

# **Proposed Budget Fiscal Year 2014**

**July 1, 2013 – June 30, 2014**



Los Angeles County Metropolitan Transportation Authority  
Office of Management and Budget  
One Gateway Plaza  
Los Angeles, CA 90012

April 30, 2013

## Budget Message from the CEO

**Our vision for transforming Los Angeles County from the automobile to the transit capital of the world is fast becoming a reality.**

Thanks to Measure R, Metro is overseeing the largest public works program America has seen in decades. More transit and highway projects will either be opening, under construction or in the planning stages in the coming year than at any other time in the history of Los Angeles County. As huge an undertaking as that may be, Metro is also committed to maintaining and improving the safety, security, reliability and customer friendliness of our existing facilities and service, including an allocation of \$261 million to reduce the deferred maintenance backlog for our bus and rail fleet and another \$37 million devoted to safety and security enhancements to our system. The \$4.89 billion proposed budget for fiscal year 2014 is crafted to make significant progress in both arenas.



Construction will progress on various projects and groundbreakings are expected for the Crenshaw/LAX transit corridor, the Regional Connector and the Purple Line extension. Planning will advance for all our Measure R transit and highway projects.

Seeking to further advance delivery of a dozen Highway and Measure R transit projects, Metro has begun to explore creative new financing options, including public-private partnerships.

Against the backdrop of high gas prices, Metro is offering commuters viable public transit alternatives. Bus service will increase on the Orange and Silver Lines, and for rail, we will extend operating hours at night and provide more frequent service on weekends.

The goal of seamless travel on public transit in Los Angeles County will finally become a reality as more carriers, including Metrolink, join the universal fare system under the Transit Access Pass (TAP) Program. Exciting plans for Union Station are also in the works. Coinciding with the historic icon's 75<sup>th</sup> anniversary in 2014, Metro will unveil a Master Plan for Union Station to become a major transportation hub and engine of economic growth for the region.

We will continue to focus on a looming challenge with our workforce guiding the mobility transformation spurred by Measure R and supervising a complex network that transports over 400 million passengers a year. Many of Metro's senior managers are nearing retirement age. We must recruit and train the next generation of managers now to ensure a smooth transition into the future.

We face serious financial risks that could undercut our ability to meet commitments made in Measure R. In FY14, the budget will be balanced through judicious control over services and expenses, but this is not sustainable. Metro bus and rail will begin operating at a deficit in the not-too-distant future.

Continuing to provide and expand quality transit services will be possible only if we take decisive actions within the next few years. Our fares continue to rank among the lowest in the nation. Our farebox recovery is 26 percent of the cost to operate our services, the lowest of any major operator. Our buses carry the lowest passenger loads in our peer group. It is essential that we improve our farebox recovery to at least 33 percent in order to maintain our current service levels, vehicles, and equipment and deliver Measure R's promised projects. As our transit system continues to expand, our fares must be restructured to support the services we provide. A study on fare policy and restructuring is currently underway to analyze the potential for time-based and other fare restructuring options. Over the next year we must take steps to address these inevitable problems now so that we can avoid future roadblocks that could disrupt or negate our progress.

Arthur T. Leahy  
Chief Executive Officer  
Los Angeles County Metropolitan Transportation Authority

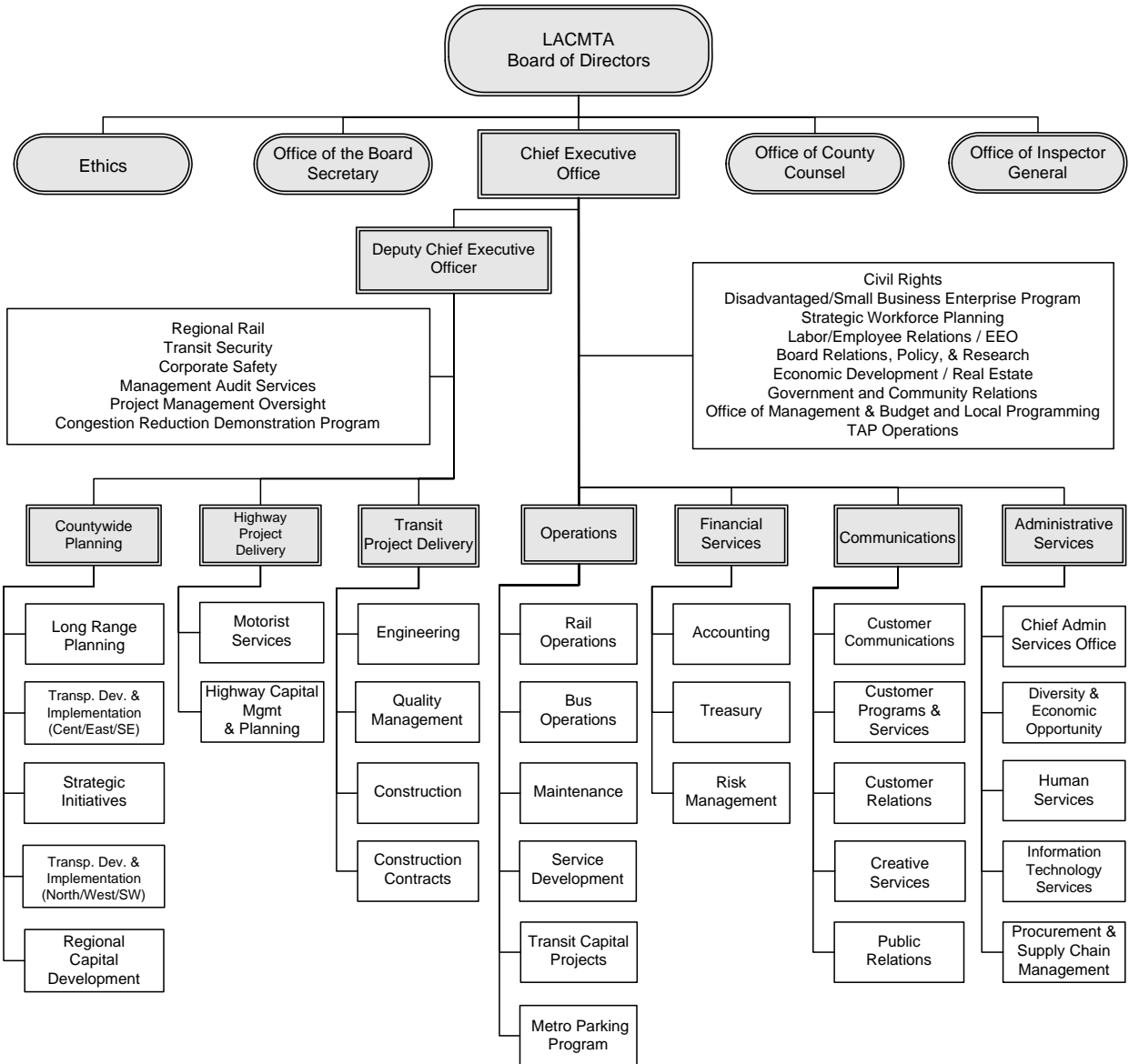
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# Introduction

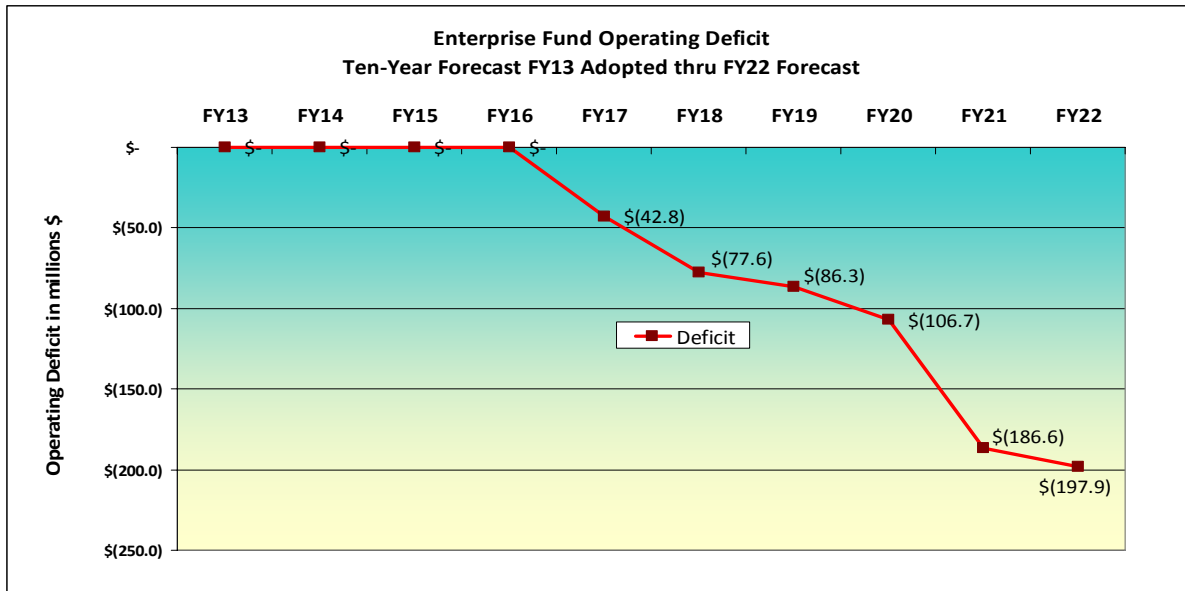
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Los Angeles County Metropolitan Transportation Authority  
FY14 Proposed Budget



## Budget Highlights

As shown in the graph below, Metro forecasts a balanced budget through Fiscal Year 2016 (FY16). However, moving forward, we face an operating deficit by FY17, unless we adjust our fares and restructure bus services to complement the new service lines: Exposition Transit Corridor (Expo Line) to Santa Monica, Wilshire Bus Rapid Transit (BRT), Foothill Extension, Crenshaw/LAX Transit Corridor, San Fernando Valley North/South Transit Corridor, Regional Connector, operation of the Expo Line to La Cienega/Culver City and the Orange Line Extension. While Los Angeles County is fortunate to have Measure R to allow us to build these new projects, operating costs continue to grow as our transit network expands. Even as Metro expands service and enhances service quality, we continue to spend responsibly, streamlining existing processes, reducing duplicative efforts and re-evaluating discretionary programs whenever possible. This budget includes many programs and projects to improve transportation throughout Los Angeles County.



### New Service & Programs

The Metro ExpressLanes project, as part of Metro’s Congestion Reduction Demonstration Program (CRDP), opened last year and is improving traffic flow and providing enhanced travel options on the I-10 and I-110 Freeways in Los Angeles.

In FY14, the subway gates will be latched, and we will continue to make improvements to our Transit Access Pass (TAP) Program and the system to make it more convenient and simple for our customers. In addition, as more regional operators become TAP compatible, we will be evaluating our fare structure to allow for seamless travel throughout the region. We are looking at possibly introducing more EZ Pass options to include daily and weekly passes for our customers.

### Improved Bus and Rail Service

Improved services include extended night service on the Expo and Gold Lines, increasing the frequency of services on weekends for all rail lines and providing additional trips on high capacity bus lines to reduce overcrowding and enhance service reliability. Increased midday services are being added on the Orange Line to reduce overcrowding. Headways on Expo and Gold Line will be improved from 12 to 10 minutes from 8 pm to midnight. Weekend service on all rail lines will be improved by reducing headways

## Budget Highlights (continued)

from 12 to 7.5 minutes. This reduction in headway times will improve connectivity for our customers. Metro will continue to monitor and restructure its services to improve headways on bus and rail lines, as needed, as well as improve on-time performance on bus lines.

### Deferred Maintenance Capital Program

Metro is investing \$261 million in deferred maintenance to keep our assets in a state of good repair. Vehicle overhauls, vehicle mid-life services and replacement vehicle procurements for rail and buses are at the forefront of the program to mitigate the deferred maintenance backlog. Over one hundred projects are underway in FY14, including the purchase of 550 new buses, enhancement of our Light Rail fleet, rail station refurbishments, and improvements to signal systems. Over \$42 million is being invested in our older lines, with \$13 million on the Blue Line and \$29 million on the Red/Purple Line. The table to the right details the allocation to each of the modes.

Operating Capital by Mode (\$ in thousands)	Deferred Maintenance
Blue Line	\$ 13,474
Green Line	878
Red/Purple Line	28,881
Gold Line	1,113
<b>Rail Mode Subtotal</b>	<b>\$ 44,346</b>
<b>Bus Subtotal</b>	<b>\$ 168,382</b>
<b>Systemwide Subtotal</b>	<b>\$ 47,832</b>
<b>Deferred Maintenance Total</b>	<b>\$ 260,560</b>

We are recommending a Board Policy to establish a requirement that our assets be maintained in accordance with Manufacturer recommended standards and that the Board be notified of any instances of deferred maintenance.

### Safety & Security Capital Program

The safety of our passengers is critical and in FY14, \$37 million is being allocated to our Safety & Security capital projects. Systemwide camera and video enhancements will be made for improved security and \$20 million will be allocated to address safety improvements specifically on the Blue Line. Other projects include Pedestrian Swing gates, In-Roadway Warning Lights, Crossing Panels, sidewalk improvements and other signal system rehabilitation projects.

Operating Capital by Mode (\$ in thousands)	Safety & Security
Blue Line	\$ 19,934
Green Line	2,461
Red/Purple Line	2,146
Gold Line	-
<b>Rail Mode Subtotal</b>	<b>\$ 24,541</b>
<b>Bus Subtotal</b>	<b>\$ 533</b>
<b>Systemwide Subtotal</b>	<b>\$ 11,650</b>
<b>Safety &amp; Security Capital Total</b>	<b>\$ 36,724</b>

In FY14, Transit Security will be working on the following projects to enhance the safety of our patrons: mobile command vehicles will be purchased to assist operations and law enforcement during emergencies, additional service requirements will be performed by our private security, and increased coordination between the Los Angeles Sheriff's Department (LASD) and our security personnel will allow for strategic deployment of our resources.

We are planning to institute a Division Inspection program to improve division performance. These inspections will focus on safety, vehicle servicing and maintenance, vehicle condition and management at each of the divisions.



## Budget Highlights (continued)

### Transit and Highway Delivery

Metro is overseeing the largest public works program in America and is aggressively delivering Measure R projects. Below is the list of major projects underway in FY14.

Transit Projects	Highway Projects
<ul style="list-style-type: none"><li>• Expo Line Phase II is under construction</li><li>• The Notice to Proceed for Crenshaw/LAX Transit Corridor will be issued in FY14</li><li>• Construction is underway for Gold Line Foothill Extension</li><li>• Construction to commence on Regional Connector in early FY14</li><li>• Obtain Full Funding Grant Agreement for Westside Subway Extension</li><li>• Alternatives Analysis, Environmental Impact and/or Refinement Studies:<ul style="list-style-type: none"><li>➢ West Santa Ana Branch</li><li>➢ San Fernando East North/South</li><li>➢ Eastside Extension Phase II</li><li>➢ Green Line LAX Extension</li><li>➢ South Bay Metro Green Line Extension</li><li>➢ Sepulveda Pass Corridor</li></ul></li><li>• Improve the accessibility and safety of the Eastside Light Rail System.<ul style="list-style-type: none"><li>➢ Eastside Light Rail Access</li><li>➢ Eastside Quad Gate Study</li></ul></li></ul>	<ul style="list-style-type: none"><li>• Construction is underway:<ul style="list-style-type: none"><li>➢ I-5 Carmenita Rd Interchange</li><li>➢ I-5 South from 605 to Orange County</li><li>➢ I-10 HOV from I-605 to SR-57</li><li>➢ I-5 North Truck Lanes (Phase 1)</li></ul></li><li>• Environmental &amp; Planning Studies:<ul style="list-style-type: none"><li>➢ I-605 Hot Spots</li><li>➢ SR-710 North</li><li>➢ I-710 South and Early Action Projects</li><li>➢ High Desert Corridor</li></ul></li><li>• Continuing the Countywide Soundwall Projects</li><li>• Other projects underway are signal synchronization projects and Regional Surface Transportation enhancement projects</li><li>• Freeway Beautification Pilot Project to advance Los Angeles County by improving the maintenance and appearance of the freeway environment, focusing on graffiti abatement, debris removal and landscape maintenance.</li><li>• Service Authority for Freeway Emergencies (SAFE) continues with the Call Box System, Freeway Service Patrol, and Motorist Aid and Travel Information System (MATIS)</li></ul>

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

### Other Highlights

A Master Plan to develop Union Station is underway to enhance transit optimization, destination and connectivity at Union Station. Metro is also working on the Accelerated Regional Transportation Improvements (ARTI) project as a Public-Private Partnership Program (PPP), and working with Caltrans in delivering the Highway Goods Movement Package. Metro continues to work on the Countywide Sustainability Plan and various other projects, studies and initiatives to enhance transit planning, support system integration, continue efficient operations and maintain our assets in a state of good repair. The Bicycle Parking Capital Improvement Program System and Bikeway Initiative have been expanded.

