

For Board Consideration & Public Comment

JULY 1, 2019 – JUNE 30, 2020

# PROPOSED BUDGET

# FY20

---

Final Adopted Budget will be available 90 days after Board Adoption



Los Angeles County Metropolitan Transportation Authority  
Office of Management & Budget

5/1/2019v1

## Table of Contents

| Section                                                                      | Page |
|------------------------------------------------------------------------------|------|
| Introduction.....                                                            | 1    |
| Resources .....                                                              | 13   |
| Expenditures.....                                                            | 17   |
| Full-Time Equivalents (FTE).....                                             | 21   |
| Transportation Infrastructure Development .....                              | 25   |
| Metro Transit-State of Good Repair (SGR) and Other Assets .....              | 29   |
| Regional Subsidy Funding Programs .....                                      | 33   |
| Debt.....                                                                    | 35   |
| Funds .....                                                                  | 37   |
| Service Statistics .....                                                     | 43   |
| Appendix I – Legally Separate Entities .....                                 | 49   |
| Appendix II – Transportation Infrastructure Development Project Listing .... | 53   |
| Appendix III – Metro Transit—State of Good Repair (SGR) Project Listing .    | 57   |
| Appendix IV – Regional Transit Allocations.....                              | 61   |

**This page intentionally left blank.**

# Introduction

**This page intentionally left blank.**

## **Budget Message from the CEO**

### **FY20 and the Re-Imagining of LA County: Mobility, Equity, and the Environment**

In Fiscal Year 2020 (FY20), Metro is ready to move into uncharted territory with “The Re-Imagining of LA County,” a bold and innovative effort to transform the region. This exciting set of initiatives has been launched in pursuit of long term solutions to eradicate congestion in LA County and to facilitate accessible and affordable transportation for everyone. While we work to eliminate congestion, we are simultaneously aiming to drastically reduce the region’s carbon footprint, combat climate change, improve transportation equity, and position the County to be the first major region in the world that could offer free transit services for everyone.

Thanks to Measure M, Metro has many transit and highway capital projects in the works that will greatly improve our transportation infrastructure over the coming decades. However, given that the population of the region is expected to grow from 10 million today to nearly 11 million by 2028, we must think even further outside the box. To truly “Re-Imagine LA County,” we are undertaking a study that will investigate the feasibility and potential framework for implementing congestion relief pricing in the most traffic-clogged parts of our region. But it doesn’t stop there: we are also exploring the possibility of levying fees for Transportation Networking Company trips as a mechanism for further reducing the demand on our streets and highways. If we hope to eliminate congestion, we must go beyond the status quo to discourage single occupancy vehicle trips and enhance transit services.

At the end of 2019, we are also planning to wrap up the NextGen Bus Study, a multi-year project that will modernize Metro’s bus network, which hasn’t had a significant update in 25 years. Since beginning in 2018, this exciting study has been diving deep into several important topics, such as transit market demand and the ability of our current bus system to serve current and potential customers. The conclusion of the NextGen Bus Study will result in specific transit service recommendations on how Metro can best reimagine the system to be more relevant to what people need today. Through extensive community outreach and detailed route planning to redesign smarter bus lines, we are working to retain our current riders, attract new riders, and improve mobility countywide.

As we improve our fixed route transit network and work tirelessly to eliminate congestion on our roads, we must also think of the future in terms of our transportation workforce. Last year, the Metro Board approved a multi-year budget for the development and operations of the SEED School of Los Angeles, the County’s first transportation infrastructure school. This exciting new educational opportunity for the region addresses two significant needs. First, we are investing in skill development for the transportation industry in order to ensure that future leaders are well-equipped to address each and every new challenge that arises out of our changing mobility needs. Second, we are providing career education for LA County youth, cultivating the success of our region by offering meaningful career opportunities to those who live and grow along with it.

Progress for the region means progress for all 10 million people within it, half of which are women. Likewise, women make up about half of Metro’s transit ridership. In September 2017, I directed staff to establish the Women and Girls Governing Council (WGGC) to examine how Metro policies, programs, and services impact the lives of women and girls in Los Angeles County. The main goals of the WGGC are to have a gender balanced workforce, to accelerate change, and to develop a comprehensive strategy to address the complex and interrelated causes of gender inequality in the realm of transportation and mobility. With the WGGC, we seek to better understand how women travel through data analysis, which will ensure that service changes and improvements consider and address the different mobility needs for men and women.

**Budget Message from the CEO (continued)**  
**FY20 and the Re-Imagining of LA County: Mobility, Equity, and the Environment**

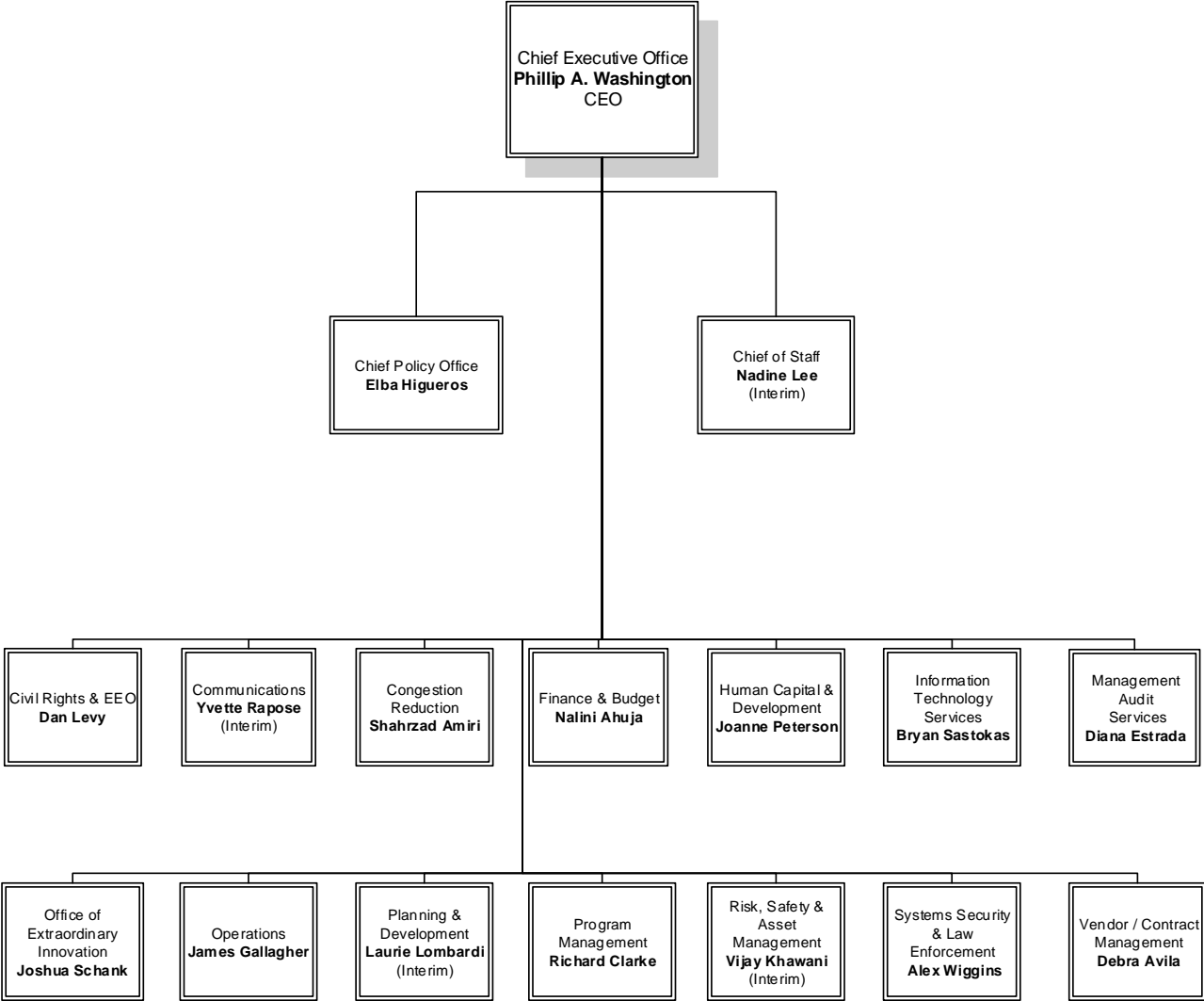
When the WGGC was formed, women only made up 37 percent of Metro’s senior management, and only 2.6 percent of Metro contracts had been awarded to businesses owned by women. To address this inequity, the WGGC is also working to promote the advancement of women in the transportation industry, including meaningful career growth, development opportunities, and recognition for contributions. Earlier this year, Metro hosted the Girls Empowerment Summit, an event designed to inform and inspire girls about careers at Metro and across the transportation industry. This type of outreach is an exciting step in the right direction for attracting, retaining, and advancing women at Metro, which for three decades has had a workforce that is only about 29 percent female.

While we pursue these and many more exciting projects now and in the years to come, it is of utmost importance that access to opportunity remain a core objective of transportation decision making. As such, the Board has adopted the Equity Platform Framework, a comprehensive blueprint for achieving equity in everything Metro does. This framework is being applied to every decision made at the agency in order to achieve the greatest possible level of equity. To do so, we must define equity, identify how to improve it, and engage the community meaningfully in its pursuit. Furthermore, our new Long Range Transportation Plan will be renewed by a focus on equity, and related training is being pursued within Metro. Much like the goal of eradicating congestion, equity cannot be achieved overnight, and therefore we must continuously strive toward our goals. Metro is more than up for the challenge, and as the transportation landscape of LA County continues to evolve, we are fully prepared to change right along with it.



Phillip A. Washington  
Chief Executive Officer

### FY20 Organization Chart





## FY20 Budget Highlights

### Agency Goals

The proposed \$7.2 billion budget for FY20 is balanced and aligns resources in a fiscally responsible manner to achieve the five goals established by Vision 2028, Metro's comprehensive strategic plan:

1. Provide high-quality mobility options that enable people to spend less time traveling
2. Deliver outstanding trip experiences for all users of the transportation system
3. Enhance communities and lives through mobility and access to opportunity
4. Transform Los Angeles County through regional collaboration and national leadership
5. Provide responsible, accountable, and trustworthy governance within the LA Metro organization

### Improved Bus & Rail Service

FY20 continues to be an exciting time to plan Metro Bus and Rail Service. Metro staff, Service Councils, and other stakeholders continue their partnership to complete the NextGen Bus study. The main goal and objective is to re-think our service to improve high quality mobility options that enable commuters to spend less time traveling, improve the customer commuting experience, and maximize our investment into a world class bus system that is reliable, convenient, and attractive to the discretionary rider. Although NextGen's focus is on Bus service, Rail service will be studied to integrate an effective Bus/Rail interface plan that removes service duplication around rail alignments. Conforming to Metro's Board Adopted Transit Service Policy (TSP), both the bus and rail service plans consider the actual FY19 on-street service and include adjustments to reflect the actual "on-street" reality.

The proposed bus and rail service plan consists of 8.15 million Bus and Rail Revenue Service Hours (RSH). Bus RSH is expected to remain flat from the FY19 scheduling base at 7,019,376 RSH, a modest 4,770 RSH increase. An allowance for minor service adjustments, as well as bus bridges to support the completion of the New Blue rehabilitation project, Crenshaw construction work, and other service needs that arise are in the plan. Surgical trip adjustments may be implemented to reflect on-street reality based board adopted load standards defined in the Transit Service Policy (TSP) (between 100% to 140% of seated capacity by service type). No more than 1 trip per hour is reduced from each line to improve in-service on-time performance. Further, there are no planned line cancellations nor will headways exceed 15 minutes after trip adjustment.

Rail service is proposed at 1,134,953 Revenue Vehicle Service Hours (RVSH). Adjustments and proposed deployment strategies include weekend morning peak headway to begin at 10 am instead of 8 am on all rail lines. Other adjustments are weekday peak headway changes (from 6 & 7 minutes to 8 minutes) on the Blue Line, Gold Line, and Expo Line. Long Beach customers will experience significant improvements in headway as there will be no more short lining at Willow St. station which will improve the Blue Line peak headways from 12 minutes to 8 minutes along the entire line from Downtown Long Beach to Downtown Los Angeles. Off peak (Mid-Day, Night, and Midnight) vehicle deployments (3 vehicles to 2 vehicles) will be implemented on the Blue Line, Gold Line, and Expo Line. These vehicle deployments are in-line with system-wide deployment standards defined in the TSP. The benefits of these redeployment strategies will reduce the uncertainty of when a train will arrive, align with scheduled headways, and increase consistency with in-service on-time performance.

In both bus and rail programs, planned expenditures include changes in union labor and fringe benefit costs reflecting current collective bargaining agreements with our five labor unions. Although bus service remains flat, there are extraordinary cost increases that need to be absorbed. There are higher than anticipated parts and supplies required carrying out maintenance campaigns such as bus re-tanking, installation of bus operator protection barriers, and maintenance/replacement of bus electronics. There is also an increase in CNG fuel rates based on published forward pricing rate indices.

## **FY20 Budget Highlights (continued)**

### **State of Good Repair**

Metro's annual budget continues to provide the necessary resources to maintain the transit system in a state of good repair. In FY20, \$492 million is allocated to maintain Metro's bus, rail, critical information systems, and peripheral transit infrastructure. Of the total state of good repair budget, \$189 million, or 38%, is allocated to bus acquisition, facilities improvements, and bus maintenance. This year's bus acquisition expenditures will represent the initial step in realizing the Board adopted goal of converting Metro's entire fleet of buses from compressed natural gas (CNG) to zero emission electric vehicles by the year 2030. In FY20, Orange Line expects an order of 40 sixty-foot electric buses and will construct charging stations along the right of way. Moreover, Metro anticipates delivery of 207 forty-foot buses and 65 sixty-foot near zero emission CNG buses.

Meanwhile, the total budget for rail state of good repair is \$251 million, or 51%. These funds are allocated for rail facilities improvements, rail fleet procurement, rail vehicle maintenance, and wayside systems repair and replacement. About half of this amount, or \$121 million, is allotted for light and heavy rail vehicle procurement. Light rail vehicle deliveries will be approaching the final phase, while two heavy rail pilot vehicles scheduled for delivery will begin the process of replacing the original Red Line cars from the opening in 1992. The remainder of the option cars within the heavy rail vehicle order will be delivered in future fiscal years to eventually provide service on the entire Purple Line Extension in time for the 2028 Olympics. Also, FY20 anticipates the completion of major rehabilitation efforts on the Blue line, known as "New Blue."

### **Transportation Infrastructure Program**

Thanks to the passage of Measure M in Fall 2016, the total budget for transportation infrastructure expansion has increased by 39%, or \$712 million, in just four years. The long term funding provided by Measure M is vital to Metro's ongoing efforts to transform the transportation network in Los Angeles County by focusing on capital improvements in transit, highways, and regional rail.

#### *Transit Construction*

Transit expansion projects account for \$2.06 billion of the total budget, which represents an increase of \$376 million over the prior year. This amount includes funding for significant progress in planned design and construction activities for the Westside Purple Line Extension (WSEPLE) Section 1, such as the advancement of tunneling and station construction activities. Meanwhile, utility relocation work will continue for WSEPLE Section 2 in parallel with construction and tunnel excavation activities. By the end of FY20, the WSEPLE Section 2 project is forecasted to initiate early construction phases. Upon finalization of the full funding grant agreement, WSEPLE Section 3 will also see significant progress, as Metro will be able to formally award the design/build stations contract, commence station design efforts, acquire right of way parcels, and start early construction phases.

In preparation for revenue service planned for calendar year 2022, the budget includes \$221 million for ongoing work on the Regional Connector, including station construction, tunnel track work, track material distribution, and installations. The Gold Line Foothill Extension 2B plans to break ground in FY20, with \$189 million allocated for final engineering and early construction activities. Most notable in the FY20 transit construction budget is the \$227 million planned for the Crenshaw LAX Project to support final construction activities, systems integration, and pre-revenue testing. This includes \$31 million for operations pre-revenue service activities which will take the project to substantial completion, targeting a Spring/Summer 2020 launch of revenue service on the new line.

## **FY20 Budget Highlights (continued)**

### *Highway Improvements*

The highway program continues to grow year over year as a variety of projects enter construction phases. At completion, Caltrans assumes responsibility for operations and maintenance. In total, the highway program has remained flat over FY19, for a total budget of \$320 million planned for FY20. The budget is largely comprised of Measure M and Measure R funded projects and includes funding for the sub-regional highway program and countywide soundwall program.

### *Regional Rail*

Metro's regional rail program consists of operating and capital support of the Metrolink commuter rail system, plus Metro-managed regional rail capital expansion, development, construction, and corridor studies. The Rosecrans/Marquardt project, identified by the State of California as the number one grade crossing separation project statewide, is expected to advance in property acquisition and completion of design. LINK US will expand the capacity and operational efficiency of Union Station for rail operations, and design is expected to move forward on the Brighton to Roxford double tracking project in the East San Fernando Valley. On the operations side, current Metrolink service levels will be maintained. In addition, the budget includes Metro's support for the 25% San Bernardino fare discount program, enhanced fare enforcement and security on the Antelope Valley Line, and funds to operate additional train service during special events.

### **Subsidy Funding Program**

Every year, Metro plans, programs, and administers various local, state, and federal funds for the operating and capital needs of Los Angeles County's transit systems and transportation improvement projects at the local level. The subsidy funding program budget for FY20 is \$1,405 million, a 5.6% increase over the prior year. This increase is a direct result of an expected growth in sales tax revenues. In addition to providing critical funding to fixed route transit operators, Access Services, and local jurisdictions throughout the county, Metro also funds and administers Low Income Fare is Easy (LIFE), a subsidy program for qualifying low income transit riders throughout Los Angeles County. Beginning in FY20, the LIFE program will transition from a paper coupon based program to a TAP based system. Under the new program, participants will be able to load their subsidized fare products directly onto their TAP cards at any Metro fare vendor. This new framework for the LIFE program will streamline the process of receiving low income fare subsidies, increasing access to our system and improving the customer experience for those riders most in need of assistance.

## FY20 Budget Assumptions

### Resource Assumptions

- Sales tax and TDA revenues are expected to grow at 3.4% over the FY19 budget, totaling \$3.9 billion, which are projected based on historical sales tax growth cycles, nationally recognized forecasting sources and Metro's own historical experience.
- State Transit Assistance (STA) and Senate Bill 1 (SB1) revenues for bus/rail operations and capital in FY20 are expected to be \$245.9 million regionwide, representing a 35.0% increase over the FY19 budget based on State Controllers' Office (SCO) estimates.
- Fare revenues are expected to decline by 6.0% from FY19 budget levels at \$284.5 million, reflecting ridership projections and a nationwide trend of downward public transit ridership patterns.
- ExpressLanes toll revenues are expected to come in at \$58.4 million in FY20, a 7.0% decline from the FY19 budget, primarily related to reduced lane violation revenues as drivers become more aware of ExpressLanes rules and pricing.
- Advertising revenues of \$25.6 million are expected in FY20, which is 3.6% above the FY19 budget.
- Other revenues including bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues are expected to increase 2.5% from FY19, at \$71.2 million in FY20.
- Grant reimbursements, bond proceeds, sales tax carryover, and Transportation Infrastructure Finance and Innovation Act (TIFIA) loan drawdowns are in line with planned Transit Infrastructure and State of Good Repair expenditure activities and expected to total \$2.6 billion in FY20, a 18.9% increase from the FY19 budget.

### Service Assumptions:

The NextGen Bus study remains in the development stage. While NextGen is being completed, the FY20 proposed Revenue Service Hours (RSH) reflect an approach to deploy Bus and Rail service that is in line with current scheduled service and is relatively transparent to commuters. The plan is to implement a surgical approach to reallocate service based on FY19 "on-street reality." This reallocation adheres to the Board adopted Transit Service Policy (TSP) and does not interfere with NextGen efforts.

- The FY20 budget for Bus service is proposed at 7,019,376 RSH, reflecting a 4,770 increase in scheduled service from the FY19 scheduling base, less than one percent. A portion of this increase will be for deployment of special service to meet ridership demand for events such as USC games, Dodger Express, etc. Bus bridges are also required to support the completion of the New Blue rehabilitation project, Crenshaw construction work, and other service needs that arise. FY20 is also a Leap Year; therefore, an allowance must be made for an additional day of revenue service. The biggest offset is an adjustment of 75,000 RSH that is dedicated to the surgical trip reallocations for unused capacity. No more than one trip per hour will be reduced from each line, headways will not exceed 15 minutes, and there will be no planned line cancellations.

## FY20 Budget Assumptions (continued)

- Although NexGen’s focus is on Bus service, Rail service is closely related and will be taken into consideration to develop an integrated Bus/Rail interface that removes service duplication around Rail alignments and on-street Bus lines. Rail service is proposed at 1,134,953 Revenue Vehicle Service Hours (RVSH), reflecting a 68,278 adjustment or 5.7 percent in scheduled service. Adjustments and proposed redeployment include weekend morning peak time adjustments on all rail lines to start at 10 am instead of 8 am. Other adjustments consist of peak headway changes (6 & 7 minutes to 8 minutes) on the Blue Line, Gold Line, and Expo Line, as well as implementing off-peak vehicle deployments (3 vehicles to 2 vehicles) on the Blue Line, Gold Line, and Expo Line. These vehicle deployments are in-line with systemwide deployment standards defined in the TSP. The benefits of these redeployment strategies are reducing uncertainty of when a train will arrive, align with scheduled headways, and increase consistency with in-service on-time performance. Long Beach passengers will experience significant improvements in Blue Line headways as there will be no more short lining at Willow St. station.
- A breakdown of Bus and Rail Vehicle Service Hours is shown below. Additional service statistics are found under Service Level Details (Refer to page 45).

| Bus Service Level Profile |                                                              | RSH              |
|---------------------------|--------------------------------------------------------------|------------------|
| 1                         | <b>FY19 Scheduling Base</b>                                  | <b>7,014,606</b> |
| 2                         | <b>FY20 Adjustments</b>                                      |                  |
|                           | Demand Based Trip Additions to Reflect "On-Street Reality"   |                  |
| 3                         | Including BRT, ADA, Special Events, and Bus Bridge Services  | 105,769          |
| 4                         | Additional Day of Service for Leap Year                      | 29,908           |
| 5                         | Demand Based Hourly Trip Adjustments on High Frequency Lines | (75,000)         |
| 6                         | New Blue Bus Bridge Conclusion                               | (55,907)         |
| 7                         | <b>FY20 Proposed Budget</b>                                  | <b>7,019,376</b> |
| 8                         | <b>Change From FY19 Scheduling Base</b>                      | <b>4,770</b>     |
| 9                         | <b>% Change</b>                                              | <b>0.07%</b>     |

| Rail Service Level Profile |                                                                           | RVSH             |
|----------------------------|---------------------------------------------------------------------------|------------------|
| 1                          | <b>FY19 Scheduling Base</b>                                               | <b>1,203,231</b> |
| 2                          | <b>FY20 Adjustments</b>                                                   |                  |
| 3                          | Additional Service Deployment                                             | 12,467           |
| 4                          | Special Events                                                            | 14,041           |
| 5                          | Other (Additional Day of Service for Leap Year & Other Minor Adjustments) | 12,442           |
| 6                          | Off-peak Vehicle Deployments                                              | (43,458)         |
| 7                          | Weekday Headway Change from 6 min & 7 min to 8 min Peak, 12 min Base      | (36,506)         |
| 8                          | Weekend 20 min to 12 min beginning at 10 am, not 8 am                     | (18,985)         |
| 9                          | Service Impact of SGR Improvements                                        | (8,279)          |
| 10                         | <b>FY20 Proposed Budget</b>                                               | <b>1,134,953</b> |
| 11                         | <b>Change From FY19 Scheduling Base</b>                                   | <b>(68,278)</b>  |
| 12                         | <b>% Change</b>                                                           | <b>-5.7%</b>     |

### Cost Inflation Assumptions:

- The Consumer Price Index (CPI), as measured by the Bureau of Labor Statistics, is projected to increase 2.28% over FY19 for the Los Angeles area. CPI is a measure of the average change over time in the prices paid by urban consumers for a market basket of consumer goods and services.
- The FY20 budget includes a decrease of 66 Represented Full Time Equivalents (FTEs) to reflect service level assumptions and SGR project phase along with an additional 45 Non-Represented FTEs to address Measure M and Measure R planning and construction efforts, provide funding oversight and to enhance the customer experience by pursuing pilot programs and improving Metro facilities.
- Wage and salary increases and health and welfare benefits for represented employees are based on the third year terms of the respective Board-adopted contracts. A planned salary increase (merit-based) of 4% for non-represented employees is in line with represented employees.

