

# ADOPTED BUDGET

## FY2014

July 1, 2013 – June 30, 2014



Metro®

## Budget Message from the CEO

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

Thanks to Measure R, Metro is overseeing the largest public works program America has seen in decades. More transit and highway projects will either be opening, under construction or in the planning stages in the coming year than at any other time in the history of Los Angeles County. As huge an undertaking as that may be, Metro is also committed to maintaining and improving the safety, security, reliability and customer friendliness of our existing facilities and service, including an allocation of \$258 million to reduce the deferred maintenance backlog for our bus and rail fleet and another \$37 million devoted to safety and security enhancements to our system. The \$5.0 billion proposed budget for fiscal year 2014 is crafted to make significant progress in both arenas.



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

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

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

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

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

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

Continuing to provide and expand quality transit services will be possible only if we take decisive actions within the next few years. Our fares continue to rank among the lowest in the nation. Our farebox recovery is only 26.2% of the cost to operate our services, the lowest of any major operator. Our buses carry the lowest passenger loads in our peer group. It is essential that we improve our farebox recovery to at least 33 percent in order to maintain our current service levels, vehicles, and equipment and deliver Measure R's promised projects. As our transit system continues to expand, our fares must be restructured to support the services we provide. A study on fare policy and restructuring is currently underway to analyze the potential for time-based and other fare restructuring options. Over the next year we must take steps to address these inevitable problems now so that we can avoid future roadblocks that could disrupt or negate our progress.

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

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# Introduction



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## Metro Board of Directors



**Michael Antonovich**  
Chair  
LA County Supervisor  
Fifth Supervisorial District

Board Chair Antonovich is a member of the Los Angeles County Board of Supervisors representing the Fifth Supervisorial District since 1980. Supervisor Antonovich was re-elected to his ninth four-year term in 2012. From 1972 to 1978, he served as a member of the California State Assembly and, in his 3rd term, as Republican Whip. He also served as a member of the Board of Trustees of the Los Angeles Community College District from 1968 to 1973. Supervisor Antonovich currently serves on the Board of Metrolink (Southern California Regional Rail Authority), the Southern California Association of Governments, the San Fernando Valley and San Gabriel Valley Council of Governments, the South Coast Air Quality Management District, Metro's Planning and Programming Committee, and as Chair of Metro's Executive Management Committee. He has held teaching positions with the Los Angeles Unified School District and Pepperdine University. Supervisor Antonovich holds a Bachelor of Arts degree and Master's degree from California State University, Los Angeles.



**Diane DuBois**  
Board 1st Vice Chair  
Mayor, Lakewood

Board 1st Vice Chair Diane DuBois was elected to the City Council of Lakewood in 2005 and named Mayor in 2011. Prior to her City Council service, she was a Lakewood Planning and Environment Commissioner for 28 years. She has been a board member and volunteer for Lakewood Meals On Wheels, a board member of the Greater Long Beach Girl Scout Council, a governing board member of Lakewood Regional Medical Center, a member of Soroptimists International of Lakewood/Long Beach, and a past chair of the board at Pathways Volunteer Hospice. Mayor DuBois is representing the Gateway Cities on the Metro Board of Directors and serves on Metro's Finance, Budget & Audit Committee, the Ad-Hoc Sustainability Committee, and as Vice Chair of Metro's Executive Management Committee.



**Antonio Villaraigosa**  
Board 2nd Vice Chair  
Mayor, City of Los Angeles

Board 2nd Vice Chair Antonio Villaraigosa was elected the 41st Mayor of the City of Los Angeles in 2005 and was re-elected in 2009. Mayor Villaraigosa is currently the President of the United States Conference of Mayors. He was formerly a City Councilman for the City of Los Angeles representing the 14th District. Prior to his election to the City Council, he served on the boards of the Southern California Rapid Transit District and the Metro Board of Directors including a term as Board Chairman. He was elected to the California State Assembly in 1994, serving as Democratic Whip and Majority Leader before becoming Speaker of the Assembly in 1998. Mayor Villaraigosa serves on Metro's System Safety & Operations Committee. He holds a Bachelor of Arts degree from UCLA and a law degree from the People's College of Law.



## Metro Board of Directors



**Richard Katz**  
City of Los Angeles  
Mayor Appointee

Director Katz was appointed by Mayor Villaraigosa to Metro's Board of Directors in 2006. He served on the State Water Resources Control Board from 2001-2006. He also served Governor Davis as Senior Advisor on Energy and Water and led negotiations on the Colorado River Agreement with the Federal Government, California Water Agencies, and six other states. Director Katz served 16 years in the State Legislature beginning in 1980, including a term as the Democratic Leader. For 10 years, he chaired the Assembly Transportation Committee and authored Proposition 111 to raise money for mass transit/highways and created the Congestion Management Program. Director Katz was instrumental in drafting legislation that created Metro in 1993 through a merger of the Southern California Rapid Transit District and the LA County Transportation Commission. He serves as a member of Metro's Finance, Budget & Audit Committee, and the Executive Management Committee. He received his Bachelor of Arts in Political Science from California State University, San Diego.



**John Fasana**  
Mayor, Duarte

Mayor Fasana has served on the Duarte City Council since 1987, and served as Mayor in 1990, 1997, 2003, 2009. He has represented thirty San Gabriel Valley cities on the Metro Board of Directors since its inception in 1993 and served as Board Chair during the 2001-2002 fiscal year. He is currently serving as Chair of Metro's System Safety & Operations Committee, Vice Chair of the Ad Hoc Committee on Congestion Pricing as well as a member of the Planning & Programming Committee and the Ad-Hoc Sustainability Committee. Councilman Fasana also serves as Chair of the San Gabriel Valley Council of Governments Transportation Committee, represents seven cities on the Foothill Transit Governing Board and represents Metro on the Foothills Extension Construction Authority Board. He has 30 years of service with Southern California Edison and is a graduate of Whittier College with a Bachelor of Arts degree in business administration.



**Jose Huizar**  
City Council of Los Angeles  
Mayor Appointee

Director Huizar was elected to represent the 14th District on the Los Angeles City Council in 2005 and re-elected in 2007 and 2011. He serves as Chair of the Public Works Committee, Vice Chair of the Planning & Land Use Management Committee and as a member of the Transportation Committee, the Rules and Elections Committee, the Ad Hoc Committee on Waste Reduction and Recycling and the Ad Hoc Committee on the Los Angeles River. Director Huizar serves on Metro's System Safety and Operations Committee and the Construction Committee. He served as board of education president for the LAUSD from 2001-2005. Director Huizar was previously a deputy city attorney in the Real Estate and Environmental Division of the LA City Attorney's Office. He earned a Bachelor of Arts degree from UC Berkeley, a Master's degree in Public Affairs and Urban Planning from Princeton University and a Juris Doctorate from the UCLA School of Law.

## Metro Board of Directors



**Don Knabe**  
LA County Supervisor  
4<sup>th</sup> Supervisorial District

Supervisor Don Knabe was first elected to the Los Angeles County Board of Supervisors representing the Fourth District in 1996 and re-elected three times since. He is a White House appointee to the State and Local Elected Officials Senior Advisory Committee to the Homeland Security Advisory Council. Supervisor Knabe is a former Mayor and Councilman of the City of Cerritos. He has served on the Board of Directors for Metro, Metrolink, and the Alameda Corridor Transportation Authority. He is the immediate past Chairman and Member of the Southern California Regional Airport Authority and a Member of the Southern California Association of Governments Aviation Task Force. He serves as Chair of Metro's Construction Committee and as a member of the Executive Management Committee. Supervisor Knabe holds a bachelor's degree in business administration from Graceland University.



**Gloria Molina**  
LA County Supervisor  
1<sup>st</sup> Supervisorial District

Supervisor Molina serves on the Los Angeles County Board of Supervisors representing the First District. She was first elected in 1991 and re-elected in 1994, 1998, 2002, 2006 and 2010. Prior to her election to the Board of Supervisors, Supervisor Molina served as State Assemblywoman for the 56th District from 1982 to 1987. In 1987, she was elected to the Los Angeles City Council, where she represented the First District until 1991. Before her election to public office, Supervisor Molina served in the Carter White House as a Deputy for Presidential Personnel and subsequently as the Deputy Director for the Department of Health and Human Services in San Francisco. She serves as Chair of Metro's Finance, Budget and Audit Committee, Vice Chair of the Planning & Programming Committee, and as a member of the Ad Hoc Congestion Pricing Committee. Supervisor Molina attended East Los Angeles College and Rio Hondo College.



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

Director Najarian has served on the Metro Board of Directors since 2006. He was elected to the Glendale City Council in 2005, re-elected in 2007 and appointed Mayor in 2007 and 2010. Before being elected to the city council, Director Najarian was an elected member of the Glendale Community College Board of Trustees. He served seven years on the Glendale Transportation and Parking Commission with two of those years as Chairman. Director Najarian is currently Chair of the Glendale Redevelopment Agency and is a Past Chair of the Glendale Housing Authority and a Past Chair of the Glendale Transportation and Parking Commission. He has been an attorney in private practice for 20 years. He serves on Metro's Systems Safety and Operations Committee and the Construction Committee. Director Najarian earned a Bachelor of Arts degree in Economics from Occidental College and a JD degree from the USC School of Law.

## Metro Board of Directors



**Pam O'Connor**  
City Council Member  
City of Santa Monica

Director O'Connor has served on Metro's Board of Directors since 2006. She was elected to the Santa Monica City Council in 1994 and has served three terms as mayor. She is a member of the SCAG Regional Council and is on the Board of Directors of the Local Government Commission. She also serves on committees for the League of California Cities and the National League of Cities. Director O'Connor works as a private consultant, specializing in historic preservation. She has worked throughout Southern California on projects, including the rehabilitation of Los Angeles' City Hall and on numerous buildings at UCLA and USC. Director O'Connor serves as Chair of Metro's Ad-Hoc Sustainability Committee, Vice Chair of the Construction Committee, and as a member of the Finance, Budget & Audit Committee. She earned a Bachelor of Science degree in Journalism from Southern Illinois University and a Master's degree in Planning and Technology Management from Eastern Michigan University.



**Mark Ridley-Thomas**  
LA County Supervisor  
2<sup>nd</sup> Supervisorial District

Supervisor Ridley-Thomas was elected Los Angeles County Supervisor for the Second District in 2008. He previously served the 26th District in the California State Senate where he chaired the Senate's Committee on Business, Professions and Economic Development. He chaired the California Legislative Black Caucus in 2008 and served on the Senate Appropriations, Energy, Utilities and Communications, Health and Public Safety committees. He served on the Los Angeles City Council starting in 1991 for nearly a dozen years, departing as Council President pro Tempore and served two terms in the California State Assembly, where he chaired the Assembly Democratic Caucus. Supervisor Ridley-Thomas serves as Chair of Metro's Ad Hoc Congestion Pricing Committee, Chair of the Planning & Programming Committee, Vice Chair of the Ad-Hoc Sustainability Committee, and as a member of the Executive Management Committee. He earned a Bachelor's degree in Social Relations and a Master's degree in Religious Studies from Immaculate Heart College and a PhD in Social Ethics from USC.



**Mel Wilson**  
City of Los Angeles  
Mayor Appointee

Director Wilson is on the Board of Directors of the California Association of Realtors (C.A.R.) and is an active member of the National Association of Realtors (N.A.R.). He previously served: four years as a Metro board member; four years on the L.A. City Fire Commission as Vice President; and 18 years as a member of the California State University of Northridge President's Advisory Board. He is a Founding Chairman of the Pacoima Enterprise Zone Advisory Commission and a Founding Board Member of the Valley Economic Alliance. He is a Past President of: the United Chambers of Commerce of the San Fernando Valley, an umbrella organization representing 23 San Fernando Valley area Chambers of Commerce; and the L.A. Countywide Citizens Planning Council. Director Wilson serves as Vice Chair of Metro's Finance, Budget & Audit Committee and as a member of the Planning & Programming Committee. He earned a BS degree in Business Administration from CSUN.

## Metro Board of Directors



**Zev Yaroslavsky**

LA County Supervisor  
3<sup>rd</sup> Supervisorial District

Supervisor Yaroslavsky, a past chairman of the Metro Board of Directors, is a member of the Los Angeles County Board of Supervisors representing the Third Supervisorial District. He was elected to the office in November 1994 and re-elected four times, most recently in 2010. Supervisor Yaroslavsky is recognized as a leader on fiscal, health care, transportation, cultural and environmental matters. He is also regarded as the County's fiscal watchdog, insisting that it live within its means. He previously served as a member of the Los Angeles City Council between 1975 and 1994, having been elected and re-elected six times. Supervisor Yaroslavsky serves as Vice Chair of Metro's System Safety & Operations Committee and as a member of the Construction Committee. The Los Angeles native earned his Bachelor's degree in History and Economics and a Master's degree in British Imperial History from UCLA.

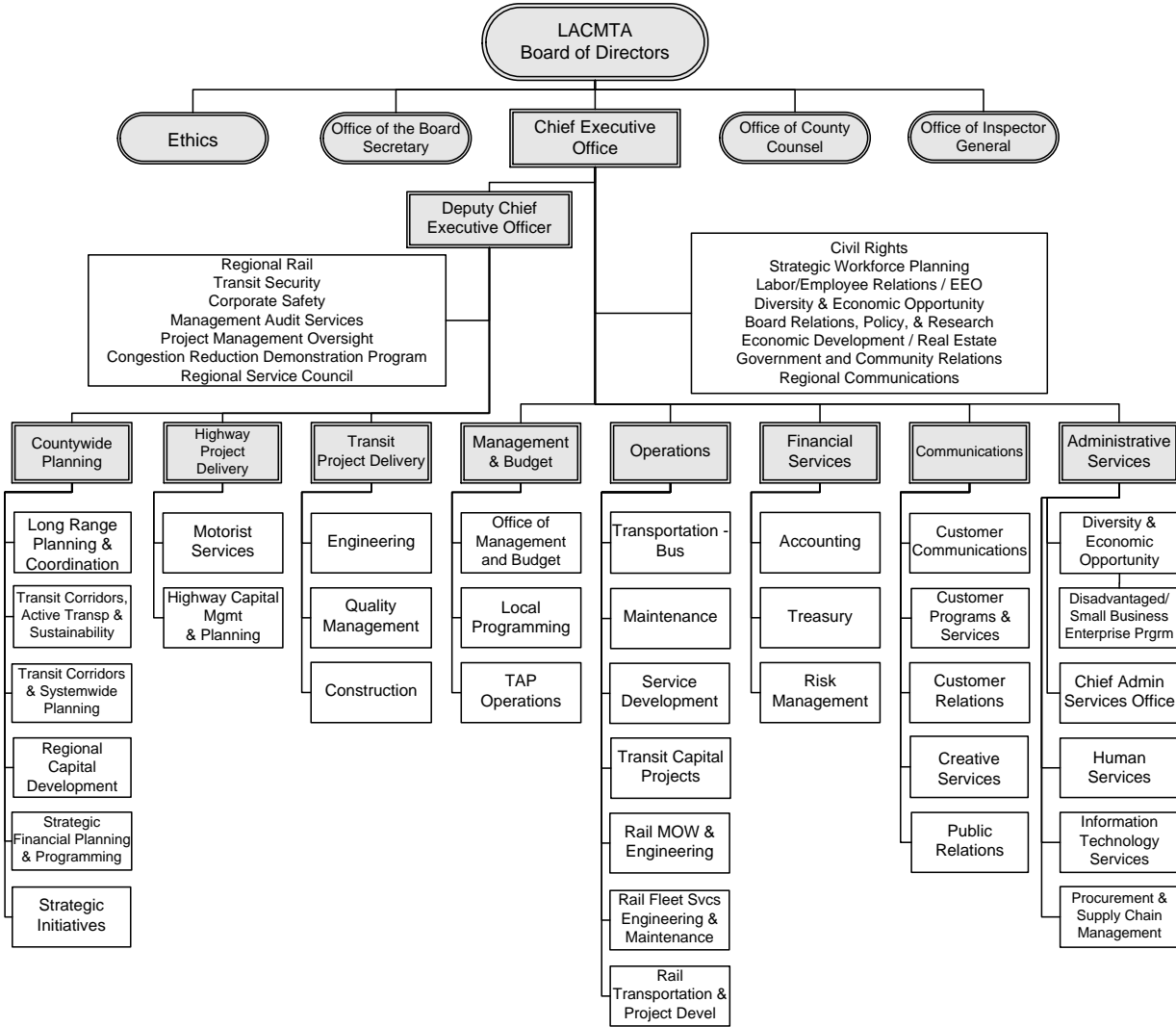


**Michael Miles, Caltrans**

Ex-officio Member  
Appointed by Governor

Director Miles heads the 2,600 employee California Department of Transportation District 7 (LA and Ventura counties) where he is responsible for planning, construction, operation and maintenance of the State freeway and highway system. He served previously as Deputy Director of Maintenance and Operations in Sacramento. He has been a member of Caltrans since 1989, having served as Deputy Director of Maintenance in District 7 and District 8 (San Bernardino) where he also served as the Deputy Director of Planning. Director Miles has had a life-long interest in public service, working to make highway systems more efficient, while increasing the opportunities for partnering with other public and private organizations. He serves on national committees as a member of the National Academy of Science and the National Transportation Research Board. He serves as a non-voting member of all seven of Metro's Standing Committees. Director Miles earned a Bachelor of Science degree in Civil Engineering from California State Polytechnic University.

# ORGANIZATION CHART



# Overview & Highlights



# MISSION

Metro is responsible for the continuous improvement of an efficient and effective transportation system for Los Angeles County.

## CORE BUSINESS GOALS

IMPROVE BUS & RAIL TRANSIT SERVICES

PROVIDE EXCELLENT CUSTOMER SERVICE

DELIVER METRO'S BUS & RAIL PROJECTS

ENSURE CIVIL RIGHTS COMPLIANCE

DELIVER METRO'S HIGHWAY & FREEWAY PROJECTS

INCREASE EMPHASIS ON SAFETY & SECURITY



The Los Angeles County Metropolitan Transportation Authority (LACMTA) is the largest public transit provider and the Regional Transportation Planning Agency for Los Angeles County, home to 9.8 million residents in its 4,083 square miles area. In this capacity, and in partnership with federal, state, regional and local agencies, LACMTA develops and oversees transportation plans, policies, funding programs, and both short-term and long-range solutions that address the county's increasing mobility, accessibility and environmental needs. LACMTA's bus and rail operation, branded as "Metro", is the third largest public transportation system in the United States and employs nearly 9,200 employees. At a glance, Metro's transportation system includes:

### Metro Bus and Rail Service

Metro Buses		Metro Rail	
Bus Stops	15,967	Miles of Service	87.7
Bus Routes	183	Lines	6
Bus Fleet	2,401	Stations	80
BRT Route Miles	44	Park-and-Ride Lots	240
Metro Ridership (FY13 data)		Other Operators Ridership Stats (FY11 data)	
Bus Annual Boardings	359,504,042	Other Operators	133,350,233
Rail Annual Boardings	113,168,663	Commuter Rail	11,270,214
Systemwide Boardings	472,672,705	Access Services Inc. (ASI)	5,597,963

### Mobility, Accessibility and Sustainability

LACMTA and its partners are committed to a better environment. To this end, LACMTA and its partners continue to pursue projects and programs that increase mobility, minimize carbon emissions, and foster walkable and livable communities.

- Metro's entire directly operated fleet is powered by clean-burning Compressed Natural Gas (CNG).
- The Vanpool Program offers an alternative means of transportation besides driving alone to work.
- Travelers Information Systems were designed for motorists to view real-time freeway conditions, accurately predict bus and train arrivals, receive live traffic reports and even find a carpool partner.

Bikeways		Metro Freeway Service Patrol		Freeways & Highways	
Bike Routes	520 miles	# of Tow Trucks on Patrol	152	Freeway	527 miles
Bike Lanes	481 miles	# of Freeway Miles Served	450	Highway	382 miles
Bike Paths	251 miles	# of Motorists Assisted Annually	300,000	Carpool Lanes	219 miles

### Next Generation

As we plan for the future of the organization, \$7.8 million is being allocated to a variety of training programs focused on developing the next generation of leaders. We are extending the internship program and the Entry Level Training Program (ELTP), and continuing the Emerging Leaders Program, the Transportation Leadership Academy, and other training and recruitment programs to allow for a smooth generational transition.



## Improved Bus and Rail Service

Our FY14 budget includes 7,048,717 bus and 1,012,355 rail service hours. This represents an increase over last year of 2.8% and 6.3%, respectively. Improved services include extended night service on the Expo and Gold Lines, increasing the frequency of services on weekends for all rail lines and providing additional trips on high capacity bus lines to reduce overcrowding and enhance service reliability. Increased midday services are being added on the Orange Line to reduce overcrowding. Headways on the Expo and Gold Lines will be improved from 12 to 10 minutes from 8 pm to midnight. Weekend service on all rail lines will be improved by reducing headways from 12 to 7.5 minutes. This reduction in headway times will improve connectivity for our customers. Our budget includes projected increase in ridership of 4.5% in bus and 17.5% in rail. Metro will continue to monitor and restructure its services to improve headways on bus and rail lines, as needed, as well as improve on-time performance on bus lines.

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

Eighty-one (81) Full Time Equivalent union represented FTEs were added to handle increased bus service hours, and rail weekend and extended late night service. Thirty-eight (38) non-represented FTEs and six union represented FTEs were added to enhance service, safety, community outreach, construct Measure R transit and highway projects and support other high priority programs.

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

## Deferred Maintenance

Metro is investing over \$258 million in deferred maintenance to keep our assets in a state of good repair. Vehicle overhauls, vehicle mid-life services and replacement vehicle procurements for rail cars and buses are at the forefront of the program to mitigate the deferred maintenance backlog. Over one hundred projects are underway in FY14, including the purchase of 550 new buses, enhancement of our Light Rail fleet, rail station refurbishments, and improvements to signal systems. Over \$42 million is being invested in our older lines, with \$14 million on the Blue Line and \$26 million on the Red/Purple Line. The table to the right details the allocation to each of the modes.

Operating Capital by Mode (\$ in thousands)	Deferred Maintenance
Blue Line	\$ 14,209
Green Line	882
Red/Purple Line	26,177
Gold Line	1,163
<b>Rail Mode Subtotal</b>	<b>\$ 42,431</b>
<b>Bus Subtotal</b>	<b>\$ 168,016</b>
<b>Systemwide Subtotal</b>	<b>\$ 47,878</b>
<b>Deferred Maintenance Total</b>	<b>\$ 258,326</b>

Metro's Board established a policy requiring our assets be maintained in accordance with manufacturer recommended standards and that the Board be notified of any instances of deferred maintenance.

## Safety & Security

The safety of our passengers is critical and in FY14, \$37 million is being allocated to our Safety & Security capital projects. Systemwide camera and video enhancements will be made for improved security and \$20 million will be allocated to address safety improvements specifically on the Blue Line. Other projects include Pedestrian Swing Gates, In-Roadway Warning Lights, Crossing Panels, sidewalk improvements and other signal system rehabilitation projects. In FY14, Transit Security staff will be working on the following projects to enhance the safety of our patrons: mobile command vehicles will be purchased to assist operations and law enforcement during emergencies, additional service requirements will be performed by our private security, and increased coordination between the Los Angeles Sheriff's Department (LASD) and our security personnel will allow for strategic deployment of our resources.

Operating Capital by Mode (\$ in thousands)	Safety & Security
Blue Line	\$ 20,028
Green Line	2,483
Red/Purple Line	2,175
Gold Line *	-
<b>Rail Mode Subtotal</b>	<b>\$ 24,686</b>
<b>Bus Subtotal</b>	<b>\$ 533</b>
<b>Systemwide Subtotal</b>	<b>\$ 11,512</b>
<b>Safety &amp; Security Capital Total</b>	<b>\$ 36,731</b>

\* Safety and Security projects that impact the Gold Line are included in the systemwide improvements, which include video security system enhancements, emergency operations booth at divisions.

## Transit Expansion

Construction will continue for Crenshaw/LAX Light Rail Transit Gold Line Foothill Extension, Orange Line Extension, Purple Line Subway Extension, Regional Connector and EXPO Light Rail Transit Phase I & II.

Planning and Preliminary Engineering studies are ongoing for Airport Metro Connector, Eastside Extension Phase II, Eastside Rail Access, Green Line Extension: Redondo to South Bay, San Fernando Valley East N/S Rapid ways, Sepulveda Pass Transit Corridor and West Santa Ana Branch Corridor.

## Highway Projects

LACMTA's construction continues for I-405 Sepulveda Pass Improvement and various soundwalls.

Funding for planning and or construction of major freeways is included in FY14 budget: I-5 HOV from SR-134 to SR-170 and from SR-170 to SR-118 I-5 widening and HOV; I-5 Carmenita Road interchange; I-5/SR-14 HOV direct connector, SR-138 Capacity Enhancements, High Desert Corridor, and SR-710 Gap Closure.

The FY14 budget also includes scheduled funding for sub-regional highway projects: I-405, I-110, I-105 and SR-91 ramps and interchanges; I-710 early action projects; I-605 corridor "Hot Spots", Arroyo-Verdugo Operational improvements, Las Virgenes-Malibu Operational improvements, and ACE Phase II grade separations.

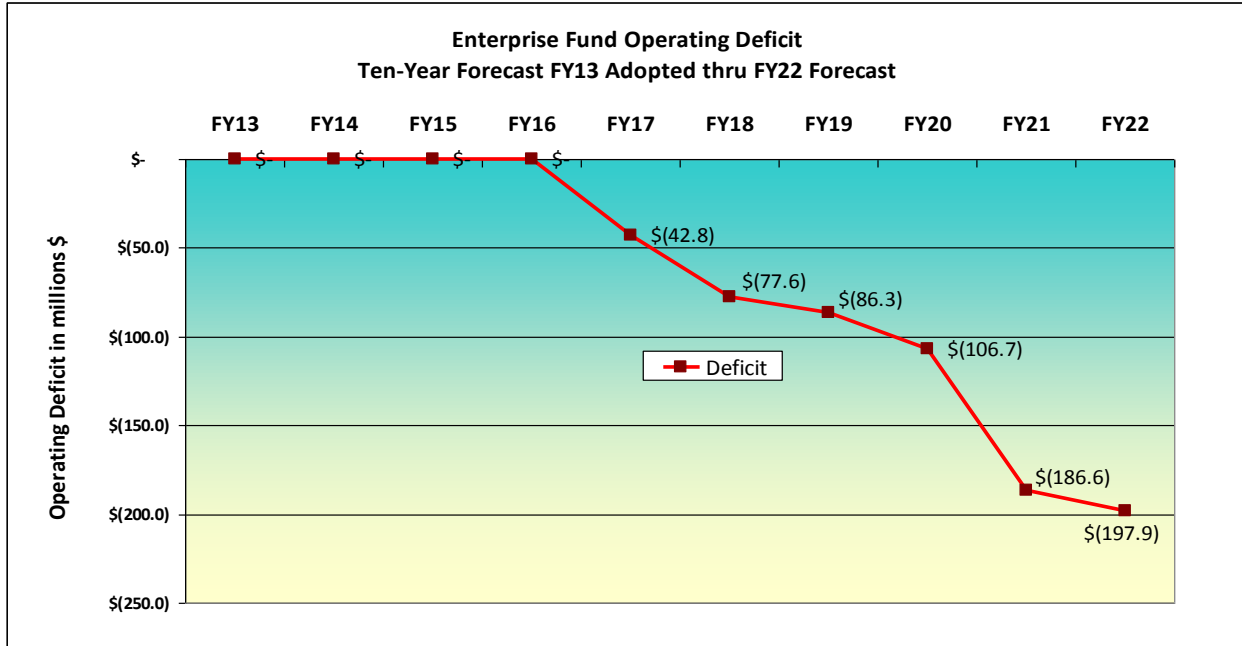
The first highway project through the Public-Private Partnership Program will be underway, the Accelerated Regional Transportation Improvements (ARTI). ARTI will include the I-5 North Capacity Enhancement and Rehabilitation, SR-71 Gap projects from I-10 to Mission Boulevard and from Mission Boulevard to Rio Rancho Road, and two soundwall projects.