### Next Generation

As we plan for the future of the organization, over \$8 million is being allocated to a variety of training programs focused on developing the next generation. We are extending the internship program and the Entry Level Training Program (ELTP), and continuing the Emerging Leaders Program, the Transportation Leadership Academy and other training and recruitment programs to allow for a smooth generational transition.

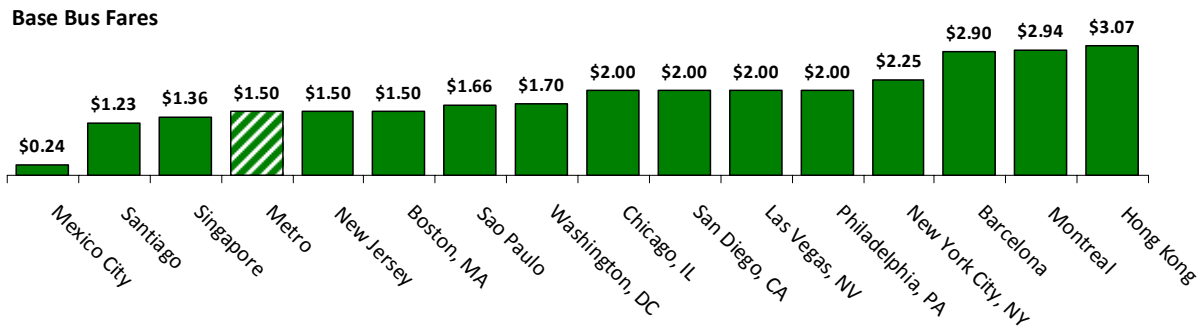
## Budget Highlights (continued)

### Long-Term Outlook

Looking ahead, we must embrace a range of solutions to make up the difference between subsidies, fare revenues and the costs to provide these services. Costs need to be equitably shared between taxpayers and public transit users. Otherwise, funds allocated for improving our transit system will go toward covering operating shortfalls, defeating Metro's objective of maintaining its fleet and infrastructure in a state of good repair. This could lead to more frequent service disruptions, reduced services and a decline in service quality for our customers.

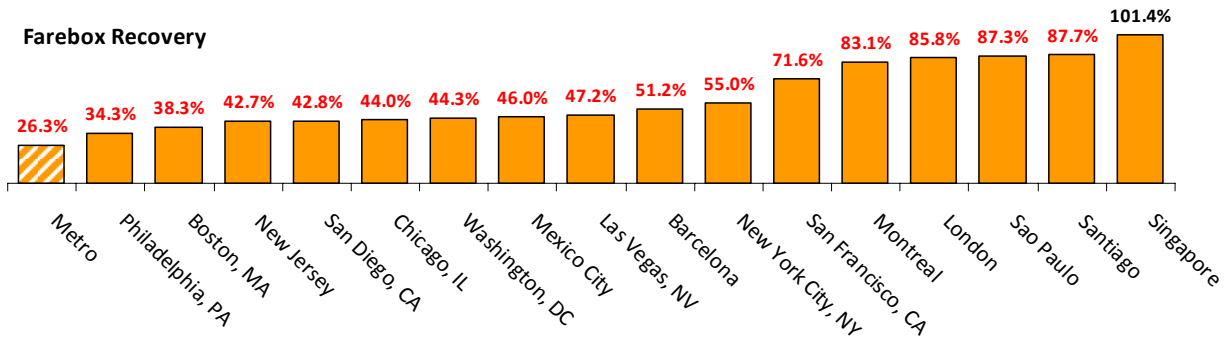
Metro's base fare (\$1.50) is among the lowest of any major transit agency in the world (Figure A).

**FIGURE A: Metro's fares are among the lowest of any major transit agency in the world**



Metro has the lowest fare recovery ratio among the major transit agencies in the world, covering just 26.3% of the cost of providing bus and rail service (Figure B).

**FIGURE B: Metro's fares cover the lowest percent of operating cost of any major transit agency in the world**



## Budget Highlights (continued)

Metro has the lowest base fare of \$1.50, the lowest average fare and the lowest fare recovery ratio of 26.3% compared to other transit agencies in the U.S. Not only does Metro offer low base fares, our heavily discounted fare structure offers even lower fares for 38% of passengers who receive discounted senior, disabled and student fares.

The table details how Metro's base fares (bus and rail), fare recovery ratios, average fares, and supplementary fares compare with other transit agencies. It is important to note that while Metro and New Jersey Transit offer the same base fare, New Jersey Transit's average fare is \$2.87 because they utilize distance-based fares.

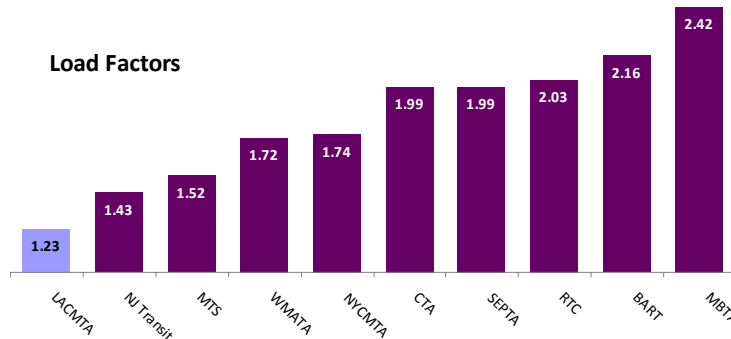
Agency	Fare				Supplementary Fares				
	Recovery Ratio	Average Fare	Base Bus Fare	Base Rail Fare	Bus			Distance-Based <sup>4</sup>	
					Express	Premium	Peak	Bus	Rail
San Francisco (BART)	71.6%	\$3.06	n/a	\$1.75					
NYC Transit (NYCT & MTABUS)	55.0%	1.00	2.25	2.25					
Las Vegas (RTC)	47.2%	1.07	2.00	n/a					
Washington (WMATA)	44.3%	1.43	1.70	1.95					
Chicago (CTA)	44.0%	0.99	2.00	2.25					
San Diego (MTS)	42.8%	1.04	2.00	2.00					
Boston (MBTA)	38.3%	0.96	1.50	2.00					
New Jersey (NJ Transit)	42.7%	2.87	1.50	1.50					
Philadelphia (SEPTA)	34.3%	0.88	2.00	2.00					
LA County (LACMTA)	26.3%	0.69	1.50	1.50					

 Supplemental fare structure offered

Based on 2010 NTD data.

In addition to low base fares, Metro maintains a low load factor. Metro's bus passenger loads are among the lowest of any major transit agency in the nation. Carrying lower passenger loads allows for less overcrowding, but increases operating costs. The chart (Figure D) shows the load factors of several transit agencies; all other agencies maintain higher loads than Metro's current load factor of 1.23.

**FIGURE D: LOAD FACTORS ARE LESS THAN PEER AGENCIES**



BART has no bus service; the figures reflect Heavy Rail service.

Given that Metro has the lowest fares in the nation, the lowest farebox recovery and maintains the lowest load factor, we are considering a modification to our fare policy. A variety of options, such as distance-based, time-based, and service-based are being explored. We are also evaluating service restructuring to complement the upcoming rail services.

We must begin modifying our fare policy. While our transit system has continued to expand, our fare growth has been minimal. Fares have increased by just 11% over 17 years, from \$1.35 in 1996 to our current fare of \$1.50, compared to a cumulative CPI increase of 45% over the same period. A fiscally responsible fare policy would incorporate gradual and periodic fare changes to prevent a much larger one-time fare increase in the future. Restructuring our fares and modifying our fare policy will help meet the increased operating costs of our expanded transit network. A Fare Policy and Restructuring Study is now underway to evaluate possible equitable fare options.

## FY14 Budget Assumptions

### Resource Assumptions:

- Sales tax revenue will grow by 5% over FY13 reforecast level based on UCLA's Anderson Forecast
- Measure R funds will be budgeted and expended in accordance with the Measure R Ordinance, project delivery schedules and cash flow needs.
- Fare revenues will decrease 0.1% from the FY13 adopted budget due to several factors including continuation of the discounted Day Pass remaining at \$5. This results in a farebox recovery ratio of 26.2% and fare revenue per boarding of \$0.70.
- Measure R 20% Bus Operating (\$139.5 million): Regionwide Bus will use all available Measure R 20% Bus Operating funds.
- New STA revenues in FY14 (\$115.5 million) will be used for regionwide bus and rail operations.

### Service Assumptions:

- The FY14 budget assumes added mid-day Orange Line service. As a result of the added Orange Line service and longer run times due to congestion on other bus lines, total bus service will increase by 192,899 Revenue Service Hours (RSH) or 2.8%. We will improve service quality by continuing the current level of maintenance activity and on-street supervision. This will improve the state of good repair and cleanliness, as well as reduce deferred maintenance of the bus fleet and continue to improve bus on-time performance.
- We will increase service on all existing rail lines as we improve weekend and operate later night service. We are improving mid-day headways from 12 to 7.5 minutes weekends on all Rail lines, and reducing headways from 8 PM to midnight on Expo and Gold Lines. Total rail service will increase 6.3% or 59,852 RSH in FY14.
- Additional Service Level Details are found under Service Statistics (see page 43).

BUS FY14 Bus Revenue Service Hours (RSH)	
Changes	RSH
FY13 Budget (Bus)	6,855,818
<u>Changes</u>	
Congestion mitigation	173,582
Orange Line	11,955
Silver Line	7,362
<b>TOTAL CHANGES</b>	<b>192,899</b>
<b>FY14 Budget (Bus)</b>	<b>7,048,717</b>
% Increase	2.80%

RAIL FY14 Rail Revenue Service Hours (RSH)			
Changes	Late Night Weekend		RSH
FY13 Budget (Rail)			952,503
<u>Changes</u>			
Blue Line	-	6,570	6,570
Green Line	-	770	770
Gold Line	11,392	1,650	13,042
Expo Line	6,415	480	6,895
Red Line	-	29,150	29,150
Other Minor Changes			3,425
<b>TOTAL CHANGES</b>	<b>17,807</b>	<b>38,620</b>	<b>59,852</b>
<b>FY14 Budget (Rail)</b>			<b>1,012,355</b>
% Increase			6.3%

## **FY14 Budget Assumptions (continued)**

### **Labor Assumptions:**

- 81 Full Time Equivalents (FTEs) were added to handle increased bus service hours, and rail weekend and extended late night service. All of the added FTEs are represented positions.
- Wage and salary increases are based on Board adopted contracts. No increase for non-represented employee wages is included in the budget.

### **Capital Assumptions:**

- Expand activity on Measure R transit and highway projects.
- Emphasize projects that increase safety and security while reducing bus and rail deferred maintenance backlog.
- Acquire zero emission buses, 40-foot and 45-foot replacement buses.
- Commence Light Rail and Heavy Rail vehicle midlife maintenance projects.

### **Areas of Risk:**

- Sales tax growth of 5% over the FY13 reforecast level.
- Continued STA funding.
- Full funding of MAP-21 including CMAQ and New Starts.
- Natural gas at 50¢ per therm, and other non-labor cost inflation at 1.9%.
- Timely issuance of Prop 1B bonds by the State. If not, funding is at risk for Crenshaw/LAX Corridor, Bus Acquisitions, Expo Phase II, Southwestern Maintenance Facility and other capital improvement projects.
- Federal sequestration may impact New Start funding of Measure R transit projects.

# Revenues

## Summary of Revenues

Revenues	(\$ in millions)	FY13 Budget	FY14 Proposed	% Change FY13 to FY14
1	<u>Sales Tax, TDA and STA Revenues</u> <sup>(1)</sup>			
2	Proposition A	\$ 674.6	\$ 708.4	5.0%
3	Proposition C	674.6	708.4	5.0%
4	Measure R	674.6	708.4	5.0%
5	Transportation Development Act (TDA)	337.3	354.2	5.0%
6	State Transit Assistance (STA)	123.6	115.5	-6.6%
7	<b>Subtotal Sales Tax, TDA, &amp; STA Revenues</b>	<b>\$ 2,484.7</b>	<b>\$ 2,594.9</b>	<b>4.4%</b>
8	<u>Operating &amp; Other Revenues</u>			
9	Passenger Fares	\$ 345.3	\$ 345.1	-0.1%
10	ExpressLane Tolls	11.0	12.4	12.7%
11	Advertising	24.3	20.5	-15.6%
12	Other Revenues <sup>(2)</sup>	48.7	72.2	48.3%
13	<b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 429.3</b>	<b>\$ 450.2</b>	<b>4.9%</b>
14	<u>Capital and Bond Resources</u>			
15	Grants Reimbursements <sup>(3)</sup>	\$ 1,090.1	\$ 987.4	-9.4%
16	Bond Proceeds and Carryover Resources <sup>(4)</sup>	571.0	858.6	50.4%
17	<b>Subtotal Capital and Bond Resources</b>	<b>\$ 1,661.1</b>	<b>\$ 1,846.0</b>	<b>11.1%</b>
18	<b>Total Revenues</b>	<b>\$ 4,575.1</b>	<b>\$ 4,891.1</b>	<b>6.9%</b>
19	Agencywide Expenditures	\$ 4,575.1	\$ 4,891.1	6.9%
20	<b>(Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Sales Tax and TDA Revenues for FY13 Budget represent reforecasted levels based on UCLA's Anderson School Update

<sup>(2)</sup> Other Revenues includes lease revenues, legal settlements, vending revenues, film revenues, investment income, county buy down, auto registration fees, transit court fees, CNG credits, and other miscellaneous revenues.

<sup>(3)</sup> Includes grant reimbursement of preventative maintenance operating capital cost and highway capital costs.

<sup>(4)</sup> Represents use of bond proceeds and sales tax revenue received and unspent in prior years.

## Sales Tax, TDA and STA Revenue

	FY13 Budget	FY13 Rerecasted	FY14 Proposed	\$ Change from FY13 Rerecast	% Change from FY13 Rerecast	Eligible for Operating
<b>Type of Revenue (\$ in millions)</b>						
1	<u>Proposition A</u>					
2	\$ 31.5	\$ 33.7	\$ 35.4	\$ 1.7	5.0%	
3	149.5	160.2	168.2	8.0	5.0%	
4	209.1	224.4	235.6	11.2	5.0%	Eligible
5	40% Discretionary					
6	227.2	243.5	255.7	12.2	5.0%	Eligible
7	12.0	12.8	13.5	0.7	5.0%	
8	<b>\$ 629.3</b>	<b>\$ 674.6</b>	<b>\$ 708.4</b>	<b>\$ 33.8</b>	<b>5.0%</b>	
9	<u>Proposition C</u>					
10	\$ 9.4	\$ 10.1	\$ 10.6	\$ 0.5	5.0%	
11	31.0	33.2	34.9	1.7	5.0%	Eligible
12	62.0	66.5	69.8	3.3	5.0%	
13	124.0	132.9	139.6	6.7	5.0%	
14	155.0	166.1	174.4	8.3	5.0%	
15	247.9	265.8	279.1	13.3	5.0%	Eligible
16	<b>\$ 629.3</b>	<b>\$ 674.6</b>	<b>\$ 708.4</b>	<b>\$ 33.8</b>	<b>5.0%</b>	
17	<u>Measure R</u>					
18	\$ 9.4	\$ 10.1	\$ 10.6	\$ 0.5	5.0%	
19	12.4	13.3	14.0	0.7	5.0%	
20	18.6	19.9	20.9	1.0	5.0%	
21	31.0	33.2	34.9	1.7	5.0%	Eligible
22	92.9	99.7	104.8	5.1	5.0%	
23	124.0	132.9	139.5	6.6	5.0%	Eligible
24	124.0	132.9	139.5	6.6	5.0%	
25	217.0	232.6	244.2	11.6	5.0%	
26	<b>\$ 629.3</b>	<b>\$ 674.6</b>	<b>\$ 708.4</b>	<b>\$ 33.8</b>	<b>5.0%</b>	
27	<u>Transportation Development Act (TDA)</u>					
28	\$ 8.5	\$ 8.5	\$ 8.5	\$ -	0.0%	
29	6.1	6.5	6.9	0.4	6.2%	
30	282.0	302.9	316.8	13.9	4.6%	Eligible
31	18.1	19.4	22.0	2.6	13.4%	
32	<b>\$ 314.7</b>	<b>\$ 337.3</b>	<b>\$ 354.2</b>	<b>\$ 16.9</b>	<b>5.0%</b>	
33	<u>State Transit Assistance (STA)</u>					
34	\$ 68.4	\$ 68.4	\$ 64.1	\$ (4.3)	-6.3%	Eligible
35	55.2	55.2	51.4	(3.8)	-6.9%	Eligible
36	<b>\$ 123.6</b>	<b>\$ 123.6</b>	<b>\$ 115.5</b>	<b>\$ (8.1)</b>	<b>-6.6%</b>	
37	<b>\$ 2,326.2</b>	<b>\$ 2,484.7</b>	<b>\$ 2,594.9</b>	<b>\$ 110.2</b>	<b>4.4%</b>	

	FY13 Budget	FY13 Rerecasted	FY14 Proposed	\$ Change from FY13 Rerecast	% Change from FY13 Rerecast
38	<b>Revenues Eligible for Bus &amp; Rail Operating</b>				
39	\$ 436.3	\$ 467.9	\$ 491.3	\$ 23.4	5.0%
40	278.9	299.0	314.0	15.0	5.0%
41	155.0	166.1	174.4	8.3	5.0%
42	282.0	302.9	316.8	13.9	4.6%
43	123.6	123.6	115.5	(8.1)	-6.6%
44	<b>\$ 1,275.8</b>	<b>\$ 1,359.5</b>	<b>\$ 1,412.0</b>	<b>\$ 52.5</b>	<b>3.9%</b>

Note: Totals may not add due to rounding.



