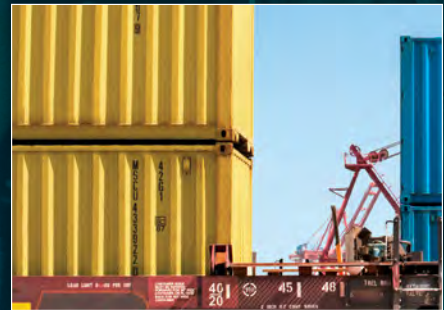


# Adopted Budget

July 1, 2016 – June 30, 2017

# FY17





<b>BUILDING OUR MOBILITY</b>	<b>2</b>
> Message from the CEO	4
> Board of Directors	6
> Organizational Chart	8
<b>BUDGET HIGHLIGHTS</b>	<b>10</b>
> Metro (LACMTA)	12
> Transit Expansion Timeline	14
> Improved Transit Service	16
> Delivering Transit & Highway Projects	20
> Operating Capital	22
> New Projects	24
> Budget Summary	26
<b>BUDGET DETAILS</b>	<b>28</b>
> Resources	30
> Expenditures	32
> Enterprise Fund: Bus & Rail Operations	34
> Enterprise Fund: Other Operations	35
> Capital Program	36
> Regional Subsidy Funding Programs	38
> Congestion Management	40
> General Planning & Programs	41
> Debt	42
> Fund Balances & Governmental Fund Financial Statements	44
> Measure R	46
> Full-Time Equivalents (FTE)	50
<b>APPENDICES</b>	<b>52</b>
> Appendix I: Service Statistics	54
> Appendix II: Activity Based Bus Cost Model	56
> Appendix III: Activity Based Rail Cost Model	58
> Appendix IV: Capital Program Project Listing	60
> Appendix V: Regional Transit Allocations	68
> Appendix VI: Legally Separate Entities	70
<b>ABBREVIATIONS</b>	<b>74</b>





# Building Our Mobility





**There was much to celebrate in Fiscal Year 2016 (FY16).**

During the 25th anniversary year of Metro Rail, we continued our ambitious transportation revolution by opening two rail lines: the Gold Line extension to Azusa and the Expo Line extension to Santa Monica. The addition of new service brings the Metro Rail system to more than 100 miles, all of which was built in just 25 years.

In FY16, Metro broke ground on many more projects, such as the Southwestern Yard, a maintenance facility that will serve to keep the future Crenshaw/LAX light rail line in a state of good repair. We lowered a 950-ton tunnel boring machine into the ground to begin digging twin subway tunnels for Crenshaw/LAX. In partnership with Caltrans, we continued work on important highway improvements, particularly on the traffic-clogged 5 Freeway. Meanwhile, we provided almost 450 million rides to Los Angeles County residents and visitors on 2,200 clean-air CNG buses and the expanding Metro Rail system.

The year ahead will be every bit as exciting as we continue our efforts to improve traffic and deliver more mobility options to all parts of Los Angeles County for today, for tomorrow and into the future. Our growth continues with construction of one of the largest public works programs in the nation, including the Crenshaw/LAX Line connecting the Expo Line and the Green Line with a direct connection to LAX, the Regional Connector that will link light rail lines in downtown Los Angeles and the Purple Line subway that is finally headed west toward Beverly Hills and Westwood.

As custodians of taxpayer dollars, we pledge to be frugal, responsible, practical and accountable as we invest in the future of Los Angeles County. Even as we continue to grow, we are carefully monitoring our resources. Over the past year we continued to emphasize the importance of tightened financial controls with new tools, such as increased performance monitoring, annual project evaluations, and both mid-year and year-end budget assessments.

To complement and strengthen our transit network, we have an aggressive program to create a more walkable and bikeable environment. In FY17, we are launching Metro's Bike Share pilot program with more than a thousand bikes at more than 65 bike share stations throughout downtown Los Angeles. We also have an agreement with the car sharing network Zipcar to provide vehicles for hourly or daily reservations at 10 Metro Park & Ride locations. These programs are just two of the many

first-last mile connectivity efforts underway to make it easier for our patrons to reach Metro stations and stops. In fact, more than \$28 million is dedicated to first-last mile initiatives, active transportation and bike programs in FY17.

For FY17, our number one budget priority remains providing excellent, safe, clean and on-time transit service to the public. Accordingly, we have established a thorough asset management plan to keep our buses and trains, along with other facets of our infrastructure, in top form. To that end, we are accepting delivery of the last of 900 new CNG buses to update our fleet and improve comfort and safety for our patrons. In FY16, we opened Division 13, a new state-of-the-art bus maintenance and operations facility that will enhance our ability to service vehicles for lines originating in downtown Los Angeles. We are currently in the process of buying new light rail vehicles to support our expanding rail system, as well as continuing efforts to upgrade the Blue Line, our oldest rail line and one of the busiest light rail lines in the United States. As we upgrade our bus and rail fleets and maintenance facilities, we are also experimenting with new methods – like all-door boarding – for improving the on-time performance of our traffic-mired buses.

Among our safety and security goals is the achievement of an improvement in law enforcement response time to requests for help from customers and staff. We are also working to develop and launch more technology tools so our patrons can reach us when they need us. We recently rolled out cell service into our subways, which will facilitate open lines of communication, even underground.

With the benefit of a visionary Board of Directors, we have an opportunity this year to tackle the transportation infrastructure challenges of today, so that once and for all, we can overcome the infrastructure challenges of tomorrow. And we thank the voters of Los Angeles County for their continued foresight and support as we continue creating a balanced transportation system for all of Los Angeles County.



Phillip A. Washington  
Chief Executive Officer





1

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



2

**John Fasana**  
*1st Vice Chair*  
Council Member, City of Duarte



3

**Eric Garcetti**  
*2nd Vice Chair*  
Mayor, City of Los Angeles



4

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



5

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



6

**James Butts**  
Mayor, City of Inglewood



7

**Diane DuBois**  
Vice Mayor, City of Lakewood



8

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



9

**Don Knabe**  
LA County Supervisor  
4th Supervisorial District



10

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



11

**Sheila Kuehl**  
LA County Supervisor  
3rd Supervisorial District



12

**Ara Najarian**  
Mayor, City of Glendale



13

**Hilda L. Solis**  
LA County Supervisor  
1st Supervisorial District



14

**Carrie Bowen, Caltrans**  
Ex-Officio Member  
Governor Appointee

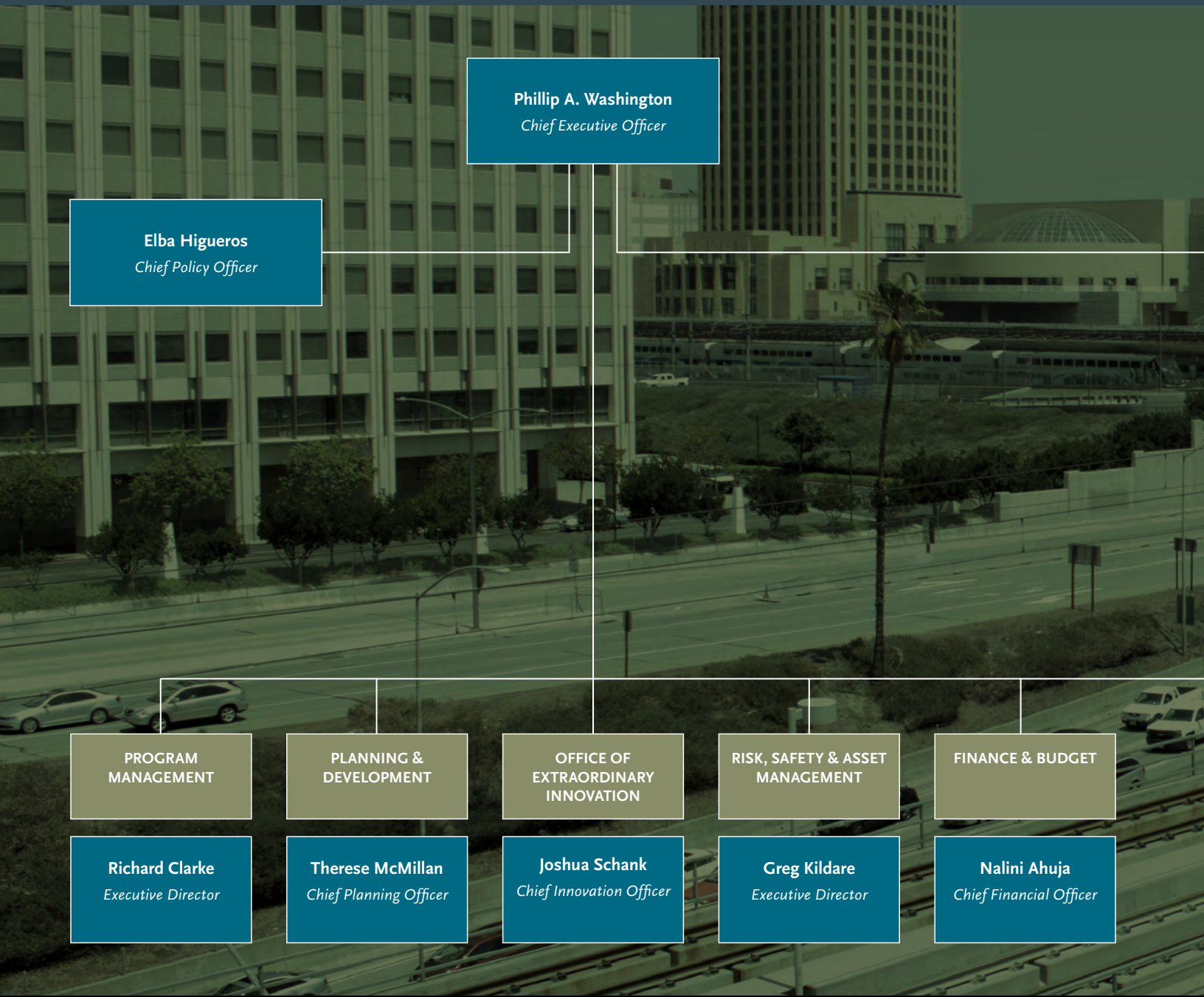
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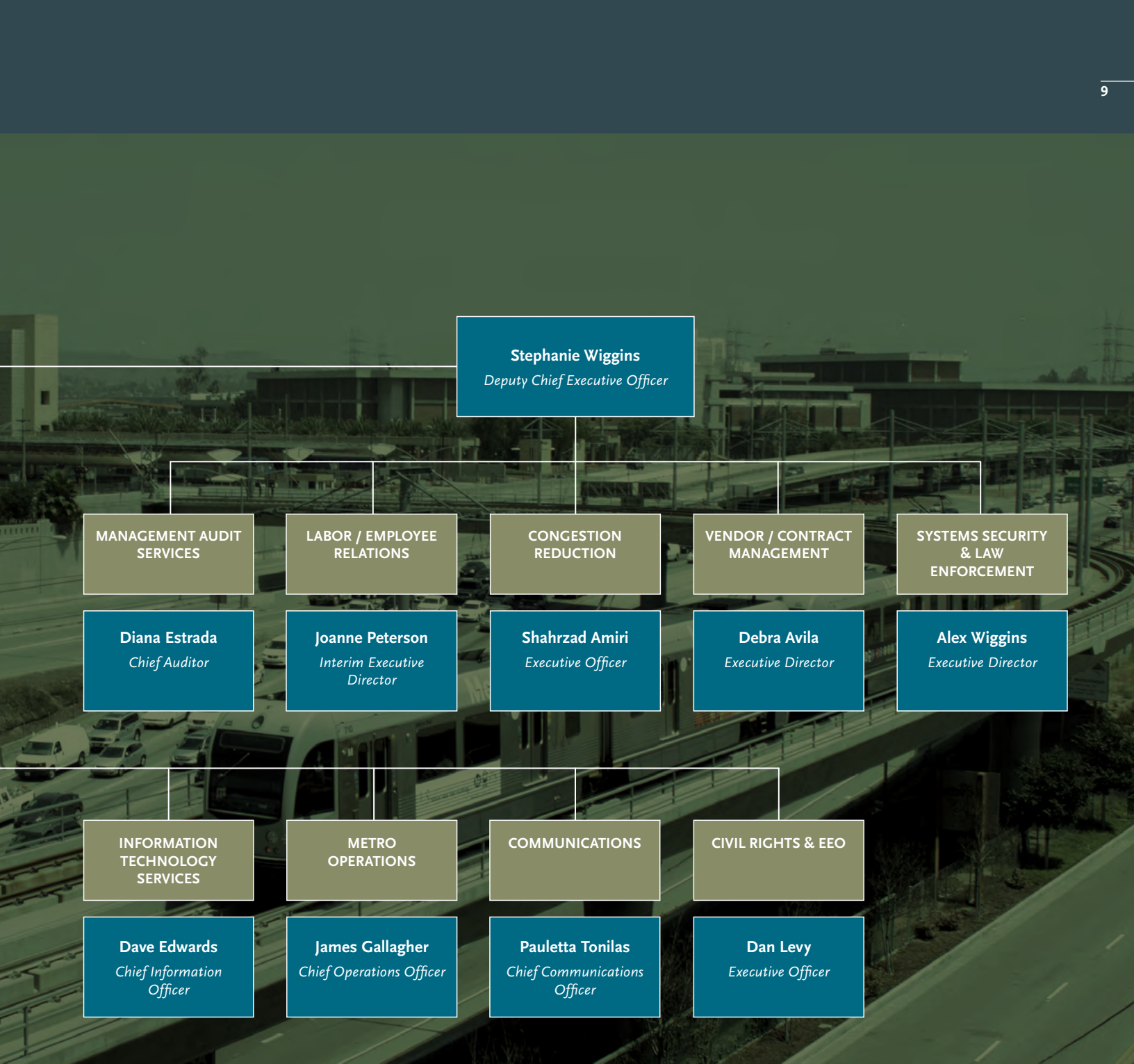
Represents the composition of the Board of Directors that adopted the FY17 budget in May 2016.





Islands are not shown in actual sizes & locations







# Budget Highlights



### The Los Angeles County Metropolitan Transportation

**Authority**, branded as “Metro,” adopted a \$5.6 billion balanced budget for Fiscal Year 2017 (FY17). Metro’s FY17 budget includes a full year of operation for two new rail lines, the Gold Line Foothill extension to Azusa and the Expo Line extension to Santa Monica, which opened to the public in March and May 2016, respectively. These two new Measure R rail extensions have significantly enhanced our transit network by connecting our mountains with our beach communities and increasing the total miles of Metro Rail service to more than 100 in Los Angeles County.

Metro Rail expansion continues in FY17 with three major rail lines in construction: the Regional Connector, Crenshaw/LAX and the Westside Purple Line extension to La Cienega. As we continue to expand transit services and enhance service quality, projections show that we will face financial challenges. To mitigate future budget shortfalls, we are taking small steps now in order to avoid drastic measures in the future. Even with the addition of new rail services, rising costs and various new projects and programs, the FY17 budget represents a three percent decrease from the FY16 budget, proving Metro is resolute in controlling costs.

#### PURSuing LONG TERM FINANCIAL STABILITY

As we continue to expand our transit system, Metro is in the midst of multiple efforts to increase fiscal discipline and accountability throughout the agency. A zero-based budgeting technique was used for FY17, requiring all departments to justify every expense from the ground up. Every single project included in the FY17 budget has been reassessed with an emphasis on deliverables in an effort to increase efficiency while spending taxpayer dollars as responsibly as possible.

In January 2016, the Risk Allocation Matrix (RAM) was approved and the Internal Savings Account was established by an action of the Metro Board of Directors. These two new tools work in tandem: RAM is an ongoing agencywide collaborative process to identify a strategic mix of cost saving and revenue generating new initiatives, while the Internal Savings Account will capture new savings and revenues realized as a result of the RAM process and ensure prudent use of these monies. Ensuring financial stability is an ongoing agencywide responsibility, and each department will continue to identify new and innovative ways to increase revenues and decrease expenses in FY17 and beyond.

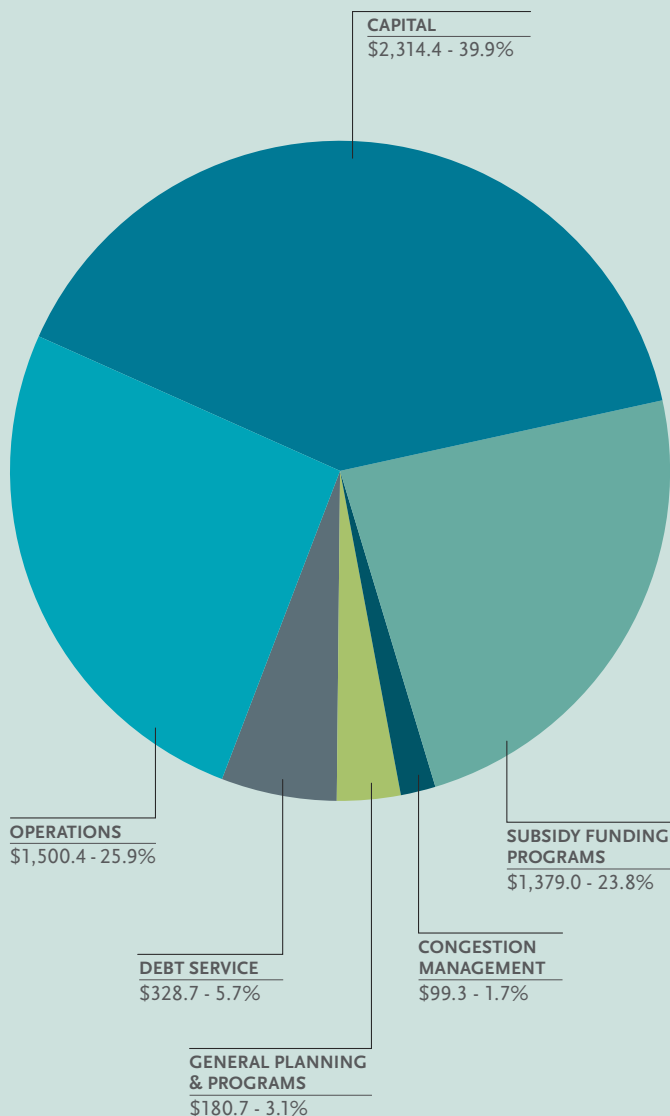
In FY16, we introduced a new process to true up actual expenses to budget projections at both mid-year and year end. These new strategies complement the RAM process and will continue to generate additional deposits to the Internal Savings Account. We also developed new Key Performance Indicators (KPIs) to help monitor and assess departmental performance. The status of the KPIs will be reported on a quarterly basis along with monitoring of the achievement of RAM savings or revenues. In addition to overall performance monitoring, a new effort for regular assessment of existing projects will be launched in FY17, upon which the status and accomplishments of every program will be evaluated annually.

By finding new ways to trim costs and generate revenues, holding each department accountable for performance measures and closely monitoring budget-to-actual variances, we are essentially reassessing the way Metro operates. With every efficiency improvement, we continue working toward a more secure financial future.



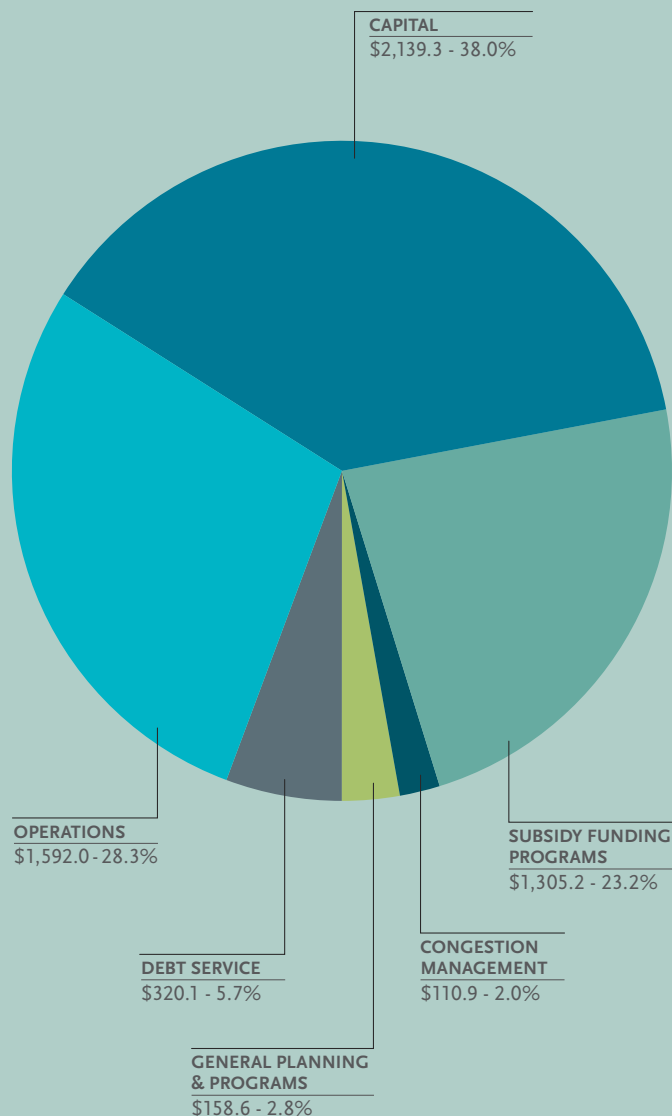
## FY16 BUDGET (\$ IN MILLIONS)

\$5,802.4



## FY17 ADOPTED BUDGET (\$ IN MILLIONS)

\$5,626.2



## METRO BUDGET: FY17 VS FY16

Thanks to the completion of major projects, as well as agencywide efforts to control costs, the FY17 adopted budget represents a 3% decrease from the prior year. Through zero-based budgeting, RAM and cost control, we have absorbed cost inflation greater than CPI and achieved a \$176 million savings from the prior year.

As we continue to invest in Los Angeles County's transportation infrastructure, we must also keep our focus on exercising prudent control over our finances.

As a share of Metro's entire budget:

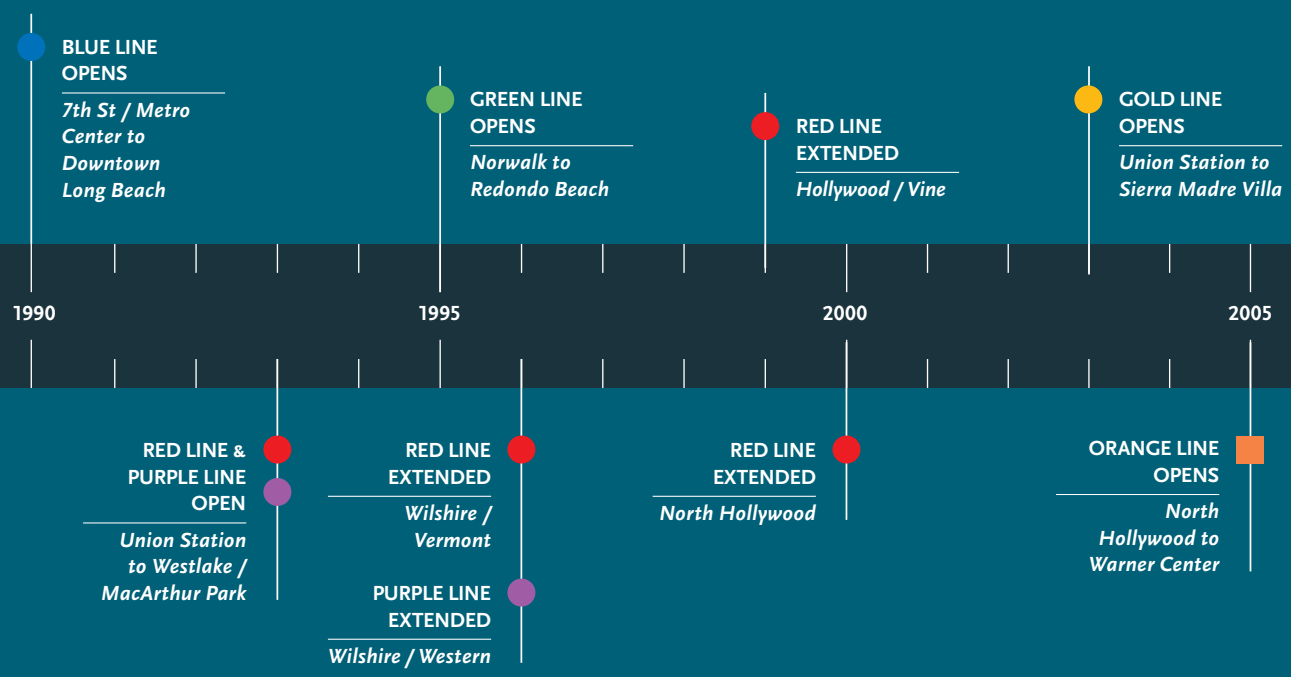
- > Capital expenses decreased from 40% in FY16 to a projected 38% in FY17, primarily due to the completion of construction on the Gold Line Foothill extension to Azusa and the Expo Line extension to Santa Monica.
- > Operations expenses have increased from 26% in FY16 to a projected 28% in FY17, primarily due to the opening of the new Metro Rail extensions.

Countywide Multi-Modal Transportation System

As our transit network grows, it is important to remember that Metro is more than just buses and trains. We are also working toward improving available options for first-last mile connections to improve accessibility to the transit system and cultivate a more walkable and bikeable environment. Additionally, Metro works to improve highways, which our sprawling region relies heavily on as part of an integrated and multifaceted transportation network.

As the regional transportation planning agency for Los Angeles County, Metro allocates transit funds to Metrolink, Access Services and all of the municipal transit operators. In addition, a portion of sales taxes collected is provided to the county's 88 cities and unincorporated areas, allowing local governments to provide and maintain the building blocks of transportation at the local level.