### Transportation Infrastructure Development and State of Good Repair (SGR) Assumptions:

- FY20 budget continues major funding for the big three Measures R and M transit construction projects: Crenshaw/LAX, Regional Connector, and Purple Line Extension (Sections 1, 2, 3 and Division 20).

## **FY20 Budget Assumptions (continued)**

- This budget assumes continued Airport Metro Connector and Metro Orange Line Improvements design engineering and construction activities thru FY20.
- The Gold Line Foothill Extension 2B project continues environmental review activities and design engineering to revise the base scope of work to Pomona with an option to construct to Montclair while the project seeks additional funding.
- Planning efforts continue for current Measure M and next decade transit and highway projects
- Continued support for Caltrans delivery of major Highway Program projects including: SR138 Capacity Enhancements, I-5 Capacity Enhancements from SR-134 to SR-170, Southbay Improvements, I-710 Early Action projects, I-605 Corridor “Hot Spots,” I-5 South projects to the Orange County Line, Highway Operational Improvements in Arroyo Verdugo and in Las Virgenes / Malibu subregions.
- Continued support to Alameda Corridor-East (ACE) Construction Authority and grade separations Phase II projects.
- Complete the Orange Line order of 40 sixty foot electric buses and construct the charging stations along the right of way.
- Delivery of 207 forty foot buses and 65 sixty foot buses with Near Zero Emission engines.
- Continued construction of new heavy rail cars for future replacement and expansion. Delivery of two prototype heavy cars for testing acceptance.
- Enhance the customer experience through Light and Heavy Rail vehicle midlife modernization projects. Preempt vehicle failures and increase operational performance.
- Continue major rail improvements and maintenance at rail facilities and rights of way focusing on the Blue line, known as the “New Blue” initiative.

### **Areas of Risk:**

- Life of Project (LOP) Construction budget adoptions outpaces Measures R and M Ordinance cost estimates.
- Sales tax grows less than 3.4% over FY19 Budget.
- STA, SB1 and State Cap and Trade funding is lower than State Controller Office’s estimates.
- Federal grant funding is reduced or delayed for capital and operating projects.
- State of Good Repair capital projects encountering unplanned acceleration or changes in scope.
- Lower than expected passenger boardings and/or increased fare evasion resulting in redundant services.
- Other non-labor cost inflation increases above projected Consumer Price Index (CPI) of 2.28%.
- Changes in market conditions affecting ability to issue debt.
- Greater than planned CNG cost per therm based on changing Natural Gas Reserves triggering implementation of CNG hedging agreements.
- Local economic market factors driving Design/Build (D/B) construction contract bids to be greater than engineer’s Independent Construction Estimates (ICE); may impact Transit Infrastructure Life of Project Budget.

**This page intentionally left blank.**

# Resources



## Summary of Resources

|                                                                   | FY19<br>Budget    | FY20<br>Proposed  | \$ Change        | % Change     |
|-------------------------------------------------------------------|-------------------|-------------------|------------------|--------------|
| <b>Resources and Expenditures</b> (\$ in millions)                |                   |                   |                  |              |
| 1 <u>Sales Tax, TDA &amp; STA Revenues</u> <sup>(1)</sup>         |                   |                   |                  |              |
| 2     Proposition A                                               | \$ 844.0          | \$ 873.0          | \$ 29.0          | 3.4%         |
| 3     Proposition C                                               | 844.0             | 873.0             | 29.0             | 3.4%         |
| 4     Measure R                                                   | 844.0             | 873.0             | 29.0             | 3.4%         |
| 5     Measure M                                                   | 844.0             | 873.0             | 29.0             | 3.4%         |
| 6     Transportation Development Act (TDA)                        | 422.0             | 436.5             | 14.5             | 3.4%         |
| 7     State Transit Assistance (STA)/SB1 STA <sup>(2)</sup>       | 150.5             | 215.8             | 65.3             | 43.4%        |
| 8     SB1 State of Good Repair <sup>(2)</sup>                     | 31.7              | 30.1              | (1.6)            | -5.1%        |
| 9 <b>Subtotal Sales Tax, TDA, &amp; STA/SB1 Revenues</b>          | <b>\$ 3,980.2</b> | <b>\$ 4,174.4</b> | <b>\$ 194.2</b>  | <b>4.9%</b>  |
| 10 <u>Operating &amp; Other Revenues</u>                          |                   |                   |                  |              |
| 11     Passenger Fares                                            | \$ 302.6          | \$ 284.5          | \$ (18.1)        | -6.0%        |
| 12     ExpressLanes Tolls                                         | 62.8              | 58.4              | (4.4)            | -7.0%        |
| 13     Advertising                                                | 24.7              | 25.6              | 0.9              | 3.6%         |
| 14     Other Revenues <sup>(3)</sup>                              | 69.5              | 71.2              | 1.7              | 2.5%         |
| 15 <b>Subtotal Operating &amp; Other Revenues</b>                 | <b>\$ 459.6</b>   | <b>\$ 439.7</b>   | <b>\$ (19.9)</b> | <b>-4.3%</b> |
| 16 <u>Capital &amp; Bond Resources</u>                            |                   |                   |                  |              |
| 17     Grants Reimbursements <sup>(4)</sup>                       | \$ 967.9          | \$ 1,163.0        | \$ 195.2         | 20.2%        |
| 18     Bond Proceeds, TIFIA & Prior Year Carryover <sup>(5)</sup> | 1,212.6           | 1,429.8           | 217.2            | 17.9%        |
| 19 <b>Subtotal Capital &amp; Bond Resources</b>                   | <b>\$ 2,180.5</b> | <b>\$ 2,592.8</b> | <b>\$ 412.4</b>  | <b>18.9%</b> |
| 20 <b>Total Resources</b>                                         | <b>\$ 6,620.2</b> | <b>\$ 7,206.9</b> | <b>\$ 586.7</b>  | <b>8.9%</b>  |

Note: Totals may not add due to rounding.

(1) Sales tax and TDA revenues represent the FY19 Adopted budget.

(2) Refer to the Regional Transit Allocations Chart on page 62 for STA and SB1 allocation details.

(3) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, SAFE revenues, county buy down, auto registration fees, transit court fees, CNG credits, investment income and other miscellaneous revenues.

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

(5) Represents use of bond proceeds, TIFIA (Transportation Infrastructure Finance and Innovation Act) drawdowns and sales tax revenue received and unspent in prior years.

## Sales Tax, TDA and STA Revenues

| Type of Revenue (\$ in millions)                         | FY19 Budget <sup>(1)</sup> | FY20 Proposed        | \$ Change        | % Change        | Eligible for Operations |
|----------------------------------------------------------|----------------------------|----------------------|------------------|-----------------|-------------------------|
| <b>Proposition A</b>                                     |                            |                      |                  |                 |                         |
| 5% Administration                                        | \$ 42.2                    | \$ 43.7              | \$ 1.5           | 3.4%            | Eligible                |
| 25% Local Return                                         | 200.5                      | 207.3                | 6.8              | 3.4%            |                         |
| 35% Rail Development                                     | 280.6                      | 290.3                | 9.7              | 3.4%            |                         |
| 40% Discretionary                                        |                            |                      |                  |                 |                         |
| Transit (95% of 40%)                                     | 304.7                      | 315.2                | 10.5             | 3.4%            | Eligible                |
| Incentive (5% of 40%)                                    | 16.0                       | 16.6                 | 0.6              | 3.4%            |                         |
| <b>Estimated Tax Revenue from Proposition A</b>          | <b>\$ 844.0</b>            | <b>\$ 873.0</b>      | <b>\$ 29.0</b>   | <b>3.4%</b>     |                         |
| <b>Proposition C</b>                                     |                            |                      |                  |                 |                         |
| 1.5% Administration                                      | \$ 12.7                    | \$ 13.1              | \$ 0.4           | 3.4%            | Eligible                |
| 5% Rail/Bus Security                                     | 41.6                       | 43.0                 | 1.4              | 3.4%            |                         |
| 10% Commuter Rail                                        | 83.1                       | 86.0                 | 2.9              | 3.4%            |                         |
| 20% Local Return                                         | 166.3                      | 172.0                | 5.7              | 3.4%            |                         |
| 25% Freeways/Highways                                    | 207.8                      | 215.0                | 7.2              | 3.5%            | Eligible                |
| 40% Discretionary                                        | 332.5                      | 344.0                | 11.4             | 3.4%            |                         |
| <b>Estimated Tax Revenue from Proposition C</b>          | <b>\$ 844.0</b>            | <b>\$ 873.0</b>      | <b>\$ 29.0</b>   | <b>3.4%</b>     |                         |
| <b>Measure R</b>                                         |                            |                      |                  |                 |                         |
| 1.5% Administration                                      | \$ 12.7                    | \$ 13.1              | \$ 0.4           | 3.4%            | Eligible                |
| 2% Transportation Capital Metro Rail                     | 16.6                       | 17.2                 | 0.6              | 3.4%            |                         |
| 3% Transportation Capital Metrolink                      | 24.9                       | 25.8                 | 0.9              | 3.4%            |                         |
| 5% Operations - New Rail                                 | 41.6                       | 43.0                 | 1.4              | 3.4%            |                         |
| 15% Local Return                                         | 124.6                      | 129.0                | 4.4              | 3.4%            | Eligible                |
| 20% Operations - Bus                                     | 166.3                      | 172.0                | 5.7              | 3.4%            |                         |
| 20% Highway Capital                                      | 166.3                      | 172.0                | 5.7              | 3.4%            |                         |
| 35% Transportation Capital New Rail/BRT                  | 291.0                      | 301.0                | 10.0             | 3.4%            |                         |
| <b>Estimated Tax Revenue from Measure R</b>              | <b>\$ 844.0</b>            | <b>\$ 873.0</b>      | <b>\$ 29.0</b>   | <b>3.4%</b>     |                         |
| <b>Measure M</b>                                         |                            |                      |                  |                 |                         |
| .5% Administration <sup>(2)</sup>                        | \$ 4.4                     | \$ 4.5               | \$ 0.1           | 3.4%            | Eligible                |
| 1% Regional Rail                                         | 8.3                        | 8.6                  | 0.3              | 3.4%            |                         |
| 2% Metro State of Good Repair                            | 16.6                       | 17.2                 | 0.6              | 3.4%            |                         |
| 2% Active Transportation Projects                        | 16.6                       | 17.2                 | 0.6              | 3.4%            |                         |
| 2% ADA Paratransit/ Metro Discounts                      | 16.6                       | 17.2                 | 0.6              | 3.4%            | Eligible                |
| 5% Rail Operations                                       | 41.6                       | 43.0                 | 1.4              | 3.4%            |                         |
| 17% Local Return <sup>(2)</sup>                          | 141.3                      | 146.2                | 4.9              | 3.4%            |                         |
| 17% Highway Construction                                 | 141.3                      | 146.2                | 4.9              | 3.4%            | Eligible                |
| 20% Transit Operations                                   | 166.3                      | 172.0                | 5.7              | 3.4%            |                         |
| 35% Transit Construction                                 | 291.0                      | 301.0                | 10.0             | 3.4%            |                         |
| <b>Estimated Tax Revenue from Measure M</b>              | <b>\$ 844.0</b>            | <b>\$ 873.0</b>      | <b>\$ 29.0</b>   | <b>3.4%</b>     |                         |
| <b>Transportation Development Act (TDA)</b>              |                            |                      |                  |                 |                         |
| Administration                                           | \$ 8.5                     | \$ 9.5               | \$ 1.0           | 3.4%            | Eligible                |
| 2.0% Article 3 (Pedestrians & Bikeways)                  | 8.3                        | 8.5                  | 0.2              | 3.4%            |                         |
| 91.7% Article 4 (Bus Transit)                            | 378.9                      | 391.3                | 12.4             | 3.4%            |                         |
| 6.3% Article 8 (Transit/Streets & Highways)              | 26.3                       | 27.1                 | 0.8              | 3.4%            |                         |
| <b>Estimated Tax Revenue from TDA</b>                    | <b>\$ 422.0</b>            | <b>\$ 436.5</b>      | <b>\$ 14.5</b>   | <b>3.4%</b>     |                         |
| <b>State Transit Assistance (STA)/SB1 <sup>(3)</sup></b> |                            |                      |                  |                 |                         |
| STA/SB1 STA Bus                                          | \$ 85.9                    | \$ 121.0             | \$ 35.1          | 40.9%           | Eligible                |
| STA/SB1 STA Rail                                         | 64.6                       | 94.8                 | 30.2             | 46.7%           | Eligible                |
| SB1 State of Good Repair Bus                             | 18.1                       | 16.9                 | (1.2)            | -6.8%           |                         |
| SB1 State of Good Repair Rail                            | 13.6                       | 13.2                 | (0.4)            | -2.9%           |                         |
| <b>Estimated Tax Revenue from STA/SB1</b>                | <b>\$ 182.2</b>            | <b>\$ 245.9</b>      | <b>\$ 63.7</b>   | <b>35.0%</b>    |                         |
| <b>Total Sales Tax, TDA &amp; STA/SB1 Revenues</b>       | <b>\$ 3,980.2</b>          | <b>\$ 4,174.4</b>    | <b>\$ 194.2</b>  | <b>4.9%</b>     |                         |
| <b>Revenues Eligible for Bus &amp; Rail Operating</b>    | <b>FY19 Budget</b>         | <b>FY20 Proposed</b> | <b>\$ change</b> | <b>% change</b> |                         |
| Proposition A                                            | \$ 585.3                   | \$ 605.5             | \$ 20.1          | 3.4%            |                         |
| Proposition C                                            | 374.1                      | 387.0                | 12.9             | 3.4%            |                         |
| Measure R                                                | 207.8                      | 215.0                | 7.1              | 3.4%            |                         |
| Measure M                                                | 224.5                      | 232.2                | 7.7              | 3.4%            |                         |
| TDA                                                      | 378.9                      | 391.3                | 12.4             | 3.3%            |                         |
| STA/SB1                                                  | 150.5                      | 215.8                | 65.3             | 43.4%           |                         |
| <b>Total Bus &amp; Rail Eligible Revenues</b>            | <b>\$ 1,921.2</b>          | <b>\$ 2,046.7</b>    | <b>\$ 125.6</b>  | <b>6.5%</b>     |                         |

Note: Totals may not add due to rounding.

<sup>(1)</sup> Sales tax and TDA revenues represent the FY19 Adopted Budget.

<sup>(2)</sup> One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.

<sup>(3)</sup> Refer to the Regional Transit Allocations Chart on page 62 for STA/SB1 allocation details.

**This page intentionally left blank.**

# Expenditures

## Summary of Expenditures by Department

| Department Name<br>(\$ in Millions)    | FY19<br>Budget    | FY20<br>Proposed  | \$ Change       | % Change      |
|----------------------------------------|-------------------|-------------------|-----------------|---------------|
| 1 <b>Board of Directors</b>            |                   |                   |                 |               |
| 2 Board Office                         | \$ 0.8            | \$ 0.6            | \$ (0.2)        | -20.0%        |
| 3 County Counsel                       | 41.7              | 34.6              | (7.1)           | -16.9%        |
| 4 Ethics Office                        | 1.4               | 1.4               | -               | -2.1%         |
| 5 Inspector General                    | 7.5               | 7.1               | (0.4)           | -5.6%         |
| 6 Office Of Board Secretary            | 1.7               | 1.7               | -               | -1.7%         |
| 7 <b>Board of Directors Total</b>      | <b>53.1</b>       | <b>45.4</b>       | <b>(7.7)</b>    | <b>-14.5%</b> |
| 8 Chief Executive Office               | 1.6               | 2.4               | 0.8             | 50.5%         |
| 9 Chief Policy Office                  | 2.9               | 2.5               | (0.4)           | -14.5%        |
| 10 Communications                      | 82.7              | 82.6              | (0.1)           | -0.1%         |
| 11 Congestion Reduction                | 134.6             | 139.6             | 5.0             | 3.7%          |
| 12 Finance & Budget                    | 1,623.7           | 1,783.2           | 159.5           | 9.8%          |
| 13 Human Capital & Development         | 49.2              | 60.3              | 11.1            | 22.5%         |
| 14 Information Technology              | 73.0              | 79.4              | 6.4             | 8.8%          |
| 15 Management Audit Services           | 7.1               | 7.3               | 0.2             | 2.2%          |
| 16 Office Of Civil Rights              | 4.0               | 4.2               | 0.2             | 4.3%          |
| 17 Office Of Extraordinary Innovation  | 20.5              | 15.6              | (4.9)           | -24.0%        |
| 18 Operations                          | 1,911.2           | 1,958.0           | 46.8            | 2.4%          |
| 19 Planning And Development            | 273.5             | 281.1             | 7.6             | 2.8%          |
| 20 Program Management                  | 2,079.6           | 2,454.0           | 374.4           | 18.0%         |
| 21 Risk/Safety And Asset Management    | 31.5              | 31.5              | -               | 0.0%          |
| 22 System Security And Law Enforcement | 190.6             | 179.4             | (11.2)          | -5.9%         |
| 23 Vendor/Contract Management          | 81.4              | 80.7              | (0.7)           | -0.9%         |
| 24 <b>Grand Total</b>                  | <b>\$ 6,620.2</b> | <b>\$ 7,206.9</b> | <b>\$ 586.7</b> | <b>8.9%</b>   |

Note: Totals may not add due to rounding.

## Summary of Expenditures by Type

| Expenditures by Type (\$ in Millions)               | FY19<br>Budget    | FY20<br>Proposed  | \$ Change       | % Change    |
|-----------------------------------------------------|-------------------|-------------------|-----------------|-------------|
| 1 Labor & Benefits                                  | \$ 1,353.2        | \$ 1,397.0        | \$ 43.9         | 3.2%        |
| 2 Asset Acquisitions for Transit & Highway Projects | 1,666.8           | 1,755.2           | 88.3            | 5.3%        |
| 3 Regional Transit/Highway Subsidies <sup>(1)</sup> | 1,605.2           | 1,879.0           | 273.8           | 17.1%       |
| 4 Contract and Professional Services                | 1,238.6           | 1,280.2           | 41.6            | 3.4%        |
| 5 Materials & Supplies                              | 220.2             | 239.2             | 19.1            | 8.7%        |
| 6 PL/PD and Other Insurance                         | 114.9             | 117.7             | 2.8             | 2.4%        |
| 7 Debt Expense                                      | 417.1             | 534.7             | 117.6           | 28.2%       |
| 8 Training & Travel                                 | 4.2               | 3.8               | (0.3)           | -7.8%       |
| 9 <b>Grand Total</b>                                | <b>\$ 6,620.2</b> | <b>\$ 7,206.9</b> | <b>\$ 586.7</b> | <b>8.9%</b> |

Note: Totals may not add due to rounding.