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# Expenditures

## Summary of Expenditures by Department

Expenditures by Department (\$ in millions)	FY13 Budget	FY14 Proposed	Change	
			\$	%
1 Operations	\$ 1,474.9	\$ 1,484.8	\$ 9.9	0.7%
2 Countywide Planning	160.3	213.2	53.0	33.1%
3 Highway Project Delivery	202.7	277.8	75.1	37.0%
4 Transit Project Delivery	1,155.3	1,312.4	157.1	13.6%
5 Communications	33.9	32.2	(1.8)	-5.2%
6 Economic Development	127.5	60.0	(67.5)	-53.0%
7 Administrative Services	115.3	117.0	1.7	1.4%
8 Financial Services	245.4	247.5	2.1	0.8%
9 Management Audit Services	5.2	5.3	-	0.9%
10 Board of Directors	23.0	28.4	5.4	23.7%
11 Chief Executive Office	1,031.5	1,112.5	81.0	7.9%
<b>12 Total Expenditures</b>	<b>\$ 4,575.1</b>	<b>\$ 4,891.1</b>	<b>\$ 316.0</b>	<b>6.9%</b>

## Summary of Expenditures by Type

Expenditure by Type (\$ in millions)	FY13 Budget	FY14 Proposed	Change	
			\$	%
13 Salaries and Benefit	\$ 887.0	\$ 921.7	\$ 34.8	3.9%
14 Asset Acquisitions for Transit & Highway Projects	1,081.6	1,145.2	63.6	5.9%
15 Professional Services & Advertising	666.1	630.2	(35.9)	-5.4%
16 Regional Transit/Highway Subsidies	1,018.8	1,249.2	230.4	22.6%
17 Maintenance & Security Contracts	260.2	272.8	12.7	4.9%
18 Materials & Supplies	217.9	223.8	5.9	2.7%
19 Insurance / Taxes / PLPD / Workers' Comp	86.1	91.8	5.8	6.7%
20 Training & Travel	4.8	6.0	1.3	26.5%
21 As-Needed/ Interns / ELTPs	10.5	10.0	(0.5)	-4.4%
22 Debt	342.2	340.3	(2.0)	-0.6%
<b>23 Total Expenditures</b>	<b>\$ 4,575.1</b>	<b>\$ 4,891.1</b>	<b>\$ 316.0</b>	<b>6.9%</b>

Note: Totals may not add due to rounding.

## Summary of Expenditures by Program

Program Type <sup>(1)</sup>	(\$ in millions)	FY13 Budget	FY14 Proposed	\$ Change from FY13	% Change from FY13
<b>1 Metro Operations:</b>					
2 Bus		\$ 934.3	\$ 973.0	\$ 38.7	4.1%
3 Rail		330.5	342.7	12.2	3.7%
4 Regional Activities		24.9	23.2	(1.7)	-6.8%
<b>5 Metro Operations</b>		<b>1,289.7</b>	<b>1,338.9</b>	<b>49.2</b>	<b>3.8%</b>
<b>6 Transit Capital:</b>					
7 Construction		1,099.4	1,148.6	49.2	4.5%
8 Operating Capital		433.8	366.8	(67.0)	-15.4%
<b>9 Transit Capital</b>		<b>1,533.2</b>	<b>1,515.4</b>	<b>(17.8)</b>	<b>-1.2%</b>
<b>10 Total Metro Operations and Transit Capital</b>		<b>2,822.9</b>	<b>2,854.3</b>	<b>31.4</b>	<b>1.1%</b>
<b>11 Highway Programs:</b>					
12 Capital Projects		212.3	258.3	46.0	21.7%
13 Subsidy Program		77.8	182.3	104.5	134.3%
<b>14 Highway Programs</b>		<b>290.1</b>	<b>440.6</b>	<b>150.5</b>	<b>51.9%</b>
<b>15 Regional Subsidy Funding Programs:</b>					
16 Regional Transit		422.4	479.1	56.7	13.4%
17 Local Agencies		477.2	529.2	52.0	10.9%
18 Wilshire BRT		21.2	30.9	9.7	45.8%
19 Federal Pass Throughs		9.8	17.2	7.4	75.5%
20 Fare Assistance		10.5	10.5	-	0.0%
<b>21 Regional Subsidy Funding Programs</b>		<b>941.1</b>	<b>1,066.9</b>	<b>125.8</b>	<b>13.4%</b>
<b>22 Freeway Services:</b>					
23 Freeway Service Patrol		28.0	32.4	4.4	15.7%
24 ExpressLanes		13.7	15.2	1.5	10.9%
25 Kenneth Hahn Call Box Program		12.5	11.7	(0.8)	-6.4%
26 Regional Intelligent Transportation System		3.9	3.6	(0.3)	-7.7%
27 Rideshare Services		9.2	10.2	1.0	10.9%
<b>28 Freeway Services</b>		<b>67.3</b>	<b>73.1</b>	<b>5.8</b>	<b>8.6%</b>
<b>29 General Planning and Programs</b>					
30 Programs and Studies		26.7	26.8	0.1	0.4%
31 General Planning and Programming		40.4	47.8	7.4	18.3%
32 Legal, Audit, Transit Court, Oversight and Other		30.2	29.6	(0.6)	-2.0%
33 Property Management & Development		16.9	19.5	2.6	15.4%
<b>34 General Planning and Programs</b>		<b>114.2</b>	<b>123.7</b>	<b>9.5</b>	<b>8.3%</b>
<b>35 Debt Service</b>		<b>339.5</b>	<b>332.5</b>	<b>(7.0)</b>	<b>-2.1%</b>
<b>36 Total Expenditures</b>		<b>\$ 4,575.1</b>	<b>\$ 4,891.1</b>	<b>\$ 316.0</b>	<b>6.9%</b>

Note: Totals may not add due to rounding

<sup>(1)</sup> Combines related program costs regardless of GAAP reporting criteria used for fund financial presentation.

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**FTEs**

### Summary of FTEs by Department

	<b>FTEs by Department</b>	<b>FY13 Budget</b>	<b>FY14 Proposed</b>	<b>Change from FY13</b>
1	Operations	7,490	7,571	81
2	Countywide Planning	101	101	-
3	Highway Project Delivery	29	29	-
4	Transit Project Delivery	128	128	-
5	Communications	211	211	-
6	Economic Development	24	24	-
7	Administrative Services	534	534	-
8	Financial Services	180	180	-
9	Management Audit Services	21	21	-
10	Board of Directors	37	37	-
11	Chief Executive Office	279	279	-
12	<b>Total FTEs</b>	<b>9,034</b>	<b>9,115</b>	<b>81</b>
13	<b>Sub-Total Agencywide Non-Contract</b>	<b>1,239</b>	<b>1,239</b>	<b>-</b>
14	<b>Sub-Total Agencywide Union</b>	<b>7,795</b>	<b>7,876</b>	<b>81</b>
15	<b>Total FTEs</b>	<b>9,034</b>	<b>9,115</b>	<b>81</b>

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## FTEs by Department Detail

FTEs by Department Detail		FY13 Budget	FY14 Proposed	Change from FY13
1	<u>Operations</u>			
2	Transportation	4,593	4,656	63
3	Maintenance	2,072	2,090	18
4	Rail Fleet Services	394	394	-
5	Rail Maintenance of Way & Engineering	278	278	-
6	Service Development	128	128	-
7	Transit Capital Projects	25	25	-
8	<b>Total Operations</b>	<b>7,490</b>	<b>7,571</b>	<b>81</b>
9	Non-Contract	269	269	-
10	Union	7,221	7,302	81
11	<b>Total Operations by Representation</b>	<b>7,490</b>	<b>7,571</b>	<b>81</b>
12	<u>Countywide Planning</u>			
13	Executive Office Regional Transportation Planning	3	3	-
14	Long Range Planning & Coordination	21	21	-
15	Transp. Dev. & Implm. (Central/East/SE Region)	18	18	-
16	Transp. Dev. & Implm. (North/West/SW Region)	19	19	-
17	Regional Capital Development	29	29	-
18	Strategic Initiatives Department	11	11	-
19	<b>Total Countywide Planning</b>	<b>101</b>	<b>101</b>	<b>-</b>
20	Non-Contract	101	101	-
21	Union	-	-	-
22	<b>Total Countywide Planning by Representation</b>	<b>101</b>	<b>101</b>	<b>-</b>
23	<u>Highway Project Delivery</u>			
24	Executive Office, Highway Project Delivery	20	20	-
25	Motorist Services	9	9	-
26	<b>Total Highway Project Delivery</b>	<b>29</b>	<b>29</b>	<b>-</b>
27	Non-Contract	29	29	-
28	Union	-	-	-
29	<b>Total Highway Project Delivery by Representation</b>	<b>29</b>	<b>29</b>	<b>-</b>
30	<u>Transit Project Delivery</u>			
31	Executive Office, Transit Project Delivery	29	31	2
32	Construction	38	37	(1)
33	Engineering	49	48	(1)
34	Quality Management	12	12	-
35	<b>Total Transit Project Delivery</b>	<b>128</b>	<b>128</b>	<b>-</b>
36	Non-Contract	127	127	-
37	Union	1	1	-
38	<b>Total Transit Project Delivery by Representation</b>	<b>128</b>	<b>128</b>	<b>-</b>
39	<u>Communications</u>			
40	Executive Office, Communications	6	7	1
41	Customer Communications	29	30	1
42	Customer Relations	100	100	-
43	Regional Communications	23	23	-
44	Public Relations	7	7	-
45	Creative Services	18	16	(2)
46	Customer Programs & Services	28	28	-
47	<b>Total Communications</b>	<b>211</b>	<b>211</b>	<b>-</b>
48	Non-Contract	84	84	-
49	Union	127	127	-
50	<b>Total Communications by Representation</b>	<b>211</b>	<b>211</b>	<b>-</b>
51	<u>Economic Development</u>			
52	New Business Development	7	7	-
53	Real Estate Administration	17	17	-
54	<b>Total Economic Development</b>	<b>24</b>	<b>24</b>	<b>-</b>
55	Non-Contract	24	24	-
56	Union	-	-	-
57	<b>Total Economic Development by Representation</b>	<b>24</b>	<b>24</b>	<b>-</b>

## FTEs by Department Detail (continued)

FTEs by Department Detail		FY13 Budget	FY14 Proposed	Change from FY13
58	<u>Administrative Services</u>			
59	Chief Admin Services Office	28	28	-
60	Diversity & Economic Opportunity	18	18	-
61	Human Services	135	135	-
62	Procurement & Supply Chain Management	232	232	-
63	Information Technology Services	121	121	-
64	<b>Total Administrative Services</b>	<b>534</b>	<b>534</b>	<b>-</b>
65	Non-Contract	258	258	-
66	Union	276	276	-
67	<b>Total Administrative Services by Representation</b>	<b>534</b>	<b>534</b>	<b>-</b>
68	<u>Financial Services</u>			
69	Accounting	67	67	-
70	Finance & Treasury	66	66	-
71	Risk Management	47	47	-
72	<b>Total Financial Services</b>	<b>180</b>	<b>180</b>	<b>-</b>
73	Non-Contract	115	115	-
74	Union	65	65	-
75	<b>Total Financial Services by Representation</b>	<b>180</b>	<b>180</b>	<b>-</b>
76	<u>Management Audit Services</u>			
77	Management Audit Services	21	21	-
78	<b>Total Management Audit Services</b>	<b>21</b>	<b>21</b>	<b>-</b>
79	Non-Contract	21	21	-
80	Union	-	-	-
81	<b>Total Management Audit Services by Representation</b>	<b>21</b>	<b>21</b>	<b>-</b>
82	<u>Board of Directors</u>			
83	Office of Board Secretary	11	11	-
84	County Counsel	3	3	-
85	Ethics Office	7	7	-
86	Inspector General	16	16	-
87	<b>Total Board of Directors</b>	<b>37</b>	<b>37</b>	<b>-</b>
88	Non-Contract	37	37	-
89	Union	-	-	-
90	<b>Total Board of Directors by Representation</b>	<b>37</b>	<b>37</b>	<b>-</b>
91	<u>Chief Executive Office</u>			
92	Chief Executive Office	7	7	-
93	Board Relation, Policy & Research Service	15	15	-
94	Corporate Safety	28	28	-
95	Transit Security	109	109	-
96	Government and Community Relations	10	10	-
97	Regional Rail	7	7	-
98	Labor/Employee Relations	12	12	-
99	Office of Management & Budget	29	29	-
100	Congestion Reduction Demonstration Project	4	4	-
101	Program Management	36	36	-
102	Strategic Workforce Planning	5	5	-
103	TAP Operations	17	17	-
104	<b>Total Chief Executive Office</b>	<b>279</b>	<b>279</b>	<b>-</b>
105	Non-Contract	174	174	-
106	Union	105	105	-
107	<b>Total Chief Executive Office by Representation</b>	<b>279</b>	<b>279</b>	<b>-</b>
108	<b>Total Agencywide Non-Contract</b>	<b>1,239</b>	<b>1,239</b>	<b>-</b>
109	<b>Total Agencywide Union</b>	<b>7,795</b>	<b>7,876</b>	<b>81</b>
110	<b>Grand Total</b>	<b>9,034</b>	<b>9,115</b>	<b>81</b>

Note: Totals may not add due to rounding.

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# Capital

## Capital Program

Capital Project Category	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Notes
1	<b>Measure R Component of Capital Program:</b>				
2	<b>Measure R Transit Construction Projects:</b>				
3	Crenshaw/LAX Light Rail Transit	\$ 103,325	\$ 263,034	\$ 1,762,900	
4	Gold Line Foothill Extension	343,455	167,830	741,000	
5	Orange Line Extension	137,201	1,584	215,600	
6	Purple Line Subway Extension	117,627	184,878	311,025	1
7	Regional Connector	65,857	130,430	196,287	1
8	Expo Blvd Light Rail Transit Phase I	862,957	516	930,625	
9	Expo Blvd Light Rail Transit Phase II	459,429	373,528	1,527,260	
10	<b>Measure R Transit Planning Projects:</b>				
11	Airport Metro Connector	\$ 5,154	\$ 2,781	\$ 7,935	2
12	Eastside Extension Phase II	18,412	3,034	21,446	2
13	Eastside Light Rail Access	2,481	5,572	8,054	2
14	Green Line Ext: Redondo to South Bay	5,230	5,070	10,300	2
15	San Fernando Valley East N/S Rapidways	4,657	3,125	7,782	2
16	Sepulveda Pass Transit Corridor	2,093	4,679	6,772	2
17	West Santa Ana Branch Corridor	434	2,512	2,946	2
18	<b>Subtotal Measure R Component of Capital Program</b>	<b>\$ 2,128,310</b>	<b>\$ 1,148,573</b>	<b>\$ 5,749,932</b>	<b>3</b>

Note: Totals may not add due to rounding

Note 1: Construction project funded annually: no Board Adopted LOP established at time of publication.

Note 2: No Board Adopted LOP during planning phase: project is funded on an annual basis.

Note 3: Measure R component total represents first decade planning and construction efforts only.