With all modes and all jurisdictions combined, we clearly are making strides toward achieving our goal of building the best, most innovative, balanced and customer-focused transportation system in the world.



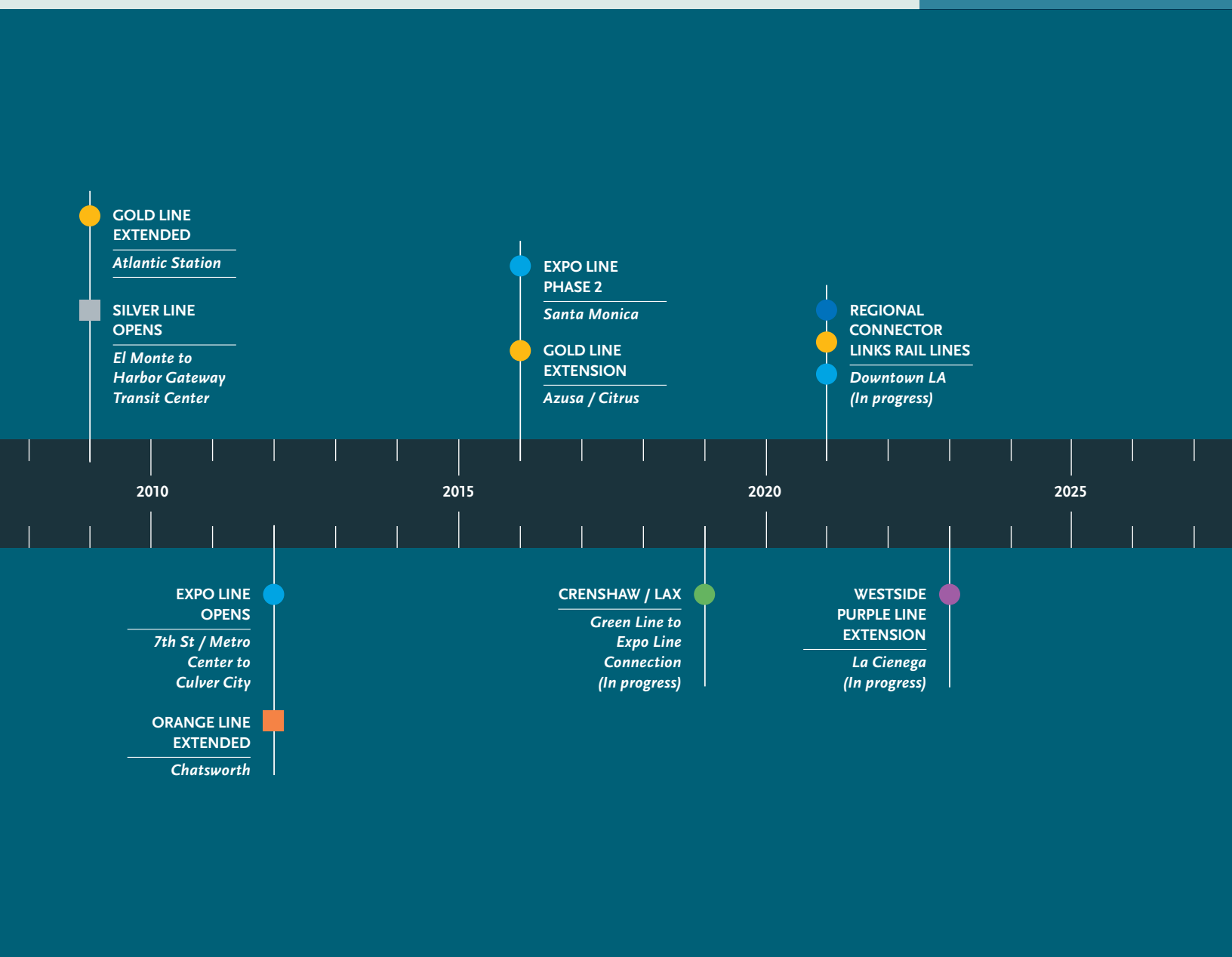


**The State of Good Repair (SGR) program** continues to be a top priority within the FY17 capital plan. This year, SGR efforts will focus on a wide array of asset improvement and maintenance projects, including bus and rail system reliability improvements and technology improvements. We are also concluding our recent acquisition of new 40-foot buses while completing bus midlife maintenance and engine replacements. In FY17, we will initiate new light rail and heavy rail vehicle acquisitions in addition to conducting component and midlife overhauls.

As we improve the assets of our bus and rail system, we will also place an emphasis on infrastructure improvements. Union Station renovations for Fire and Life Safety improvements and ADA requirements are underway, while various improvements will be made to the Metro Headquarters building.

While we work to expand our transit network, it is of utmost importance that we focus more than ever on maintenance of our assets in order to ensure that the system we are building operates in top form.

State of Good Repair



**In FY17, the number one budget priority related to transit service** is to provide safe, clean and on-time buses and trains to the public. We are also focusing resources on inspecting, cleaning and maintaining our vehicle fleets and our transit stations to ensure our assets meet Metro and industry standards. New light rail vehicles are being procured to support the operation of our expanded Metro Rail system, and the final 75 buses to complete the 900 40-foot CNG bus buy are being purchased and delivered. With the completion of this most recent bus procurement, one third of the Metro bus fleet is now three years old or newer.

**MORE TO EXPLORE**

The end of FY16 marked the highly anticipated openings of the Gold Line Foothill extension to Azusa and the Expo Line extension to Santa Monica. These new extensions connect our mountains and beach communities and offer a relaxing and money-saving alternative to driving on the busy I-210 and I-10 Freeways.

The Gold Line now extends east from Pasadena to Azusa, with six new stations serving five cities and countless destinations in the San Gabriel Valley. The completion of the Expo Line has extended Metro Rail service west from Culver City to the coast, providing an opportunity for rail travel to Santa Monica for the first time in more than six decades.

Together, the Gold Line and Expo Line extensions added 13 new rail stations and expanded the Metro Rail system by 20%. To improve system infrastructure and ensure smooth operation of our expanded Gold Line and Expo Line, two new operating and maintenance facilities were opened concurrently with the extensions: the Monrovia Division and the Santa Monica Division.

**ALL-DOOR BOARDING**

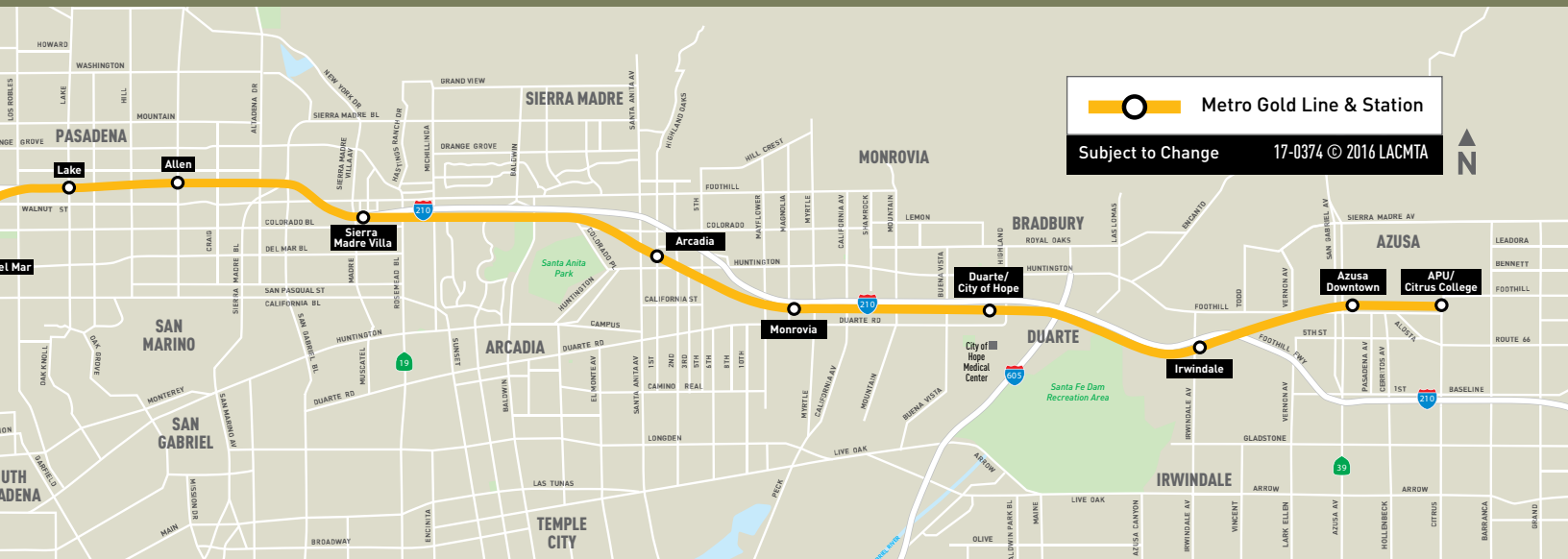
We continue to launch new programs designed to improve on-time performance and the rider experience. The FY16 all-door boarding (ADB) pilot program reduced dwell time by 30-60% by allowing rear door boarding. Due to these favorable results, the ADB program is now being extended to the Silver Line in FY17. This expansion of the ADB effort will enable increased data collection and more accurate measurement of the impact ADB has on transit service. As we continue to test new approaches to increasing efficiency, we are improving the customer while simultaneously working to reduce operating expenses.

**CUSTOMER OUTREACH**

Various efforts are currently underway to increase the flow of transportation information from Metro to the residents of Los Angeles County. As in prior years, Community Relations works to build support and enhance awareness of Metro's services, programs and initiatives with cities, businesses and community leaders. Through these outreach efforts to coordinate activities with key stakeholders, we are maximizing the impact of Metro's relationship with the community. To provide information to potential riders in close proximity to our transit system, safety awareness training continues at K-12 schools, organizations and institutions within a mile and a half of Metro Rail lines.

To reach an even wider audience, new programs are also being tested. A pilot Metro Mobile Customer Center is being launched at the start of FY17 as a new resource of transportation information for residents of underserved areas. The pilot program is designed to give transit customers in areas without access to a Metro Customer Center the ability





to purchase TAP fare media, submit reduced fare applications and obtain transportation information. For the pilot period, visits will be focused on senior centers, schools and special community events.

**SOCIAL MEDIA MARKETING**

During FY16, Metro created a database of nearly two million likely or potential transit riders through social media partnerships. This database creates unprecedented opportunities to communicate with our riders and the public. In FY17, we will continue to develop advanced targeting capabilities to promote ridership, concentrating on those who live and work within a half mile of transit stations or stops. Using innovative ad targeting and delivery platforms, we expect to see a significant increase in the success of these campaigns, which will result in an increase in ridership and an improved ability to reach Metro customers.

**TECHNOLOGY PARTNERSHIPS**

Map technologies and mobile devices are on the rise with Metro customers. The majority of visits to the Metro website occur from mobile devices, and the mobile app Go Metro Los Angeles has been downloaded more than one million times. This shift to digital and handheld data has created a new way to circulate transportation information, and Metro is intent on maximizing the opportunity by seeking to establish and maintain technology partnerships in FY17 and beyond.

Since 2009, Metro transit data has been available on Google Maps, allowing customers to plan custom trips using Metro buses and trains. Last year, Metro expanded its digital reach through additional partnerships with technology companies such as Apple and Waze. Through these agreements, transit





data has become available to an estimated 700 million iPhone and iPad users worldwide, with road and construction information now available to an estimated one million Waze customers in the Los Angeles area. These partnerships bring instant travel information to millions of customers, increasing the flow of transportation data and positioning Metro as a leader in public/private partnerships.

#### **LONG RANGE TRANSPORTATION PLAN**

With the completion of the Expo Line and Gold Line extensions in FY16, it is clear that we are making significant progress on the promises of Measure R. At this point, it is important to continue planning for the future. In FY17, the Planning department will lead the development of the 2017 Long Range Transportation Plan (LRTP) for Board adoption. This effort requires extensive coordination with all Metro departments, partner agencies, stakeholders and community members, and the final LRTP will align the agency's capital investment program with adopted board policies. Once the LRTP is formally adopted by the Board, it will act as the governing document for the future of Metro and transportation in the Los Angeles County region.

#### **METRO LINE TO GOAL LINE**

As transportation needs change, so does our transit service. In March 2016, a "Metro Line to Goal Line" task force was created to plan for new transportation needs resulting from the National Football League (NFL) team expected in Los Angeles County later this year. This task force is charged with identifying and addressing the transportation issues and opportunities associated with the imminent arrival of an NFL team, which is expected to dramatically increase transit demand around the football stadium.

By planning carefully now, we aim to ensure that Los Angeles County's adjustment to hosting an NFL team will be a smooth one. Furthermore, the enhancements to transit service that will be necessary to accommodate a new professional sports team will benefit all transit riders in the area, improving service for football fans and residents alike.

The task force is made up of internal and external partners and is investigating a wide array of transportation issues surrounding the introduction of an NFL team to our region. Topics include a transit operations service plan, increased security and police presence, marketing of transit as a transportation option, joint development and first-last mile opportunities for completing trips to the stadium.

METRO RAIL & BUSWAY



**Rail Station** (Blue circle icon)

**Transfer Station** (Blue circle with white center icon)

**Busway Station** (Grey rectangle icon)

**Busway Street Service** (Grey rectangle with dashed line icon)

**UNDER CONSTRUCTION** (Dashed line icon)

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**Metro Rail**

- Red Line** (Red circle icon): North Hollywood to Union Station
- Purple Line** (Purple circle icon): Wilshire/Western to Union Station
- Blue Line** (Blue circle icon): Downtown LA to Long Beach
- Expo Line** (Blue circle with 'E' icon): Downtown LA to Santa Monica
- Green Line** (Green circle icon): Redondo Beach to Norwalk
- Gold Line** (Yellow circle icon): East Los Angeles to Azusa

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**Metro Busway**

- Orange Line** (Orange square icon): Chatsworth to North Hollywood
- Silver Line** (Grey square icon): San Pedro to El Monte
- Street Service in Downtown LA and San Pedro

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**Regional Rail**

- Amtrak** (Amtrak logo icon): amtrak.com
- Metrolink** (Metrolink logo icon): metrolinktrains.com
- Airport Shuttle** (Airplane icon): LAX FlyAway (lawa.org/flyaway)

**MAY 2016** Subject to Change

16-1471PM ©2016 LACMTA

**Metro continues construction of one of the largest public works programs in America**, thanks to Measure R and other funding partners. These transit and highway construction projects will improve mobility and increase vehicle capacity, allowing for smoother traffic flow, better system connectivity and seamless travel for everyone in Los Angeles County. A list of major projects and programs underway in FY17 is shown below.

#### TRANSIT PROJECTS

- > Crenshaw/LAX will complete design efforts and continue construction with station and tunneling activities
- > Southwestern Yard design/build contract will continue final design and construction with service opening in line to support the Crenshaw/LAX project
- > Metro Airport Connector accommodations will continue design efforts and construction to minimize system impacts when the final Airport Connector Station project is developed
- > Regional Connector, connecting Little Tokyo and 7th Street/Metro stations, will continue ongoing design and construction with tunneling work to start in FY17
- > Westside Purple Line Extension Section 1 to La Cienega ongoing design and advanced utility relocations leading to construction; continued pursuit of a Full Funding Grant Agreement (FFGA) for Section 2; and pursue project acceleration for Section 3

- > Alternatives analysis, environmental impact and/or refinement studies ongoing for:
  - Airport Metro Connector
  - Eastside Extension Phase II
  - Sepulveda Pass Corridor
  - East San Fernando Rapidways North/South
  - South Bay Metro Green Line Extension
  - West Santa Ana Branch

#### HIGHWAY PROJECTS

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



MEASURE R RAIL AND RAPID TRANSIT EXPANSION & HIGHWAY IMPROVEMENTS



RAIL AND BUS RAPID TRANSIT EXPANSION

- 1A Exposition Boulevard Light Rail Transit (completed)
- 1B Crenshaw Transit Corridor
- 1C Regional Connector
- 1D Westside Purple Line Extension (to be opened in segments)
- 1E Gold Line Eastside Extension \*(alignment to be selected)
- 1F Gold Line Foothill Light Rail Transit Extension (completed)
- 1G Green Line Extension South Bay Corridor \*
- 1H Airport Metro Connector
- 1I Orange Line Canoga Extension (completed)
- 1J East San Fernando Valley Transit Corridor \*
- 1K West Santa Ana Branch Corridor \*
- 1L Sepulveda Pass Transit Corridor \*
- 1M Metrolink Capital Improvement Projects (Los Angeles County)

HIGHWAY IMPROVEMENTS

- A I-5 Capacity Enhancement: I-605 to Orange County Line
- B I-5 Capacity Enhancement: SR-134 to SR-118
- C I-5/SR-14 HOV Direct Connector (completed)
- D I-5 HOV Lanes from SR-14 to Parker Rd & Truck Lanes from SR-14 to Kern County Line
- E SR-138 Capacity Enhancements
- F I-405 Sepulveda Pass Improvements Project (completed)
- G I-605 Corridor "Hot Spot" Interchanges (Study Area)
- H I-710 Corridor Project EIS/EIR
- I SR-710 North (Initial Study Area)
- J High Desert Corridor Project
- K Arroyo Verdugo Operational Improvements
- L Las Virgenes/Malibu Operational Improvements
- M South Bay (I-405, I-110, I-105 & SR-91) Ramp Operational Improvements

\* Locally Preferred Alternative to be selected



**In FY17, we continue our commitment** to keeping our system in top form by dedicating \$253 million to State of Good Repair (SGR), which is an element of the operating capital program. To ensure our system is safe and reliable, we must emphasize SGR as a major regional transportation priority that is just as important as building transit projects and providing transit service. As we take a proactive approach to continuously maintaining our assets, we are directly improving our ability to deliver more passengers on time without interruptions.

SGR capital improvements for FY17 include completion of delivery on the last of the 900 40-foot CNG buses procured in earlier fiscal years. Procurement will begin for new 40-foot and articulated bus acquisitions, while bus midlife and engine replacements will restore our older vehicles. Similar projects will be undertaken for our rail lines, with contract awards anticipated for new heavy rail vehicles and heavy rail vehicle overhauls, as well as continued delivery of new light rail vehicles and progress on light rail vehicle overhauls.

To update our rail stations, SGR improvements are being made to the Willowbrook/Rosa Parks Station, the transfer point between the Blue Line and Green Line. Furthermore, escalators in the aging Red Line stations will be modernized and rehabilitated to improve access to our transit system. Meanwhile, nonrevenue vehicle replacements will provide more reliable transportation for Metro staff and improve response times for service needs and emergencies.

### Operating Capital by Category

OPERATING CAPITAL BY MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	STATE OF GOOD REPAIR	CAPITAL INFRASTRUCTURE	MODE TOTAL
Bus	\$ 112	\$ 96,980	\$ 4,056	\$ 101,148
Rail				
Blue Line	19,309	15,961	-	35,270
Gold Line	-	4,316	1,761	6,077
Green Line	770	2,274	-	3,044
Red/Purple Line	7,356	31,513	1,343	40,212
Multiple Rail Lines	1,503	60,616	993	63,112
Mixed Mode	12,203	19,748	12,817	44,768
Bike	-	-	6,489	6,489
Other (Technologies, Regional, etc.)	12,536	21,626	2,452	36,615
<b>Total Operating Capital</b>	<b>\$ 53,789</b>	<b>\$ 253,035</b>	<b>\$ 29,912</b>	<b>\$ 336,735</b>

Note

Totals may not add due to rounding.



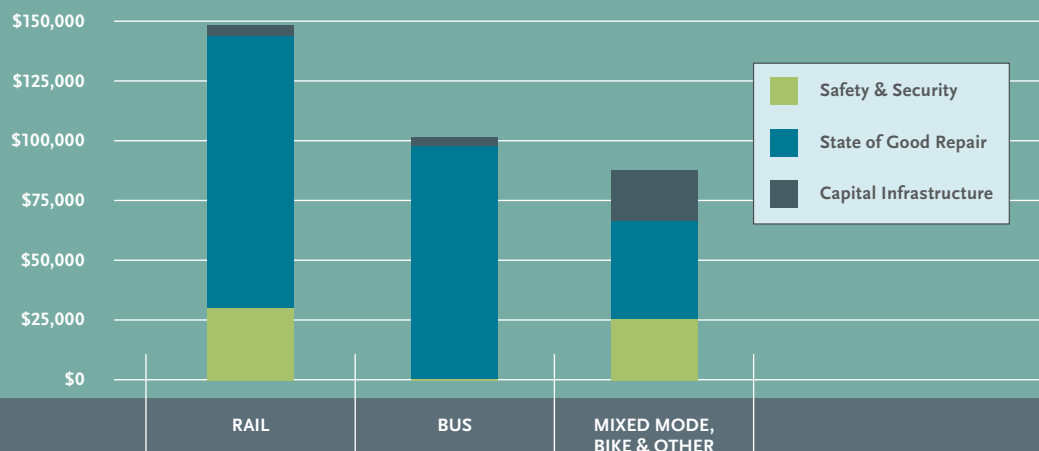


**SAFETY & SECURITY IMPROVEMENTS**

Metro defines operating capital as an investment for the repair, rehabilitation and replacement required to maintain reliable, safe, effective and efficient transit service. An operating capital program that achieves this vision requires enhancing and improving the transit system with up-to-date safety features and technological improvements that address security concerns in today’s environment.

This year, the majority of rail safety and security capital improvements are planned for the oldest Metro Rail line, with \$19 million budgeted for improvements on the Blue Line. Infrastructure upgrades are being made to enhance pedestrian safety at grade crossings, and the signal system continues to be rehabilitated on both the Blue Line and the Green Line to ensure that trains can travel safely on our expanding rail system.

Construction of the Red Line Universal City pedestrian bridge is expected to be completed in FY17, and work will continue on the Red Line to Orange Line pedestrian underpass at North Hollywood Station. These projects will improve safety by eliminating the necessity of crossing vehicular traffic when traveling to or between these stations on foot. Finally, to enhance systemwide safety and security, improvements to the Emergency Operations Center will continue through FY17, as will security upgrades to the Universal Fare System.



**Operating Capital by Mode (\$ in Thousands)**

Note

Totals may not add due to rounding.



#### ACTIVE TRANSPORTATION

Active transportation refers to human-powered methods of travel, such as bicycling, walking, skating or using a wheelchair to get from one place to another. Everyone uses active transportation at some point in a trip, whether walking to a rail station, bicycling to work or rolling home from a bus stop. In FY17, Metro continues work on a number of projects and programs to advance active transportation and provide more travel options throughout Los Angeles County.

In July 2016, Metro Bike Share will launch in downtown Los Angeles with up to 65 stations and 1,000 bicycles. This form of active transportation is designed to serve as a new first-last mile solution for connecting users with transit in the downtown area. Payment for Metro Bike Share is fully integrated with the bus and rail system: the program utilizes TAP fare payment and will be the first bike share program in North America that was planned as an extension of transit.

As we launch Metro Bike Share downtown, we are also working with other communities to expand the system in the next few years to areas such as Pasadena, Huntington Park, Glendale, Burbank, North Hollywood, East Los Angeles, Exposition Park, the San Gabriel Valley and others.

Work continues on the LA River Gap Closure Project, which will close the gap in the LA River Bike Path between Elysian Valley and Vernon. Once the project is complete, there will be a continuous 32-mile bikeway along the river running from the San Fernando Valley in the north to Long Beach in the south. Similarly, the Rail to Rail/River Active Transportation Corridor (ATC) will provide the communities of south and southeast Los Angeles with a dedicated bicycle and pedestrian corridor. The ATC will improve multimodal connectivity at three regionally significant north-south transit lines: the future Crenshaw/LAX Line, the Silver Line bus and the Blue Line, with future connection to the LA River.

Together, these efforts will create a backbone for a new active transportation infrastructure while simultaneously enhancing mobility, providing increased commute options and improving the overall quality of life for the local communities surrounding the projects.

#### JOINT DEVELOPMENT

Last year, Metro launched the Transit Oriented Communities Demonstration Program to showcase a comprehensive

approach to building communities that support transit. Under the program, Metro partnered with other government agencies to develop a Transit Oriented Communities Loan Fund that will support affordable housing and small businesses along transit corridors. We also adopted a formal policy on affordable housing. The new policy encourages the construction of more affordable housing in transit oriented communities by establishing a goal that 35% of residential units built on Metro owned land be affordable to households at or below 60% of the median income for the area.

Joint development efforts continue in FY17 with the commencement of community engagement for the El Monte Station, Vermont/Santa Monica Station and Division 6 joint development sites. Four Request for Proposals (RFPs) will be released to solicit new ideas for two sites along the Crenshaw/LAX corridor and two in Boyle Heights along the Gold Line Eastside extension. Developer selections will be brought to the Board before the end of the fiscal year.

#### **GOODS MOVEMENT**

There is growing interest by our federal and state partners in the Los Angeles County ports as a crucial import and export site. Together, the Ports of Los Angeles and Long Beach make up the largest seaport in the United States, facilitating more than 14 million containers per year. Accordingly, goods movement is a major area of focus for the agency this year as Metro works to coordinate goods movement policy and funding in Los Angeles County and surrounding regions. These efforts will ensure that a plan is in place to alleviate congestion on high traffic goods movement corridors, enabling Los Angeles County to continue to thrive as the country's main port for international trade.

