Transportation Authority	<b>S RTP</b>	Short Range Transportation Plan
<b>NC</b>	Non-Contract	<b>STA</b>	State Transit Assistance Fund
<b>N/S</b>	North/South	<b>STIP</b>	State Transportation Improvement Program
<b>NTD</b>	National Transit Database	<b>TA</b>	Transit Authority
<b>OCM</b>	Operations Capital Maintenance	<b>TAP</b>	Transit Access Pass
<b>OIG</b>	Office of Inspector General	<b>TBD</b>	To Be Determined
<b>OMB</b>	Office of Management & Budget	<b>TCU</b>	Transportation Communications Union
<b>OPS</b>	Metro Operations	<b>TDA</b>	Transportation Development Act
<b>PA</b>	Proposition A	<b>TE</b>	Transportation Enhancement Act
<b>PC</b>	Proposition C	<b>TDM</b>	Transportation Demand Management
<b>PCI</b>	Payment Card Industry	<b>TIFIA</b>	Transportation Infrastructure Finance & Innovation Act
<b>PEPRA</b>	Public Employees' Pension Reform Act of 2013	<b>TIP</b>	Transportation Improvement Program
<b>PERS</b>	California Public Employees Retirement System	<b>TOAST</b>	Transit Operator Activity Scheduling & Tracking System
<b>PGL</b>	Pasadena Gold Line	<b>TOD</b>	Transit Oriented Development
<b>PL/PD</b>	Public Liability/Property Damage	<b>TPIS</b>	Transit Passenger Information System
<b>Prop 1B</b>	State Proposition 1B Bonds	<b>UFS</b>	Universal Fare System
<b>Prop A</b>	Proposition A	<b>UPS</b>	Uninterruptible Power Supply
<b>Prop C</b>	Proposition C	<b>USDOT</b>	United States Department of Transportation
<b>PTMISEA</b>	Public Transportation Modernization, Improvement, and Service Enhancement Account	<b>USG</b>	Union Station Gateway
<b>PTSC</b>	Public Transportation Services Corporation	<b>UTU</b>	Former United Transportation Union now SMART, after merger with Sheet Metal Workers' International Association (SMWIA)
<b>RFP</b>	Request for Proposal	<b>WESS</b>	Wayside Energy Storage Substation
<b>RFS</b>	Rail Fleet Services	<b>WIDS</b>	Wayside Intrusion Detection System
<b>RIITS</b>	Regional Integration of Intelligent Transportation Systems		
<b>RM</b>	Revenue Mile		
<b>ROC</b>	Rail Operations Control		
<b>RRC</b>	Regional Rebuild Center		
<b>RRTP</b>	Rider Relief Transportation Program		



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