For FY14, LACMTA will continue to build the most modern and cost-efficient rapid transit system in the country. Our highway program encompasses a wide range of High Occupancy Vehicle (HOV) lanes, interchange reconstruction, and capacity enhancement projects throughout Los Angeles County.



## Long-Term Outlook

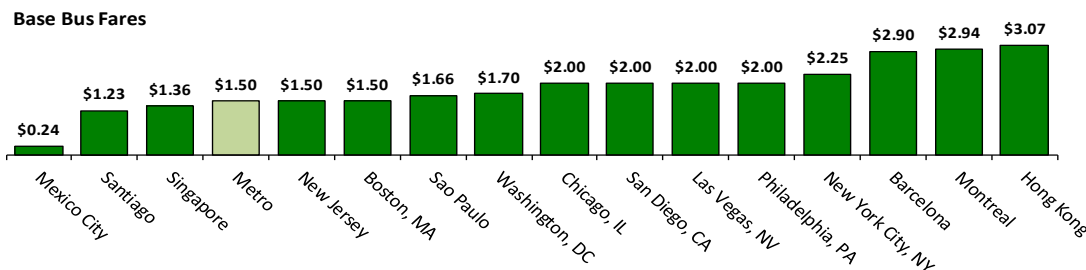
While Metro strives to provide its customers the best experience in public transit, continued operations and expansions should not be compromised. Metro forecasts a balanced budget through FY16; however, moving forward, we face an operating deficit by FY17.



While our transit system has continued to expand, our fare growth has been minimal. From 1996 to 2013, the cost of operations has risen 45%, while base fare only rose 11% during the same 17-year period. The disparity between the growth in revenue and the increase in costs must be addressed. If allowed to continue, this situation would jeopardize the quality of Metro's services and impede the delivery of the planned expansion projects.

Over the years, Metro has operated and maintained our transit system with one of the lowest base fares and load factors as compared to major transit agencies. Consequently, our fare recovery ratio is also the lowest. The figures below illustrate these measures as compared to other agencies.

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



Metro's base fare of \$1.50 is among the lowest. Average fare collected is only \$0.70 per passenger due to discounts offered for day passes, students, seniors and disabled.

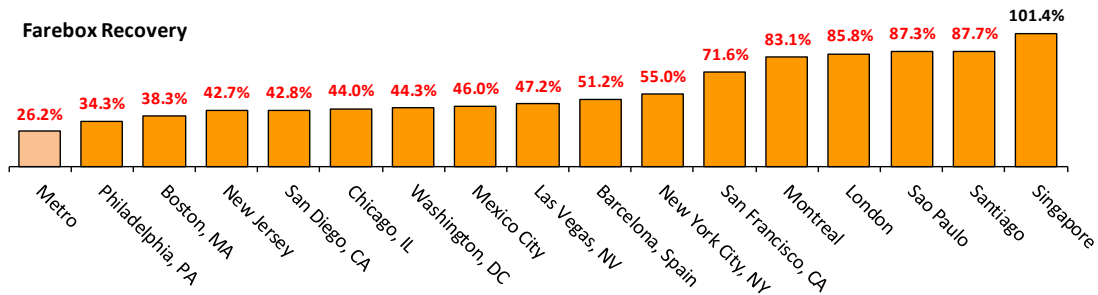
**FIGURE B: Metro's Load Factor is the lowest among peer agencies in the U.S.**



Metro's load factor is 1.23 that indicates the least overcrowded system. This, however, contributes to higher operating costs.

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

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



Only 26.2% of Metro's operating costs are paid from passenger fares. The remaining 73.8% comes from local sales taxes and/or federal and state grants.

A Fare Policy and Restructuring Study is now underway to determine fair and equitable fares. The study will focus on different aspects of revenues to define the right balance between passenger fares and tax dollars to fund operating costs. Various options will be considered including distance based, time-based and service-based fares. This study will also consider the impact of gradual and periodic fare changes as opposed to a one-time larger fare increase in the future.



# Revenues

## Where does Metro's Money come from?

*For FY14, total revenues are \$4,995.3 million made up of...*

### Sales Tax

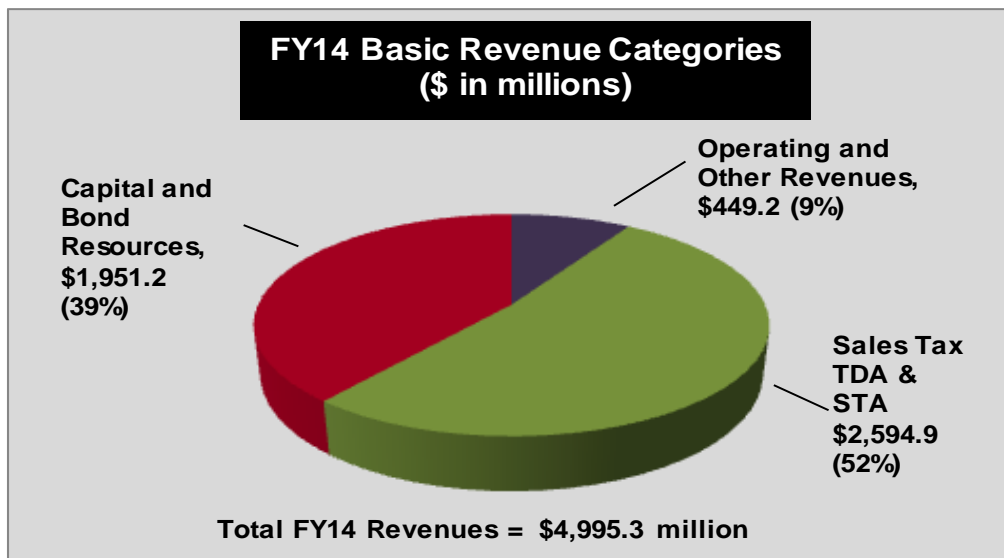
Sales taxes from Propositions A & C, Measure R, TDA, and STA provide the majority of the revenue needed to run our operation. Sales taxes rise and fall with the local economy. Sales Tax Revenue is currently expected to grow by 5% reflecting a continued modest recovery in the region from the worldwide recession.

### Operating and Other Revenues

Operating Revenue, generated primarily by fares, continues to represent a small portion (only 9%) of our total revenue. Fare revenues will decrease 0.1% from the FY13 adopted budget due to several factors including continuation of the discounted Day Pass remaining at \$5. This results in a farebox recovery ratio of 26.2% and fare revenue per boarding of \$0.70. That situation is unsustainable and studies of fare restructuring options are underway to bring that equation into better balance.

### Capital Financing

Metro continues to aggressively seek federal and state funding to help finance the nation's largest transit public works project concentrated here in Los Angeles County. Our success at those efforts varies with the political climate, among other factors. For FY14, Metro expects to bring in \$1.2 billion in government grants representing approximately 23% of total agency wide revenue. We intend to borrow an additional \$778.1 million in order to maintain current assets and continue to build for the future.



## SUMMARY OF REVENUES

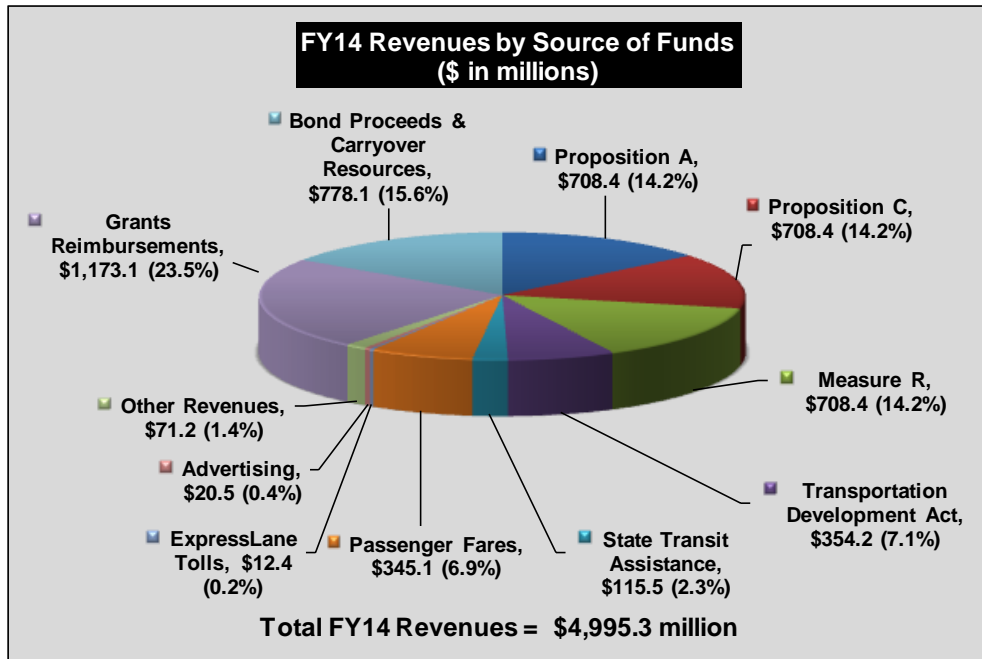
Revenues (\$ in millions)	FY13 Budget	FY14 Adopted	% Change FY13 to FY14
<b>Sales Tax, TDA and STA Revenues <sup>(1)</sup></b>			
Proposition A	\$ 674.6	\$ 708.4	5.0%
Proposition C	674.6	708.4	5.0%
Measure R	674.6	708.4	5.0%
Transportation Development Act (TDA)	337.3	354.2	5.0%
State Transit Assistance (STA)	123.6	115.5	-6.6%
<b>Subtotal Sales Tax, TDA, &amp; STA Revenues</b>	<b>\$ 2,484.7</b>	<b>\$ 2,594.9</b>	<b>4.4%</b>
<b>Operating &amp; Other Revenues</b>			
Passenger Fares	\$ 345.3	\$ 345.1	-0.1%
ExpressLane Tolls	11.0	12.4	12.7%
Advertising	24.3	20.5	-15.6%
Other Revenues <sup>(2)</sup>	48.7	71.2	46.2%
<b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 429.3</b>	<b>\$ 449.2</b>	<b>4.6%</b>
<b>Capital and Bond Resources</b>			
Grants Reimbursements <sup>(3)</sup>	1,108.4	1,173.1	5.8%
Bond Funding and Prior Year Carryover Resources	571.0	778.1	36.3%
<b>Subtotal Capital and Bond Resources</b>	<b>\$ 1,679.4</b>	<b>\$ 1,951.2</b>	<b>16.2%</b>
<b>Total Revenues</b>	<b>\$ 4,593.4</b>	<b>\$ 4,995.3</b>	<b>8.7%</b>
Agencywide Expenditures	<b>4,593.4</b>	<b>4,995.3</b>	<b>8.7%</b>
<b>(Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>

Note: Totals may not add due to rounding.

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

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

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





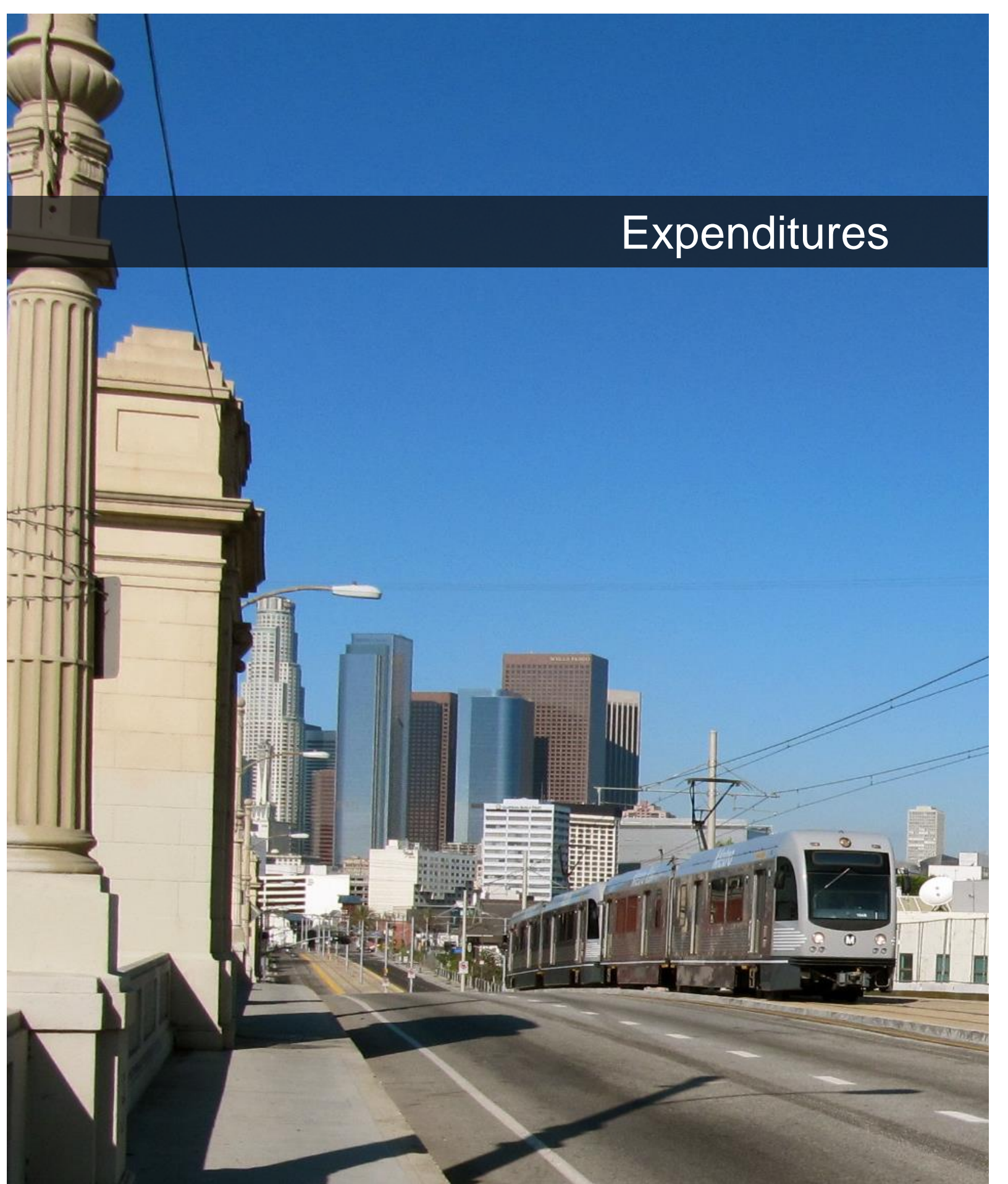
## SALES TAX, TDA AND STA REVENUES

Type of Revenue (\$ in millions)	FY13 Budget	FY13 Reforecasted	FY14 Adopted	\$ Change from FY13 Reforecast	% Change from FY13 Reforecast	Eligible for Operating
<b>Proposition A</b>						
5% Administration	\$ 31.5	\$ 33.7	\$ 35.4	\$ 1.7	5.0%	Eligible
25% Local Return	149.5	160.2	168.2	8.0	5.0%	
35% Rail Development	209.1	224.4	235.6	11.2	5.0%	
40% Discretionary						
Transit (95% of 40%)	227.2	243.5	255.7	12.2	5.0%	Eligible
Incentive (5% of 40%)	12.0	12.8	13.5	0.7	5.0%	
<b>Estimated Tax Revenue from Prop A</b>	<b>\$ 629.3</b>	<b>\$ 674.6</b>	<b>\$ 708.4</b>	<b>\$ 33.8</b>	<b>5.0%</b>	
<b>Proposition C</b>						
1.5% Administration	\$ 9.4	\$ 10.1	\$ 10.6	\$ 0.5	5.0%	Eligible
5% Rail/Bus Security	31.0	33.2	34.9	1.7	5.0%	
10% Commuter Rail	62.0	66.5	69.8	3.3	5.0%	
20% Local Return	124.0	132.9	139.6	6.7	5.0%	
25% Freeways/Highways	155.0	166.1	174.4	8.3	5.0%	Eligible
40% Discretionary	247.9	265.8	279.1	13.3	5.0%	
<b>Estimated Tax Revenue from Prop C</b>	<b>\$ 629.3</b>	<b>\$ 674.6</b>	<b>\$ 708.4</b>	<b>\$ 33.8</b>	<b>5.0%</b>	
<b>Measure R</b>						
1.5% Administration	\$ 9.4	\$ 10.1	\$ 10.6	\$ 0.5	5.0%	Eligible
2% Transportation Capital Metro Rail	12.4	13.3	14.0	0.7	5.0%	
3% Transportation Capital Metrolink	18.6	19.9	20.9	1.0	5.0%	
5% Operations - New Rail	31.0	33.2	34.9	1.7	5.0%	
15% Local Return	92.9	99.7	104.8	5.1	5.0%	Eligible
20% Operations - Bus	124.0	132.9	139.5	6.6	5.0%	
20% Highway Capital	124.0	132.9	139.5	6.6	5.0%	
35% Transportation Capital New Rail/BRT	217.0	232.6	244.2	11.6	5.0%	
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 629.3</b>	<b>\$ 674.6</b>	<b>\$ 708.4</b>	<b>\$ 33.8</b>	<b>5.0%</b>	
<b>Transportation Development Act (TDA)</b>						
Administration	\$ 8.5	\$ 8.5	\$ 8.5	\$ -	0.0%	Eligible
2% Article 3 (Pedestrians & Bikeways)	6.1	6.5	6.9	0.4	6.2%	
91.6388% Article 4 (Bus Transit)	282.0	302.9	316.8	13.9	4.6%	
6.3612% Article 8 (Transit/Streets & Highways)	18.1	19.4	22.0	2.6	13.4%	
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 314.7</b>	<b>\$ 337.3</b>	<b>\$ 354.2</b>	<b>\$ 16.9</b>	<b>5.0%</b>	
<b>State Transit Assistance (STA)</b>						
STA Bus	\$ 68.4	\$ 68.4	\$ 64.1	\$ (4.3)	-6.3%	Eligible
STA Rail	55.2	55.2	51.4	(3.8)	-6.9%	Eligible
<b>Estimated Tax Revenue from STA</b>	<b>\$ 123.6</b>	<b>\$ 123.6</b>	<b>\$ 115.5</b>	<b>\$ (8.1)</b>	<b>-6.6%</b>	
<b>Totals</b>	<b>\$ 2,326.2</b>	<b>\$ 2,484.7</b>	<b>\$ 2,594.9</b>	<b>\$ 110.2</b>	<b>4.4%</b>	

Revenues Eligible for Bus & Rail Operating	FY13 Budget	FY13 Reforecast	FY14 Adopted	\$ Change from FY13 Reforecast	% Change from FY13 Reforecast
Proposition A	\$ 436.3	\$ 467.9	\$ 491.3	\$ 23.4	5.0%
Proposition C	278.9	299.0	314.0	15.0	5.0%
Measure R	155.0	166.1	174.4	8.3	5.0%
TDA	282.0	302.9	316.8	13.9	4.6%
STA	123.6	123.6	115.5	(8.1)	-6.6%
<b>Total Bus &amp; Rail Eligible Revenues</b>	<b>\$ 1,275.8</b>	<b>\$ 1,359.5</b>	<b>\$ 1,412.0</b>	<b>\$ 52.5</b>	<b>3.9%</b>

Note: Totals may not add due to rounding.

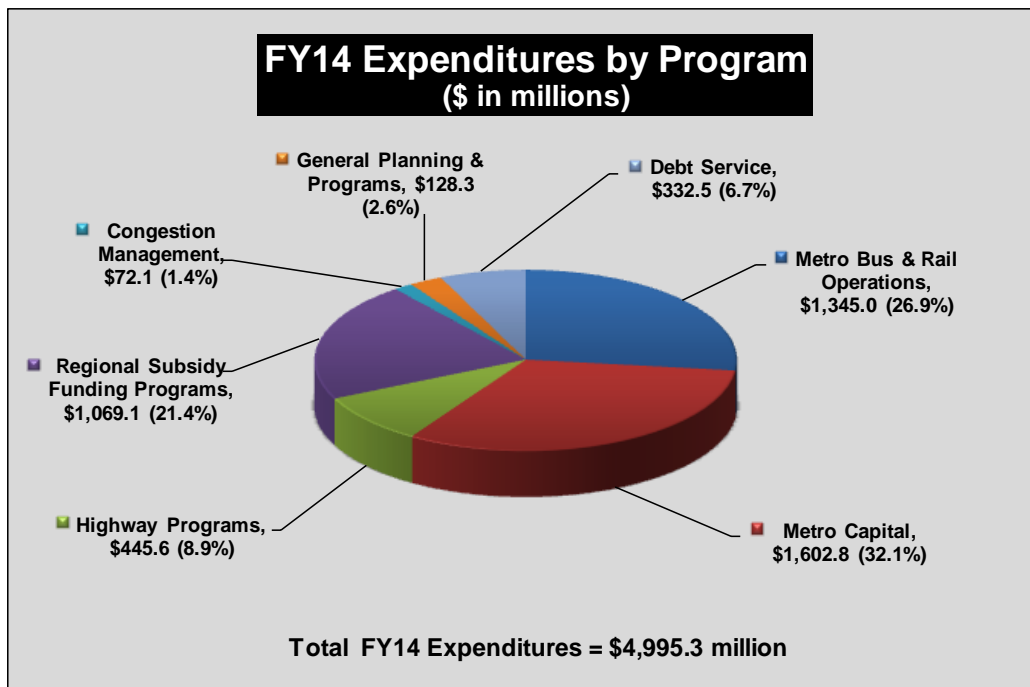
# Expenditures



## What Metro is Delivering in FY14 with the Resources Available?

For FY14, the total agency wide budget is just short of \$5 billion representing a \$401.9 million or 8.7% increase over the FY13 budget. Below are some of the more significant highlights showcasing what residents of the region can expect in the coming fiscal year:

- Bus and rail services are being improved to support the growing ridership. Over \$1.3 billion is devoted to operating our bus and rail system. [\(See Bus & Rail Service Section\)](#)
- Stepped up efforts to carry out projects mandated by the Measure R sales tax ordinance passed in 2008. From a functional point of view \$1.6 billion is devoted to asset construction and acquisition, including \$258.3 million slated to maintain existing Metro assets and \$36.7 million for safety and security measures. [\(See Capital Section\)](#)
- Regional subsidies will increase substantially (by \$128.1 million or 13.6% from a program point of view). This money is used by municipal operators, Metrolink, and ASI to provide needed transit services to the region. A significant portion of this increase represents distribution of prior year revenue carry-over via the Board approved FAP. [\(See Regional Subsidy Programs Section\)](#)
- Highway capital is expected to deliver \$445.6 million of activity for FY14. This equates to a 51% increase over the prior year reflecting building momentum towards achieving the street and highway related expectations spelled out in the Measure R 20% Highway subordination. [\(See Highway Section\)](#)
- Congestion Management Programs will increase by 8% primarily in the Freeway Service Patrol function with the majority of the increase required for the additional service to support the new Express Lanes and an increase in Regional Tow Services. [\(See Congestion Management Programs Section\)](#)



## SUMMARY OF EXPENDITURES BY PROGRAM

Program Type (\$ in millions)	FY13 Budget	FY14 Adopted	\$ Change from FY13
<b>Metro Bus &amp; Rail Operations:</b>			
Bus	\$ 935.3	\$ 976.4	\$ 41.1
Rail	331.9	346.4	14.5
Regional Activities <sup>(1)</sup>	27.5	22.2	(5.3)
<b>Metro Bus &amp; Rail Operations</b>	<b>1,294.7</b>	<b>1,345.0</b>	<b>50.3</b>
<b>Metro Capital:</b>			
Construction	1,099.6	1,238.0	138.4
Operating Capital	430.9	364.8	(66.1)
<b>Metro Capital</b>	<b>1,530.5</b>	<b>1,602.8</b>	<b>72.3</b>
<b>Total Metro Bus &amp; Rail Operations and Capital</b>	<b>2,825.2</b>	<b>2,947.8</b>	<b>122.6</b>
<b>Highway Programs:</b>			
Construction Projects	151.6	203.1	51.5
Funding Programs with Local Agencies	115.3	224.7	109.4
Public-Private Partnership	9.9	6.4	(3.5)
Management and Administration	17.7	11.4	(6.4)
<b>Highway Programs <sup>(2)</sup></b>	<b>294.6</b>	<b>445.6</b>	<b>151.0</b>
<b>Regional Subsidy Funding Programs:</b>			
Regional Transit	422.4	479.1	56.7
Local Agencies	477.2	531.3	54.2
Wilshire BRT	21.2	31.0	9.9
Federal Pass Throughs	9.8	17.2	7.4
Fare Assistance	10.5	10.5	-
<b>Regional Subsidy Funding Programs</b>	<b>941.0</b>	<b>1,069.1</b>	<b>128.1</b>
<b>Congestion Management:</b>			
Freeway Service Patrol	27.5	31.0	3.5
ExpressLanes <sup>(3)</sup>	13.7	15.2	1.4
Kenneth Hahn Call Box Program	12.5	11.8	(0.7)
Regional Intelligent Transportation System	3.9	3.6	(0.2)
Rideshare Services	9.2	10.6	1.3
<b>Congestion Management</b>	<b>66.8</b>	<b>72.1</b>	<b>5.3</b>
<b>General Planning and Programs:</b>			
Programs and Studies	26.5	26.5	-
General Planning and Programming	41.0	50.1	9.1
Legal, Audit, Transit Court <sup>(3)</sup> , Oversight and Other	42.0	31.5	(10.5)
Property Management & Development	16.9	20.2	3.2
<b>General Planning and Programs</b>	<b>126.4</b>	<b>128.3</b>	<b>1.9</b>
<b>Debt Service</b>	<b>339.5</b>	<b>332.5</b>	<b>(7.0)</b>
<b>Total Expenditures</b>	<b>\$ 4,593.4</b>	<b>\$ 4,995.3</b>	<b>\$ 401.9</b>

Notes:

- Totals may not add due to rounding.

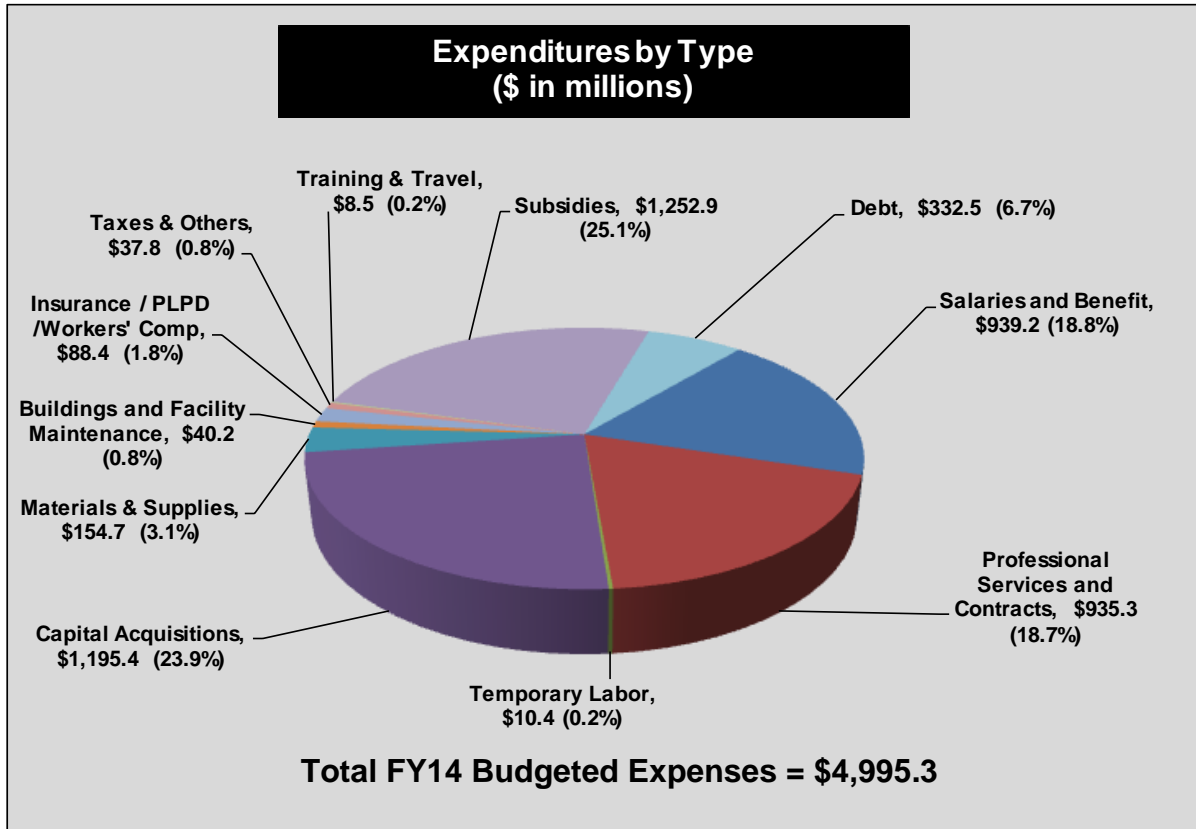
- The above presentation combines costs by Program regardless of GAAP groupings used for fund financial statement presentations.