#### **URBAN GREENING**

Through providing mobility options and choices, Metro plays an active part in lowering greenhouse gas emissions and increasing both physical and economic health in our local communities. In January 2016, the Metro Board adopted the Urban Greening Implementation Action Plan, which includes tools for developing projects that improve transit access and sustainability of areas around stations. The website for the program showcases a user-friendly toolkit that provides placemaking and greening resources for local jurisdictions and community groups spearheading projects around transit locations, making Metro a key player in sustainable planning and design throughout the entire region.

#### **PARKING MANAGEMENT**

Metro's parking program, which provides parking for approximately four million cars annually, implemented a new parking ordinance in FY16. The ordinance establishes guidelines that govern the management of Metro's 87 parking facilities, which serve 59 transit stations with approximately 25,000 total parking spaces.

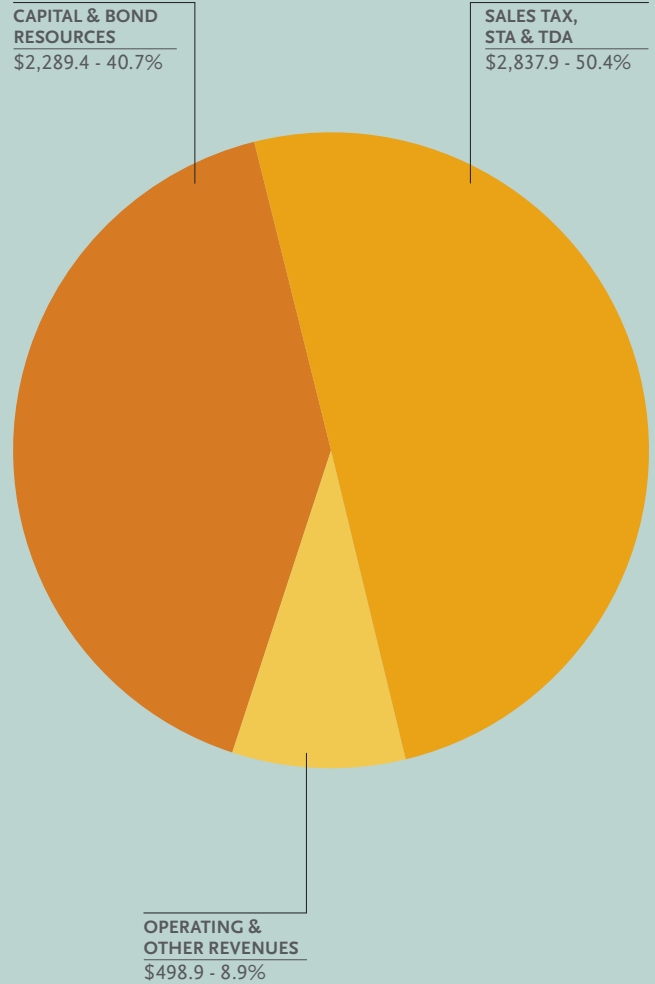
In FY17, a parking guidance system will be implemented at targeted high-use facilities to provide real-time parking availability information to our customers. Meanwhile, a parking management pilot program will be launched in order to manage demand through parking fees and permits. To explicitly lay out future enhancements, parking program staff will finalize the Supportive Transit Parking Program Master Plan and bring it to the Board for adoption this year. As we work to improve the management of available parking, we are striving to make it easier and more convenient for drivers to choose transit over their cars.



**RESOURCE ASSUMPTIONS**

- > Sales tax and TDA revenues are expected to grow at 3.3% over the FY16 budget. This represents a growth consistent with actual and projected receipts for FY16 and is in line with nationally recognized economic forecasting sources.
- > Fare revenues will increase by 1.8% over the FY16 budget reflecting a full year of operations of the Gold Line Foothill extension to Azusa and the Expo Line extension to Santa Monica.
- > State Transit Assistance (STA) revenues for bus and rail operations and capital in FY17 are expected to be \$52.9 million regionwide, representing a 50.0% decrease from the FY16 budget due to continued statewide decline in diesel fuel prices and demand.
- > Grant reimbursements, Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns and sales tax carryover will total \$2.3 billion in FY17, which is in line with planned expenditure activities. Cap and Trade funding for Metro totals \$13 million and Federal CNG fuel credits of \$18 million are expected to fund operations.
- > ExpressLanes toll revenues are expected to come in at \$60.0 million in FY17, which equates to a 3.5% decrease from the FY16 budget based on actuals year to date.
- > Advertising revenues of \$25.1 million are based on a fixed guaranteed amount.

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



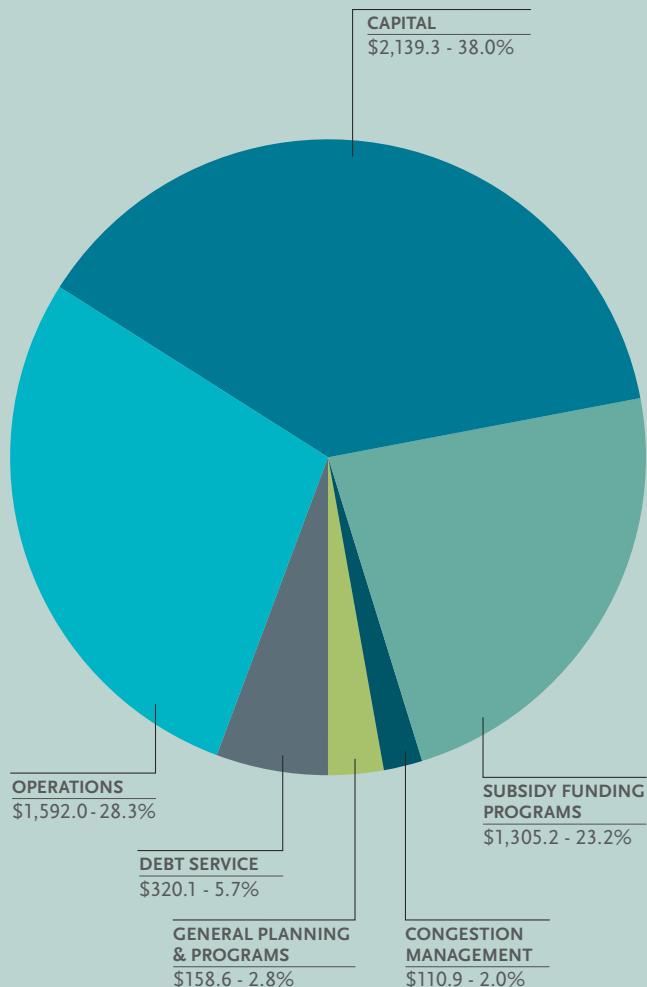
**FTE SUMMARY BY DEPARTMENT**

	FY16 BUDGET	FY17 ADOPTED	CHANGE
Board of Directors	38	38	-
Chief Executive Office	455	532	77
Communications	284	285	1
Congestion Reduction	20	20	-
Finance & Budget	234	234	-
Information Technology	143	143	-
Operations	7,855	7,807	(48)
Planning & Development	163	163	-
Program Management	234	234	-
Vendor/Contract Management	320	320	-
<b>Subtotal Agencywide Non-Represented</b>	<b>1,483</b>	<b>1,483</b>	<b>-</b>
<b>Subtotal Agencywide Represented</b>	<b>8,263</b>	<b>8,293</b>	<b>30</b>
<b>Total FTEs</b>	<b>9,746</b>	<b>9,776</b>	<b>30</b>

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

	FY16 BUDGET	FY17 ADOPTED	% CHANGE
Sales Tax, STA & TDA	\$ 2,801.7	\$ 2,837.9	1.3%
Operating & Other Revenues	486.9	498.9	2.5%
Capital & Bond Resources	2,513.8	2,289.4	-8.9%
<b>Total Resources</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>-3.0%</b>

## SUMMARY OF EXPENDITURES (\$ IN MILLIONS)



## EXPENDITURES ASSUMPTIONS

- > The FY17 budget assumes a slight 0.8% decrease in bus revenue service hours, primarily due to increased speed and optimization of service levels. This also includes implementation of Line 501 (North Hollywood to Pasadena Express) for a full year and other anticipated special event coverage and bus bridges.
- > Rail revenue service hours will increase by 15.4%, reflecting a full year of operations of the Gold Line Foothill extension to Azusa and the Expo Line extension to Santa Monica. Budgeted headways will match current actual headways for night service, and weekend mid-day/PM headways on Gold Line will align with other rail lines.
- > The budget reflects negotiated wage and salary provisions for represented employees. The wage increase by these provisions is at least 3% for annual wage increases and an additional amount for step increases up to the maximum pay rate. In line with these negotiated wage rates, an average 3% merit increase is also included for non-represented employees.
- > Health and welfare rates include an annualized average increase of approximately 10% for represented employees and 5% for non-represented employees.
- > Capital program assumptions include expansion of Measure R transit and highway activities, increased emphasis on safety and security projects and enhanced bus and rail vehicle midlife maintenance projects.

BUDGETED EXPENDITURES (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED	% CHANGE
Operations	\$ 1,500.4	\$ 1,592.0	6.1%
Capital	2,314.4	2,139.3	-7.6%
Subsidy Funding Programs	1,379.0	1,305.2	-5.3%
Congestion Management	99.3	110.9	11.7%
General Planning & Programs	180.7	158.6	-12.2%
Debt Service	328.7	320.1	-2.6%
<b>Total Expenditures</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>-3.0%</b>

EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE
Board of Directors	\$ 43.4	\$ 41.2	\$ (2.2)
Chief Executive Office	233.2	226.2	(7.0)
Communications	60.5	59.0	(1.5)
Congestion Reduction	110.1	114.8	4.7
Finance & Budget	1,149.6	1,153.3	3.8
Information Technology	56.4	62.6	6.2
Operations	1,727.5	1,621.0	(106.5)
Planning & Development	302.4	304.3	1.9
Program Management	2,047.2	1,976.2	(71.0)
Vendor/Contract Management	72.2	67.6	(4.6)
<b>Total Expenditures</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>\$ (176.2)</b>



# Budget Details



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

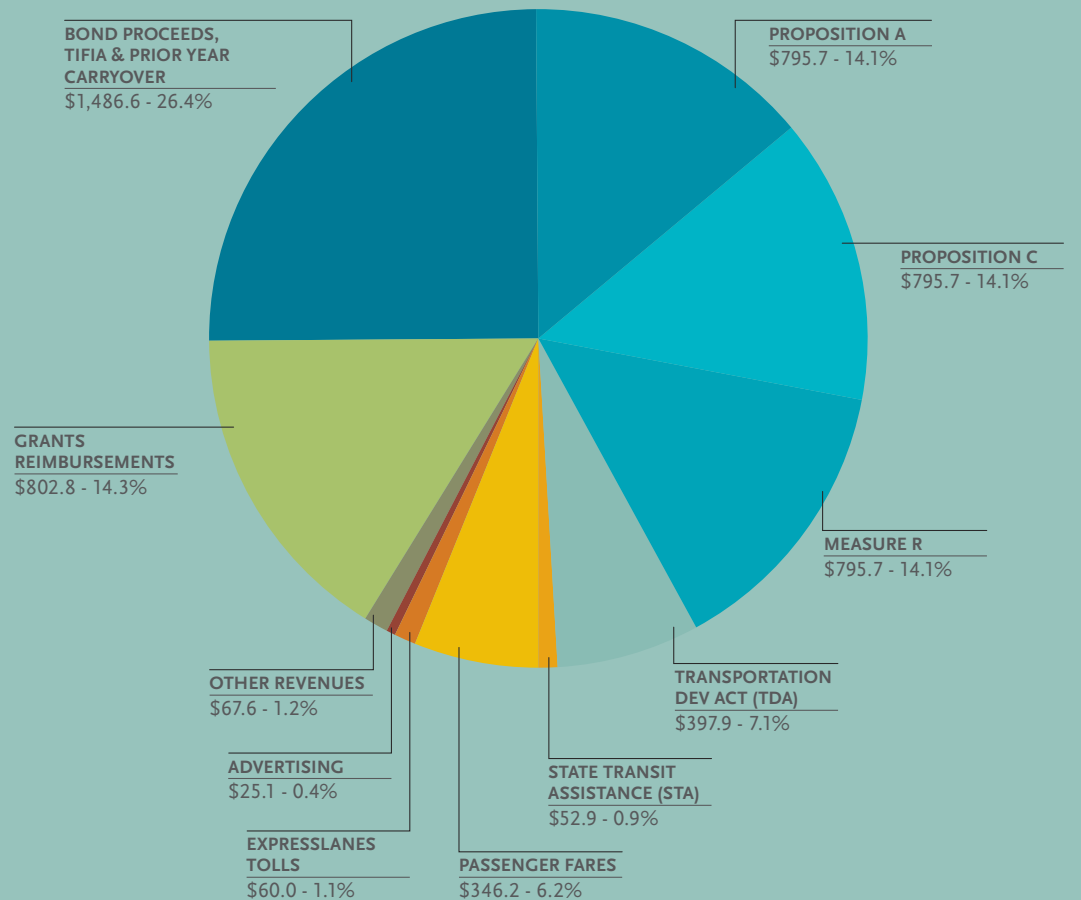
RESOURCES & EXPENDITURES (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
<b>SALES TAX, TDA &amp; STA REVENUES <sup>(1)</sup></b>				
Proposition A	\$ 770.3	\$ 795.7	\$ 25.4	3.3%
Proposition C	770.3	795.7	25.4	3.3%
Measure R	770.3	795.7	25.4	3.3%
Transportation Development Act (TDA)	385.2	397.9	12.7	3.3%
State Transit Assistance (STA)	105.7	52.9	(52.8)	-50.0%
<b>Subtotal Sales Tax, TDA &amp; STA</b>	<b>\$ 2,801.7</b>	<b>\$ 2,837.9</b>	<b>\$ 36.1</b>	<b>1.3%</b>
<b>OPERATING &amp; OTHER REVENUES</b>				
Passenger Fares	\$ 339.9	\$ 346.2	\$ 6.3	1.8%
ExpressLanes Tolls	62.2	60.0	(2.2)	-3.5%
Advertising	22.5	25.1	2.6	11.6%
Other Revenues <sup>(2)</sup>	62.3	67.6	5.3	8.6%
<b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 486.9</b>	<b>\$ 498.9</b>	<b>\$ 12.0</b>	<b>2.5%</b>
<b>CAPITAL &amp; BOND RESOURCES</b>				
Grants Reimbursements <sup>(3)</sup>	\$ 1,013.2	\$ 802.8	\$ (210.4)	-20.8%
Bond Proceeds, TIFIA & Prior Year Carryover <sup>(4)</sup>	1,500.6	1,486.6	(14.0)	-0.9%
<b>Subtotal Capital and Bond Resources</b>	<b>\$ 2,513.8</b>	<b>\$ 2,289.4</b>	<b>(224.4)</b>	<b>-8.9%</b>
<b>Total Resources</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>(176.2)</b>	<b>-3.0%</b>
Agencywide Expenditures	5,802.4	5,626.2	(176.2)	-3.0%
<b>(Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>0.0%</b>

**Total FY17 Resources:**  
**\$ 5,626.2 (\$ in Millions)**

Notes

- (1) Sales tax and TDA revenues for FY16 Budget represent reforecasted levels based on 2nd quarter actual data from the State Board of Equalization (SBE).
- (2) Includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.
- (3) Includes grant reimbursement of preventative maintenance, operating capital, highway capital and construction costs.
- (4) Represents use of bond proceeds, TIFIA (Transportation Infrastructure Finance and Innovation Act) drawdowns and sales tax revenue received and unspent in prior years.

Totals may not add due to rounding.





REVENUES (\$ IN MILLIONS)	FY16 BUDGET <sup>(1)</sup>	FY17 ADOPTED	\$ CHANGE	% CHANGE	ELIGIBLE FOR OPERATIONS
<b>PROPOSITION A</b>					
5% Administration	\$ 38.5	\$ 39.8	\$ 1.3	3.3%	
25% Local Return	182.9	189.0	6.0	3.3%	
35% Rail Development	256.1	264.6	8.4	3.3%	✓
40% Discretionary					
Transit (95% of 40%)	278.1	287.2	9.2	3.3%	✓
Incentive (5% of 40%)	14.6	15.1	0.5	3.3%	
<b>Estimated Tax Revenue from Prop A</b>	<b>\$ 770.3</b>	<b>\$ 795.7</b>	<b>\$ 25.4</b>	<b>3.3%</b>	
<b>PROPOSITION C</b>					
1.5% Administration	\$ 11.6	\$ 11.9	\$ 0.4	3.3%	
5% Rail/Bus Security	37.9	39.2	1.3	3.3%	✓
10% Commuter Rail	75.9	78.4	2.5	3.3%	
20% Local Return	151.7	156.8	5.0	3.3%	
25% Freeways/Highways	189.7	195.9	6.3	3.3%	
40% Discretionary	303.5	313.5	10.0	3.3%	✓
<b>Estimated Tax Revenue from Prop C</b>	<b>\$ 770.3</b>	<b>\$ 795.7</b>	<b>\$ 25.4</b>	<b>3.3%</b>	
<b>MEASURE R</b>					
1.5% Administration	\$ 11.6	\$ 11.9	\$ 0.4	3.3%	
2% Transportation Capital Metro Rail	15.2	15.7	0.5	3.3%	
3% Transportation Capital Metrolink	22.8	23.5	0.8	3.3%	
5% Operations - New Rail <sup>(2)</sup>	37.9	39.2	1.3	3.3%	✓
15% Local Return	113.8	117.6	3.8	3.3%	
20% Operations - Bus	151.7	156.8	5.0	3.3%	✓
20% Highway Capital	151.7	156.8	5.0	3.3%	
35% Transportation Capital New Rail/BRT	265.6	274.3	8.8	3.3%	
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 770.3</b>	<b>\$ 795.7</b>	<b>\$ 25.4</b>	<b>3.3%</b>	
<b>TRANSPORTATION DEVELOPMENT ACT</b>					
Administration	\$ 8.5	\$ 8.5	\$ -	0.0%	
2.0% Article 3 (Pedestrians & Bikeways)	7.5	7.8	0.3	3.4%	
91.7% Article 4 (Bus Transit)	345.2	356.9	11.7	3.4%	✓
6.3% Article 8 (Transit/Streets & Highways)	23.9	24.7	0.8	3.4%	
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 385.2</b>	<b>\$ 397.9</b>	<b>\$ 12.8</b>	<b>3.3%</b>	
<b>STATE TRANSIT ASSISTANCE</b>					
STA Bus	\$ 54.9	\$ 24.6	\$ (30.3)	-55.2%	✓
STA Rail	50.8	28.3	(22.5)	-44.4%	✓
<b>Estimated Tax Revenue from STA</b>	<b>\$ 105.7</b>	<b>\$ 52.9</b>	<b>\$ (52.8)</b>	<b>-50.0%</b>	
<b>Total Sales Tax, TDA and STA Revenues</b>	<b>\$ 2,801.7</b>	<b>\$ 2,837.9</b>	<b>\$ 36.1</b>	<b>1.3%</b>	

REVENUES ELIGIBLE FOR BUS & RAIL OPERATIONS (\$ IN MILLIONS)	FY16 BUDGET <sup>(1)</sup>	FY17 ADOPTED	\$ CHANGE	% CHANGE
Proposition A	\$ 534.2	\$ 551.8	\$ 17.6	3.3%
Proposition C	341.4	352.7	11.3	3.3%
Measure R	189.7	195.9	6.3	3.3%
TDA	345.2	356.9	11.7	3.4%
STA	105.7	52.9	(52.8)	-50.0%
<b>Total Revenues Eligible for Bus &amp; Rail Operations</b>	<b>\$ 1,516.2</b>	<b>\$ 1,510.2</b>	<b>\$ (6.0)</b>	<b>-0.4%</b>

## Sales Tax, TDA & STA Revenues

### Notes

(1) Sales tax and TDA revenues for FY16 Budget represent reforecasted levels based on FY16 2nd Quarter actual data from the State Board of Equalization (SBE).

(2) Measure R Rail 5% 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)	FY16 BUDGET <sup>(3)</sup>	FY17 ADOPTED	\$ CHANGE	% CHANGE
<b>METRO OPERATIONS</b>				
Bus	\$ 1,056.6	\$ 1,118.2	\$ 61.6	5.8%
Rail	425.2	455.6	30.4	7.2%
<b>Subtotal</b>	<b>\$ 1,481.8</b>	<b>\$ 1,573.9</b>	<b>\$ 92.0</b>	<b>6.2%</b>
Regional Activities & Other	18.5	18.2	(0.4)	-2.0%
<b>Total Metro Operations</b>	<b>\$ 1,500.4</b>	<b>\$ 1,592.0</b>	<b>\$ 91.7</b>	<b>6.1%</b>
<b>METRO CAPITAL</b>				
Transit Capital Expansion	\$ 1,533.9	\$ 1,680.8	\$ 146.8	9.6%
Operating Capital	539.4	336.7	(202.7)	-37.6%
<b>Subtotal</b>	<b>\$ 2,073.4</b>	<b>\$ 2,017.5</b>	<b>\$ (55.9)</b>	<b>-2.7%</b>
Regional Rail Capital	46.2	37.6	(8.6)	-18.6%
Highway Capital	194.8	84.2	(110.6)	-56.8%
<b>Total Metro Capital</b>	<b>\$ 2,314.4</b>	<b>\$ 2,139.3</b>	<b>\$ (175.0)</b>	<b>-7.6%</b>
<b>Total Metro Operations &amp; Capital</b>	<b>\$ 3,814.7</b>	<b>\$ 3,731.3</b>	<b>\$ (83.4)</b>	<b>-2.2%</b>
<b>SUBSIDY FUNDING PROGRAMS</b>				
Regional Transit <sup>(2)</sup>	\$ 537.6	\$ 531.3	\$ (6.3)	-1.2%
Local Agencies	584.6	598.6	14.0	2.4%
Wilshire BRT	16.1	9.9	(6.1)	-38.1%
Federal Pass Throughs	27.9	37.1	9.2	33.0%
Fare Assistance	10.5	10.5	-	0.0%
Highway Subsidy	202.2	117.7	(84.5)	-41.8%
<b>Total Subsidy Funding Programs</b>	<b>\$ 1,379.0</b>	<b>\$ 1,305.2</b>	<b>\$ (73.8)</b>	<b>-5.3%</b>
<b>CONGESTION MANAGEMENT</b>				
Freeway Service Patrol	\$ 28.3	\$ 30.1	\$ 1.8	6.4%
ExpressLanes	48.0	52.4	4.3	9.0%
Kenneth Hahn Call Box Program	10.3	12.9	2.6	25.2%
Regional Integration of Intelligent Transportation System	2.2	6.0	3.8	173.8%
Rideshare Services	10.4	9.5	(0.9)	-8.6%
<b>Total Congestion Management</b>	<b>\$ 99.3</b>	<b>\$ 110.9</b>	<b>\$ 11.6</b>	<b>11.7%</b>
<b>GENERAL PLANNING &amp; PROGRAMS</b>				
Programs & Studies	\$ 41.6	\$ 32.5	\$ (9.1)	-21.8%
General Planning & Programming	60.4	44.1	(16.3)	-27.0%
Legal, Audit, Transit Court, Oversight & Other	38.8	42.2	3.4	8.8%
Property Management/ Union Station & Development	40.0	39.9	(0.1)	-0.2%
<b>Total General Planning &amp; Programs</b>	<b>\$ 180.7</b>	<b>\$ 158.6</b>	<b>\$ (22.1)</b>	<b>-12.2%</b>
<b>Total Debt Service</b>	<b>\$ 328.7</b>	<b>\$ 320.1</b>	<b>\$ (8.6)</b>	<b>-2.6%</b>
<b>Total Expenditures by Program</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>\$ (176.2)</b>	<b>-3.0%</b>

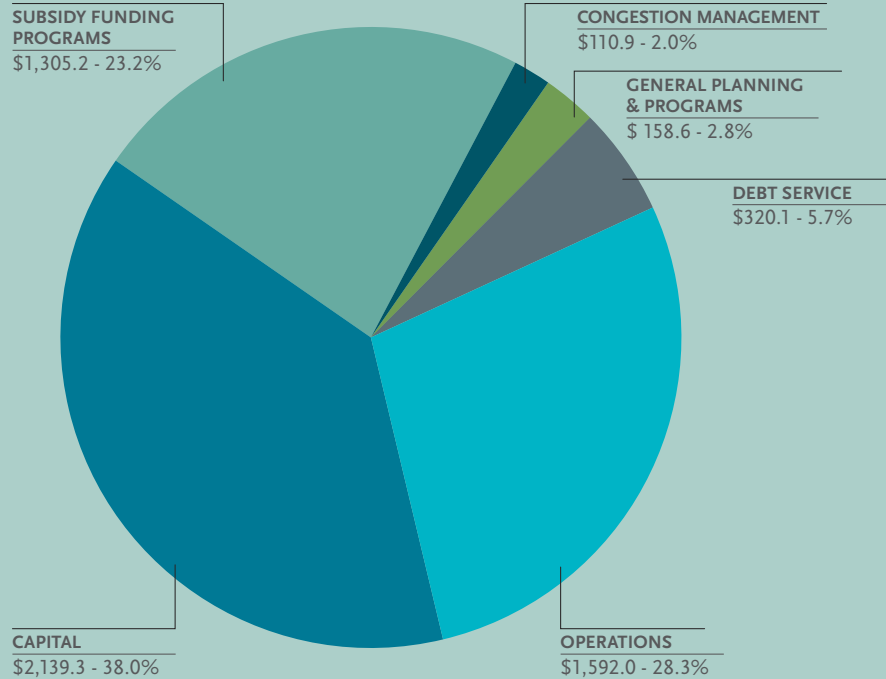
#### Notes

(1) Combines related program costs regardless of Generally Accepted Accounting Principles (GAAP) reporting criteria used for fund financial statements on pages 34-35 and 44-45.