(1) Includes subsidy funding program, highway subsidies, regional rail subsidies, and funding provided to Foothill Construction Authority

## Summary of Expenditures by Program

| Program Type (\$ in millions)                              | FY19 Budget       | FY20 Proposed     | \$ Change       | % Change     |
|------------------------------------------------------------|-------------------|-------------------|-----------------|--------------|
| <b>1 Transportation Infrastructure Development</b>         |                   |                   |                 |              |
| 2 Highway                                                  | \$ 321.1          | \$ 320.4          | \$ (0.7)        | -0.2%        |
| 3 Transit Expansion <sup>(1)</sup>                         | 1,682.2           | 2,058.1           | 375.8           | 22.3%        |
| <b>4 Transportation Infrastructure Development Total</b>   | <b>2,003.3</b>    | <b>2,378.4</b>    | <b>375.1</b>    | <b>18.7%</b> |
| <b>5 Metro Transit - Operations</b>                        |                   |                   |                 |              |
| 6 Operations & Maintenance                                 | 1,767.1           | 1,825.5           | 58.4            | 3.3%         |
| 7 Regional Operating Services                              | 6.8               | 18.9              | 12.1            | 178.8%       |
| <b>8 Metro Transit - Operations Total</b>                  | <b>1,773.9</b>    | <b>1,844.4</b>    | <b>70.5</b>     | <b>4.0%</b>  |
| <b>9 Metro Transit - State of Good Repair (SGR)</b>        |                   |                   |                 |              |
| 10 Other Asset Improvements                                | 56.5              | 50.2              | (6.3)           | -11.1%       |
| 11 SGR Bus and Rail                                        | 477.7             | 441.8             | (35.9)          | -7.5%        |
| <b>12 Metro Transit - State of Good Repair (SGR) Total</b> | <b>534.2</b>      | <b>492.0</b>      | <b>(42.2)</b>   | <b>-7.9%</b> |
| <b>13 Subsidy Funding Programs</b>                         |                   |                   |                 |              |
| 14 Local Agencies                                          | 766.6             | 779.3             | 12.8            | 1.7%         |
| 15 Regional Transit                                        | 523.4             | 583.3             | 60.0            | 11.5%        |
| 16 Regional Federal Grants                                 | 25.6              | 27.4              | 1.8             | 7.0%         |
| 17 Fare Assistance                                         | 15.1              | 14.6              | (0.5)           | -3.1%        |
| <b>18 Subsidy Funding Programs Total</b>                   | <b>1,330.6</b>    | <b>1,404.7</b>    | <b>74.1</b>     | <b>5.6%</b>  |
| <b>19 Regional Rail</b>                                    |                   |                   |                 |              |
| 20 Metro Regional Rail                                     | 73.7              | 66.8              | (6.8)           | -9.2%        |
| 21 Metrolink                                               | 105.6             | 111.3             | 5.7             | 5.4%         |
| <b>22 Regional Rail Total</b>                              | <b>179.3</b>      | <b>178.2</b>      | <b>(1.1)</b>    | <b>-0.6%</b> |
| <b>23 General Planning &amp; Programs</b>                  |                   |                   |                 |              |
| 24 Financial, Grants Management and Administration         | 28.8              | 27.8              | (1.0)           | -3.3%        |
| 25 Programs and Studies                                    | 74.7              | 71.0              | (3.7)           | -4.9%        |
| 26 Public Private Partnerships                             | 17.3              | 14.7              | (2.6)           | -14.8%       |
| 27 Property Management                                     | 59.4              | 54.5              | (4.9)           | -8.3%        |
| 28 Transit Court                                           | 1.7               | 1.8               | 0.1             | 3.2%         |
| <b>29 General Planning &amp; Programs Total</b>            | <b>181.9</b>      | <b>169.9</b>      | <b>(12.1)</b>   | <b>-6.6%</b> |
| <b>30 Congestion Management</b>                            |                   |                   |                 |              |
| 31 ExpressLanes                                            | 74.8              | 76.0              | 1.2             | 1.6%         |
| 32 Freeway Service Patrol                                  | 30.4              | 35.4              | 5.0             | 16.4%        |
| 33 Kenneth Hahn Call Box Program                           | 13.0              | 13.0              | -               | 0.0%         |
| 34 Rideshare Services                                      | 10.1              | 11.4              | 1.3             | 13.0%        |
| <b>35 Congestion Management Total</b>                      | <b>128.3</b>      | <b>135.8</b>      | <b>7.5</b>      | <b>5.8%</b>  |
| <b>36 Debt Expense</b>                                     | <b>417.1</b>      | <b>534.7</b>      | <b>117.6</b>    | <b>28.2%</b> |
| <b>37 Oversight and Administration</b>                     | <b>71.5</b>       | <b>68.8</b>       | <b>(2.7)</b>    | <b>-3.8%</b> |
| <b>38 Grand Total</b>                                      | <b>\$ 6,620.2</b> | <b>\$ 7,206.9</b> | <b>\$ 586.7</b> | <b>8.9%</b>  |

Note: Totals may not add due to rounding.

(1) Total of \$81.8M in Light Rail Vehicle acquisitions for the expansion lines is captured in SGR Bus and Rail (row 11)

**This page intentionally left blank.**

# Full-Time Equivalents (FTEs)



## Summary of FTEs by Department

| Department Name                            | FY19<br>Budget | FY20<br>Proposed | Change      | % Change     |
|--------------------------------------------|----------------|------------------|-------------|--------------|
| 1 <b>Board of Directors</b>                |                |                  |             |              |
| 2 County Counsel                           | 3              | 3                | -           | 0.0%         |
| 3 Ethics Office                            | 6              | 6                | -           | 0.0%         |
| 4 Inspector General                        | 21             | 21               | -           | 0.0%         |
| 5 Office Of Board Secretary                | 10             | 10               | -           | 0.0%         |
| 6 <b>Board of Directors Total</b>          | <b>40</b>      | <b>40</b>        | <b>-</b>    | <b>0.0%</b>  |
| 7 Chief Executive Office                   | 2              | 4                | 2           | 100.0%       |
| 8 Chief Policy Office                      | 6              | 7                | 1           | 16.7%        |
| 9 Communications                           | 331            | 344              | 13          | 3.9%         |
| 10 Congestion Reduction                    | 26             | 28               | 2           | 7.7%         |
| 11 Finance & Budget                        | 229            | 232              | 3           | 1.3%         |
| 12 Human Capital & Development             | 222            | 225              | 3           | 1.4%         |
| 13 Information Technology                  | 153            | 158              | 5           | 3.3%         |
| 14 Management Audit Services               | 26             | 27               | 1           | 3.8%         |
| 15 Office Of Civil Rights                  | 15             | 16               | 1           | 6.7%         |
| 16 Office Of Extraordinary Innovation      | 12             | 17               | 5           | 41.7%        |
| 17 Operations                              | 8,074          | 8,003            | (71)        | -0.9%        |
| 18 Planning And Development                | 164            | 164              | -           | 0.0%         |
| 19 Program Management                      | 281            | 291              | 10          | 3.6%         |
| 20 Risk/Safety And Asset Management        | 107            | 107              | -           | 0.0%         |
| 21 System Security And Law Enforcement     | 209            | 211              | 2           | 1.0%         |
| 22 Vendor/Contract Management              | 343            | 345              | 2           | 0.6%         |
| 23 <b>Total FTEs</b>                       | <b>10,240</b>  | <b>10,219</b>    | <b>(21)</b> | <b>-0.2%</b> |
| 24 <b>Total Agencywide Represented</b>     | <b>8,548</b>   | <b>8,482</b>     | <b>(66)</b> | <b>-0.8%</b> |
| 25 <b>Total Agencywide Non-Represented</b> | <b>1,692</b>   | <b>1,737</b>     | <b>45</b>   | <b>2.7%</b>  |
| 26 <b>Grand Total</b>                      | <b>10,240</b>  | <b>10,219</b>    | <b>(21)</b> | <b>-0.2%</b> |

## FTEs by Department Detail

| Department Name                                                      | FY19<br>Budget | FY20<br>Proposed | Change    |
|----------------------------------------------------------------------|----------------|------------------|-----------|
| <b>1 Board Of Directors</b>                                          |                |                  |           |
| 2 County Counsel                                                     | 3              | 3                | -         |
| 3 Ethics Office                                                      | 6              | 6                | -         |
| 4 Inspector General                                                  | 21             | 21               | -         |
| 5 Office Of Board Secretary                                          | 10             | 10               | -         |
| <b>6 Board Of Directors (Non Represented) Total</b>                  | <b>40</b>      | <b>40</b>        | <b>-</b>  |
| <b>7 Chief Executive Office (Non Represented) Total</b>              | <b>2</b>       | <b>4</b>         | <b>2</b>  |
| <b>8 Chief Policy Office (Non Represented) Total</b>                 | <b>6</b>       | <b>7</b>         | <b>1</b>  |
| <b>9 Communications</b>                                              |                |                  |           |
| 10 Community Relations                                               | 47             | 49               | 2         |
| 11 Creative Services                                                 | 18             | 18               | -         |
| 12 Customer Care                                                     | 183            | 193              | 10        |
| 13 Executive Office, Communications                                  | 4              | 4                | -         |
| 14 Government Relations                                              | 6              | 6                | -         |
| 15 Marketing                                                         | 57             | 57               | -         |
| 16 Public Relations                                                  | 16             | 17               | 1         |
| <b>17 Communications Total</b>                                       | <b>331</b>     | <b>344</b>       | <b>13</b> |
| <b>18 Represented</b>                                                | <b>185</b>     | <b>195</b>       | <b>10</b> |
| <b>19 Non-Represented</b>                                            | <b>146</b>     | <b>149</b>       | <b>3</b>  |
| <b>20 Communications Total by Represented</b>                        | <b>331</b>     | <b>344</b>       | <b>13</b> |
| <b>21 Congestion Reduction (Non Represented) Total</b>               | <b>26</b>      | <b>28</b>        | <b>2</b>  |
| <b>22 Finance &amp; Budget</b>                                       |                |                  |           |
| 23 Accounting                                                        | 71             | 71               | -         |
| 24 Office Of Management & Budget                                     | 63             | 64               | 1         |
| 25 TAP Operations                                                    | 76             | 77               | 1         |
| 26 Finance & Treasury                                                | 19             | 20               | 1         |
| <b>27 Finance &amp; Budget Total</b>                                 | <b>229</b>     | <b>232</b>       | <b>3</b>  |
| <b>28 Represented</b>                                                | <b>69</b>      | <b>69</b>        | <b>-</b>  |
| <b>29 Non-Represented</b>                                            | <b>160</b>     | <b>163</b>       | <b>3</b>  |
| <b>30 Finance &amp; Budget Total by Represented</b>                  | <b>229</b>     | <b>232</b>       | <b>3</b>  |
| <b>31 Human Capital &amp; Development</b>                            |                |                  |           |
| 32 Represented                                                       | 116            | 119              | 3         |
| 33 Non-Represented                                                   | 106            | 106              | -         |
| <b>34 Human Capital &amp; Development Total by Represented</b>       | <b>222</b>     | <b>225</b>       | <b>3</b>  |
| <b>35 Information Technology</b>                                     |                |                  |           |
| 36 Represented                                                       | 51             | 51               | -         |
| 37 Non-Represented                                                   | 102            | 107              | 5         |
| <b>38 Information Technology Total by Represented</b>                | <b>153</b>     | <b>158</b>       | <b>5</b>  |
| <b>39 Management Audit Services (Non Represented) Total</b>          | <b>26</b>      | <b>27</b>        | <b>1</b>  |
| <b>40 Office Of Civil Rights (Non Represented) Total</b>             | <b>15</b>      | <b>16</b>        | <b>1</b>  |
| <b>41 Office Of Extraordinary Innovation (Non Represented) Total</b> | <b>12</b>      | <b>17</b>        | <b>5</b>  |

### FTEs by Department Detail (continued)

| Department Name                                                    | FY19<br>Budget | FY20<br>Proposed | Change      |
|--------------------------------------------------------------------|----------------|------------------|-------------|
| <b>42 Operations</b>                                               |                |                  |             |
| 43 Bus Maintenance                                                 | 1,726          | 1,703            | (23)        |
| 44 Central Oversight And Analysis                                  | 35             | 35               | -           |
| 45 Maintenance And Engineering                                     | 870            | 912              | 42          |
| 46 Operations Efficiency & Management                              | 18             | 18               | -           |
| 47 Operations Liaison                                              | 11             | 9                | (2)         |
| 48 Rail Maintenance                                                | 519            | 435              | (84)        |
| 49 Rail Transportation                                             | 675            | 665              | (10)        |
| 50 Service Development                                             | 76             | 77               | 1           |
| 51 Transportation                                                  | 4,092          | 4,093            | 1           |
| 52 Vehicle Engineering & Acquisition                               | 52             | 57               | 5           |
| <b>53 Operations Total</b>                                         | <b>8,074</b>   | <b>8,003</b>     | <b>(71)</b> |
| <b>54 Represented</b>                                              | <b>7,771</b>   | <b>7,692</b>     | <b>(79)</b> |
| <b>55 Non-Represented</b>                                          | <b>303</b>     | <b>311</b>       | <b>8</b>    |
| <b>56 Operations Total by Represented</b>                          | <b>8,074</b>   | <b>8,003</b>     | <b>(71)</b> |
| <b>57 Planning And Development</b>                                 |                |                  |             |
| 58 Financial Planning, Programming & Grants                        | 38             | 38               | -           |
| 59 Long Range Transportation Plan And Mobility Corrid              | 59             | 59               | -           |
| 60 Office Of Chief Planning Officer                                | 6              | 6                | -           |
| 61 Real Estate, Transit Oriented Communities & Trans.              | 61             | 61               | -           |
| <b>62 Planning And Development (Non Represented) Total</b>         | <b>164</b>     | <b>164</b>       | <b>-</b>    |
| <b>63 Program Management</b>                                       |                |                  |             |
| 64 Highway Project Delivery                                        | 24             | 26               | 2           |
| 65 Program Control                                                 | 58             | 58               | -           |
| 66 Program Management, Transit                                     | 190            | 196              | 6           |
| 67 Regional Rail                                                   | 9              | 11               | 2           |
| <b>68 Program Management (Non Represented) Total</b>               | <b>281</b>     | <b>291</b>       | <b>10</b>   |
| <b>69 Risk/Safety And Asset Management</b>                         |                |                  |             |
| 70 Represented                                                     | 2              | 2                | -           |
| 71 Non-Represented                                                 | 105            | 105              | -           |
| <b>72 Risk/Safety And Asset Management Total by Represented</b>    | <b>107</b>     | <b>107</b>       | <b>-</b>    |
| <b>73 System Security And Law Enforcement</b>                      |                |                  |             |
| 74 Represented                                                     | 189            | 189              | -           |
| 75 Non-Represented                                                 | 20             | 22               | 2           |
| <b>76 System Security And Law Enforcement Total by Represented</b> | <b>209</b>     | <b>211</b>       | <b>2</b>    |
| <b>77 Vendor/Contract Management</b>                               |                |                  |             |
| 78 Diversity & Economic Opportunity                                | 32             | 32               | -           |
| 79 Procurement                                                     | 90             | 90               | -           |
| 80 Supply Chain Management                                         | 221            | 223              | 2           |
| <b>81 Vendor/Contract Management Total</b>                         | <b>343</b>     | <b>345</b>       | <b>2</b>    |
| <b>82 Represented</b>                                              | <b>165</b>     | <b>165</b>       | <b>-</b>    |
| <b>83 Non-Represented</b>                                          | <b>178</b>     | <b>180</b>       | <b>2</b>    |
| <b>84 Vendor/Contract Management Total by Represented</b>          | <b>343</b>     | <b>345</b>       | <b>2</b>    |
| <b>85 Total FTEs</b>                                               | <b>10,240</b>  | <b>10,219</b>    | <b>(21)</b> |
| <b>86 Total Agencywide Represented</b>                             | <b>8,548</b>   | <b>8,482</b>     | <b>(66)</b> |
| <b>87 Total Agencywide Non-Represented</b>                         | <b>1,692</b>   | <b>1,737</b>     | <b>45</b>   |
| <b>88 Grand Total</b>                                              | <b>10,240</b>  | <b>10,219</b>    | <b>(21)</b> |

# Transportation Infrastructure Development

**This page intentionally left blank.**

## Transportation Infrastructure Development Summary

| Capital Project Category<br>(\$ in Thousands)          | Forecasted<br>Expenditures<br>Thru FY19 | FY20<br>Proposed    | Life of Project      | Note |
|--------------------------------------------------------|-----------------------------------------|---------------------|----------------------|------|
| <b>Transit Expansion</b>                               |                                         |                     |                      |      |
| <b>Rail</b>                                            |                                         |                     |                      |      |
| Airport Metro Connector                                | \$ 147,345                              | \$ 68,772           | \$ 216,117           | 1    |
| Crenshaw/LAX Light Rail Transit                        | 2,032,754                               | 227,339             | 2,283,339            |      |
| Expo Blvd Light Rail Transit Phase 1                   | 961,182                                 | 3,500               | 967,400              | 2    |
| Expo Blvd Light Rail Transit Phase 2                   | 1,292,393                               | 13,200              | 1,533,623            | 2    |
| Gold Line Foothill Extension 2A to Azusa               | 906,272                                 | 5,765               | 923,550              | 2    |
| Gold Line Foothill Extension 2B                        | 68,906                                  | 188,706             | 1,442,871            |      |
| Regional Connector                                     | 1,217,507                               | 221,393             | 1,799,838            |      |
| Westside Purple Line Subway Extension 1                | 1,866,724                               | 371,331             | 3,062,043            |      |
| Westside Purple Line Subway Extension 2                | 928,544                                 | 312,249             | 2,440,969            |      |
| Westside Purple Line Subway Extension 3                | 268,530                                 | 457,214             | 3,222,492            |      |
| Systemwide                                             | -                                       | 91,767              | 91,767               |      |
| <b>Bus</b>                                             |                                         |                     |                      |      |
| Orange Line BRT Improvements                           | 16,345                                  | 21,288              | 37,633               | 1    |
| <b>Express Lanes</b>                                   |                                         |                     |                      |      |
| I-405 Sepulveda Express Lanes                          | 476                                     | 2,347               | 2,823                | 1    |
| I-105 Express Lanes                                    | 476                                     | 2,478               | 2,954                | 1    |
| <b>Transit Planning Projects</b>                       |                                         |                     |                      |      |
| BRT Connector Red/Orange Line                          | 4,867                                   | 3,199               | 8,065                | 3    |
| Crenshaw Northern Extension                            | 500                                     | 1,997               | 2,497                | 3    |
| Eastside Extension Phase 1 & 2                         | 35,694                                  | 9,238               | 44,933               | 3    |
| Eastside Extension - Light Rail Vehicles               | -                                       | 36,800              | 36,800               | 2, 3 |
| Eastside Light Rail Access                             | 28,298                                  | 9,029               | 37,327               | 3    |
| Green Line Ext: Redondo to South Bay                   | 9,891                                   | 3,180               | 13,071               | 3    |
| North San Fernando Valley BRT                          | 2,337                                   | 3,364               | 5,701                | 3    |
| San Fernando Valley East N/S Rapidways                 | 21,448                                  | 27,126              | 48,575               | 3    |
| Sepulveda Pass Corridor                                | 11,886                                  | 3,701               | 15,587               | 3    |
| Vermont Transit Corridor                               | 1,741                                   | 1,168               | 2,909                | 3    |
| West Santa Ana Branch Corridor                         | 38,988                                  | 53,713              | 92,702               | 3    |
| <b>Subtotal Transit Expansion</b>                      | <b>\$ 9,863,105</b>                     | <b>\$ 2,139,867</b> | <b>\$ 18,335,586</b> |      |
| <b>Highway Program</b>                                 |                                         | <b>\$ 320,378</b>   |                      |      |
| <b>Total Transportation Infrastructure Development</b> |                                         | <b>\$ 2,460,245</b> |                      |      |

Note: Totals may not add due to rounding.

- (1) Projects are cumulatively funded on an annual basis until the Board adopts a Life-of-Project (LOP) budget.
- (2) Total of \$81.8M in Light Rail Vehicle purchase is included.
- (3) No Board LOP during planning phase; project is funded on an annual basis.

**This page intentionally left blank.**

# **Metro Transit—State of Good Repair (SGR) and Other Assets**



**This page intentionally left blank.**

## Metro Transit—State of Good Repair (SGR) and Other Assets Summary

| Project Description (\$ in Thousands)            | Forecasted Expenditures<br>thru FY19 | FY20<br>Proposed  | Life of Project     |
|--------------------------------------------------|--------------------------------------|-------------------|---------------------|
| <b>1 SGR Bus and Rail</b>                        |                                      |                   |                     |
| 2 Bus Acquisition                                | \$ 23,681                            | \$ 130,875        | \$ 430,781          |
| 3 Bus Facilities Improvements                    | 68,432                               | 9,357             | 156,793             |
| 4 Bus Maintenance                                | 45,505                               | 48,696            | 220,259             |
| 5 Non-Revenue Vehicles                           | -                                    | 1,152             | 8,800               |
| 6 Rail Facilities Improvements                   | 27,288                               | 21,031            | 208,157             |
| 7 Rail Fleet Procurement                         | 663,661                              | 120,652           | 1,035,670           |
| 8 Rail Vehicle Maintenance                       | 119,471                              | 44,344            | 355,849             |
| 9 Regional and Hubs                              | -                                    | 600               | 4,000               |
| 10 Wayside Systems                               | 169,968                              | 65,107            | 362,070             |
| <b>11 SGR Bus and Rail Total</b>                 | <b>\$ 1,118,007</b>                  | <b>\$ 441,813</b> | <b>\$ 2,782,379</b> |
| <b>12 Other Asset Improvements</b>               |                                      |                   |                     |
| 13 Non MR/MM Major Construction                  | \$ 50,724                            | \$ 17,277         | \$ 222,050          |
| 14 Regional and Hubs                             | 72,351                               | 15,009            | 118,570             |
| 15 Technology                                    | 30,036                               | 17,910            | 103,225             |
| <b>16 Other Asset Improvements Total</b>         | <b>\$ 153,111</b>                    | <b>\$ 50,196</b>  | <b>\$ 443,845</b>   |
| <b>17 TOTAL SGR AND OTHER ASSET IMPROVEMENTS</b> | <b>\$ 1,271,117</b>                  | <b>\$ 492,009</b> | <b>\$ 3,226,224</b> |

Note: Totals may not add due to rounding.

**This page intentionally left blank.**

# **Regional Subsidy Funding Programs**

## Summary of Regional Subsidy Funding Programs

| Subsidy Funding Program<br>(\$ in Millions)                      | FY19 Budget       | FY20 Proposed     | \$ Change       | % Change     |
|------------------------------------------------------------------|-------------------|-------------------|-----------------|--------------|
| <b>LOCAL AGENCIES</b>                                            |                   |                   |                 |              |
| <b>ALLOCATION BY POPULATION</b>                                  |                   |                   |                 |              |
| 1 Local Returns (Prop A, Prop C, Measure R, and Measure M)       | \$ 632.7          | \$ 654.5          | \$ 21.8         | 3.4%         |
| 3 Transportation Development Act Articles 3 & 8                  | 34.0              | 37.5              | 3.4             | 10.1%        |
| 4 <b>Subtotal Allocation by Population</b>                       | <b>\$ 666.8</b>   | <b>\$ 692.0</b>   | <b>\$ 25.2</b>  | <b>3.8%</b>  |
| 5 CALL FOR PROJECTS                                              | \$ 70.2           | \$ 55.3           | \$ (14.9)       | -21.3%       |
| 6 OTHER                                                          |                   |                   |                 |              |
| 7 Toll Revenue Reinvestment Program                              | 15.9              | 10.6              | (5.3)           | -33.3%       |
| 8 Open Street Grant Program                                      | 2.6               | 3.4               | 0.8             | 32.8%        |
| 9 Transit Oriented Development and Other Sustainability Programs | 1.7               | 11.7              | 10.0            | 596.6%       |
| 10 Federal Transportation Earmark                                | 5.0               | 5.5               | 0.5             | 10.6%        |
| 11 Other                                                         | 4.4               | 0.8               | (3.6)           | -80.8%       |
| 12 <b>Subtotal Other</b>                                         | <b>\$ 29.6</b>    | <b>\$ 32.1</b>    | <b>\$ 2.4</b>   | <b>8.1%</b>  |
| 13 <b>Total Local Agencies</b>                                   | <b>\$ 766.6</b>   | <b>\$ 779.3</b>   | <b>\$ 12.8</b>  | <b>1.7%</b>  |
| 14 <b>REGIONAL &amp; LOCAL TRANSIT</b>                           |                   |                   |                 |              |
| 15 Municipal and Local Operators                                 | 428.5             | 473.1             | 44.5            | 10.4%        |
| 16 Access Services                                               | 94.8              | 110.3             | 15.5            | 16.3%        |
| 17 <b>Total Regional and Local Transit</b>                       | <b>\$ 523.3</b>   | <b>\$ 583.4</b>   | <b>\$ 60.0</b>  | <b>11.5%</b> |
| 18 <b>REGIONAL FEDERAL GRANTS</b>                                | <b>\$ 25.6</b>    | <b>\$ 27.4</b>    | <b>\$ 1.8</b>   | <b>7.0%</b>  |
| 19 <b>FARE ASSISTANCE (LIFE Program) <sup>(1)</sup></b>          | <b>\$ 15.1</b>    | <b>\$ 14.6</b>    | <b>\$ (0.5)</b> | <b>-3.1%</b> |
| 20 <b>Total Subsidy Funding Programs</b>                         | <b>\$ 1,330.6</b> | <b>\$ 1,404.7</b> | <b>\$ 74.1</b>  | <b>5.6%</b>  |

Note: Totals may not add due to rounding.