<sup>(1)</sup> Regional Activities for Program Reporting purposes include EZ Pass which is excluded from the fund financial statements.

<sup>(2)</sup> The report above is prepared from a program point of view and includes \$183.8 million of Highway budget that is reported on the Summary of Expenditures by Type (page 24) as Subsidies.

<sup>(3)</sup> ExpressLanes Operations and Transit Court Operations are both Enterprise Fund programs and included in Enterprise Fund Financial presentation on page 31 for GAAP reporting purposes.

## SUMMARY OF EXPENDITURES BY TYPE



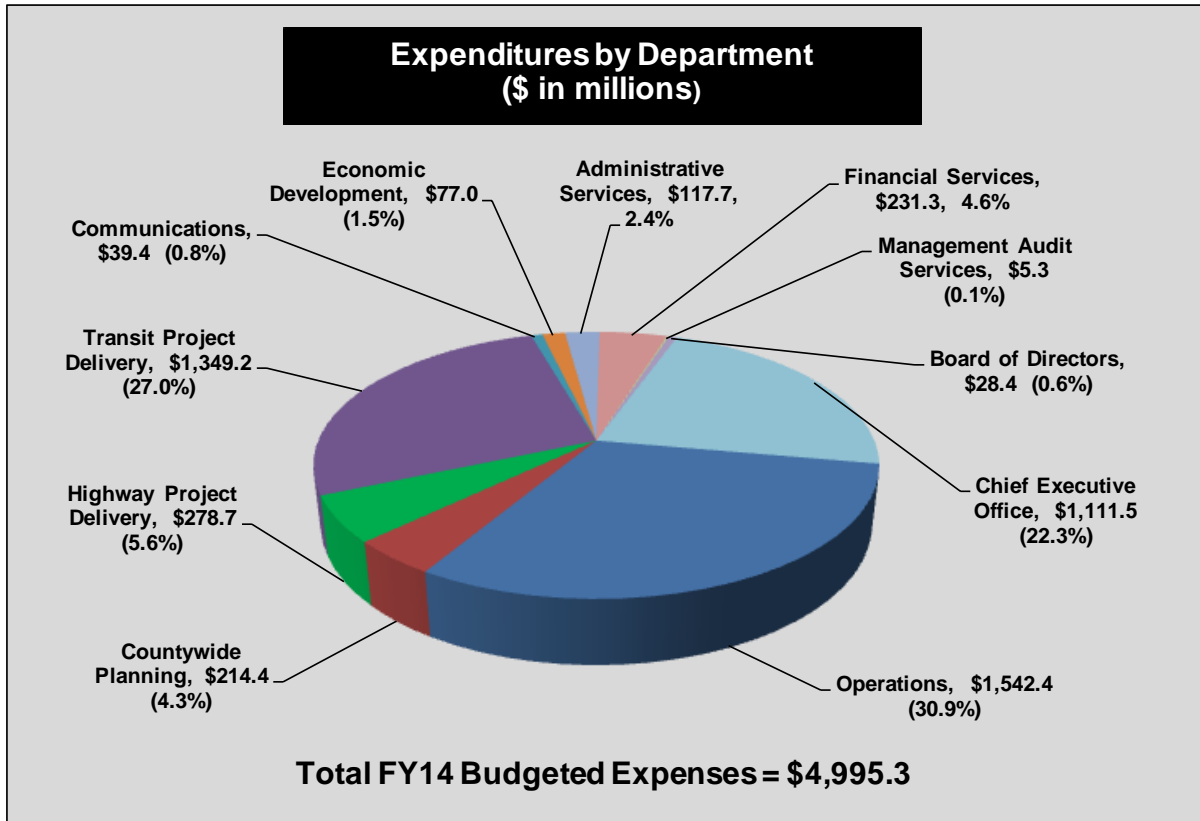
Expenditures by Type (\$ in millions)	FY13 Budget	FY14 Adopted	Change	
			\$	%
Salaries and Benefit <sup>(1)</sup>	\$ 887.0	\$ 939.2	\$ 52.2	5.9%
Professional Services and Contracts	937.2	935.3	(1.9)	-0.2%
Temporary Labor <sup>(2)</sup>	10.4	10.4	-	-0.2%
<b>Subtotal Labor</b>	<b>1,834.6</b>	<b>1,884.9</b>	<b>50.3</b>	<b>2.7%</b>
Capital Acquisitions	1,081.2	1,195.4	114.2	10.6%
Materials & Supplies	153.7	154.7	1.0	0.7%
Buildings and Facility Maintenance	36.4	40.2	3.9	10.6%
Insurance / PLPD / Workers' Comp	83.1	88.4	5.2	6.3%
Taxes & Others	37.1	37.8	0.8	2.1%
Training & Travel	4.8	8.5	3.7	78.1%
<b>Subtotal Capital &amp; Operations</b>	<b>1,396.3</b>	<b>1,525.0</b>	<b>128.8</b>	<b>9.2%</b>
Subsidies	1,022.5	1,252.9	230.3	22.5%
Debt	340.0	332.5	(7.5)	-2.2%
<b>Total Expenditures</b>	<b>\$ 4,593.4</b>	<b>\$ 4,995.3</b>	<b>\$ 401.9</b>	<b>8.7%</b>

Note: Totals may not add due to rounding.

(1) Salaries & benefits represent both contract and non-contract employees. Wage and salary increases for contract employees are based on Board adopted labor contracts. Salaries for non-contract employees include a 2% increase with an additional 3% increase for non-contract employees hired prior to July 1, 2009 whose salaries remained unchanged since then.

(2) Including As-Needed, Interns and ELTPs.

## SUMMARY OF EXPENDITURES BY DEPARTMENT



Expenditures by Department (\$ in millions)	FY13 Budget	FY14 Adopted	Change	
			\$	%
Operations	\$ 1,474.7	\$ 1,542.4	\$ 67.7	4.4%
Countywide Planning	160.3	214.4	54.1	25.3%
Highway Project Delivery	202.7	278.7	76.0	27.3%
Transit Project Delivery	1,154.6	1,349.2	194.6	14.4%
Communications	40.0	39.4	(0.6)	-1.6%
Economic Development	132.2	77.0	(55.2)	-71.6%
Administrative Services	115.7	117.7	2.0	1.7%
Financial Services	245.4	231.3	(14.1)	-6.1%
Management Audit Services	5.2	5.3	0.1	0.5%
Board of Directors	31.7	28.4	(3.3)	-11.6%
Chief Executive Office	1,030.9	1,111.5	80.6	7.2%
<b>Total Expenditures</b>	<b>\$ 4,593.4</b>	<b>\$ 4,995.3</b>	<b>\$ 401.9</b>	<b>8.7%</b>

Note: Totals may not add due to rounding.

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## Bus & Rail Service





## BUS & RAIL SERVICE

### Metro Bus

Metro’s local bus system provides the largest share of public transportation options in Los Angeles County. Local buses provide feeder services by carrying passengers to regional transit facilities such as rail lines and Metro Rapid stations. In FY14, midday service on the Orange Line was increased to reduce overcrowding. Metro operates different types of bus services which are distinguished by the color of the buses.



Metro Local buses are painted in an off-orange color the agency has dubbed “California Poppy”. This type of service makes frequent stops along major thoroughfares. There are 15,967 stops on 183 bus lines.



Metro Rapid buses are distinguished by their bright red color the agency has dubbed “Rapid Red”. This bus rapid transit service offers limited stops on many of the county’s more heavily traveled arterial streets.



Metro Express buses are painted a dark blue color the agency has dubbed “Business Blue”, the routes are designed as premium, minimal stop services along Los Angeles’s extensive freeway network. Currently there are two lines, 450X and 577X. They travel from Downtown LA to San Pedro, and El Monte to Cal State Long Beach.



The Metro Silver Line is a 26-mile line operating between the San Gabriel Valley at the El Monte Bus Station and the Harbor Gateway Transit Center in South Los Angeles via Downtown Los Angeles.



The Metro Orange Line is an 18-mile line traversing the southern San Fernando Valley from the Warner Center Transit Hub in Woodland Hills or from Chatsworth Station to the North Hollywood station where the line connects to the Metro Red Line.

### Metro Rail

Metro Rail is Los Angeles County’s rail mass transit system with two subway and four light rail lines. The system runs a total of 87.7 miles (139.7 km), with 80 stations and over 316,000 daily weekday boardings.

**Late Night Service:** Headways on all rail lines have been improved from 12 minutes to 10 minutes from 8pm until midnight.

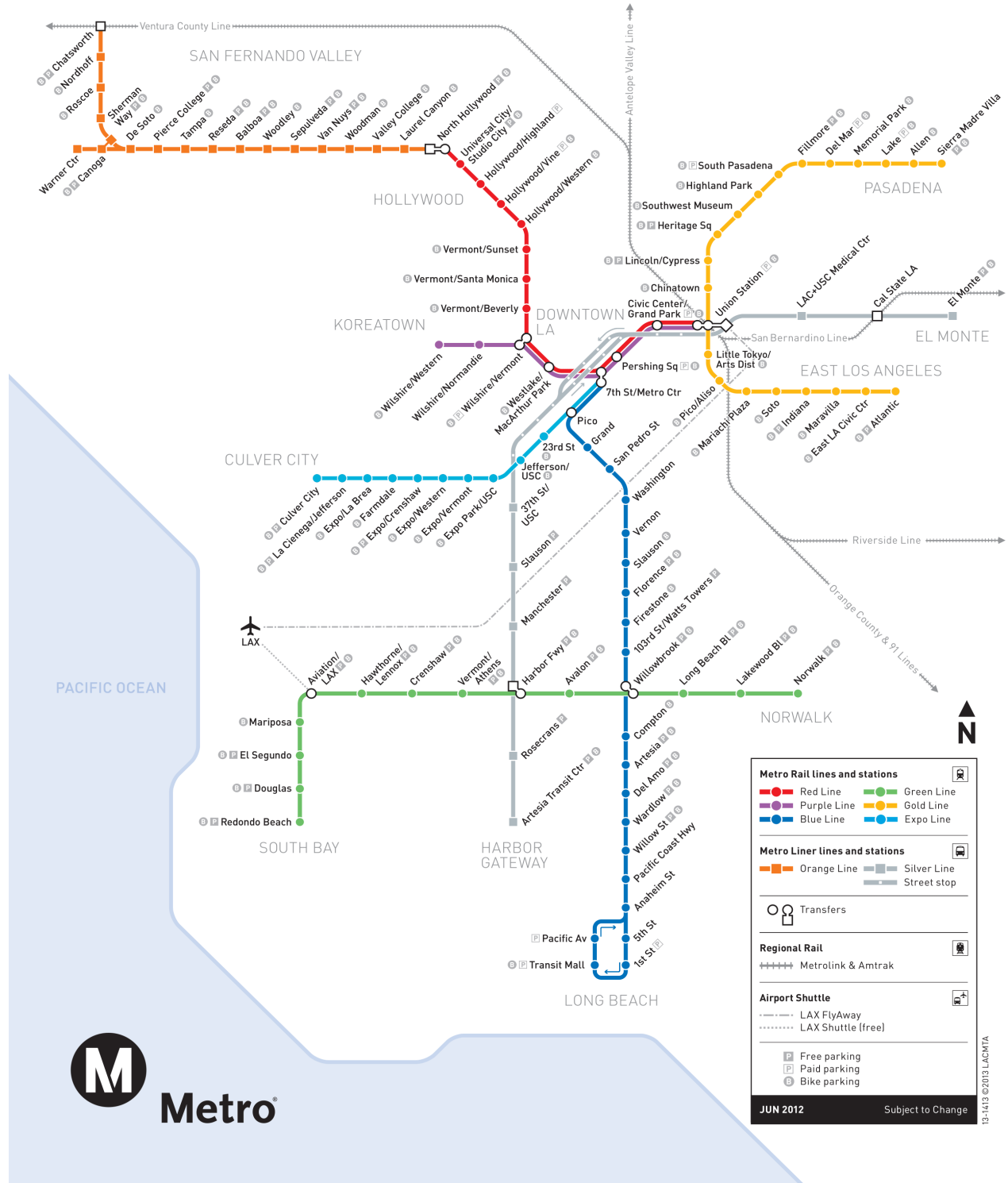
**Weekend Service:** Headways on all rail lines have been improved from 12 minutes to 7.5 minutes

Date	Line	Connections	Miles	Ridership
1990	<b>Blue</b>	Downtown LA to Long Beach	22.0	29.2 M
1993	<b>Red/ Purple</b>	Downtown LA to North Hollywood/ Mid-Wilshire District	17.4	49.5 M
1995	<b>Green</b>	Redondo Beach and Norwalk	20.0	13.9 M
2003	<b>Gold</b>	Pasadena and East Los Angeles	19.7	13.1 M
2012	<b>Expo</b>	Downtown LA to Culver City	8.6	7.6 M

Ridership is based on FY13 data.

# Go Metro

metro.net



## Fare Types

Cash	Single Ride fares
Token	Single Ride fares
Cash - Off Peak	Off-Peak: Weekdays: 9am - 3pm and 7pm - 5am. All day weekends and Federal holidays
Day Pass	Good for travel until 3am the following day
7-Day Pass	Good for travel for 7 consecutive days
30-Day Pass	Good for travel for 30 consecutive days
EZ	Travel on Metro bus, Metro Rail and other transit carriers
Cash Zone 1 & 2	Bus only on freeway routes
Monthly premium each zone	Bus only on freeway routes
Metro to Muni Transfer	Transfer to municipal lines (Not valid on Metro Bus and Rail)



REGULAR		SENIOR/DISABLED/MEDICARE	
Cash	\$1.50	Cash	\$0.55
Day Pass	\$6.00	Cash Off-Peak	\$0.25
7-Day Pass	\$20.00	Day Pass	\$1.80
30-Day Pass	\$75.00	Monthly Pass	\$14.00
EZ Transit Pass	\$84.00	EZ	\$35.00
REGULAR - OTHER		SENIOR - OTHER	
Cash Zone 1	\$0.70	Cash Zone 1	\$0.30
Cash Zone 2	\$1.40	Cash Zone 2	\$0.60
Monthly premium (each zone)	\$22.00	Monthly premium (each zone)	\$9.50
Metro to Muni Transfer	\$0.35	Metro to Muni Transfer	\$0.10
STUDENTS		SENIORS: 62 YEARS OR OLDER	
K-12	\$24.00		
College	\$36.00		

## EZ Pass Transit Partners



- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>Antelope Valley Transportation Authority (AVTA)</li> <li>Beach Cities Transit</li> <li>Burbank Local Transit</li> <li>Carson Circuit</li> <li>City of Commerce</li> <li>Culver CityBus</li> <li>Foothill Transit</li> <li>Gardena Municipal Bus Lines</li> <li>Glendale Beeline</li> <li>Huntington Park COMBI</li> <li>LADOT (DASH and Commuter Express)</li> <li>LAX FlyAway</li> </ul> | <ul style="list-style-type: none"> <li>Long Beach Transit</li> <li>Los Angeles County Department of Public Works</li> <li>Montebello Bus Lines</li> <li>Monterey Park Spirit Bus</li> <li>Norwalk Transit</li> <li>Pasadena Arts Shuttle</li> <li>PV Transit</li> <li>Santa Clarita Transit</li> <li>Santa Fe Springs MetroExpress</li> <li>Santa Monica Big Blue Bus</li> <li>South Pasadena Gold Link</li> <li>Torrance Transit</li> </ul> |
|--|--|

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

Resources and Expenses (\$ in millions)	FY13 Budget	FY14 Adopted					
		Total	Bus	Rail	Union Station	Express Lanes	Regional Activities
<b>Transit Operations Resources</b>							
<b>Transit Fares and Other Revenues</b>							
Fares	\$ 340.7	\$ 345.1	\$ 258.0	\$ 87.1	\$ -	\$ -	\$ -
Tolls	11.0	12.4	-	-	-	12.4	-
Other Revenues <sup>(1)</sup>	38.1	28.0	23.6	2.2	0.6	-	1.6
<b>Total Fare &amp; Other Revenues</b>	<b>\$ 389.8</b>	<b>\$ 385.5</b>	<b>\$ 281.6</b>	<b>\$ 89.3</b>	<b>\$ 0.6</b>	<b>\$ 12.4</b>	<b>\$ 1.6</b>
<b>Federal Grants</b>							
Federal Preventive Maintenance	\$ 228.9	\$ 210.7	\$ 152.9	\$ 57.9	\$ -	\$ -	\$ -
Federal CMAQ	41.5	26.9	2.3	21.8	-	2.7	-
Fed Growing States, Homeland Security & Other	13.8	9.0	-	7.5	-	-	1.5
<b>Total Federal Grants</b>	<b>\$ 284.2</b>	<b>\$ 246.6</b>	<b>\$ 155.2</b>	<b>\$ 87.1</b>	<b>\$ -</b>	<b>\$ 2.7</b>	<b>\$ 1.5</b>
<b>Local Subsidy</b>							
Prop A - (40% Bus) & (35% Rail)	\$ 197.9	\$ 60.2	\$ 5.9	\$ 54.3	\$ -	\$ -	\$ -
Prop C - (40% Bus/Rail) & (5% Security)	54.2	38.9	36.4	-	-	-	2.5
Measure R - (20% Bus) & (5% Rail)	106.7	153.9	102.3	51.6	-	-	-
TDA Article 4	162.0	345.4	337.5	-	-	-	7.9
STA	106.0	115.3	57.5	57.8	-	-	-
GF	-	6.3	-	6.3	-	-	-
General Fund	-	-	-	-	-	-	-
<b>Total Local Subsidy</b>	<b>\$ 626.8</b>	<b>\$ 720.0</b>	<b>\$ 539.6</b>	<b>\$ 170.0</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 10.4</b>
<b>Total Transit Operations Resources</b>	<b>\$ 1,300.8</b>	<b>\$ 1,352.1</b>	<b>\$ 976.3</b>	<b>\$ 346.4</b>	<b>\$ 0.6</b>	<b>\$ 15.2</b>	<b>\$ 13.6</b>
<b>Transit Capital Resources</b>							
Federal, State & Local Grants	\$ 623.5	651.5	\$ 161.7	\$ 489.8	\$ -	\$ -	\$ -
Local and State Sales Tax <sup>(2)</sup>	323.5	573.7	109.1	464.6	-	-	-
Bond Funding	583.5	377.5	8.3	369.2	-	-	-
<b>Total Transit Capital Resources</b>	<b>\$ 1,530.5</b>	<b>\$ 1,602.7</b>	<b>\$ 279.1</b>	<b>\$ 1,323.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 2,831.3</b>	<b>\$ 2,954.7</b>	<b>\$ 1,255.5</b>	<b>\$ 1,670.0</b>	<b>\$ 0.6</b>	<b>\$ 15.2</b>	<b>\$ 13.3</b>
<b>Transit Operations Expenses</b>							
Labor & Benefits	\$ 796.9	832.3	\$ 651.3	\$ 166.2	\$ -	\$ 0.8	\$ 14.0
Fuel & Propulsion Power	56.0	57.9	28.4	29.6	-	-	-
Materials & Supplies	92.8	99.0	69.6	23.6	-	-	5.8
Contract and Professional Services	194.9	189.7	65.2	95.0	0.2	13.3	16.0
PL/PD and Other Insurance	41.4	43.2	39.2	3.8	0.2	-	-
Purchased Transportation	43.3	45.9	45.9	-	-	-	-
Allocated Overhead <sup>(3)</sup>	52.0	54.1	35.8	16.6	-	0.1	1.5
Regional Chargeback	-	-	18.9	6.4	-	-	(25.3)
Other Expenses <sup>(4)</sup>	23.5	29.8	21.8	5.5	0.2	1.0	1.3
<b>Total Transit Operations Expenses</b>	<b>\$ 1,300.7</b>	<b>\$ 1,352.0</b>	<b>\$ 976.4</b>	<b>\$ 346.4</b>	<b>\$ 0.6</b>	<b>\$ 15.2</b>	<b>\$ 13.3</b>
<b>Transit Capital Expenses</b>	<b>1,530.6</b>	<b>1,602.7</b>	<b>279.1</b>	<b>1,323.6</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Transit Operations &amp; Capital Expenses</b>	<b>\$ 2,831.3</b>	<b>\$ 2,954.7</b>	<b>\$ 1,255.5</b>	<b>\$ 1,670.0</b>	<b>\$ 0.6</b>	<b>\$ 15.2</b>	<b>\$ 13.3</b>
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

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

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

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

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

Note: Totals may not add due to rounding.

## SERVICE LEVEL DETAILS

### Revenue Service Hours

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

### Boardings (000s)

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

### Revenue Service Miles

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

### Passenger Miles (000s)

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

## BUS AND RAIL OPERATING STATISTICS

Statistic	Bus			Rail			Total		
	FY13 Budget	FY14 Adopted	% Inc	FY13 Budget	FY14 Adopted	% Inc	FY13 Budget	FY14 Adopted	% Inc
<b>Service Provided (000):</b>									
Revenue Hours (RSH)	6,856	7,049	2.8%	953	1,012	6.3%	7,808	8,061	3.2%
Revenue Miles (RSM)	77,471	78,667	1.5%	20,356	21,279	4.5%	97,827	99,946	2.2%
Train Miles				7,532	8,096	7.5%	7,532	8,096	7.5%
<b>Service Consumed (000):</b>									
Unlinked Passenger	351,927	367,753	4.5%	105,448	124,152	17.7%	457,375	491,905	7.5%
Passenger Miles	1,435,863	1,484,885	3.4%	639,656	771,985	20.7%	2,075,519	2,256,870	8.7%
<b>Operating Revenue (000):</b>									
Fare Revenue	\$ 265,671	\$ 258,031	-2.9%	\$ 79,603	\$ 87,110	9.4%	\$ 345,274	\$ 345,142	-0.1%
Advertising/SCRRA	\$ 27,821	\$ 23,572	-15.3%	\$ 2,600	\$ 2,191	-15.7%	\$ 30,421	\$ 25,763	-15.3%
Total	\$ 293,492	\$ 281,603	-4.1%	\$ 82,203	\$ 89,301	8.6%	\$ 375,695	\$ 370,905	-1.3%
<b>Operating Cost Data (000):</b>									
Transportation	\$ 360,646	\$ 373,536	3.6%	\$ 55,175	\$ 53,215	-3.6%	\$ 415,821	\$ 426,751	2.6%
Maintenance	\$ 272,984	\$ 287,022	5.1%	\$ 144,590	\$ 153,981	6.5%	\$ 417,574	\$ 441,003	5.6%
Other & Support Cost	\$ 301,645	\$ 315,864	4.7%	\$ 132,144	\$ 139,217	5.4%	\$ 433,789	\$ 455,081	4.9%
Total	\$ 935,275	\$ 976,423	4.4%	\$ 331,909	\$ 346,413	4.4%	\$ 1,267,184	\$ 1,322,836	4.4%
<b>Subsidy Data (000):</b>									
	\$ 641,783	\$ 694,820	8.3%	\$ 249,706	\$ 257,112	3.0%	\$ 891,489	\$ 951,931	6.8%
<b>Per Boarding Statistics:</b>									
Fare Revenue	\$ 0.75	\$ 0.70	-7.9%	\$ 0.75	\$ 0.70	-7.9%	\$ 0.75	\$ 0.70	-7.9%
Operating Revenue	\$ 0.83	\$ 0.77	-8.2%	\$ 0.78	\$ 0.72	-7.7%	\$ 0.82	\$ 0.75	-8.2%
Subsidy	\$ 1.82	\$ 1.89	3.6%	\$ 2.37	\$ 2.07	-12.5%	\$ 1.95	\$ 1.94	-0.7%
Passenger Miles	4.08	4.04	-1.0%	6.07	6.22	2.5%	4.54	4.59	1.1%
Fare Recovery %	28.4%	26.4%	-7.0%	24.0%	25.1%	4.8%	27.2%	26.2%	-3.9%
<b>Per Revenue Hour Statistics</b>									
Revenue	\$ 42.81	\$ 39.95	-6.7%	\$ 86.30	\$ 88.21	2.2%	\$ 48.11	\$ 46.01	-4.4%
Boardings	51.33	52.17	1.6%	110.71	122.64	10.8%	58.58	61.02	4.2%
Passenger Miles	209.44	210.66	0.6%	671.55	762.56	13.6%	265.81	279.97	5.3%
Transportation Cost	\$ 52.60	\$ 52.99	0.7%	\$ 57.93	\$ 52.57	-9.3%	\$ 53.25	\$ 52.94	-0.6%
Maintenance Cost	\$ 39.82	\$ 40.72	2.3%	\$ 151.80	\$ 152.10	0.2%	\$ 106.73	\$ 107.65	0.9%
Purchased Transportation	\$ 6.70	\$ 6.88	2.8%	\$ -	\$ -		\$ 59.36	\$ 60.73	2.3%
Indirect	\$ 28.13	\$ 28.73	2.1%	\$ 111.44	\$ 110.66	-0.7%	\$ 44.18	\$ 45.04	1.9%
Support	\$ 8.96	\$ 9.36	4.4%	\$ 26.89	\$ 25.60	-4.8%	\$ 49.44	\$ 50.41	2.0%
Other & Support Cost	\$ 44.00	\$ 44.81	1.8%	\$ 138.73	\$ 137.52	-0.9%	\$ 66.70	\$ 67.85	1.7%
Total Cost	\$ 136.42	\$ 138.52	1.5%	\$ 348.46	\$ 342.19	-1.8%	\$ 162.29	\$ 164.10	1.1%
Subsidy	\$ 93.61	\$ 98.57	5.3%	\$ 262.16	\$ 253.97	-3.1%	\$ 114.17	\$ 118.09	3.4%
<b>Per Passenger Mile Statistics</b>									
Revenue	\$ 0.20	\$ 0.19	-7.2%	\$ 0.13	\$ 0.12	-10.0%	\$ 0.18	\$ 0.16	-9.2%
Revenue Mile	0.05	0.05	-1.8%	0.03	0.03	-13.4%	0.05	0.04	-6.0%
Transportation Cost	\$ 0.25	\$ 0.25	0.2%	\$ 0.09	\$ 0.07	-20.1%	\$ 0.20	\$ 0.19	-5.6%
Maintenance Cost	\$ 0.19	\$ 0.19	1.7%	\$ 0.23	\$ 0.20	-11.8%	\$ 0.20	\$ 0.20	-2.9%
Purchased Transportation	\$ 0.03	\$ 0.03	2.2%	\$ -	\$ -		\$ 0.02	\$ 0.02	-2.8%
Indirect	\$ 0.13	\$ 0.14	1.5%	\$ 0.17	\$ 0.15	-12.5%	\$ 0.14	\$ 0.14	-3.3%
Support	\$ 0.04	\$ 0.04	3.8%	\$ 0.04	\$ 0.03	-16.2%	\$ 0.04	\$ 0.04	-3.0%
Other & Support Cost	\$ 0.21	\$ 0.21	1.3%	\$ 0.21	\$ 0.18	-12.7%	\$ 0.21	\$ 0.20	-3.5%
Total Cost	\$ 0.65	\$ 0.66	1.0%	\$ 0.52	\$ 0.45	-13.5%	\$ 0.61	\$ 0.59	-4.0%
Subsidy	\$ 0.45	\$ 0.47	4.7%	\$ 0.39	\$ 0.33	-14.7%	\$ 0.43	\$ 0.42	-1.8%
<b>FTE's per thousands</b>									
Operators per RSH	0.53	0.53	0.0%	0.38	0.36	-5.9%	0.55	0.54	-1.8%
Mechanics per RSM	0.01	0.01	0.0%	0.01	0.01	0.0%	0.01	0.01	0.0%
Service Attendants RSM	0.01	0.01	0.0%	0.01	0.01	0.0%	0.01	0.01	0.0%
MOW Inspectors per RM *	-	-	-	2.45	2.45	0.0%	2.45	2.45	0.0%
Transit Operations Supervisors per RSH	0.04	0.04	-2.7%	0.11	0.11	-5.9%	0.06	0.05	-3.4%

\* per route mile

Percentage calculations are based on un-rounded amounts.