## Capital Program (continued)

Capital Project Category	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Notes
<b>Operating Component of Capital Program:</b>					
<b>Safety &amp; Security Projects</b>					
21	Blue Line Safety	\$ 58,193	\$ 19,934	\$ 103,720	
22	Green Line Safety	59	2,461	11,400	
23	Red Line Safety	6	2,146	6,380	
24	Bus Safety	101	533	3,700	
25	Systemwide Security	18,202	11,649	58,126	
<b>Deferred Maintenance</b>					
27	Bus	\$ 250,228	\$ 168,382	\$ 799,034	
28	Blue Line	124,698	13,474	390,223	
29	Green Line	394	878	1,942	
30	Red Line	53,990	28,881	358,033	
31	Gold Line	454	1,113	11,297	
32	Infrastructure	15,418	10,103	82,029	
33	Systemwide	21,321	37,730	102,285	
<b>Capital Improvements Infrastructure</b>					
35	Bus	\$ 34,569	\$ 40,393	\$ 147,614	
36	ExpressLanes Tollways & Facilities	175,554	6,645	196,796	
37	Blue Line	-	249	8,000	
38	Green Line	-	273	10,900	
39	Red/Purple Line	26,490	6,999	53,906	
40	Gold Line Capital Improvements & Closeouts	945,017	4,288	968,044	
41	Support Infrastructure	5,493	7,765	68,192	
42	Systemwide Capital	110,020	2,882	141,490	
43	<b>Subtotal Operating Component of Capital Program</b>	<b>\$ 1,840,207</b>	<b>\$ 366,778</b>	<b>\$ 3,523,110</b>	
44					
45	<b>Total Capital Program</b>	<b>\$ 3,968,517</b>	<b>\$ 1,515,351</b>	<b>\$ 9,273,042</b>	

Note: Totals may not add due to rounding

### FY14 PROPOSED OPERATING CAPITAL SUMMARY BY MODE

Operating Capital By Mode	(\$ in thousands)	Safety & Security	Deferred Maintenance	Capital Improvements	Mode Total
<b>Mode:</b>					
2	Blue Line	\$ 19,934	\$ 13,474	\$ 249	\$ 33,657
3	Green Line	2,461	878	273	3,612
4	Red/Purple Line	2,146	28,881	6,999	38,026
5	Gold Line	-	1,113	4,288	5,401
6	Bus	533	168,382	40,393	209,308
7	ExpressLanes Tollways & Facilities	-	-	6,645	6,645
8	Support Infrastructure	-	10,103	7,765	17,868
9	Systemwide	11,649	37,730	2,882	52,261
10	<b>Operating Capital Total</b>	<b>\$ 36,723</b>	<b>\$ 260,560</b>	<b>\$ 69,494</b>	<b>\$366,778</b>

Note: Totals may not add due to rounding

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# **Regional Subsidy Funding Program**



## Summary of Regional Subsidy Funding Program

Regional Subsidy Funding Program (\$ in millions)	FY13 Budget	FY14 Proposed	\$ Change from FY13	% Change from FY13
<b>Regional Transit:</b>				
Municipal and Local Operators	\$ 287.2	\$ 333.2	\$ 46.0	16.0%
Access Services	57.0	66.8	9.9	17.3%
Metrolink	78.2	79.1	0.8	1.0%
<b>Regional Transit Subtotal</b>	<b>\$ 422.4</b>	<b>\$ 479.1</b>	<b>\$ 56.7</b>	<b>13.4%</b>
<b>Local Agencies:</b>				
<b>Allocation by Population:</b>				
Proposition A Local Return	\$ 149.5	\$ 168.2	\$ 18.8	12.6%
Proposition C Local Return	124.0	139.6	15.6	12.6%
Measure R Local Return	93.0	104.7	11.7	12.6%
Transportation Development Act Article 3	6.3	7.4	1.1	18.1%
Transportation Development Act Article 8	19.1	23.5	4.5	23.4%
Allocation by Population Subtotal	\$ 391.7	\$ 443.4	\$ 51.7	13.2%
<b>Call for Projects:</b>				
Regional Surface Trans	\$ 55.9	\$ 62.4	\$ 6.5	11.7%
Local Traffic System	20.2	12.3	(7.9)	-39.2%
Regional Bikeways	0.8	0.6	(0.2)	-24.8%
Transportation Demand Mgmt.	2.0	2.2	0.2	9.9%
Transportation Enhancement Act	-	0.9	0.9	100.0%
Bus Capital Operations	1.2	1.0	(0.2)	-15.4%
Local Transportation Projects	0.2	-	(0.2)	-105.6%
Call for Projects Subtotal	\$ 80.2	\$ 79.4	\$ (0.8)	-1.1%
Transit Oriented Development	\$ 5.2	\$ 6.4	\$ 1.2	23.8%
<b>Local Agencies Subtotal</b>	<b>\$ 477.2</b>	<b>\$ 529.2</b>	<b>\$ 52.1</b>	<b>10.9%</b>
<b>Wilshire BRT Project:</b>				
Wilshire Bus Lane Project	\$ 0.2	\$ 0.3	\$ 0.1	44.4%
Very Small Wilshire Bus Lane	7.7	15.1	7.4	96.4%
Metro Rapid Bus.	6.6	5.1	(1.5)	-22.7%
Gap Closure Project	6.6	10.3	3.7	56.1%
<b>Wilshire BRT Project Subtotal</b>	<b>\$ 21.2</b>	<b>\$ 30.9</b>	<b>\$ 9.7</b>	<b>45.8%</b>
<b>Federal Pass Throughs:</b>				
Regional Grantee-FTA	\$ 5.2	\$ 5.2	\$ -	0.0%
JARC Program Capital & Operating	1.9	5.0	3.2	166.6%
New Freedom Capital & Operating	1.0	4.8	3.7	374.1%
Highway Pass Through Program	1.7	2.2	0.5	29.4%
<b>Federal Pass Throughs Subtotal</b>	<b>\$ 9.8</b>	<b>\$ 17.2</b>	<b>\$ 7.4</b>	<b>75.6%</b>
<b>Fare Assistance:</b>				
Immediate Needs Transportation	\$ 5.0	\$ 5.0	\$ -	0.0%
Rider Relief	5.0	5.0	-	0.0%
Shore/General Relief Tokens	0.5	0.5	-	0.0%
<b>Fare Assistance Subtotal</b>	<b>\$ 10.5</b>	<b>\$ 10.5</b>	<b>\$ -</b>	<b>0.0%</b>
<b>Regional Subsidy Funding Program Total</b>	<b>\$ 941.0</b>	<b>\$ 1,066.9</b>	<b>\$ 125.9</b>	<b>13.4%</b>

Note: Totals may not add due to rounding.

# Debt

## Current Year Debt Service Expense

	FY13 Budget			FY14 Proposed		
	Bus	Rail	Total	Bus	Rail	Total
(\$ in thousands)						
<b>1 Funding Demand of Debt Service</b>						
2 Resources						
3 Proposition A 35 Rail Set Aside <sup>(1)</sup>	\$ 2,237.5	\$ 152,012.1	\$ 154,249.6	\$ 2,319.9	\$ 157,611.7	\$ 159,931.6
4 Proposition A 40 Discretionary	34.0	2,310.5	2,344.5	34.0	2,310.4	2,344.4
5 Proposition C 40 Discretionary	11,066.5	70,414.6	81,481.1	10,020.4	63,758.2	73,778.6
6 Proposition C 10 Commuter Rail	1,752.4	11,150.0	12,902.3	1,871.0	11,904.7	13,775.7
7 Proposition C 25 Street & Highways	4,911.2	31,249.2	36,160.4	4,844.1	30,822.4	35,666.5
8 Transportation Development Act Article 4	2,364.3	-	2,364.3	1,534.5	-	1,534.5
9 Measure R Transit Capital - New Rail 35%	-	43,632.9	43,632.9	-	43,835.9	43,835.9
10 Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-
11 Measure R Transit Capital - Metro Rail 2%	-	-	-	-	-	-
12 Measure R Highway Capital 20%	-	-	-	-	-	-
13 Measure R BAB Federal Subsidy	-	11,112.8	11,112.8	-	11,112.8	11,112.8
14 Proposition A35 Rail Set Aside (CRA Debt)	-	-	2,179.5	-	-	2,183.0
<b>15 Total Funding Demand of Debt Service</b>	<b>22,365.8</b>	<b>321,881.9</b>	<b>346,427.3</b>	<b>20,623.8</b>	<b>321,356.1</b>	<b>344,162.9</b>
16 (Premium)/Discount Amortization <sup>(2)</sup>	15.2	(6,990.4)	(6,975.2)	(414.2)	(11,291.0)	(11,705.2)
<b>17 Total Debt Service Expense</b>	<b>22,381.0</b>	<b>314,891.5</b>	<b>339,452.1</b>	<b>20,209.6</b>	<b>310,065.1</b>	<b>332,457.7</b>
<b>18 Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

### Long Term Enterprise Fund Debt Service Obligations

	Beginning FY13 Balance			Beginning FY14 Balance		
	Bus	Rail	Total	Bus	Rail	Total
(\$ in thousands)						
<b>19 Outstanding Principal Balance</b>						
20 Proposition A	\$ 20,392.6	\$ 1,385,450.4	\$ 1,405,843.0	\$ 19,218.5	\$ 1,305,681.5	\$ 1,324,900.0
21 Proposition C	153,963.1	979,644.9	1,133,608.0	143,263.6	911,565.4	1,054,829.0
22 Measure R	-	717,210.0	717,210.0	-	701,935.0	701,935.0
23 Transportation Development Act Article 4	8,488.2	-	8,488.2	6,123.9	-	6,123.9
24 Proposition A35 Rail Set Aside (CRA Debt)	-	-	22,690.0	-	-	20,510.5
<b>25 Total Outstanding Principal Balance <sup>(3)</sup></b>			<b>\$ 3,287,839.2</b>			<b>\$ 3,108,298.4</b>

### Measure R Bond Proceeds

	FY11	FY12	FY13	FY14
(\$ in thousands)				
<b>27 Bond Proceeds Beginning Balance <sup>(4)</sup></b>	<b>\$750,404.4</b>	<b>\$623,017.9</b>	<b>\$341,811.4</b>	<b>\$132,731.2</b>
<b>28 Proceeds to Fund Measure R Projects</b>				
29 Eastern Maintenance Facility <sup>(5)</sup>	-	77,982.7	13,422.7	-
30 Crenshaw/LAX Transit Corridor	-	16,310.3	8,613.0	-
31 System Project	-	-	9,576.9	-
32 Gold Line Foothill Extension	-	100,880.2	64,597.9	83,000.0
33 Expo Blvd LRT Construction Phase II - Metro	64,001.2	15,120.0	17,382.9	11,249.5
34 Expo Blvd LRT Construction Phase II - Expo <sup>(5)</sup>	63,385.4	70,913.3	95,486.8	38,481.6
<b>35 Total Proceeds to Fund Measure R Projects</b>	<b>127,386.6</b>	<b>281,206.5</b>	<b>209,080.2</b>	<b>132,731.1</b>
<b>36 Bond Proceeds Ending Balance <sup>(4)</sup></b>	<b>\$623,017.9</b>	<b>\$341,811.4</b>	<b>\$ 132,731.2</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$3.6 million in FY13 and \$10.1 million in FY14.

<sup>(2)</sup> Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument.

<sup>(3)</sup> The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5 million Debt Service and \$148.7 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the Federally Approved overhead allocation process.

<sup>(4)</sup> Measure R Bond was issued in November 2010.

<sup>(5)</sup> Metro is planning to issue additional Measure R Transit Capital - New Rail 35% Bond of \$54.3 million for Expo Phase II and Measure R Transit Capital - Metro Rail 2% Bond of \$36 million for Eastern Maintenance Facility in FY14.

# Measure R

## FY14 Measure R Ordinance

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

(\$ in millions)			A	B	C	D=A+B-C	
Subfund	Expenditure Program	% of Sales Tax	Estimated Beginning Fund Balance	New Revenue	Expenditures	Estimated Ending Fund Balance	
1	Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	\$ 537.1	\$ 244.2	\$ 616.2 <sup>(1)</sup>	\$ 165.1
2	Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20.0%	303.8	139.6	139.3	304.0
3	Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2.0%	19.0	14.0	21.3	11.7
4	Operations	Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion	20.0%	17.7	139.6	147.5	9.8
5	Operations	Rail Operations (New Transit Projects Operations and Maintenance)	5.0%	94.6	34.9	48.0	81.5
6	Administration	Administration	1.5%	19.3	10.6	7.0	22.9
7	Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3.0%	47.0	20.9	18.0	49.9
8	Local Return	See footnote <sup>(2)</sup>	15.0%	-	104.7	104.7	-
9	<b>Subtotal Measure R Projects Funding Plan from Sales Tax Revenues</b>			<b>\$ 1,038.5</b>	<b>\$ 708.4</b>	<b>\$ 1,102.0</b>	<b>\$ 644.9</b>
10	Measure R Transit Capital 2% Bond Proceeds <sup>(3)</sup>			-	36.0	36.0	-
11	Measure R Transit Capital 35% Bond Proceeds <sup>(3)</sup>			132.7	54.3	187.1	-
12	<b>Subtotal Measure R Projects Funding Plan from Bond Proceeds</b>			<b>\$ 132.7</b>	<b>\$ 90.3</b>	<b>\$ 223.1</b>	<b>\$ -</b>
13	<b>Subtotal Measure R Projects Funding Plan from Measure R Sources</b>			<b>\$ 1,171.3</b>	<b>\$ 798.7</b>	<b>\$ 1,325.0</b>	<b>\$ 644.9</b>
14	<b>Subtotal Measure R Projects Funding Plan Advanced from Other Funding Sources <sup>(4)</sup></b>			<b>\$ -</b>	<b>\$ 482.7</b>	<b>\$ 482.7</b>	<b>\$ -</b>
15	<b>Total Measure R Projects Funding Plan</b>			<b>\$ 1,171.3</b>	<b>\$ 1,281.5</b>	<b>\$ 1,807.8</b>	<b>\$ 644.9</b>

Note: Totals may not add due to rounding.

<sup>(1)</sup> Excludes \$2.1 million amortization cost of bond premium.

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

<sup>(3)</sup> Metro plans to issue additional Measure R Transit Capital - New Rail 35% Bond of \$54.3 million for Expo Phase II and Measure R Transit Capital - Metro Rail 2% Bond of \$36 million for Eastern Maintenance Facility in FY14.

<sup>(4)</sup> Funding advanced from other funding sources for Measure R projects: Federal Subsidies \$168.4 million; State Subsidies \$290.1 million; Local Subsidies \$24.2 million.