<sup>(1)</sup> LIFE stands for Low Income Fares is Easy, a program established to provide additional fare discounts for eligible low income riders.

# Debt

## Current Year Debt Service Expense

| Funding Demand of Debt Service<br>(\$ in Thousands)  | FY19 Budget       |                     |                    |                     | FY20 Proposed     |                     |                     |                     |
|------------------------------------------------------|-------------------|---------------------|--------------------|---------------------|-------------------|---------------------|---------------------|---------------------|
|                                                      | Bus               | Rail                | Highway            | Total               | Bus               | Rail                | Highway             | Total               |
| 1 Resources                                          |                   |                     |                    |                     |                   |                     |                     |                     |
| 2 Proposition A 35% Rail Set Aside <sup>(1)</sup>    | \$ -              | \$ 173,715.5        | \$ -               | \$ 173,715.5        | \$ -              | \$ 166,018.9        | \$ -                | \$ 166,018.9        |
| 3 Proposition A 40% Discretionary                    | 1,852.2           |                     | -                  | 1,852.2             | 1,851.9           |                     | -                   | 1,851.9             |
| 4 Proposition C 40% Discretionary                    | 4,037.9           | 70,848.9            | -                  | 74,886.8            | 2,650.0           | 62,123.2            | -                   | 64,773.2            |
| 5 Proposition C 10% Commuter Rail                    |                   | 11,234.9            | -                  | 11,234.9            |                   | 10,898.0            | -                   | 10,898.0            |
| 6 Proposition C 25% Street & Highways                |                   |                     | 87,813.4           | 87,813.4            |                   |                     | 113,539.8           | 113,539.8           |
| 7 Measure R Transit Capital - New Rail 35%           | -                 | 89,065.0            | -                  | 89,065.0            | -                 | 205,377.8           | -                   | 205,377.8           |
| 8 Measure R Transit Capital - Metrolink 3%           | -                 | -                   | -                  | -                   | -                 | -                   | -                   | -                   |
| 9 Measure R Transit Capital - Metro Rail 2%          | -                 | 2,940.7             | -                  | 2,940.7             | -                 | 2,885.7             | -                   | 2,885.7             |
| 10 Measure R Highway Capital 20%                     | -                 | -                   | -                  | -                   | -                 | -                   | -                   | -                   |
| 11 Measure R BAB Federal Subsidy                     |                   | 10,379.3            | -                  | 10,379.3            |                   | 10,423.8            | -                   | 10,423.8            |
| 12 Measure M Transit Construction 35% <sup>(2)</sup> |                   | 642.2               |                    | 642.2               |                   | 593.1               |                     | 593.1               |
| 13 <b>Total Funding Demand Debt Service</b>          | <b>\$ 5,890.2</b> | <b>\$ 358,826.6</b> | <b>\$ 87,813.4</b> | <b>\$ 452,530.2</b> | <b>\$ 4,501.9</b> | <b>\$ 458,320.4</b> | <b>\$ 113,539.8</b> | <b>\$ 576,362.1</b> |
| 14 (Premium)/Discount Amortization <sup>(3)</sup>    | (501.3)           | (30,541.5)          | (7,474.2)          | (38,517.0)          | (349.7)           | (35,606.5)          | (8,820.8)           | (44,777.0)          |
| 15 <b>Total Debt Service Expense <sup>(4)</sup></b>  | <b>\$ 5,388.8</b> | <b>\$ 328,285.1</b> | <b>\$ 80,339.2</b> | <b>\$ 414,013.2</b> | <b>\$ 4,152.2</b> | <b>\$ 422,713.9</b> | <b>\$ 104,719.0</b> | <b>\$ 531,585.0</b> |
| 16 <b>Debt Service (Deficit) / Surplus</b>           | <b>\$ -</b>       | <b>\$ -</b>         | <b>\$ -</b>        | <b>\$ -</b>         | <b>\$ -</b>       | <b>\$ -</b>         | <b>\$ -</b>         | <b>\$ -</b>         |

## Long-Term Enterprise Fund Debt Principal Obligations

| Outstanding Debt Principal Balance<br>(\$ in Thousands)           | Beginning FY19 Balance |                      |                    |                       | Beginning FY20 Balance |                      |                       |                       |
|-------------------------------------------------------------------|------------------------|----------------------|--------------------|-----------------------|------------------------|----------------------|-----------------------|-----------------------|
|                                                                   | Bus                    | Rail                 | Highway            | Total                 | Bus                    | Rail                 | Highway               | Total                 |
| 17 Proposition A <sup>(5)</sup>                                   | \$ 14,254.1            | \$1,336,855.9        | \$ -               | \$ 1,351,110.0        | \$ 13,129.4            | \$1,177,005.6        | \$ -                  | \$ 1,190,135.0        |
| 18 Proposition C <sup>(5)</sup>                                   | 32,281.0               | 656,213.8            | 702,019.2          | 1,390,514.0           | 25,468.2               | 701,788.6            | 1,091,203.1           | 1,818,460.0           |
| 19 Measure R <sup>(6)</sup>                                       | -                      | 2,081,782.5          | -                  | 2,081,782.5           | -                      | 2,395,430.8          | -                     | 2,395,430.8           |
| 20 Measure M                                                      | -                      | -                    | -                  | -                     | -                      | -                    | -                     | -                     |
| 21 Transportation Development Act Article 4                       | -                      | -                    | -                  | -                     | -                      | -                    | -                     | -                     |
| 22 <b>Total Outstanding Debt Principal Balance <sup>(7)</sup></b> | <b>\$ 46,535.2</b>     | <b>\$4,074,852.2</b> | <b>\$702,019.2</b> | <b>\$ 4,823,406.5</b> | <b>\$ 38,597.7</b>     | <b>\$4,274,225.0</b> | <b>\$ 1,091,203.1</b> | <b>\$ 5,404,025.8</b> |

- Note: Totals may not add due to rounding
- (1) Proposition A 35% Rail Set Aside includes Union Station Purchase debt funding: \$4.4M in FY19 and \$4.3M in FY20.
- (2) Anticipated costs of drafting and implementing the Measure M Trust Indenture for Measure M debt issuance.
- (3) Amortizing the difference between the market value of the debt instrument and the face value of the debt instrument over the life of the debt.
- (4) Principal and Interest only. Total excludes \$3.1M in bank fees and other costs of administering the debt program.
- (5) PA 2018-A refunding bond in the amount of \$13.9M and PC 2018-A refunding bond in the amount of \$55.0M were issued in April 2018. New PC 2019-A bond (Green Bond) in the amount of 418.6M and PC 2019-B New Money in the amount of \$126.4M were issued in February 2019.
- (6) The first Measure R Bond was issued in November 2010. The 2nd Measure R Bond was issued in November 2016 in the amount of \$522.1M. Also included are \$65.4M Measure R commercial paper/revolving credit and \$1,381.3 M TIFIA (Transportation Infrastructure Finance and Innovation Act) loan drawdowns. The TIFIA loan drawdowns are used to fund Crenshaw, Regional Connector and Westside Extension Phase I and II. Repayment of TIFIA loans will come from Measure R Transit Capital - New Rail 35% contingency fund and commence in FY20.
- (7) The Debt Service Expense and Outstanding Principal Balance exclude USG Building General Revenue Bonds of \$13.5M Debt Service and \$79.6M Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.

# Funds



## Governmental Funds

### Statement of Revenues, Expenditures and Changes in Fund Balances For the Years Ending June 30, 2019 and 2020

| Governmental Funds<br>(\$ in Millions)              | Special Revenue Fund |                     | General Fund      |                   | Total               |                     |
|-----------------------------------------------------|----------------------|---------------------|-------------------|-------------------|---------------------|---------------------|
|                                                     | FY19<br>Budget       | FY20<br>Proposed    | FY19<br>Budget    | FY20<br>Proposed  | FY19<br>Budget      | FY20<br>Proposed    |
| <b>1 REVENUES</b>                                   |                      |                     |                   |                   |                     |                     |
| 2     Sales Tax <sup>(1)</sup>                      | \$ 3,987.9           | \$ 4,182.1          | \$ -              | \$ -              | \$ 3,987.9          | \$ 4,182.1          |
| 3     Intergovernmental Grants <sup>(2)</sup>       | 34.2                 | 61.5                | 37.4              | 41.1              | 71.6                | 102.6               |
| 4     Investment Income                             | 0.1                  | 0.1                 | 4.1               | 4.1               | 4.2                 | 4.2                 |
| 5     Lease and Rental                              | -                    | -                   | 15.2              | 14.8              | 15.2                | 14.8                |
| 6     Licenses and Fines                            | -                    | -                   | 0.5               | 0.5               | 0.5                 | 0.5                 |
| 7     Federal Fuel Credits & Other                  | -                    | -                   | 47.5              | 63.4              | 47.5                | 63.4                |
| <b>8 Total Revenues</b>                             | <b>\$ 4,022.2</b>    | <b>\$ 4,243.7</b>   | <b>\$ 104.7</b>   | <b>\$ 123.9</b>   | <b>\$ 4,126.9</b>   | <b>\$ 4,367.6</b>   |
| <b>9 EXPENDITURES</b>                               |                      |                     |                   |                   |                     |                     |
| 11     Subsidies                                    | \$ 1,550.0           | \$ 1,665.8          | \$ 50.6           | \$ 48.3           | \$ 1,600.6          | \$ 1,714.1          |
| 12     Operating Expenditures                       | 307.9                | 272.8               | 203.4             | 188.8             | 511.3               | 461.6               |
| <b>13 Total Expenditures</b>                        | <b>\$ 1,857.9</b>    | <b>\$ 1,938.6</b>   | <b>\$ 254.0</b>   | <b>\$ 237.1</b>   | <b>\$ 2,111.9</b>   | <b>\$ 2,175.7</b>   |
| <b>14 TRANSFERS</b>                                 |                      |                     |                   |                   |                     |                     |
| 16     Transfers In                                 | \$ 78.7              | \$ 61.4             | \$ 142.0          | \$ 116.3          | \$ 220.6            | \$ 177.7            |
| 17     Transfers (Out)                              | (2,451.3)            | (2,946.9)           | (99.2)            | (159.5)           | (2,550.4)           | (3,106.4)           |
| 18     Proceeds from Financing                      | 64.3                 | 42.9                |                   | -                 | 64.3                | 42.9                |
| <b>19 Total Transfers</b>                           | <b>\$ (2,308.3)</b>  | <b>\$ (2,842.6)</b> | <b>\$ 42.8</b>    | <b>\$ (43.3)</b>  | <b>\$ (2,265.5)</b> | <b>\$ (2,885.9)</b> |
| <b>20</b>                                           |                      |                     |                   |                   |                     |                     |
| <b>21 Net Change in Fund Balances</b>               | <b>\$ (144.1)</b>    | <b>\$ (537.5)</b>   | <b>\$ (106.5)</b> | <b>\$ (156.5)</b> | <b>\$ (250.5)</b>   | <b>\$ (693.9)</b>   |
| <b>22</b>                                           |                      |                     |                   |                   |                     |                     |
| 23 Fund Balances - beginning of year <sup>(3)</sup> | \$ 1,599.3           | \$ 1,562.0          | \$ 354.6          | \$ 317.6          | \$ 1,953.9          | \$ 1,879.6          |
| <b>24 Fund Balances - End of Year</b>               | <b>\$ 1,455.3</b>    | <b>\$ 1,024.5</b>   | <b>\$ 248.1</b>   | <b>\$ 161.2</b>   | <b>\$ 1,703.3</b>   | <b>\$ 1,185.7</b>   |

Note: Totals may not add due to rounding.

(1) Includes TDA, STA, SB1 and SAFE revenues in addition to Propositions A and C, and Measure R and M sales tax revenues.

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

(3) Beginning FY20 Fund Balances reflect anticipated unspent FY19 budgeted expenditures.

## Governmental Funds

### Estimated Fund Balances

For the Year Ending June 30, 2020

| Fund Type<br>(\$ In Millions)                                        | FY20 Estimated Ending<br>Fund Balance |
|----------------------------------------------------------------------|---------------------------------------|
| <b>1 PROPOSITION A</b>                                               |                                       |
| 2 Discretionary Transit (95% of 40%) <sup>(1)</sup>                  | \$ 25.2                               |
| 3 Discretionary Incentive (5% of 40%)                                | 25.4                                  |
| 4 Rail (35%) <sup>(2)</sup>                                          | 45.1                                  |
| 5 Interest                                                           | 10.4                                  |
| <b>6 Total Proposition A</b>                                         | <b>\$ 106.1</b>                       |
| <b>7 PROPOSITION C</b>                                               |                                       |
| 8 Discretionary (40%) <sup>(1)</sup>                                 | \$ 145.2                              |
| 9 Security (5%) <sup>(1)</sup>                                       | 33.4                                  |
| 10 Commuter Rail (10%)                                               | -                                     |
| 11 Street & Highway (25%)                                            | -                                     |
| 12 Interest                                                          | -                                     |
| <b>13 Total Proposition C</b>                                        | <b>\$ 178.6</b>                       |
| <b>14 MEASURE R</b>                                                  |                                       |
| 15 Administration (1.5%)                                             | \$ -                                  |
| 16 Transit Capital - Metrolink (3%)                                  | -                                     |
| 17 Transit Capital - Metro Rail (2%)                                 | -                                     |
| 18 Transit Capital - New Rail (35%)                                  | 29.1                                  |
| 19 Highway Capital (20%)                                             | 18.2                                  |
| 20 New Rail Operations (5%)                                          | -                                     |
| 21 Bus Operations (20%) <sup>(1)</sup>                               | 2.1                                   |
| <b>22 Total Measure R</b>                                            | <b>\$ 49.4</b>                        |
| <b>23 Measure M</b>                                                  |                                       |
| 24 Administration (0.5%)                                             | \$ -                                  |
| 25 Local Return (17%)                                                | -                                     |
| 26 Metro Rail Operations (5%)                                        | -                                     |
| 27 Transit Operations (20%) <sup>(1)</sup>                           | 3.0                                   |
| 28 ADA Paratransit for the Disabled                                  | -                                     |
| 29 Metro Discounts for Seniors and Students (2%)                     | -                                     |
| 30 Transit Construction (35%)                                        | 9.7                                   |
| 31 Metro State of Good Repair (2%)                                   | 10.2                                  |
| 32 Highway Construction (17%)                                        | 368.5                                 |
| 33 Metro Active Transportation Program (2%)                          | 9.7                                   |
| 34 Regional Rail (1%)                                                | -                                     |
| 35 MM Interest                                                       | -                                     |
| <b>36 Total Measure M</b>                                            | <b>\$ 401.1</b>                       |
| <b>37 TRANSPORTATION DEVELOPMENT ACT (TDA)</b>                       |                                       |
| 38 Article 3 <sup>(1)</sup>                                          | \$ 12.7                               |
| 39 Article 4 <sup>(1)</sup>                                          | 156.5                                 |
| 40 Article 8 <sup>(1)</sup>                                          | 12.1                                  |
| <b>41 Total TDA</b>                                                  | <b>\$ 181.4</b>                       |
| <b>42 STATE TRANSIT ASSISTANCE (STA)</b>                             |                                       |
| 43 Revenue Share <sup>(1)</sup>                                      | \$ 1.5                                |
| 44 Population Share                                                  | -                                     |
| <b>45 Total STA</b>                                                  | <b>\$ 1.5</b>                         |
| <b>46 THE ROAD RECOVERY AND ACCOUNTABILITY ACT OF 2017 (SB1-SGR)</b> |                                       |
| 47 Revenue Share <sup>(1)</sup>                                      | \$ 6.4                                |
| 48 Population Share                                                  | -                                     |
| <b>49 Total SB1-SGR</b>                                              | <b>\$ 6.4</b>                         |
| <b>50 THE ROAD RECOVERY AND ACCOUNTABILITY ACT OF 2017 (SB1-STA)</b> |                                       |
| 51 Revenue Share <sup>(1)</sup>                                      | \$ 10.5                               |
| 52 Population Share                                                  | -                                     |
| <b>53 Total SB1-STA</b>                                              | <b>\$ 10.5</b>                        |
| <b>54 Total PTMISEA <sup>(3)</sup></b>                               | <b>\$ -</b>                           |
| <b>55 Total SAFE Fund <sup>(2)</sup></b>                             | <b>\$ 23.0</b>                        |
| <b>56 Total Other Special Revenue Funds <sup>(1)</sup></b>           | <b>\$ 66.6</b>                        |
| <b>57 GENERAL FUND</b>                                               |                                       |
| 58 Administration - Propositions A and C, and TDA                    | \$ -                                  |
| 59 Mandatory Operating Reserve                                       | 161.2                                 |
| 60 General Fund / Other <sup>(2)</sup>                               | -                                     |
| <b>61 Total General Fund</b>                                         | <b>\$ 161.2</b>                       |
| <b>Total Estimated FY20 Ending Fund Balances</b>                     | <b>\$ 1,185.7</b>                     |

Note: Totals may not add due to rounding.

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

<sup>(2)</sup> Committed to Board approved projects and programs.

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

## Enterprise Fund Bus & Rail Operations

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

|                                                           | FY19 Budget       | FY20 Proposed     |                   |                   |               |                     |
|-----------------------------------------------------------|-------------------|-------------------|-------------------|-------------------|---------------|---------------------|
|                                                           |                   | Total             | Bus               | Rail              | Transit Court | Regional Activities |
| <b>Resources and Expenses (\$ in millions)</b>            |                   |                   |                   |                   |               |                     |
| <b>Transit Operations Resources</b>                       |                   |                   |                   |                   |               |                     |
| <b>Transit Fares &amp; Other Revenues</b>                 |                   |                   |                   |                   |               |                     |
| Fares <sup>(1)</sup>                                      | \$ 302.6          | \$ 284.5          | \$ 204.3          | \$ 80.2           | \$ -          | \$ -                |
| Advertising                                               | 24.7              | 25.7              | 23.6              | 2.1               | -             | -                   |
| Other Revenues <sup>(2)</sup>                             | 12.4              | 13.5              | 11.7              | -                 | 1.8           | -                   |
| <b>Total Fare and Other Revenues</b>                      | <b>\$ 339.7</b>   | <b>\$ 323.7</b>   | <b>\$ 239.6</b>   | <b>\$ 82.3</b>    | <b>\$ 1.8</b> | <b>\$ -</b>         |
| <b>Federal &amp; State Grants</b>                         |                   |                   |                   |                   |               |                     |
| Federal Preventive Maintenance                            | \$ 244.0          | \$ 235.8          | \$ 126.9          | \$ 108.9          | \$ -          | \$ -                |
| Federal CMAQ                                              | 32.0              | -                 | -                 | -                 | -             | -                   |
| Federal & States Grants                                   | 33.0              | 36.6              | -                 | 36.6              | -             | -                   |
| <b>Total Federal and State Grants</b>                     | <b>\$ 309.0</b>   | <b>\$ 272.4</b>   | <b>\$ 126.9</b>   | <b>\$ 145.5</b>   | <b>\$ -</b>   | <b>\$ -</b>         |
| <b>Local Subsidies</b>                                    |                   |                   |                   |                   |               |                     |
| Prop A - (40% Bus) & (35% Rail)                           | \$ 268.4          | \$ 306.2          | \$ 181.0          | \$ 125.2          | \$ -          | \$ -                |
| Prop C - (40% Bus/Rail), (5% Security) & Interest         | 66.2              | 177.9             | 159.0             | -                 | -             | 18.9                |
| Measure R - (20% Bus) & (5% Rail)                         | 155.9             | 165.7             | 122.7             | 43.0              | -             | -                   |
| Measure M - (20% Bus), (5% Rail) & (2% SGR)               | 171.1             | 169.9             | 126.9             | 43.0              | -             | -                   |
| TDA Article 4                                             | 192.2             | 219.6             | 212.6             | -                 | -             | 7.0                 |
| STA, SB1 STA & SB1 SGR                                    | 236.8             | 204.8             | 109.2             | 95.6              | -             | -                   |
| Toll & Revenue Grant                                      | 18.7              | 4.4               | 4.4               | -                 | -             | -                   |
| General Fund & Other Funds                                | 17.7              | -                 | -                 | -                 | -             | -                   |
| <b>Total Local Subsidies</b>                              | <b>\$ 1,127.0</b> | <b>\$ 1,248.4</b> | <b>\$ 915.7</b>   | <b>\$ 306.8</b>   | <b>\$ -</b>   | <b>\$ 25.9</b>      |
| <b>Total Transit Operations Resources</b>                 | <b>\$ 1,775.7</b> | <b>\$ 1,844.5</b> | <b>\$ 1,282.2</b> | <b>\$ 534.6</b>   | <b>\$ 1.8</b> | <b>\$ 25.9</b>      |
| <b>Transit Capital Resources</b>                          |                   |                   |                   |                   |               |                     |
| Federal, State & Local Grants                             | \$ 548.3          | \$ 810.5          | \$ 32.4           | \$ 778.1          | \$ -          | \$ -                |
| Local & State Sales Tax <sup>(3)</sup>                    | 709.3             | 1,007.9           | 121.6             | 886.3             | -             | -                   |
| Other Capital Financing                                   | 985.1             | 741.3             | 97.2              | 644.1             | -             | -                   |
| <b>Total Transit Capital Resources</b>                    | <b>\$ 2,242.7</b> | <b>\$ 2,559.7</b> | <b>\$ 251.2</b>   | <b>\$ 2,308.5</b> | <b>\$ -</b>   | <b>\$ -</b>         |
| <b>Total Transit Operations &amp; Capital Resources</b>   | <b>\$ 4,018.4</b> | <b>\$ 4,404.2</b> | <b>\$ 1,533.4</b> | <b>\$ 2,843.1</b> | <b>\$ 1.8</b> | <b>\$ 25.9</b>      |
| <b>Transit Operations Expenses</b>                        |                   |                   |                   |                   |               |                     |
| Labor & Benefits                                          | \$ 1,136.0        | \$ 1,169.2        | \$ 858.7          | \$ 279.7          | \$ 0.6        | \$ 30.2             |
| Fuel & Propulsion Power                                   | 59.5              | 62.8              | 28.9              | 33.9              | -             | -                   |
| Materials & Supplies                                      | 98.5              | 106.3             | 74.6              | 30.4              | -             | 1.3                 |
| Contract & Professional Services                          | 270.5             | 287.8             | 112.3             | 157.0             | 0.9           | 17.5                |
| PL/PD & Other Insurance                                   | 48.4              | 49.6              | 45.0              | 4.6               | -             | -                   |
| Purchased Transportation                                  | 65.3              | 65.3              | 65.3              | -                 | -             | -                   |
| Allocated Overhead <sup>(4)</sup>                         | 64.4              | 63.7              | 51.3              | 2.7               | 0.2           | 9.6                 |
| Regional Chargeback                                       | -                 | -                 | 25.2              | 8.6               | -             | (33.8)              |
| Other Expenses <sup>(5)</sup>                             | 33.1              | 39.8              | 20.9              | 17.7              | 0.1           | 1.2                 |
| <b>Total Transit Operations Expenses</b>                  | <b>\$ 1,775.7</b> | <b>\$ 1,844.5</b> | <b>\$ 1,282.2</b> | <b>\$ 534.6</b>   | <b>\$ 1.8</b> | <b>\$ 25.9</b>      |
| <b>Transit Capital Expenses Operating</b>                 | <b>\$ 2,168.9</b> | <b>\$ 2,442.8</b> | <b>\$ 244.0</b>   | <b>\$ 2,198.8</b> | <b>\$ -</b>   | <b>\$ -</b>         |
| <b>Transit Capital Expenses Planning</b>                  | <b>\$ 73.8</b>    | <b>\$ 116.9</b>   | <b>\$ 7.2</b>     | <b>\$ 109.7</b>   | <b>\$ -</b>   | <b>\$ -</b>         |
| <b>Total Capital Expenses <sup>(6)</sup></b>              | <b>\$ 2,242.7</b> | <b>\$ 2,559.7</b> | <b>\$ 251.2</b>   | <b>\$ 2,308.5</b> | <b>\$ -</b>   | <b>\$ -</b>         |
| <b>Total Transit Operations &amp; Capital Expenses</b>    | <b>\$ 4,018.4</b> | <b>\$ 4,404.2</b> | <b>\$ 1,533.4</b> | <b>\$ 2,843.1</b> | <b>\$ 1.8</b> | <b>\$ 25.9</b>      |
| <b>Transit Operations &amp; Capital (Deficit)/Surplus</b> | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>       | <b>\$ -</b>   | <b>\$ -</b>         |

Note: Totals may not add due to rounding.