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

(3) FY16 budget represents all amendments that occurred after budget adoption in May 2015.

Totals may not add due to rounding.



Total FY17 Summary of Expenditures by Program: \$5,626.2 (\$ in Millions)

EXPENDITURES  
BY DEPARTMENT  
(\$ IN MILLIONS)

	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
Board of Directors	\$ 43.4	\$ 41.2	\$ (2.2)	-5.0%
Chief Executive Office	233.2	226.2	(7.0)	-3.0%
Communications	60.5	59.0	(1.5)	-2.5%
Congestion Reduction	110.1	114.8	4.7	4.2%
Finance & Budget	1,149.6	1,153.3	3.8	0.3%
Information Technology	56.4	62.6	6.2	11.0%
Operations	1,727.5	1,621.0	(106.5)	-6.2%
Planning & Development	302.4	304.3	1.9	0.6%
Program Management	2,047.2	1,976.2	(71.0)	-3.5%
Vendor/Contract Management	72.2	67.6	(4.6)	-6.3%
<b>Total Expenditures by Department</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>\$ (176.2)</b>	<b>-3.0%</b>

Summary of Expenditures  
by Department

EXPENDITURES  
BY TYPE  
(\$ IN MILLIONS)

	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
Salaries & Benefits	\$ 1,091.7	\$ 1,140.8	\$ 49.1	4.5%
Asset Acquisitions for Transit & Highway Projects	1,718.5	1,570.6	(147.9)	-8.6%
Professional Services & Advertising	534.6	492.2	(42.4)	-7.9%
Regional Transit / Highway Subsidies	1,379.0	1,305.2	(73.8)	-5.3%
Maintenance & Security Contracts	379.0	409.5	30.5	8.1%
Materials & Supplies	229.8	247.6	17.8	7.7%
Insurance / Taxes / PL/PD / Workers' Comp	114.4	120.1	5.7	4.9%
Training & Travel	5.1	6.1	1.0	20.3%
As-Needed / Interns / ELTPs	15.4	13.9	(1.5)	-9.7%
Debt	334.8	320.1	(14.7)	-4.4%
<b>Total Expenditures by Type</b>	<b>\$ 5,802.4</b>	<b>\$ 5,626.2</b>	<b>\$ (176.2)</b>	<b>-3.0%</b>

Summary of Expenditures  
by Type

Note

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED				
		TOTAL	BUS	RAIL	TRANSIT COURT	REGIONAL ACTIVITIES
<b>TRANSIT OPERATIONS RESOURCES</b>						
<b>TRANSIT FARES &amp; OTHER REVENUES</b>						
Fares	\$ 339.9	\$ 346.2	\$ 252.9	\$ 93.3	\$ -	\$ -
Advertising	22.5	25.1	21.6	3.4	-	-
Other Revenues <sup>(1)</sup>	5.3	9.3	7.9	-	1.4	-
<b>Total Fare &amp; Other Revenues</b>	<b>\$ 367.7</b>	<b>\$ 380.6</b>	<b>\$ 282.4</b>	<b>\$ 96.7</b>	<b>\$ 1.4</b>	<b>\$ -</b>
<b>FEDERAL &amp; STATE GRANTS</b>						
Federal Preventive Maintenance	\$ 195.7	\$ 220.3	\$ 133.8	\$ 86.5	\$ -	\$ -
Federal CMAQ	9.5	41.2	-	41.2	-	-
Federal & State Grants	22.9	23.0	-	20.9	-	2.1
<b>Total Federal &amp; State Grants</b>	<b>\$ 228.1</b>	<b>\$ 284.4</b>	<b>\$ 133.8</b>	<b>\$ 148.5</b>	<b>\$ -</b>	<b>\$ 2.1</b>
<b>LOCAL SUBSIDIES</b>						
Prop A - (40% Bus) & (35% Rail)	\$ 483.6	\$ 275.9	\$ 158.5	\$ 117.3	\$ -	\$ -
Prop C - (40% Bus/Rail) & (5% Security)	66.4	248.6	235.1	-	-	13.5
Measure R - (20% Bus) & (5% Rail)	180.8	170.6	110.2	60.4	-	-
TDA Article 4	72.7	156.6	152.5	-	-	4.1
STA	92.7	50.0	21.7	28.3	-	-
Toll Revenue Grant	4.4	3.8	3.8	-	-	-
General Fund & Other Funds	19.1	29.0	24.7	4.3	-	-
<b>Total Local Subsidies</b>	<b>\$ 919.7</b>	<b>\$ 934.4</b>	<b>\$ 706.5</b>	<b>\$ 210.4</b>	<b>\$ -</b>	<b>\$ 17.6</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,515.5</b>	<b>\$ 1,599.5</b>	<b>\$ 1,122.7</b>	<b>\$ 455.6</b>	<b>\$ 1.4</b>	<b>\$ 19.7</b>
<b>TRANSIT CAPITAL RESOURCES</b>						
Federal, State & Local Grants	\$ 664.6	\$ 465.0	\$ 41.6	\$ 423.4	\$ -	\$ -
Local & State Sales Tax <sup>(2)</sup>	558.2	451.0	123.5	327.5	-	-
Other Capital Financing	851.0	1,101.5	13.0	1,088.5	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 2,073.8</b>	<b>\$ 2,017.5</b>	<b>\$ 178.1</b>	<b>\$ 1,839.4</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 3,589.3</b>	<b>\$ 3,617.0</b>	<b>\$ 1,300.8</b>	<b>\$ 2,295.0</b>	<b>\$ 1.4</b>	<b>\$ 19.7</b>
<b>TRANSIT OPERATIONS EXPENSES</b>						
Labor & Benefits	\$ 941.5	\$ 1,008.1	\$ 757.4	\$ 229.0	\$ 0.5	\$ 21.1
Fuel & Propulsion Power	62.0	77.4	27.2	50.1	-	-
Materials & Supplies	95.0	99.9	76.1	19.4	-	4.3
Contract & Professional Services	222.4	211.6	98.5	99.0	0.7	13.4
PL/PD & Other Insurance	50.0	53.1	48.4	4.7	-	-
Purchased Transportation	47.0	49.0	49.0	-	-	-
Allocated Overhead <sup>(3)</sup>	64.7	67.4	18.8	43.5	0.2	5.0
Regional Chargeback	-	-	20.7	7.0	-	(27.8)
Other Expenses <sup>(4)</sup>	32.8	33.0	26.5	3.0	-	3.6
<b>Total Transit Operations Expenses</b>	<b>\$ 1,515.5</b>	<b>\$ 1,599.5</b>	<b>\$ 1,122.7</b>	<b>\$ 455.6</b>	<b>\$ 1.4</b>	<b>\$ 19.7</b>
<b>CAPITAL EXPENSES</b>						
Transit Capital Expenses Operating	2,053.1	1,990.6	178.1	1,812.5	-	-
Transit Capital Expenses Planning	20.6	26.8	-	26.8	-	-
<b>Total Transit Capital Expenses <sup>(5)</sup></b>	<b>\$ 2,073.8</b>	<b>\$ 2,017.5</b>	<b>\$ 178.1</b>	<b>\$ 1,839.4</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 3,589.3</b>	<b>\$ 3,617.0</b>	<b>\$ 1,300.8</b>	<b>\$ 2,295.0</b>	<b>\$ 1.4</b>	<b>\$ 19.7</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, local muni participation, and State Proposition 1B cash funds.

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

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

(5) Capital expenses for operations and construction project planning are combined for reporting purposes.

Totals may not add due to rounding.

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED				
		TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	PARK & RIDE
<b>OTHER TRANSIT OPERATIONS RESOURCES</b>						
<b>TOLL FARES &amp; OTHER REVENUES</b>						
Tolls & Violation Fines	\$ 62.2	\$ 60.0	\$ -	\$ 60.0	\$ -	\$ -
Rental & Lease Income	0.8	4.9	1.1	-	2.7	1.1
<b>Total Toll Fares &amp; Other Revenue</b>	<b>\$ 62.9</b>	<b>\$ 64.9</b>	<b>\$ 1.1</b>	<b>\$ 60.0</b>	<b>\$ 2.7</b>	<b>\$ 1.1</b>
<b>LOCAL SUBSIDIES</b>						
Prop A & C	\$ 0.7	\$ 0.3	\$ -	\$ -	\$ -	\$ 0.3
General Fund & Other	2.6	5.3	-	-	1.8	3.4
<b>Total Local Subsidies</b>	<b>\$ 3.3</b>	<b>\$ 5.5</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1.8</b>	<b>\$ 3.7</b>
<b>Total Other Transit Operations Resources</b>	<b>\$ 66.2</b>	<b>\$ 70.4</b>	<b>\$ 1.1</b>	<b>\$ 60.0</b>	<b>\$ 4.5</b>	<b>\$ 4.8</b>
<b>TRANSIT OTHER OPERATIONS EXPENSES</b>						
Labor & Benefits	\$ 2.7	\$ 3.9	\$ 0.5	\$ 2.1	\$ 0.5	\$ 0.8
Materials & Supplies	0.1	0.2	-	-	-	0.2
Contract & Professional Services	44.1	56.5	0.2	49.6	3.6	3.1
PL/PD & Other Insurance	0.2	0.2	0.2	-	-	-
Allocated Overhead	0.9	1.3	0.2	0.6	0.2	0.3
Other Expenses	5.9	0.3	-	-	-	0.3
<b>Total Other Transit Operations Expenses</b>	<b>\$ 54.0</b>	<b>\$ 62.4</b>	<b>\$ 1.1</b>	<b>\$ 52.4</b>	<b>\$ 4.2</b>	<b>\$ 4.6</b>
<b>OTHER OPERATIONS</b>						
<b>NON OPERATING EXPENSES</b>						
Congestion Relief Reserve	\$ 0.1	\$ -	\$ -	\$ -	\$ -	\$ -
Congestion Relief Transit Operating Subsidy	6.2	6.6	-	6.6	-	-
Congestion Relief Toll Revenue Grant Program <sup>(1)</sup>	6.6	7.0	-	7.0	-	-
<b>Total Other Operations Non Operating Expenses</b>	<b>\$ 12.9</b>	<b>\$ 13.6</b>	<b>\$ -</b>	<b>\$ 13.6</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Transit Other Operations (Deficit)/Surplus <sup>(2)</sup></b>	<b>\$ (0.7)</b>	<b>\$ (5.6)</b>	<b>\$ -</b>	<b>\$ (6.0)</b>	<b>\$ 0.3</b>	<b>\$ 0.2</b>

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

#### Notes

(1) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

(2) Current year deficit is funded with equity earned from prior years.

Totals may not add due to rounding.

## Capital Projects

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
<b>MEASURE R TRANSIT CAPITAL EXPANSION</b>			
<b>TRANSIT CONSTRUCTION PROJECTS</b>			
Bus			
Acquisition 30 Zero Emission/Super Low Emission	\$ 4,510	\$ 6,663	\$ 30,000
Rail			
Crenshaw/LAX Light Rail Transit	1,079,385	388,282	2,223,734
Expo Blvd Light Rail Transit Phase 1	969,033	11,352	978,900
Expo Blvd Light Rail Transit Phase 2	1,168,878	145,394	1,517,642
Gold Line Foothill Extension to Azusa	885,683	15,059	950,619
Regional Connector	671,217	234,991	1,599,044
Westside Purple Line Subway Extension	1,043,938	852,480	3,500,856
Bike			
Expo Phase 2 Bikeway	15,836	266	16,102
<b>Subtotal Transit Construction Projects</b>	<b>\$ 5,838,480</b>	<b>\$ 1,654,487</b>	<b>\$10,816,898</b>
<b>TRANSIT PLANNING PROJECTS</b>			
Airport Metro Connector <sup>(1)</sup>	\$ 13,922	\$ 10,784	\$ 24,706
Eastside Extension Phase 1 & 2 <sup>(1)</sup>	23,576	3,242	26,818
Eastside Light Rail Access <sup>(1)</sup>	16,164	5,295	21,459
Gold Line Foothill Extension <sup>(2)</sup>	-	-	-
Green Line Ext: Redondo to South Bay <sup>(1)</sup>	6,329	692	7,022
San Fernando Valley East N/S Rapidways <sup>(1)</sup>	10,562	1,362	11,924
Sepulveda Pass Corridor <sup>(1)</sup>	6,194	3,332	9,527
West Santa Ana Branch Corridor <sup>(1) (3)</sup>	3,872	1,569	5,442
<b>Subtotal Transit Planning Projects</b>	<b>\$ 80,621</b>	<b>\$ 26,277</b>	<b>\$ 106,897</b>
<b>Total Measure R Transit Capital Expansion</b>	<b>\$ 5,919,101</b>	<b>\$ 1,680,764</b>	<b>\$10,923,795</b>
<b>OPERATING CAPITAL</b>			
<b>SAFETY &amp; SECURITY</b>			
Bus	\$ 25	\$ 112	\$ 5,038
Rail			
Blue Line	99,706	19,309	184,075
Green Line	6,489	770	7,800
Red/Purple Line	38,120	7,356	54,784
Multiple Rail Lines	17,974	1,503	20,594
Mixed Mode	34,046	12,203	67,054
Other (Technologies, Regional, etc.)	10,897	12,536	50,931
<b>Subtotal Safety &amp; Security</b>	<b>\$ 207,258</b>	<b>\$ 53,789</b>	<b>\$ 390,275</b>
<b>STATE OF GOOD REPAIR</b>			
Bus	\$ 601,137	\$ 96,980	\$ 1,153,358
Rail			
Blue Line	70,636	15,961	112,194
Gold Line	2,278	4,316	25,507
Green Line	2,229	2,274	37,051
Red Line	65,400	31,513	275,155
Multiple Rail Lines	117,112	60,616	875,794
Mixed Mode	12,320	19,748	35,797
Other (Technologies, Regional, etc.)	175,556	21,626	249,347
<b>Subtotal State of Good Repair</b>	<b>\$ 1,046,669</b>	<b>\$ 253,035</b>	<b>\$ 2,764,202</b>

## Notes

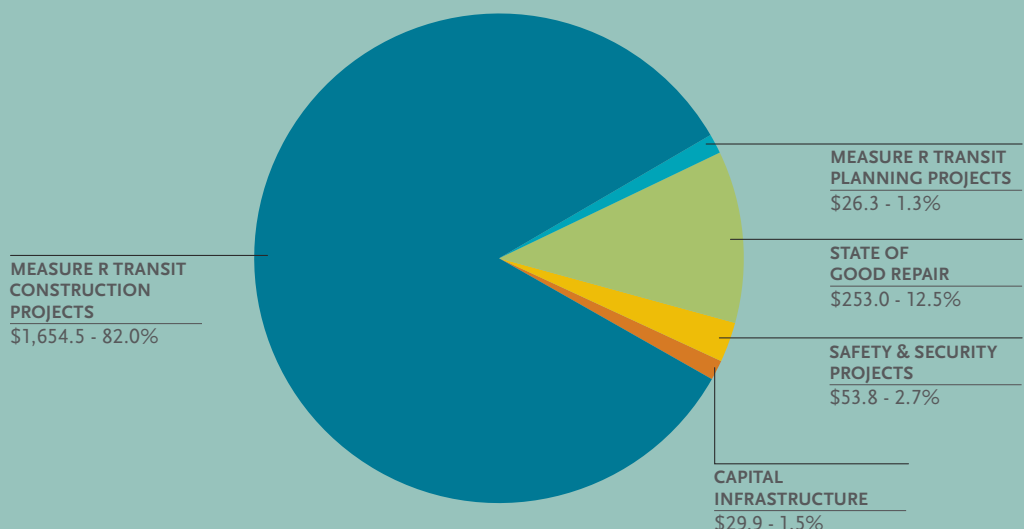
(1) No Board Adopted Life of Project (LOP) during planning phase; project is funded on an annual basis.

(2) FY17 budget of \$8M is captured in subsidies.

(3) Total FY17 budget is \$1,799K; \$230K is captured in subsidies.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
<b>CAPITAL INFRASTRUCTURE</b>			
Bus	\$ 185,830	\$ 4,056	\$ 191,774
Rail			
Gold Line	890,247	1,761	900,688
Red/Purple Line	40,571	1,343	46,706
Multiple Rail Lines	3,417	993	10,418
Mixed Mode	2,245	12,817	78,558
Bike	6,290	6,489	12,933
Other (Technologies, Regional, etc.)	402	2,452	3,723
<b>Subtotal Capital Infrastructure</b>	<b>\$ 1,129,001</b>	<b>\$ 29,912</b>	<b>\$ 1,244,800</b>
<b>Total Operating Capital</b>	<b>\$ 2,382,927</b>	<b>\$ 336,735</b>	<b>\$ 4,399,277</b>
<b>Total Capital Program</b>	<b>\$ 8,302,028</b>	<b>\$ 2,017,499</b>	<b>\$ 15,323,072</b>



**FY17 Capital Projects:**  
**\$2,017.5 (\$ in Millions)**

MODE (\$ IN THOUSANDS)	SAFETY & SECURITY	STATE OF GOOD REPAIR	CAPITAL INFRASTRUCTURE	MODE TOTAL
Bus	\$ 112	\$ 96,980	\$ 4,056	\$ 101,148
Rail				
Blue Line	19,309	15,961	-	35,270
Gold Line	-	4,316	1,761	6,077
Green Line	770	2,274	-	3,044
Red/Purple Line	7,356	31,513	1,343	40,212
Multiple Rail Lines	1,503	60,616	993	63,112
Mixed Mode	12,203	19,748	12,817	44,768
Bike	-	-	6,489	6,489
Other (Technologies, Regional, etc.)	12,536	21,626	2,452	36,615
<b>Total Operating Capital</b>	<b>\$ 53,789</b>	<b>\$ 253,035</b>	<b>\$ 29,912</b>	<b>\$ 336,735</b>

**FY17 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)	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
<b>REGIONAL &amp; LOCAL TRANSIT</b>				
Municipal & Local Operators	\$ 353.6	\$ 355.4	\$ 1.7	0.5%
Access Services	85.0	74.0	(11.0)	-12.9%
Metrolink	99.0	102.0	3.0	3.0%
Wilshire Bus Rapid Transit	16.1	9.9	(6.1)	-38.1%
Fare Assistance Programs (INTP, RRTP, SHORE) <sup>(1)</sup>	10.5	10.5	-	0.0%
<b>Total Regional &amp; Local Transit</b>	<b>\$ 564.2</b>	<b>\$ 551.8</b>	<b>\$ (12.4)</b>	<b>-2.2%</b>
<b>LOCAL AGENCIES</b>				
<b>ALLOCATION BY POPULATION</b>				
Local Return (Prop A, Prop C & Measure R)	\$ 444.5	\$ 463.3	\$ 18.7	4.2%
TDA Articles 3 & 8	31.5	33.1	1.6	5.2%
<b>Subtotal Allocation by Population</b>	<b>\$ 476.0</b>	<b>\$ 496.4</b>	<b>\$ 20.4</b>	<b>4.3%</b>
<b>CALL FOR PROJECTS</b>				
Regional Surface Transportation Improvements	\$ 61.5	\$ 59.4	\$ (2.1)	-3.4%
Local Traffic Systems	14.2	18.2	4.0	28.1%
Regional Bikeways	1.3	0.5	(0.8)	-62.2%
Transportation Demand Management	5.7	3.9	(1.8)	-32.0%
Transportation Enhancements	0.1	0.3	0.2	137.5%
Bus Capital	6.8	6.1	(0.7)	-9.9%
<b>Subtotal Call for Projects</b>	<b>\$ 89.6</b>	<b>\$ 88.4</b>	<b>\$ (1.3)</b>	<b>-1.4%</b>
<b>FEDERAL PASS THROUGHS</b>				
Regional Grantee - FTA	\$ 12.7	\$ 16.2	\$ 3.5	28.0%
Job Access & Reverse Commute Program (JARC)	6.1	7.9	1.8	28.5%
New Freedom Capital & Operating	3.9	2.9	(1.0)	-24.7%
Highway Pass Through Program	0.2	-	(0.2)	-100.0%
Enhanced Mobility of Seniors/Disabled	5.0	10.1	5.1	101.8%
<b>Subtotal Federal Pass Throughs</b>	<b>\$ 27.9</b>	<b>\$ 37.1</b>	<b>\$ 9.2</b>	<b>33.0%</b>
<b>OTHER</b>				
Toll Revenue Reinvestment Program	\$ 10.6	\$ 7.0	\$ (3.6)	-33.7%
Open Street Grant Program	2.2	0.5	(1.7)	-77.3%
Transit Oriented Development & Other Sustainability Programs	5.5	5.9	0.4	6.8%
Demo Projects-Highway	0.7	0.4	(0.3)	-40.0%
<b>Subtotal Other</b>	<b>\$ 19.0</b>	<b>\$ 13.8</b>	<b>\$ (5.1)</b>	<b>-27.1%</b>
<b>Total Local Agencies</b>	<b>\$ 612.6</b>	<b>\$ 635.7</b>	<b>\$ 23.2</b>	<b>3.8%</b>

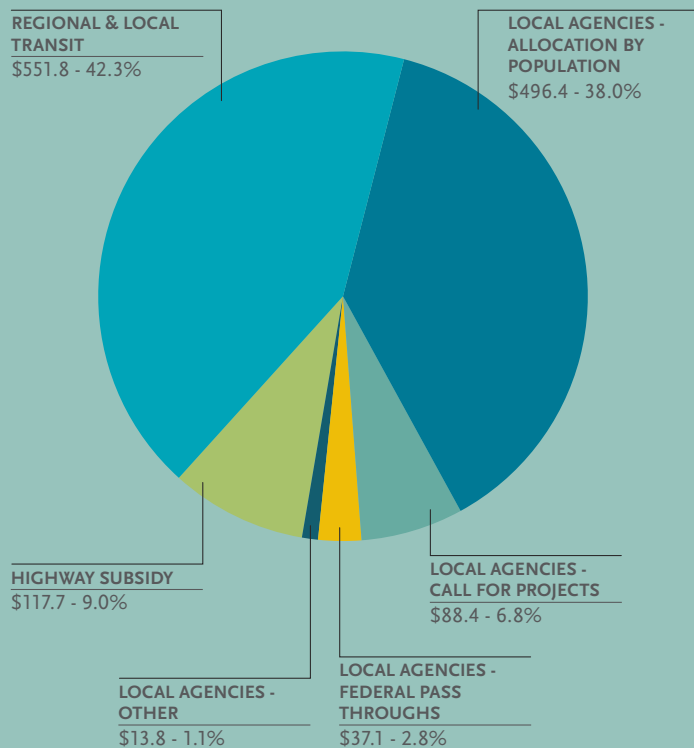
#### Notes

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

Totals may not add due to rounding.



REGIONAL SUBSIDY FUNDING PROGRAMS (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
<b>HIGHWAY SUBSIDY</b>				
I-5 North HOV & Truck Lanes	\$ 25.2	\$ 21.2	\$ (4.0)	-15.9%
I-5 South Capacity Enhancements	60.4	17.4	(42.9)	-71.1%
SR-60 HOV Lane from I-605 to Brea Canyon Rd	1.6	-	(1.6)	-100.0%
Alameda Corridor East Grade Separation	14.0	35.0	21.0	150.0%
Highway Operational Improvements - Arroyo Verdugo	10.5	3.8	(6.8)	-64.3%
Highway Operational Improvements - Las Virgenes/Malibu	28.3	16.7	(11.6)	-40.9%
I-405 / I-110 / I-105 / SR-91 Ramp & Interchange	26.2	7.9	(18.3)	-69.8%
I-605 Corridor "Hot Spot"	5.2	5.1	(0.1)	-1.9%
SR-710 North Gap Closure	0.4	-	(0.4)	-100.0%
SR-710 South Early Action Projects	19.0	6.2	(12.9)	-67.6%
SR-138 Capacity Enhancements	9.4	4.3	(5.0)	-53.6%
High Desert Corridor	2.0	-	(2.0)	-100.0%
<b>Total Highway Subsidies</b>	<b>\$ 202.2</b>	<b>\$ 117.7</b>	<b>\$ (84.5)</b>	<b>-41.8%</b>
<b>Total Regional Subsidy Funding Programs</b>	<b>\$ 1,379.0</b>	<b>\$ 1,305.2</b>	<b>\$ (73.8)</b>	<b>-5.3%</b>



FY17 Regional Subsidy Funding Program: \$1,305.2 (\$ in Millions)

Note

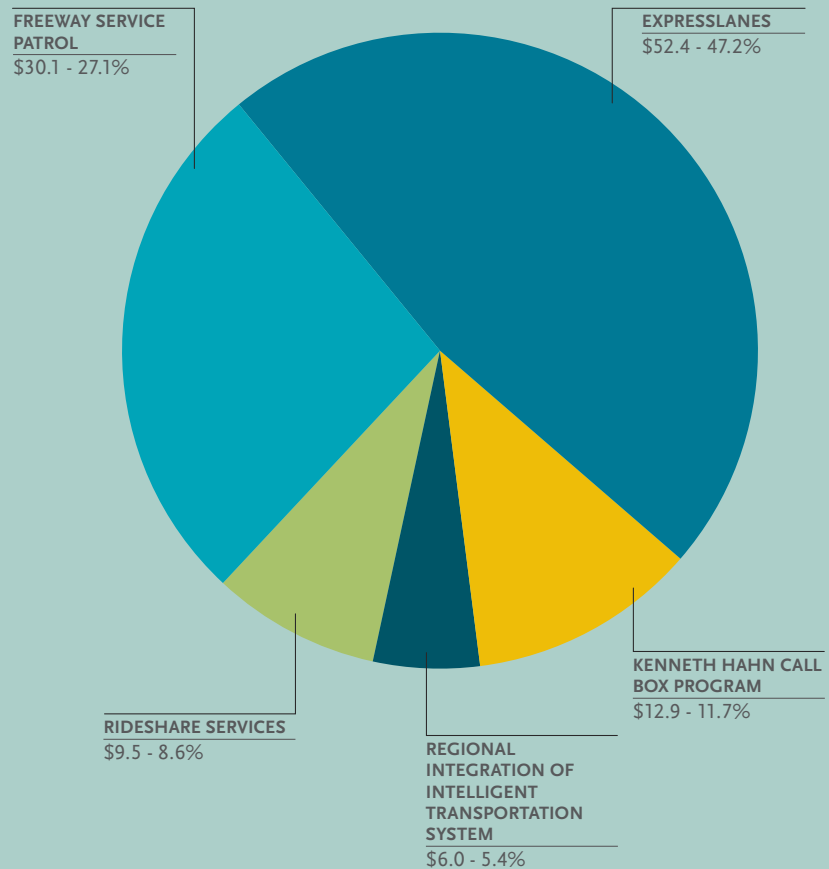
Totals may not add due to rounding.