## FY14 Measure R Projects/Funding

	FY14 Measure R Project Expenses			FY14 Measure R Project FTEs		
	Measure R Funds (1)	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs (2)
<b>Measure R Funding / Projects (\$ in millions)</b>						
<b>Measure R Transit Capital - New Rail (35%)</b>						
Crenshaw/Lax Transit Corridor	122.7	84.0	206.7	17.5	11.9	29.5
Eastside Extension Phase II	-	3.0	3.0	-	1.6	1.6
Eastside Light Rail Access	5.6	-	5.6	0.7	-	0.7
Expo Blvd LRT Construction	254.1	76.3	330.4	6.6	0.1	6.6
Expo/Blue Line Light Rail	-	43.6	43.6	-	3.6	3.6
Gold Line Foothill Extension	131.8	-	131.8	5.4	-	5.4
Green Line Ext Redondo Beach-South Bay	-	5.1	5.1	-	3.3	3.3
Airport Metro Connector	2.8	-	2.8	1.5	-	1.5
Metro Orange Line Extension	-	1.6	1.6	-	0.9	0.9
Regional Connector	30.4	100.1	130.4	7.2	23.8	31.0
Sepulveda Pass Transit Corridor	-	4.7	4.7	-	0.5	0.5
San Fernando Valley East N/S Rapid	2.5	0.6	3.1	2.9	0.7	3.6
W. Santa Ana Branch Corridor Admin	-	2.5	2.5	-	1.6	1.6
Westside Subway Extension	182.7	0.2	182.8	32.4	0.8	33.2
Regional Clean Fuel Bus Capital	26.9	94.1	121.0	1.7	3.8	5.6
<b>Measure R Transit Capital - New Rail (35%) Total</b>	<b>\$ 759.4</b>	<b>\$ 415.8</b>	<b>\$ 1,175.2</b>	<b>75.9</b>	<b>52.6</b>	<b>128.5</b>
<b>Measure R Highway Capital (20%)</b>						
ARTI - Good Movements, I-5 N Truck Lanes, SR 71	\$ 1.7	\$ 1.6	\$ 3.4	-	-	-
Countywide Soundwall Projects	20.6	-	20.6	5.3	-	5.3
High Desert Corridor	6.6	-	6.6	0.8	-	0.8
Hwy Operating Improvements Arroyo Verdugo	4.5	-	4.5	0.6	-	0.6
Hwy Operating Improvements Virgenes/Malibu	10.4	-	10.4	0.8	-	0.8
I-405, I-110, I-105, SR91 Ramp & Interchange	2.5	-	2.5	1.0	-	1.0
I-5 N Enhance SR14/Kern County	1.6	-	1.6	0.6	-	0.6
I-605 Corridor "Hot Spots"	10.8	-	10.8	1.6	-	1.6
I-710 North Gap Closure	18.2	-	18.2	1.6	-	1.6
I-710 South Early Action Projects	29.1	-	29.1	1.0	-	1.0
Phase II Alameda Corridor E Grade Separation	32.1	-	32.1	0.4	-	0.4
SR-138 Capacity Enhancements	1.3	-	1.3	1.1	-	1.1
<b>Measure R Highway Capital (20%) Total</b>	<b>\$ 139.3</b>	<b>\$ 1.6</b>	<b>\$ 140.9</b>	<b>14.8</b>	<b>-</b>	<b>14.8</b>
<b>Measure R Transit Capital - Metro Rail (2%)</b>						
Eastern Maintenance Facility (Foothill Ext)	\$ 36.0	\$ -	\$ 36.0	-	-	-
Eastside Quad Gate Study and Installation	2.4	-	2.4	0.4	-	0.4
Heavy Rail Vehicle Midlife	6.8	-	6.8	8.1	-	8.1
Heavy Rail Vehicle Procurement	2.1	-	2.1	2.4	-	2.4
Light Rail Fleet Midlife	3.8	-	3.8	5.1	-	5.1
Red Line Horizontal Carousel	0.1	-	0.1	0.5	-	0.5
Southwestern Yard (Crenshaw)	-	56.3	56.3	-	5.0	5.0
Transit Oriented Development Grant Program	6.1	-	6.1	-	-	-
<b>Measure R Transit Capital - Metro Rail (2%) Total</b>	<b>\$ 57.3</b>	<b>\$ 56.3</b>	<b>\$ 113.6</b>	<b>16.3</b>	<b>5.0</b>	<b>21.3</b>
<b>Measure R Operations - Bus (20%)</b>						
Measure R 20% FAP Subsidies	\$ 45.1	\$ -	\$ 45.1	-	-	-
Metro Bus Share	98.2	-	98.2	656.0	-	656.0
Metro Orange Line	4.2	-	4.2	18.8	-	18.8
<b>Measure R Operations - Bus (20%) Total</b>	<b>\$ 147.5</b>	<b>\$ -</b>	<b>\$ 147.5</b>	<b>674.8</b>	<b>-</b>	<b>674.8</b>
<b>Measure R Operations - New Rail (5%)</b>	<b>48.0</b>	<b>-</b>	<b>48.0</b>	<b>188.2</b>	<b>-</b>	<b>188.2</b>
<b>Measure R Transit Capital - Metrolink (3%) Total</b>	<b>18.0</b>	<b>-</b>	<b>18.0</b>	<b>0.7</b>	<b>-</b>	<b>0.7</b>
<b>Measure R Administration (1.5%)</b>	<b>7.0</b>	<b>-</b>	<b>7.0</b>	<b>19.7</b>	<b>-</b>	<b>19.7</b>
<b>Measure R Local Returns (15%)</b>	<b>104.7</b>	<b>-</b>	<b>104.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Measure R Debt Service Expenses<sup>(3)</sup></b>	<b>43.8</b>	<b>9.0</b>	<b>52.9</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Grand Total</b>	<b>\$ 1,325.0</b>	<b>\$ 482.7</b>	<b>\$ 1,807.8</b>	<b>990.3</b>	<b>57.6</b>	<b>1,047.9</b>

Note: Totals may not add due to rounding.

(1) Measure R funding source includes both Measure R Bond Proceeds and Measure R Cash.

(2) Total FTEs in Measure R Project are 1,047.9 with 236.3 Non-Contract and 811.6 Contract.

(3) Excludes \$2.1 million amortization cost of bond premium. Current debt service expenses are funded by Measure R Transit Capital 35%.

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# Funds



## Governmental Funds

### Fund Balances For The Year Ending June 30, 2014

Fund Type	(\$ in millions)	FY14 Estimated Ending Fund Balance
1 <u>Proposition A:</u>		
2 Discretionary Transit (95% of 40%)		\$ 259.3 <sup>(1)</sup>
3 Discretionary Incentive (5% of 40%)		5.1
4 Rail (35%)		39.4
5 Interest		4.5
6 <b>Total Proposition A</b>		<b>\$ 308.3</b>
7 <u>Proposition C:</u>		
8 Discretionary (40%)		\$ 95.5 <sup>(1)</sup>
9 Security (5%)		9.4
10 Commuter Rail (10%)		29.7 <sup>(2)</sup>
11 Interest		17.9
12 <b>Total Proposition C</b>		<b>\$ 152.4</b>
13 <u>Measure R</u>		
14 Administration (1.5%)		\$ 22.9
15 Transit Capital - Metrolink (3%)		49.9
16 Transit Capital - Metro Rail (2%)		11.7
17 Transit Capital New Rail (35%)		165.1
18 Highway Capital (20%)		304.0
19 New Rail Operations (5%)		81.5
20 Bus Operations (20%)		9.8 <sup>(1)</sup>
21 <b>Total Measure R</b>		<b>\$ 644.9</b>
22 <u>Transportation Development Act (TDA):</u>		
23 Article 3		\$ 17.2 <sup>(1)</sup>
24 Article 4		123.6 <sup>(1)</sup>
25 Article 8		10.8 <sup>(1)</sup>
26 <b>Total TDA</b>		<b>\$ 151.6</b>
27 <u>State Transit Assistance (STA):</u>		
28 Revenue Share		\$ 9.9 <sup>(1)</sup>
29 Population Share		1.4
30 <b>Total STA</b>		<b>\$ 11.3</b>
31 PTMISEA <sup>(3)</sup>		32.2
32 <b>Total PTMISEA</b>		<b>\$ 32.2</b>
33 SAFE Fund		\$ 23.2 <sup>(2)</sup>
34 Other Special Revenue Funds		\$ 41.8 <sup>(4)</sup>
35 General Fund		\$ 460.5 <sup>(5)</sup>
36 <b>Total</b>		<b>\$ 1,826.2</b>

Note: Totals may not add due to rounding

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

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

<sup>(3)</sup> PTMISEA stands for Public Transportation Modernization, Improvement, and Service Enhancement Account

<sup>(4)</sup> Represents Proposition 1B Security.

<sup>(5)</sup> Includes accumulated reserves required by Metro's Financial Stability Policy as well as balance held as contingency related to AIG third-party insured lease deal.

## Governmental Funds

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2012, 2013 and 2014

Governmental Funds (\$ in millions)	Special Revenue Fund			General Fund			Total		
	FY12 Actual	FY13 Budget	FY14 Proposed	FY12 Actual	FY13 Budget	FY14 Proposed	FY12 Actual	FY13 Budget	FY14 Proposed
<b>Revenue</b>									
Sales Tax	\$ 2,386.4	\$ 2,493.0	\$ 2,603.3	\$ -	\$ -	\$ -	\$ 2,386.4	\$ 2,493.0	\$ 2,603.3
Intergovernmental Grants	390.5	463.6	451.8	20.9	30.0	31.4	411.5	493.6	483.2
Investment Income	11.5	0.5	0.5	5.4	4.1	4.1	16.8	4.6	4.6
Lease and Rental	-	-	-	28.9	14.2	20.9	28.9	14.2	20.9
Licenses and Fines	7.6	-	-	0.5	0.5	0.5	8.1	0.5	0.5
Other	-	-	-	-	1.1	18.3	-	1.1	18.3
<b>Total Revenues</b>	<b>\$ 2,796.0</b>	<b>\$ 2,957.1</b>	<b>\$ 3,055.5</b>	<b>\$ 55.7</b>	<b>\$ 49.8</b>	<b>\$ 75.2</b>	<b>\$ 2,851.7</b>	<b>\$ 3,006.9</b>	<b>\$ 3,130.7</b>
<b>Expenditures</b>									
Subsidies	\$ 898.8	\$ 994.9	\$ 1,213.3	\$ 5.6	\$ 12.9	\$ 22.8	\$ 904.4	\$ 1,007.8	\$ 1,236.1
Operating Expenditures	263.3	286.8	342.6	59.0	102.9	109.9	322.3	389.7	452.5
Debt & Interest Expenditures	-	-	-	1.1	1.1	1.1	1.1	1.1	1.1
Debt Principal Retirement	-	-	-	1.1	1.1	1.1	1.1	1.1	1.1
<b>Total Expenditures:</b>	<b>\$ 1,162.0</b>	<b>\$ 1,281.7</b>	<b>\$ 1,555.9</b>	<b>\$ 66.8</b>	<b>\$ 117.9</b>	<b>\$ 134.8</b>	<b>\$ 1,228.9</b>	<b>\$ 1,399.6</b>	<b>\$ 1,690.7</b>
<b>Transfers</b>									
Transfers In	\$ 35.5	\$ 69.2	\$ 9.2	\$ 56.2	\$ 94.2	\$ 121.3	\$ 91.7	\$ 163.4	\$ 130.5
Transfers (Out)	(1,139.1)	(1,664.0)	(2,030.3)	(59.3)	(48.4)	(54.5)	(1,198.4)	(1,712.4)	(2,084.8)
<b>Total Transfers</b>	<b>\$(1,103.6)</b>	<b>\$(1,594.8)</b>	<b>\$(2,021.1)</b>	<b>\$ (3.1)</b>	<b>\$ 45.8</b>	<b>\$ 66.8</b>	<b>\$(1,106.7)</b>	<b>\$(1,549.0)</b>	<b>\$(1,954.3)</b>
<b>Net Change in Fund Balances</b>	<b>\$ 530.3</b>	<b>\$ 80.6</b>	<b>\$ (521.5)</b>	<b>\$ (14.2)</b>	<b>\$ (22.3)</b>	<b>\$ 7.2</b>	<b>\$ 516.2</b>	<b>\$ 58.3</b>	<b>\$ (514.3)</b>
Fund balances - beginning of year	\$ 1,111.8	\$ 1,642.1	\$ 1,887.2	\$ 489.7	\$ 475.6	\$ 453.3	\$ 1,601.5	\$ 2,117.7	\$ 2,340.5
<b>Fund Balances - End of Year</b>	<b>\$ 1,642.1</b>	<b>\$ 1,722.7</b>	<b>\$ 1,365.7</b>	<b>\$ 475.6</b>	<b>\$ 453.3</b>	<b>\$ 460.5</b>	<b>\$ 2,117.7</b>	<b>\$ 2,176.0</b>	<b>\$ 1,826.2</b>

Notes:

- Totals may not add due to rounding.
- Beginning FY14 Fund Balances reflect the anticipated unspent FY13 budgeted expenditures.

## Enterprise Fund

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

Resources and Expenses (\$ in millions)	FY12 Actual	FY13 Budget	FY14 Proposed					
			Total	Bus	Rail	Union Station	Express Lanes	Regional Activities
<b>Transit Operations Resources</b>								
<b>Transit Fares and Other Revenues</b>								
Fares	\$ 333.5	\$ 345.3	\$ 345.1	\$ 258.0	\$ 87.1	\$ -	\$ -	\$ -
Tolls	-	11.0	12.4	-	-	-	12.4	-
Other Revenues <sup>(1)</sup>	38.7	33.2	28.0	23.6	2.2	0.7	-	1.5
<b>Total Fare &amp; Other Revenues</b>	<b>\$ 372.2</b>	<b>\$ 389.5</b>	<b>\$ 385.5</b>	<b>\$ 281.6</b>	<b>\$ 89.3</b>	<b>\$ 0.7</b>	<b>\$ 12.4</b>	<b>\$ 1.5</b>
<b>Federal Grants</b>								
Federal Preventive Maintenance	\$ 256.7	\$ 225.8	\$ 217.0	\$ 152.9	\$ 64.2	\$ -	\$ -	\$ -
Federal CMAQ	23.5	41.4	26.9	2.3	21.8	-	2.7	-
Fed Growing States, Homeland Security & Other	7.8	10.4	9.0	-	7.5	-	-	1.5
<b>Total Federal Grants</b>	<b>\$ 288.0</b>	<b>\$ 277.6</b>	<b>\$ 252.9</b>	<b>\$ 155.2</b>	<b>\$ 93.4</b>	<b>\$ -</b>	<b>\$ 2.7</b>	<b>\$ 1.5</b>
<b>Local Subsidy</b>								
Prop A - (40% Bus) & (35% Rail)	\$ 124.5	\$ 208.3	\$ 54.7	\$ 2.5	\$ 52.1	\$ -	\$ -	\$ -
Prop C - (40% Bus/Rail) & (5% Security)	55.8	51.0	48.3	43.8	2.0	-	-	2.5
Measure R - (20% Bus) & (5% Rail)	100.1	106.6	150.4	102.3	48.0	-	-	-
TDA Article 4	113.8	155.4	337.6	330.0	-	-	-	7.6
STA	129.7	106.0	115.3	57.5	57.8	-	-	-
<b>Total Local Subsidy</b>	<b>\$ 523.9</b>	<b>\$ 627.3</b>	<b>\$ 706.2</b>	<b>\$ 536.1</b>	<b>\$ 160.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10.1</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,184.1</b>	<b>\$ 1,294.4</b>	<b>\$ 1,344.6</b>	<b>\$ 972.9</b>	<b>\$ 342.7</b>	<b>\$ 0.7</b>	<b>\$ 15.2</b>	<b>\$ 13.2</b>
<b>Transit Capital Resources</b>								
Federal, State & Local Grants	\$ 384.2	\$ 641.7	\$ 394.2	\$ 124.8	\$ 269.4	\$ -	\$ -	\$ -
Local and State Sales Tax <sup>(2)</sup>	109.1	281.0	831.7	116.5	715.2	-	-	-
Bond Funding	299.6	610.3	289.4	8.2	281.2	-	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 792.9</b>	<b>\$ 1,533.0</b>	<b>\$ 1,515.4</b>	<b>\$ 249.5</b>	<b>\$ 1,265.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 1,977.0</b>	<b>\$ 2,827.4</b>	<b>\$ 2,860.0</b>	<b>\$ 1,222.4</b>	<b>\$ 1,608.5</b>	<b>\$ 0.7</b>	<b>\$ 15.2</b>	<b>\$ 13.2</b>
<b>Transit Operations Expenses</b>								
Labor & Benefits	\$ 763.6	\$ 797.0	\$ 826.4	\$ 649.6	\$ 163.2	\$ -	\$ 0.8	\$ 12.8
Fuel & Propulsion Power	51.4	57.9	57.9	28.3	29.6	-	-	-
Materials & Supplies	82.7	80.1	86.8	64.9	16.2	-	-	5.7
Contract and Professional Services	141.7	189.0	185.2	60.8	94.8	0.2	13.3	16.0
PL/PD and Other Insurance	44.9	41.4	46.8	42.8	3.8	0.2	-	-
Purchased Transportation	40.2	43.3	45.9	45.9	-	-	-	-
Allocated Overhead <sup>(3)</sup>	27.2	52.1	55.1	37.4	16.2	-	0.1	1.4
Regional Chargeback	-	-	-	18.1	6.1	-	-	(24.2)
Other Expenses <sup>(4)</sup>	29.9	33.5	40.6	25.1	12.8	0.3	1.0	1.4
<b>Total Transit Operations Expenses</b>	<b>\$ 1,181.6</b>	<b>\$ 1,294.2</b>	<b>\$ 1,344.7</b>	<b>\$ 973.0</b>	<b>\$ 342.7</b>	<b>\$ 0.7</b>	<b>\$ 15.2</b>	<b>\$ 13.2</b>
<b>Transit Capital Expenses Operating</b>	<b>743.4</b>	<b>1,509.9</b>	<b>1,488.4</b>	<b>249.4</b>	<b>1,239.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Transit Capital Expenses Planning</b>	<b>8.7</b>	<b>23.3</b>	<b>27.0</b>	<b>-</b>	<b>27.0</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Capital Expenses <sup>(6)</sup></b>	<b>\$ 752.1</b>	<b>\$ 1,533.2</b>	<b>\$ 1,515.4</b>	<b>\$ 249.4</b>	<b>\$ 1,266.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 1,933.7</b>	<b>\$ 2,827.4</b>	<b>\$ 2,860.1</b>	<b>\$ 1,222.4</b>	<b>\$ 1,608.7</b>	<b>\$ 0.7</b>	<b>\$ 15.2</b>	<b>\$ 13.2</b>
<b>Transit Operations &amp; Capital (Deficit)/Surplus <sup>(5)</sup></b>	<b>\$ 43.3</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

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

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

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

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

<sup>(5)</sup> Over funding difference in FY12 represents timing difference between capital acquisition expense and related funding.

<sup>(6)</sup> Capital expenses for operations and planning are combined for reporting purpose.