(1) Fare revenues includes \$6.6m revenues from TAP card sales.

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

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

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

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

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

## Enterprise Fund Other Operations

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

|                                                                | FY19<br>Budget   | FY20 Proposed    |                  |                   |                  |                 |
|----------------------------------------------------------------|------------------|------------------|------------------|-------------------|------------------|-----------------|
|                                                                |                  | Total            | Union<br>Station | Express-<br>Lanes | Bike<br>Share    | Park &<br>Ride  |
| <b>Resources and Expenses (\$ in millions)</b>                 |                  |                  |                  |                   |                  |                 |
| <b>1 Other Transit Operations Resources</b>                    |                  |                  |                  |                   |                  |                 |
| <b>2 Toll Fares and Other Revenues</b>                         |                  |                  |                  |                   |                  |                 |
| 3 Tolls & Violation Fines                                      | \$ 62.8          | \$ 58.4          | \$ -             | \$ 58.4           | \$ -             | \$ -            |
| 4 Rental & Lease Income                                        | 1.9              | 5.2              | (0.9)            | -                 | 2.7              | 3.3             |
| <b>5 Total Toll Fares and Other Revenues</b>                   | <b>\$ 64.7</b>   | <b>\$ 63.6</b>   | <b>\$ (0.8)</b>  | <b>\$ 58.4</b>    | <b>\$ 2.7</b>    | <b>\$ 3.3</b>   |
| <b>6 Transit Other Operations Expenses</b>                     |                  |                  |                  |                   |                  |                 |
| 7 Labor & Benefits                                             | \$ 4.1           | \$ 5.6           | \$ 0.6           | \$ 2.6            | \$ 0.5           | \$ 1.9          |
| 8 Materials & Supplies                                         | -                | -                | -                | -                 | -                | -               |
| 9 Contract & Professional Services                             | 67.4             | 75.1             | 0.2              | 53.7              | 17.1             | 4.1             |
| 10 PL/PD & Other Insurance                                     | 0.2              | 0.2              | 0.2              | -                 | -                | -               |
| 11 Allocated Overhead                                          | 1.8              | 2.3              | 0.3              | 1.0               | 0.3              | 0.7             |
| 12 Other Expenses                                              | 1.0              | 2.5              | -                | 2.5               | -                | -               |
| <b>13 Total Other Transit Operations Expenses</b>              | <b>\$ 74.6</b>   | <b>\$ 85.7</b>   | <b>\$ 1.3</b>    | <b>\$ 59.8</b>    | <b>\$ 17.9</b>   | <b>\$ 6.7</b>   |
| <b>14 Operating (Deficit)/Surplus</b>                          | <b>\$ (9.9)</b>  | <b>\$ (22.2)</b> | <b>\$ (2.1)</b>  | <b>\$ (1.4)</b>   | <b>\$ (15.2)</b> | <b>\$ (3.5)</b> |
| <b>15 Other Transit Operations Resources</b>                   |                  |                  |                  |                   |                  |                 |
| <b>16 Federal &amp; State Grants</b>                           |                  |                  |                  |                   |                  |                 |
| 17 Federal CMAQ                                                | \$ -             | \$ -             | \$ -             | \$ -              | \$ -             | \$ -            |
| <b>18 Total Federal and State Grants</b>                       | <b>\$ -</b>      | <b>\$ -</b>      | <b>\$ -</b>      | <b>\$ -</b>       | <b>\$ -</b>      | <b>\$ -</b>     |
| <b>19 Local Subsidies</b>                                      |                  |                  |                  |                   |                  |                 |
| 20 Propositions A & C                                          | \$ 8.5           | \$ 8.9           | \$ -             | \$ -              | \$ 6.0           | \$ 2.9          |
| 21 General Fund                                                | 2.9              | 0.7              | -                | -                 | -                | 0.7             |
| 22 City of LA                                                  | 7.7              | 9.2              | -                | -                 | 9.2              | -               |
| <b>23 Total Local Subsidies</b>                                | <b>\$ 19.1</b>   | <b>\$ 18.8</b>   | <b>\$ -</b>      | <b>\$ -</b>       | <b>\$ 15.2</b>   | <b>\$ 3.6</b>   |
| <b>24 Total Other Transit Operations Resources</b>             | <b>\$ 19.1</b>   | <b>\$ 18.8</b>   | <b>\$ -</b>      | <b>\$ -</b>       | <b>\$ 15.2</b>   | <b>\$ 3.6</b>   |
| <b>25 Net Income</b>                                           | <b>\$ 9.2</b>    | <b>\$ (3.4)</b>  | <b>\$ (2.1)</b>  | <b>\$ (1.4)</b>   | <b>\$ -</b>      | <b>\$ 0.1</b>   |
| <b>26 Other Operations Non-Operating Expenses</b>              |                  |                  |                  |                   |                  |                 |
| 27 Toll Grant Revenue to Bus Operations                        | \$ 4.4           | \$ 4.4           | \$ -             | \$ 4.4            | \$ -             | \$ -            |
| 28 Congestion Pricing Program                                  | -                | 4.6              | -                | 4.6               | -                | -               |
| 29 Funding Swap                                                | 14.4             | -                | -                | -                 | -                | -               |
| 30 Congestion Relief Transit Operating Subsidy                 | 7.4              | 6.9              | -                | 6.9               | -                | -               |
| 31 Congestion Relief Toll Revenue Grant Program <sup>(1)</sup> | 15.9             | 10.6             | -                | 10.6              | -                | -               |
| <b>32 Total Other Operations Non-Operating Expenses</b>        | <b>\$ 42.1</b>   | <b>\$ 26.5</b>   | <b>\$ -</b>      | <b>\$ 26.5</b>    | <b>\$ -</b>      | <b>\$ -</b>     |
| <b>33 Change in Net Asset</b>                                  | <b>\$ (32.9)</b> | <b>\$ (29.9)</b> | <b>\$ (2.1)</b>  | <b>\$ (27.9)</b>  | <b>\$ -</b>      | <b>\$ 0.1</b>   |
| <b>34 Net Asset - Beginning of Year</b>                        | <b>\$ 171.8</b>  | <b>\$ 143.3</b>  | <b>\$ 7.8</b>    | <b>\$ 135.5</b>   | <b>\$ -</b>      | <b>\$ -</b>     |
| <b>35 Net Asset - End of Year</b>                              | <b>\$ 138.9</b>  | <b>\$ 113.4</b>  | <b>\$ 5.7</b>    | <b>\$ 107.6</b>   | <b>\$ -</b>      | <b>\$ 0.1</b>   |

36 Note: Totals may not add due to rounding.

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

**This page intentionally left blank.**

# Service Statistics

## Bus and Rail Operating Statistics

| Statistic                                     | Bus               |                  |        | Rail              |                  |        | Total             |                  |        |
|-----------------------------------------------|-------------------|------------------|--------|-------------------|------------------|--------|-------------------|------------------|--------|
|                                               | FY19<br>Scheduled | FY20<br>Proposed | % Inc  | FY19<br>Scheduled | FY20<br>Proposed | % Inc  | FY19<br>Scheduled | FY20<br>Proposed | % Inc  |
| <b>Service Provided (000)</b>                 |                   |                  |        |                   |                  |        |                   |                  |        |
| Revenue Service Hours (RSH)                   | 7,015             | 7,019            | 0.1%   | 1,203             | 1,135            | -5.7%  | 8,218             | 8,154            | -0.8%  |
| Revenue Service Miles (RSM)                   | 73,756            | 73,835           | 0.1%   | 25,546            | 25,127           | -1.6%  | 99,302            | 98,962           | -0.3%  |
| <b>Service Consumed (000) <sup>(3)</sup></b>  |                   |                  |        |                   |                  |        |                   |                  |        |
| Unlinked Boardings                            | 273,427           | 273,427          | 0.0%   | 107,358           | 107,358          | 0.0%   | 380,784           | 380,784          | 0.0%   |
| Passenger Miles                               | 1,143,317         | 1,143,317        | 0.0%   | 685,309           | 685,309          | 0.0%   | 1,828,626         | 1,828,626        | 0.0%   |
| <b>Operating Revenue (000) <sup>(3)</sup></b> |                   |                  |        |                   |                  |        |                   |                  |        |
| Fare Revenue <sup>(4)</sup>                   | \$ 216,869        | \$ 199,601       | -8.0%  | \$ 85,745         | \$ 78,371        | -8.6%  | \$ 302,614        | \$ 277,973       | -8.1%  |
| Advertising/Other                             | \$ 33,900         | \$ 35,300        | 4.1%   | \$ 1,408          | \$ 2,100         | 49.1%  | \$ 35,308         | \$ 37,400        | 5.9%   |
| Total                                         | \$ 250,769        | \$ 234,901       | -6.3%  | \$ 87,153         | \$ 80,471        | -7.7%  | \$ 337,922        | \$ 315,373       | -6.7%  |
| <b>Operating Cost Data (000)</b>              |                   |                  |        |                   |                  |        |                   |                  |        |
| Transportation                                | \$ 442,166        | \$ 454,357       | 2.8%   | \$ 77,240         | \$ 77,727        | 0.6%   | \$ 519,407        | \$ 532,085       | 2.4%   |
| Maintenance                                   | \$ 329,882        | \$ 375,936       | 14.0%  | \$ 249,378        | \$ 244,893       | -1.8%  | \$ 579,259        | \$ 620,828       | 7.2%   |
| Regional                                      | \$ 32,567         | \$ 24,617        | -24.4% | \$ 11,248         | \$ 8,554         | -23.9% | \$ 43,815         | \$ 33,171        | -24.3% |
| Other & Support Cost                          | \$ 420,724        | \$ 433,566       | 3.1%   | \$ 203,932        | \$ 205,803       | 0.9%   | \$ 624,656        | \$ 639,368       | 2.4%   |
| Total                                         | \$1,225,339       | \$1,288,475      | 5.2%   | \$ 541,797        | \$ 536,977       | -0.9%  | \$1,767,137       | \$1,825,452      | 3.3%   |
| <b>Subsidy Data (000):</b>                    | \$ 974,570        | \$1,053,574      | 8.1%   | \$ 454,644        | \$ 456,505       | 0.4%   | \$1,429,215       | \$1,510,079      | 5.7%   |
| <b>Per Boarding Statistics</b>                |                   |                  |        |                   |                  |        |                   |                  |        |
| Fare Revenue                                  | \$ 0.79           | \$ 0.73          | -8.0%  | \$ 0.80           | \$ 0.73          | -8.6%  | \$ 0.79           | \$ 0.73          | -8.1%  |
| Operating Cost                                | \$ 4.48           | \$ 4.71          | 5.2%   | \$ 5.05           | \$ 5.00          | -0.9%  | \$ 4.64           | \$ 4.79          | 3.3%   |
| Subsidy                                       | \$ 3.56           | \$ 3.85          | 8.1%   | \$ 4.23           | \$ 4.25          | 0.4%   | \$ 3.75           | \$ 3.97          | 5.7%   |
| Passenger Miles                               | 4.18              | 4.18             | 0.0%   | 6.38              | 6.38             | 0.0%   | 4.80              | 4.80             | 0.0%   |
| Fare Recovery %                               | 17.7%             | 15.5%            | -12.5% | 15.8%             | 14.6%            | -7.8%  | 17.1%             | 15.2%            | -11.1% |
| <b>Per RSH Statistics</b>                     |                   |                  |        |                   |                  |        |                   |                  |        |
| Revenue                                       | \$ 35.75          | \$ 33.46         | -6.4%  | \$ 72.43          | \$ 70.90         | -2.1%  | \$ 41.12          | \$ 38.68         | -5.9%  |
| Boardings                                     | 38.98             | 38.95            | -0.1%  | 89.22             | 94.59            | 6.0%   | 46.34             | 46.70            | 0.8%   |
| Passenger Miles                               | 162.99            | 162.88           | -0.1%  | 569.56            | 603.82           | 6.0%   | 222.52            | 224.25           | 0.8%   |
| Transportation Cost                           | \$ 63.04          | \$ 64.73         | 2.7%   | \$ 64.19          | \$ 68.49         | 6.7%   | \$ 63.20          | \$ 65.25         | 3.2%   |
| Maintenance Cost                              | \$ 47.03          | \$ 53.56         | 13.9%  | \$ 207.26         | \$ 215.77        | 4.1%   | \$ 70.49          | \$ 76.13         | 8.0%   |
| Regional Cost                                 | \$ 4.64           | \$ 3.51          | -24.5% | \$ 9.35           | \$ 7.54          | -19.4% | \$ 5.33           | \$ 4.07          | -23.7% |
| Other & Support Cost                          | \$ 59.98          | \$ 61.77         | 3.0%   | \$ 169.49         | \$ 181.33        | 7.0%   | \$ 76.01          | \$ 78.41         | 3.2%   |
| Total Cost                                    | \$ 174.68         | \$ 183.56        | 5.1%   | \$ 450.29         | \$ 473.13        | 5.1%   | \$ 215.04         | \$ 223.86        | 4.1%   |
| Subsidy                                       | \$ 138.93         | \$ 150.10        | 8.0%   | \$ 377.85         | \$ 402.22        | 6.4%   | \$ 173.92         | \$ 185.19        | 6.5%   |
| <b>Per Passenger Mile Statistics</b>          |                   |                  |        |                   |                  |        |                   |                  |        |
| Revenue                                       | \$ 0.22           | \$ 0.21          | -6.3%  | \$ 0.13           | \$ 0.12          | -7.7%  | \$ 0.18           | \$ 0.17          | -6.7%  |
| Transportation Cost                           | \$ 0.39           | \$ 0.40          | 2.8%   | \$ 0.11           | \$ 0.11          | 0.0%   | \$ 0.28           | \$ 0.29          | 2.4%   |
| Maintenance Cost                              | \$ 0.29           | \$ 0.33          | 14.0%  | \$ 0.36           | \$ 0.36          | 0.0%   | \$ 0.32           | \$ 0.34          | 7.2%   |
| Regional Cost                                 | \$ 0.03           | \$ 0.02          | -24.4% | \$ 0.02           | \$ 0.01          | -23.9% | \$ 0.02           | \$ 0.02          | 0.0%   |
| Other & Support Cost                          | \$ 0.37           | \$ 0.38          | 3.1%   | \$ 0.30           | \$ 0.30          | 0.0%   | \$ 0.34           | \$ 0.35          | 2.4%   |
| Total Cost                                    | \$ 1.07           | \$ 1.13          | 5.2%   | \$ 0.79           | \$ 0.78          | -0.9%  | \$ 0.97           | \$ 1.00          | 3.3%   |
| Subsidy                                       | \$ 0.85           | \$ 0.92          | 8.1%   | \$ 0.66           | \$ 0.67          | 0.4%   | \$ 0.78           | \$ 0.83          | 5.7%   |
| <b>FTE's per Hundred <sup>(1)</sup></b>       |                   |                  |        |                   |                  |        |                   |                  |        |
| Operators per RSH                             | 5.70              | 5.70             | 0.0%   | 3.30              | 3.41             | 3.3%   | 4.99              | 5.02             | 0.5%   |
| Mechanics per RSM                             | 0.12              | 0.12             | 0.2%   | 0.10              | 0.08             | -21.4% | 0.11              | 0.10             | -4.7%  |
| Service Attendants RSM                        | 0.08              | 0.08             | -0.1%  | 0.05              | 0.04             | -19.7% | 0.07              | 0.06             | -3.9%  |
| Maintenance of Way (MOW)                      | -                 | -                | -      | 29.66             | 30.60            | 3.2%   | 29.66             | 30.60            | 3.2%   |
| Inspectors per RM <sup>(2)</sup>              |                   |                  |        |                   |                  |        |                   |                  |        |
| Transit Operations Supervisors per RSH        | 0.70              | 0.70             | 0.1%   | 2.22              | 2.37             | 6.8%   | 0.93              | 0.95             | 1.2%   |

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

<sup>(2)</sup> Per route mile (RM)

<sup>(3)</sup> FY20 boardings, passenger miles, & fare revenue reflect FY19 year-end projections.

<sup>(4)</sup> FY20 Fare revenues do not include \$6.6M revenues from TAP card sales.

<sup>(5)</sup> Operating cost includes additional allocated overhead expenses of \$8.7M.

## Service Level Details

### Revenue Service Hours

|                          | FY19             | FY20             | Change          |
|--------------------------|------------------|------------------|-----------------|
| Mode                     | Scheduled        | Proposed         |                 |
| <b>Bus</b>               |                  |                  |                 |
| Local & Rapid            | 6,236,962        | 6,232,605        | (4,357)         |
| Silver Line              | 126,942          | 128,324          | 1,382           |
| Orange Line              | 139,201          | 144,209          | 5,008           |
| Purchased Transportation | 511,501          | 514,238          | 2,737           |
| <b>Subtotal Bus</b>      | <b>7,014,606</b> | <b>7,019,376</b> | <b>4,770</b>    |
| <b>Rail</b>              |                  |                  |                 |
| Blue Line                | 240,163          | 203,944          | (36,219)        |
| Green Line               | 114,271          | 126,849          | 12,578          |
| Gold Line                | 282,117          | 263,149          | (18,968)        |
| Expo Line                | 260,642          | 231,610          | (29,032)        |
| Red Line                 | 306,038          | 309,401          | 3,363           |
| <b>Subtotal Rail</b>     | <b>1,203,231</b> | <b>1,134,953</b> | <b>(68,278)</b> |
| <b>Total</b>             | <b>8,217,837</b> | <b>8,154,329</b> | <b>(63,508)</b> |

### Boardings (000)

|                          | FY19           | FY20           | Change   |
|--------------------------|----------------|----------------|----------|
| Mode                     | Scheduled      | Proposed       |          |
| <b>Bus</b>               |                |                |          |
| Local & Rapid            | 249,681        | 249,681        | -        |
| Silver Line              | 4,319          | 4,319          | -        |
| Orange Line              | 6,979          | 6,979          | -        |
| Purchased Transportation | 12,447         | 12,447         | -        |
| <b>Subtotal Bus</b>      | <b>273,427</b> | <b>273,427</b> | <b>-</b> |
| <b>Rail</b>              |                |                |          |
| Blue Line                | 18,848         | 18,848         | -        |
| Green Line               | 9,652          | 9,652          | -        |
| Gold Line                | 15,970         | 15,970         | -        |
| Expo Line                | 19,771         | 19,771         | -        |
| Red Line                 | 43,117         | 43,117         | -        |
| <b>Subtotal Rail</b>     | <b>107,358</b> | <b>107,358</b> | <b>-</b> |
| <b>Total</b>             | <b>380,784</b> | <b>380,784</b> | <b>-</b> |

### Revenue Service Miles

|                          | FY19              | FY20              | Change           |
|--------------------------|-------------------|-------------------|------------------|
| Mode                     | Scheduled         | Proposed          |                  |
| <b>Bus</b>               |                   |                   |                  |
| Local & Rapid            | 64,085,175        | 64,040,407        | (44,768)         |
| Silver Line              | 1,777,188         | 1,796,536         | 19,348           |
| Orange Line              | 2,575,219         | 2,667,867         | 92,648           |
| Purchased Transportation | 5,373,315         | 5,402,067         | 28,752           |
| <b>Subtotal Bus</b>      | <b>73,755,731</b> | <b>73,835,394</b> | <b>79,663</b>    |
| <b>Rail</b>              |                   |                   |                  |
| Blue Line                | 4,950,517         | 4,203,929         | (746,588)        |
| Green Line               | 3,245,865         | 3,603,143         | 357,278          |
| Gold Line                | 6,686,760         | 6,237,179         | (449,581)        |
| Expo Line                | 4,324,206         | 3,842,548         | (481,658)        |
| Red Line                 | 6,426,798         | 6,497,421         | 70,623           |
| <b>Subtotal Rail</b>     | <b>25,546,310</b> | <b>25,126,782</b> | <b>(419,529)</b> |
| <b>Total</b>             | <b>99,302,041</b> | <b>98,962,175</b> | <b>(339,866)</b> |

### Passenger Miles (000)

|                          | FY19             | FY20             | Change   |
|--------------------------|------------------|------------------|----------|
| Mode                     | Scheduled        | Proposed         |          |
| <b>Bus</b>               |                  |                  |          |
| Local & Rapid            | 992,168          | 992,168          | -        |
| Silver Line              | 44,314           | 44,314           | -        |
| Orange Line              | 46,407           | 46,407           | -        |
| Purchased Transportation | 60,428           | 60,428           | -        |
| <b>Subtotal Bus</b>      | <b>1,143,317</b> | <b>1,143,317</b> | <b>-</b> |
| <b>Rail</b>              |                  |                  |          |
| Blue Line                | 140,665          | 140,665          | -        |
| Green Line               | 62,700           | 62,700           | -        |
| Gold Line                | 138,478          | 138,478          | -        |
| Expo Line                | 136,491          | 136,491          | -        |
| Red Line                 | 206,975          | 206,975          | -        |
| <b>Subtotal Rail</b>     | <b>685,309</b>   | <b>685,309</b>   | <b>-</b> |
| <b>Total</b>             | <b>1,828,626</b> | <b>1,828,626</b> | <b>-</b> |

Note: Totals may not add due to rounding.