**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)	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
Freeway Service Patrol	\$ 28.3	\$ 30.1	\$ 1.8	6.4%
ExpressLanes	48.0	52.4	4.3	9.0%
Kenneth Hahn Call Box Program	10.3	12.9	2.6	25.2%
Regional Integration of Intelligent Transportation System	2.2	6.0	3.8	173.8%
Rideshare Services	10.4	9.5	(0.9)	-8.6%
<b>Total Congestion Management</b>	<b>\$ 99.3</b>	<b>\$ 110.9</b>	<b>\$ 11.6</b>	<b>11.7%</b>

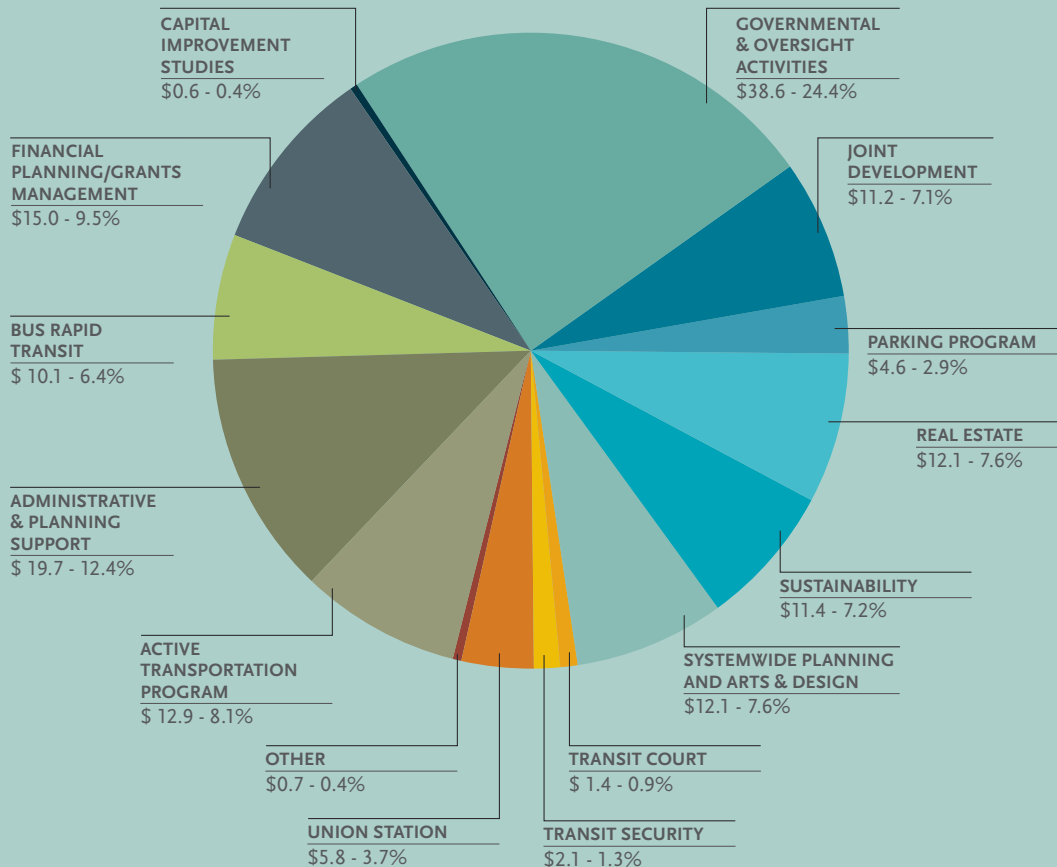
**FY17 Congestion Management Budget: \$110.9 (\$ in Millions)**



Note

Totals may not add due to rounding.

GENERAL PLANNING & PROGRAMS (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED	\$ CHANGE	% CHANGE
Active Transportation Program	\$ 8.8	\$ 12.9	\$ 4.1	46.6%
Administrative & Planning Support	32.9	19.7	(13.2)	-40.1%
Bus Rapid Transit	15.1	10.1	(5.0)	-33.1%
Capital Improvement Studies	3.1	0.6	(2.5)	-80.6%
Financial Planning/Grants Management	11.3	15.0	3.7	32.7%
Governmental & Oversight Activities	34.5	38.6	4.1	11.9%
Joint Development	8.1	11.2	3.1	38.3%
Parking Program	3.7	4.6	0.9	24.3%
Real Estate	12.1	12.1	-	0.0%
Sustainability	16.5	11.4	(5.1)	-30.9%
Systemwide Planning and Arts & Design	16.3	12.1	(4.2)	-25.8%
Transit Court	1.4	1.4	-	0.0%
Transit Security	9.1	2.1	(7.0)	-76.9%
Union Station	7.3	5.8	(1.5)	-20.5%
Other	0.6	0.7	0.1	16.7%
<b>Total General Planning &amp; Programs</b>	<b>\$ 180.7</b>	<b>\$ 158.6</b>	<b>\$ (22.1)</b>	<b>-12.2%</b>



**FY17 General Planning & Programs Budget: \$158.6 (\$ in Millions)**

Note

Totals may not add due to rounding.

### Current Year Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY16 BUDGET				FY17 ADOPTED			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
<b>RESOURCES</b>								
Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 143,296	\$ -	\$ 143,296	\$ -	\$ 139,036	\$ -	\$ 139,036
Proposition A 40% Discretionary	1,913		-	1,913	1,853		-	1,853
Proposition C 40% Discretionary	9,881	62,874	-	72,755	5,042	67,356	-	72,398
Proposition C 10% Commuter Rail	-	13,504	-	13,504	-	13,533	-	13,533
Proposition C 25% Street & Highways	-	27,022	28,098	55,120	-	27,651	28,173	55,823
Trans Development Act Article 4	1,534	-	-	1,534	1,544	-	-	1,544
Measure R Transit Capital - New Rail 35%	-	43,898	-	43,898	-	46,474	-	46,474
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	7,163	-	7,163	-	2,902	-	2,902
Measure R Highway Capital 20%	-	-	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	10,302	-	10,302	-	10,357	-	10,357
Proposition A 35% Rail Set Aside (CRA Debt)	2,179	-	-	2,179	2,184	-	-	2,184
<b>Total Funding Demand Debt Service</b>	<b>\$ 15,508</b>	<b>\$ 308,059</b>	<b>\$ 28,098</b>	<b>\$ 351,665</b>	<b>\$ 10,624</b>	<b>\$ 307,308</b>	<b>\$ 28,173</b>	<b>\$ 346,104</b>
(Premium)/Discount Amortization <sup>(2)</sup>	(1,011)	(20,086)	(1,832)	(22,929)	(798)	(23,074)	(2,115)	(25,988)
<b>Total Debt Service Expense</b>	<b>\$ 14,497</b>	<b>\$ 287,973</b>	<b>\$ 26,266</b>	<b>\$ 328,736</b>	<b>\$ 9,826</b>	<b>\$ 284,234</b>	<b>\$ 26,057</b>	<b>\$ 320,117</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 FY16 BALANCE				BEGINNING FY17 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A	\$ 14,768	\$ 1,106,032	\$ -	\$ 1,120,800	\$ 14,598	\$ 1,095,572	\$ -	\$ 1,110,170
Proposition C	87,740	915,000	250,685	1,253,424	85,728	900,580	244,642	1,230,950
Measure R <sup>(3)</sup>	-	869,420	-	869,420	-	1,570,122	-	1,570,122
Transportation Development Act - Article 4	3,758	-	-	3,758	2,350	-	-	2,350
Proposition A 35% Rail Set Aside (CRA Debt)	19,360	-	-	19,360	18,145	-	-	18,145
<b>Total Outstanding Debt Principal Balance <sup>(4)</sup></b>	<b>\$ 125,626</b>	<b>\$ 2,890,452</b>	<b>\$ 250,685</b>	<b>\$ 3,266,762</b>	<b>\$ 120,821</b>	<b>\$ 3,566,274</b>	<b>\$ 244,642</b>	<b>\$ 3,931,736</b>

#### Notes

(1) Proposition A 35% Rail Set Aside includes Union Station Purchase debt funding: \$4.3M in FY16 and \$3.7M in FY17.

(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. Also included are \$300M Measure R revolving credit and \$618M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan draw down in FY16.

(4) The Debt Service Expense and Outstanding Principal Balance excludes USG Building General Revenue Bonds of \$13.5M Debt Service and \$105.8M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process. Also included \$618.1 million 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 Transit Capital - New Rail 35% contingency fund and commence in FY21.

Totals may not add due to rounding.

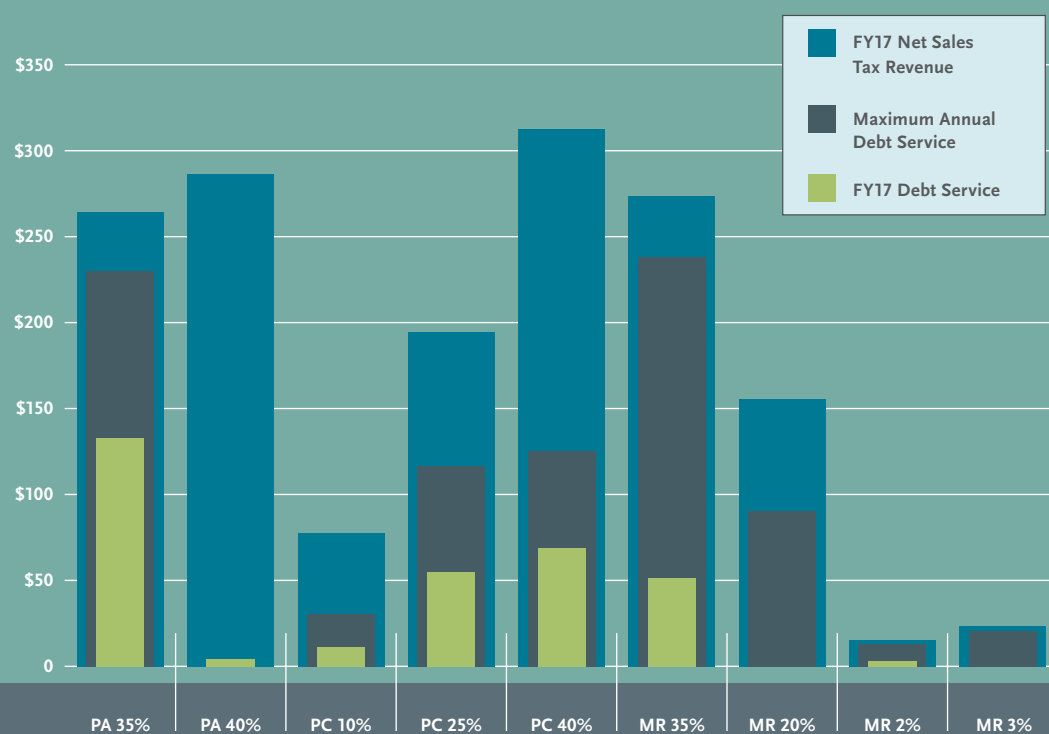
## FY17 Adopted Debt Policy: Maximum Permitted Debt Service

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY17 NET SALES TAX REVENUE	FY17 DEBT SERVICE	MAXIMUM ANNUAL DEBT SERVICE <sup>(1)</sup>	MAXIMUM ADDITIONAL BOND ISSUANCE ALLOWED	% OF ALLOWABLE REVENUE USED
<b>PROPOSITION A (PA) <sup>(2)</sup></b>					
PA 35% <sup>(3)</sup>	\$ 264.6	\$ 132.0	\$ 230.2	\$ 1,439.2	57.4%
PA 40% <sup>(4)</sup>	287.2	4.0	N/A	N/A	100.0%
<b>PROPOSITION C (PC) <sup>(2)</sup></b>					
PC 10% <sup>(5)</sup>	78.4	10.9	31.4	299.4	34.9%
PC 25% <sup>(6)</sup>	195.9	54.8	117.6	919.9	46.6%
PC 40% <sup>(7)</sup>	313.5	69.1	125.4	825.3	55.1%
<b>MEASURE R (MR) <sup>(8)</sup></b>					
MR 35% <sup>(9)</sup>	274.3	50.8	238.7	2,330.7	21.3%
MR 20% <sup>(10)</sup>	156.8	-	90.2	1,166.8	0.0%
MR 2% <sup>(11)</sup>	15.7	2.9	13.6	133.4	21.2%
MR 3% <sup>(12)</sup>	23.5	-	19.6	253.8	0.0%

### Notes

- (1) Per Board approved debt policy.
- (2) Assumes amortization of debt at 4.5% over 30 years.
- (3) Debt policy limits annual debt service to 87% of PA 35% tax revenue.
- (4) No further debt issuance is permitted pursuant to the debt policy.
- (5) Debt policy limits annual debt service to 40% of PC 10% tax revenue.
- (6) Debt policy limits annual debt service to 60% of PC 25% tax revenue.
- (7) Debt policy limits annual debt service to 40% of PC 40% tax revenue.
- (8) Assumes amortization of debt at 4.5% over remaining life of Measure R sales tax.
- (9) Debt policy limits annual debt service to 87% of MR 35% tax revenue.
- (10) Debt policy limits annual debt service to 60% of MR 20% tax revenue.
- (11) Debt policy limits annual debt service to 87% of MR 2% tax revenue.
- (12) Debt policy limits annual debt service to 87% of MR 3% tax revenue.

## Maximum Permitted Debt Service (\$ in Millions)



Totals may not add due to rounding.

**Governmental Funds:  
Estimated Fund Balances  
for the Year Ending  
June 30, 2017**

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
<b>PROPOSITION A</b>	
Discretionary Transit (95% of 40%) <sup>(1)</sup>	\$ 3.3
Discretionary Incentive (5% of 40%)	14.1
Rail (35%) <sup>(2)</sup>	10.1
Interest	7.4
<b>Total Proposition A</b>	<b>\$ 34.9</b>
<b>PROPOSITION C</b>	
Discretionary (40%) <sup>(1)</sup>	\$ 102.0
Security (5%) <sup>(1)</sup>	21.4
Commuter Rail (10%) <sup>(2)</sup>	-
Streets & Highway (25%)	76.4
Interest	20.0
<b>Total Proposition C</b>	<b>\$ 219.8</b>
<b>MEASURE R</b>	
Administration (1.5%)	\$ 25.1
Transit Capital - Metrolink (3%)	8.7
Transit Capital - Metro Rail (2%)	-
Transit Capital - New Rail (35%)	-
Highway Capital (20%)	149.2
New Rail Operations (5%)	19.3
Bus Operations (20%) <sup>(1)</sup>	2.2
<b>Total Measure R</b>	<b>\$ 204.6</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>	
Article 3 <sup>(1)</sup>	\$ 17.7
Article 4 <sup>(1)</sup>	93.0
Article 8 <sup>(1)</sup>	1.3
<b>Total TDA</b>	<b>\$ 112.0</b>
<b>STATE TRANSIT ASSISTANCE (STA)</b>	
Revenue Share <sup>(1)</sup>	\$ 2.9
Population Share	-
<b>Total STA</b>	<b>\$ 2.9</b>
<b>Total PTMISEA <sup>(3)</sup></b>	<b>\$ 82.4</b>
<b>Total SAFE Fund <sup>(2)</sup></b>	<b>\$ 13.5</b>
<b>Total Other Special Revenue Funds <sup>(1)</sup></b>	<b>\$ 43.6</b>
<b>GENERAL FUND</b>	
Administration - Prop A, Prop C & TDA	\$ -
Mandatory Operating Reserve	127.8
General Fund / Other <sup>(2)</sup>	243.5
<b>Total General Fund</b>	<b>\$ 371.3</b>
<b>Total of Estimated FY17 Ending Fund Balances</b>	<b>\$ 1,084.9</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	
	FY16 BUDGET	FY17 ADOPTED	FY16 BUDGET	FY17 ADOPTED	FY16 BUDGET	FY17 ADOPTED
<b>REVENUE</b>						
Sales Tax <sup>(2)</sup>	\$ 2,809.2	\$ 2,845.3	\$ -	\$ -	\$ 2,809.2	\$ 2,845.3
Intergovernmental Grants <sup>(3)</sup>	105.1	54.3	49.3	49.4	154.4	103.8
Investment Income	0.1	0.1	4.1	1.1	4.2	1.2
Lease & Rental	-	-	14.2	15.2	14.2	15.2
Licenses & Fines	-	-	0.5	0.5	0.5	0.5
Federal Fuel Credits & Other	-	-	19.6	18.9	19.6	18.9
<b>Total Revenues</b>	<b>\$ 2,914.4</b>	<b>\$ 2,899.7</b>	<b>\$ 87.7</b>	<b>\$ 85.1</b>	<b>\$ 3,002.1</b>	<b>\$ 2,984.8</b>
<b>EXPENDITURES</b>						
Subsidies	\$ 1,309.8	\$ 1,239.0	\$ 48.3	\$ 52.2	\$ 1,358.1	\$ 1,291.1
Operating Expenditures	311.8	182.7	144.3	134.5	456.1	317.2
Debt & Interest Expenditures	-	-	0.9	0.9	0.9	0.9
Debt Principal Retirement	-	-	1.3	1.3	1.3	1.3
<b>Total Expenditures</b>	<b>\$ 1,621.6</b>	<b>\$ 1,421.6</b>	<b>\$ 194.7</b>	<b>\$ 188.8</b>	<b>\$ 1,816.4</b>	<b>\$ 1,610.5</b>
<b>TRANSFERS</b>						
Transfers In	\$ 21.5	\$ 31.5	\$ 96.5	\$ 90.4	\$ 118.0	\$ 122.0
Transfers (Out)	(1,938.8)	(1,750.8)	(54.9)	(126.8)	(1,993.8)	(1,877.5)
Proceeds from Financing	106.2	102.4	-	-	106.2	102.4
<b>Total Transfers</b>	<b>\$ (1,811.1)</b>	<b>\$ (1,616.8)</b>	<b>\$ 41.5</b>	<b>\$ (36.3)</b>	<b>\$ (1,769.5)</b>	<b>\$ (1,653.1)</b>
<b>Net Change in Fund Balances</b>	<b>\$ (518.3)</b>	<b>\$ (138.7)</b>	<b>\$ (65.5)</b>	<b>\$ (140.0)</b>	<b>\$ (583.8)</b>	<b>\$ (278.7)</b>
Fund Balances - beginning of year <sup>(4)</sup>	\$ 1,103.5	\$ 852.4	\$ 555.0	\$ 511.3	\$ 1,658.5	\$ 1,363.7
<b>Fund Balances - End of Year</b>	<b>\$ 585.2</b>	<b>\$ 713.7</b>	<b>\$ 489.5</b>	<b>\$ 371.3</b>	<b>\$ 1,074.7</b>	<b>\$ 1,084.9</b>

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

Notes

- (1) Special Revenue Fund includes Measure R fund, which is presented separately on pages 48-49.
- (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 FY17 Fund Balances reflect anticipated unspent FY16 budgeted expenditures.

Totals may not add due to rounding.

**Measure R:  
Impact to the Region**

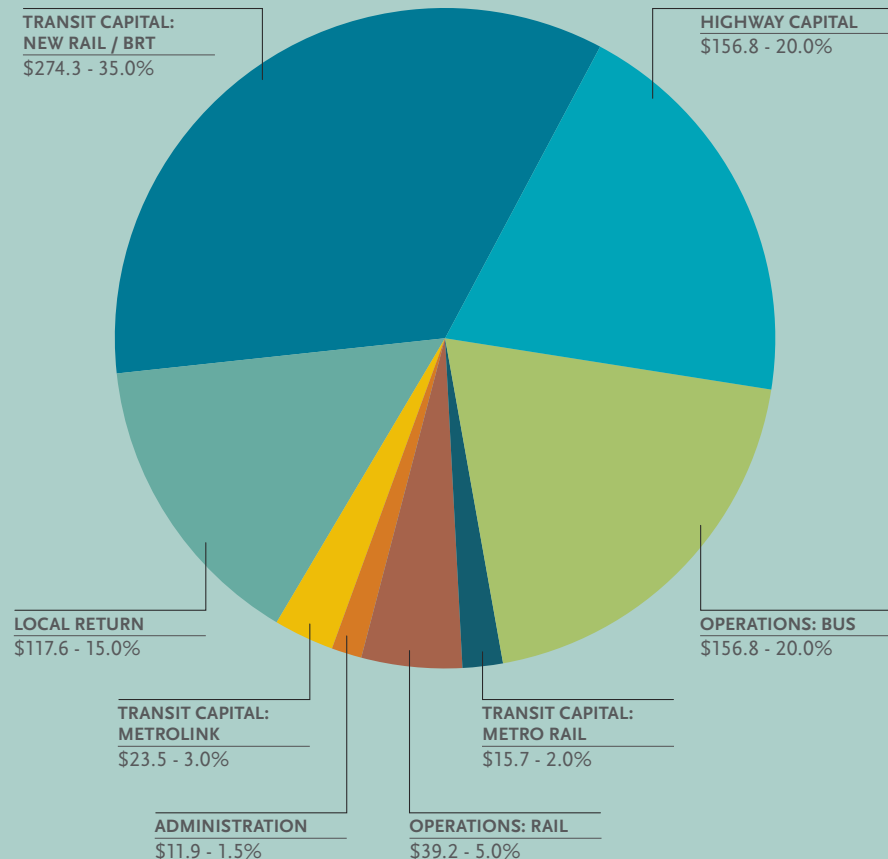
**The Measure R sales tax revenue ordinance** approved by voters in 2008 has rapidly become the single largest local funding source for the transit capital building boom currently underway in Los Angeles County. Metro’s management is focused on carefully using this funding to ensure that the transit 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 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 subfund, 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 subfund 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:  
\$795.7 (\$ in Millions)**





SUBFUND (\$ IN MILLIONS)	EXPENDITURE PROGRAM	% OF SALES TAX	FY17 EST BEGINNING FUND BAL	FY17 REVENUES BUDGET	FY17 EXPENDITURE BUDGET	FY17 EST ENDING FUND BAL
<b>TRANSIT CAPITAL</b>	New Rail and/or Bus Rapid Transit Capital Projects <sup>(2)</sup>	35.0%	\$ (60.5)	\$ 274.3	\$ 213.8 <sup>(1)</sup>	\$ -
<b>HIGHWAY CAPITAL</b>	Carpool Lanes, Highways, Goods Movement, Grade Separations & Soundwalls	20.0%	164.9	156.8	172.4	149.2
<b>OPERATIONS</b>	Bus Operations - Countywide Bus Service (Operations, Maintenance & Expansion)	20.0%	4.4	156.8	159.0	2.2
<b>LOCAL RETURN</b> <sup>(3)</sup>		15.0%	-	117.6	117.6	-
<b>OPERATIONS</b>	Rail Operations - (New Transit Projects Operations & Maintenance)	5.0%	40.6	39.2	60.5	19.3
<b>TRANSIT CAPITAL</b>	Metrolink Capital Improvement Projects within LA County (Operations, Maintenance & Expansion)	3.0%	36.4	23.5	51.1	8.7
<b>TRANSIT CAPITAL</b>	Metro Rail Capital - System Improvements, Rail Yards & Rail Cars <sup>(2)</sup>	20.0%	(4.4)	15.7	11.3	-
<b>ADMINISTRATION</b>	Administration	1.5%	29.9	11.9	16.7	25.1
<b>Subtotal Measure R Projects Funding Plan from Sales Tax Revenues</b>			<b>\$ 211.2</b>	<b>\$ 795.7</b>	<b>\$ 802.2</b>	<b>\$ 204.6</b>
	Measure R Transit Capital 2% Bond Proceeds <sup>(4)</sup>		-	-	-	-
	Measure R Transit Capital 35% Commercial Paper <sup>(4)</sup>		-	413.6	413.6	-
	Measure R Transit Capital 35% TIFIA Loan Proceeds <sup>(4)</sup>		-	435.0	435.0	-
<b>Subtotal Measure R Projects Funding Plan from Bond Proceeds, Commercial Paper &amp; TIFIA Loan Proceeds</b>			<b>\$ -</b>	<b>\$ 848.6</b>	<b>\$ 848.6</b>	<b>\$ -</b>
<b>Subtotal Measure R Projects Funding Plan from Measure R Sources</b>			<b>\$ 211.2</b>	<b>\$ 1,644.3</b>	<b>\$ 1,650.8</b>	<b>\$ 204.6</b>
<b>Subtotal Measure R Projects Funding Plan from Non-Measure R Sources <sup>(5)</sup></b>			<b>\$ -</b>	<b>\$ 749.7</b>	<b>\$ 749.7</b>	<b>\$ -</b>
<b>Total Measure R Projects Funding Plan</b>			<b>\$ 211.2</b>	<b>\$ 2,394.0</b>	<b>\$ 2,400.5</b>	<b>\$ 204.6</b>

### Measure R Ordinance: Summary of Sales Tax Revenues, Expenditures & Fund Balances (by Subfund)

#### Notes

- (1) Excludes \$2.3M amortization cost of bond premium to reflect the total Measure R funding.
- (2) The deficit in the Beginning Fund Balance of Measure R Transit Capital 35% and Measure R Metro Rail Capital 2% is due to cash flow issue. Metro will resolve the deficit in FY17.
- (3) To be 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.
- (4) Metro plans to draw down \$435.0M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan in FY17 to fund Measure R Transit Capital 35% activities (including \$381.6M for Westside Subway Extension project, and \$53.4M for Regional Connector). Metro plans to use Measure R Transit Capital - New Rail 35% Bond proceeds of \$284.6M for Crenshaw project and \$129.0M for Westside Subway Extension project.
- (5) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$382.6M; State Subsidies \$33.5M; Local Subsidies \$333.6M.