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# Transit Capital Program





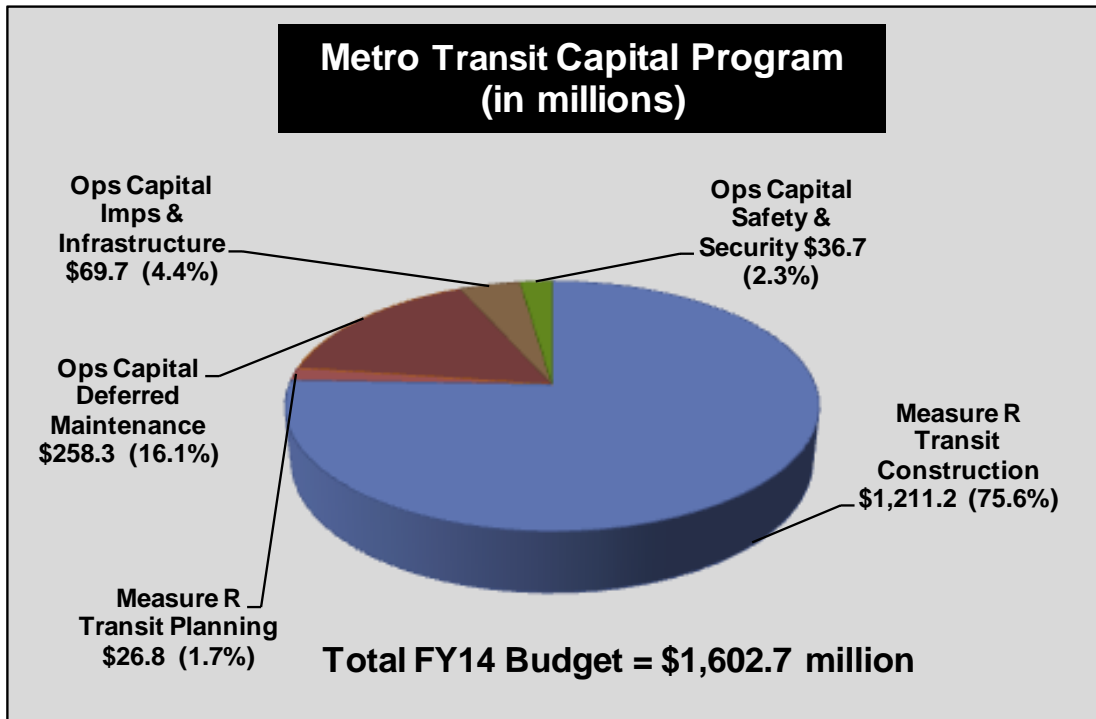
## TRANSIT CAPITAL PROGRAM

The Transit Capital Program is a portfolio of projects and programs designed to maintain, enhance and improve the Metro transit system.

Projects are categorized under two asset categories: the Measure R Transit Program and the Operations Capital Maintenance (OCM) Program. The Measure R Transit program starts as a Planning Project and is transitioned into a Construction Project delivered by Metro's Transit Project Delivery group. The OCM program is initiated and delivered by a variety of department groups reported under three major components:

- 1) Safety & Security;
- 2) Deferred Maintenance / State of Good Repair and;
- 3) Capital Infrastructure Improvements.

See Appendix II for a detailed listing of Capital Projects.



## TRANSIT CAPITAL PROJECTS BY PROGRAM

Capital Transit Project Category (\$ in thousands)	Forecasted Expenditures thru FY13	FY14 Adopted	Life of Project (LOP)	Notes
Crenshaw/LAX Light Rail Transit	\$ 227,091	\$ 263,753	\$ 1,762,900	
Gold Line Foothill Extension	428,133	167,989	741,000	
Orange Line Extension	141,949	1,602	215,600	
Purple Line Subway Extension	237,617	185,436	311,025	1
Regional Connector	148,268	131,386	-	1
Expo Blvd Light Rail Transit Phase I	878,851	59,900	930,625	
Expo Blvd Light Rail Transit Phase II	668,887	401,124	1,527,260	
<b>Measure R Transit Construction Projects</b>	<b>\$ 2,730,795</b>	<b>\$ 1,211,190</b>	<b>\$ 5,488,410</b>	
Airport Metro Connector	\$ 5,996	\$ 2,790	\$ 8,786	2
Eastside Extension Phase II	20,344	2,976	23,320	2
Eastside Light Rail Access	7,785	5,524	13,308	2
Green Line Ext: Redondo to South Bay	7,458	5,144	12,602	2
San Fernando Valley East N/S Rapidways	6,563	3,135	9,698	2
Sepulveda Pass Transit Corridor	3,745	4,681	8,427	2
West Santa Ana Branch Corridor	899	2,526	3,425	2
<b>Measure R Transit Planning Projects</b>	<b>\$ 52,789</b>	<b>\$ 26,776</b>	<b>\$ 79,566</b>	
<b>Subtotal Measure R Transit Capital Program</b>	<b>\$ 2,783,585</b>	<b>\$ 1,237,966</b>	<b>\$ 5,567,976</b>	<b>3</b>
Blue Line Safety	\$ 62,146	\$ 20,028	\$ 166,900	
Green Line Safety	1,069	2,483	11,400	
Red Line Safety	452	2,175	6,380	
Bus Safety	1,665	533	3,700	
Systemwide Security	13,006	11,512	58,126	
<b>Safety &amp; Security</b>	<b>\$ 78,338</b>	<b>\$ 36,731</b>	<b>\$ 246,506</b>	
Bus	\$ 218,855	\$ 168,016	\$ 781,034	
Blue Line	135,451	14,209	391,873	
Green Line	706	882	1,942	
Red Line	69,520	26,177	358,033	
Gold Line	1,304	1,163	11,297	
Infrastructure	17,459	10,044	80,029	
Systemwide	32,594	37,834	132,285	
<b>Deferred Maintenance</b>	<b>\$ 475,889</b>	<b>\$ 258,326</b>	<b>\$ 1,756,493</b>	
Bus	\$ 58,532	\$ 40,384	\$ 156,814	
ExpressLanes Tollways & Facilities	182,377	6,781	196,796	
Blue Line	-	253	8,000	
Green Line	-	268	10,900	
Red/Purple Line	29,784	7,012	53,906	
Gold Line Capital Improvements & Closeouts	899,947	4,352	968,044	
Support Infrastructure	4,324	7,773	68,192	
Systemwide Capital	110,885	2,907	141,490	
<b>Capital Improvements Infrastructure</b>	<b>\$ 1,285,849</b>	<b>\$ 69,729</b>	<b>\$ 1,604,141</b>	
<b>Subtotal Operating Capital Program</b>	<b>\$ 1,840,076</b>	<b>\$ 364,786</b>	<b>\$ 3,607,140</b>	
<b>Total Transit Capital Program</b>	<b>\$ 4,623,661</b>	<b>\$ 1,602,752</b>	<b>\$ 9,175,116</b>	

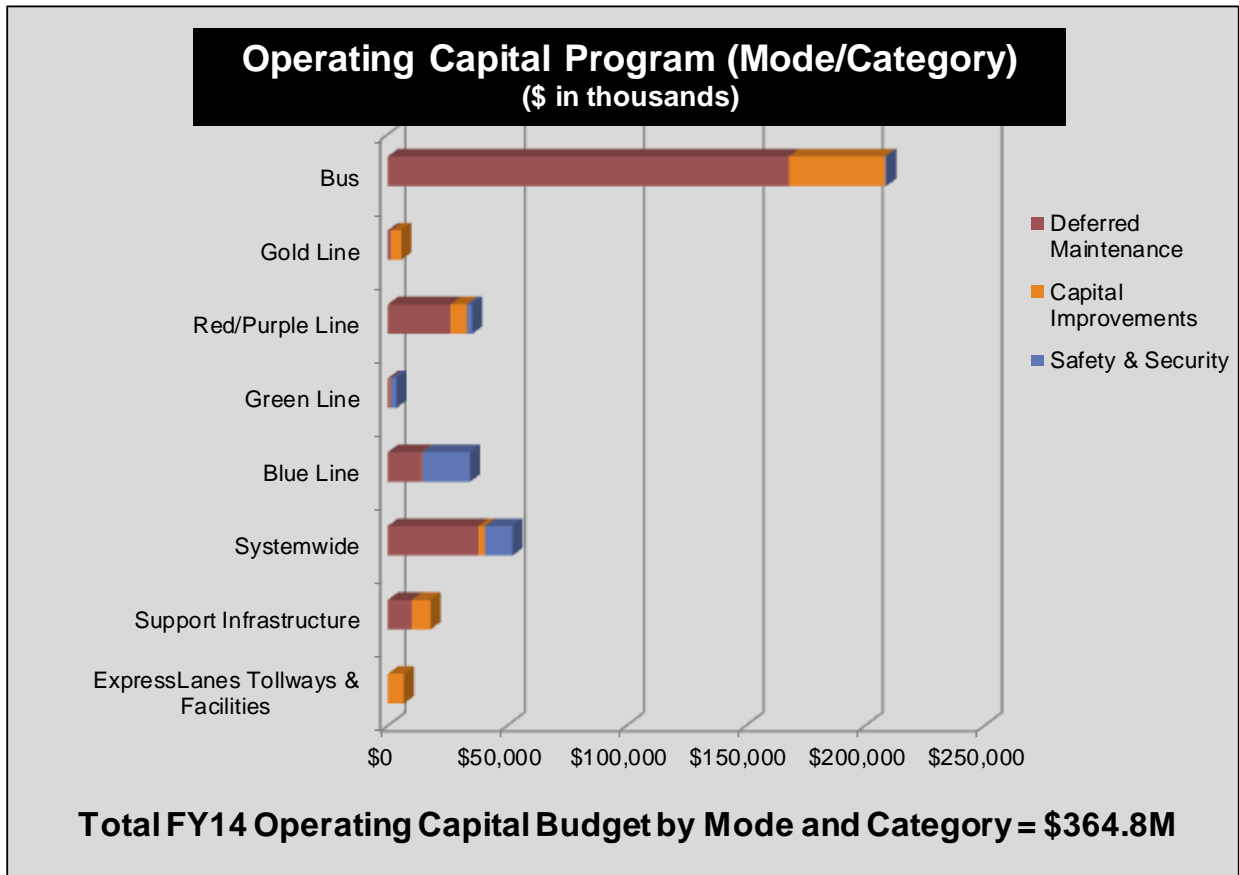
Note: Totals may not add due to rounding.

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

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

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

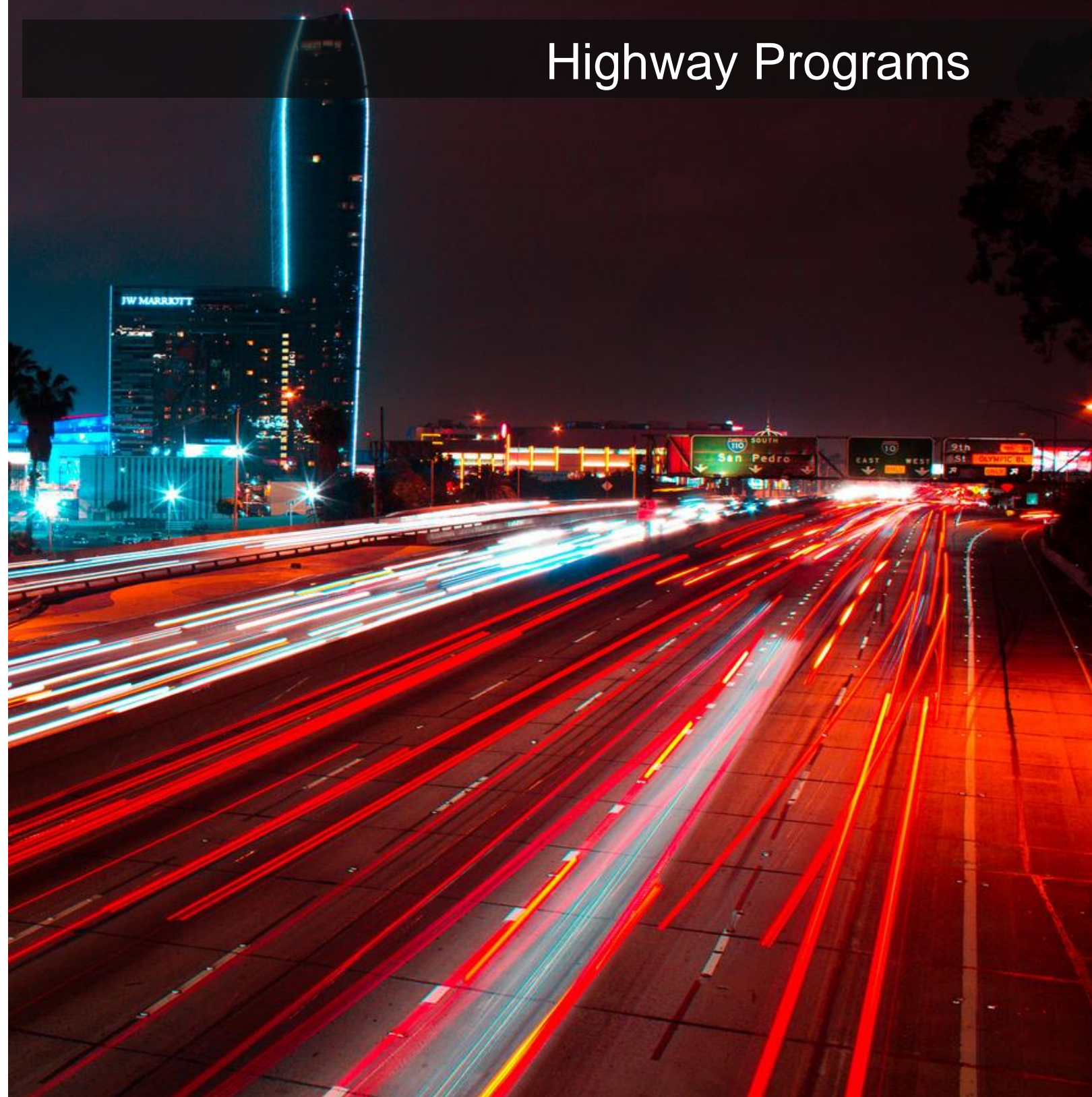
## TRANSIT CAPITAL PROGRAM BY MODE



Operating Capital Program By Mode (\$ in thousands)	Safety & Security	Deferred Maintenance	Capital Improvements	Mode Total
Bus	\$ 533	\$ 168,016	\$ 40,384	\$ 208,932
Blue Line	20,028	14,209	253	34,490
Green Line	2,483	882	268	3,633
Red/Purple Line	2,175	26,177	7,012	35,364
Gold Line	-	1,163	4,352	5,516
ExpressLanes Tollways & Facilities	-	-	6,781	6,781
Support Infrastructure	-	10,044	7,773	17,817
Systemwide	11,512	37,834	2,907	52,253
<b>Operating Capital Total</b>	<b>\$ 36,731</b>	<b>\$ 258,326</b>	<b>\$ 69,729</b>	<b>\$ 364,786</b>

Note: Totals may not add due to rounding.

# Highway Programs



## HIGHWAY PROGRAMS

For FY14, the budget provides \$445.6 million for engineering, design, construction and funding of various highway projects of countywide significance. Program activities include direct construction, funding and coordination with local agencies or partnering with public enterprises, all of which are aimed to deliver highway projects in an efficient and cost-effective manner.

Highway Programs (\$ in millions)	FY14 Adopted		
	Proposition C	Measure R	Total
<b>LACMTA Construction:</b>			
I-405 Sepulveda Pass Improvements	\$ 182.2	\$ -	\$ 182.2
Soundwalls	-	20.9	20.9
<b>LACMTA Construction</b>	<b>\$ 182.2</b>	<b>\$ 20.9</b>	<b>\$ 203.1</b>
<b>Funding Programs with Other Agencies:</b>			
I-5 HOV from SR-134 to SR-170; SR-170 to SR-118	\$ 5.9	\$ -	\$ 5.9
I-5 Carmenita Road Interchange	100.0	-	100.0
I-5 /SR-14 HOV Direct Connector	-	1.8	1.8
I-405, I-110, I-105, SR-91 Ramp & Interchanges	-	2.5	2.5
I-710 Corridor	1.2	29.1	30.3
SR-138 Capacity Enhancements	-	1.5	1.5
High Desert Corridor	-	6.6	6.6
I-605 Corridor "HOT SPOT"	-	10.9	10.9
Arroyo-Verdugo Operational Improvements	-	4.5	4.5
Las Virgenes-Malibu Operational Improvements	-	10.4	10.4
SR-710 North Gap Closure	-	18.3	18.3
Phase II ACE Grade Separation	-	32.1	32.1
<b>Funding Programs with Other Agencies</b>	<b>\$ 107.1</b>	<b>\$ 117.6</b>	<b>\$ 224.7</b>
<b>Accelerated Regional Transportation Improvement</b>	<b>\$ 6.4</b>	<b>\$ -</b>	<b>\$ 6.4</b>
<b>Total Highway Construction</b>	<b>\$ 295.7</b>	<b>\$ 138.5</b>	<b>\$ 434.2</b>
Management and Administration	11.4	-	11.4
<b>Highway Programs Total</b>	<b>\$ 307.1</b>	<b>\$ 138.5</b>	<b>\$ 445.6</b>

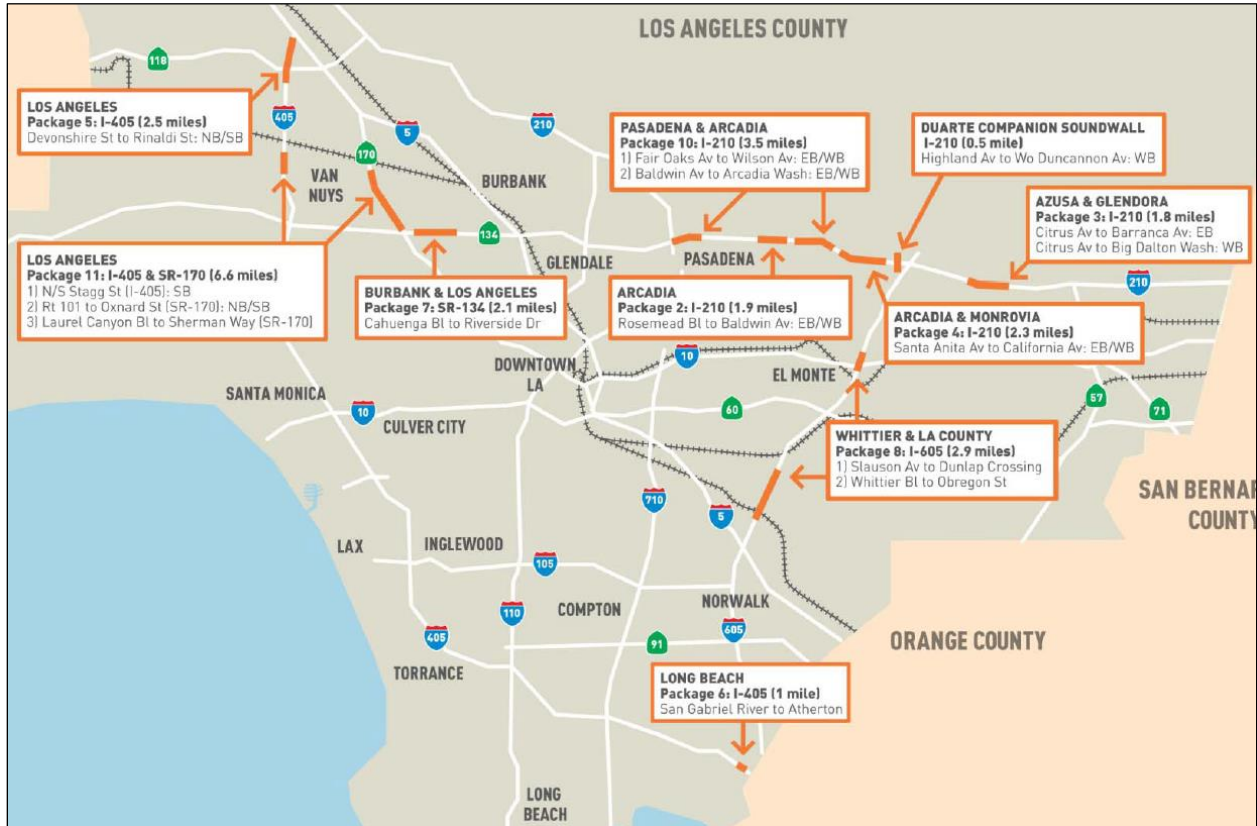
## LACMTA Construction: I-405 Sepulveda Pass Improvement

- ▶ Add a 10-mile HOV lane on the northbound I-405 between the I-10 and US-101 Freeways
- ▶ Remove and replace the Skirball Center Dr., Sunset Blvd. and Mulholland Dr. bridges
- ▶ Realign 27 on and off-ramps
- ▶ Widen 13 existing underpasses and structures
- ▶ Construct approximately 18 miles of retaining wall and sound wall



## LACMTA Construction: Countywide Soundwall Projects

As traffic volume, the number of trucks, and the resulting noise from traffic increases, there is a growing demand for construction of soundwalls along the freeways of Los Angeles County. LACMTA and Caltrans share responsibility for the delivery of soundwalls. LACMTA is responsible for seeking and securing funding from local, state and federal revenues for the construction of soundwall projects. LACMTA also maintains the Post 1989 Retrofit Soundwall List, which prioritizes soundwall projects based on evaluations carried out by Caltrans. Soundwall demand vastly outpaces available funding – over \$2 billion is needed to design and construct the soundwall projects on the Post 1989 Retrofit Soundwall List.



PKG #	Description	FY14 Budget (000's)
5	I-405 Devonshire St to Rinaldi St (2.5 miles NB/SB)	\$ 2,540
6	I-405 San Gabriel River to Atherton (1 mile)	1,887
7	SR-134 Cahuenga Blvd to Riverside Drive (2.1 miles)	5,634
8	I-605 Slauson Avenue to Dunlap Crossing; Whittier Blvd to Obregon Street (2.9 miles)	10,282
10	I-210 Fair Oaks Ave to Wilson Ave EB/WB; Baldwin Ave to Arcadia Wash EB/WB	21
11	I-405 & SR-170 N/S Stagg St (I-405 SB); Rt 101 To Oxnard ST (SR-170 NB/SB); Laurel Canyon Blvd to Sherman Wasy (SR-170) (6.6 miles)	500
<b>Total</b>		<b>\$ 20,864</b>

Note: Packages 1 through 4 have been completed.

## Highway Funding Programs with Other Agencies



<b>A</b>	I-5 HOV from SR-134 to SR-170	<b>H</b>	SR-138 Capacity Enhancements
<b>B</b>	I-5 Widening and HOV	<b>I</b>	High Desert Corridor Project
<b>C</b>	I-5/Carmenita Road Interchange	<b>J</b>	I-605 Corridor "Hot Spot" Interchanges (Study Area)
<b>D</b>	I-5/SR-14 HOV Direct Connector	<b>K</b>	Arroyo Verdugo Operational Improvements
<b>E</b>	I-405, I-110, I-105 and SR-91 Ramp and Interchange Operational Improvements	<b>L</b>	Las Virgenes–Malibu Operational Improvements
<b>F</b>	I-5 HOV Lanes from SR-14 to Parker Road and Truck Lanes from SR-14 to Kern County Line	<b>M</b>	SR-710 Gap Closure Project (Initial Study Area)
<b>G</b>	I-710 Corridor Project EIS/EIR	<b>N</b>	BNSF Grade Separations
		<b>O</b>	Alameda Corridor East Grade Separations Phase II

Note: Detail of each highway section listed above is contained on pages 85-88.



## Public Private Partnership: Accelerated Regional Transportation Improvements (ARTI)





# Subsidies



## SUBSIDIES



LACMTA is the Transportation Planning Agency for Los Angeles County. In this capacity, LACMTA plans, programs and administers various local, state and federal funds for the operating and capital needs of the county's transit systems and various transportation improvement programs. In addition, LACMTA supplements reduced fares for the elderly and disabled with additional subsidy programs designed to help the less privileged residents of LA County.