## Activity Based All Bus Cost Model

| Activities                              | FY19 Scheduled    |                 | FY20 Proposed     |                 | Inc/(Dec)        |                |
|-----------------------------------------|-------------------|-----------------|-------------------|-----------------|------------------|----------------|
|                                         | \$000             | \$/RSH          | \$000             | \$/RSH          | \$000            | \$/RSH         |
| <b>1 Transportation</b>                 |                   |                 |                   |                 |                  |                |
| 2 Wages & Benefits                      | \$ 405,650        | \$ 62.38        | \$ 414,753        | \$ 63.76        | \$ 9,103         | \$ 1.38        |
| 3 Services                              | 12                | -               | 12                | -               | -                | -              |
| 4 Materials & Supplies                  | 337               | 0.05            | 337               | 0.05            | -                | -              |
| 5 Training                              | 7,879             | 1.21            | 8,117             | 1.25            | 237              | 0.04           |
| 6 Control Center                        | 9,361             | 1.44            | 9,222             | 1.42            | (139)            | (0.02)         |
| 7 Scheduling & Planning                 | 5,140             | 0.79            | 5,248             | 0.81            | 109              | 0.02           |
| 8 Field Supervision                     | 13,788            | 2.12            | 16,668            | 2.56            | 2,880            | 0.44           |
| <b>9 Total Transportation</b>           | <b>\$ 442,166</b> | <b>\$ 67.99</b> | <b>\$ 454,357</b> | <b>\$ 69.85</b> | <b>\$ 12,190</b> | <b>\$ 1.86</b> |
| <b>10 Maintenance</b>                   |                   |                 |                   |                 |                  |                |
| 11 <u>Division Maintenance</u>          |                   |                 |                   |                 |                  |                |
| 12 Wages & Benefits                     | \$ 169,043        | \$ 25.99        | \$ 176,857        | \$ 27.19        | \$ 7,814         | \$ 1.19        |
| 13 Fuel                                 | 25,541            | 3.93            | 28,541            | 4.39            | 3,000            | 0.46           |
| 14 Materials & Supplies                 | 33,765            | 5.19            | 45,765            | 7.04            | 12,000           | 1.85           |
| 15 Services                             | 188               | 0.03            | 188               | 0.03            | -                | -              |
| <b>16 Subtotal Division Maintenance</b> | <b>\$ 228,537</b> | <b>\$ 35.14</b> | <b>\$ 251,351</b> | <b>\$ 38.65</b> | <b>\$ 22,814</b> | <b>\$ 3.50</b> |
| <b>17 Central Maintenance</b>           |                   |                 |                   |                 |                  |                |
| 18 Wages & Benefits                     | \$ 20,392         | \$ 3.14         | \$ 22,644         | \$ 3.48         | \$ 2,252         | \$ 0.35        |
| 19 Materials & Supplies                 | 7,402             | 1.14            | 7,335             | 1.13            | (67)             | -              |
| 20 Maintenance Services                 | 260               | 0.04            | 260               | 0.04            | -                | -              |
| <b>21 Subtotal Central Maintenance</b>  | <b>\$ 28,054</b>  | <b>\$ 4.31</b>  | <b>\$ 30,239</b>  | <b>\$ 4.65</b>  | <b>\$ 2,185</b>  | <b>\$ 0.35</b> |
| <b>22 Other Maintenance</b>             |                   |                 |                   |                 |                  |                |
| 23 Maintenance Support                  | \$ 18,079         | \$ 2.78         | \$ 22,349         | \$ 3.44         | \$ 4,270         | \$ 0.66        |
| 24 Non-Revenue Vehicles                 | 8,821             | 1.36            | 9,608             | 1.48            | 787              | 0.12           |
| 25 Facilities Maintenance               | 43,971            | 6.76            | 59,594            | 9.16            | 15,624           | 2.40           |
| 26 Training                             | 2,634             | 0.41            | 3,924             | 0.60            | 1,290            | 0.19           |
| <b>27 Subtotal Other Maintenance</b>    | <b>\$ 73,506</b>  | <b>\$ 11.30</b> | <b>\$ 95,476</b>  | <b>\$ 14.68</b> | <b>\$ 21,971</b> | <b>\$ 3.37</b> |
| 28                                      |                   |                 |                   |                 |                  |                |
| <b>29 Total Maintenance</b>             | <b>\$ 330,096</b> | <b>\$ 50.76</b> | <b>\$ 377,066</b> | <b>\$ 57.97</b> | <b>\$ 46,970</b> | <b>\$ 7.22</b> |

## Activity Based All Bus Cost Model (continued)

| Activities                                     | FY19 Scheduled      |                  | FY20 Proposed       |                  | Inc/(Dec)         |                  |
|------------------------------------------------|---------------------|------------------|---------------------|------------------|-------------------|------------------|
|                                                | \$000               | \$/RSH           | \$000               | \$/RSH           | \$000             | \$/RSH           |
| 30 <b>Other Operating</b>                      |                     |                  |                     |                  |                   |                  |
| 31 Transit Security                            | \$ 62,927           | \$ 9.68          | \$ 66,546           | \$ 10.23         | \$ 3,619          | \$ 0.55          |
| 32 Revenue                                     | 32,326              | 4.97             | 31,663              | 4.87             | (663)             | (0.10)           |
| 33 Service Development                         | 13,340              | 2.05             | 15,977              | 2.46             | 2,637             | 0.41             |
| 34 Safety                                      | 3,373               | 0.52             | 2,025               | 0.31             | (1,348)           | (0.21)           |
| 35 Casualty & Liability                        | 44,718              | 6.88             | 45,183              | 6.95             | 465               | 0.07             |
| 36 Workers' Comp                               | 60,486              | 9.30             | 63,359              | 9.74             | 2,873             | 0.44             |
| 37 Transitional Duty Program                   | 1,645               | 0.25             | 1,641               | 0.25             | (4)               | -                |
| 38 Utilities                                   | 15,805              | 2.43             | 16,000              | 2.46             | 196               | 0.03             |
| 39 Other Metro Operations                      | 12,635              | 1.94             | 5,035               | 0.77             | (7,600)           | (1.17)           |
| 40 Building Costs                              | 10,035              | 1.54             | 11,415              | 1.75             | 1,380             | 0.21             |
| 41 Copy Services                               | 900                 | 0.14             | 940                 | 0.14             | 40                | -                |
| 42 <b>Total Other Operating</b>                | <b>\$ 258,189</b>   | <b>\$ 39.70</b>  | <b>\$ 259,783</b>   | <b>\$ 39.93</b>  | <b>\$ 1,595</b>   | <b>\$ 0.23</b>   |
| 43 <b>Support Departments</b>                  |                     |                  |                     |                  |                   |                  |
| 44 Board Oversight                             | \$ 916              | \$ 0.14          | \$ 781              | \$ 0.12          | \$ (135)          | \$ (0.02)        |
| 45 CEO                                         | 8,970               | 1.38             | 9,116               | 1.40             | 146               | 0.02             |
| 46 Management Audit Services                   | 2,064               | 0.32             | 2,471               | 0.38             | 408               | 0.06             |
| 47 Procurement                                 | 29,656              | 4.56             | 30,169              | 4.64             | 513               | 0.08             |
| 48 Communications                              | 27,957              | 4.30             | 20,388              | 3.13             | (7,569)           | (1.17)           |
| 49 Finance                                     | 10,089              | 1.55             | 11,325              | 1.74             | 1,236             | 0.19             |
| 50 Human Resources                             | 7,818               | 1.20             | 6,960               | 1.07             | (859)             | (0.13)           |
| 51 Real Estate                                 | 3,425               | 0.53             | 5,039               | 0.77             | 1,614             | 0.24             |
| 52 ITS                                         | 26,357              | 4.05             | 28,834              | 4.43             | 2,476             | 0.38             |
| 53 Administration                              | 2,684               | 0.41             | 6,647               | 1.02             | 3,964             | 0.61             |
| 54 Construction                                | 4,165               | 0.64             | 5,866               | 0.90             | 1,701             | 0.26             |
| 55 <b>Total Support Departments</b>            | <b>\$ 124,100</b>   | <b>\$ 19.08</b>  | <b>\$ 127,596</b>   | <b>\$ 19.60</b>  | <b>\$ 3,495</b>   | <b>\$ 0.52</b>   |
| 56                                             |                     |                  |                     |                  |                   |                  |
| 57 <b>Total Local &amp; Rapid Bus Costs</b>    | <b>\$ 1,154,551</b> | <b>\$ 177.54</b> | <b>\$ 1,218,802</b> | <b>\$ 187.36</b> | <b>\$ 64,250</b>  | <b>\$ 9.83</b>   |
| 58 Directly Operated RSH                       | <b>6,503</b>        |                  | <b>6,505</b>        |                  | <b>2</b>          |                  |
| 59                                             |                     |                  |                     |                  |                   |                  |
| 60 <b>Purchased Transportation</b>             |                     |                  |                     |                  |                   |                  |
| 61 Contracted Service                          | \$ 62,039           | \$ 9.54          | \$ 64,307           | \$ 9.89          | \$ 2,268          | \$ 0.35          |
| 62 Security                                    | 4,878               | 0.75             | 5,260               | 0.81             | 383               | 0.06             |
| 63 Administration                              | 3,871               | 0.60             | 105                 | 0.02             | (3,765)           | (0.58)           |
| 64 <b>Total Purchased Transportation</b>       | <b>\$ 70,788</b>    | <b>\$ 138.39</b> | <b>\$ 69,673</b>    | <b>\$ 135.49</b> | <b>\$ (1,114)</b> | <b>\$ (0.17)</b> |
| 65 <b>Purchased Transportation RSH</b>         | <b>512</b>          |                  | <b>514</b>          |                  | <b>3</b>          |                  |
| 66                                             |                     |                  |                     |                  |                   |                  |
| 67 <b>Grand Total Bus Costs <sup>(1)</sup></b> | <b>\$ 1,225,339</b> | <b>\$ 174.68</b> | <b>\$ 1,288,475</b> | <b>\$ 183.56</b> | <b>\$ 63,136</b>  | <b>\$ 9.66</b>   |
| 68 <b>Total Bus RSH (in 000s)</b>              | <b>7,015</b>        |                  | <b>7,019</b>        |                  | <b>5</b>          |                  |

<sup>(1)</sup> FY20 Proposed Bus operating cost includes additional allocated overhead expenses of \$6.28M.

Note: Totals may not add due to rounding

## Activity Based Total Rail Cost Model

| Activities                                   | FY19 Scheduled    |                  | FY20 Proposed     |                  | Inc/(Dec)         |                  |
|----------------------------------------------|-------------------|------------------|-------------------|------------------|-------------------|------------------|
|                                              | \$000             | \$/RSH           | \$000             | \$/RSH           | \$                | \$/RSH           |
| <b>Transportation</b>                        |                   |                  |                   |                  |                   |                  |
| Wages & Benefits                             | \$ 59,327         | \$ 49.31         | \$ 59,748         | \$ 52.64         | \$ 421            | \$ 3.34          |
| Materials & Supplies                         | 141               | 0.12             | 141               | 0.12             | -                 | 0.01             |
| Other                                        | 16                | 0.01             | 16                | 0.01             | -                 | -                |
| Control Center                               | 14,258            | 11.85            | 14,164            | 12.48            | (94)              | 0.63             |
| Training                                     | 3,497             | 2.91             | 3,657             | 3.22             | 160               | 0.32             |
| <b>Total Transportation Costs</b>            | <b>\$ 77,240</b>  | <b>\$ 64.19</b>  | <b>\$ 77,727</b>  | <b>\$ 68.49</b>  | <b>\$ 487</b>     | <b>\$ 4.29</b>   |
| <b>Maintenance</b>                           |                   |                  |                   |                  |                   |                  |
| <b>Vehicle Maintenance</b>                   |                   |                  |                   |                  |                   |                  |
| Wages & Benefits                             | \$ 72,011         | \$ 59.85         | \$ 63,486         | \$ 55.94         | \$ (8,525)        | \$ (3.91)        |
| Materials & Supplies                         | 18,871            | 15.68            | 18,772            | 16.54            | (98)              | 0.86             |
| Services                                     | 164               | 0.14             | 264               | 0.23             | 100               | 0.10             |
| Other                                        | 4                 | 0.00             | 3                 | 0.00             | (2)               | -                |
| <b>Sub-Total Vehicle Maintenance</b>         | <b>\$ 91,050</b>  | <b>\$ 75.67</b>  | <b>\$ 82,525</b>  | <b>\$ 72.71</b>  | <b>\$ (8,525)</b> | <b>\$ (2.96)</b> |
| <b>Wayside Maintenance</b>                   |                   |                  |                   |                  |                   |                  |
| Wages & Benefits                             | \$ 43,604         | \$ 36.24         | \$ 46,922         | \$ 41.34         | \$ 3,318          | \$ 5.10          |
| Materials & Supplies                         | 3,484             | 2.90             | 3,484             | 3.07             | -                 | 0.17             |
| Services                                     | 1,512             | 1.26             | 1,512             | 1.33             | -                 | 0.08             |
| Propulsion Power                             | 35,570            | 29.56            | 33,709            | 29.70            | (1,861)           | 0.14             |
| Other                                        | 64                | 0.05             | 64                | 0.06             | -                 | -                |
| <b>Sub-Total Wayside Maintenance</b>         | <b>\$ 84,234</b>  | <b>\$ 70.01</b>  | <b>\$ 85,691</b>  | <b>\$ 75.50</b>  | <b>\$ 1,457</b>   | <b>\$ 5.50</b>   |
| <b>Other Maintenance</b>                     |                   |                  |                   |                  |                   |                  |
| Maintenance Support                          | \$ 4,503          | \$ 3.74          | \$ 4,702          | \$ 4.14          | \$ 200            | \$ 0.40          |
| Non-Revenue Vehicles                         | 3,607             | 3.00             | 3,738             | 3.29             | 130               | 0.30             |
| Facilities Maintenance                       | 66,201            | 55.02            | 68,736            | 60.56            | 2,535             | 5.54             |
| <b>Sub-Total Other Maintenance</b>           | <b>\$ 74,311</b>  | <b>\$ 61.76</b>  | <b>\$ 77,176</b>  | <b>\$ 68.00</b>  | <b>\$ 2,865</b>   | <b>\$ 6.24</b>   |
| <b>Total Maintenance Costs</b>               | <b>\$ 249,596</b> | <b>\$ 207.44</b> | <b>\$ 245,392</b> | <b>\$ 216.21</b> | <b>\$ (3,716)</b> | <b>\$ 8.78</b>   |
| <b>Other Operating Costs</b>                 |                   |                  |                   |                  |                   |                  |
| Transit Security                             | \$ 104,394        | \$ 86.76         | \$ 97,088         | \$ 85.54         | \$ (7,307)        | \$ (1.22)        |
| Revenue                                      | 26,554            | 22.07            | 24,628            | 21.70            | (1,927)           | (0.37)           |
| Service Development                          | 186               | 0.15             | 190               | 0.17             | 4                 | 0.01             |
| Safety                                       | 8,350             | 6.94             | 8,828             | 7.78             | 478               | 0.84             |
| Casualty & Liability                         | 5,247             | 4.36             | 4,705             | 4.15             | (542)             | (0.22)           |
| Workers' Comp                                | 11,385            | 9.46             | 10,999            | 9.69             | (386)             | 0.23             |
| Transitional Duty Program                    | 239               | 0.20             | 239               | 0.21             | -                 | 0.01             |
| Utilities                                    | 2,765             | 2.30             | 11,100            | 9.78             | 8,335             | 7.48             |
| Other Metro Operations                       | 8,335             | 6.93             | 8,885             | 7.83             | 550               | 0.90             |
| Building Costs                               | 890               | 0.74             | 683               | 0.60             | (206)             | (0.14)           |
| Copy Services                                | 144               | 0.12             | 95                | 0.08             | (50)              | (0.03)           |
| <b>Total Other Operating Costs</b>           | <b>\$ 168,490</b> | <b>\$ 140.03</b> | <b>\$ 167,439</b> | <b>\$ 147.53</b> | <b>\$ (1,051)</b> | <b>\$ 7.50</b>   |
| <b>Support Department Costs</b>              |                   |                  |                   |                  |                   |                  |
| Board Oversight                              | \$ 124            | \$ 0.10          | \$ 35             | \$ 0.03          | \$ (89)           | \$ (0.07)        |
| CEO                                          | 2,946             | 2.45             | 3,607             | 3.18             | 661               | 0.73             |
| Management Audit Services                    | 338               | 0.28             | 230               | 0.20             | (108)             | (0.08)           |
| Procurement                                  | 16,418            | 13.65            | 15,525            | 13.68            | (893)             | 0.03             |
| Communication                                | 11,263            | 9.36             | 11,008            | 9.70             | (254)             | 0.34             |
| Real Estate                                  | 4,454             | 3.70             | 6,188             | 5.45             | 1,733             | 1.75             |
| Finance                                      | 1,089             | 0.91             | 1,408             | 1.24             | 319               | 0.34             |
| Human Resources                              | 1,304             | 1.08             | 924               | 0.81             | (380)             | (0.27)           |
| ITS                                          | 7,732             | 6.43             | 6,734             | 5.93             | (998)             | (0.49)           |
| Administration                               | 605               | 0.50             | 618               | 0.54             | 14                | 0.04             |
| Construction                                 | 199               | 0.17             | 140               | 0.12             | (58)              | (0.04)           |
| <b>Total Support Department Costs</b>        | <b>\$ 46,471</b>  | <b>\$ 38.62</b>  | <b>\$ 46,417</b>  | <b>\$ 40.90</b>  | <b>\$ (54)</b>    | <b>\$ 2.28</b>   |
| <b>Grand Total Rail Costs <sup>(1)</sup></b> | <b>\$ 541,797</b> | <b>\$ 450.29</b> | <b>\$ 536,977</b> | <b>\$ 473.13</b> | <b>\$ (4,821)</b> | <b>\$ 22.84</b>  |
| <b>Total Rail RSH (in 000s)</b>              | <b>1,203</b>      |                  | <b>1,135</b>      |                  | <b>(68)</b>       |                  |

<sup>(1)</sup> FY20 Proposed Rail operating cost includes additional allocated overhead expenses of \$2.42M.

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, 2019 and 2020

|   | PTSC Only (\$ in millions)              | FY19<br>Budget | FY20<br>Proposed |
|---|-----------------------------------------|----------------|------------------|
| 1 | Revenue                                 | \$ 434.9       | \$ 456.7         |
| 2 | Expenses                                | 434.9          | 456.7            |
| 3 | Increase(decrease) in retained earnings | -              | -                |
| 4 | Retained earnings - beginning of year   | -              | -                |
| 5 | <b>Retained earnings - end of year</b>  | <b>\$ -</b>    | <b>\$ -</b>      |

Note: Totals may not add due to rounding.

## Exposition Metro Line Construction Authority

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

Funding for all Exposition projects Life of Project (LOP) is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

Expo Phase 1 (from downtown to Culver City) was returned to Metro for revenue operations in 2012. Expo Phase 2 (from Culver City to Santa Monica) began revenue service in May 2016. The Expo Authority was dissolved in December 2018. Any expenditure after the close out date will be handled by Metro and will be captured as part of a memorandum of understanding (MOU) negotiated between Metro and the Authority.

The closeout of the Expo Phases 1 and 2 was approved by the Board in July 2018. In accordance with the Funding Agreement, the distribution of the remaining estimated unused project funds is \$216,600,000 from Expo accounts to Metro accounts. \$11,500,000 of it will be distributed for the Metro Blue Line Track and System Refurbishment Project, \$5,100,000 to the Expo project close-out items, and \$200,000,000 to the Metro Westside Purple Line Project.

As part of the Expo Authority closeout, Metro also accepted the plan administration of the Expo Construction Authority Public Agency Retirement System (PARS) retirement plan to ensure that the current and future eligible Authority retiree's benefits will be delivered in accordance with the plan requirements.

**Statement of Revenues, Expenditures and Changes in Fund Balances  
For The Years Ending June 30, 2019 and 2020**

| <b>Exposition Metro Line Construction Authority</b> (\$ in millions) | <b>FY19<br/>Budget</b> | <b>FY20<br/>Proposed</b> |
|----------------------------------------------------------------------|------------------------|--------------------------|
| 1 Revenue                                                            | \$ 22.6                | \$ -                     |
| 2 Expenditures                                                       | 22.6                   | -                        |
| 3 Net change in fund balance                                         | -                      | -                        |
| 4 Fund balance - beginning of year                                   | -                      | -                        |
| 5 <b>Fund balance - end of year</b>                                  | <b>\$ -</b>            | <b>\$ -</b>              |

Note: Totals may not add due to rounding.

---

**Service Authority for Freeway Emergencies (SAFE)**

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

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

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

**Statement of Revenues, Expenditures and Changes in Fund Balances  
For the Years Ending June 30, 2019 and 2020**

| <b>Service Authority for Freeway Emergencies</b> (\$ in millions) | <b>FY19<br/>Budget</b> | <b>FY20<br/>Proposed</b> |
|-------------------------------------------------------------------|------------------------|--------------------------|
| 1 Revenues                                                        | \$ 7.9                 | \$ 7.9                   |
| 2 Expenditures                                                    | 8.2                    | 8.1                      |
| 3 Excess (deficiency) of revenue over                             | (0.3)                  | (0.3)                    |
| 4 Other financing and sources (uses) - transfer out               | -                      | -                        |
| 5 Fund balances - beginning of year                               | 23.6                   | 23.2                     |
| 6 <b>Fund balances - end of year</b>                              | <b>\$ 23.2</b>         | <b>\$ 23.0</b>           |

Note: Totals may not add due to rounding.