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 Light Rail Access	\$ 1.6	\$ 3.7	\$ 5.3
Green Line Ext Redondo Beach-South Bay	-	0.7	0.7
Regional Connector	53.4	179.8	233.1
Sepulveda Pass Transit Corridor	-	3.3	3.3
Regional Clean Fuel Bus Capital	9.7	-	9.7
Airport Metro Connector	10.8	-	10.8
Gold Line Foothill	23.1	-	23.1
Westside Purple Line	629.7	217.6	847.3
San Fernando Valley East North/South Rapidways	1.4	-	1.4
West Santa Ana Branch Corridor	1.8	-	1.8
Crenshaw	284.6	66.6	351.2
Light Rail Vehicles for Service Expansion	-	42.8	42.8
Expo 1	-	3.4	3.4
Expo 2	-	107.2	107.2
Eastside Extension Phase 2	-	3.2	3.2
<b>Measure R Transit Capital - New Rail (35%) Total</b>	<b>\$ 1,016.0</b>	<b>\$ 628.3</b>	<b>\$ 1,644.2</b>
<b>MEASURE R HIGHWAY CAPITAL (20%)</b>			
Countywide Soundwall Projects	\$ 12.7	\$ -	\$ 12.7
High Desert Corridor	0.8	-	0.8
I-405, I-110, I-105, SR91 Ramp & Interchange	7.7	-	7.7
SR-710 North Gap Closure	3.9	-	3.9
I-710 South Early Action Projects	11.1	-	11.1
Phase II Alameda Corridor E Grade Separation	35.0	-	35.0
SR-138 Capacity Enhancements	7.2	-	7.2
I-605 Corridor "Hot Spots" Interchanges	8.2	-	8.2
Highway Operating Improvements Las Virgenes/Malibu	16.7	-	16.7
Highway Operating Improvements Arroyo Verdugo	3.8	-	3.8
I-5 South Capacity Enhancements	8.6	-	8.6
I-5 North Carmenita Road Interchange Improvements	28.5	-	28.5
I-710 South Environmental Impact Report & Statement	7.2	-	7.2
I-605 Interchange Improvement	11.7	-	11.7
I-5 Capacity Enhancement from I-605 to Orange County Line	9.6	-	9.6
<b>Measure R Highway Capital (20%) Total</b>	<b>\$ 172.9</b>	<b>\$ -</b>	<b>\$ 172.9</b>
<b>MEASURE R TRANSIT CAPITAL - METRO RAIL (2%)</b>			
Blue Line	\$ -	\$ 0.7	\$ 0.7
Eastside Quad Gate Study & Installation	0.4	-	0.4
Light Rail Fleet Midlife	-	32.4	32.4
Regional Connector	-	1.9	1.9
Transit Oriented Development	5.5	-	5.5
Westside Purple Line	2.5	-	2.5
Crenshaw	-	40.5	40.5
Fare Gate Project	-	3.2	3.2

## Notes

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

(2) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$470.0M; State Subsidies \$37.7M; Local Subsidies \$285.5M. Local Subsidies sources include Prop A 35 bond proceeds, Prop C 25 bond proceeds, Prop A cash, Prop C cash, 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
Red/Purple Line Vehicle Midlife	-	13.4	13.4
Expo 2	-	1.5	1.5
Heavy Rail Vehicles for Fleet Replacement	-	7.6	7.6
<b>Measure R Transit Capital - Metro Rail (2%) Total</b>	<b>\$ 8.3</b>	<b>\$ 101.2</b>	<b>\$ 109.5</b>
<b>MEASURE R TRANSIT CAPITAL - METROLINK (3%)</b>			
Metrolink Transit Capital	\$ 25.0	\$ -	\$ 25.0
Vincent Grade/Acton Station	2.6	-	2.6
Bob Hope Airport	6.1	-	6.1
Southern California Regional Interconnector Project (SCRIP)	5.1	5.1	10.2
Grade Crossing Improvement	8.9	-	8.9
Van Nuys North Platform Project	-	6.7	6.7
Brighton to Roxford Double Track	0.7	-	0.7
LA County Grade Crossing	0.6	-	0.6
Lone Hill to Control Point White Second Track	0.6	-	0.6
Soledad Speed Increase Project	0.5	-	0.5
Other Projects	0.9	-	0.9
<b>Measure R Transit Capital - Metrolink (3%) Total</b>	<b>\$ 51.1</b>	<b>\$ 11.8</b>	<b>\$ 62.9</b>
<b>MEASURE R OPERATIONS - BUS (20%)</b>			
Metro Bus Share	\$ 106.0	\$ -	\$ 106.0
Metro Orange Line	4.1	-	4.1
Measure R 20% Formula Allocation to Muni Operators <sup>(4)</sup>	48.8	-	48.8
<b>Measure R Operations - Bus (20%) Total</b>	<b>\$ 159.0</b>	<b>\$ -</b>	<b>\$ 159.0</b>
<b>Measure R Operations - New Rail (5%)</b>	<b>\$ 60.4</b>	<b>\$ -</b>	<b>\$ 60.4</b>
<b>Measure R Administration (1.5%)</b>	<b>\$ 16.1</b>	<b>\$ 0.4</b>	<b>\$ 16.4</b>
<b>Measure R Local Return (15%)</b>	<b>\$ 117.6</b>	<b>\$ -</b>	<b>\$ 117.6</b>
<b>Measure R Debt Service Expenses <sup>(3)</sup></b>	<b>\$ 49.4</b>	<b>\$ 8.1</b>	<b>\$ 57.5</b>
<b>Total Measure R Project/Funding Expenses</b>	<b>\$ 1,650.8</b>	<b>\$ 749.7</b>	<b>\$ 2,400.5</b>

## Notes

- (1) Measure R funding sources include Measure R Bond Proceeds, Measure R cash and TIFIA loan.
- (2) Funding from non-Measure R funding sources for Measure R projects: Federal Subsidies \$382.6M; State Subsidies \$33.5M; Local Subsidies \$333.6M. Local Subsidies sources include Prop A 35 bond proceeds, Prop C 25 bond proceeds, Prop A cash, Prop C cash, TDA, and local grants from cities.
- (3) \$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% and Measure R Transit Capital - Metro Rail 2%.
- (4) This amount does not include Non-Measure R funding supplied by other operators towards their own operating costs.

Totals may not add due to rounding.

FTES BY DEPARTMENT DETAIL	FY16 BUDGET	FY17 ADOPTED	CHANGE
<b>BOARD OF DIRECTORS</b>			
Board of Directors	17	17	-
Inspector General	21	21	-
<b>Board of Directors Total</b>	<b>38</b>	<b>38</b>	<b>-</b>
Non-Represented	38	38	-
<b>Total Board of Directors by Representation</b>	<b>38</b>	<b>38</b>	<b>-</b>
<b>CHIEF EXECUTIVE OFFICE</b>			
Chief Executive Office	41	41	-
Chief Policy Office	5	5	-
Labor/Employee Relations	183	183	-
Risk/Safety & Asset Management	101	101	-
System Security & Law Enforcement	125	202	77
<b>Chief Executive Office Total</b>	<b>455</b>	<b>532</b>	<b>77</b>
Non-Represented	236	236	-
Represented	219	296	77
<b>Total Chief Executive Office by Representation</b>	<b>455</b>	<b>532</b>	<b>77</b>
<b>COMMUNICATIONS</b>			
Community Relations	34	34	-
Customer Programs & Services	54	54	-
Customer Relations	126	127	1
Executive Office, Communications	4	4	-
Government Relations	6	6	-
Marketing	47	47	-
Public Relations	13	13	-
<b>Communications Total</b>	<b>284</b>	<b>285</b>	<b>1</b>
Non-Represented	101	101	-
Represented	183	184	1
<b>Total Communications by Representation</b>	<b>284</b>	<b>285</b>	<b>1</b>
<b>CONGESTION REDUCTION</b>			
Congestion Reduction Demonstration Project	10	10	-
Motorist Services	10	10	-
<b>Congestion Reduction Total</b>	<b>20</b>	<b>20</b>	<b>-</b>
Non-Represented	20	20	-
<b>Total Congestion Reduction by Representation</b>	<b>20</b>	<b>20</b>	<b>-</b>
<b>FINANCE &amp; BUDGET</b>			
Accounting	76	76	-
Executive Office, Finance	6	6	-
Office of Management & Budget	51	51	-
TAP Operations	77	77	-
Treasury	24	24	-
<b>Finance &amp; Budget Total</b>	<b>234</b>	<b>234</b>	<b>-</b>
Non-Represented	166	166	-
Represented	68	68	-
<b>Total Finance &amp; Budget by Representation</b>	<b>234</b>	<b>234</b>	<b>-</b>
<b>INFORMATION TECHNOLOGY</b>			
Information Technology Services	143	143	-
<b>Information Technology Total</b>	<b>143</b>	<b>143</b>	<b>-</b>
Non-Represented	92	92	-
Represented	51	51	-
<b>Total Information Technology by Representation</b>	<b>143</b>	<b>143</b>	<b>-</b>

FTES BY DEPARTMENT DETAIL	FY16 BUDGET	FY17 ADOPTED	CHANGE
<b>OPERATIONS</b>			
Maintenance	2,873	2,958	85
Rail Transportation	18	18	-
Service Development	172	19	(153)
Strategic Planning Rail	606	641	35
Transit Operations - Bus	91	91	-
Transportation	4,054	4,036	(18)
Vehicle Engineering & Acquisition	41	44	3
<b>Operations Total</b>	<b>7,855</b>	<b>7,807</b>	<b>(48)</b>
Non-Represented	275	275	-
Represented	7,580	7,532	(48)
<b>Total Operations by Representation</b>	<b>7,855</b>	<b>7,807</b>	<b>(48)</b>
<b>PLANNING &amp; DEVELOPMENT</b>			
Countywide Planning & Development	4	4	-
Planning/Strategic Financial Planning/Grants Management	50	50	-
Strategic Initiatives & Real Property Management	64	64	-
Transit Corridors & Systemwide Planning	45	45	-
<b>Planning &amp; Development Total</b>	<b>163</b>	<b>163</b>	<b>-</b>
Non-Represented	163	163	-
<b>Total Planning &amp; Development by Representation</b>	<b>163</b>	<b>163</b>	<b>-</b>
<b>PROGRAM MANAGEMENT</b>			
Highway Project Delivery	25	25	-
Program Control	45	45	-
Program Management, Transit	157	157	-
Regional Rail	7	7	-
<b>Program Management Total</b>	<b>234</b>	<b>234</b>	<b>-</b>
Non-Represented	234	234	-
<b>Total Program Management by Representation</b>	<b>234</b>	<b>234</b>	<b>-</b>
<b>VENDOR/CONTRACT MANAGEMENT</b>			
Administrative Services	6	6	-
Contract Support/Client Services	14	14	-
Diversity & Economic Opportunity	26	26	-
Procurement	66	66	-
Supply Chain Management	208	208	-
<b>Vendor/Contract Management Total</b>	<b>320</b>	<b>320</b>	<b>-</b>
Non-Represented	158	158	-
Represented	162	162	-
<b>Total Vendor/Contract Management by Representation</b>	<b>320</b>	<b>320</b>	<b>-</b>
<b>Total Agencywide Non-Represented</b>	<b>1,483</b>	<b>1,483</b>	<b>-</b>
<b>Total Agencywide Represented</b>	<b>8,263</b>	<b>8,293</b>	<b>30</b>
<b>Total Agency</b>	<b>9,746</b>	<b>9,776</b>	<b>30</b>





STATISTICS	BUS			RAIL			TOTAL		
	FY16 BUDGET	FY17 ADOPTED	% CHANGE	FY16 BUDGET	FY17 ADOPTED	% CHANGE	FY16 BUDGET	FY17 ADOPTED	% CHANGE
<b>SERVICE PROVIDED (ooo)</b>									
Revenue Service Hours (RSH)	7,062	7,006	-0.8%	1,094	1,263	15.4%	8,156	8,269	1.4%
Revenue Service Miles (RSM)	78,950	79,125	0.2%	22,844	25,950	13.6%	101,794	105,075	3.2%
<b>SERVICE CONSUMED (ooo)</b>									
Unlinked Boardings	326,790	324,271	-0.8%	108,995	119,630	9.8%	435,785	443,901	1.9%
Passenger Miles	1,351,395	1,340,998	-0.8%	614,235	663,893	8.1%	1,965,630	2,004,891	2.0%
<b>OPERATING REVENUE (ooo) <sup>(3)</sup></b>									
Fare Revenue	\$ 254,896	\$ 252,931	-0.8%	\$ 85,016	\$ 93,311	9.8%	\$ 339,912	\$ 346,242	1.8%
Advertising/Other	\$ 24,130	\$ 29,426	21.9%	\$ 2,297	\$ 3,412	48.5%	\$ 26,427	\$ 32,838	24.3%
<b>Total</b>	<b>\$ 279,026</b>	<b>\$ 282,357</b>	<b>1.2%</b>	<b>\$ 87,313</b>	<b>\$ 96,723</b>	<b>10.8%</b>	<b>\$ 366,339</b>	<b>\$ 379,080</b>	<b>3.5%</b>
<b>OPERATING COST DATA (ooo)</b>									
Transportation	\$ 378,661	\$ 395,366	4.4%	\$ 61,081	\$ 71,660	17.3%	\$ 439,742	\$ 467,026	6.2%
Maintenance	\$ 316,203	\$ 329,197	4.1%	\$ 183,714	\$ 213,707	16.3%	\$ 499,917	\$ 542,904	8.6%
Other & Support Cost	\$ 366,951	\$ 398,149	8.5%	\$ 180,431	\$ 170,396	-5.6%	\$ 547,382	\$ 568,545	3.9%
<b>Total</b>	<b>\$1,061,815</b>	<b>\$1,122,712</b>	<b>5.7%</b>	<b>\$ 425,226</b>	<b>\$ 455,763</b>	<b>7.2%</b>	<b>\$1,487,041</b>	<b>\$1,578,475</b>	<b>6.1%</b>
<b>Subsidy Data (000)</b>	<b>\$ 782,789</b>	<b>\$ 840,355</b>	<b>7.4%</b>	<b>\$ 337,913</b>	<b>\$ 359,040</b>	<b>6.3%</b>	<b>\$1,120,702</b>	<b>\$1,199,395</b>	<b>7.0%</b>
<b>PER BOARDING STATISTICS</b>									
Fare Revenue	\$ 0.78	\$ 0.78	0.0%	\$ 0.78	\$ 0.78	0.0%	\$ 0.78	\$ 0.78	0.0%
Operating Cost	\$ 3.25	\$ 3.46	6.6%	\$ 3.90	\$ 3.81	-2.3%	\$ 3.41	\$ 3.56	4.2%
Subsidy	\$ 2.40	\$ 2.59	8.2%	\$ 3.10	\$ 3.00	-3.2%	\$ 2.57	\$ 2.70	5.5%
Passenger Miles	4.14	4.14	0.0%	5.64	5.55	-1.5%	4.51	4.52	0.1%
Fare Recovery %	24.0%	22.5%	-6.2%	20.0%	20.5%	2.5%	22.9%	21.9%	-4.2%
<b>PER RSH STATISTICS</b>									
Revenue	\$ 39.51	\$ 40.30	2.0%	\$ 79.81	\$ 76.58	-4.0%	\$ 44.92	\$ 45.84	2.1%
Boardings	46.28	46.28	0.0%	99.63	94.72	-4.9%	53.43	53.25	-0.3%
Passenger Miles	191.37	191.41	0.0%	561.46	525.65	-6.4%	241.01	242.46	0.6%
Transportation Cost	\$ 53.62	\$ 56.43	5.2%	\$ 55.81	\$ 56.74	1.6%	\$ 53.92	\$ 56.48	4.6%
Maintenance Cost	\$ 44.78	\$ 46.99	4.9%	\$ 167.85	\$ 169.21	0.8%	\$ 61.30	\$ 65.66	7.1%
Other & Support Cost	\$ 51.96	\$ 56.83	9.4%	\$ 164.85	\$ 134.91	-18.2%	\$ 67.12	\$ 68.76	2.4%
<b>Total Cost</b>	<b>\$ 150.36</b>	<b>\$ 160.25</b>	<b>6.6%</b>	<b>\$ 388.51</b>	<b>\$ 360.86</b>	<b>-7.2%</b>	<b>\$ 182.33</b>	<b>\$ 190.89</b>	<b>4.1%</b>
<b>Subsidy</b>	<b>\$ 110.85</b>	<b>\$ 119.95</b>	<b>8.2%</b>	<b>\$ 308.88</b>	<b>\$ 284.28</b>	<b>-8.0%</b>	<b>\$ 137.41</b>	<b>\$ 145.05</b>	<b>5.6%</b>
<b>PER PASSENGER MILE STATISTICS</b>									
Revenue	\$ 0.21	\$ 0.21	0.0%	\$ 0.14	\$ 0.15	7.5%	\$ 0.19	\$ 0.19	0.0%
Revenue Mile	0.06	0.06	0.0%	0.04	0.04	0.0%	0.05	0.05	-0.2%
Transportation Cost	\$ 0.28	\$ 0.29	3.2%	\$ 0.10	\$ 0.11	10.0%	\$ 0.22	\$ 0.23	4.1%
Maintenance Cost	\$ 0.23	\$ 0.25	8.1%	\$ 0.30	\$ 0.32	6.3%	\$ 0.25	\$ 0.27	8.0%
Other & Support Cost	\$ 0.27	\$ 0.30	11.3%	\$ 0.29	\$ 0.26	-10.3%	\$ 0.28	\$ 0.28	0.0%
<b>Total Cost</b>	<b>\$ 0.79</b>	<b>\$ 0.84</b>	<b>6.6%</b>	<b>\$ 0.69</b>	<b>\$ 0.69</b>	<b>0.0%</b>	<b>\$ 0.76</b>	<b>\$ 0.79</b>	<b>3.7%</b>
<b>Subsidy</b>	<b>\$ 0.58</b>	<b>\$ 0.63</b>	<b>8.2%</b>	<b>\$ 0.55</b>	<b>\$ 0.54</b>	<b>-1.7%</b>	<b>\$ 0.57</b>	<b>\$ 0.60</b>	<b>4.9%</b>
<b>FTE'S PER HUNDRED <sup>(1)</sup></b>									
Operators per RSH	5.58	5.61	0.1%	4.03	3.34	-17.1%	5.02	4.93	-1.8%
Mechanics per RSM	0.12	0.12	0.0%	0.10	0.10	0.0%	0.11	0.11	0.0%
Service Attendants RSM	0.06	0.05	-1.0%	0.16	0.05	-58.8%	0.05	0.05	0.0%
Maintenance of Way (MOW)	0.00	0.00	0.0%	24.43	24.81	1.5%	24.43	24.81	1.5%
<b>Inspectors per RM <sup>(2)</sup></b>									
Transit Operations Supervisors per RSH	0.47	0.49	4.0%	1.39	1.20	-13.4%	0.60	0.60	0.0%



REVENUE SERVICE HOURS	FY16 BUDGET	FY17 ADOPTED	CHANGE	BOARDINGS (000)	FY16 BUDGET	FY17 ADOPTED	CHANGE
<b>BUS</b>				<b>BUS</b>			
Local & Rapid	6,327,663	6,248,575	(79,088)	Local & Rapid	298,983	296,414	(2,569)
Silver Line	84,380	115,368	30,988	Silver Line	4,472	4,572	100
Orange Line	130,516	130,516	-	Orange Line	8,194	8,094	(100)
Purchased Trans	519,176	511,501	(7,675)	Purchased Trans	15,141	15,191	50
<b>Subtotal Bus</b>	<b>7,061,735</b>	<b>7,005,960</b>	<b>(55,775)</b>	<b>Subtotal Bus</b>	<b>326,790</b>	<b>324,271</b>	<b>(2,519)</b>
<b>RAIL</b>				<b>RAIL</b>			
Blue Line	294,483	277,622	(16,861)	Blue Line	25,387	25,387	-
Green Line	93,589	93,589	-	Green Line	12,083	12,083	-
Gold Line	214,069	248,141	34,072	Gold Line	14,933	18,251	3,318
Expo Line	166,848	328,879	162,031	Expo Line	9,833	17,150	7,317
Red Line	325,510	314,852	(10,658)	Red Line	46,759	46,759	-
<b>Subtotal Rail</b>	<b>1,094,499</b>	<b>1,263,083</b>	<b>168,584</b>	<b>Subtotal Rail</b>	<b>108,995</b>	<b>119,630</b>	<b>10,635</b>
<b>Total</b>	<b>8,156,234</b>	<b>8,269,043</b>	<b>112,809</b>	<b>Total</b>	<b>435,785</b>	<b>443,901</b>	<b>8,116</b>
REVENUE SERVICE MILES	FY16 BUDGET	FY17 ADOPTED	CHANGE	PASSENGER MILES (000)	FY16 BUDGET	FY17 ADOPTED	CHANGE
<b>BUS</b>				<b>BUS</b>			
Local & Rapid	68,701,920	67,843,231	(858,689)	Local & Rapid	1,209,733	1,199,338	(10,395)
Silver Line	1,831,046	2,849,590	1,018,544	Silver Line	17,618	18,012	394
Orange Line	2,140,454	2,140,454	-	Orange Line	51,999	51,364	(635)
Purchased Trans	6,276,209	6,291,462	15,253	Purchased Trans	72,046	72,283	238
<b>Subtotal Bus</b>	<b>78,949,629</b>	<b>79,124,736</b>	<b>175,107</b>	<b>Subtotal Bus</b>	<b>1,351,395</b>	<b>1,340,998</b>	<b>(10,397)</b>
<b>RAIL</b>				<b>RAIL</b>			
Blue Line	5,427,387	5,116,635	(310,752)	Blue Line	181,725	181,725	-
Green Line	2,730,794	2,730,794	-	Green Line	77,850	77,850	-
Gold Line	4,224,326	4,896,685	672,359	Gold Line	90,366	110,444	20,079
Expo Line	3,075,049	6,061,320	2,986,271	Expo Line	39,751	69,331	29,580
Red Line	7,386,643	7,144,785	(241,858)	Red Line	224,542	224,542	-
<b>Subtotal Rail</b>	<b>22,844,199</b>	<b>25,950,219</b>	<b>3,106,020</b>	<b>Subtotal Rail</b>	<b>614,235</b>	<b>663,893</b>	<b>49,658</b>
<b>Total</b>	<b>101,793,828</b>	<b>105,074,955</b>	<b>3,281,127</b>	<b>Total</b>	<b>1,965,630</b>	<b>2,004,891</b>	<b>39,261</b>

## Notes

- (1) Does not include purchased transportation miles/hours.
- (2) Per route mile.
- (3) FY16 boardings, passenger miles and fare revenues reflect FY16 year-end projections.

Totals may not add due to rounding.