Subsidy by Category (\$ in millions)	FY13 Budget	FY14 Adopted	\$ Change	% Change
<b>Regional Transit:</b>				
<i>Provides funding to municipal and local operators, Access Services and Metrolink according to state laws, ordinances and board-adopted programs.</i>	\$ 422.4	\$ 479.1	\$ 56.7	13.4%
<b>Local Agencies:</b>				
<ul style="list-style-type: none"> <li>• <i>Proposition A, Proposition C and Measure R Local Returns and Transportation Development Act Articles 3 and 8 are allocated to the cities and Los Angeles County governments as provided by state laws and local ordinances.</i></li> <li>• <i>Call for Projects. LACMTA allocates federal, state and local funds for all modes of surface transportation through a competitive process. Capital transportation funds are awarded to projects with most significant impact to the region.</i></li> <li>• <i>Transit Oriented Development is a board-adopted program to spur the adoption of local land use regulations to create a better transit-friendly environment.</i></li> </ul>	477.2	531.3	54.1	11.3%
<b>Wilshire Bus Rapid Transit Project:</b>				
<i>Bus lane only of approximately 12.5 miles along Wilshire Boulevard from Valencia Street to the Santa Monica City Line at Centinela Avenue is being constructed to shorten travel time.</i>	21.2	31.0	9.8	46.2%
<b>Fare Assistance:</b>				
<i>Provides transit or taxi subsidies, tokens, coupons to the elderly and disabled through the Immediate Needs Transportation Program (INTP), Support for Homeless on Re-Entry (SHORE) and Rider Relief Transportation Program (RRTP).</i>	10.5	10.5	-	0.0%
<b>Federal Pass Throughs:</b>				
<i>LACMTA facilitates grant applications by local governments and service agencies to obtain federal funds for various transportation projects, (i.e. JARC, New Freedom, Bus Capital, Elderly and disabled.)</i>	9.8	17.2	7.4	75.5%
<b>Total</b>	<b>\$ 941.1</b>	<b>\$ 1,069.1</b>	<b>\$ 128.0</b>	<b>13.6%</b>

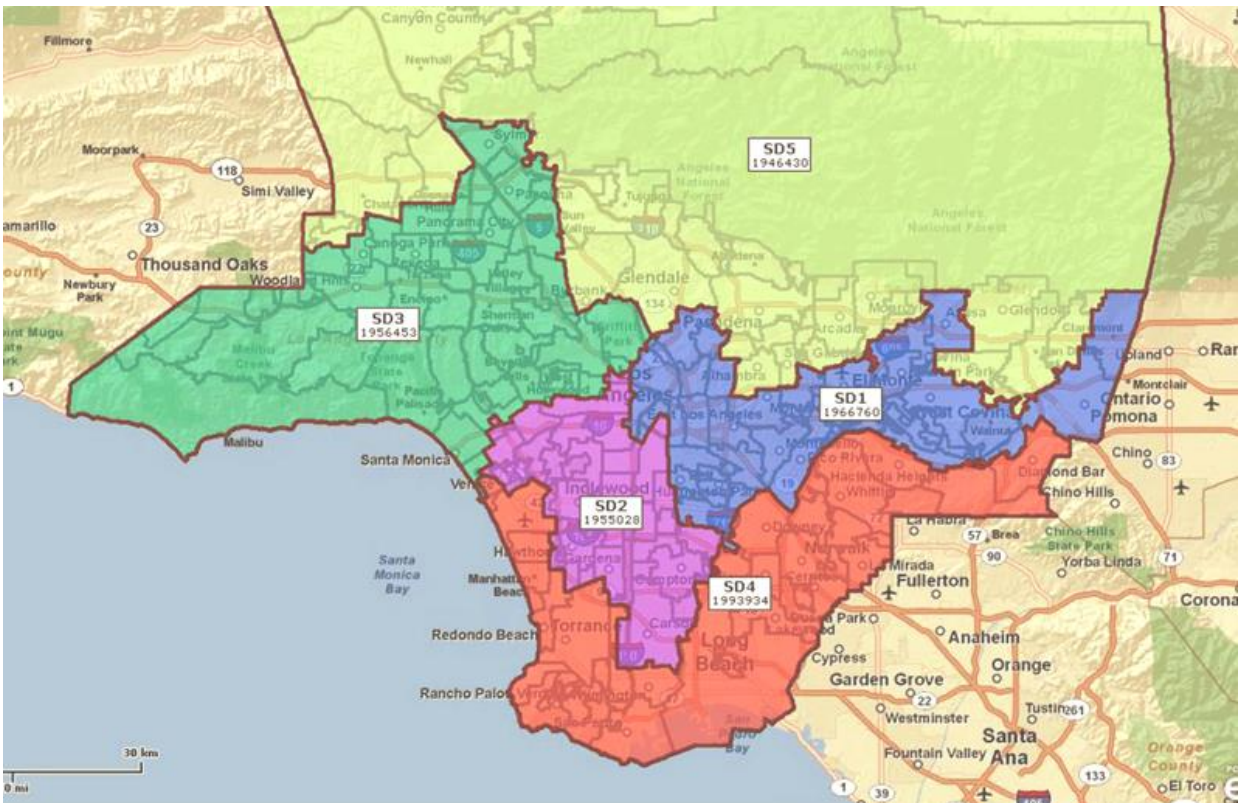
## Regional Transit Subsidies

Funding Provided by LACMTA to Los Angeles County Transit Operators Other Than Metro						
Operators	Service Type	Service Area (Sq Miles)	Service Area Population	FY12 Boardings (millions)	FY14 Adopted (\$millions)	
 Antelope Valley Transit Authority www.avta.com	MB, DR	1,200	349,050	3.2	\$ 8.6	
 Arcadia Transit www.ci.arcadia.ca.us	DR	11	56,153	0.0	0.7	
 Commerce Municipal Buslines ci.commerce.ca.us	MB, DR	10	13,033	0.7	1.4	
 Culver City Municipal Bus Lines www.culvercity.org	MB, DR	26	298,478	5.3	12.9	
 Foothill Transit www.foothilltransit.org	MB	327	1,515,836	13.8	63.4	
 Gardena Transportation Department www.ci.gardena.ca.us	MB, DR	40	287,466	3.8	13.5	
 La Mirada Transit www.cityoflamirada.org	DR	8	51,754	0.1	0.3	
 Long Beach Transit www.lbtransit.com	MB, DR	98	800,000	28.2	58.3	
 Los Angeles Department of Transportation www.ladottransit.com	MB, DR	465	8,626,600	22.1	37.5	
 Montebello Bus Lines www.cityofmontebello.com	MB, DR	39	285,212	24.2	21.3	
 Norwalk Transit System www.ci.norwalk.ca.us	MB, DR	37	218,955	2.1	7.5	
 Redondo Beach - Beach Cities Transit www.redondo.org	MB, DR	13	63,261	0.4	1.7	
 Santa Clarita Transit www.santa-clarita.com	MB, DR	48	151,088	3.6	10.0	
 Santa Monica's Big Blue Bus www.bigbluebus.com	MB	51	458,506	21.3	58.7	
 Torrance Transit System www.torrnet.com/92.htm	MB, DR	103	606,847	4.1	16.8	
 Southern California Regional Rail Authority www.metrolinktrains.com	Commuter Rail	2,291	8,341,002	11.3	79.0	
 Access Services www.asila.org	Para-transit	1,621	11,638,106	2.8	66.8	
Various Local Operators www.metro.net	MB, DR	543	3,560,007	1.1	20.7	
<b>Totals</b>				<b>148.1</b>	<b>\$ 479.1</b>	

Service Type: MB=Motor Bus; DR=Demand Response

## Subsidies to Local Agencies

(\$ in Millions)	Supervisory District (SD)					
	SD 1	SD 2	SD 3	SD 4	SD 5	Total
<b>Allocated by Population</b>						
Proposition A Local Return	\$ 33.6	\$ 33.8	\$ 33.6	\$ 33.6	\$ 33.6	\$ 168.2
Proposition C Local Return	27.9	28.0	27.9	27.9	27.9	139.6
Measure R Local Return	20.9	21.0	20.9	20.9	20.9	104.6
TDA Article 3 Pedestrian & Bike	1.9	2.0	1.8	1.8	1.9	9.4
TDA Article 8 Street & Hwys				0.2	23.4	23.6
<i>Sub-Total</i>	<b>84.3</b>	<b>84.8</b>	<b>84.2</b>	<b>84.4</b>	<b>107.7</b>	<b>445.4</b>
<b>Call for Projects</b>						
Regional Surface Transportation Improvements	13.0	3.6	1.7	7.5	36.7	62.5
Local Traffic Systems	1.2	0.8	1.2	5.1	3.8	12.1
Other	1.5	1.0	0.7	0.4	1.2	4.9
<i>Sub-Total</i>	<b>15.8</b>	<b>5.4</b>	<b>3.6</b>	<b>13.0</b>	<b>41.7</b>	<b>79.5</b>
<b>Transit Oriented Development</b>	<b>1.1</b>	<b>1.6</b>	<b>1.1</b>	<b>1.1</b>	<b>1.5</b>	<b>6.4</b>
<b>Total Allocations</b>	<b>\$ 101.2</b>	<b>\$ 91.8</b>	<b>\$ 88.9</b>	<b>\$ 98.5</b>	<b>\$ 150.9</b>	<b>\$ 531.3</b>
<b>Estimated Population in millions (FY12 Data)</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>2.0</b>	<b>10.0</b>



## Use of Local Return Funds

	Proposition A	Proposition C	Measure R
<b>Public Transit</b>			
<b>Operations</b> - Fixed route transit, public/special service paratransit, fare subsidy, subsidized taxi service, shuttle service, on-board transit security	✓	✓	✓
<b>Capital</b> - Vehicle and equipment purchase/modification, bus stop and station improvement/maintenance, transportation enhancements, transit station security	✓	✓	✓
<b>Streets &amp; Roads</b>			
Street repair and maintenance, capacity enhancements, bike/bus lanes, safety and ADA improvements		✓	✓
<b>Traffic Control Measures</b>			
Vanpool/ridesharing programs and promotion, synchronized signalization, traffic signal bus priority, traffic signal improvements, intelligent transportation system	✓	✓	✓
<b>Existing Rail</b>			
Metro Red, Blue and Green Line Capital, rail transit enhancements	✓	✓	
<b>New Rail</b>			
Crenshaw/LAX corridor, Regional Connector		✓	✓
<b>Bikeways and Pedestrian Improvements</b>			
Bike and pedestrian facilities, signage, construction and maintenance, crossings, information and safety programs		✓	✓
<b>Transportation Marketing</b>			
Transportation Information amenities, kiosks, promotions and events, transit marketing	✓	✓	✓
<b>Planning, Engineering and/or CMP</b>			
Start-up cost, dues, advocacy for Local Return eligible projects, TDM-related activities required by CMP		✓	✓

## Wilshire Bus Rapid Transit Project



The Wilshire Bus Rapid Transit (BRT) Project is intended to further improve bus passenger travel times, service reliability, ridership of the existing Wilshire BRT system, and encourage a shift from automobile use to public transit. When implemented, bus passenger travel times are expected to improve by an average of 24%. The project spans approximately 12.5 miles along Wilshire Blvd. from Valencia St on the east (slightly west of

the I-110 Freeway) to the Santa Monica city line at Centinela Ave. The bus lanes would operate during the hours of 7 am to 9 am and 4 pm to 7 pm, Monday through Friday only.

## Fare Assistance

### Immediate Needs Transportation Program (INTP)

Program provides transit or taxi subsidies for Los Angeles County residents with a transportation need and limited resources to meet that need. The type of subsidy is based on the individual's needs, the urgency and their level of disability, including life threatening circumstances. Trips to shelters, food pantries, medical facilities and job interviews qualify for subsidies.

### Support for Homeless on Re-Entry (SHORE)

The Support for Homeless Re-Entry (SHORE) program provides Metro bus tokens to homeless clients in the vicinity of the downtown Los Angeles. Shelter Partnership Inc. manages the program and administers the distribution and monitoring of tokens to eligible provider agencies.

### Rider Relief Transportation Program (RRTP)

The Rider Relief Transportation Program (RRTP) provides fare subsidy coupons to eligible Metro and participating operators' bus riders. Eligibility is based on income and the coupon value is based on specific rider categories. This service is available throughout Los Angeles County via a range of not-for-profit and government agencies that distribute subsidy coupons to the neediest segment of the population.

# Congestion Management Programs





## CONGESTION MANAGEMENT PROGRAMS

In addition to providing transit services and improving the highway network in Los Angeles County, the LACMTA administers and sponsors several programs designed to facilitate the reduction of traffic congestion, increase safety, and improve of air quality throughout Los Angeles County. These measures contribute to a more efficient transportation system that benefits commuters of Los Angeles County.

Most of these programs are designed to tackle the ever-present issue of traffic congestion in Los Angeles, whether by repairing broken down vehicles or clearing traffic accidents, by promoting ride sharing and carpooling or by providing toll-based alternatives to waiting in traffic. Metro also sponsors the Regional Integration of Intelligent Transportation Systems (RIITS), a real-time traffic data monitoring network used by emergency services, transit agencies and third-party users throughout Southern California.

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

<b>Congestion Management Programs (in millions)</b>	<b>FY14 Adopted</b>	
Freeway Service Patrol	\$	31.0
ExpressLanes		15.2
Kenneth Hahn Call Box Program		11.8
Regional Integration of Intelligent Transportation Systems (RIITS)		3.6
Vanpool Program		10.6
<b>Total</b>	<b>\$</b>	<b>72.1</b>

## Freeway Service Patrol



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

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

### Statistics & Information

- Freeway Service Patrol consists of a fleet of 152 tow trucks operating on over 450 miles of freeways throughout Los Angeles County. It is the largest program of its kind.
- Operates 7 days a week, mostly during daylight hours.
- FSP services can be called by dialing #399 from a mobile phone, or from a freeway callbox.
- Funded by state highway funds and Proposition C, which funds transportation improvements and aims to reduce traffic congestion.
- Jointly managed by Metro, California Highway Patrol and Caltrans.
- FSP has assisted over 4 million motorists since its inception in 1991.

## ExpressLanes



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

ExpressLanes introduces congestion pricing. By converting High Occupancy Vehicle lanes (HOV/Carpool lanes) to High Occupancy Toll (HOT) lanes, the program provides a faster transportation option to motorists. Tolls on the ExpressLanes are calculated based on the level of traffic congestion and trip length in the ExpressLanes. Tolls are higher when there is more traffic in the lanes, and vice-versa.

### Statistics & Information

- Metro ExpressLanes program is primarily funded by a \$210 million congestion reduction demonstration grant from the US Department of Transportation.
- The program is overseen by Metro and Caltrans as well as other mobility partners.

## Kenneth Hahn Call Box Program



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

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

## Regional Integration of Intelligent Transportation Systems (RIITS)



The Regional Integration of Intelligent Transportation Systems (RIITS) network is a Metro-sponsored multimodal planning and operations tool for public agencies in the five counties of Southern California.

RIITS can be used to view real-time freeway and major arterial traffic congestion data, freeway cameras, travel time estimates, and to assess current conditions of the transportation system in Southern California.

## Vanpool Program



Metro administers its Vanpool program to provide commuters with an alternative means of transportation besides driving alone to work. Similar to a carpool, but bigger, a vanpool is a group of 5 to 15 people who travel to work together in a van. Commuters using vanpools save money due to the high cost of driving alone. Commuters can create vanpool groups or join existing groups with valid leasing agency agreements. Metro provides up to a \$400 monthly lease subsidy to eligible vanpool groups. By reducing the number of automobiles on the road, the vanpool program helps reduce traffic congestion, improve air quality, and provide more transportation options to commuters.



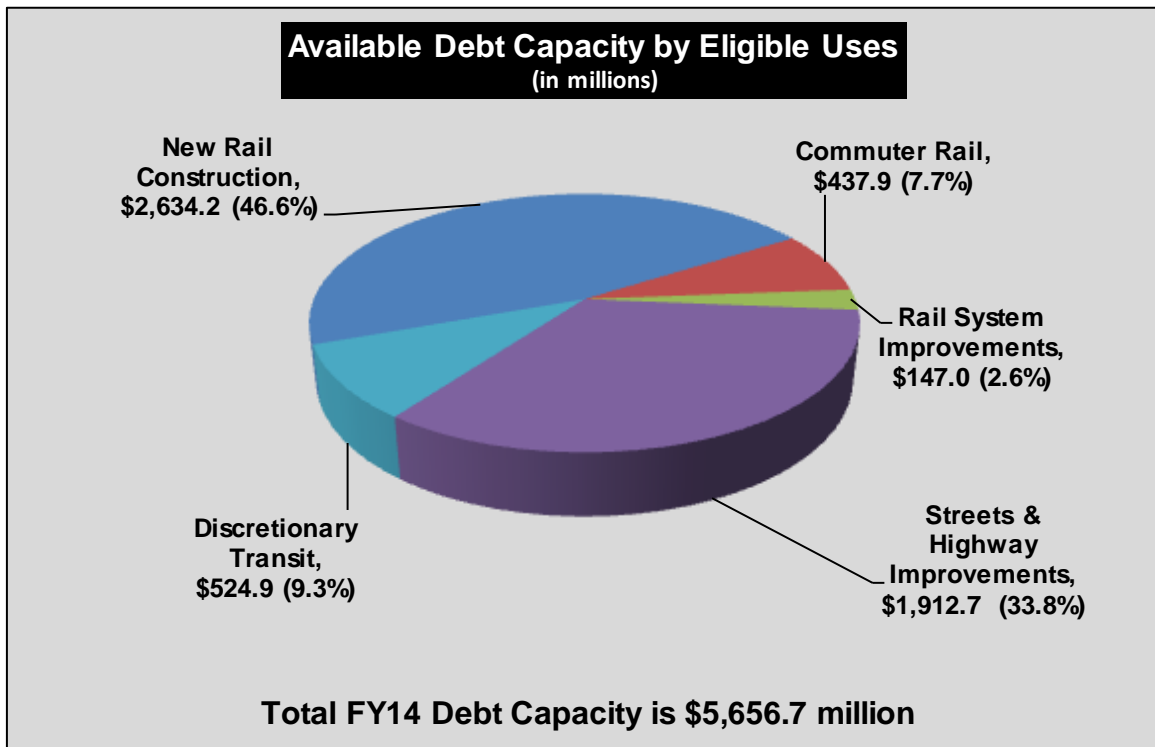
Debt

## DEBT

For any given fiscal year, in order to supplement available incoming sales tax revenue to meet capital demands, Metro employs a combination of short-term and long-term debt financing to be repaid with future sales tax revenues. Metro's superior credit rating translates into low cost borrowing and an efficient way of advancing funds to projects in need.

The graph below shows Metro's available debt capacity presented by eligible use as of the end of FY14. Eligible use is determined by the dictates of each individual contributing tax ordinance.

This graph represents a "snapshot" in time. All available debt capacity has already been forecast and applied in Metro's Long Range Transportation Plan. Issuance of new debt or refinancing of older high interest debt requires separate Metro Board action.



## Debt Policy: Maximum Permitted Debt Service

Tax Revenue Sources for Debt Servicing (\$ in millions)	FY13 Budget	FY14 Adopted	% of Allowable Revenue Used	Notes
<b>Proposition A:</b>				
Net A35% Sales Tax Revenue	\$ 224.4	\$ 235.6		
Annual A35% Debt Service	151.6	149.3	72.8%	
A35% Debt Policy Maximum Permitted Annual Debt Service	195.2	205.0		1
Maximum Additional A35% Bond Issuance allowed under Debt Policy	571.3	728.7		2
Net 95% of A40% Sales Tax Revenue	\$ 243.5	\$ 255.7		
Annual 95% of A40% Debt Service	2.3	2.3	100.0%	
95% of A40% Debt Policy Maximum Permitted Annual Debt Service	2.3	2.3		3
Max Additional 95% of A40% Bond Issuance allowed under Debt Policy	-	-		3
<b>Proposition C:</b>				
Net C10% Sales Tax Revenue	\$ 66.5	\$ 69.8		
Annual C10% Debt Service	10.9	11.2	40.1%	
10% Debt Policy Maximum Permitted Annual Debt Service	26.6	27.9		4
Maximum Additional C10% Bond Issuance allowed under Debt Policy	205.5	218.4		2
Net C25% Sales Tax Revenue	\$ 166.1	\$ 174.4		
Annual C25% Debt Service	36.2	35.7	34.1%	
C25% Debt Policy Maximum Permitted Annual Debt Service	99.7	104.6		5
Maximum Additional C25% Bond Issuance allowed under Debt Policy	830.6	902.2		2
Net C40% Sales Tax Revenue	\$ 265.8	\$ 279.1		
Annual C40% Debt Service	68.5	71.5	64.0%	
C40% Debt Policy Maximum Permitted Annual Debt Service	106.3	111.6		6
Maximum Additional C40% Bond Issuance allowed under Debt Policy	494.7	524.9		2
<b>Measure R:</b>				
Net R35% Sales Tax Revenue	\$ 232.6	\$ 244.2		
Annual R35% Debt Service	54.7	54.6	25.7%	
R35% Debt Policy Maximum Permitted Annual Debt Service	202.4	212.5		7
Maximum Additional R35% Bond Issuance allowed under Debt Policy	1,815.7	1,905.5		8
Net R20% Highway Sales Tax Revenue	\$ 132.9	\$ 139.5		
Annual R20% Debt Service	-	-	0.0%	
R20% Debt Policy Maximum Permitted Annual Debt Service	79.7	83.7		9
Maximum Additional R20% Bond Issuance allowed under Debt Policy	980.5	1,010.5		8
Net R2% Sales Tax Revenue	\$ 13.3	\$ 14.0		
Annual R2% Debt Service	-	-	0.0%	
R2% Debt Policy Maximum Permitted Annual Debt Service	11.6	12.2		10
Maximum Additional R2% Bond Issuance allowed under Debt Policy	142.3	147.0		8
Net R3% Sales Tax Revenue	\$ 19.9	\$ 20.9		
Annual R3% Debt Service	-	-	0.0%	
R3% Debt Policy Maximum Permitted Annual Debt Service	17.3	18.2		11
Maximum Additional R3% Bond Issuance allowed under Debt Policy	212.9	219.5		8
Total Debt Capacity	\$ 5,253.5	\$ 5,656.7		

**Notes**

- 1 - Debt policy limits annual debt service to 87% of PA35% tax revenue.
- 2 - Total amount of bonds that could be issued under Debt Policy limitations. Assumes 30 year amortization at 5.5%.
- 3 - No further debt issuance is permitted pursuant to the debt policy.
- 4 - Debt policy limits annual debt service to 40% of PC10%.
- 5 - Debt policy limits annual debt service to 60% of PC25%.
- 6 - Debt policy limits annual debt service to 40% of PC40%.
- 7 - Debt policy limits annual debt service to 87% of R35% tax revenue.
- 8 - Total amount of bonds that could be issued under the Debt Policy limitations.  
Assumes amortization of debt at 5.5% over remaining life of Measure R tax.
- 9 - Debt policy limits annual debt service to 60% of R20% tax revenue.
- 10 - Debt policy limits annual debt service to 87% of R2% tax revenue.
- 11 - Debt policy limits annual debt service to 87% of R3% tax revenue.

## CURRENT YEAR DEBT SERVICE ACTIVITIES

(\$ in thousands)	FY13 Budget			FY14 Adopted		
	Bus	Rail	Total	Bus	Rail	Total
<b>Funding Demand of Debt Service</b>						
Resources						
Proposition A 35 Rail Set Aside <sup>(1)</sup>	\$ 2,237.5	\$ 152,012.1	\$ 154,249.6	\$ 2,319.9	\$ 157,611.7	\$ 159,931.6
Proposition A 40 Discretionary	34.0	2,310.5	2,344.5	34.0	2,310.4	2,344.4
Proposition C 40 Discretionary	11,066.5	70,414.6	81,481.1	10,020.4	63,758.2	73,778.6
Proposition C 10 Commuter Rail	1,752.4	11,150.0	12,902.3	1,871.0	11,904.7	13,775.7
Proposition C 25 Street & Highways	4,911.2	31,249.2	36,160.4	4,844.1	30,822.4	35,666.5
Transportation Development Act Article 4	2,364.3	-	2,364.3	1,534.5	-	1,534.5
Measure R Transit Capital - New Rail 35%	-	43,632.9	43,632.9	-	43,835.9	43,835.9
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	-	-	-	-	-
Measure R Highway Capital 20%	-	-	-	-	-	-
Measure R BAB Federal Subsidy	-	11,112.8	11,112.8	-	11,112.8	11,112.8
Proposition A35 Rail Set Aside (CRA Debt)	-	2,179.5	2,179.5	-	2,183.0	2,183.0
<b>Total Funding Demand of Debt Service</b>	<b>22,365.8</b>	<b>324,061.5</b>	<b>346,427.3</b>	<b>20,623.8</b>	<b>323,539.1</b>	<b>344,162.9</b>
(Premium)/Discount Amortization <sup>(2)</sup>	15.2	(6,990.4)	(6,975.2)	(414.2)	(11,291.0)	(11,705.2)
<b>Total Debt Service Expense</b>	<b>22,381.0</b>	<b>317,071.1</b>	<b>339,452.1</b>	<b>20,209.6</b>	<b>312,248.0</b>	<b>332,457.7</b>
<b>Debt Service (Deficit) / Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

## LONG TERM ENTERPRISE FUND DEBT SERVICE OBLIGATIONS

(\$ in thousands)	Beginning FY13 Balance			Beginning FY14 Balance		
	Bus	Rail	Total	Bus	Rail	Total
<b>Outstanding Principal Balance</b>						
Proposition A	\$ 20,392.6	\$ 1,385,450.4	\$ 1,405,843.0	\$ 19,218.5	\$ 1,305,681.5	\$ 1,324,900.0
Proposition C	153,963.1	979,644.9	1,133,608.0	143,263.6	911,565.4	1,054,829.0
Measure R	-	717,210.0	717,210.0	-	701,935.0	701,935.0
Transportation Development Act Article 4	8,488.2	-	8,488.2	6,123.9	-	6,123.9
Proposition A35 Rail Set Aside (CRA Debt)	-	22,690.0	22,690.0	-	20,510.5	20,510.5
<b>Total Outstanding Principal Balance</b> <sup>(3)</sup>	<b>\$ 182,844.0</b>	<b>\$ 3,104,995.2</b>	<b>\$ 3,287,839.2</b>	<b>\$ 168,606.0</b>	<b>\$ 2,939,692.4</b>	<b>\$ 3,108,298.4</b>

## MEASURE R BOND PROCEEDS

(\$ in thousands)	FY11	FY12	FY13	FY14
<b>Bond Proceeds Beginning Balance</b> <sup>(4)</sup>	<b>\$ 750,404.4</b>	<b>\$ 623,017.9</b>	<b>\$ 341,811.4</b>	<b>\$ 60,725.9</b>
<b>Proceeds to Fund Measure R Projects</b>				
Eastern Maintenance Facility <sup>(5)</sup>	-	77,982.7	20,396.0	-
Crenshaw/LAX Transit Corridor	-	16,310.3	8,610.8	-
System Project	-	-	18,405.5	56,553.8
Gold Line Foothill Extension	-	100,880.2	73,676.5	-
Expo Blvd LRT Construction Phase II - Metro	64,001.2	15,120.0	19,803.9	4,172.2
Expo Blvd LRT Construction Phase II - Expo <sup>(5)</sup>	63,385.4	70,913.3	140,192.7	-
<b>Total Proceeds to Fund Measure R Projects</b>	<b>127,386.6</b>	<b>281,206.5</b>	<b>281,085.5</b>	<b>60,725.9</b>
<b>Bond Proceeds Ending Balance</b> <sup>(4)</sup>	<b>\$ 623,017.9</b>	<b>\$ 341,811.4</b>	<b>\$ 60,725.9</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

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

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

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

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

(5) Metro is planning to issue additional Measure R Transit Capital - New Rail 35% Bond of \$244.3 million for Expo Phase II and Measure R Transit Capital - Metro Rail 2% Bond of \$36 million for Eastern Maintenance Facility in FY14.

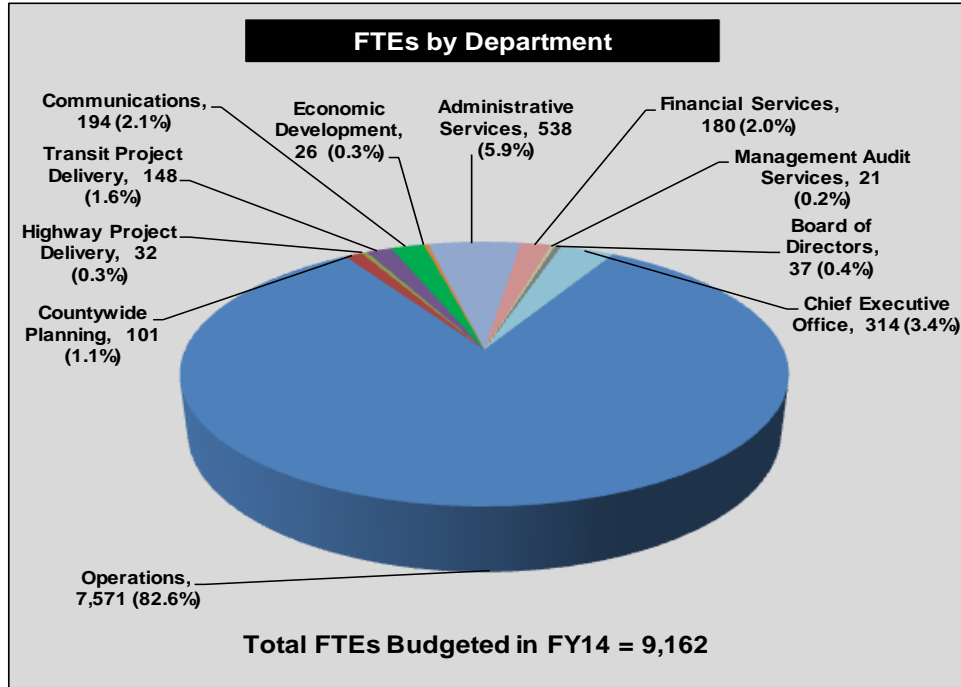
A group of approximately ten people are gathered under a large white tent, participating in a ribbon-cutting ceremony. They are holding a thick orange ribbon, and one man in the center is using large scissors to cut it. The group is diverse in age and attire, with some wearing high-visibility safety vests. The scene is outdoors on a sunny day, with shadows cast on the ground.

# Full Time Equivalent Employees



## FULL TIME EQUIVALENT EMPLOYEES (FTEs)

Metro organizes the labor reporting structure based on functional and the skill set requirements into eleven Managing Departments. The FY14 adopted budget includes 9,162 FTEs: 7,882 are represented by five unions, based on the scope of work and the job functions stipulated in the union contracts and 1,280 are Non-Contract (NC) employees for administrative, professional and management positions. Ninety eight percent (98%) of the represented FTEs work directly in delivering and maintaining the transit system.