**This page intentionally left blank.**

# **Appendix II**

## **Transportation Infrastructure Development Project Listing**



## Transportation Infrastructure Development—Transit Expansion Project Detail List

|    | Project Description (\$ in thousands)                         | Forecasted Expenditures thru FY19 | FY20 Proposed     | Life of Project     | Note   |
|----|---------------------------------------------------------------|-----------------------------------|-------------------|---------------------|--------|
| 1  | <b>Transit Expansion</b>                                      |                                   |                   |                     |        |
| 2  | <b>Bus</b>                                                    |                                   |                   |                     |        |
| 3  | <b>Orange Line</b>                                            |                                   |                   |                     |        |
| 4  | Orange Line BRT Improvements: Construction                    | \$ 11,440                         | \$ 20,685         | \$ 32,125           | 1      |
| 5  | Orange Line BRT Improvements: Planning                        | 4,905                             | 603               | 5,508               | 1      |
| 6  | <b>Orange Line BRT Improvements total</b>                     | <b>\$ 16,345</b>                  | <b>\$ 21,288</b>  | <b>\$ 37,633</b>    |        |
| 7  | <b>Bus Total</b>                                              | <b>\$ 16,345</b>                  | <b>\$ 21,288</b>  | <b>\$ 37,633</b>    |        |
| 8  | <b>Rail</b>                                                   |                                   |                   |                     |        |
| 9  | <b>Airport Connector</b>                                      |                                   |                   |                     |        |
| 10 | Airport Metro Connector: Planning                             | \$ 55,819                         | \$ 408            | \$ 56,226           | 1      |
| 11 | Airport Metro Connector: Construction                         | 91,526                            | 68,365            | 159,891             | 1      |
| 12 | <b>Airport Connector Total</b>                                | <b>\$ 147,345</b>                 | <b>\$ 68,772</b>  | <b>\$ 216,117</b>   |        |
| 13 | <b>Crenshaw</b>                                               |                                   |                   |                     |        |
| 14 | Crenshaw/LAX Business Interruption Fund                       | \$ 11,307                         | \$ 3,000          | \$ 14,307           |        |
| 15 | Crenshaw/LAX Fare Gates                                       | 3,764                             | 2,380             | 7,800               |        |
| 16 | Crenshaw/LAX Insurance Betterment                             | 5,276                             | -                 | 5,276               | 2      |
| 17 | Crenshaw/LAX Light Rail Transit: Construction                 | 1,829,761                         | 187,889           | 2,058,000           |        |
| 18 | Crenshaw/LAX Light Rail Transit: Planning Phase 1             | 5,526                             | -                 | -                   | 2      |
| 19 | Crenshaw/LAX Light Rail Transit: Planning Phase 2             | 20,023                            | -                 | -                   | 2      |
| 20 | Crenshaw Pre-Revenue Service                                  | 9,844                             | 31,112            | 40,956              |        |
| 21 | Southwestern Maintenance Yard                                 | 147,253                           | 2,958             | 157,000             |        |
| 22 | <b>Crenshaw Total</b>                                         | <b>\$ 2,032,754</b>               | <b>\$ 227,339</b> | <b>\$ 2,283,339</b> |        |
| 23 | <b>Expo 1</b>                                                 |                                   |                   |                     |        |
| 24 | Expo Blvd Light Rail Transit Phase 1: Expo Authority Incurred | \$ 848,245                        | \$ -              | \$ 967,400          | 2      |
| 25 | Expo Blvd Light Rail Transit Phase 1: Metro Incurred          | 61,861                            | -                 | -                   | 2      |
| 26 | Light Rail Vehicle                                            | 51,076                            | 3,500             | -                   | 5      |
| 27 | <b>Expo I Total</b>                                           | <b>\$ 961,182</b>                 | <b>\$ 3,500</b>   | <b>\$ 967,400</b>   |        |
| 28 | <b>Expo 2</b>                                                 |                                   |                   |                     |        |
| 29 | Division 22 Paint & Body Shop                                 | \$ 10,293                         | \$ -              | \$ 11,000           | 2      |
| 30 | Expo Blvd Light Rail Transit Phase 2 - Holdback               | 43,805                            | -                 | -                   | 2      |
| 31 | Expo Blvd Light Rail Transit Phase 2 - Non-Holdback           | 123,101                           | -                 | -                   | 2      |
| 32 | Expo Blvd Light Rail Transit Phase 2: Construction            | 927,005                           | -                 | 1,500,158           | 2      |
| 33 | Expo Blvd Light Rail Transit Phase 2: Planning                | 396                               | -                 | -                   | 2      |
| 34 | Expo II Insurance Betterment                                  | 2,463                             | -                 | 2,463               | 2      |
| 35 | Expo Phase II Betterments                                     | 3,051                             | -                 | 3,900               | 2      |
| 36 | Expo Phase II Bikeway                                         | 15,501                            | -                 | 16,102              | 2      |
| 37 | Light Rail Vehicle                                            | 166,778                           | 10,200            | -                   | 5      |
| 38 | Expo Closeout                                                 | -                                 | 3,000             | -                   | New    |
| 39 | <b>Expo II Total</b>                                          | <b>\$ 1,292,393</b>               | <b>\$ 13,200</b>  | <b>\$ 1,533,623</b> |        |
| 40 | <b>Gold Line Foothill 2A to Azusa</b>                         |                                   |                   |                     |        |
| 41 | Foothill Extension Insurance Betterment                       | \$ 2,080                          | \$ -              | \$ 2,080            | 2      |
| 42 | Gold Line Foothill Extension to Azusa: Construction           | 647,959                           | 2,465             | 714,033             |        |
| 43 | Gold Line Foothill Extension to Azusa: Planning               | 427                               | -                 | -                   | 2      |
| 44 | Gold Line Foothill Maintenance Facility - Metro 75%           | 207,119                           | -                 | 207,437             | 2      |
| 45 | Light Rail Vehicle                                            | 48,687                            | 3,300             | -                   | 5      |
| 46 | <b>Gold Line Foothill 2A to Azusa Total</b>                   | <b>\$ 906,272</b>                 | <b>\$ 5,765</b>   | <b>\$ 923,550</b>   |        |
| 47 | <b>Gold Line Foothill 2B</b>                                  |                                   |                   |                     |        |
| 48 | Gold Line Foothill Extension 2B: Planning                     | \$ 30,836                         | \$ -              | \$ 36,000           | 2      |
| 49 | Gold Line Foothill Extension 2B: Construction                 | 20,971                            | 160,706           | 1,406,871           |        |
| 50 | Light Rail Vehicle                                            | 17,100                            | 28,000            | -                   | 5      |
| 51 | <b>Gold Line Foothill 2B Total</b>                            | <b>68,906</b>                     | <b>188,706</b>    | <b>1,442,871</b>    |        |
| 52 | <b>Regional Connector</b>                                     |                                   |                   |                     |        |
| 53 | Regional Connector Business Interruption Fund                 | \$ 3,749                          | \$ 1,000          | \$ 4,749            |        |
| 54 | Regional Connector Insurance Betterment                       | 4,007                             | -                 | 4,007               | 2      |
| 55 | Regional Connector: Construction                              | 1,148,317                         | 214,468           | 1,750,841           |        |
| 56 | Regional Connector: Construction -Non-FFGA                    | 33,698                            | 5,675             | 39,991              |        |
| 57 | Regional Connector: Planning                                  | 27,736                            | -                 | -                   | 2      |
| 58 | Regional Connector: Pre-Revenue Service                       | -                                 | 250               | 250                 | New, 1 |
| 59 | <b>Regional Connector Total</b>                               | <b>\$ 1,217,507</b>               | <b>\$ 221,393</b> | <b>\$ 1,799,838</b> |        |

## Transportation Infrastructure Development—Transit Expansion Project Detail List (continued)

| Project Description (\$ in thousands)             | Forecasted Expenditures thru FY19 | FY20 Proposed       | Life of Project      | Note |
|---------------------------------------------------|-----------------------------------|---------------------|----------------------|------|
| <b>Westside Purple 1</b>                          |                                   |                     |                      |      |
| Div 20 Portal Widening & Turnback Facility        | \$ 181,214                        | \$ 84,937           | \$ 266,152           | 1    |
| Non-Revenue Vehicle                               | 854                               | -                   | -                    | 2    |
| Westside Extension I Business Interruption Fund   | 7,506                             | 3,000               | 10,506               |      |
| Westside Insurance Betterment                     | 6,505                             | -                   | 6,505                | 2    |
| Westside Subway Extension Section 1: Construction | 1,624,592                         | 283,394             | 2,778,880            |      |
| Westside Subway Extension: Planning Phase 1       | 8,505                             | -                   | -                    | 2    |
| Westside Subway Extension: Planning Phase 2       | 37,547                            | -                   | -                    | 2    |
| <b>Westside Purple 1 Total</b>                    | <b>\$ 1,866,724</b>               | <b>\$ 371,331</b>   | <b>\$ 3,062,043</b>  |      |
| <b>Westside Purple 2</b>                          |                                   |                     |                      |      |
| Westside Subway Extension Section 2: Construction | 925,414                           | 312,099             | 2,440,969            |      |
| Westside Purple Line Ext. 2: Planning             | 3,130                             | 150                 | -                    |      |
| <b>Westside Purple 2 Total</b>                    | <b>\$ 928,544</b>                 | <b>\$ 312,249</b>   | <b>\$ 2,440,969</b>  |      |
| <b>Westside Purple 3</b>                          |                                   |                     |                      |      |
| Westside Subway Extension Section 3: Construction | 267,649                           | 457,156             | 3,222,492            |      |
| Westside Purple Line Ext. 3: Planning             | 882                               | 58                  | -                    |      |
| <b>Westside Purple 3 Total</b>                    | <b>\$ 268,530</b>                 | <b>\$ 457,214</b>   | <b>\$ 3,222,492</b>  |      |
| <b>Rail Total</b>                                 | <b>\$ 9,690,157</b>               | <b>\$ 1,869,471</b> | <b>\$ 17,892,242</b> |      |
| <b>Express Lanes</b>                              |                                   |                     |                      |      |
| I-405 Sepulveda Express Lanes                     | \$ 476                            | \$ 2,347            | \$ 2,823             | 1    |
| I-105 Express Lanes                               | 476                               | 2,478               | 2,954                | 1    |
| <b>Express Lanes Total</b>                        | <b>\$ 952</b>                     | <b>\$ 4,825</b>     | <b>\$ 5,776</b>      |      |
| <b>System Wide</b>                                |                                   |                     |                      |      |
| Anticipated Measure R & M Projects                | \$ -                              | \$ 91,767           | \$ 91,767            | 3    |
| <b>Transit Expansion Total</b>                    | <b>\$ 9,707,454</b>               | <b>\$ 1,987,350</b> | <b>\$ 18,027,418</b> |      |
| <b>Transit Planning</b>                           |                                   |                     |                      |      |
| BRT Connector Red/Orange Line                     | \$ 4,867                          | \$ 3,199            | \$ 8,065             | 4    |
| Crenshaw Northern Extension                       | 500                               | 1,997               | 2,497                | 4    |
| Eastside Extension Phase 1 & 2                    | 35,694                            | 9,238               | 44,933               | 4    |
| Eastside Extension - Light Rail Vehicles          | -                                 | 36,800              | 36,800               | 4, 5 |
| Eastside Light Rail Access                        | 28,298                            | 9,029               | 37,327               | 4    |
| Green Line Extension: Redondo to South Bay        | 9,891                             | 3,180               | 13,071               | 4    |
| North San Fernando Valley BRT                     | 2,337                             | 3,364               | 5,701                | 4    |
| San Fernando Valley East North/South Rapidways    | 21,448                            | 27,126              | 48,575               | 4    |
| Sepulveda Pass Transit Corridor                   | 11,886                            | 3,701               | 15,587               | 4    |
| Vermont Transit Corridor                          | 1,741                             | 1,168               | 2,909                | 4    |
| West Santa Ana Branch Corridor                    | 38,988                            | 53,713              | 92,702               | 4    |
| <b>Transit Planning Total</b>                     | <b>\$ 155,651</b>                 | <b>\$ 152,517</b>   | <b>\$ 308,168</b>    |      |
| <b>TRANSIT EXPANSION TOTAL</b>                    | <b>\$ 9,863,105</b>               | <b>\$ 2,139,867</b> | <b>\$ 18,335,586</b> |      |

Note: Totals may not add due to rounding.

- (1) Projects are cumulatively funded on an annual basis until the Board adopts a Life-of-Project (LOP) budget.
- (2) Project completed or in closeout phase.
- (3) Separate Board approval of LOP budget is required when project is defined.
- (4) No Board LOP during planning phase; project is funded on an annual basis.
- (5) Total of \$81.8M in Light Rail Vehicle purchase is included.

## Transportation Infrastructure Development—Highway Project Detail List

| Project Description (\$ in thousands)                                                    | FY20 Proposed     |                   |                   |
|------------------------------------------------------------------------------------------|-------------------|-------------------|-------------------|
|                                                                                          | Highway Subsidies | Non-Subsidies     | Total             |
| <b>99 Highway Program</b>                                                                |                   |                   |                   |
| <b>100 Measure R &amp; M Construction &amp; Subregional Projects</b>                     |                   |                   |                   |
| 101 Alameda Corridor East Grade Separations Phase II                                     | \$ 30,000         | \$ -              | \$ 30,000         |
| 102 Countywide Sound wall Constructions                                                  | 400               | -                 | 400               |
| 103 Countywide Soundwall Constructions                                                   | 2,000             | 21,881            | 23,881            |
| 104 High Desert Corridor                                                                 | 1,250             | 299               | 1,549             |
| 105 Highway Demand Based Prog. (HOV Ext. & Connect)                                      | 1,500             | 97                | 1,597             |
| 106 Highway Efficiency Program (Las Virgenes/Malibu)                                     | 1,500             | -                 | 1,500             |
| 107 Highway Efficiency Program (North County)                                            | 100               |                   | 100               |
| 108 Highway Operational Improvements in Arroyo Verdugo subregion                         | 13,740            | -                 | 13,740            |
| 109 Highway Operational Improvements in Las Virgenes/Malibu subregion                    | 15,180            | -                 | 15,180            |
| 110 I-5 Capacity Enhancement from SR-134 to SR-170                                       | 21,718            | 198               | 21,916            |
| 111 I-5 Corridor Improvements (i-605 to I-710)                                           | -                 | 508               | 508               |
| 112 Interstate 405, I-110, I-105, and SR-91 Ramp and Interchange Improvements (South Bay | 16,800            | 6,062             | 22,862            |
| 113 Interstate 5 / St. Route 14 Capacity Enhancement                                     | 1,475             | -                 | 1,475             |
| 114 Interstate 5 Capacity Enhancement from I-605 to Orange County Line                   | 25,600            | -                 | 25,600            |
| 115 Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lane  | -                 | 20,668            | 20,668            |
| 116 Interstate 605 corridor "Hot Spot" Interchanges                                      | 10,666            | 29,338            | 40,005            |
| 117 Interstate 710 North Gap Closure (tunnel)                                            | -                 | 771               | 771               |
| 118 Interstate 710 South and/or Early Action Projects                                    | 23,090            | 8,484             | 31,574            |
| 119 SR-57/SR-60 Interchange Improvements                                                 | -                 | 23,389            | 23,389            |
| 120 State Route 138 Capacity Enhancements                                                | 27,600            | 7                 | 27,607            |
| 121 Transportation System and Mobility Improve. Program                                  | 1,500             | -                 | 1,500             |
| <b>122 Total Measure R &amp; M Construction &amp; Subregional Projects</b>               | <b>\$ 194,119</b> | <b>\$ 111,702</b> | <b>\$ 305,821</b> |
| <b>123 Other</b>                                                                         |                   |                   |                   |
| 124 Caltrans Property Maintenance                                                        | \$ -              | \$ 150            | \$ 150            |
| 125 I-210 Barrier Replacement                                                            | -                 | 7,904             | 7,904             |
| 126 I-405 Car Pool Lane -Closeout                                                        | -                 | 91                | 91                |
| 127 Highway Planning                                                                     | 1,500             | 4,912             | 6,412             |
| <b>128 Total Other</b>                                                                   | <b>\$ 1,500</b>   | <b>\$ 13,057</b>  | <b>\$ 14,557</b>  |
| <b>129 Total Highway Program</b>                                                         | <b>\$ 195,619</b> | <b>\$ 124,759</b> | <b>\$ 320,378</b> |

Note: Totals may not add due to rounding.

# **Appendix III**

## **Metro Transit—State of Good Repair (SGR) Project Listing**

## Metro Transit-State of Good Repair (SGR) Project Detail List

| Project Description (\$ in Thousands)                        | Forecasted Expenditures thru FY19 | FY20 Proposed     | Life of Project   | Note   |
|--------------------------------------------------------------|-----------------------------------|-------------------|-------------------|--------|
| <b>SGR Bus and Rail</b>                                      |                                   |                   |                   |        |
| <b>Bus Acquisition</b>                                       |                                   |                   |                   |        |
| 40' Compressed Natural Gas Buses                             | \$ 14,525                         | \$ 73,396         | \$ 207,568        |        |
| 60' Zero Emission Buses                                      | 5,074                             | 25,650            | 80,003            |        |
| 60' Zero Emission Buses - Grant Funded                       | 801                               | 611               | 5,110             |        |
| 60' Compressed Natural Gas Buses                             | 3,077                             | 30,094            | 72,200            |        |
| 40' Zero Emission Buses                                      | 205                               | 1,124             | 65,900            |        |
| <b>Bus Acquisition Total</b>                                 | <b>\$ 23,681</b>                  | <b>\$ 130,875</b> | <b>\$ 430,781</b> |        |
| <b>Bus Facilities Improvements</b>                           |                                   |                   |                   |        |
| El Monte Busway Access Road                                  | \$ 616                            | \$ 240            | \$ 1,426          |        |
| Pavement Replacement                                         | 3,926                             | 66                | 4,249             |        |
| Fuel Storage Tanks-FY20-FY22                                 | -                                 | 3,375             | 23,433            | New, 2 |
| Bus Operations Subcommittee Funded Metro Silver Line         | 7,855                             | 24                | 7,845             |        |
| Bus Operations Subcommittee Funded Phase 2 Bus Facility      | 21,017                            | 238               | 20,896            |        |
| Division 1 Improvements (Bus Operations Subcommittee Funded) | 8,296                             | 1,839             | 20,866            |        |
| Sound Enclosure BRT Freeway Stations                         | 3,652                             | 420               | 5,838             |        |
| Bus Facility Improvements III                                | 16,344                            | 1,487             | 21,650            |        |
| Fire Alarm Panel Replacement Throughout Metro Facilities     | 390                               | 40                | 3,474             |        |
| Compressed Natural Gas Detection And Alarm                   | 1,737                             | 567               | 4,586             |        |
| Bus Facility Lighting Retrofit                               | 2,253                             | 62                | 4,250             |        |
| Central Maintenance Facility Building 5 Vent & Air           | 22                                | 419               | 785               |        |
| Division 4 Concrete Pavement                                 | 1,666                             | 58                | 2,100             |        |
| Bus Division Improvements - IV                               | -                                 | 10                | 28,000            | New    |
| Automated Storage & Retrieval System                         | -                                 | 10                | 3,865             | New    |
| Metro Orange Line In-Road Warning Lights                     | 197                               | 35                | -                 | 2, 3   |
| Union Station Cesar Chavez Bus Improvements                  | 461                               | 466               | 3,530             |        |
| <b>Bus Facilities Improvements Total</b>                     | <b>\$ 68,432</b>                  | <b>\$ 9,357</b>   | <b>\$ 156,793</b> |        |
| <b>Bus Maintenance</b>                                       |                                   |                   |                   |        |
| Live View Monitor System                                     | 146                               | 734               | 875               |        |
| NABI Compo And New Flyer Midlife                             | 25,501                            | 24,530            | 158,138           |        |
| Bus Engine Replacement                                       | 301                               | 1,564             | 13,518            |        |
| Farebox Upgrade (FY19)                                       | 19,351                            | 21,095            | 45,000            |        |
| ADA Equipment Installation                                   | 148                               | 173               | 2,728             |        |
| Collision Avoidance Demo                                     | 57                                | 600               | -                 |        |
| <b>Bus Maintenance Total</b>                                 | <b>\$ 45,505</b>                  | <b>\$ 48,696</b>  | <b>\$ 220,259</b> |        |
| <b>Non-Revenue Vehicles</b>                                  |                                   |                   |                   |        |
| Correct Door Enable On LRT                                   | \$ -                              | \$ 1,152          | \$ 8,800          | New    |
| <b>Non-Revenue Vehicles Total</b>                            | <b>\$ -</b>                       | <b>\$ 1,152</b>   | <b>\$ 8,800</b>   |        |
| <b>Rail Facilities Improvements</b>                          |                                   |                   |                   |        |
| Metro Blue Line Artwork                                      | \$ 102                            | \$ 50             | \$ 477            |        |
| Red Line Operating Facilities                                | -                                 | 10,000            | -                 | 1      |
| Sound Enclosure LRT Freeway Stations                         | 1,392                             | 1,400             | 8,609             |        |
| Division 21 Midway Yard, Etc                                 | 106                               | 178               | 1,024             |        |
| Vertical System Modern Elevators                             | 4,187                             | 671               | 8,000             |        |
| Fire Control Panel Upgrade                                   | 1,568                             | 989               | 5,000             |        |
| Escalator Replacement/Modernization At Metro Red Line        | 17,653                            | 16                | 20,756            |        |
| Metro Red Line Platform Gates Replacement                    | 1,231                             | 32                | 3,500             |        |
| Blue & Expo Tunnel Artwork                                   | -                                 | 100               | 453               |        |
| Division 20 N Gate Driveway Widening                         | 23                                | 384               | 407               |        |
| Metro Art Enhancement                                        | -                                 | 50                | 147               |        |
| Rail Facility Lighting Retrofit Division 2                   | 786                               | -                 | 4,205             |        |
| Electric Vehicle Charging Station At Metro Rail              | 77                                | 98                | 175               |        |
| Metro Green Line/Gold Line TPSS Battery Replacement          | 48                                | 341               | 1,872             |        |
| Rail Facility Improvements                                   | -                                 | 5,045             | 24,400            | New    |
| Elevator & Escalator Modernization                           | -                                 | 1,283             | 126,692           | New    |
| ETEL/PTEL Replacement                                        | 115                               | 394               | 2,440             |        |
| <b>Rail Facilities Improvements Total</b>                    | <b>\$ 27,288</b>                  | <b>\$ 21,031</b>  | <b>\$ 208,157</b> |        |