ACTIVITIES	FY16 BUDGET		FY17 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$347,905	\$ 53.18	\$ 362,047	\$ 55.75	\$ 14,142	\$ 2.57
Services	55	0.01	44	0.01	(11)	-
Materials & Supplies	378	0.06	337	0.05	(41)	(0.01)
Training	7,049	1.08	7,260	1.12	211	0.04
Control Center	8,166	1.25	8,606	1.33	440	0.08
Scheduling & Planning	4,579	0.70	4,525	0.70	(54)	-
Field Supervision	10,529	1.61	12,547	1.93	2,018	0.32
<b>Total Transportation</b>	<b>\$ 378,661</b>	<b>\$ 57.88</b>	<b>\$ 395,366</b>	<b>\$ 60.88</b>	<b>\$ 16,705</b>	<b>\$ 3.00</b>
<b>MAINTENANCE</b>						
<b>DIVISION MAINTENANCE</b>						
Wages & Benefits	\$ 148,965	\$ 22.77	\$ 149,343	\$ 23.00	\$ 378	\$ 0.23
Fuel	28,376	4.34	30,129	4.64	1,752	0.30
Materials & Supplies	39,916	6.10	43,090	6.63	3,175	0.53
Fueling Contractor Reimbursement	(1,000)	(0.15)	(1,000)	(0.15)	-	-
Services	216	0.03	209	0.03	(7)	-
<b>Subtotal Division Maintenance</b>	<b>\$ 216,473</b>	<b>\$ 33.09</b>	<b>\$ 221,771</b>	<b>\$ 34.15</b>	<b>\$ 5,298</b>	<b>\$ 1.06</b>
<b>CENTRAL MAINTENANCE</b>						
Wages & Benefits	\$ 20,829	\$ 3.18	\$ 21,201	\$ 3.26	\$ 372	\$ 0.08
Materials & Supplies	6,229	0.95	11,696	1.80	5,467	0.85
Maintenance Services	196	0.03	196	0.03	-	-
<b>Subtotal Central Maintenance</b>	<b>\$ 27,254</b>	<b>\$ 4.17</b>	<b>\$ 33,093</b>	<b>\$ 5.10</b>	<b>\$ 5,839</b>	<b>\$ 0.93</b>
<b>OTHER MAINTENANCE</b>						
Maintenance Support	\$ 19,836	\$ 3.03	\$ 15,983	\$ 2.46	\$ (3,854)	\$ (0.57)
Non-Revenue Vehicles	8,048	1.23	7,471	1.15	(577)	(0.08)
Facilities Maintenance	42,208	6.45	48,476	7.46	6,268	1.01
Training	2,383	0.36	2,403	0.37	20	0.01
<b>Subtotal Other Maintenance</b>	<b>\$ 72,475</b>	<b>\$ 11.08</b>	<b>\$ 74,333</b>	<b>\$ 11.45</b>	<b>\$ 1,858</b>	<b>\$ 0.37</b>
<b>Total Maintenance</b>	<b>\$ 316,203</b>	<b>\$ 48.33</b>	<b>\$ 329,197</b>	<b>\$ 50.69</b>	<b>\$ 12,994</b>	<b>\$ 2.36</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 36,993	\$ 5.65	\$ 53,717	\$ 8.27	\$ 16,725	\$ 2.62
Revenue	33,956	5.19	28,329	4.36	(5,627)	(0.83)
Service Development	12,261	1.87	12,622	1.94	361	0.07
Safety	3,760	0.57	4,760	0.73	999	0.16
Casualty & Liability	46,576	7.12	48,655	7.49	2,079	0.37
Workers' Comp	49,360	7.54	55,880	8.60	6,521	1.06
Transitional Duty Program	1,129	0.17	1,085	0.17	(44)	(0.01)
Utilities	15,035	2.30	17,725	2.73	2,690	0.43
Other Metro Operations	12,017	1.84	10,081	1.55	(1,935)	(0.28)
Building Costs	11,418	1.75	10,548	1.62	(869)	(0.12)
Copy Services	906	0.14	945	0.15	39	0.01
<b>Total Other Operating</b>	<b>\$ 223,410</b>	<b>\$ 34.15</b>	<b>\$ 244,349</b>	<b>\$ 37.62</b>	<b>\$ 20,939</b>	<b>\$ 3.48</b>

Note

Totals may not add due to rounding.

ACTIVITIES	FY16 BUDGET		FY17 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>SUPPORT DEPARTMENTS</b>						
Board Oversight	\$ 2,047	\$ 0.31	\$ 736	\$ 0.11	\$ (1,312)	\$ (0.20)
CEO	3,608	0.55	11,304	1.74	7,696	1.19
Management Audit Services	1,998	0.31	1,959	0.30	(39)	(0.00)
Procurement	22,707	3.47	25,908	3.99	3,201	0.52
Communications	14,072	2.15	16,610	2.56	2,538	0.41
Finance	13,431	2.05	9,517	1.47	(3,914)	(0.59)
Human Resources	2,666	0.41	4,602	0.71	1,936	0.30
Real Estate	4,214	0.64	2,932	0.45	(1,282)	(0.19)
ITS	21,906	3.35	23,108	3.56	1,201	0.21
Administration	5,687	0.87	2,204	0.34	(3,482)	(0.53)
Construction	810	0.12	1,037	0.16	227	0.04
<b>Total Support Departments</b>	<b>\$ 93,147</b>	<b>\$ 14.24</b>	<b>\$ 99,916</b>	<b>\$ 15.38</b>	<b>\$ 6,770</b>	<b>\$ 1.15</b>
<b>Total Local &amp; Rapid Bus Costs</b>	<b>\$1,011,421</b>	<b>\$ 154.59</b>	<b>\$1,068,829</b>	<b>\$ 164.58</b>	<b>\$ 57,408</b>	<b>\$ 9.98</b>
<b>Directly Operated RSH</b>	<b>6,543</b>		<b>6,494</b>		<b>(48)</b>	
<b>PURCHASED TRANSPORTATION</b>						
Contracted Service	\$ 46,980	\$ 90.49	\$ 49,000	\$ 95.80	\$ 2,020	\$ 5.31
Security	2,965	5.71	4,231	8.27	1,266	2.56
Administration	450	0.87	653	1.28	203	0.41
<b>Total Purchased Transportation</b>	<b>\$ 50,394</b>	<b>\$ 97.07</b>	<b>\$ 53,883</b>	<b>\$ 105.34</b>	<b>\$ 3,489</b>	<b>\$ 8.28</b>
<b>Purchased Transportation RSH</b>	<b>519</b>		<b>512</b>		<b>(8)</b>	
<b>Total Bus Costs</b>	<b>\$1,061,815</b>	<b>\$ 150.36</b>	<b>\$1,122,712</b>	<b>\$ 160.25</b>	<b>\$ 60,897</b>	<b>\$ 9.89</b>
<b>Total Bus RSH (in 000s)</b>	<b>7,062</b>		<b>7,006</b>		<b>(56)</b>	

Note

Totals may not add due to rounding.

ACTIVITIES	FY16 BUDGET		FY17 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 46,659	\$ 42.63	\$ 56,501	\$ 44.74	\$ 9,841	\$ 2.10
Materials & Supplies	132	0.12	141	0.11	9	(0.01)
Other	31	0.03	26	0.02	(5)	0.00
Control Center	12,331	11.27	11,494	9.10	(838)	(2.17)
Training	1,927	1.76	3,498	2.77	1,571	1.01
<b>Total Transportation</b>	<b>\$ 61,081</b>	<b>\$ 55.81</b>	<b>\$ 71,660</b>	<b>\$ 56.74</b>	<b>\$ 10,579</b>	<b>\$ 0.93</b>
<b>MAINTENANCE</b>						
<b>VEHICLE MAINTENANCE</b>						
Wages & Benefits	\$ 45,376	\$ 41.46	\$ 60,579	\$ 47.96	\$ 15,202	\$ 6.51
Materials & Supplies	12,632	11.54	13,080	10.36	448	(1.19)
Services	102	0.09	89	0.07	(13)	(0.02)
Other	1	-	1	-	-	-
<b>Subtotal Vehicle Maintenance</b>	<b>\$ 58,111</b>	<b>\$ 53.09</b>	<b>\$ 73,748</b>	<b>\$ 58.39</b>	<b>\$ 15,637</b>	<b>\$ 5.30</b>
<b>WAYSIDE MAINTENANCE</b>						
Wages & Benefits	\$ 29,085	\$ 26.57	\$ 37,968	\$ 30.06	\$ 8,883	\$ 3.49
Materials & Supplies	4,399	4.02	3,767	2.98	(631)	(1.04)
Services	1,139	1.04	1,363	1.08	224	0.04
Propulsion Power	36,696	33.53	50,079	39.65	13,383	6.12
Other	84	0.08	77	0.06	(7)	(0.02)
<b>Subtotal Wayside Maintenance</b>	<b>\$ 71,402</b>	<b>\$ 65.24</b>	<b>\$ 93,254</b>	<b>\$ 73.84</b>	<b>\$ 21,852</b>	<b>\$ 8.60</b>
<b>OTHER MAINTENANCE</b>						
Maintenance Support	\$ 3,053	\$ 2.79	\$ 182	\$ 0.14	\$ (2,871)	\$ (2.65)
Non-Revenue Vehicles	1,868	1.71	3,046	2.41	1,177	0.70
Facilities Maintenance	47,288	43.20	43,477	34.42	(3,811)	(8.78)
Maintenance Training	1,991	1.82	0.00	0.00	(1,991)	(1.82)
<b>Subtotal Other Maintenance</b>	<b>\$ 54,200</b>	<b>\$ 49.52</b>	<b>\$ 46,704</b>	<b>\$ 36.98</b>	<b>\$ (7,496)</b>	<b>\$ (12.54)</b>
<b>Total Maintenance</b>	<b>\$ 183,714</b>	<b>\$ 167.85</b>	<b>\$ 213,707</b>	<b>\$ 169.21</b>	<b>\$ 29,993</b>	<b>\$ 1.35</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 82,245	\$ 75.14	\$ 61,057	\$ 48.34	\$ (21,188)	\$ (26.80)
Revenue	18,481	16.89	21,153	16.75	2,672	(0.14)
Service Development	-	-	91	0.07	91	0.07
Safety	5,216	4.77	5,267	4.17	51	(0.60)
Casualty & Liability	4,530	4.14	4,771	3.78	240	(0.36)
Workers' Comp	8,846	8.08	11,096	8.79	2,251	0.70
Transitional Duty Program	60	0.05	60	0.05	-	(0.01)
Utilities	2,356	2.15	2,996	2.37	639	0.22
Other Metro Operations	17,391	15.89	7,055	5.59	(10,335)	(10.30)
Building Costs	4,292	3.92	4,223	3.34	(69)	(0.58)
Copy Services	341	0.31	378	0.30	38	(0.01)
<b>Total Other Operating</b>	<b>\$ 143,757</b>	<b>\$ 131.35</b>	<b>\$ 118,147</b>	<b>\$ 93.54</b>	<b>\$ (25,610)</b>	<b>\$ (37.80)</b>

Note

Totals may not add due to rounding.

ACTIVITIES	FY16 BUDGET		FY17 ADOPTED		INC / (DEC)	
	\$ 000	\$ / RSH	\$ 000	\$ / RSH	\$ 000	\$ / RSH
<b>SUPPORT DEPARTMENTS</b>						
Board Oversight	\$ 150	\$ 0.14	\$ 193	\$ 0.15	\$ 43	\$ 0.02
CEO	2,064	1.89	2,731	2.16	667	0.28
Management Audit Services	751	0.69	784	0.62	33	(0.07)
Procurement	7,349	6.71	10,749	8.51	3,400	1.80
Communication	5,736	5.24	9,083	7.19	3,346	1.95
Real Estate	6,304	5.76	5,881	4.66	(423)	(1.10)
Finance	4,582	4.19	2,552	2.02	(2,031)	(2.17)
Human Resources	1,002	0.92	1,842	1.46	840	0.54
ITS	6,350	5.80	8,872	7.02	2,521	1.22
Administration	2,137	1.95	1,450	1.15	(688)	(0.80)
Construction	247	0.23	8,113	6.42	7,865	6.20
<b>Total Support Departments</b>	<b>\$ 36,675</b>	<b>\$ 33.51</b>	<b>\$ 52,249</b>	<b>\$ 41.37</b>	<b>\$ 15,575</b>	<b>\$ 7.86</b>
<b>Grand Total Rail Costs</b>	<b>\$ 425,226</b>	<b>\$ 388.51</b>	<b>\$ 455,763</b>	<b>\$ 360.86</b>	<b>\$ 30,537</b>	<b>\$ (27.65)</b>
<b>Total Rail RSH (in 000s)</b>	<b>1,094</b>		<b>1,263</b>		<b>169</b>	

Note

Totals may not add due to rounding.

**Measure R Transit Capital  
Expansion Program**

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
<b>MEASURE R TRANSIT CONSTRUCTION PROJECTS</b>			
<b>RAIL</b>			
<b>Crenshaw</b>			
Crenshaw/LAX Business Interruption Fund	\$ 400	\$ 2,800	\$ 3,200
Crenshaw/LAX Insurance Betterment	5,276	-	5,534
Crenshaw/LAX Light Rail Transit: Construction	994,620	344,993	2,058,000
Crenshaw/LAX Light Rail Transit: Planning Phase 1	5,526	-	-
Crenshaw/LAX Light Rail Transit: Planning Phase 2	20,025	-	-
Southwestern Maintenance Yard	53,539	40,489	157,000
<b>Total Crenshaw</b>	<b>\$ 1,079,385</b>	<b>\$ 388,282</b>	<b>\$ 2,223,734</b>
<b>Expo 1</b>			
Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred	\$ 847,943	\$ 2,900	\$ 978,900
Expo Blvd Light Rail Transit Phase 1: Metro Incurred	61,780	452	-
Light Rail Vehicles <sup>(1)</sup>	59,310	8,000	-
<b>Total Expo 1</b>	<b>\$ 969,033</b>	<b>\$ 11,352</b>	<b>\$ 978,900</b>
<b>Expo 2</b>			
Division 22 Paint & Body Shop	\$ 2,490	\$ 3,412	\$ 11,000
Expo Blvd Light Rail Transit Phase 2: Holdback	43,891	656	-
Expo Blvd Light Rail Transit Phase 2: Non-Holdback	122,399	30,792	-
Expo Blvd Light Rail Transit Phase 2: Construction	879,239	75,534	1,500,158
Expo Blvd Light Rail Transit Phase 2: Planning	392	-	-
Expo 2 Insurance Betterment	2,463	-	2,584
Expo Phase 2 Betterments	2,400	1,500	3,900
Light Rail Vehicles <sup>(1)</sup>	115,604	33,500	-
<b>Total Expo 2</b>	<b>\$ 1,168,878</b>	<b>\$ 145,394</b>	<b>\$ 1,517,642</b>
<b>Gold Line Foothill</b>			
Foothill Extension Insurance Betterment	\$ 2,080	\$ -	\$ 2,182
Gold Line Foothill Extension to Azusa: Construction	640,191	15,059	741,000
Gold Line Foothill Extension to Azusa: Planning	425	-	-
Gold Line Foothill Maintenance Facility - Metro 75%	206,160	-	207,437
Light Rail Vehicles <sup>(1)</sup>	36,827	-	-
<b>Total Gold Line Foothill</b>	<b>\$ 885,683</b>	<b>\$ 15,059</b>	<b>\$ 950,619</b>
<b>Regional Connector</b>			
Regional Connector: Business Interruption Fund	\$ 1,350	\$ 1,850	\$ 3,200
Regional Connector: Insurance Betterment	4,036	-	4,036
Regional Connector: Construction	608,653	222,391	1,551,817
Regional Connector: Construction - Non Full Funding Grant Agreement	29,251	10,740	39,991
Regional Connector: Planning	27,926	10	-
<b>Total Regional Connector</b>	<b>\$ 671,217</b>	<b>\$ 234,991</b>	<b>\$ 1,599,044</b>

## Notes

(1) Vehicle expenditures are expected to be adjusted.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
<b>Westside Purple</b>			
Division 20 Portal Widening & Turnback Facility	\$ -	\$ 2,700	\$ 3,500
Non-Revenue Vehicle for Transit Project Delivery Department	854	-	950
Westside Extension 1 Business Interruption Fund	650	2,500	3,150
Westside Insurance Betterment	6,553	-	6,553
Westside Subway Extension Section 1	761,663	367,324	2,778,880
Westside Subway Extension Section 2 <sup>(2)</sup>	210,591	231,326	441,917
Westside Subway Extension Section 3 <sup>(2)</sup>	17,839	248,066	265,906
Westside Subway Extension: Planning Phase 1	8,505	-	-
Westside Subway Extension: Planning Phase 2	37,283	563	-
<b>Total Westside Purple</b>	<b>\$ 1,043,938</b>	<b>\$ 852,480</b>	<b>\$ 3,500,856</b>
<b>Total Rail</b>	<b>\$ 5,818,135</b>	<b>\$ 1,647,558</b>	<b>\$ 10,770,795</b>
<b>BUS</b>			
<b>Zero/Super Low Emission</b>			
Bus Acquisition 30 Zero Emission/Super Low Emission	\$ 4,510	\$ 6,663	\$ 30,000
<b>Total Bus</b>	<b>\$ 4,510</b>	<b>\$ 6,663</b>	<b>\$ 30,000</b>
<b>BIKE</b>			
<b>Expo 2</b>			
Expo Phase 2 Bikeway	15,836	266	16,102
<b>Total Bike</b>	<b>\$ 15,836</b>	<b>\$ 266</b>	<b>\$ 16,102</b>
<b>Total Measure R Transit Construction Projects</b>	<b>\$ 5,838,480</b>	<b>\$ 1,654,487</b>	<b>\$ 10,816,898</b>
<b>MEASURE R TRANSIT PLANNING</b>			
Airport Metro Connector <sup>(2)</sup>	\$ 13,922	\$ 10,784	\$ 24,706
Eastside Extension Phase 1 & 2 <sup>(2)</sup>	23,576	3,242	26,818
Eastside Light Rail Access <sup>(2)</sup>	16,164	5,295	21,459
Gold Line Foothill Extension <sup>(3)</sup>	-	-	-
Green Line Ext: Redondo to South Bay <sup>(2)</sup>	6,329	692	7,022
San Fernando Valley East N/S Rapidways <sup>(2)</sup>	10,562	1,362	11,924
Sepulveda Pass Corridor <sup>(2)</sup>	6,194	3,332	9,527
West Santa Ana Branch Corridor <sup>(2) (4)</sup>	3,872	1,569	5,442
<b>Total Measure R Transit Planning</b>	<b>\$ 80,621</b>	<b>\$ 26,277</b>	<b>\$ 106,897</b>
<b>Total Measure R Transit Capital Expansion</b>	<b>\$ 5,919,101</b>	<b>\$ 1,680,764</b>	<b>\$ 10,923,795</b>

## Notes

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

(3) FY17 budget of \$8M is captured in subsidies.

(4) Total FY17 budget is \$1,799K; \$230K is captured in subsidies.

Totals may not add due to rounding.

## Operating Capital

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
<b>SAFETY / SECURITY</b>			
<b>RAIL</b>			
<b>Blue Line</b>			
Metro Blue Line Pedestrian & Swing Gate Installations	\$ 3,730	\$ -	\$ 7,700
Metro Blue Line Pedestrian Safety Enhancement at Grade Crossings	12,897	10,727	30,175
Metro Blue Line Signal System Rehabilitation	11,010	8,581	64,000
Metro Blue Line Traction Power Sub-Stations Rehabilitation	72,069	-	82,200
<b>Total Blue Line</b>	<b>\$ 99,706</b>	<b>\$ 19,309</b>	<b>\$ 184,075</b>
<b>Green Line</b>			
Metro Green Line Signal System Rehabilitation - Phase 2	\$ 6,489	\$ 770	\$ 7,800
<b>Total Green Line</b>	<b>\$ 6,489</b>	<b>\$ 770</b>	<b>\$ 7,800</b>
<b>Red/Purple Line</b>			
Metro Red Line Electronic Access Control/Alarm Monitoring System Replacement <sup>(1)</sup>	\$ -	\$ 455	\$ 2,319
Metro Red Line Gas Analyzer Upgrade	1,514	1,471	4,000
Metro Red Line Operator Cab Camera Installation	5,849	298	6,380
Metro Red Line Tunnel Lighting Rehabilitation	3,713	1,049	9,000
Metro Red Line Universal City Pedestrian Bridge	26,861	2,723	29,585
Metro Red/Purple Lines Platform Gates Replacement	183	1,361	3,500
<b>Total Red/Purple Line</b>	<b>\$ 38,120</b>	<b>\$ 7,356</b>	<b>\$ 54,784</b>
<b>Multiple Lines</b>			
Metro Blue Line & Metro Green Line Transit Passenger Information System	\$ 9,464	\$ 363	\$ 9,830
Metro Security Kiosks at Rail Stations	4,889	161	5,150
Platform Track Intrusion Detection System	1,421	979	2,400
Supervisory Control & Data Acquisition System (SCADA) Security Enhancement	948	-	1,365
Union Station Smart High Definition Closed Circuit Television (CCTV)	1,252	-	1,849
<b>Total Multiple Lines</b>	<b>\$ 17,974</b>	<b>\$ 1,503</b>	<b>\$ 20,594</b>
<b>Total Rail</b>	<b>\$ 162,290</b>	<b>\$ 28,938</b>	<b>\$ 267,252</b>
<b>BUS</b>			
Compressed Natural Gas (CNG) Detection & Alarm Systems <sup>(1)</sup>	\$ -	\$ 112	\$ 4,586
Emergency Operations Booth at Divisions	25	-	452
<b>Total Bus</b>	<b>\$ 25</b>	<b>\$ 112</b>	<b>\$ 5,038</b>
<b>Mixed Mode</b>			
Fare Gate Project	\$ 7,568	\$ 3,231	\$ 14,987
Fire Alarm Panel Replacement Program <sup>(1)</sup>	-	63	1,624
Metro Emergency Operations Center	9,547	5,875	16,103
Metro Red Line to Orange Line Underpass at North Hollywood Station	16,931	1,482	23,077
Reduce Risk of Catastrophic Events to Union Station Gateway Complex	-	91	6,983
Universal Fare System (UFS) Fare Box Upgrade	-	1,461	4,279
<b>Total Mixed Mode</b>	<b>\$ 34,046</b>	<b>\$ 12,203</b>	<b>\$ 67,054</b>
<b>Other</b>			
Agency Information Security & Compliance Program	\$ 710	\$ 1,230	\$ 7,814

## Notes

(1) New project in FY17. Separate Board approval of LOP budget is required for new project with a proposed LOP over \$5M.

Totals may not add due to rounding.



CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
Automated License Plate Recognition Network Phase 1	1,854	202	2,069
Automated License Plate Recognition Network Phase 2	1,204	376	1,602
Universal Fare System Security Upgrade	7,129	4,053	19,500
Union Station Fire Life Safety System, ADA Site Improvements & LED Lighting	-	6,674	19,946
<b>Total Other</b>	<b>\$ 10,897</b>	<b>\$ 12,536</b>	<b>\$ 50,931</b>
<b>Total Safety / Security</b>	<b>\$ 207,258</b>	<b>\$ 53,789</b>	<b>\$ 390,275</b>
<b>STATE OF GOOD REPAIR</b>			
<b>RAIL</b>			
<b>Blue Line</b>			
Blue Line Artwork Renovations & Replacement	\$ -	\$ 293	\$ 477
Division 11 Body Shop Ventilation	1,789	135	2,200
Light Rail Vehicle (P865/P2020) Midlife Overhaul	19,823	3,071	30,000
Long Beach Duct Bank Upgrade Phase 2	2,672	2,128	8,000
Metro Blue Line Communication & Signal Building Rehabilitation	897	324	1,800
Metro Blue Line Overhead Catenary System Rehabilitation	3,370	1,604	13,000
Metro Blue Line Rail Replacement & Booting	3,922	4,122	13,000
Metro Blue Line Station Refurbishments	32,246	707	32,953
Metro Blue Line Turnout Replacement	3,000	-	3,000
Metro Blue Line Wheel True Machine	1,400	800	2,200
Metro Blue Line Yard Signal System Rehabilitation	1,517	2,315	4,600
Metro Blue Line High Density Storage Equipment <sup>(1)</sup>	-	462	964
<b>Total Blue Line</b>	<b>\$ 70,636</b>	<b>\$ 15,961</b>	<b>\$ 112,194</b>
<b>Gold Line</b>			
Car Cleaning Platform Canopy	\$ 196	\$ -	\$ 505
Division 21 Car Wash Improvement	263	-	670
Division 21 Midway Yard Improvements	50	974	1,024
P2550 Light Rail Vehicle Component Overhaul <sup>(1)</sup>	-	2,775	20,008
Pasadena Gold Line Headway Improvements	1,301	80	1,400
Pasadena Gold Line Vehicle Loop Detector Replacement	200	201	750
Pasadena Gold Line Yard Train Loop Detector Replacement	254	83	600
Pasadena Gold Line South Pasadena Station Northbound Platform ADA Ramp	15	203	550
<b>Total Gold Line</b>	<b>\$ 2,278</b>	<b>\$ 4,316</b>	<b>\$ 25,507</b>
<b>Green Line</b>			
Metro Green Line Uninterruptible Power Supply (UPS) for Train Control & Communication Building	\$ 556	\$ 313	\$ 1,200
Metro Green Line Emergency Trip System	1,290	1,144	5,500
Metro Green Line Negative Grounding Devices	384	734	1,500
Metro Green Line Train Control Track Circuits & TWC Replacement <sup>(1)</sup>	-	83	28,851
<b>Total Green Line</b>	<b>\$ 2,229</b>	<b>\$ 2,274</b>	<b>\$ 37,051</b>
<b>Red/Purple Line</b>			
Division 20 Wheel Press Machine	\$ 82	\$ 1,362	\$ 4,000
Division 20 Carwash & Cleaning Platform	14,578	-	15,400
Division 20 Switch Machine Replacement	179	1,721	1,900
Heavy Rail Vehicle Midlife Overhaul	5,934	9,906	52,000
Heavy Rail Vehicle Procurement	6,772	7,630	130,910
Metro Red Line 7th/Metro Station Turnback Upgrade	128	130	675

## Notes

(1) New project in FY17. Separate Board approval of LOP budget is required for new project with a proposed LOP over \$5M.

Totals may not add due to rounding.