FTEs by Department	FY13 Budget	FY14 Adopted	Change from FY13
Operations	7,490	7,571	81
Countywide Planning	101	101	-
Highway Project Delivery	29	32	3
Transit Project Delivery	128	148	20
Communications	188	194	6
Economic Development	24	26	2
Administrative Services	535	538	3
Financial Services	180	180	-
Management Audit Services	21	21	-
Board of Directors	37	37	-
Chief Executive Office	304	314	10
<b>Total FTEs</b>	<b>9,037</b>	<b>9,162</b>	<b>125</b>
<b>Sub-Total Agencywide Non-Contract</b>	<b>1,242</b>	<b>1,280</b>	<b>38</b>
<b>Sub-Total Agencywide Union</b>	<b>7,795</b>	<b>7,882</b>	<b>87</b>
<b>Total FTEs</b>	<b>9,037</b>	<b>9,162</b>	<b>125</b>

## FTEs BY DEPARTMENT

FTEs by Department Detail	FY13 Budget	FY14 Adopted	Change from FY13
<u>Operations</u>			
Transportation	4,057	4,122	65
Maintenance	2,072	2,090	18
Rail Fleet Services	394	394	-
Rail Maintenance of Way & Engineering	278	277	(1)
Service Development	128	127	(1)
Rail Project Development	536	536	-
Transit Capital Projects	25	25	-
<b>Total Operations</b>	<b>7,490</b>	<b>7,571</b>	<b>81</b>
Non-Contract	269	269	-
Union	7,221	7,302	81
<b>Total Operations by Representation</b>	<b>7,490</b>	<b>7,571</b>	<b>81</b>
<u>Countywide Planning</u>			
Executive Office Regional Transportation Planning	3	2	(1)
Long Range Planning & Coordination	21	21	-
Transp. Dev. & Implm. (Central/East/SE Region)	18	18	-
Transp. Dev. & Implm. (North/West/SW Region)	20	20	-
Regional Capital Development	14	14	-
Strategic Financial Planning & Programming	15	15	-
Strategic Initiatives Department	10	11	1
<b>Total Countywide Planning</b>	<b>101</b>	<b>101</b>	<b>-</b>
Non-Contract	101	101	-
Union	-	-	-
<b>Total Countywide Planning by Representation</b>	<b>101</b>	<b>101</b>	<b>-</b>
<u>Highway Project Delivery</u>			
Executive Office, Highway Project Delivery	21	23	2
Motorist Services	8	9	1
<b>Total Highway Project Delivery</b>	<b>29</b>	<b>32</b>	<b>3</b>
Non-Contract	29	32	3
Union	-	-	-
<b>Total Highway Project Delivery by Representation</b>	<b>29</b>	<b>32</b>	<b>3</b>
<u>Transit Project Delivery</u>			
Executive Office, Transit Project Delivery	30	34	4
Construction	36	40	4
Engineering	50	60	10
Quality Management	12	14	2
<b>Total Transit Project Delivery</b>	<b>128</b>	<b>148</b>	<b>20</b>
Non-Contract	127	147	20
Union	1	1	-
<b>Total Transit Project Delivery by Representation</b>	<b>128</b>	<b>148</b>	<b>20</b>
<u>Communications</u>			
Executive Office, Communications	8	8	-
Customer Communications	30	30	-
Customer Relations	100	102	2
Public Relations	7	7	-
Creative Services	16	16	-
Customer Programs & Services	27	31	4
<b>Total Communications</b>	<b>188</b>	<b>194</b>	<b>6</b>
Non-Contract	61	61	-
Union	127	133	6
<b>Total Communications by Representation</b>	<b>188</b>	<b>194</b>	<b>6</b>
<u>Economic Development</u>			
New Business Development	7	8	1
Real Estate Administration	17	18	1
<b>Total Economic Development</b>	<b>24</b>	<b>26</b>	<b>2</b>
Non-Contract	24	26	2
Union	-	-	-
<b>Total Economic Development by Representation</b>	<b>24</b>	<b>26</b>	<b>2</b>

## FTEs BY DEPARTMENT (CONTINUED)

FTEs by Department Detail	FY13 Budget	FY14 Adopted	Change from FY13
<u>Administrative Services</u>			
Chief Admin Services Office	17	17	-
Diversity & Economic Opportunity	19	19	-
Human Services	147	147	-
Procurement & Supply Chain Management	231	234	3
Information Technology Services	121	121	-
<b>Total Administrative Services</b>	<b>535</b>	<b>538</b>	<b>3</b>
Non-Contract	259	262	3
Union	276	276	-
<b>Total Administrative Services by Representation</b>	<b>535</b>	<b>538</b>	<b>3</b>
<u>Financial Services</u>			
Accounting	68	68	-
Finance & Treasury	65	65	-
Risk Management	47	47	-
<b>Total Financial Services</b>	<b>180</b>	<b>180</b>	-
Non-Contract	115	115	-
Union	65	65	-
<b>Total Financial Services by Representation</b>	<b>180</b>	<b>180</b>	-
<u>Management Audit Services</u>			
Management Audit Services	21	21	-
<b>Total Management Audit Services</b>	<b>21</b>	<b>21</b>	-
Non-Contract	21	21	-
Union	-	-	-
<b>Total Management Audit Services by Representation</b>	<b>21</b>	<b>21</b>	-
<u>Board of Directors</u>			
Office of Board Secretary	11	11	-
County Counsel	3	3	-
Ethics Office	6	6	-
Inspector General	17	17	-
<b>Total Board of Directors</b>	<b>37</b>	<b>37</b>	-
Non-Contract	37	37	-
Union	-	-	-
<b>Total Board of Directors by Representation</b>	<b>37</b>	<b>37</b>	-
<u>Chief Executive Office</u>			
Chief Executive Office	7	7	-
Board Relation, Policy & Research Service	16	16	-
Corporate Safety	29	33	4
Transit Security	109	109	-
Government and Community Relations	10	10	-
Regional Rail	7	7	-
Labor/Employee Relations	12	12	-
Office of Management & Budget	32	34	2
Congestion Reduction Demonstration Project	4	4	-
Program Management	36	36	-
Regional Communications Programs	21	25	4
Strategic Workforce Planning	5	5	-
TAP Operations	16	16	-
<b>Total Chief Executive Office</b>	<b>304</b>	<b>314</b>	<b>10</b>
Non-Contract	199	209	10
Union	105	105	-
<b>Total Chief Executive Office by Representation</b>	<b>304</b>	<b>314</b>	<b>10</b>
<b>Total Agencywide Non-Contract</b>	<b>1,242</b>	<b>1,280</b>	<b>38</b>
<b>Total Agencywide Union</b>	<b>7,795</b>	<b>7,882</b>	<b>87</b>
<b>Grand Total</b>	<b>9,037</b>	<b>9,162</b>	<b>125</b>

Note: Totals may not add due to rounding.



## Measure R



## MEASURE R: IMPACT TO THE REGION

The voter approved Measure R sales tax revenue ordinance (approved in 2008) has rapidly become the single largest local funding source for the transit capital project building boom currently underway in Los Angeles County.

The investment in public transit infrastructure made possible through Measure R has benefited the region not just in terms of increased mobility and infrastructure, but also increased jobs and general economic activity. This is no small feat considering the worldwide economic calamity experienced in recent years.

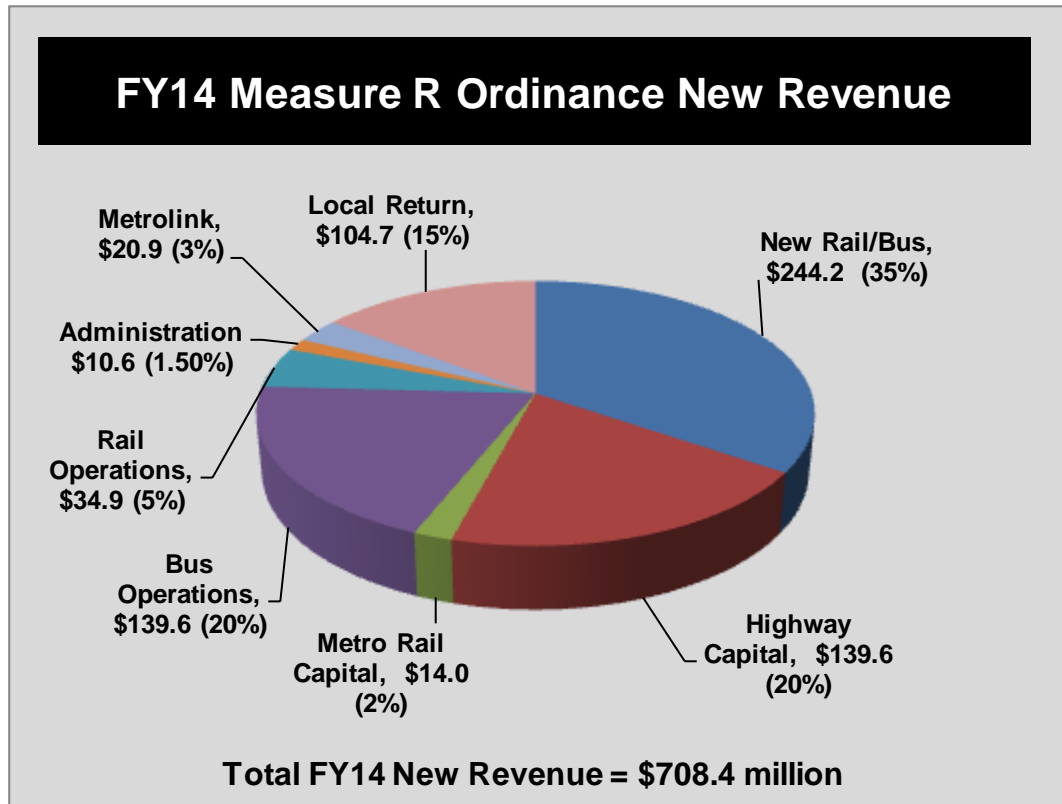
LACMTA's management is focused on carefully using this funding to ensure the transit capital and highway projects outlined in the ordinance become a reality in the future.

In addition to the large capital projects being built by Metro, local jurisdictions in the county have benefited significantly by the additional funding provided through the Local Return and bus operating sub ordinances of Measure R.

Metrolink is the sole recipient of funding from the Measure R 3% component and is in the process of using this money to help finance the much needed Positive Train Control function for added safety.

Note to Readers:

This section is intended to shine a spotlight on the impact Measure R has to the region. Most of the information presented here is also integrated into the other functional areas presented throughout this budget document.



## FY14 MEASURE R ORDINANCE

### SUMMARY OF SALES TAX REVENUES, EXPENDITURES AND FUND BALANCES

Subfund	Expenditure Program (in millions)	% of Sales Tax	Estimated Beginning Fund Balance	New Revenue	Expenditures	Estimated Ending Fund Balance
Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects	35.0%	\$ 536.8	\$ 244.2	426.4 <sup>(1)</sup>	\$ 354.5
Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20.0%	300.2	139.6	141.8	297.9
Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2.0%	19.0	14.0	21.6	11.4
Operations	Bus Operations - Countywide Bus Service Operations, Maintenance, and Expansion	20.0%	17.7	139.6	147.5	9.8
Operations	Rail Operations (New Transit Projects Operations and Maintenance)	5.0%	94.5	34.9	51.6	77.7
Administration	Administration	1.5%	19.3	10.6	7.1	22.8
Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3.0%	47.0	20.9	18.0	49.9
Local Return	See footnote <sup>(2)</sup>	15.0%	-	104.7	104.7	-
<b>Subtotal Measure R Projects Funding Plan from Sales Tax Revenues</b>			<b>\$ 1,034.5</b>	<b>\$ 708.4</b>	<b>\$ 918.6</b>	<b>\$ 824.0</b>
Measure R Transit Capital 2% Bond Proceeds <sup>(3)</sup>			-	36.0	36.0	-
Measure R Transit Capital 35% Bond Proceeds <sup>(3)</sup>			60.7	244.3	305.0	-
<b>Subtotal Measure R Projects Funding Plan from Bond Proceeds</b>			<b>\$ 60.7</b>	<b>\$ 280.3</b>	<b>\$ 341.0</b>	<b>\$ -</b>
<b>Subtotal Measure R Projects Funding Plan from Measure R Sources</b>			<b>\$ 1,095.2</b>	<b>\$ 988.7</b>	<b>\$ 1,259.6</b>	<b>\$ 824.0</b>
<b>Subtotal Measure R Projects Funding Plan Advanced from Other Funding Sources <sup>(4)</sup></b>			<b>\$ -</b>	<b>\$ 645.3</b>	<b>\$ 645.3</b>	<b>\$ -</b>
<b>Total Measure R Projects Funding Plan</b>			<b>\$ 1,095.2</b>	<b>\$ 1,633.9</b>	<b>\$ 1,904.9</b>	<b>\$ 824.0</b>

Note: Totals may not add due to rounding.

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

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

<sup>(3)</sup> Metro plans to issue additional Measure R Transit Capital - New Rail 35% Bond of \$244.3 million for Expo Phase II and Measure R Transit Capital - Metro Rail 2% Bond of \$36 million for Eastern Maintenance Facility in FY14.

<sup>(4)</sup> Funding advanced from other funding sources for Measure R projects: Federal Subsidies \$197.4 million; State Subsidies \$362.0 million; Local Subsidies \$85.9 million.

## FY14 Measure R Projects/Funding

Measure R Funding / Projects (\$ in millions)	FY14 Measure R Project Expenses			FY14 Measure R Project FTEs		
	Measure R Funds (1)	Non-Measure R Funds	Total Expenses	Measure R Funds	Non-Measure R Funds	Total FTEs (2)
<b>Measure R Transit Capital - New Rail (35%)</b>						
Crenshaw/Lax Transit Corridor	\$ 50.1	\$ 157.1	\$ 207.2	7.9	24.4	32.3
Eastside Extension Phase II	-	3.0	3.0	-	1.6	1.6
Eastside Light Rail Access	5.5	-	5.5	0.7	-	0.7
Expo Blvd LRT Construction	315.4	141.7	457.1	7.1	0.1	7.1
Expo/Blue Line Light Rail	-	3.9	3.9	-	3.6	3.6
Gold Line Foothill Extension	132.0	-	132.0	6.0	-	6.0
Green Line Ext Redondo Beach-South Bay	-	5.1	5.1	-	3.7	3.7
Regional Connector	0.1	131.3	131.4	0.1	36.2	36.3
Sepulveda Pass Transit Corridor	-	4.7	4.7	-	0.5	0.5
W. Santa Ana Branch Corridor Admin	-	2.5	2.5	-	1.6	1.6
Westside Subway Extension	95.7	87.5	183.2	19.5	16.1	35.6
San Fernando Valley East N/S Rapid	2.5	0.6	3.1	2.9	0.7	3.6
Airport Metro Connector	2.8	-	2.8	1.5	-	1.5
Metro Orange Line Extension	-	1.6	1.6	-	1.0	1.0
Regional Clean Fuel Bus Capital	26.9	94.1	121.0	1.7	3.8	5.6
<b>Measure R Transit Capital - New Rail (35%) Total</b>	<b>\$ 631.0</b>	<b>\$ 633.2</b>	<b>\$ 1,264.2</b>	<b>47.3</b>	<b>93.2</b>	<b>140.6</b>
<b>Measure R Highway Capital (20%)</b>						
ARTI - Good Movements, I-5 N Truck Lanes, SR 71	\$ 3.3	\$ 3.1	\$ 6.4	-	-	-
Countywide Soundwall Projects	20.9	-	20.9	6.6	-	6.6
High Desert Corridor	6.6	-	6.6	0.7	-	0.7
Hwy Operating Improvements Arroyo Verdugo	4.5	-	4.5	0.6	-	0.6
Hwy Operating Improvements Virgenes/Malibu	10.4	-	10.4	0.8	-	0.8
I-405, I-110, I-105, SR91 Ramp & Interchange	2.5	-	2.5	1.0	-	1.0
I-5 N Enhance SR14/Kern County	1.8	-	1.8	1.3	-	1.3
I-710 North Gap Closure	18.3	-	18.3	1.9	-	1.9
I-710 South Early Action Projects	29.1	-	29.1	1.3	-	1.3
Phase II Alameda Corridor E Grade Separation	32.1	-	32.1	0.4	-	0.4
SR-138 Capacity Enhancements	1.5	-	1.5	1.1	-	1.1
I-605 Corridor "Hot Spots"	10.9	-	10.9	1.9	-	1.9
<b>Measure R Highway Capital (20%) Total</b>	<b>\$ 141.8</b>	<b>\$ 3.1</b>	<b>\$ 144.9</b>	<b>17.5</b>	<b>-</b>	<b>17.5</b>
<b>Measure R Transit Capital - Metro Rail (2%)</b>						
Eastside Quad Gate Study and Installation	\$ 2.4	\$ -	\$ 2.4	0.4	-	0.4
Heavy Rail Vehicle Midlife	6.9	-	6.9	8.1	-	8.1
Heavy Rail Vehicle Procurement	2.3	-	2.3	3.4	-	3.4
Light Rail Fleet Midlife	3.8	-	3.8	5.1	-	5.1
Red Line Horizontal Carousel	0.1	-	0.1	0.5	-	0.5
Transit Oriented Development Grant Program	6.4	-	6.4	-	-	-
Eastern Maintenance Facility (Foothill Ext)	36.0	-	36.0	-	-	-
Southwestern Yard (Crenshaw)	56.6	-	56.6	6.0	-	6.0
<b>Measure R Transit Capital - Metro Rail (2%) Total</b>	<b>\$ 114.4</b>	<b>\$ -</b>	<b>\$ 114.4</b>	<b>23.3</b>	<b>-</b>	<b>23.3</b>
<b>Measure R Operations - Bus (20%)</b>						
Measure R 20% FAP Subsidies	\$ 45.1	\$ -	\$ 45.1	-	-	-
Metro Bus Share	98.2	-	98.2	630.4	-	630.4
Metro Orange Line	4.2	-	4.2	18.8	-	18.8
<b>Measure R Operations - Bus (20%) Total</b>	<b>\$ 147.5</b>	<b>\$ -</b>	<b>\$ 147.5</b>	<b>649.2</b>	<b>-</b>	<b>649.2</b>
<b>Measure R Operations - New Rail (5%)</b>	<b>51.6</b>	<b>-</b>	<b>51.6</b>	<b>201.5</b>	<b>-</b>	<b>201.5</b>
<b>Measure R Transit Capital - Metrolink (3%) Total</b>	<b>17.7</b>	<b>-</b>	<b>17.7</b>	<b>0.6</b>	<b>-</b>	<b>0.6</b>
<b>Measure R Administration (1.5%)</b>	<b>7.1</b>	<b>-</b>	<b>7.1</b>	<b>20.5</b>	<b>-</b>	<b>20.5</b>
<b>Measure R Local Returns (15%)</b>	<b>104.7</b>	<b>-</b>	<b>104.7</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Measure R Debt Service Expenses<sup>(3)</sup></b>	<b>43.8</b>	<b>9.0</b>	<b>52.9</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Grand Total</b>	<b>\$ 1,259.6</b>	<b>\$ 645.3</b>	<b>\$ 1,904.9</b>	<b>960.0</b>	<b>93.2</b>	<b>1,053.2</b>

Note: Totals may not add due to rounding.

- (1) Measure R funding source includes both Measure R Bond Proceeds and Measure R Cash.
- (2) Total LACMTA FTEs in Measure R Project are 1,053.2 of which 237.4 are Non-Contract and 815.8 are Contract.
- (3) \$2.1 million amortization cost of bond premium is included as Non-Measure R funding source. Current debt service expenses are funded by Measure R Transit Capital 35%.



# Fund Balances



## FUND BALANCES

The bulk of \$1.9 billion fund balance anticipated at the end of FY14 is concentrated in the sales tax funds. Each voter approved sales tax ordinance spells out exactly how the money derived can be used. From a functional perspective, the outline below indicates under what conditions these balances will be applied in the near future to meet transit related needs of the region:

- Transit and Highway Capital, Debt, and Admin are budgeted to have \$917.7 million available at the end of FY14. Most of this represents sales tax funding that will be used to meet local matching requirements with our Federal and State funding partners for major transit and highway construction projects.
- Metro Operations is expected to have approximately \$776.6 million available at the end of FY14. Of this amount approximately \$77.7 million represents Measure R 5% New Rail operating funding accumulated in excess of eligible new rail operating costs for the current fiscal year. New rail lines are scheduled to open over the next five to ten years which will completely exhaust this balance.

An additional \$110 million is set aside as an Operating reserve as required by the Financial Stability Policy.

Metro management has set aside \$221.3 million as a prudent (temporary) hedge pending resolution of Federal funding issues like PEPRA and sequestration.

The remaining amount of available operating funding is applied in the Ten-Year Forecast to mitigate the impending deficit as long as possible.

- It is anticipated the municipal operators, Metrolink, ASI and others will collectively have \$260.2 million in undrawn funds at the end of FY14.

Fund balances will be used to mitigate against possible areas of risk, such as:

- Lower sales tax revenues.
- Reduction or elimination of STA funding.
- Under-funding of Federal MAP-21 programs including CMAQ and New Starts.
- Higher cost of natural gas.
- Inflation rate above 1.9%.
- Timely issuance of Prop 1B bonds by the State. If not, funding is at risk for Crenshaw/LAX Corridor, Bus Acquisitions, Expo Phase 2, Southwestern Maintenance Facility and other capital improvement projects.
- Federal sequestration and PEPRA issues may impact New Start funding of Measure R transit projects.

## FUND BALANCES FOR THE YEAR ENDING JUNE 30, 2014

Estimated Ending Fund Balances - June 30, 2014		Programmed / Committed		
Fund Type (\$ in millions)	FY14 Estimated Ending Fund Balance	Transit & Highway Capital, Debt and Admin	Metro Operations	Other Agencies
<b>Proposition A:</b>				
Discretionary Transit (95% of 40%)	\$ 270.2 <sup>(1)</sup>	\$ -	\$ 221.3	\$ 48.9
Discretionary Incentive (5% of 40%)	5.1	-	-	5.1
Rail (35%)	36.8	36.8	-	-
<b>Total Proposition A</b>	<b>\$ 312.1</b>	<b>\$ 36.8</b>	<b>\$ 221.3</b>	<b>\$ 54.0</b>
<b>Proposition C:</b>				
Discretionary (40%)	\$ 121.6 <sup>(1)</sup>	\$ -	\$ 76.2	\$ 45.4
Security (5%)	9.4	9.4	-	-
Commuter Rail (10%)	29.7 <sup>(2)</sup>	-	-	29.7
<b>Total Proposition C</b>	<b>\$ 160.7</b>	<b>\$ 9.4</b>	<b>\$ 76.2</b>	<b>\$ 75.1</b>
<b>Measure R</b>				
Administration (1.5%)	\$ 22.8	\$ 22.8	\$ -	\$ -
Transit Capital - Metrolink (3%)	49.9	-	-	49.9
Transit Capital - Metro Rail (2%)	11.4	11.4	-	-
Transit Capital New Rail (35%)	354.5	354.5	-	-
Highway Capital (20%)	297.9	297.9	-	-
New Rail Operations (5%)	77.7	-	77.7	-
Bus Operations (20%)	9.8 <sup>(1)</sup>	-	-	9.8
<b>Total Measure R</b>	<b>\$ 824.0</b>	<b>\$ 686.6</b>	<b>\$ 77.7</b>	<b>\$ 59.7</b>
<b>Transportation Development Act (TDA):</b>				
Article 3	\$ 15.1 <sup>(1)</sup>	\$ -	\$ -	\$ 15.1
Article 4	118.5 <sup>(1)</sup>	83.0	-	35.6
Article 8	10.8 <sup>(1)</sup>	-	-	10.8
<b>Total TDA</b>	<b>\$ 144.4</b>	<b>\$ 83.0</b>	<b>\$ -</b>	<b>\$ 61.5</b>
<b>State Transit Assistance (STA):</b>				
Revenue Share	\$ 9.9 <sup>(1)</sup>	\$ -	\$ -	\$ 9.9
Population Share	1.4	1.4	-	-
<b>Total STA</b>	<b>\$ 11.3</b>	<b>\$ 1.4</b>	<b>\$ -</b>	<b>\$ 9.9</b>
PTMISEA <sup>(3)</sup>	\$ 32.2	\$ 32.2	\$ -	\$ -
<b>Total PTMISEA</b>	<b>\$ 32.2</b>	<b>\$ 32.2</b>	<b>\$ -</b>	<b>\$ -</b>
<b>SAFE Fund</b>	<b>\$ 23.2 <sup>(2)</sup></b>	<b>\$ -</b>	<b>\$ 23.2</b>	<b>\$ -</b>
<b>Other Special Revenue Funds</b>	<b>\$ 41.7 <sup>(1)</sup></b>	<b>\$ 41.7</b>	<b>\$ -</b>	<b>\$ -</b>
<b>General Fund</b>				
Administration - Proposition A, C, & TDA	\$ 26.6	\$ 26.6	\$ -	\$ -
Mandatory Operating Reserve	110.0	-	110.0	-
General Fund / Other	268.2 <sup>(2)</sup>	-	268.2	-
<b>General Fund</b>	<b>\$ 404.8</b>	<b>\$ 26.6</b>	<b>\$ 378.2</b>	<b>\$ -</b>
<b>Total (memo only)</b>	<b>\$ 1,954.4</b>	<b>\$ 917.7</b>	<b>\$ 776.6</b>	<b>\$ 260.2</b>

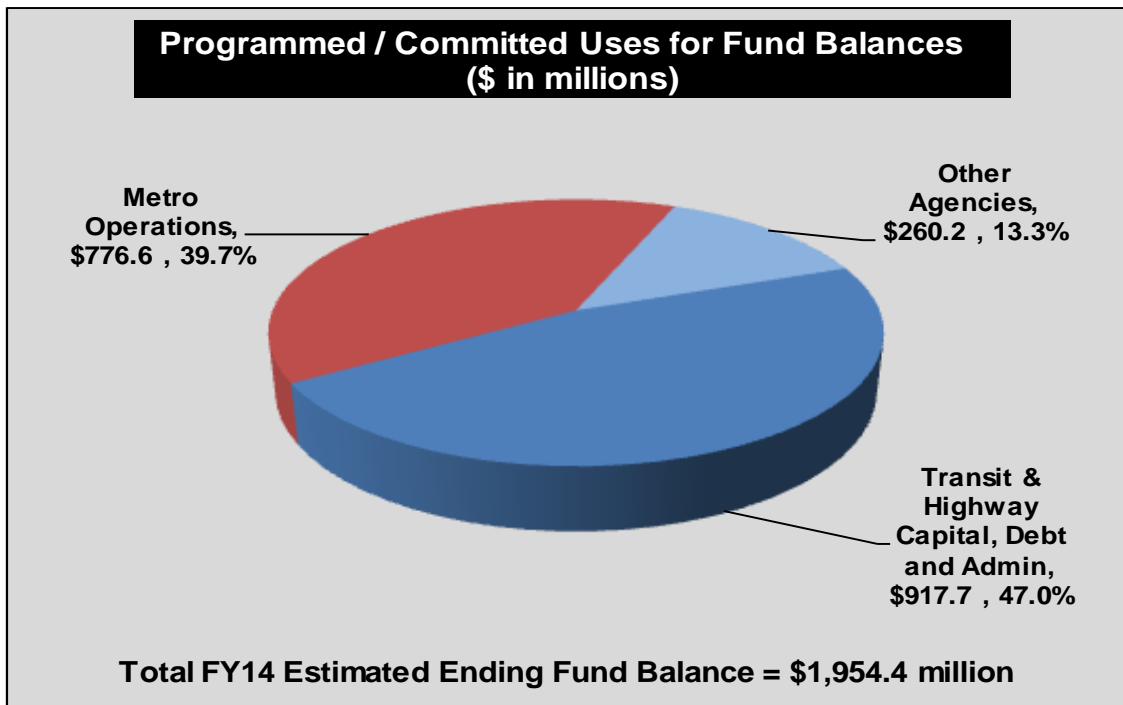
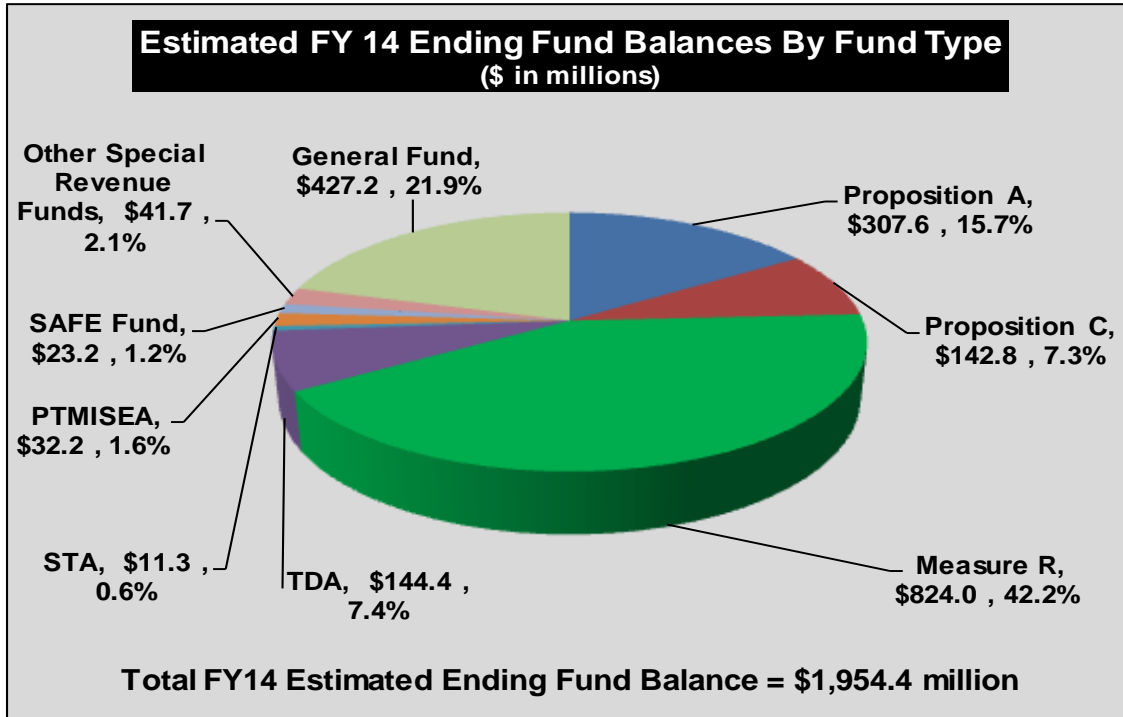
Notes:

- Totals may not add due to rounding.