# **Service Statistics**

## Bus and Rail Operating Statistics

Statistic	Bus			Rail			Total		
	FY13 Budget	FY14 Proposed	% Inc	FY13 Budget	FY14 Proposed	% Inc	FY13 Budget	FY14 Proposed	% Inc
<b>Service Provided (000):</b>									
Revenue Hours (RSH)	6,856	7,049	2.8%	953	1,012	6.3%	7,808	8,061	3.2%
Revenue Miles (RSM)	77,471	78,667	1.5%	20,356	21,279	4.5%	97,827	99,946	2.2%
Train Miles				7,532	8,096	7.5%	7,532	8,096	7.5%
<b>Service Consumed (000):</b>									
Unlinked Passenger	351,927	367,753	4.5%	105,448	124,152	17.7%	457,375	491,905	7.5%
Passenger Miles	1,435,863	1,484,885	3.4%	639,656	771,985	20.7%	2,075,519	2,256,870	8.7%
<b>Operating Revenue (000):</b>									
Fare Revenue	\$ 265,671	\$ 258,031	-2.9%	\$ 79,603	\$ 87,110	9.4%	\$ 345,274	\$ 345,142	-0.1%
Advertising/SCRRA	\$ 27,821	\$ 23,572	-15.3%	\$ 2,600	\$ 2,191	-15.7%	\$ 30,421	\$ 25,763	-15.3%
Total	\$ 293,492	\$ 281,603	-4.1%	\$ 82,203	\$ 89,301	8.6%	\$ 375,695	\$ 370,905	-1.3%
<b>Operating Cost Data (000):</b>									
Transportation	\$ 360,732	\$ 375,467	4.1%	\$ 55,172	\$ 52,833	-4.2%	\$ 415,904	\$ 428,300	3.0%
Maintenance	\$ 273,299	\$ 280,511	2.6%	\$ 143,586	\$ 151,954	5.8%	\$ 416,885	\$ 432,465	3.7%
Other & Support Cost	\$ 300,253	\$ 316,976	5.6%	\$ 131,758	\$ 137,942	4.7%	\$ 432,010	\$ 454,918	5.3%
Total	\$ 934,284	\$ 972,954	4.1%	\$ 330,516	\$ 342,729	3.7%	\$ 1,264,800	\$ 1,315,684	4.0%
<b>Subsidy Data (000):</b>	\$ 640,791	\$ 691,351	7.9%	\$ 248,313	\$ 253,428	2.1%	\$ 889,105	\$ 944,779	6.3%
<b>Per Boarding Statistics:</b>									
Fare Revenue	\$ 0.75	\$ 0.70	-7.9%	\$ 0.75	\$ 0.70	-7.9%	\$ 0.75	\$ 0.70	-7.9%
Operating Revenue	\$ 0.83	\$ 0.77	-8.2%	\$ 0.78	\$ 0.72	-7.7%	\$ 0.82	\$ 0.75	-8.2%
Subsidy	\$ 1.82	\$ 1.88	3.2%	\$ 2.35	\$ 2.04	-13.3%	\$ 1.94	\$ 1.92	-1.2%
Passenger Miles	4.08	4.04	-1.0%	6.07	6.22	2.5%	4.54	4.59	1.1%
Fare Recovery %	28.4%	26.5%	-6.7%	24.1%	25.4%	5.5%	27.3%	26.2%	-3.9%
<b>Per Revenue Hour Statistics</b>									
Revenue	\$ 42.81	\$ 39.95	-6.7%	\$ 86.30	\$ 88.21	2.2%	\$ 48.11	\$ 46.01	-4.4%
Boardings	51.33	52.17	1.6%	110.71	122.64	10.8%	58.58	61.02	4.2%
Passenger Miles	209.44	210.66	0.6%	671.55	762.56	13.6%	265.81	279.97	5.3%
Transportation Cost	\$ 52.62	\$ 53.27	1.2%	\$ 57.92	\$ 52.19	-9.9%	\$ 53.26	\$ 53.13	-0.2%
Maintenance Cost	\$ 39.86	\$ 39.80	-0.2%	\$ 150.75	\$ 150.10	-0.4%	\$ 106.65	\$ 106.78	0.1%
Other & Support Cost	\$ 43.80	\$ 44.97	2.7%	\$ 138.33	\$ 136.26	-1.5%	\$ 66.48	\$ 67.83	2.0%
Total Cost	\$ 136.28	\$ 138.03	1.3%	\$ 347.00	\$ 338.55	-2.4%	\$ 161.98	\$ 163.21	0.8%
Subsidy	\$ 93.47	\$ 98.08	4.9%	\$ 260.70	\$ 250.33	-4.0%	\$ 113.87	\$ 117.20	2.9%
<b>Per Passenger Mile Statistics</b>									
Revenue	\$ 0.20	\$ 0.19	-7.2%	\$ 0.13	\$ 0.12	-10.0%	\$ 0.18	\$ 0.16	-9.2%
Revenue Mile	0.05	0.05	-1.8%	0.03	0.03	-13.4%	0.05	0.04	-6.0%
Transportation Cost	\$ 0.25	\$ 0.25	0.6%	\$ 0.09	\$ 0.07	-20.7%	\$ 0.20	\$ 0.19	-5.3%
Maintenance Cost	\$ 0.19	\$ 0.19	-0.7%	\$ 0.22	\$ 0.20	-12.3%	\$ 0.20	\$ 0.19	-4.6%
Other & Support Cost	\$ 0.21	\$ 0.21	2.1%	\$ 0.21	\$ 0.18	-13.3%	\$ 0.21	\$ 0.20	-3.2%
Total Cost	\$ 0.65	\$ 0.66	0.7%	\$ 0.52	\$ 0.44	-14.1%	\$ 0.61	\$ 0.58	-4.3%
Subsidy	\$ 0.45	\$ 0.47	4.3%	\$ 0.39	\$ 0.33	-15.4%	\$ 0.43	\$ 0.42	-2.3%
<b>FTE's per thousands</b>									
Operators per RSH	0.53	0.53	0.0%	0.38	0.36	-5.9%	0.55	0.54	-1.8%
Mechanics per RSM	0.01	0.01	0.0%	0.01	0.01	0.0%	0.01	0.01	0.0%
Service Attendants RSM	0.01	0.01	0.0%	0.01	0.01	0.0%	0.01	0.01	0.0%
MOW Inspectors per RM *	-	-	-	2.45	2.45	0.0%	2.45	2.45	0.0%
Transit Operations Supervisors per RSH	0.04	0.04	-2.7%	0.11	0.11	-5.9%	0.06	0.05	-3.4%

\* per route mile

Percentage calculations based on un-rounded amounts

## Service Level Details

### Revenue Service Hours

	Mode	FY13 Budget	FY14 Proposed	Inc/(Dec)
1	<b>Bus</b>			
2	Local & Rapid	6,155,070	6,327,663	172,593
3	Silver Line	64,000	71,362	7,362
4	Orange Line	118,561	130,516	11,955
5	Purchased Transp	518,187	519,176	989
6	<b>Subtotal Bus</b>	<b>6,855,818</b>	<b>7,048,717</b>	<b>192,899</b>
7	<b>Rail</b>			
8	Blue Line	247,049	294,483	47,434
9	Green Line	92,979	93,589	610
10	Gold Line	196,371	174,613	(21,758)
11	Expo Line	124,983	124,160	(823)
12	Heavy Rail	291,121	325,510	34,389
13	<b>Subtotal Rail</b>	<b>952,503</b>	<b>1,012,355</b>	<b>59,852</b>
14	<b>Totals</b>	<b>7,808,321</b>	<b>8,061,072</b>	<b>252,751</b>

### Boardings (000s)

	Mode	FY13 Budget	FY14 Proposed	Inc/(Dec)
	<b>Bus</b>			
	Local & Rapid	328,265	342,760	14,496
	Silver Line	1,164	1,298	134
	Orange Line	8,239	9,321	1,082
	Purchased Transp	14,259	14,373	114
	<b>Subtotal Bus</b>	<b>351,927</b>	<b>367,753</b>	<b>15,826</b>
	<b>Rail</b>			
	Blue Line	25,566	32,674	7,108
	Green Line	13,113	15,272	2,159
	Gold Line	12,320	15,074	2,754
	Expo Line	6,095	11,842	5,747
	Heavy Rail	48,354	49,290	936
	<b>Subtotal Rail</b>	<b>105,448</b>	<b>124,152</b>	<b>18,704</b>
	<b>Totals</b>	<b>457,375</b>	<b>491,905</b>	<b>34,530</b>

### Revenue Service Miles

	Mode	FY13 Budget	FY14 Proposed	Inc/(Dec)
1	<b>Bus</b>			
2	Local & Rapid	68,886,686	68,701,920	(184,766)
3	Silver Line	1,388,800	1,548,555	159,755
4	Orange Line	1,339,739	2,140,454	800,715
5	Purchased Transp	5,855,513	6,276,209	420,696
6	<b>Subtotal Bus</b>	<b>77,470,738</b>	<b>78,667,138</b>	<b>1,196,400</b>
7	<b>Rail</b>			
8	Blue Line	5,157,886	5,427,387	269,501
9	Green Line	2,766,398	2,730,794	(35,604)
10	Gold Line	3,888,529	3,445,722	(442,807)
11	Expo Line	2,033,274	2,288,299	255,025
12	Heavy Rail	6,509,697	7,386,642	876,945
13	<b>Subtotal Rail</b>	<b>20,355,784</b>	<b>21,278,844</b>	<b>923,060</b>
14	<b>Totals</b>	<b>97,826,522</b>	<b>99,945,982</b>	<b>2,119,460</b>

### Passenger Miles (000s)

	Mode	FY13 Budget	FY14 Proposed	Inc/(Dec)
	<b>Bus</b>			
	Local & Rapid	1,332,601	1,330,356	(2,245)
	Silver Line	11,469	12,975	1,506
	Orange Line	33,616	93,162	59,545
	Purchased Transp	58,176	48,392	(9,785)
	<b>Subtotal Bus</b>	<b>1,435,863</b>	<b>1,484,885</b>	<b>49,022</b>
	<b>Rail</b>			
	Blue Line	188,677	238,521	49,844
	Green Line	85,102	100,946	15,844
	Gold Line	88,213	108,984	20,771
	Expo Line	42,663	86,448	43,785
	Heavy Rail	235,000	237,087	2,087
	<b>Subtotal Rail</b>	<b>639,656</b>	<b>771,985</b>	<b>132,329</b>
	<b>Totals</b>	<b>2,075,519</b>	<b>2,256,870</b>	<b>181,351</b>

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# **Activity Based Cost Models**



## Activity Based All Bus Cost Model

Activities	FY13 Budget		FY14 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 333,738	\$ 52.66	\$ 347,626	\$ 53.24	\$ 13,888	\$ 0.58
Services	62	0.01	63	0.01	1	-
Materials & Supplies	371	0.06	378	0.06	7	-
Training	5,880	0.93	5,951	0.91	71	(0.02)
Control Center	7,237	1.14	7,363	1.13	126	(0.01)
Scheduling & Planning	4,120	0.65	4,199	0.64	79	(0.01)
Field Supervision	9,324	1.47	9,887	1.51	563	0.04
<b>Total Transportation</b>	<b>\$ 360,732</b>	<b>\$ 56.92</b>	<b>\$ 375,467</b>	<b>\$ 57.50</b>	<b>\$ 14,735</b>	<b>\$ 0.58</b>
<b>Maintenance</b>						
<b>Division Maintenance</b>						
Wages & Benefits	\$ 119,446	\$ 18.85	\$ 124,802	\$ 19.11	\$ 5,357	\$ 0.27
Fuel	33,910	5.35	31,975	4.90	(1,935)	(0.45)
Materials & Supplies	42,856	6.76	42,234	6.47	(622)	(0.29)
Fueling Contractor Reimbursement	(125)	(0.02)	(128)	(0.02)	(2)	-
Services	133	0.02	135	0.02	3	-
<b>Sub-Total Division Maintenance</b>	<b>\$ 196,219</b>	<b>\$ 30.96</b>	<b>\$ 199,019</b>	<b>\$ 30.48</b>	<b>\$ 2,799</b>	<b>\$ (0.48)</b>
<b>RRC Regular Maintenance</b>						
Wages & Benefits	\$ 12,411	\$ 1.96	\$ 14,481	\$ 2.22	\$ 2,070	\$ 0.26
Materials & Supplies	4,695	0.74	5,176	0.79	480	0.05
Maintenance Services	193	0.03	197	0.03	4	-
<b>Sub-Total RRC Regular Maintenance</b>	<b>\$ 17,299</b>	<b>\$ 2.73</b>	<b>\$ 19,854</b>	<b>\$ 3.04</b>	<b>\$ 2,554</b>	<b>\$ 0.31</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 17,969	\$ 2.84	\$ 16,337	\$ 2.50	\$ (1,632)	\$ (0.33)
Non-Revenue Vehicles	5,949	0.94	6,727	1.03	778	0.09
Facilities Maintenance	33,741	5.32	36,470	5.59	2,729	0.26
Training	2,122	0.33	2,105	0.32	(17)	(0.01)
<b>Sub-Total Other Maintenance</b>	<b>\$ 59,780</b>	<b>\$ 9.43</b>	<b>\$ 61,639</b>	<b>\$ 9.44</b>	<b>\$ 1,858</b>	<b>\$ 0.01</b>
<b>Total Maintenance</b>	<b>\$ 273,299</b>	<b>\$ 43.12</b>	<b>\$ 280,511</b>	<b>\$ 42.96</b>	<b>\$ 7,212</b>	<b>\$ (0.16)</b>

Note: Totals may not add due to rounding.

## Activity Based All Bus Cost Model (continued)

Activities	FY13 Budget		FY14 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
34 <b>Other Operating</b>						
35 Transit Security	\$ 32,301	\$ 5.10	\$ 31,218	\$ 4.78	\$ (1,083)	\$ (0.32)
36 Revenue	28,506	4.50	30,609	4.69	2,103	0.19
37 Service Development	11,245	1.77	10,886	1.67	(359)	(0.11)
38 Safety	2,606	0.41	3,227	0.49	621	0.08
39 Casualty & Liability	41,193	6.50	42,980	6.58	1,787	0.08
40 Workers' Comp	39,678	6.26	43,038	6.59	3,360	0.33
41 Transitional Duty Program	1,074	0.17	1,094	0.17	20	(0.00)
42 Utilities	12,181	1.92	15,651	2.40	3,470	0.48
43 Other Metro Operations	12,115	1.91	11,728	1.80	(387)	(0.12)
44 Building Costs	11,171	1.76	11,142	1.71	(29)	(0.06)
45 Copy Services	809	0.13	924	0.14	115	0.01
46 <b>Total Other Operating</b>	<b>\$ 192,878</b>	<b>\$ 30.43</b>	<b>\$ 202,497</b>	<b>\$ 31.01</b>	<b>\$ 9,619</b>	<b>\$ 0.58</b>
47						
48 <b>Support Department</b>						
49 Board Oversight	\$ 1,238	\$ 0.20	\$ 1,470	\$ 0.23	\$ 232	\$ 0.03
50 CEO	6,393	1.01	6,014	0.92	(379)	(0.09)
51 Management Audit Services	1,165	0.18	586	0.09	(578)	(0.09)
52 Procurement	18,479	2.92	19,058	2.92	579	0.00
53 Communications	9,747	1.54	9,934	1.52	186	(0.02)
54 Finance	5,503	0.87	6,048	0.93	545	0.06
55 Human Resources	2,448	0.39	3,122	0.48	674	0.09
56 Real Estate	2,777	0.44	2,941	0.45	164	0.01
57 ITS	12,000	1.89	15,637	2.39	3,637	0.50
58 Administration	1,363	0.22	889	0.14	(475)	(0.08)
59 Construction	165	0.03	257	0.04	93	0.01
60 <b>Total Support Department</b>	<b>\$ 61,446</b>	<b>\$ 9.70</b>	<b>\$ 65,956</b>	<b>\$ 10.10</b>	<b>\$ 4,510</b>	<b>\$ 0.41</b>
61						
62 <b>Total Local &amp; Rapid Bus Costs</b>	<b>\$ 888,355</b>	<b>\$ 140.17</b>	<b>\$ 924,432</b>	<b>\$ 141.58</b>	<b>\$ 36,076</b>	<b>\$ 1.41</b>
63 <b>Local &amp; Rapid RSH</b>	<b>6,338</b>		<b>6,530</b>		<b>192</b>	
64						
65 <b>Purchased Transportation</b>						
66 Contracted Service	\$ 43,255	\$ 83.47	\$ 45,940	\$ 88.49	\$ 2,686	\$ 5.01
67 Security	1,982	3.82	1,872	3.61	(110)	(0.22)
68 Administration	692	1.34	711	1.37	19	0.03
69 <b>Total Purchased Transportation</b>	<b>\$ 45,928</b>	<b>\$ 88.63</b>	<b>\$ 48,523</b>	<b>\$ 93.46</b>	<b>\$ 2,595</b>	<b>\$ 4.83</b>
70 <b>Purchased Transportation RSH</b>	<b>518</b>		<b>519</b>		<b>1</b>	
71						
72 <b>Grand Total Bus Costs</b>	<b>\$ 934,284</b>	<b>\$ 136.28</b>	<b>\$ 972,954</b>	<b>\$ 138.03</b>	<b>\$ 38,671</b>	<b>\$ 1.76</b>
73 <b>Total Bus Revenue Service Hours</b>	<b>6,856</b>		<b>7,049</b>		<b>193</b>	

Note: Totals may not add due to rounding.

