

# Adopted Budget

July 1, 2022 – June 30, 2023

# FY23



**Metro**



# Downtown Inglewood

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Metro

Metro Rapid

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**If the pandemic taught us anything, it was that Metro is and always has been on the frontlines of public service.** When COVID locked down the world, our team continued showing up to make sure our customers, many of whom had limited transportation options, were still able to arrive safely to their destinations.

That's because our people are the most important asset of the Metro organization. Metro employees, whether union or noncontract, are the heart and soul of this agency, proving their dedication and commitment daily just showing up. And as the world begins to hit its stride again, Metro continues to stand ready to progress into the next fiscal year.

Thanks to federal relief funds provided by the American Recovery Plan Act (ARPA), Metro's \$8.7 billion FY23 Adopted Budget is balanced and includes many new and innovative projects that will have meaningful impacts for LA County's 10 million residents. While these ARPA dollars are critical to supplementing Metro's immediate budgetary needs, this revenue is one-time funding that will be fully expended during this fiscal year. That means we must continue to focus on prudent fiscal planning to ensure we can complete pipeline projects and maintain long-term financial stability.

Now is the time to reinvent and reimagine ourselves with forward-thinking approaches to regional mobility. To support our core customers, we are making critical investments in the backbone of our transit system, our bus service. This year, through a NextGen equity lens, we have budgeted to fully restore bus service to 7 million hours. As NextGen plans are refined, we continue investments to improve speed and reliability with bus mobile validators, dedicated bus lanes, and transit signal priority. We are committing over \$263 million in capital projects to improve Metro's bus service with electric bus purchases, electric bus charging infrastructure, and bus refurbishments.

We are taking enormous steps toward more seamless travel countywide as we move to open two major rail projects: K Line (Crenshaw/LAX) and the Regional Connector. These new rail lines will offer transit users the ability to travel on a light rail line along Crenshaw or take a one-seat ride on light rail lines through downtown without a transfer, bringing more mobility and better connectivity to Equity-Focused Communities (EFCs).

While our system expands, it is especially important to reinforce the foundational basics of our growing transit network. Looking to the future, Metro will prioritize three fundamental principles: Valuing our people; Improving the customer experience; and Enhancing performance management. By maintaining our focus on these core

principles and emphasizing a "People First" approach, Metro can and will achieve success in FY23 and beyond.

To ensure we have the human resources we need to achieve our goals, we are testing new recruitment and retention strategies to attract and retain our frontline employees, who continuously demonstrate flexibility, patience, innovation, and courage even in uncertain times. To run a world-class transportation agency, we must continuously show appreciation for the outstanding workers that keep LA County moving.

This year, all Metro employees will band together to continue to deliver more for LA County—more mobility, increased equity, and improved safety—for the most important group: our Metro transit riders. That's why we are turning a keen eye to improving the customer experience in FY23 by implementing initiatives to enhance cleanliness, customer communications, reliability, travelspeed, and reimagine public safety. Our goal is to restore trust in our system for our existing riders and continue to attract lifelong new riders for generations to come because I want Metro to be the first choice for transportation.

We do this in part by investing in our youth as a way to grow new ridership to our growing system. In FY23, we will continue the GoPass pilot program, providing fareless transit to K-12 and community college students at participating LA County districts. As we enter the second year of the pilot, we have nearly 100,000 K-12 students registered in the GoPass program, a 25% increase over pre-COVID student TAP cards—an impressive count as overall transit ridership remains below pre-pandemic levels. Our investment doesn't stop with free transit for students, this budget also includes support of the SEED school program that seeks to build and nurture our future transportation workforce.

This encouraging ridership trend for students, along with other improvements, including the ongoing NextGen enhancements to bus service, Metro's leadership in building Transit Oriented Communities, and dramatically increased enrollment in our Low-Income Fare is Easy (LIFE) program all work together to demonstrate Metro's commitment to providing everyone a better and more accessible way to move across LA County for their schooling, work, and everything in between.

Equity is at the core of all that we do at Metro. For FY23, I directed staff to implement an Equitable Zero-Based Budgeting (EZBB) process. COVID-19 has had a real impact on our budget as Metro's expenses continue to grow while

our revenue sources dropped. With the EZBB, we are identifying incremental and financially prudent steps we can take now to avoid drastic actions later. This effort asks each agency department to take a fresh look at what activities truly support Metro's core business and priorities and to assess, at the expenditure level, how equity is advanced and improves our daily activities. As Metro adapts to changes brought on by the "new normal," the past process of using the prior year's budget as a guideline for future financial planning no longer applies.

As we take on exciting initiatives to attract riders and bring Metro to new communities with our new rail segment openings, enhanced performance management is central to our strategy for making meaningful improvements for the future. We are taking a more data-informed approach to decision making, brainstorming risk mitigation strategies for mega projects, and finding process improvements in everything that we do. This attention to detail and ongoing search for improvements will ensure that Metro maintains its role as a thought leader in advancing mobility across our region.

Today, it is more important than ever that we remain laser focused on responsibly delivering our service, projects and programs to show that we continue to be prudent stewards of public tax dollars. FY23 presents an exciting opportunity for Metro to show LA County our new vision for equitable mobility throughout the region. By ensuring we put people first, focusing on customer experience, and increasing access to opportunity, we will make our region stronger, both now and in the years to come.