<sup>(1)</sup> Previously allocated to Metro and Muni Operators. Includes estimated investment earnings.

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

## FUND BALANCES



# Appendix I – Legally Separate Entities

## LEGALLY SEPARATE ENTITIES

LACMTA funds and provides administrative support for the Public Transit Services Corporation (PTSC) and the Exposition Metro Line Construction Authority (EXPO). Both entities have corporate charters separate from LACMTA.

The Service Authority for Freeway Emergencies (SAFE) is a separate legal authority created under state law. The LACMTA Board of Directors also serves as the approving authority for SAFE.

Because of the influence LACMTA has on these three entities, the budgets for these entities are presented separately in this section of the budget document, but are integrated into LACMTA's Fund financials.

### 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, 2013 and 2014

PTSC Only (\$ in millions)	FY13 Budget	FY14 Adopted
Revenue	\$ 250.3	\$ 273.3
Expenses	250.3	273.3
Increase(decrease) in retained earnings	-	-
Retained earnings - beginning of year	-	-
<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 was created by the State Legislature under Public Utilities Code Section 132600, et seq. for the purpose of awarding and overseeing final design and construction contracts for completion of the Los Angeles-Exposition Metro Light Rail project from the Metro Rail Station at 7th Street and Flower Street in the City of Los Angeles to downtown Santa Monica.

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

Exposition Metro Line Construction Authority (\$ in millions)	FY13 Budget	FY14 Adopted
Revenue	\$ 437.0	\$ 461.0
Expenditures	437.0	461.0
Net change in fund balance	-	-
Fund balance - beginning of year	-	-
<b>Fund balance - end of year</b>	<b>\$ -</b>	<b>\$ -</b>

Note: Totals may not add due to rounding.

- FY14 Budget is composed of Phase I \$59.9 million and Phase II \$401.1 million.
- Funding for all Exposition projects LOP is provided by Metro. Additional funding outside the LOP is provided by municipalities for improvements within their city limits.

## Service Authority for Freeway Emergencies (SAFE)

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

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

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

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

Service Authority for Freeway Emergencies (\$ in millions)	FY13 Budget	FY14 Adopted
Revenues	\$ 8.6	\$ 8.8
Expenditures	12.5	11.8
Excess (deficiency) of revenue over	(3.9)	(3.0)
Other financing and sources (uses) - transfer out	(1.5)	(1.5)
Fund balances - beginning of year	33.1	27.7
<b>Fund balances - end of year</b>	<b>\$ 27.7</b>	<b>\$ 23.2</b>

Note: Totals may not add due to rounding.

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# Appendix II – Capital Program Project Listing



## TRANSIT CAPITAL PROGRAM LISTING

Project Description (\$ in thousands)	Fcst Expend ITD thru FY13	FY14 Adopted	Life of Project	Note
<b>Measure R Transit Program</b>				
Metro Orange Line Extension	\$ 141,949	\$ 1,602	\$ 215,600	
<b>Metro Orange Line Total</b>	<b>\$ 141,949</b>	<b>\$ 1,602</b>	<b>\$ 215,600</b>	
Gold Line Foothill Extension to Azusa: Planning	\$ 424	\$ 84	\$ -	1
Gold Line Foothill Extension to Azusa: Construction	298,726	131,906	741,000	
Gold Line Foothill Maintenance Facility - Metro 75%	128,983	36,000	-	
<b>Gold Line Foothill Total</b>	<b>\$ 428,133</b>	<b>\$ 167,989</b>	<b>\$ 741,000</b>	
Regional Connector: Planning	\$ 26,090	\$ 65	\$ -	
Regional Connector: Construction	122,178	131,321	-	
<b>Regional Connector Total</b>	<b>\$ 148,268</b>	<b>\$ 131,386</b>	<b>\$ -</b>	
Crenshaw/LAX Light Rail Transit: Planning Phase I	\$ 5,526	\$ -	\$ -	1
Crenshaw/LAX Light Rail Transit: Planning Phase II	20,035	31	-	1
Crenshaw/LAX Light Rail Transit: Construction	156,792	207,168	1,762,900	
Southwestern Maintenance Yard	44,738	56,554	-	2
<b>Crenshaw/LAX Light Rail Total</b>	<b>\$ 227,091</b>	<b>\$ 263,753</b>	<b>\$ 1,762,900</b>	
Heavy Rail Vehicle Procurement	\$ 7,903	\$ 2,255	\$ 10,901	
Non-Revenue Vehicle for Transit Project Delivery Department	845	6	950	
Westside Subway Extension: Planning Phase I	8,505	-	8,505	
Westside Subway Extension: Planning Phase II	51,070	348	50,281	
Westside Subway Extension Section I	169,294	169,337	226,811	
Westside Subway Extension Section II	-	13,490	13,578	
<b>Purple Line Extension Total</b>	<b>\$ 237,617</b>	<b>\$ 185,436</b>	<b>\$ 311,025</b>	
Expo Blvd Light Rail Transit Phase I: Metro Incurred	\$ 67,494	\$ 44,316	\$ -	3
Expo Blvd Light Rail Transit Phase I: Expo Authority Incurred	811,358	15,584	930,625	
<b>Expo Blvd Light Rail Transit Phase I</b>	<b>\$ 878,851</b>	<b>\$ 59,900</b>	<b>\$ 930,625</b>	
Expo Blvd Light Rail Transit Phase II: Planning	\$ 457	\$ -	\$ -	3
Expo Blvd Light Rail Transit Phase II - Holdback	22,508	49,628	-	3
Expo Blvd Light Rail Transit Phase II - Non-Holdback	181,519	48,975	-	3
Expo Blvd Light Rail Transit Phase II: Construction	397,215	292,319	1,511,158	
Division 22 Paint And Body Shop	2,016	302	-	3
Expo/Blue Line Light Rail Vehicle Procurement	65,172	3,900	-	4
Expo Phase II Bikeway	-	6,000	16,102	
<b>Expo Blvd Light Rail Transit Phase II</b>	<b>\$ 668,887</b>	<b>\$ 401,124</b>	<b>\$ 1,527,260</b>	
<b>Measure R Transit Construction Total</b>	<b>\$ 2,730,795</b>	<b>\$ 1,211,190</b>	<b>\$ 5,488,410</b>	
<b>Measure R Transit Planning</b>				
Airport Metro Connector	\$ 5,996	\$ 2,790	\$ 8,786	5
Eastside Extension Phase II	20,344	2,976	23,320	
Eastside Light Rail Access	7,785	5,524	13,308	5
Green Line Extension: Redondo to South Bay	7,458	5,144	12,602	5
San Fernando Valley East N/S Rapidways	6,563	3,135	9,698	5
Sepulveda Pass Transit Corridor	3,745	4,681	8,427	5
West Santa Ana Branch Corridor	899	2,526	3,425	5
<b>Measure R Transit Planning Project Total</b>	<b>\$ 52,789</b>	<b>\$ 26,776</b>	<b>\$ 79,566</b>	
<b>Measure R Transit Program Total</b>	<b>\$ 2,783,585</b>	<b>\$ 1,237,966</b>	<b>\$ 5,567,976</b>	

Note: Totals may not add due to rounding.

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

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

Note 3: Expo Phase I & II projects are funded through the consolidated LOP of \$931 million and \$1,511 million respectively.

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

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

## TRANSIT CAPITAL PROGRAM LISTING (continued)

Project Description (\$ in thousands)	Fcast Expend ITD thru FY13	FY14 Adopted	Life of Project	Note
<b>Safety &amp; Security</b>				
<b>Blue Line</b>				
Metro Blue Line Overhead Catenary System Rehabilitation	\$ 3,147	\$ 1,069	\$ 13,000	
Metro Blue Line Pedestrian & Swing Gate Installations	613	1,542	7,700	
Metro Blue Line Signal System Rehabilitation	369	1,435	64,000	
Metro Blue Line Traction Power Sub-Station Rehabilitation	58,018	15,983	82,200	
<b>Blue Line Total</b>	<b>\$ 62,146</b>	<b>\$ 20,028</b>	<b>\$ 166,900</b>	
<b>Green Line</b>				
Metro Green Line Signal System Rehabilitation	\$ 1,052	\$ 1,477	\$ 3,600	
Metro Green Line Signal System Rehabilitation - Phase II	17	1,006	7,800	
<b>Green Line Total</b>	<b>\$ 1,069</b>	<b>\$ 2,483</b>	<b>\$ 11,400</b>	
<b>Red/Purple Line</b>				
Metro Red Line Operator Cab Camera Installation	\$ 452	\$ 2,175	\$ 6,380	
<b>Red/Purple Line Total</b>	<b>\$ 452</b>	<b>\$ 2,175</b>	<b>\$ 6,380</b>	
<b>Bus</b>				
Bus Division Backup Generators	\$ 1,665	\$ 533	\$ 3,700	
<b>Bus Total</b>	<b>\$ 1,665</b>	<b>\$ 533</b>	<b>\$ 3,700</b>	
<b>Systemwide</b>				
Automated License Plate Recognition Network Phase I	\$ -	\$ -	\$ 2,069	
Automated License Plate Recognition Network Phase II	-	-	1,602	
Emergency Operations Booth at Divisions	6	316	452	
Emergency Operations Center	7,423	5,421	16,103	
Fiber Optic Connection EOB/RTACR	-	50	450	
Metro Blue Line/Metro Green Line Transit Passenger Info System	3,648	1,023	5,987	
Metro Emergency Radio System Phase I	-	-	621	
Metro Mobile Command Vehicle	-	612	1,250	
Metro Security Kiosks at Rail Stations	-	2,012	5,150	
Seismic Monitoring System Replacement	126	54	275	
Simulcast Security Radio System Upgrade	620	100	1,318	
UFS Security - PCI Compliance	-	910	19,500	New
Union Station Smart HD CCTV	-	699	1,849	New
Video Security System Enhancement	1,183	317	1,500	
<b>Systemwide Total</b>	<b>\$ 13,006</b>	<b>\$ 11,512</b>	<b>\$ 58,126</b>	
<b>Safety &amp; Security Total</b>	<b>\$ 78,338</b>	<b>\$ 36,731</b>	<b>\$ 246,506</b>	
<b>Deferred Maintenance Program</b>				
<b>Rail Deferred Maintenance</b>				
<b>Blue Line</b>				
Division 11 Body Shop Ventilation	\$ 690	\$ 163	\$ 2,200	
Division 11 Water Mitigation	763	352	2,000	
Light Rail P2000 Midlife Overhaul	-	794	130,800	
Light Rail Vehicle Fleet Enhancement	115,157	205	152,919	
Long Beach Duct Bank Upgrade	589	82	980	
Metro Blue Line Communication & Signal Building Rehabilitation	449	380	1,800	
Metro Blue Line Rail Replacement & Booting	1,097	1,575	13,000	
Metro Blue Line Turnout Replacement	-	2,044	2,350	New
Metro Blue Line Yard Signal System Rehabilitation	-	50	4,600	New
P2000 Vehicle Component Replacement	4,258	2,830	26,360	
P2000 Vehicle Signaling Package Upgrade	2,510	792	3,364	
P865/P2020 Railcar Midlife Overhaul	7,264	3,044	30,000	
Rail Station Refurbishments	2,674	1,898	21,500	
<b>Blue Line Total</b>	<b>\$ 135,451</b>	<b>\$ 14,209</b>	<b>\$ 391,873</b>	
<b>Green Line</b>				
Metro Green Line Material Storage Building & Offices Upgrade	\$ 619	\$ 500	\$ 1,192	
Metro Green Line Central ATC Computer System Rehabilitation	87	382	750	
<b>Green Line Total</b>	<b>\$ 706</b>	<b>\$ 882</b>	<b>\$ 1,942</b>	

## TRANSIT CAPITAL PROGRAM LISTING (continued)

Project Description (\$ in thousands)	Fcst Expend ITD thru FY13	FY14 Adopted	Life of Project	Note
<b>Rail Deferred Maintenance (cont'd)</b>				
<b>Red/Purple Line</b>				
Bicycle Lockers & Racks for Metro Rail Stations	\$ 1,039	\$ 311	\$ 1,350	
Division 20 Carwash & Cleaning Platform	13,620	1,780	15,400	
Escalator Replacement/Modernization at Red Line Stations	559	1,220	12,500	
Escalator/Elevator Modernization - Civic Center Station	5,772	2,125	12,000	
Fire Control Panel Upgrade	295	292	3,600	
Heavy Rail SCADA System Replacement	1,184	1,314	15,883	
Heavy Rail Vehicle Midlife Overhaul	15	794	172,000	
Metro Rail Station Entrance Gating	16,225	387	21,000	
Metro Red Line Damper Replacement	701	1,213	2,700	
Metro Red Line Entrance Canopies	3,896	711	7,224	
Metro Red Line Entrance Canopies (ARRA Funded)	-	-	6,700	
Metro Red Line Horizontal Carousel	148	54	397	
Metro Red Line Seg II&III Audio Frequency Track Circuit Replacement	-	41	975	
Metro Red Line Segment I Audio Frequency Track Circuit Replacement	1,834	-	2,279	
Metro Red Line Segment II & III Remote Terminal Units Rehabilitation	642	102	1,000	
Metro Red Line to Orange Line Underpass at North Hollywood Station	6,153	4,846	22,000	
Metro Red Line Train-to-Wayside Communication Rehabilitation	-	14	1,800	New
Metro Red Line Tunnel Lighting Rehabilitation	927	971	9,000	
Metro Red Line Yard Genralogic System Rehabilitation	1,725	174	2,000	
Roof Replacement at Location 61	815	1,164	3,059	
Subway Railcar Component Replacement	10,596	6,077	30,000	
Test Track/Metro Red Line	-	1,485	10,000	
Wayside Energy Storage Substation (WESS)	3,375	1,100	5,166	
<b>Red/Purple Line Total</b>	<b>\$ 69,520</b>	<b>\$ 26,177</b>	<b>\$ 358,033</b>	
<b>Gold Line</b>				
Division 21 Car Wash Improvement	\$ 107	\$ 293	\$ 670	
Pasadena Gold Line Headway Improvements	1,093	64	1,400	
Pasadena Gold Line SONET Upgrade	104	805	9,227	
<b>Gold Line Total</b>	<b>\$ 1,304</b>	<b>\$ 1,163</b>	<b>\$ 11,297</b>	
<b>Rail Deferred Maintenance Total</b>	<b>\$ 206,981</b>	<b>\$ 42,432</b>	<b>\$ 763,145</b>	
<b>Bus Deferred Maintenance</b>				
ATMS Upgrade	\$ 8,908	\$ -	\$ 12,107	
Bulk Storage Containers	-	-	185	
Bus Acquisition 100 CNG	-	-	60,000	
Bus Acquisition 150 45-Foot Compo	84,536	2,294	86,830	
Bus Acquisition 30 Zero Emission/Super Low Emission	9,816	6,164	30,000	
Bus Acquisition 550 40-Foot	19,892	108,707	304,943	
Bus Facility Maintenance Improvements & Enhancements Phase I	7,681	4,849	21,231	
Bus Facility Maintenance Improvements & Enhancements Phase II	3,530	2,816	20,896	
Bus Midlife Program thru FY14	47,075	25,575	101,488	
Bus Plaza Paver Retrofit	-	500	9,093	New
Bus Stop Information System Project	619	410	1,150	
Central Maintenance Shop Engine Replacement Program thru FY14	13,193	8,299	32,112	
Central Maintenance Shop Equipment Replacement	927	395	2,928	
Division 2 Maintenance Building Renovation & Facility Upgrade	3,829	2,178	33,375	
Division 3 Master Plan Phases II-IV	10,614	1,570	13,200	
Electrify Compression of Natural Gas at CNG Fueling Stations	-	-	28,000	
Facility Equipment & Upgrades	1,059	448	2,254	
Non-Revenue Rolling Stock for Bus Operations	1,086	482	8,574	
Revenue Collection Equipment Midlife Refurbishment	264	273	1,521	
Under Ground Storage Tank Replacements thru FY14	3,337	2,679	7,500	
Warehouse for Bus Operations Upgrade	2,486	376	3,647	
<b>Bus Deferred Maintenance Total</b>	<b>\$ 218,855</b>	<b>\$ 168,016</b>	<b>\$ 781,034</b>	

## TRANSIT CAPITAL PROGRAM LISTING (continued)

Project Description (\$ in thousands)	Fcst Expend ITD thru FY13	FY14 Adopted	Life of Project	Note
<b>Deferred Maintenance Infrastructure &amp; System Wide</b>				
<b>Deferred Maintenance Infrastructure</b>				
Agency-Wide Reporting Analysis System	\$ 2,465	\$ 326	\$ 3,075	
ASRS Manager Computer System Upgrade	379	455	1,423	
BIAS System Replacement	3,135	665	3,800	
Board Room Audio/Video System Upgrade	-	-	1,332	
Call Center Telephone Replacement	1,022	478	1,500	
Customer Center Relocation Improvements	186	45	761	
Digital Incident Management System	-	-	2,064	
Enterprise Communication Network Switch	271	982	2,843	
FIS R12 Upgrade	513	3,260	12,900	
Gateway Building Emergency Generator	695	1,200	1,895	
Gateway Building Renovations	6,294	1,667	42,842	
GIRO HASTUS Upgrade & Enhancement	2,198	331	4,010	
Inventory Optimization System	301	634	1,583	
<b>Deferred Maintenance Infrastructure Total</b>	<b>\$ 17,459</b>	<b>\$ 10,044</b>	<b>\$ 80,029</b>	
<b>Deferred Maintenance Systemwide</b>				
Cathodic Protection Systems	\$ -	\$ -	\$ 920	
Digital Rail Radio System	16,781	3,250	25,000	
Elevator Installations (Vertical Systems)	1,196	1,346	8,000	
Hazardous Material Storage Containers	121	54	1,200	
Installation of Signage & Posters	679	114	897	
Non-Revenue Rolling Stock for Bus & Rail Operations	7,019	1,167	40,133	
Passenger Intercom Replacement	4	424	3,596	
Regional Rail Signage System Improvements	1,420	255	2,231	
System Improvement Projects	-	30,000	30,000	
Systemwide Corrosion Protection System Replacement	1,035	512	13,000	
Vertical Lift Module Systems	128	707	2,288	
Warehouse Awning at Wayside Systems	236	3	327	
Warehouse Pallet Racking for Rail	-	-	120	
Wayside Workers Protection Enhancement	3,975	-	4,573	
<b>Deferred Maintenance Systemwide Total</b>	<b>\$ 32,594</b>	<b>\$ 37,834</b>	<b>\$ 132,285</b>	
<b>Deferred Maintenance Systemwide &amp; Infrastructure Total</b>	<b>\$ 50,053</b>	<b>\$ 47,878</b>	<b>\$ 212,314</b>	
<b>Deferred Maintenance Total</b>	<b>\$ 475,889</b>	<b>\$ 258,326</b>	<b>\$ 1,756,493</b>	

## TRANSIT CAPITAL PROGRAM LISTING (continued)

Project Description (\$ in thousands)	Fcst Expend ITD thru FY13	FY14 Adopted	Life of Project	Note
<b>Rail Capital Improvements &amp; Closeouts</b>				
<b>Blue Line</b>				
Long Beach Duct Bank Upgrade Phase II	\$ -	\$ 253	\$ 8,000	New
<b>Blue Line Total</b>	<b>\$ -</b>	<b>\$ 253</b>	<b>\$ 8,000</b>	
<b>Green Line</b>				
Metro Green Line UPS for Train Control & Communication Building	\$ -	\$ 265	\$ 1,200	New
Wayside Intrusion Detection System Replacement	-	3	9,700	New
<b>Green Line Total</b>	<b>\$ -</b>	<b>\$ 268</b>	<b>\$ 10,900</b>	
<b>Red/Purple Line</b>				
Lankershim Depot Restoration Project	\$ 2,677	\$ 923	\$ 3,600	
Metro Red Line Gas Analyzer Upgrade	-	673	4,000	New
Metro Red Line Segment I Power Supply Replacement	-	169	300	New
Metro Red Line Segment II Closeout	20,868	1,026	22,867	
Metro Red Line Segment III North Hollywood Closeout	6,239	4,221	23,139	
<b>Red/Purple Line Total</b>	<b>\$ 29,784</b>	<b>\$ 7,012</b>	<b>\$ 53,906</b>	
<b>Gold Line</b>				
Division 21 Midway Yard Improvements	\$ -	\$ 140	\$ 1,024	New
Gold Line Closeout	7,650	1,382	9,079	
Gold Line Eastside Extension	892,297	2,000	898,814	
Gold Line Eastside Extension Enhancements	-	-	55,903	
Pasadena Gold Line Vehicle Loop Detector Replacement	-	305	750	New
Pasadena Gold Line Yard Train Loop Detector Replacement	-	25	600	New
Warehouse High Density Storage Equipment at Monrovia	-	500	1,874	New
<b>Gold Line Total</b>	<b>\$ 899,947</b>	<b>\$ 4,352</b>	<b>\$ 968,044</b>	
<b>Rail Capital Improvements &amp; Closeouts Total</b>	<b>\$ 929,731</b>	<b>\$ 11,885</b>	<b>\$ 1,040,850</b>	
<b>Bus Capital Improvements</b>				
Artesia Transit Center Improvements	\$ 1,117	\$ 85	\$ 1,240	
ASRS Unit Upgrade for Mini-Load	-	233	1,659	New
BRT Freeway Station Sound Enclosure	-	289	5,838	New
Bus Facilities Lighting Retrofit	-	1,018	4,250	New
Division 1 Improvements	-	807	20,866	New
Division 10 Bus Wash Air Dryer Station	-	-	86	
Division 13 Construction	50,468	32,961	104,200	
Divisions 9 & 18 Recycled Water Systems	104	31	205	
DVR Equipment Refurbishment	-	305	3,102	New
EI Monte Transit Station Enhancements	-	-	115	
Harbor Transit Way, El Monte Bus Svc Stop / Station Amenities	729	206	1,031	
Hawthorne/Lennox Bus Layover	-	433	1,164	New
LED Lighting Upgrade at El Monte Transit Center	-	-	395	
Metro Art Enhancement	485	56	615	
Metro Orange Line Passenger Amenities	587	27	615	
Metro Orange Line Reclaimed Water Project	1	334	400	
Metro Silver Line Improvements & Upgrades	3,782	3,056	7,845	
Non-Revenue Rolling Stock New Equipments	169	302	833	
Photovoltaic Panels at El Monte Transit Center	-	-	615	
Slauson Bus Stop Amenity Improvements	786	132	990	
Solar Power Enhanced Bus Stop Lighting	303	108	750	
<b>Bus Capital Improvements Total</b>	<b>\$ 58,532</b>	<b>\$ 40,384</b>	<b>\$ 156,814</b>	
<b>ExpressLane Tollways &amp; Facility</b>				
El Monte Busway & Transit Center Expansion	\$ 59,905	\$ 201	\$ 60,106	
ExpressLanes On I-10 & I-110 (CRDP)	114,738	1,298	116,037	
Harbor Transitway Improvements	3,549	301	3,850	
Patsaouras Plaza Station Improvements	4,185	4,980	16,803	
<b>ExpressLane Tollways &amp; Facility Total</b>	<b>\$ 182,377</b>	<b>\$ 6,781</b>	<b>\$ 196,796</b>	
<b>Bus Capital Improvements &amp; ExpressLane Tollways Total</b>	<b>\$ 240,909</b>	<b>\$ 47,165</b>	<b>\$ 353,609</b>	

## TRANSIT CAPITAL PROGRAM LISTING (continued)

Project Description (\$ in thousands)	Fcst Expend ITD thru FY13	FY14 Adopted	Life of Project	Note
<b>Capital Improvements Support Infrastructure</b>				
Annual Software Application Platform Upgrades	\$ -	\$ 853	\$ 865	New
Annual Workstation & Network Refresh Program	-	1,000	1,000	New
Contract Information Management System - Phase II	3,209	1,706	7,561	
Contract Information Management System - Phase III	10	300	2,330	
Customer Center Security & Info Enhancements	-	-	342	
Electronic Security & Access Enhancement	-	-	523	
Installation of SAV & Vending Machines	-	1,000	1,400	New
Sylmar Child Center Rehabilitation	-	314	987	
TAP Mobile Phone Validators	-	-	500	New
TAP Mobile Validators (on Bus)	-	-	5,000	New
Ticket Vending Machine Installations	-	1,003	6,736	New
UFS Data Warehousing	-	306	6,042	New
UFS Disaster Recovery	-	207	2,043	New
Union Station Main Terminal HVAC Upgrade	-	100	5,376	New
Union Station Renovation/Upgrade	-	383	17,311	New
Union Station Reroofing	-	200	7,080	New
Web Infrastructure Upgrade	1,105	401	3,096	
<b>Capital Improvements Support Infrastructure Total</b>	<b>\$ 4,324</b>	<b>\$ 7,773</b>	<b>\$ 68,192</b>	
<b>Capital Improvements Systemwide</b>				
Bicycle Access Improvements - Rail	\$ -	\$ 21	\$ 2,243	New
Car Cleaning Platform Canopy	-	24	505	New
Fiber Optic Main Loop Upgrade	-	27	4,250	New
LRT Freeway Stations Sound Enclosures	-	474	8,609	New
MOW Tools & Equipment Procurement thru FY16	-	79	2,000	New
Non-Revenue Maintenance Shop Improvements	-	721	3,227	New
Public Plug-In Charge Station	154	29	55	
Rail Facilities Lighting Retrofit	-	435	1,557	New
Regional Service Center & Clearinghouse	17,462	633	20,072	
SCADA System Security Enhancement	-	238	1,365	New
Universal Fare Collection System	93,270	227	97,607	
<b>Capital Improvements Systemwide Total</b>	<b>\$ 110,885</b>	<b>\$ 2,907</b>	<b>\$ 141,490</b>	
<b>Capital Improvements Infrastructure &amp; Systemwide Total</b>	<b>\$ 115,209</b>	<b>\$ 10,680</b>	<b>\$ 209,681</b>	
<b>Capital Improvements Total</b>	<b>\$ 1,285,849</b>	<b>\$ 69,729</b>	<b>\$ 1,604,141</b>	
<b>Operating Capital Grand Total</b>	<b>\$ 1,840,076</b>	<b>\$ 364,786</b>	<b>\$ 3,607,140</b>	