## Activity Based Total Rail Cost Model

Activities	FY13 Budget		FY14 Proposed		Inc/(Dec)	
	\$000	\$/RSH	\$000	\$/RSH	\$	\$/RSH
<b>Transportation</b>						
Wages & Benefits	\$ 44,688	\$ 46.92	\$ 42,134	\$ 41.62	\$ (2,554)	\$ (5.30)
Materials & Supplies	153	0.16	130	0.13	(23)	(0.03)
Other	48	0.05	34	0.03	(14)	(0)
Control Center	8,497	8.92	8,669	8.56	172	(0.36)
Training	1,787	1.88	1,866	1.84	79	(0.03)
<b>Total Transportation</b>	<b>\$ 55,172</b>	<b>\$ 57.92</b>	<b>\$ 52,833</b>	<b>\$ 52.19</b>	<b>\$ (2,340)</b>	<b>\$ (5.74)</b>
<b>Maintenance</b>						
<b>Vehicle Maintenance</b>						
Wages & Benefits	\$ 37,887	\$ 39.78	\$ 41,658	\$ 41.15	\$ 3,771	\$ 1.37
Materials & Supplies	11,488	12.06	13,512	13.35	2,024	1.29
Services	81	0.09	125	0.12	44	0.04
Other	17	0.02	9	0.01	(7)	(0.01)
<b>Sub-Total Vehicle Maintenance</b>	<b>\$ 49,473</b>	<b>\$ 51.94</b>	<b>\$ 55,305</b>	<b>\$ 54.63</b>	<b>\$ 5,832</b>	<b>\$ 2.69</b>
<b>Wayside Maintenance</b>						
Wages & Benefits	\$ 42,520	\$ 44.64	\$ 41,366	\$ 40.86	\$ (1,154)	\$ (3.78)
Materials & Supplies	5,085	5.34	7,502	7.41	2,417	2.07
Services	1,830	1.92	1,674	1.65	(156)	(0.27)
Propulsion Power	28,002	29.40	29,554	29.19	1,552	(0.21)
Other	39	0.04	34	0.03	(5)	(0.01)
<b>Sub-Total Wayside Maintenance</b>	<b>\$ 77,476</b>	<b>\$ 81.34</b>	<b>\$ 80,130</b>	<b>\$ 79.15</b>	<b>\$ 2,654</b>	<b>\$ (2.19)</b>
<b>Other Maintenance</b>						
Maintenance Support	\$ 100	\$ 0.10	\$ 102	\$ 0.10	\$ 2	\$ (0.00)
Non-Revenue Vehicles	1,304	1.37	1,273	1.26	(32)	(0.11)
Facilities Maintenance	15,233	15.99	15,145	14.96	(88)	(1.03)
<b>Sub-Total Other Maintenance</b>	<b>\$ 16,637</b>	<b>\$ 17.47</b>	<b>\$ 16,519</b>	<b>\$ 16.32</b>	<b>\$ (118)</b>	<b>\$ (1.15)</b>
<b>Total Maintenance</b>	<b>\$ 143,586</b>	<b>\$ 150.75</b>	<b>\$ 151,954</b>	<b>\$ 150.10</b>	<b>\$ 8,368</b>	<b>\$ (0.65)</b>
<b>Other Operating</b>						
Transit Security	\$ 63,346	\$ 66.50	\$ 64,965	\$ 64.17	\$ 1,619	\$ (2.33)
Revenue	17,737	18.62	20,200	19.95	2,463	1.33
Service Development	-	0.00	101	0.10	101	0.10
Safety	3,980	4.18	5,343	5.28	1,363	1.10
Casualty & Liability	3,783	3.97	3,865	3.82	81	(0.15)
Workers' Comp	6,596	6.92	6,974	6.89	378	(0.04)
Transitional Duty Program	100	0.10	60	0.06	(40)	(0.05)
Utilities	2,597	2.73	2,605	2.57	8	(0.15)
Other Metro Operations	2,204	2.31	2,476	2.45	273	0.13
Building Costs	5,357	5.62	5,052	4.99	(305)	(0.63)
Copy Services	444	0.47	389	0.38	(55)	(0.08)
<b>Total Other Operating</b>	<b>\$ 106,143</b>	<b>\$ 111.44</b>	<b>\$ 112,029</b>	<b>\$ 110.66</b>	<b>\$ 5,886</b>	<b>\$ (0.77)</b>
<b>Support Department</b>						
Board Oversight	\$ 104	\$ 0.11	\$ 20	\$ 0.02	\$ (83)	\$ (0.09)
CEO	3,679	3.86	3,509	3.47	(170)	(0.40)
Management Audit Services	640	0.67	247	0.24	(393)	(0.43)
Procurement	4,609	4.84	5,368	5.30	759	0.46
Communication	5,684	5.97	6,097	6.02	413	0.06
Real Estate	1,858	1.95	2,543	2.51	685	0.56
Finance	1,869	1.96	1,782	1.76	(87)	(0.20)
Human Resources	1,345	1.41	1,315	1.30	(30)	(0.11)
ITS	4,734	4.97	4,571	4.51	(163)	(0.46)
Administration	749	0.79	374	0.37	(375)	(0.42)
Construction	344	0.36	87	0.09	(257)	(0.28)
<b>Total Support Department</b>	<b>\$ 25,615</b>	<b>\$ 26.89</b>	<b>\$ 25,913</b>	<b>\$ 25.60</b>	<b>\$ 298</b>	<b>\$ (1.30)</b>
<b>Grand Total Rail Costs</b>	<b>\$ 330,516</b>	<b>\$ 347.00</b>	<b>\$ 342,729</b>	<b>\$ 338.55</b>	<b>\$ 12,213</b>	<b>\$ (8.45)</b>
<b>Total Rail Revenue Service Hours</b>	<b>953</b>		<b>1,012</b>		<b>60</b>	

Note: Totals may not add due to rounding.

# **Appendix I**

## **Legally Separate Entities**

## Public Transportation Services Corporation

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 in order to transfer certain functions performed by the LACMTA and the employees related to those functions to this new corporation. The PTSC conducts essential public transportation activities including: planning, programming funds for transportation projects within Los Angeles County, construction, providing certain business services to the County's Service Authority for Freeway Emergencies (SAFE) and the Southern California Regional Rail Authority (SCRRA), and providing security services to the operation of the Metro Bus and Rail systems. PTSC allows the employees of the corporation to participate in the California Public Employees Retirement System (PERS).

### Statement of Revenues, Expenses and Changes in Retained Earnings For the Years Ending June 30, 2012, 2013 and 2014

PTSC Only (\$ in millions)	FY12 Actual	FY13 Budget	FY14 Proposed
1 Revenue	\$ 214.8	\$ 250.3	\$ 263.8
2 Expenses	214.8	250.3	263.8
3 Increase(decrease) in retained earnings	-	-	-
4 Retained earnings - beginning of year	-	-	-
5 <b>Retained earnings - end of year</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Totals may not add due to rounding.

## Exposition Metro Line Construction Authority

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

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2012, 2013 and 2014

Exposition Metro Line Construction Authority (\$ in millions)	FY12 Actual	FY13 Budget	FY14 Proposed
1 Revenue	\$ 184.6	\$ 500.2	\$ 403.6
2 Expenditures	184.6	500.2	403.6
3 Net change in fund balance	-	-	-
4 Fund balance - beginning of year	-	-	-
5 <b>Fund balance - end of year</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Totals may not add due to rounding.

Notes:

- Expo budget will be changed based on Expo Board's adoption of FY14 budget.
- FY14 Budget is composed of Phase I \$6.0 million and Phase II \$397.6 million.
- Funding for all Exposition projects LOP is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

## Service Authority for Freeway Emergencies (SAFE)

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

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

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

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2012, 2013 and 2014

<b>Service Authority for Freeway Emergencies</b> (\$ in millions)		<b>FY12 Actual</b>	<b>FY13 Budget</b>	<b>FY14 Proposed</b>
1	Revenues	\$ 8.7	\$ 8.6	\$ 8.8
2	Expenditures	8.1	12.5	11.7
3	Excess (deficiency) of revenue over	0.6	(3.9)	(2.9)
4	Other financing and sources (uses) - transfer out	(1.2)	(1.5)	(1.5)
5	Fund balances - beginning of year	33.7	33.1	27.7
6	<b>Fund balances - end of year</b>	<b>\$ 33.1</b>	<b>\$ 27.7</b>	<b>\$ 23.3</b>

Totals may not add due to rounding.

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**Appendix II**  
**Capital Program Project Listing**



## Capital Program Project Listing

Project Description	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Note
<b>Measure R Program</b>					
<b>Measure R Transit Construction</b>					
Metro Orange Line Extension		\$ 137,201	\$ 1,584	\$ 215,600	
<b>Metro Orange Line Total</b>		<b>137,201</b>	<b>1,584</b>	<b>215,600</b>	
Gold Line Foothill Extension to Azusa: Planning		424	83	-	1
Gold Line Foothill Extension to Azusa: Construction		244,914	131,747	741,000	
Gold Line Foothill Maintenance Facility - Metro 75%		98,117	36,000	-	
<b>Gold Line Foothill Total</b>		<b>343,455</b>	<b>167,830</b>	<b>741,000</b>	
Regional Connector: Planning		25,784	65	25,849	
Regional Connector: Construction		40,073	130,365	170,438	
<b>Regional Connector Total</b>		<b>65,857</b>	<b>130,430</b>	<b>196,287</b>	
Crenshaw/LAX Light Rail Transit: Planning Phase I		5,526	-	-	1
Crenshaw/LAX Light Rail Transit: Planning Phase II		20,023	31	-	1
Crenshaw/LAX Light Rail Transit: Construction		63,420	206,660	1,762,900	
Southwestern Maintenance Yard		14,355	56,344	-	2
<b>Crenshaw/LAX Light Rail Total</b>		<b>103,325</b>	<b>263,034</b>	<b>1,762,900</b>	
Heavy Rail Vehicle Procurement		-	2,057	10,901	
Non-Revenue Vehicle for Transit Project Delivery Department		1,267	6	950	
Westside Subway Extension: Planning Phase I		8,505	-	8,505	
Westside Subway Extension: Planning Phase II		50,125	156	50,281	
Westside Subway Extension Section I		57,730	169,081	226,811	
Westside Subway Extension Section II		-	13,578	13,578	
<b>Purple Line Extension Total</b>		<b>117,627</b>	<b>184,878</b>	<b>311,025</b>	
Expo Blvd Light Rail Transit Phase I: Metro Incurred		59,793	516	-	3
Expo Blvd Light Rail Transit Phase I: Expo Authority Incurred		803,164	-	930,625	
<b>Expo Blvd Light Rail Transit Phase I</b>		<b>862,957</b>	<b>516</b>	<b>930,625</b>	
Expo Blvd Light Rail Transit Phase II: Planning		391	-	-	3
Expo Blvd Light Rail Transit Phase II - Holdback		2,025	10,945	-	3
Expo Blvd Light Rail Transit Phase II - Non-Holdback		99,774	38,631	-	3
Expo Blvd Light Rail Transit Phase II: Construction		296,350	280,000	1,511,158	
Division 22 Paint And Body Shop		210	305	-	3
Expo/Blue Line Light Rail Vehicle Procurement		60,341	43,647	-	4
Expo Phase II Bikeway		337	-	16,102	
<b>Expo Blvd Light Rail Transit Phase II</b>		<b>459,429</b>	<b>373,528</b>	<b>1,527,260</b>	
<b>Measure R Transit Construction Total</b>		<b>\$ 2,089,849</b>	<b>\$ 1,121,799</b>	<b>\$ 5,684,697</b>	
<b>Measure R Transit Planning</b>					
Airport Metro Connector		\$ 5,154	\$ 2,781	\$ 7,935	5
Eastside Extension Phase II: Planning Phase I		4,992	-	4,992	5
Eastside Extension Phase II: Planning Phase II		13,420	3,034	16,454	5
Eastside Light Rail Access		2,481	5,572	8,054	5
Green Line Extension: Redondo to South Bay		5,230	5,070	10,300	5
San Fernando Valley East N/S Rapidways		4,657	3,125	7,782	5
Sepulveda Pass Transit Corridor		2,093	4,679	6,772	5
West Santa Ana Branch Corridor		434	2,512	2,946	5
<b>Measure R Transit Planning Total</b>		<b>\$ 38,461</b>	<b>\$ 26,774</b>	<b>\$ 65,235</b>	
<b>Measure R Program Total</b>		<b>\$ 2,128,310</b>	<b>\$ 1,148,573</b>	<b>\$ 5,749,932</b>	

Note: Totals may not add due to rounding

Note 1: Early Planning Phase I & II are annually funded and do not require an LOP

Note 2: Southwestern Yard is partially funded through the Crenshaw/LAX Light Rail Transit Construction LOP

Note 3: Expo Phase I & II Projects are funded through the consolidated LOP in lines 26 & 34 respectively

Note 4: Expo funded portion of the Light Rail Vehicle Procurement

Note 5: No Board Adopted LOP during planning phase: project is funded on an annual basis.

## Capital Program Project Listing (continued)

	Project Description	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Note
47	<b>Safety &amp; Security</b>					
48	<b>Blue Line</b>					
49	Metro Blue Line Pedestrian & Swing Gate Installations		\$ 139	\$ 1,534	\$ 7,700	
50	Metro Blue Line Traction Power Sub-Stations Rehabilitation		56,881	15,850	82,200	
51	Metro Blue Line Overhead Catenary System Rehabilitation		692	1,068	13,000	
52	Metro Blue Line Signal System Rehabilitation		481	1,482	820	
53	<b>Blue Line Total</b>		<b>\$ 58,193</b>	<b>\$ 19,934</b>	<b>\$ 103,720</b>	
54	<b>Green Line</b>					
55	Metro Green Line Signal System Rehabilitation		57	1,480	3,600	
56	Metro Green Line Signal System Rehabilitation - Phase II		2	981	7,800	
57	<b>Green Line Total</b>		<b>\$ 59</b>	<b>\$ 2,461</b>	<b>\$ 11,400</b>	
58	<b>Red/Purple Line</b>					
59	Metro Red Line Operator Cab Camera Installation		6	2,146	6,380	
60	<b>Red/Purple Line Total</b>		<b>\$ 6</b>	<b>\$ 2,146</b>	<b>\$ 6,380</b>	
61	<b>Bus</b>					
62	Bus Division Backup Generators		101	533	3,700	
63	<b>Bus Total</b>		<b>\$ 101</b>	<b>\$ 533</b>	<b>\$ 3,700</b>	
64	<b>Systemwide</b>					
65	Automated License Plate Recognition Network Phase I		\$ 1,893	\$ -	\$ 2,069	
66	Automated License Plate Recognition Network Phase II		1,121	-	1,602	
67	Emergency Operations Booth at Divisions		-	316	452	
68	Emergency Operations Center		10,758	5,345	16,103	
69	Fiber Optic Connection EOB/RTACR		-	50	450	
70	Metro Blue Line/Metro Green Line Transit Passenger Info System		3,210	1,012	5,987	
71	Metro Emergency Radio System Phase I		504	-	621	
72	Metro Mobile Command Vehicle		-	612	1,250	
73	Metro Security Kiosks at Rail Stations		-	2,012	5,150	
74	Seismic Monitoring System Replacement		56	51	275	
75	Simulcast Security Radio System Upgrade		575	96	1,318	
76	UFS Security - PCI Compliance		-	913	19,500	New
77	Union Station Smart HD CCTV		-	699	1,849	New
78	Video Security System Enhancement		86	544	1,500	
79	<b>Systemwide Total</b>		<b>\$ 18,202</b>	<b>\$ 11,649</b>	<b>\$ 58,126</b>	
80	<b>Safety &amp; Security Total</b>		<b>\$ 76,562</b>	<b>\$ 36,723</b>	<b>\$ 183,326</b>	
81	<b>Deferred Maintenance Program</b>					
82	<b>Rail Deferred Maintenance</b>					
83	<b>Blue Line</b>					
84	Division 11 Body Shop Ventilation		\$ 149	\$ 121	\$ 550	
85	Division 11 Water Mitigation		954	271	2,000	
86	Light Rail P2000 Midlife Overhaul		-	797	130,800	
87	Light Rail Vehicle Fleet Enhancement		113,210	204	152,919	
88	Long Beach Duct Bank Upgrade		429	-	980	
89	Metro Blue Line Communication & Signal Building Rehabilitation		469	371	1,800	
90	Metro Blue Line Rail Replacement & Booting		96	1,507	13,000	
91	Metro Blue Line Turnout Replacement		-	2,029	2,350	New
92	Metro Blue Line Yard Signal System Rehabilitation		-	52	4,600	New
93	P2000 Component Overhaul		1,264	2,816	26,360	
94	P2000 Vehicle Signaling Package Upgrade		1,585	762	3,364	
95	P865/P2020 Railcar Midlife Overhaul		5,561	3,004	30,000	
96	Rail Station Refurbishments		982	1,539	21,500	
97	<b>Blue Line Total</b>		<b>\$ 124,698</b>	<b>\$ 13,474</b>	<b>\$ 390,223</b>	
98	<b>Green Line</b>					
99	Metro Green Line Material Storage Building & Offices Upgrade		338	500	1,192	
100	Metro Green Line Central ATC Computer System Rehabilitation		56	378	750	
101	<b>Green Line Total</b>		<b>\$ 394</b>	<b>\$ 878</b>	<b>\$ 1,942</b>	