## Metro Transit-State of Good Repair (SGR) Project Detail List (continued)

| Project Description (\$ in thousands)                          | Forecasted Expenditures thru FY19 | FY20 Proposed     | Life of Project     | Note   |
|----------------------------------------------------------------|-----------------------------------|-------------------|---------------------|--------|
| <b>58 Rail Fleet Procurement</b>                               |                                   |                   |                     |        |
| 59 P3010 LRV Project Plus Options                              | \$ 621,338                        | \$ 109,317        | \$ 874,769          |        |
| 60 LRV Design, Procure And Management                          | 22,466                            | 1,000             | 30,000              |        |
| 61 Heavy Rail Vehicle Procurement                              | 19,857                            | 10,335            | 130,901             |        |
| <b>62 Rail Fleet Procurement Total</b>                         | <b>\$ 663,661</b>                 | <b>\$ 120,652</b> | <b>\$ 1,035,670</b> |        |
| <b>63 Rail Vehicle Maintenance</b>                             |                                   |                   |                     |        |
| 64 Subway Railcar Midlife                                      | 29,957                            | 100               | 30,000              |        |
| 65 Heavy Rail Vehicle Midlife                                  | 22,019                            | 14,290            | 86,662              |        |
| 66 Division 20 Wheel Press Machine                             | 189                               | 407               | 4,000               |        |
| 67 P2000 Light Rail Midlife Modernization                      | 36,923                            | 23,975            | 160,800             |        |
| 68 MRLA650 Component Overhauls                                 | -                                 | 998               | 8,120               | New    |
| 69 Overhead Catenary System Inspection                         | -                                 | 200               | 1,259               | New    |
| 70 P865/2020 BlueLine Fleet Midlife                            | 26,672                            | 1,427             | 30,000              |        |
| 71 P2550 Light Rail Vehicle                                    | 3,108                             | 2,527             | 35,008              |        |
| 74 P2550 Light Rail Vehicle Mid-Life Overhaul                  | 603                               | 420               | -                   | New    |
| <b>75 Rail Vehicle Maintenance Total</b>                       | <b>\$ 119,471</b>                 | <b>\$ 44,344</b>  | <b>\$ 355,849</b>   |        |
| <b>76 Regional and Hubs</b>                                    |                                   |                   |                     |        |
| 77 Chatsworth ADA Improvements                                 | \$ -                              | \$ 600            | \$ 4,000            | New    |
| <b>78 Regional and Hubs Total</b>                              | <b>\$ -</b>                       | <b>\$ 600</b>     | <b>\$ 4,000</b>     |        |
| <b>79 Wayside Systems</b>                                      |                                   |                   |                     |        |
| 80 Heavy Rail Subwy Scada Sys Rep                              | \$ 11,157                         | \$ 606            | \$ 15,883           |        |
| 81 Metro Green Line Emergency Trip System                      | 3,223                             | 1,061             | 5,500               |        |
| 82 Metro Green Line Negative Grounding Devices                 | 604                               | 250               | 1,500               |        |
| 83 Fiber Optic Main Loop Upgrade                               | 1,170                             | 121               | 4,250               |        |
| 84 Systemwide Corrosion Protection                             | 5,192                             | 406               | 13,000              |        |
| 85 Platform Track Intrusion                                    | 1,829                             | 93                | 2,400               |        |
| 86 Metro Blue Line Pedestrian Gates                            | 30,263                            | 83                | 31,425              |        |
| 87 Metro Red Line Electronic Access Control                    | 789                               | 200               | 2,319               |        |
| 88 Replacement Of UPS/Batteries                                | 25                                | 100               | 3,684               |        |
| 89 Metro Green Line Track Circuits And TWC System              | 2,274                             | 1,609             | 28,851              |        |
| 90 Metro Blue Line Resignaling Rehabilitation                  | 54,207                            | 35,675            | 111,791             |        |
| 91 Metro Blue Line/Gold Line Train Control Battery Replacement | 242                               | 197               | 1,686               |        |
| 92 Metro Green Line Switch Machine Overhaul                    | 160                               | 121               | 2,764               |        |
| 93 Metro Green Line Remote Terminal Unit Refurbishment         | 30                                | 152               | 1,431               |        |
| 94 Metro Blue Line Trip System Replacement                     | 14                                | 479               | 8,307               |        |
| 95 Metro Blue Line Track & System Refurbishment                | 42,976                            | 22,872            | 102,280             |        |
| 96 Correct Side Door Opening                                   | -                                 | 523               | -                   | New, 2 |
| 97 Digital Rail Radio System                                   | 15,811                            | 557               | 25,000              |        |
| <b>98 Wayside Systems Total</b>                                | <b>\$ 169,968</b>                 | <b>\$ 65,107</b>  | <b>\$ 362,070</b>   |        |
| <b>99 SGR Bus and Rail Total</b>                               | <b>\$ 1,118,007</b>               | <b>\$ 441,813</b> | <b>\$ 2,782,379</b> |        |
| <b>100 Other Asset Improvements</b>                            |                                   |                   |                     |        |
| <b>101 Non MR/MM Major Construction</b>                        |                                   |                   |                     |        |
| 102 Rosa Parks/Willowbrooks                                    | \$ 32,922                         | \$ 12,067         | \$ 109,350          |        |
| 103 Emergency Security Operations                              | 17,802                            | 5,210             | 112,700             |        |
| <b>104 Non MR/MM Major Construction Total</b>                  | <b>\$ 50,724</b>                  | <b>\$ 17,277</b>  | <b>\$ 222,050</b>   |        |
| <b>105 Regional and Hubs</b>                                   |                                   |                   |                     |        |
| 106 Patsaouras Plaza Station Improv                            | \$ 32,144                         | \$ 2,874          | \$ 39,793           |        |
| 107 Regional Rail Signage System                               | 2,176                             | 44                | 2,231               |        |
| 108 Universal Fare System Disaster Recovery                    | 2,982                             | 200               | 8,085               |        |
| 109 Public Plug-In Charge Station                              | 793                               | 70                | 973                 |        |
| 110 Building Renovation Plan                                   | 20,528                            | 8,497             | 42,842              |        |
| 111 New Ticket Vending Machines                                | 4,633                             | 303               | 6,736               |        |
| 112 Bus Plaza Paver Retrofit                                   | 7,170                             | 16                | 9,093               |        |
| 113 Muni Ticket Vending Machine Installations                  | 89                                | 639               | 1,728               |        |
| 114 TAP API Phase 3.0                                          | 468                               | 70                | 1,200               |        |
| 115 TAP CRM Enhancements (Phase 2.1)                           | 1,314                             | 150               | 3,300               |        |
| 116 Gateway New Led Lighting                                   | 55                                | 124               | 2,589               |        |
| 117 Rail Operations Center/Bus Operations                      | -                                 | 2,023             | -                   | New, 2 |
| <b>118 Regional and Hubs Total</b>                             | <b>\$ 72,351</b>                  | <b>\$ 15,009</b>  | <b>\$ 118,570</b>   |        |

## Metro Transit-State of Good Repair (SGR) Project Detail List (continued)

| Project Description (\$ in thousands)                | Forecasted Expenditures thru FY19 | FY20 Proposed     | Life of Project     | Note |
|------------------------------------------------------|-----------------------------------|-------------------|---------------------|------|
| 119 <b>Technology</b>                                |                                   |                   |                     |      |
| 120 Financial & Budget System Integration            | \$ 1,321                          | \$ 100            | \$ 4,200            |      |
| 121 FIS R12 Upgrade                                  | 11,464                            | 610               | 12,900              |      |
| 122 Internet-Based Customer Help Desk                | 800                               | 154               | 1,142               |      |
| 123 Nextrip Electronic Signage                       | 2,956                             | 1,568             | 4,400               |      |
| 124 Agency Information Security & Compliance Program | 3,047                             | 1,928             | 7,814               |      |
| 125 Enterprise Telephone & United Messaging System   | 909                               | 2,135             | 9,646               |      |
| 126 E-Discovery & Legal Hold Management              | 577                               | 732               | 3,800               |      |
| 127 Technology Enhancement For Customer Experience   | 513                               | 131               | 2,227               |      |
| 128 Connected Buses With Wi-Fi                       | 6,166                             | 1,568             | 7,968               |      |
| 129 Enterprise Safety Management                     | 385                               | 930               | 2,488               |      |
| 130 Enterprise Asset Management System               | 349                               | 4,178             | 4,527               | 1    |
| 131 Human Capital System Project                     | 300                               | 500               | 3,980               |      |
| 132 Real Estate Management System                    | 22                                | 230               | 1,748               |      |
| 133 Connected Facilities Project                     | 329                               | 700               | 7,454               |      |
| 134 IT Platform Refresh Program                      | 187                               | 999               | 1,980               |      |
| 135 IT Workstation Refresh Program                   | 709                               | 790               | 2,120               |      |
| 136 Windows 10 Upgrade                               | -                                 | 600               | 1,975               | New  |
| 137 Payroll System Replacement Program               | -                                 | 56                | 22,856              | New  |
| 138 <b>Technology Total</b>                          | <b>\$ 30,036</b>                  | <b>\$ 17,910</b>  | <b>\$ 103,225</b>   |      |
| 139 <b>Other Asset Improvements Total</b>            | <b>\$ 153,111</b>                 | <b>\$ 50,196</b>  | <b>\$ 443,845</b>   |      |
| 140 <b>TOTAL SGR AND OTHER ASSET IMPROVEMENTS</b>    | <b>\$ 1,271,117</b>               | <b>\$ 492,009</b> | <b>\$ 3,226,224</b> |      |
| 141 <b>Other Operating Capital</b>                   |                                   |                   |                     | 1    |
| 142 Union Station Restroom Renovation                | \$ 3,950                          | \$ 1,486          | \$ 7,950            |      |
| 143 Station-Wide Tile Replacement                    |                                   | 1,000             | 1,000               | New  |
| 144 Data Infrastructure                              |                                   | 1,000             | 1,900               | New  |
| 145 Domestic & Fire Water Separation                 |                                   | 650               | 1,300               | New  |
| 146 Renovate Basement Drainage System                |                                   | 450               | 900                 | New  |
| 147 Historic Ceiling Repair and Rest                 |                                   | 2,500             | 4,150               | New  |
| 148 Parking Lot G - Enhancements                     |                                   | 2,750             | 5,950               | New  |
| 149 Ticket Concourse Restaurant                      |                                   | 1,600             | 7,250               | New  |
| 150 Sustainability Capital Program                   |                                   | 500               | 6,000               | New  |
| 151 Metro Bike Share Phase 3                         | 3,785                             | 1,725             | 13,328              |      |
| 152 Parking Guidance System                          | 2,678                             | 1,587             | 5,025               |      |
| 153 <b>TOTAL OTHER OPERATING CAPITAL</b>             | <b>\$ 10,412</b>                  | <b>\$ 15,248</b>  | <b>\$ 54,753</b>    |      |

Note: Totals may not add due to rounding.

New: New projects marked in this table are proposed for Board Adoption

- (1) Life of Project (LOP) budget in development; project is funded on an annual base
- (2) Separate Board approval of LOP budget is required when project is defined
- (3) Projects captured under General Planning and Programs

# **Appendix IV**

## **Regional Transit Allocations**



## Regional Transit Allocations

| Revenue Estimates                           |                           |                                          |                         |                                  |                               |
|---------------------------------------------|---------------------------|------------------------------------------|-------------------------|----------------------------------|-------------------------------|
| State and Local<br>(\$ in Thousands)        | FY20 Estimated<br>Revenue | Carryover<br>FY18<br>Budget vs<br>Actual | Interest<br>FY18 Actual | FY20<br>Total Funds<br>Available | FY19 Total<br>Funds Available |
| <b>Transportation Development Act:</b>      |                           |                                          |                         |                                  |                               |
| Planning & Administration:                  |                           |                                          |                         |                                  |                               |
| 1 Planning - Metro                          | \$ 4,365                  |                                          |                         | \$ 4,365                         | \$ 2,000                      |
| 2 Planning - SCAG                           | 3,274                     |                                          |                         | 3,274                            | 3,195                         |
| 3 Administration - Metro                    | 3,418                     |                                          |                         | 3,418                            | 3,305                         |
| 4 Sub-total                                 | 11,056                    |                                          |                         | 11,056                           | 8,500                         |
| 5 Article 3 Pedestrian & Bikeways 2.00%     | 8,509                     | 213                                      |                         | 8,722                            | 8,191                         |
| 6 Article 4 Bus Transit 91.40%              | 388,865                   | 9,781                                    | 4,180                   | 402,826                          | 377,811                       |
| 7 Article 8 Streets & Highways 6.60%        | 28,070                    | 677                                      |                         | 28,747                           | 25,832                        |
| <b>8 Total TDA <sup>(1)</sup></b>           | <b>\$ 436,500</b>         | <b>\$ 10,672</b>                         | <b>\$ 4,180</b>         | <b>\$ 451,352</b>                | <b>\$ 420,334</b>             |
| <b>Proposition A:</b>                       |                           |                                          |                         |                                  |                               |
| 9 Administration 5.00%                      | 43,650                    | 4,256                                    |                         | 47,906                           | 41,882                        |
| 10 Local Return <sup>(2)</sup> 25.00%       | 207,338                   | n/a                                      |                         | 207,338                          | 200,450                       |
| 11 Rail Development 35.00%                  | 290,273                   | 28,300                                   |                         | 318,573                          | 278,516                       |
| Bus Transit <sup>(3),(4)</sup> 40.00%       |                           |                                          |                         |                                  |                               |
| 12 95% of 40% Capped at CPI 2.2800%         | 249,884                   | n/a                                      |                         | 249,884                          | 244,314                       |
| 13 95% of 40% Over CPI                      | 65,269                    |                                          |                         | 65,269                           | 60,370                        |
| 14 Sub-total                                | 315,153                   | -                                        |                         | 315,153                          | 304,684                       |
| 15 5% of 40% Incentive                      | 16,587                    | 1,617                                    |                         | 18,204                           | 15,915                        |
| <b>16 Total Prop A <sup>(1)</sup></b>       | <b>\$ 873,000</b>         | <b>\$ 34,173</b>                         |                         | <b>\$ 907,173</b>                | <b>\$ 841,447</b>             |
| <b>Proposition C:</b>                       |                           |                                          |                         |                                  |                               |
| 17 Administration 1.50%                     | 13,095                    | 518                                      |                         | 13,613                           | 12,564                        |
| 18 Rail/Bus Security 5.00%                  | 42,995                    | 1,701                                    |                         | 44,697                           | 41,250                        |
| 19 Commuter Rail 10.00%                     | 85,991                    | 3,403                                    |                         | 89,393                           | 82,501                        |
| 20 Local Return <sup>(2)</sup> 20.00%       | 171,981                   | n/a                                      |                         | 171,981                          | 166,268                       |
| 21 Freeways and Highways 25.00%             | 214,976                   | 8,507                                    |                         | 223,483                          | 206,251                       |
| 22 Discretionary <sup>(5)</sup> 40.00%      | 343,962                   | 13,611                                   |                         | 357,573                          | 330,002                       |
| <b>23 Total Prop C <sup>(1)</sup></b>       | <b>\$ 873,000</b>         | <b>\$ 27,740</b>                         |                         | <b>\$ 900,740</b>                | <b>\$ 838,836</b>             |
| <b>State Transit Assistance:</b>            |                           |                                          |                         |                                  |                               |
| 24 Bus (PUC 99314 Rev Base Share)           | 66,176                    | 12,978                                   | 302                     | 79,456                           | 61,485                        |
| 25 Rail (PUC 99313 Population Share)        | 51,830                    | 9,757                                    | 157                     | 61,744                           | 42,286                        |
| <b>26 Total STA <sup>(6)</sup></b>          | <b>\$ 118,006</b>         | <b>\$ 22,735</b>                         | <b>\$ 459</b>           | <b>\$ 141,200</b>                | <b>\$ 103,771</b>             |
| <b>SB 1 State Transit Assistance:</b>       |                           |                                          |                         |                                  |                               |
| 27 Bus (PUC 99314 Rev Base Share)           | 54,854                    | 489                                      | 157                     | 55,500                           | 38,826                        |
| 28 Rail (PUC 99313 Population Share)        | 42,963                    | 365                                      | 80                      | 43,408                           | 29,204                        |
| <b>29 Total SB 1 STA <sup>(7),(8)</sup></b> | <b>\$ 97,817</b>          | <b>\$ 854</b>                            | <b>\$ 237</b>           | <b>\$ 98,908</b>                 | <b>\$ 68,030</b>              |
| <b>SB 1 State of Good Repair:</b>           |                           |                                          |                         |                                  |                               |
| 30 Bus (PUC 99314 Rev Base Share)           | 16,861                    | 1,809                                    | 23                      | 18,693                           | 18,086                        |
| 31 Rail (PUC 99313 Population Share)        | 13,206                    | 1,426                                    | 18                      | 14,649                           | 13,604                        |
| <b>32 Total SB 1 SGR <sup>(7),(8)</sup></b> | <b>\$ 30,067</b>          | <b>\$ 3,235</b>                          | <b>\$ 41</b>            | <b>\$ 33,343</b>                 | <b>\$ 31,689</b>              |

## Regional Transit Allocation (continued)

| Revenue Estimates                                         |        |                           |                                          |                         |                                  |                               |
|-----------------------------------------------------------|--------|---------------------------|------------------------------------------|-------------------------|----------------------------------|-------------------------------|
| State and Local<br>(\$ in Thousands)                      |        | FY20 Estimated<br>Revenue | Carryover<br>FY18<br>Budget vs<br>Actual | Interest<br>FY18 Actual | FY20<br>Total Funds<br>Available | FY19 Total<br>Funds Available |
| <b>Measure R:</b>                                         |        |                           |                                          |                         |                                  |                               |
| 33 Administration                                         | 1.50%  | 13,095                    | 521                                      | 458                     | 14,074                           | 12,499                        |
| 34 Transit Capital - "New Rail"                           | 35.00% | 300,967                   | 11,970                                   | 847                     | 313,783                          | 289,119                       |
| 35 Transit Capital - Metrolink                            | 3.00%  | 25,797                    | 1,026                                    | 416                     | 27,239                           | 25,915                        |
| 36 Transit Capital - Metro Rail                           | 2.00%  | 17,198                    | 684                                      | (581)                   | 17,301                           | 16,150                        |
| 37 Highway Capital                                        | 20.00% | 171,981                   | 6,840                                    | 3,074                   | 181,895                          | 166,265                       |
| 38 Operations "New Rail"                                  | 5.00%  | 42,995                    | 1,710                                    | 91                      | 44,796                           | 41,336                        |
| 39 Operations Bus                                         | 20.00% | 171,981                   | 6,840                                    | (207)                   | 178,614                          | 164,685                       |
| 40 Local Return <sup>(2)</sup>                            | 15.00% | 128,986                   | 4                                        | 10                      | 129,000                          | 124,701                       |
| <b>41 Total Measure M <sup>(1)</sup></b>                  |        | <b>\$ 873,000</b>         | <b>\$ 29,595</b>                         | <b>\$ 4,107</b>         | <b>\$ 906,703</b>                | <b>\$ 840,670</b>             |
| <b>Measure M:</b>                                         |        |                           |                                          |                         |                                  |                               |
| Local Return Supplemental & Administration <sup>(9)</sup> |        |                           |                                          |                         |                                  |                               |
| 42 Administration                                         | 0.50%  | 4,496                     | 335                                      | (5)                     | 4,826                            | 4,347                         |
| 43 Supplemental transfer to Local Return <sup>(2)</sup>   | 1.00%  | 8,599                     | n/a                                      | n/a                     | 8,599                            | 8,313                         |
| 44 Sub-total                                              |        | 13,095                    | 335                                      | (5)                     | 13,425                           | 12,660                        |
| 45 Local Return Base <sup>(2)</sup>                       | 16.00% | 137,585                   | n/a                                      | n/a                     | 137,585                          | 133,014                       |
| 46 Metro Rail Operations                                  | 5.00%  | 42,995                    | 3,205                                    | 3                       | 46,203                           | 41,567                        |
| 47 Transit Operations (Metro & Municipal Providers)       | 20.00% | 171,981                   | 12,819                                   | (54)                    | 184,746                          | 166,268                       |
| 48 ADA Paratransit/Metro Discounts-Seniors & Students     | 2.00%  | 17,198                    | 1,282                                    | (28)                    | 18,452                           | 16,627                        |
| 49 Transit Construction                                   | 35.00% | 300,967                   | 22,433                                   | (81)                    | 323,319                          | 290,969                       |
| 50 Metro State of Good Repairs                            | 2.00%  | 17,198                    | 1,282                                    | 66                      | 18,546                           | 16,627                        |
| 51 Highway Construction                                   | 17.00% | 146,184                   | 10,896                                   | (233)                   | 156,846                          | 141,328                       |
| 52 Metro Active Transportation Program                    | 2.00%  | 17,198                    | 1,282                                    | (1)                     | 18,479                           | 16,627                        |
| 53 Regional Rail                                          | 1.00%  | 8,599                     | 641                                      | 49                      | 9,289                            | 8,313                         |
| <b>54 Total Measure M <sup>(1)</sup></b>                  |        | <b>\$ 873,000</b>         | <b>\$ 54,173</b>                         | <b>\$ (284)</b>         | <b>\$ 926,889</b>                | <b>\$ 844,000</b>             |
| <b>55 Total Funds Available</b>                           |        | <b>\$ 4,174,390</b>       | <b>\$ 183,177</b>                        | <b>\$ 8,740</b>         | <b>\$ 4,366,307</b>              | <b>\$ 3,988,778</b>           |
| <b>Total Planning &amp; Admin Allocations:</b>            |        |                           |                                          |                         |                                  |                               |
| <b>56 (Lines 4, 9, 17, 33 and 42)</b>                     |        | <b>\$ 85,392</b>          | <b>\$ 5,630</b>                          | <b>\$ 453</b>           | <b>\$ 91,475</b>                 | <b>\$ 79,791</b>              |

**Notes:**

- (1) The revenue estimate is 3.4% over the FY19 revenue estimate based on several economic forecasts evaluated by Metro.
- (2) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- (3) Consumer price index (CPI) of 2.28% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Prop A discretionary allocated to Included operators.
- (4) Proposition A 95% of 40% Bus Transit current year estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- (5) FY18 Transit Fund allocations were amended, resulting in an adjustment to reallocate \$513,331 to Foothill Transit Mitigation and Zero-fare Compensation fund recipients.
- (6) STA Revenue estimate from the State Controller's Office is reduced by 5% for the revenue base share and population-base share due to anticipated shortfall of FY20 revenue.
- (7) The SGR program is one of the two programs that allocate Senate Bill (SB) 1, known as the Road Repair and Accountability Act of 2017 to transit agencies through the State Transit Assistance (STA) formula. The first program augments the base of the State Transit Assistance program with a portion of the new sales tax on diesel fuel and does not require pre-approval of project list. The second portion - State of Good Repair - is a new program funded from the increase in Vehicle License Fee. In order to be eligible for SGR funding, eligible agencies must comply with various reporting requirements.
- (8) SB1 fund will be allocated based on Measure R allocation methodology.
- (9) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% administration.

**This page intentionally left blank.**

One Gateway Plaza  
Los Angeles, CA 90012  
213-922-6000  
metro.net