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# Appendix III - Governmental Funds



## GOVERNMENTAL FUNDS

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

Governmental Funds (\$ in millions)	Special Revenue Fund		General Fund		Total	
	FY13 Budget	FY14 Adopted	FY13 Budget	FY14 Adopted	FY13 Budget	FY14 Adopted
<b>Revenue</b>						
Sales Tax	\$ 2,493.0	\$ 2,603.3	\$ -	\$ -	\$ 2,493.0	\$ 2,603.3
Intergovernmental Grants	462.9	573.4	30.0	33.6	492.9	607.1
Investment Income	0.5	0.5	4.1	4.1	4.6	4.6
Lease and Rental	-	-	14.2	20.9	14.2	20.9
Licenses and Fines	-	-	0.5	0.5	0.5	0.5
Other	-	-	0.3	18.3	0.3	18.3
<b>Total Revenues</b>	<b>\$ 2,956.4</b>	<b>\$ 3,177.2</b>	<b>\$ 49.0</b>	<b>\$ 77.4</b>	<b>\$ 3,005.4</b>	<b>\$ 3,254.6</b>
<b>Expenditures</b>						
Subsidies	\$ 994.9	\$ 1,215.4	\$ 12.9	\$ 22.8	\$ 1,007.8	\$ 1,238.2
Operating Expenditures	286.8	345.4	118.7	114.3	405.5	459.7
Debt & Interest Expenditures	-	-	1.1	1.1	1.1	1.1
Debt Principal Retirement	-	-	1.1	1.1	1.1	1.1
<b>Total Expenditures</b>	<b>\$ 1,281.7</b>	<b>\$ 1,560.8</b>	<b>\$ 133.8</b>	<b>\$ 139.2</b>	<b>\$ 1,415.4</b>	<b>\$ 1,700.0</b>
<b>Transfers</b>						
Transfers In	\$ 69.2	\$ 9.8	\$ 98.6	\$ 122.1	\$ 167.8	\$ 131.9
Transfers (Out)	(1,667.2)	(2,007.3)	(83.6)	(61.4)	(1,750.8)	(2,068.7)
<b>Total Transfers</b>	<b>\$ (1,598.0)</b>	<b>\$ (1,997.5)</b>	<b>\$ 15.0</b>	<b>\$ 60.7</b>	<b>\$ (1,583.0)</b>	<b>\$ (1,936.8)</b>
<b>Net Change in Fund Balances</b>	<b>\$ 76.7</b>	<b>\$ (381.0)</b>	<b>\$ (69.7)</b>	<b>\$ (1.1)</b>	<b>\$ 7.0</b>	<b>\$ (382.1)</b>
Fund Balances - Beginning of Year	\$ 1,713.3	\$ 1,930.6	\$ 475.6	\$ 405.9	\$ 2,188.9	\$ 2,336.5
<b>Fund Balances - End of Year</b>	<b>\$ 1,790.1</b>	<b>\$ 1,549.6</b>	<b>\$ 405.9</b>	<b>\$ 404.8</b>	<b>\$ 2,195.9</b>	<b>\$ 1,954.4</b>

Notes:

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

# Appendix IV – Highway Programs List

Los Angeles County Metropolitan Transportation Authority  
FY14 Budget

Highway Funding Programs with Other Agencies	FY14 Adopted (\$000's)
<b>A I-5 HOV from SR-134 to SR-170; SR-170 to SR-118</b>	
HOV Lane on I-5 from SR170 to SR118 (ID-345)	\$ 875
HOV Lanes on I-5 from SR170 to SR134 including Connector Ramp	5,000
<b>Program Total</b>	<b>5,875</b>
<b>B I-5 Widening and HOV</b>	
<b>C I-5 Carmenita Road Interchange</b>	
Widening, Orange County. Route 605 W Camenita Interchange	<b>100,000</b>
<b>Program Total</b>	<b>100,000</b>
<b>D I-5/SR-14 HOV Direct Connector</b>	
Construction Truck SR-14 to Pico Canyon	500
Construction Truck SR-14 to Pico Canyon Road	500
Preconstruction HOV/Truck SR-14 to Parker Road	500
Project Administration	323
<b>Program Total</b>	<b>1,823</b>
<b>E 405 110 105 SR91 Ramp &amp; Interchanges</b>	
Project Study Report on Southbound I-110 Widening from Southbound I-405 to Del Amo Blvd Under Crossing	38
Western Ave and Palos Verdes Dr North Intersection Improvement	38
5th Place of Citywide ITS Master Plan-Inglewood	25
I-405, I-110, I-105, SR-91-Coordinate Fwy Ramp/Arterial Intersections with Arterial Corridor	50
Add Northbound Right Turn Lane on Pacific Coast Highway at Torrance Blvd	25
Add Northbound, Eastbound and Westbound Right Turn Lane; Add Eastbound Left Turn; Signal	38
Upgrades on Pacific Coast Highway at Hawthorne Blvd	
Add Southbound Right Turn Pocket on Maple Ave at Sepulveda Blvd	25
Add Westbound Dual Left Turns on Artesia Blvd at Western Ave	25
Add Westbound Dual Left Turns on Sepulveda Blvd At Marine Ave	38
Addition of Turn Pockets, Channelization, Payment Upgrade, Traffic Signal, Improvements, and Minor Concrete Work on Vermont Ave from Rosecrans to 182nd St	25
Citywide Traffic Signal Improvements	25
Construct Eastbound Right-Turn Lane on Aviation Blvd at Artesia Blvd	1
Construct Northbound Right Turn Lane on Aviation Blvd at Artesia Blvd	38
Extension of Phase 2 Widening to I-405 Southbound Ramp on Inglewood Ave from 156th St to I-405 Southbound On Ramp	10
Improve Signage and Roadway to Provide a Connection between Northbound Sepulveda Blvd and the Eastbound I-105 Ramps on Maple Ave from Sepulveda Blvd to Parkview Ave	25
Improve Turn Radius at Northbound I-405 Off-ramp at Manchester Blvd	10
Information Exchange Network Phase III	25
Install Eastbound Right Turn Arrow on Inglewood Ave at Manhattan Beach Blvd	3
Install Median, Left Turn Pockets, Intersection Upgrade on Rosecrans Ave from Vermont Ave to Crenshaw Blvd	38
Install Westbound Right Turn Lane on Pacific Coast Highway at Palos Verdes Blvd	25
Pacific Coast Highway and Parallel Arterials from Imperial Hwy To Artesia	50
Pacific Coast Highway at Walnut Intersection Improvement	13
PAED I-405 at 182nd St/Crenshaw Blvd Arterial and Ramp Improvements	38
Pacific Coast Highway Study Improvements from Anita St to Palos Verdes Blvd	50
Pacific Coast Highway Study Improvements from Artesia Blvd to Anita St	25
Pacific Coast Highway Study Improvements from Palos Verdes Blvd to Crenshaw Blvd	25
Realignment North of Southern El Segundo City Limit	25
Reconstruct and Widen from One Lane in Each Direction to Two Lanes in Each Direction on Del Amo Blvd from Normandy Blvd to Vermont Ave	38
Roadways from Imperial Highway to Carson on I-405 and Parallel Arterials	38
South Bay Highway Implementation Plan Project Development	100
Torrance Park & Ride Regional Terminal	1,298
Westbound Right-Turn Lane at Aviation Blvd and Marine Ave Intersection Improvement	25
Western and Palos Verdes Dr North Intersection Improvement	13
Widening from Alameda St to Left Driveway	25
Project Administration	205
<b>Program Total</b>	<b>2,490</b>

Note: Refer to the map locations on page 47.

Los Angeles County Metropolitan Transportation Authority  
FY14 Budget

Highway Funding Programs with Other Agencies	FY14 Adopted (\$000's)
<b>F I-5 from SR-14 to Parker Road and Truck Lanes from SR-14 to Kern County Line</b>	-
<b>G I-710 Corridor Project</b>	
EIR/EIS for I-710 Corridor Project	\$ 1,194
<u>Early Action Projects:</u>	
Atlantic/Firestone Early Action Project	4,500
Caltrans District 7 - Oversight	1,000
Central and North Quality Assurance/Quality Control	3,000
Engineering/Environmental Services	1,240
Gateway Cities-Variou Cities - Design Services	3,000
Gateway Cities-Variou Cities - Oversight	1,500
I-710 Soundwall Design Study	2,850
Los Angeles Department of Water and Power	1,500
Measure R 3rd Party Support (Alternatives Analysis)	4,775
Outreach Services	490
Professional Services-Utilities	4,910
Project Administration	372
<b>Program Total</b>	<b>30,331</b>
<b>H SR-138 Enhancements</b>	
SR-138 PAED - Subsidy to Caltrans	847
SR-138-10th Street West Interchange	50
SR-138-Ave K Interchange (SR-14)	50
SR-138-Avenue G Interchange (SR-14)	50
SR-138-Palmdale Blvd (ramps)	50
SR-138-Palmdale Blvd 5th to 10Th St East	50
SR-138-Widening (SR-14 Rancho Vista to Palmdale)	50
Project Administration	313
<b>Program Total</b>	<b>1,460</b>
<b>I High Desert Corridor</b>	
High Desert Corridor Environ Services (Caltrans)	5,000
High Desert Corridor Environ-Outreach Services	67
Partial Funding of Strategic Business Planning Project	1,450
Project Administration	83
<b>Program Total</b>	<b>6,601</b>
<b>J I-605 Corridor "Hot Spot" Interchanges</b>	
Caltrans District 7-Oversight	360
Design	2,400
Feasibility Report	3,608
I-605 Hot Spots - 3rd Party Agreements (Alternatives Analysis)	360
Project Study Reports	3,600
Project Administration	529
<b>Program Total</b>	<b>10,857</b>

Los Angeles County Metropolitan Transportation Authority  
FY14 Budget

Highway Funding Programs with Other Agencies	FY14 Adopted (\$000's)
<b><u>K Arroyo Verdugo Operational Improvements</u></b>	
Central Avenue Roadway Improvements Between Broadway and Glenoaks Blvd	\$ 350
Construction of Citywide Bicycle Facilities	170
Fairmont Ave Grade Separation at San Fernando	300
Frontage Rd South of SR-134 between Brand Blvd and Geneva St	38
Glendale Narrows Bikeway Culvert	308
Glendale Narrows Riverwalk Bridge	280
Grandview and Sonora Avenue at Grade Rail Crossing Improvements	132
Olive Ave./Verdugo Ave. Intersection Improvements	50
Project Management and Quality Control Support Service	18
San Fernando Road/Burbank Blvd Intersection Improvements	250
Soundwalls on I-210	1,500
SR-134 Central Ave Eastbound Off-ramp Widening	50
SR-134 Corridor Arterial Signal Improvements (Design & Construction)	250
SR-134 Glendale Ave Interchange Modification	100
SR-134 Ramps/Harvey Dr/Wilson Ave Signal & Street Widening	50
Traffic Signals Sync Brand/Colorado - San Fernando/Glendale-Verdugo	300
Verdugo Rd/Honolulu Ave/Verdugo Blvd Intersection Modification	60
Widen Magnolia Blvd/I-5 Bridge	75
Widen Olive Ave/I-5 Bridge	50
Project Administration	142
<b>Program Total</b>	<b>4,471</b>
<b><u>L Los Virgenes/Malibu Operational Improvements</u></b>	
Agoura Widening	1,750
US 101 Park Ride - Construction	550
Kanan Dume Rd Arrestor Bed Improvements and Intersection with Pacific Coast Highway	400
Las Virgenes Scenic Corridor Widening	25
Lost Hills Overpass and Interchange	1,500
Malibu/Pacific Coast Highway Bike Lane	400
Mulholland Highway Scenic Corridor Completion	100
Off-ramp for US 101 at Las Virgenes Road	125
Palo Comando Interchange	1,500
Pacific Coast Highway - Raised Median and Channelization	50
Pacific Coast Highway Intersections Improvements	50
Pacific Coast Highway Regional Traffic Message System (CMS)	150
Roundabout	2,000
US 101/Lindero Canyon Road Interchange Improvements (3A) - C	1,500
US 101/Lindero Canyon Road Interchange Improvements (3B/4B) - C	150
Project Administration	159
<b>Program Total</b>	<b>10,409</b>
<b><u>M SR-710 Gap Closure Project</u></b>	
Partial Funding of Strategic Business Planning Project	200
SR-710 North Gap Closure Outreach Services	1,240
SR-710 North Gap Closure-Legal Services	207
SR-710 North Gap Pre-Environmental Technical Studies	12,937
SR-710 Party Agreements - Caltrans	1,250
SR-710 Party Agreements - Various Cities	250
SR-710-3rd Party Agreements (Alternatives Analysis)	1,500
Tunnel Advisory Panel	30
Project Administration	715
<b>Program Total</b>	<b>18,329</b>
<b><u>N BNSF Grade Separations</u></b>	
-	
<b><u>O Alameda Corridor East Grade Separations Phase II</u></b>	
ACE San Gabriel Valley Trench Project	32,000
Project Administration	72
<b>Program Total</b>	<b>32,072</b>

# Appendix V – Abbreviations

<b>ABC</b>	<b>Activity-Based Costing</b>
<b>ABS</b>	<b>Automatic Bidding System</b>
<b>ACE</b>	<b>Alameda Corridor East</b>
<b>ADA</b>	<b>Americans with Disabilities Act</b>
<b>AFSCME</b>	<b>American Federation of State, County, and Municipal Employees</b>
<b>AEG</b>	<b>Anschutz Entertainment Group</b>
<b>AIG</b>	<b>American International Group, Inc.</b>
<b>AQMD</b>	<b>Air Quality Management District</b>
<b>ARC</b>	<b>Actuarial Required Contributions</b>
<b>ARRA</b>	<b>American Recovery and Reinvestment Act</b>
<b>ASI</b>	<b>Access Services Incorporated</b>
<b>ASRS</b>	<b>Automated Storage and Retrieval System</b>
<b>ATC</b>	<b>Automatic Train Control</b>
<b>ATMS</b>	<b>Advanced Transportation Management System</b>
<b>ATU</b>	<b>Amalgamated Transit Union</b>
<b>ATVC</b>	<b>Advanced Technology Vehicle Consortium</b>
<b>AV</b>	<b>Audio Video</b>
<b>BAB</b>	<b>Build America Bonds</b>
<b>BAD</b>	<b>Benefit Assessment District</b>
<b>BART</b>	<b>Bay Area Rapid Transit</b>
<b>BIAS</b>	<b>Budget Information Analysis System</b>
<b>BNSF</b>	<b>Burlington Northern Santa Fe Railway</b>
<b>BOC</b>	<b>Bus Operations Control</b>
<b>BOS</b>	<b>Bus Operations Subcommittee</b>
<b>BROC</b>	<b>Bus and Rail Operations Control Center</b>
<b>BRT</b>	<b>Bus Rapid Transit</b>
<b>BSIP</b>	<b>Bus Service Improvement Program</b>

<b>CAFR</b>	<b>Comprehensive Annual Financial Report</b>
<b>Caltrans</b>	<b>California Department of Transportation</b>
<b>CAP</b>	<b>Cost Allocation Plan</b>
<b>CCTV</b>	<b>Closed Circuit Television</b>
<b>CEO</b>	<b>Chief Executive Officer</b>
<b>CEQA</b>	<b>California Environmental Quality Act</b>
<b>CFP</b>	<b>Call for Projects</b>
<b>CHP</b>	<b>California Highway Patrol</b>
<b>CIS</b>	<b>Customer Information System</b>
<b>CMAQ</b>	<b>Congestion Mitigation and Air Quality</b>
<b>CMP</b>	<b>Congestion Mitigation Project</b>
<b>CNG</b>	<b>Compressed Natural Gas</b>
<b>COG</b>	<b>Councils of Governments</b>
<b>CP</b>	<b>Capital Program / Capital Project</b>
<b>CPAS</b>	<b>Capital Planning and Analysis System</b>
<b>CP&amp;D</b>	<b>Countywide Planning and Development</b>
<b>CPI</b>	<b>Consumer Price Index</b>
<b>CPUC</b>	<b>California Public Utilities Commission</b>
<b>CRA</b>	<b>Community Redevelopment Agency</b>
<b>CRDP</b>	<b>Congestion Relief Demonstration Project</b>
<b>CSA</b>	<b>Control Self Assessment</b>
<b>CSP</b>	<b>Certified Safety Professional</b>
<b>CTA</b>	<b>Chicago Transit Authority</b>
<b>CTC</b>	<b>California Transportation Commission</b>
<b>CTSA</b>	<b>Consolidated Transportation Services</b>
<b>CY</b>	<b>Calendar Year</b>
<b>DBE</b>	<b>Disadvantaged Business Enterprise</b>



<b>DEIS</b>	<b>Draft Environmental Impact Statement</b>
<b>DHS</b>	<b>Department Homeland Security</b>
<b>DMU</b>	<b>Diesel Mechanical Unit</b>
<b>DPW</b>	<b>Department of Public Works</b>
<b>DVR</b>	<b>Digital Video Recorder</b>
<b>ECMS</b>	<b>Electronic Content Management System</b>
<b>EEO/AA</b>	<b>Equal Employment Opportunity/Affirmative Action</b>
<b>EF</b>	<b>Enterprise Fund</b>
<b>EIR</b>	<b>Environmental Impact Report</b>
<b>EIS</b>	<b>Environmental Impact Statement</b>
<b>EMAC</b>	<b>Executive Management and Audit Committee</b>
<b>EMP</b>	<b>Emergency Management Panel</b>
<b>EOB/RTACR</b>	<b>Emergency Operations Bureau / Real-Time Analysis &amp; Critical Response</b>
<b>EXPO</b>	<b>Exposition Metro Line Construction Authority</b>
<b>ERV</b>	<b>Emergency Response Vehicle</b>
<b>FAC</b>	<b>FAME Assistance Corp.</b>
<b>FAP</b>	<b>Formula Allocation Procedure</b>
<b>FASB</b>	<b>Financial Accounting Standards</b>
<b>FAU</b>	<b>Federal Aid Urban</b>
<b>FFGA</b>	<b>Full Funding Grant Agreement</b>
<b>FFY</b>	<b>Federal Fiscal Year (October 1 to September 30)</b>
<b>FIS</b>	<b>Financial Information System</b>
<b>FSP</b>	<b>Freeway Service Patrol</b>
<b>FTA</b>	<b>Federal Transit Administration</b>
<b>FTE</b>	<b>Full Time Equivalent</b>
<b>FY</b>	<b>Fiscal Year</b>
<b>GAAP</b>	<b>Generally Accepted Accounting Principles</b>

<b>GAGAS</b>	<b>Generally Accepted Government Auditing Standards</b>
<b>GASB</b>	<b>Governmental Accounting Standards</b>
<b>GF</b>	<b>General Fund</b>
<b>GPS</b>	<b>Global Positioning System</b>
<b>GR</b>	<b>General Relief Token Program</b>
<b>HCNG</b>	<b>Hydrogen-Compressed Natural Gas</b>
<b>HIPAA</b>	<b>Health Insurance Portability and Accountability Act</b>
<b>HOT</b>	<b>High Occupancy Toll Lanes</b>
<b>HOV</b>	<b>High Occupancy Vehicle</b>
<b>HRV</b>	<b>Heavy Rail Vehicle</b>
<b>HSA</b>	<b>Human Services Association</b>
<b>Hwy</b>	<b>Highway</b>
<b>I</b>	<b>Interstate</b>
<b>IBT</b>	<b>International Brotherhood of Teamsters</b>
<b>IFB</b>	<b>Invitation for Bids</b>
<b>ITD</b>	<b>Incurred to Date</b>
<b>INTP</b>	<b>Immediate Needs Transportation Program</b>
<b>ITS</b>	<b>Information Technology Services</b>
<b>JARC</b>	<b>Job Access/Reverse Commute Grant Program</b>
<b>JD</b>	<b>Joint Development</b>
<b>JPA</b>	<b>Joint Powers Authority</b>
<b>KPI</b>	<b>Key Performance Indicator</b>
<b>LA</b>	<b>Los Angeles</b>
<b>LACMTA</b>	<b>Los Angeles County Metropolitan Transportation Authority</b>
<b>LADOT</b>	<b>Los Angeles Department of Transportation</b>
<b>LASD</b>	<b>Los Angeles Sheriffs Department</b>
<b>LAUSD</b>	<b>Los Angeles Unified School District</b>

<b>LAWA</b>	<b>Los Angeles World Airports</b>
<b>LAX</b>	<b>Los Angeles International Airport</b>
<b>LED</b>	<b>Light Emitting Diode</b>
<b>LEED</b>	<b>Leadership in Energy and Environmental Design</b>
<b>LOA</b>	<b>Letter of Agreement</b>
<b>LOP</b>	<b>Life of Project</b>
<b>LRT</b>	<b>Light Rail Transit</b>
<b>LRTP</b>	<b>Long Range Transportation Plan</b>
<b>LRV</b>	<b>Light Rail Vehicle</b>
<b>M3</b>	<b>Maintenance and Material Management System</b>
<b>MAS</b>	<b>Management Audit Services</b>
<b>MATIS</b>	<b>Motorist Aid and Traveler Information System</b>
<b>MBL</b>	<b>Metro Blue Line</b>
<b>MBTA</b>	<b>Massachusetts Bay Transportation Authority</b>
<b>Metro</b>	<b>LACMTA's Transit Operations</b>
<b>MGL</b>	<b>Metro Green Line</b>
<b>MGL EE</b>	<b>Metro Gold Line Eastside Extension</b>
<b>MIP</b>	<b>Metro Intern Program</b>
<b>MIS</b>	<b>Major Investment Study</b>
<b>MLK</b>	<b>Martin Luther King</b>
<b>MOL</b>	<b>Metro Orange Line</b>
<b>MOSIP</b>	<b>Municipal Operator Service Improvement Program</b>
<b>MOU</b>	<b>Memorandum of Understanding</b>
<b>MOW</b>	<b>Maintenance of Way</b>
<b>MR</b>	<b>Measure R</b>
<b>MRL</b>	<b>Metro Red Line</b>
<b>MTA</b>	<b>Metropolitan Transportation Authority</b>

<b>MTS</b>	<b>San Diego Metropolitan Transit System</b>
<b>MWD</b>	<b>Metropolitan Water District</b>
<b>N/S</b>	<b>North / South</b>
<b>NC</b>	<b>Non-Contract</b>
<b>NJ Transit</b>	<b>New Jersey Transit</b>
<b>NTD</b>	<b>National Transit Database</b>
<b>NYCMTA</b>	<b>New York City Metropolitan Transportation Authority</b>
<b>OCS</b>	<b>Overhead Catenary System</b>
<b>OIG</b>	<b>Office of Inspector General</b>
<b>OMB</b>	<b>Office of Management and Budget</b>
<b>PAED</b>	<b>Preliminary Analysis Engineering Drawing</b>
<b>PBLCA</b>	<b>Pasadena Blue Line Construction Authority</b>
<b>PBX</b>	<b>Private Branch Exchange Telephone Systems</b>
<b>PEPRA</b>	<b>Public Employees' Pension Reform Act of 2013</b>
<b>PERS</b>	<b>California Public Employees Retirement System</b>
<b>PFF</b>	<b>Proceeds from Financing</b>
<b>PGL</b>	<b>Pasadena Gold Line</b>
<b>PL/PD</b>	<b>Public Liability / Property Damage</b>
<b>PLC</b>	<b>Programmable Logic Controller</b>
<b>PPM</b>	<b>Planning, Programming, and Monitoring</b>
<b>PRMA</b>	<b>PTSC-MTA Risk Management Authority</b>
<b>Prop 1B</b>	<b>State Proposition 1B Bonds</b>
<b>Prop A</b>	<b>Proposition A</b>
<b>Prop C</b>	<b>Proposition C</b>
<b>PTA</b>	<b>Peninsula Transit Authority</b>
<b>PTMISEA</b>	<b>Public Transportation Modernization, Improvement, and Service Enhancement Account</b>
<b>PTSC</b>	<b>Public Transportation Services Corporation</b>

<b>RFP</b>	<b>Request for Proposal</b>
<b>RFS</b>	<b>Rail Fleet Services</b>
<b>RIITS</b>	<b>Regional Integration of Intelligent Transportation Systems</b>
<b>ROC</b>	<b>Rail Operations Control</b>
<b>ROD</b>	<b>Record of Decision also Revenue Operations Date</b>
<b>RRC</b>	<b>Regional Rebuild Center</b>
<b>RRTP</b>	<b>Rider Relief Transportation Program</b>
<b>RSH</b>	<b>Revenue Service Hours</b>
<b>RSM</b>	<b>Revenue Service Miles</b>
<b>RTAA</b>	<b>Regional Transit Alternatives Analysis</b>
<b>RTC</b>	<b>Regional Transportation Commission of Southern Nevada</b>
<b>RVSH</b>	<b>Revenue Vehicle Service Hours</b>
<b>SAFE</b>	<b>Service Authority for Freeway Emergencies</b>
<b>SAFETEA-LU</b>	<b>Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users</b>
<b>SANBAG</b>	<b>San Bernardino Associated Governments</b>
<b>SBE</b>	<b>Small Business Enterprise</b>
<b>SBU</b>	<b>Strategic Business Unit</b>
<b>SCADA</b>	<b>Supervisory Control and Data Acquisition System</b>
<b>SCAG</b>	<b>Southern California Association of Governments</b>
<b>SCRRA</b>	<b>Southern California Regional Rail Authority</b>
<b>SEPTA</b>	<b>Southeastern Pennsylvania Transportation Authority</b>
<b>SFV</b>	<b>San Fernando Valley</b>
<b>SHORE</b>	<b>Support for Homeless Re-Entry Program</b>
<b>SLEB</b>	<b>Super Lower Emission Bus</b>
<b>SR</b>	<b>State Route</b>
<b>SRF</b>	<b>Special Revenue Fund</b>
<b>SRTP</b>	<b>Short Range Transportation Plan</b>

<b>STA</b>	<b>State Transit Assistance Fund</b>
<b>STIP</b>	<b>State Transportation Improvement Program</b>
<b>STP</b>	<b>Surface Transportation Program</b>
<b>TA</b>	<b>Transit Authority</b>
<b>TAP</b>	<b>Transit Access Pass</b>
<b>TCAP</b>	<b>Transportation Career Academy Program</b>
<b>TCRP</b>	<b>Transit Cooperative Research Program</b>
<b>TCU</b>	<b>Transportation Communications Union</b>
<b>TDA</b>	<b>Transportation Development Act</b>
<b>TDM</b>	<b>Transportation Demand Management</b>
<b>TEA-21</b>	<b>Transportation Equity Act for the 21<sup>st</sup> Century</b>
<b>TEI</b>	<b>Transportation Enhancement 10% Set-Aside from State's STP Apportionment</b>
<b>TIP</b>	<b>Transportation Improvement Program</b>
<b>TOAST</b>	<b>Transit Operator Activity Scheduling and Tracking System</b>
<b>TOD</b>	<b>Transit Oriented Development</b>
<b>TOTS</b>	<b>Transit Operating and Trend System</b>
<b>TPD</b>	<b>Transit Project Delivery</b>
<b>TSE</b>	<b>Transit Systems Engineering</b>
<b>TSGP</b>	<b>Transportation Security Grant Program</b>
<b>TWC</b>	<b>Train to Wayside Communications</b>
<b>TVM</b>	<b>Ticket Vending Machine</b>
<b>UCLA</b>	<b>University of California, Los Angeles</b>
<b>UFS</b>	<b>Universal Fare System</b>
<b>UNIX</b>	<b>Universal Network Information Exchange</b>
<b>USDOT</b>	<b>United States Department of Transportation</b>
<b>USG</b>	<b>Union Station Gateway</b>
<b>USP</b>	<b>Union Station Property</b>

<b>USPM</b>	<b>Union Station Property Management</b>
<b>UST</b>	<b>Underground Storage Tank</b>
<b>UTU</b>	<b>United Transportation Union</b>
<b>WE</b>	<b>Wage</b>
<b>WMATA</b>	<b>Washington Metropolitan Area Transit Authority</b>

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