Note: Totals may not add due to rounding

## Capital Program Project Listing (continued)

Project Description	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Note
<b>Rail Deferred Maintenance (continued)</b>					
<b>Red/Purple Line</b>					
Bicycle Lockers & Racks for Metro Rail Stations		\$ 499	\$ 598	\$ 1,350	
Division 20 Carwash & Cleaning Platform		8,166	4,649	15,400	
Escalator Replacement/Modernization at Red Line Stations		24	1,764	12,500	
Escalator/Elevator Modernization - Civic Center Station		5,668	1,426	12,000	
Fire Control Panel Upgrade		17	286	3,600	
Heavy Rail SCADA System Replacement		8	1,294	15,883	
Heavy Rail Vehicle Midlife Overhaul		1	797	172,000	
Metro Rail Station Entrance Gating		15,815	388	21,000	
Metro Red Line Damper Replacement		56	1,232	2,700	
Metro Red Line Entrance Canopies		2,933	675	7,224	
Metro Red Line Entrance Canopies (ARRA)		6,700	-	6,700	
Metro Red Line Horizontal Carousel		-	53	397	
Metro Red Line Seg I Audio Frequency Track Circuit Replacement		1,775	0	2,279	
Metro Red Line Seg II&III Audio Frequency Track Circuit Replacement		-	40	975	New
Metro Red Line Segment II & III Remote Terminal Units Rehabilitation		276	98	1,000	
Metro Red Line to Orange Line Underpass at North Hollywood Station		843	4,747	22,000	
Metro Red Line Train-to-Wayside-Comm Rehabilitation		-	24	1,800	New
Metro Red Line Tunnel Lighting Rehabilitation		592	914	9,000	
Metro Red Line Yard Genralogic System Rehabilitation		1,383	177	2,000	
Roof Replacement at Location 61		100	1,145	3,059	
Subway Railcar Component Replacement		8,410	6,012	30,000	
Test Track/Metro Red Line		-	1,456	10,000	
Wayside Energy Storage Substation (WESS)		726	1,103	5,166	
<b>Red/Purple Line Total</b>		<b>\$ 53,990</b>	<b>\$ 28,881</b>	<b>\$ 358,033</b>	
<b>Gold Line</b>					
Division 21 Car Wash Improvement		2	265	670	
Pasadena Gold Line SONET Upgrade		4	783	9,227	
Pasadena Gold Line Headway Improvements		448	65	1,400	
<b>Gold Line Total</b>		<b>\$ 454</b>	<b>\$ 1,113</b>	<b>\$ 11,297</b>	
<b>Rail Deferred Maintenance</b>		<b>\$ 179,536</b>	<b>\$ 44,346</b>	<b>\$ 761,495</b>	
<b>Bus Deferred Maintenance</b>					
ATMS Narrowband Frequency		\$ (2)	\$ -	\$ 8,800	
ATMS Upgrade		8,582	-	12,107	
Bulk Storage Containers		-	-	185	
Bus Acquisition 100 CNG		59,522	-	60,000	
Bus Acquisition 150 45-Foot Compo		77,477	3,601	86,830	
Bus Acquisition 30 Zero Emission/Super Low Emission		-	6,162	30,000	
Bus Acquisition 550 40-Foot		245	108,689	304,943	
Bus Facility Maintenance Improvements & Enhancements Phase I		9,916	4,707	21,231	
Bus Facility Maintenance Improvements & Enhancements Phase II		320	2,693	20,896	
Bus Midlife Program thru FY14		35,160	25,215	101,488	
Bus Plaza Paver Retrofit		-	500	9,093	New
Bus Stop Information System Project		443	407	1,150	
Division 2 Maintenance Building Renovation & Facility Upgrade		42	2,121	42,575	
Division 3 Master Plan Phases II-IV		11,672	1,528	13,200	
Electrify Compression of Natural Gas at CNG Fueling Stations		26,164	-	28,000	
Facility Equipment & Upgrades		63	448	2,254	
Central Maintenance Shop Equipment Replacement		146	395	2,928	
Central Maintenance Shop Engine Replacement Program thru FY14		15,351	8,176	32,112	
Non-Revenue Equipment Replacement Bus (Scrubbers, Trailers)		-	454	2,839	
Non-Revenue Light Duty Vehicle Replacement Bus		-	2	1,705	
Non-Revenue Vehicles Procurement for Bus thru FY15		-	28	4,030	
Revenue Collection Equipment Midlife Refurbishment		4	273	1,521	
Under Ground Storage Tank Replacements thru FY14		3,065	2,609	7,500	
Warehouse Improvement - Division 9		815	75	890	
Warehouse Infrastructure - 490 Bauchet		489	29	1,153	
Warehouse Replacement - Division 3		753	272	1,604	
<b>Bus Deferred Maintenance Total</b>		<b>\$ 250,228</b>	<b>\$ 168,382</b>	<b>\$ 799,034</b>	

Note: Totals may not add due to rounding

## Capital Program Project Listing (continued)

Project Description	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Note
<b>160 Deferred Maintenance Infrastructure &amp; Systemwide</b>					
<b>161 Deferred Maintenance Infrastructure</b>					
162 Agency-Wide Reporting Analysis System		\$ 2,074	\$ 327	\$ 3,075	
163 BIAS System Replacement		1,436	700	3,800	
164 Board Room Audio/Video System Upgrade		255	-	1,332	
165 Call Center Telephone Replacement		22	496	1,500	
166 Customer Center Relocation Improvements		(4)	46	761	
167 Digital Incident Management System		505	-	2,064	
168 Enterprise Communication Network Switch		119	981	2,843	
169 FIS R12 Upgrade		409	3,265	12,900	
170 Gateway Building Emergency Generator		451	1,200	1,895	
171 Gateway Building Renovations		7,720	1,664	42,842	
172 GIRO HASTUS Upgrade & Enhancement		253	332	4,010	
173 Inventory Optimization System		30	635	1,583	
174 Software Application Platform Upgrades thru FY13		983	-	1,000	
175 Upgrade ASRS Manager Computer System		167	457	1,423	
176 Workstation & Network Refresh Program thru FY13		1,000	-	1,000	
<b>177 Deferred Maintenance Infrastructure Total</b>		<b>\$ 15,418</b>	<b>\$ 10,103</b>	<b>\$ 82,029</b>	
<b>178 Deferred Maintenance Systemwide</b>					
179 Cathodic Protection Systems		\$ 920	\$ -	\$ 920	
180 Digital Rail Radio System		7,851	3,238	25,000	
181 Elevator Installations (Vertical Systems)		165	1,278	8,000	
182 Hazardous Material Storage Containers		182	53	1,200	
183 Installation of Signage & Posters		501	114	897	
186 Non Revenue Vehicles and Maintenance Equipment		6,561	1,169	40,079	
187 Passenger Intercom Replacement		4	418	3,596	
188 Regional Rail Signage System Improvements		1,159	255	2,231	
189 Replacement Non-Revenue Medium Duty Vehicles - Heavy Rail		-	-	54	
190 System Projects		-	30,000	-	
191 Systemwide Corrosion Protection System Replacement		4	495	13,000	
192 Vertical Lift Module Systems		-	707	2,288	
193 Warehouse Awning at Wayside Systems		117	3	327	
194 Warehouse Pallet Racking for Rail		-	-	120	
195 Wayside Workers Protection Enhancement		3,857	-	4,573	
<b>196 Deferred Maintenance Systemwide Total</b>		<b>\$ 21,321</b>	<b>\$ 37,730</b>	<b>\$ 102,285</b>	
<b>197 Deferred Maintenance Systemwide &amp; Infrastructure Total</b>		<b>\$ 36,739</b>	<b>\$ 47,832</b>	<b>\$ 184,314</b>	
<b>198 Deferred Maintenance Total</b>		<b>\$ 466,502</b>	<b>\$ 260,561</b>	<b>\$ 1,744,843</b>	

Note: Totals may not add due to rounding

## Capital Program Project Listing (continued)

Project Description	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Note
<b>Rail Capital Improvements &amp; Closeouts</b>					
<b>Blue Line</b>					
Long Beach Duct Bank Upgrade Phase II		\$ -	\$ 249	\$ 8,000	New
<b>Blue Line Total</b>		<b>\$ -</b>	<b>\$ 249</b>	<b>\$ 8,000</b>	
<b>Green Line</b>					
Wayside Intrusion Detection System Replacement		-	3	9,700	New
Metro Green Line UPS for Train Control & Communication Building		-	270	1,200	New
<b>Green Line Total</b>		<b>\$ -</b>	<b>\$ 273</b>	<b>\$ 10,900</b>	
<b>Red/Purple Line</b>					
Lankershim Depot Restoration Project		1,276	909	3,600	
Metro Red Line Gas Analyzer Upgrade		-	671	4,000	New
Metro Red Line Segment I Power Supply Replacement		-	171	300	New
Metro Red Line Segment II Closeout		20,591	1,026	22,867	
Metro Red Line Segment III North Hollywood Closeout		4,623	4,221	23,139	
<b>Red/Purple Line Total</b>		<b>\$ 26,490</b>	<b>\$ 6,999</b>	<b>\$ 53,906</b>	
<b>Gold Line</b>					
Division 21 Midway Yard Improvements		-	140	1,024	New
Gold Line Closeout		5,733	1,311	9,079	
Gold Line Eastside Extension		884,978	2,000	898,814	
Gold Line Eastside Extension Enhancements		54,306	-	55,903	
Pasadena Gold Line Vehicle Loop Detector Replacement		-	310	750	New
Pasadena Gold Line Yard Train Loop Detector Replacement		-	26	600	New
Warehouse High Density Storage Equipment at Monrovia		-	500	1,874	New
<b>Gold Line Total</b>		<b>\$ 945,017</b>	<b>\$ 4,288</b>	<b>\$ 968,044</b>	
<b>Rail Capital Improvements &amp; Closeouts</b>		<b>\$ 971,508</b>	<b>\$ 11,809</b>	<b>\$ 1,040,850</b>	
<b>Bus Capital Improvements &amp; ExpressLanes</b>					
Artesia Transit Center Improvements		\$ 1,158	\$ 82	\$ 1,240	
ASRS Unit Upgrade for Mini-Load		-	231	1,659	New
BRT Freeway Station Sound Enclosure		-	242	5,838	New
Bus Facilities Lighting Retrofit		-	468	4,250	New
Division 1 Improvements		-	748	20,866	New
Division 10 Bus Wash Air Dryer Station		86	-	86	
Division 13		28,414	33,444	95,000	
Divisions 9 & 18 Recycled Water Systems		151	31	205	
DVR Equipment Refurbishment		-	305	3,102	New
El Monte Transit Station Enhancements		112	-	115	
Harbor Transit Way, El Monte Bus Svc Stop / Station Amenities		771	206	1,031	
Hawthorne/Lennox Bus Layover		-	410	1,164	New
LED Lighting Upgrade at El Monte Transit Center (Sustainability)		192	-	395	
Metro Art Enhancement		485	56	615	
Metro Orange Line Passenger Amenities		438	81	615	
Metro Silver Line Improvements & Upgrades		1,144	2,947	7,845	
Metro Orange Line Reclaimed Water Project		1	609	400	
Non-Revenue Equipment Expansion Bus System		152	302	684	
Non-Revenue Light Duty Bus Expansion		-	-	149	
Photovoltaic Panels at El Monte Transit Center (Sustainability)		592	-	615	
Slauson Bus Stop Amenity Improvements		864	126	990	
Solar Power Enhanced Bus Stop Lighting		7	107	750	
<b>Bus Capital Improvements &amp; ExpressLanes Total</b>		<b>\$ 34,569</b>	<b>\$ 40,393</b>	<b>\$ 147,614</b>	
<b>ExpressLane Tollways &amp; Facility</b>					
El Monte Busway & Transit Center Expansion		59,076	198	60,106	
ExpressLanes On I-10 & I-110 (CRDP)		110,223	1,267	116,037	
Harbor Transitway Improvements		3,568	282	3,850	
Pascaouras Plaza Station Improvements		2,688	4,898	16,803	
<b>ExpressLane Tollways &amp; Facility Total</b>		<b>\$ 175,554</b>	<b>\$ 6,645</b>	<b>\$ 196,796</b>	
<b>Bus Capital Improvements &amp; ExpressLanes Total</b>		<b>\$ 210,123</b>	<b>\$ 47,038</b>	<b>\$ 344,409</b>	

Note: Totals may not add due to rounding

## Capital Program Project Listing (continued)

Project Description	(\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Proposed	Life of Project (LOP)	Note
<b>Capital Improvements Support Infrastructure &amp; Systemwide</b>					
255	Annual Software Application Platform Upgrades	\$ -	\$ 853	\$ 865	New
257	Annual Workstation & Network Refresh Program	-	1,000	1,000	New
258	Contract Information Management System - Phase II	3,980	1,699	7,561	
259	Contract Information Management System - Phase III	-	300	2,330	
260	Customer Center Security & Info Enhancements	251	-	342	
261	Electronic Security & Access Enhancement	155	-	523	
262	Installation of SAV & Vending Machines	-	150	1,400	New
263	Sylmar Child Center Rehabilitation	0	315	987	
264	TAP Mobile Phone Validators	-	100	500	New
265	TAP Mobile Validators (on Bus)	-	750	5,000	New
266	Ticket Vending Machine Installations	-	1,003	6,736	New
267	UFS Data Warehousing	-	306	6,042	New
268	UFS Disaster Recovery	-	207	2,043	New
269	Union Station Main Terminal HVAC Upgrade	-	100	5,376	New
270	Union Station Renovation/Upgrade	-	381	17,311	New
271	Union Station Reroofing	-	200	7,080	New
272	Web Infrastructure Upgrade	1,107	401	3,096	
273	<b>Capital Improvements Support Infrastructure &amp; Systemwide Total</b>	<b>\$ 5,493</b>	<b>\$ 7,765</b>	<b>\$ 68,192</b>	
<b>Capital Improvements Systemwide</b>					
275	Bicycle Access Improvements - Rail	\$ -	\$ 20	\$ 2,243	New
276	Car Cleaning Platform Canopy	-	21	505	New
277	Fiber Optic Main Loop Upgrade	-	25	4,250	New
278	LRT Freeway Stations Sound Enclosures	-	464	8,609	New
279	MOW Tools & Equipment Procurement thru FY16	-	79	2,000	New
280	Non-Revenue Maintenance Shop Improvements	-	721	3,227	New
281	Public Plug-In Charge Station	34	20	55	
282	Rail Facilities Lighting Retrofit	-	435	1,557	New
283	Regional Service Center & Clearinghouse	16,462	633	20,072	
284	SCADA System Security Enhancement	-	235	1,365	New
285	Universal Fare Collection System	93,524	228	97,607	
286	<b>Capital Improvements Systemwide Total</b>	<b>\$ 110,020</b>	<b>\$ 2,882</b>	<b>\$ 141,490</b>	
287	<b>Capital Improvements Infrastructure &amp; Systemwide Total</b>	<b>\$ 115,513</b>	<b>\$ 10,647</b>	<b>\$ 209,681</b>	
288					
289	<b>Capital Improvements: Bus, Rail, SI &amp; Systemwide Total</b>	<b>\$ 1,297,143</b>	<b>\$ 69,494</b>	<b>\$ 1,594,941</b>	
290					
291	<b>Operating Capital Grand Total</b>	<b>\$ 1,840,207</b>	<b>\$ 366,778</b>	<b>\$ 3,523,110</b>	

Note: Totals may not add due to rounding

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