## Appendix IV: Capital Program Project Listing

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
Metro Red Line Civic Center Station Escalator/ Elevator Modernization	7,276	578	12,000
Metro Red Line Escalator Replacement/Modernization	6,352	4,084	20,756
Metro Red Line North Hollywood Parking Lot Demo	894	32	1,400
Metro Red Line Segment 1 Power Supply Replacement	179	-	300
Metro Red Line Train-to-Wayside Communication Rehabilitation	204	-	1,800
Replacement of Uninterruptible Power Supplies/Batteries Red Line FY17-FY22 <sup>(1)</sup>	-	2,391	3,684
Subway Railcar Component Replacement	22,813	3,532	30,000
Universal City Station North Entrance Knock-Out Panel	8	147	330
<b>Total Red/Purple Line</b>	<b>\$ 65,400</b>	<b>\$ 31,513</b>	<b>\$ 275,155</b>
<b>Multiple Lines</b>			
Automatic Wheel Profile Measuring Device	\$ 1,150	\$ -	\$ 4,000
Digital Rail Radio System	15,712	2,755	25,000
Fiber Optic Main Loop Upgrade	1,580	1,038	4,250
Fire Control Panel Upgrade	1,037	928	3,600
FY16-FY17 Rail Non-Revenue Vehicle & Equipment Replacement	111	272	383
Heavy Rail SCADA System Replacement	7,573	3,867	15,883
Light Rail Vehicle (P2000) Midlife Overhaul	10,906	29,283	130,800
Light Rail Vehicle Fleet Replacement	26,607	1,275	589,659
Metro Green & Red Line Rail Station Refurbishments	3,714	-	4,500
Maintenance of Way (MOW) Tools & Equipment Procurement thru FY16	363	1,637	2,000
Non-Revenue Vehicle & Equipment - Rail	6,591	3,733	11,803
P2000 Vehicle Component Replacement	15,512	4,335	26,360
Professional Services to Support P3010 LRV Procurement Project	12,779	5,200	30,000
Rail Facilities Lighting Retrofit	1,574	2,630	4,205
Regional Rail Signage System Improvements	1,663	369	2,231
Systemwide Corrosion Protection System Replacement	7,118	2,681	13,000
Systemwide Elevator Installations (Vertical Systems)	3,036	579	8,000
Warehouse Pallet Racking for Rail	87	34	120
<b>Total Multiple Lines</b>	<b>\$ 117,112</b>	<b>\$ 60,616</b>	<b>\$ 875,794</b>
<b>Total Rail</b>	<b>\$ 257,656</b>	<b>\$ 114,680</b>	<b>\$ 1,325,700</b>
<b>BUS</b>			
490 Bauchet Environmental Canopy Structure <sup>(1)</sup>	\$ -	\$ 108	\$ 110
ADA Equipment Installation <sup>(1)</sup>	-	1,199	10,868
Articulated Bus Replacement	197	5,311	5,507
Bus Acquisition 550 & 350 40-Foot	444,168	40,620	507,060
Bus Facilities Lighting Retrofit	3,747	74	4,250
Bus Facilities Maintenance & Improvement - Phase 3	1,425	1,970	21,650
Bus Facility Maintenance Improvements & Enhancements Phase 1	20,503	728	21,231
Bus Facility Maintenance Improvements & Enhancements Phase 2	18,675	1,254	20,896
Bus Midlife Program <sup>(1)</sup>	10,262	19,567	68,669
Central Maintenance Bus Engine Replacement Program	3,994	5,837	24,690
Central Maintenance Equipment Acquisition <sup>(1)</sup>	-	600	3,000
Central Maintenance Shop Engine Replacement Program thru FY14	27,385	-	32,112
Central Maintenance Shop Equipment Replacement	2,268	-	2,928
Central Maintenance Facility Building 5 Ventilation & Air	365	211	785
Division 1 Improvements	2,933	2,260	20,866

## Notes

(1) New project in FY17. Separate Board approval of LOP budget is required for new project with a proposed LOP over \$5M.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
Division 13 Information Technology Services (ITS) Infrastructure	797	115	974
Division 13 Tenant Improvement	722	55	784
Division 3 Master Plan Phases 2-4	12,652	549	13,200
Division 4 Concrete Pavement	125	730	940
DVR Equipment Refurbishment	524	545	3,102
El Monte Busway Access Road Repair	450	767	1,426
Emergency Generators for Communications Network	294	157	500
Facility Equipment & Upgrades	2,253	-	2,254
Fuel Storage Tank System Enhancements (FY15-FY17)	3,216	2,284	6,500
Metro Art Enhancement	503	112	615
Metro Silver Line Improvements & Upgrades	6,386	1,460	7,845
Non-Revenue Vehicles & Equipment - Bus	5,867	-	6,923
Non-Revenue Vehicles & Equipment Replacement - Bus (FY17-FY18) <sup>(1)</sup>	-	1,383	4,975
Patsaouras Bus Plaza Paver Retrofit	5,768	1,559	9,093
Patsaouras Plaza Bus Station Construction	21,929	214	39,793
Pavement Repairs at Central Maintenance Facility (CMF), Division 7 & Division 8	495	1,815	4,249
Replacement 40' Buses <sup>(1)</sup>	-	5,350	302,091
Revenue Collection Equipment Midlife Refurbishment	1,521	-	1,521
Sylmar Child Center Rehabilitation	967	-	987
Terminals 47 & 48 Corrosion	746	145	965
<b>Total Bus</b>	<b>\$ 601,137</b>	<b>\$ 96,980</b>	<b>\$ 1,153,358</b>
<b>MIXED MODE</b>			
Automated Storage & Retrieval System (ASRS) Unit Upgrade for Mini-Load	\$ 1,337	\$ -	\$ 1,659
Bulk Storage & Fire Sprinkler Enhancement	112	73	185
Call Center Telephone Replacement	1,099	401	1,500
Cash Room Equipment Request <sup>(1)</sup>	-	383	383
Customer Center Relocation Improvements	433	324	761
HASTUS Transportation System Scheduling Software Upgrade & Enhancement	2,582	1,428	4,010
HASTUS Infrastructure Upgrade	243	394	1,687
High Density Storage Equipment for Bus & Rail	1,964	324	2,288
Installation of Signage & Posters	655	242	897
Non-Revenue Heavy Duty	251	-	270
Non-Revenue Maintenance Shop Improvements	590	2,637	3,227
Non-Revenue Step Van	110	185	296
Non-Revenue Vehicles Procurement for Rail thru FY15	1,504	1,850	5,643
Sustainability Implementation Plan	-	2,000	2,000
System Projects	-	9,506	9,506
Transit Access Pass (TAP) Customer Relationship Management System	985	-	985
TAP Mobile Phone Validators	455	-	500
<b>Total Mixed Mode</b>	<b>\$ 12,320</b>	<b>\$ 19,748</b>	<b>\$ 35,797</b>
<b>OTHER</b>			
Application Platform Systems Upgrade (FY15-FY16)	\$ 980	\$ -	\$ 1,500
Application Platform Systems Upgrades (FY17-FY18) <sup>(1)</sup>	-	591	1,685
BIAS Budget System Replacement	3,473	-	3,800
Contract Information Management System - Phase 2	7,561	-	7,561
Customer Relations Management Automation & Enhancements <sup>(1)</sup>	-	400	1,400

## Notes

(1) New project in FY17. Separate Board approval of LOP budget is required for new project with a proposed LOP over \$5M.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
Digital Incident Management System	856	674	2,064
E-Discovery & Legal Hold Management <sup>(1)</sup>	-	500	3,800
Enterprise Telephone & Unified Messaging System <sup>(1)</sup>	-	366	10,146
Financial & Budget Systems Integration	2,626	779	4,200
Financial Information System R12 Upgrade	8,771	821	12,900
Gateway Building Emergency Generator	1,863	-	1,895
Gateway Building Renovations	17,813	4,603	42,842
Gateway Building New LED Lighting	239	1,451	2,589
Interagency Transfer (IAT) <sup>(1)</sup>	-	543	803
Mobile & Tablet Applications	261	611	978
Mobile Phone Validator (MPV) Application/ Infrastructure Enhancements	1	506	508
Parking - TAP Integration <sup>(1)</sup>	-	457	924
Tablet Regional Point of Sale Device	404	1,055	1,921
Technology Projects to Enhance Customer Experience <sup>(1)</sup>	-	1,387	2,227
Ticket Vending Machine (TVM) Software Upgrade - Multiple Ticket & Language	486	1,068	1,750
Universal Fare System Disaster Recovery	2,095	1,912	8,085
Union Station Main Terminal HVAC Upgrade	5,368	-	5,376
Union Station Renovations & Upgrades	14,349	2,962	17,311
Union Station Reroofing	7,056	-	7,080
Universal Fare Collection System	96,032	-	97,607
Web Infrastructure Upgrade	3,096	-	3,096
Workstation & Network Technology Refresh (FY15-FY16)	2,227	-	2,600
Workstation & Network Technology Refresh (FY17-FY18) <sup>(1)</sup>	-	940	2,700
<b>Total Other</b>	<b>\$ 175,556</b>	<b>\$ 21,626</b>	<b>\$ 249,347</b>
<b>Total State of Good Repair</b>	<b>\$ 1,046,669</b>	<b>\$ 253,035</b>	<b>\$ 2,764,202</b>
<b>CAPITAL INFRASTRUCTURE</b>			
<b>RAIL</b>			
<b>Gold Line</b>			
Gold Line Eastside Extension	\$ 888,792	\$ 1,380	\$ 898,814
Warehouse High Density Storage Equipment at Monrovia	1,455	381	1,874
<b>Total Gold</b>	<b>\$ 890,247</b>	<b>\$ 1,761</b>	<b>\$ 900,688</b>
<b>Red/Purple Line</b>			
7th/Metro & The Bloc Connection	\$ 679	\$ 668	\$ 4,650
Metro Red Line Segment 2 Closeout	31,185	550	32,482
Metro Red Line Segment 3 North Hollywood Closeout	4,049	125	4,408
Wayside Energy Storage Substation (WESS)	4,659	-	5,166
<b>Total Red/Purple Line</b>	<b>\$ 40,571</b>	<b>\$ 1,343</b>	<b>\$ 46,706</b>
<b>Multiple Lines</b>			
Electric Vehicle Charging Stations at Metro Rail Maintenance Facilities	\$ 59	\$ 117	\$ 175
FY14-FY15 Rail Facility Sub-Metering Project - Division 11, 22, & Location 60	155	85	240
FY14-FY15 Rail Facility Sub-Metering Project - Division 20 & 21	129	73	421
LRT Freeway Stations Sound Enclosures	2,493	528	8,609
Public Plug-In Charge Station	581	189	973
<b>Total Multiple Lines</b>	<b>\$ 3,417</b>	<b>\$ 993</b>	<b>\$ 10,418</b>
<b>Total Rail</b>	<b>\$ 934,235</b>	<b>\$ 4,097</b>	<b>\$ 957,812</b>

## Notes

(1) New project in FY17. Separate Board approval of LOP budget is required for new project with a proposed LOP over \$5M.

Totals may not add due to rounding.

CAPITAL PROJECT CATEGORY (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY16	FY17 ADOPTED	LIFE OF PROJECT
<b>BUS</b>			
Bus Rapid Transit (BRT) Freeway Station Sound Enclosure	\$ 4,163	\$ 1,207	\$ 5,838
Bus Stop Information System Project	1,017	133	1,150
Cesar Chavez Bus Stop Improvements	612	561	2,100
Countywide Signal Priority Module	259	741	1,000
Division 13 Construction	119,183	1,159	120,342
El Monte Busway & Transit Center Expansion	59,701	150	60,106
FY14-FY15 Bus Facility Sub-Metering Project - Division 1, 2, 4, 9, & 18	391	74	465
FY14-FY15 Bus Facility Sub-Metering Project - Division 3, 6, 8, & 15	372	-	373
Metro Orange Line Reclaimed Water Project	131	32	400
<b>Total Bus</b>	<b>\$ 185,830</b>	<b>\$ 4,056</b>	<b>\$ 191,774</b>
<b>MIXED MODE</b>			
Inglewood Station Bus Transfer Facility	\$ 260	\$ 1,240	\$ 2,200
Internet-based Customer Help Desk	298	534	1,142
Nextrip Electronic Signage	162	1,640	4,400
Rosa Parks / Willowbrook Station <sup>(1)</sup>	-	6,738	64,080
Ticket Vending Machine Installations	1,525	2,664	6,736
<b>Total Mixed Mode</b>	<b>\$ 2,245</b>	<b>\$ 12,817</b>	<b>\$ 78,558</b>
<b>BIKE</b>			
Bicycle Access Improvements - Rail	\$ 724	\$ 966	\$ 1,843
Bicycle Lockers & Racks for Metro Rail Stations	1,231	119	1,350
Bikeshare Phase 1 Implementation	3,979	1,820	5,800
Bikeshare Phase 2 Implementation <sup>(1)</sup>	0	2,620	2,620
Union Station Metro Bike Hub	356	964	1,320
<b>Total Bike</b>	<b>\$ 6,290</b>	<b>\$ 6,489</b>	<b>\$ 12,933</b>
<b>OTHER</b>			
Parking Guidance System (at Metro Owned Park & Ride Properties)	\$ 162	\$ 1,994	\$ 3,025
TAP Near-Field-Communication (NFC) Mobile Application Development	166	458	625
Union Station Gateway Building (USG) Domestic Hot Water System Modification	73	-	73
<b>Total Other</b>	<b>\$ 402</b>	<b>\$ 2,452</b>	<b>\$ 3,723</b>
<b>Total Capital Infrastructure</b>	<b>\$ 1,129,001</b>	<b>\$ 29,912</b>	<b>\$ 1,244,800</b>
<b>Total Operating Capital</b>	<b>\$ 2,382,927</b>	<b>\$ 336,735</b>	<b>\$ 4,399,277</b>

## Notes

(1) New project in FY17. Separate Board approval of LOP budget is required for new project with a proposed LOP over \$5M.

Totals may not add due to rounding.

## Revenue Estimates

		FY17 ESTIMATED REVENUE	CARRY-OVER FY15 BUDGET VS ACTUAL	INTEREST FY15 ACTUAL	FY17 TOTAL FUNDS AVAILABLE	FY16 TOTAL FUNDS AVAILABLE
<b>TRANSPORTATION DEVELOPMENT ACT</b>						
<b>PLANNING &amp; ADMINISTRATION</b>						
Planning - Metro		\$ 2,000	\$ -	\$ -	\$ 2,000	\$ 2,000
Planning - SCAG		2,984	52	-	3,036	2,896
Administration - Metro		3,516	(52)	-	3,464	3,604
<b>Subtotal</b>		<b>\$ 8,500</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 8,500</b>	<b>\$ 8,500</b>
Article 3 Pedestrian & Bikeways	2.0%	7,787	138	-	7,925	7,551
Article 4 Bus Transit	91.6%	356,813	6,315	1,540	364,667	347,794
Article 8 Streets & Highways	6.4%	24,750	438	-	25,189	23,988
<b>Total Planning &amp; Administration <sup>(1)</sup></b>		<b>\$ 397,850</b>	<b>\$ 6,891</b>	<b>\$ 1,540</b>	<b>\$ 406,281</b>	<b>\$ 387,834</b>
<b>PROPOSITION A</b>						
Administration	5.0%	39,785	573	-	40,358	38,608
Local Return <sup>(2)</sup>	25.0%	188,979	n/a	-	188,979	181,331
Rail Development	35.0%	264,570	3,809	-	268,379	256,747
<b>BUS TRANSIT</b>	<b>40.0%</b>					
95% of 40% Capped at CPI (1.85%) <sup>(3)</sup>		234,828	n/a	-	234,828	230,563
95% of 40% Over CPI <sup>(4)</sup>		52,420	-	-	52,420	45,061
<b>Sub-total</b>		<b>\$ 287,248</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 287,248</b>	<b>\$ 275,624</b>
5% of 40% Incentive		15,118	218	-	15,336	14,671
<b>Total Proposition A <sup>(1)</sup></b>		<b>\$ 795,700</b>	<b>\$ 4,599</b>	<b>\$ -</b>	<b>\$ 800,299</b>	<b>\$ 766,981</b>
<b>PROPOSITION C</b>						
Administration	1.5%	11,936	171	-	12,107	11,584
Rail/Bus Security	5.0%	39,188	563	-	39,751	38,034
Commuter Rail	10.0%	78,376	1,126	-	79,503	76,068
Local Return <sup>(2)</sup>	20.0%	156,753	n/a	-	156,753	150,410
Freeways & Highways	25.0%	195,941	2,815	-	198,756	190,169
Discretionary	40.0%	313,506	4,504	-	318,010	304,271
<b>Total Proposition C <sup>(1)</sup></b>		<b>\$ 795,700</b>	<b>\$ 9,180</b>	<b>-</b>	<b>\$ 804,880</b>	<b>\$ 770,536</b>
<b>STATE TRANSIT ASSISTANCE</b>						
Bus (PUC 99314 Revenue Base Share) <sup>(5)</sup>		24,595	4,575	106	29,277	54,516
Rail (PUC 99313 Population Share)		28,260	1,348	57	29,665	52,965
<b>Total State Transit Assistance <sup>(1)</sup></b>		<b>\$ 52,855</b>	<b>\$ 5,923</b>	<b>\$ 164</b>	<b>\$ 58,942</b>	<b>\$ 107,481</b>
<b>MEASURE R</b>						
Administration	1.5%	11,936	176	290	12,402	11,683
Transit Capital - New Rail	35.0%	274,318	4,040	231	278,589	269,249
Transit Capital - Metrolink	3.0%	23,513	346	1,204	25,063	23,668
Transit Capital - Metro Rail	2.0%	15,675	231	194	16,100	15,420
Highway Capital	20.0%	156,753	2,309	2,951	162,013	153,621
New Rail Operations	5.0%	39,188	577	619	40,385	38,481
Bus Operations	20.0%	156,753	2,309	(103)	158,958	151,622
Local Return <sup>(2)</sup>	15.0%	117,565	n/a	(10)	117,555	112,807
<b>Total Measure R <sup>(1)</sup></b>		<b>\$ 795,700</b>	<b>\$ 9,987</b>	<b>\$ 5,377</b>	<b>\$ 811,064</b>	<b>\$ 776,551</b>
<b>Total Funds Available</b>		<b>\$ 2,837,805</b>	<b>\$ 36,581</b>	<b>\$ 7,080</b>	<b>\$ 2,881,467</b>	<b>\$ 2,809,382</b>
<b>Total Planning &amp; Administration Allocations</b>		<b>\$ 72,156</b>	<b>\$ 920</b>	<b>\$ 290</b>	<b>\$ 73,366</b>	<b>\$ 70,375</b>

## Notes

- (1) The revenue estimate is 3.3% over the FY16 revenue estimate based on several economic forecasts evaluated by Metro.
- (2) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- (3) CPI of 1.85% represents the average estimated growth rate provided by Beacon Economics applied to Prop A Discretionary allocated to included operators.
- (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 Revenue estimate from the State Controller's office is reduced by \$18 million for the revenue based share and \$13 million for the population based share due to anticipated shortfall of FY16 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 FY17, \$1.3 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 of 1990 (ADA) mandated complementary paratransit services on behalf of Metro and 45 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 trips within Los Angeles County that originate and terminate within three quarters of a mile of a fixed route bus line or rail station. Access provides service during the same hours of operations as the fixed route bus operators in Los Angeles County. Access is a shared ride service that uses a combined fleet of small buses, mini-vans and taxis.

In FY 16, Access provided more than 3.4 million trips to more than 175,000 qualified customers with disabilities in a service area of more than 1,950 square miles. Additionally, Access has a Free Fare Program that provides eligible Access customers with free boardings on most bus and rail systems within Los Angeles County.

#### **METROLINK**

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 534 route miles over seven lines with 59 stations, Metrolink expects to operate 171 weekday trains and 90 trains on weekends in FY17. Downtown's Los Angeles Union Station represents the destination of over 67% of all Metrolink riders. In FY16, the Metrolink system became the first commuter rail agency in the nation to initiate the operation of a Positive Train Control system across all services and began new service on the Perris Valley extension of the Metro supported 91 Line to the Inland Empire. During FY17, Metrolink will begin receipt of its fleet of new Tier IV locomotives that, when fully deployed, will reduce emissions by up to 85% over the current fleet.

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. As the agency's largest partner, Metro provides approximately 51% of all Member Agency operating contributions to the SCRRA.

**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,  
2016 and 2017**

PTSC (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED
Revenues	\$ 332.7	\$ 357.4
Expenses	332.7	357.4
Increase (decrease) in retained earnings	-	-
Retained earnings - beginning of year	-	-
<b>Retained earnings - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

**EXPOSITION METRO LINE CONSTRUCTION AUTHORITY**

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

**Statement of Revenues,  
Expenses and Changes  
in Fund Balances for the  
Years Ending June 30,  
2016 and 2017**

EXPOSITION METRO LINE CONSTRUCTION AUTHORITY (\$ IN MILLIONS)	FY16 BUDGET	FY17 ADOPTED
Revenues	\$ 310.3	\$ 157.0
Expenses	310.3	157.0
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)

FY16  
BUDGET

FY17  
ADOPTED

Revenues	\$ 7.6	\$ 7.6
Expenditures	10.3	12.9
Excess (deficiency) of revenue over expenditure	(2.7)	(5.4)
Other financing & source (uses) - transfer out	(2.0)	(1.0)
Fund balances - beginning of year	24.6	19.8
<b>Retained Earnings - End of Year</b>	<b>\$ 19.8</b>	<b>\$ 13.5</b>

#### Statement of Revenues, Expenses and Changes in Fund Balances for the Years Ending June 30, 2016 and 2017

Note

Totals may not add due to rounding.



# Abbreviations



<b>ABC</b>	Activity-Based Costing
<b>ACE</b>	Alameda Corridor East
<b>ADA</b>	Americans with Disabilities Act
<b>ADB</b>	All-Door Boarding
<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>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>LRTP</b>	Long Range Transportation Plan
<b>LRV</b>	Light Rail Vehicle
<b>M</b>	Million
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century Act
<b>MATIS</b>	Motorist Aid and Traveler Information System
<b>MBL</b>	Metro Blue Line
<b>Metro</b>	LACMTA's Transit Operations
<b>MGL</b>	Metro Green Line
<b>MGL EE</b>	Metro Gold Line Eastside Extension
<b>MGMT</b>	Management
<b>MOL</b>	Metro Orange Line
<b>MOW</b>	Maintenance of Way
<b>MR</b>	Measure R
<b>MRL</b>	Metro Red Line
<b>MTA</b>	Metropolitan Transportation Authority
<b>NC</b>	Non-Contract
<b>N/S</b>	North/South
<b>NTD</b>	National Transit Database
<b>OCM</b>	Operations Capital Maintenance
<b>OIG</b>	Office of Inspector General
<b>OMB</b>	Office of Management & Budget
<b>OPS</b>	Metro Operations
<b>PA</b>	Proposition A
<b>PC</b>	Proposition C
<b>PCI</b>	Payment Card Industry
<b>PEPRA</b>	Public Employees' Pension Reform Act of 2013
<b>PERS</b>	California Public Employees Retirement System
<b>PGL</b>	Pasadena Gold Line
<b>PL/PD</b>	Public Liability/Property Damage
<b>Prop 1B</b>	State Proposition 1B Bonds
<b>Prop A</b>	Proposition A
<b>Prop C</b>	Proposition C
<b>PTMISEA</b>	Public Transportation Modernization, Improvement, and Service Enhancement Account
<b>PTSC</b>	Public Transportation Services Corporation
<b>RAM</b>	Risk Allocation Matrix
<b>RFP</b>	Request for Proposal
<b>RFS</b>	Rail Fleet Services
<b>RIITS</b>	Regional Integration of Intelligent Transportation Systems
<b>RM</b>	Revenue Mile
<b>ROC</b>	Rail Operations Control
<b>RRC</b>	Regional Rebuild Center
<b>RRTP</b>	Rider Relief Transportation Program

<b>RSH</b>	Revenue Service Hours
<b>RSM</b>	Revenue Service Miles
<b>RVSH</b>	Revenue Vehicle Service Hours
<b>SAFE</b>	Service Authority for Freeway Emergencies
<b>SAFETEA-LU</b>	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
<b>SBE</b>	State Board of Equalization Small Business Enterprise
<b>SCADA</b>	Supervisory Control and Data Acquisition System
<b>SCAG</b>	Southern California Association of Governments
<b>SCRIP</b>	Southern California Regional Inter-Connectivity Program
<b>SCRRA</b>	Southern California Regional Rail Authority
<b>SFV</b>	San Fernando Valley
<b>SHORE</b>	Support for Homeless Re-Entry Program
<b>SGR</b>	State of Good Repair
<b>SMART</b>	Sheet Metal, Air, Rail & Transportation workers, merger between United Transportation Union (UTU) and Sheet Metal Workers' International Association (SMWIA)
<b>SR</b>	State Route
<b>SRF</b>	Special Revenue Fund
<b>SRTP</b>	Short Range Transportation Plan
<b>STA</b>	State Transit Assistance Fund
<b>STIP</b>	State Transportation Improvement Program
<b>TA</b>	Transit Authority
<b>TAP</b>	Transit Access Pass
<b>TBD</b>	To Be Determined
<b>TCU</b>	Transportation Communications Union
<b>TDA</b>	Transportation Development Act
<b>TE</b>	Transportation Enhancement Act
<b>TDM</b>	Transportation Demand Management
<b>TIFIA</b>	Transportation Infrastructure Finance & Innovation Act
<b>TIP</b>	Transportation Improvement Program
<b>TOAST</b>	Transit Operator Activity Scheduling & Tracking System
<b>TOD</b>	Transit Oriented Development
<b>TPIS</b>	Transit Passenger Information System
<b>UFS</b>	Universal Fare System
<b>UPS</b>	Uninterruptible Power Supply
<b>USDOT</b>	United States Department of Transportation
<b>USG</b>	Union Station Gateway
<b>UTU</b>	Former United Transportation Union now SMART, after merger with Sheet Metal Workers' International Association (SMWIA)
<b>WESS</b>	Wayside Energy Storage Substation
<b>WIDS</b>	Wayside Intrusion Detection System







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



213.922.6000



*metro.net*



*@metrolosangeles*



*losangelesmetro*



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