With Gratitude,

Stephanie Wiggins  
Chief Executive Officer



1

**Hilda L. Solis**  
*Chair*  
LA County Board Supervisor  
First Supervisorial District



2

**Ara Najarian**  
*First Vice Chair*  
Appointee of LA County City  
Selection Committee - North County/  
San Fernando Valley sector



3

**Jacquelyn Dupont-Walker**  
*Second Vice Chair*  
Appointee of Mayor of the  
City of Los Angeles



4

**Kathryn Barger**  
LA County Supervisor  
Fifth Supervisorial District



5

**Mike Bonin**  
Appointee of Mayor of the  
City Los Angeles



6

**James Butts**  
Appointee of LA County City  
Selection Committee  
Southwest Corridor sector



7

**Fernando Dutra**  
Appointee of LA County City  
Selection Committee  
Southeast Long Beach sector



8

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



9

**Janice Hahn**  
LA County Board Supervisor  
Fourth Supervisorial District



10

**Paul Krekorian**  
Appointee of Mayor of the  
City of Los Angeles



11

**Sheila Kuehl**  
LA County Board Supervisor  
Third Supervisorial District



12

**Holly Mitchell**  
LA County Board Supervisor  
Second Supervisorial District



13

**Tim Sandoval**  
Appointee of LA Co. City Selection  
Committee San Gabriel Valley sector

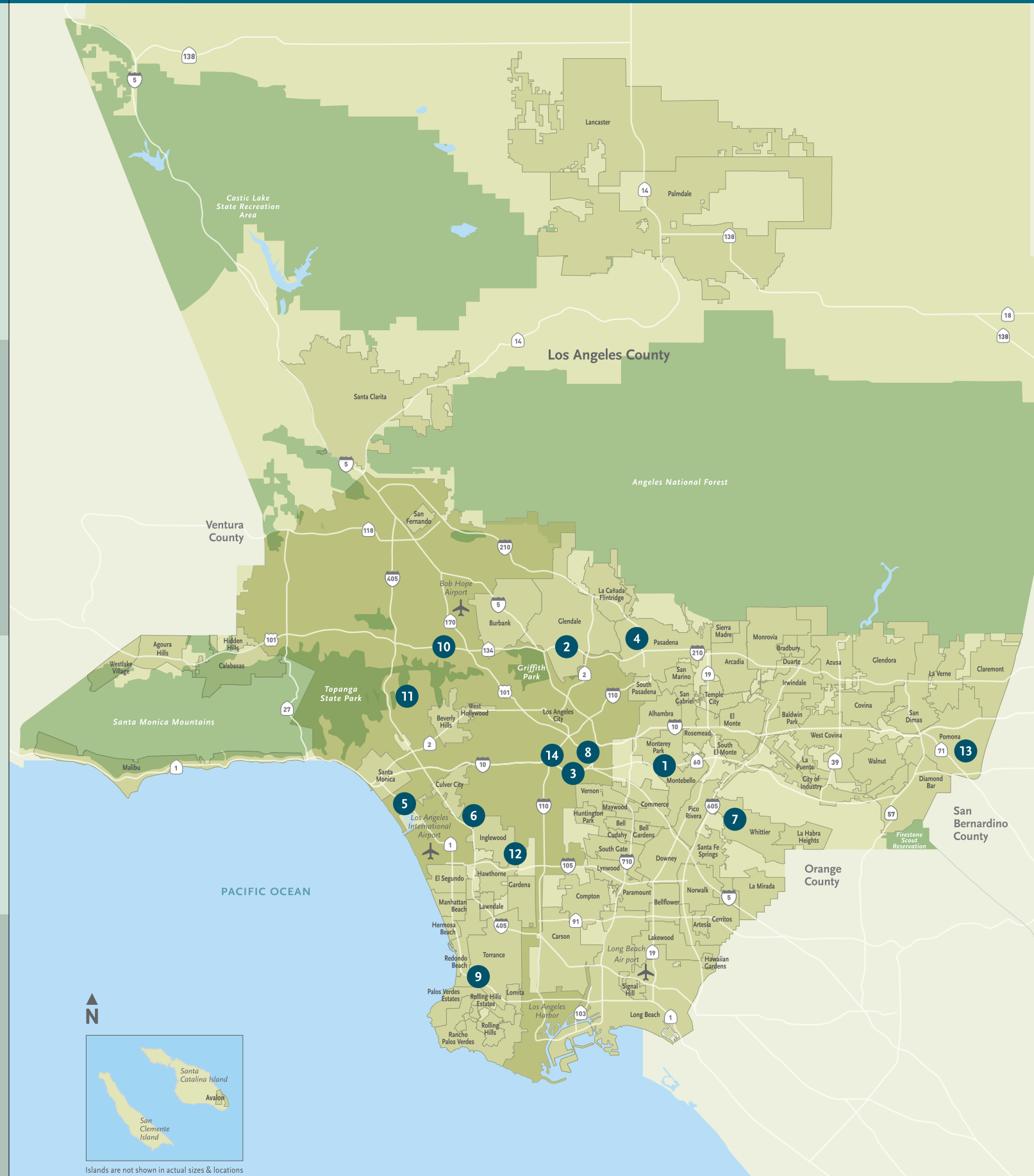


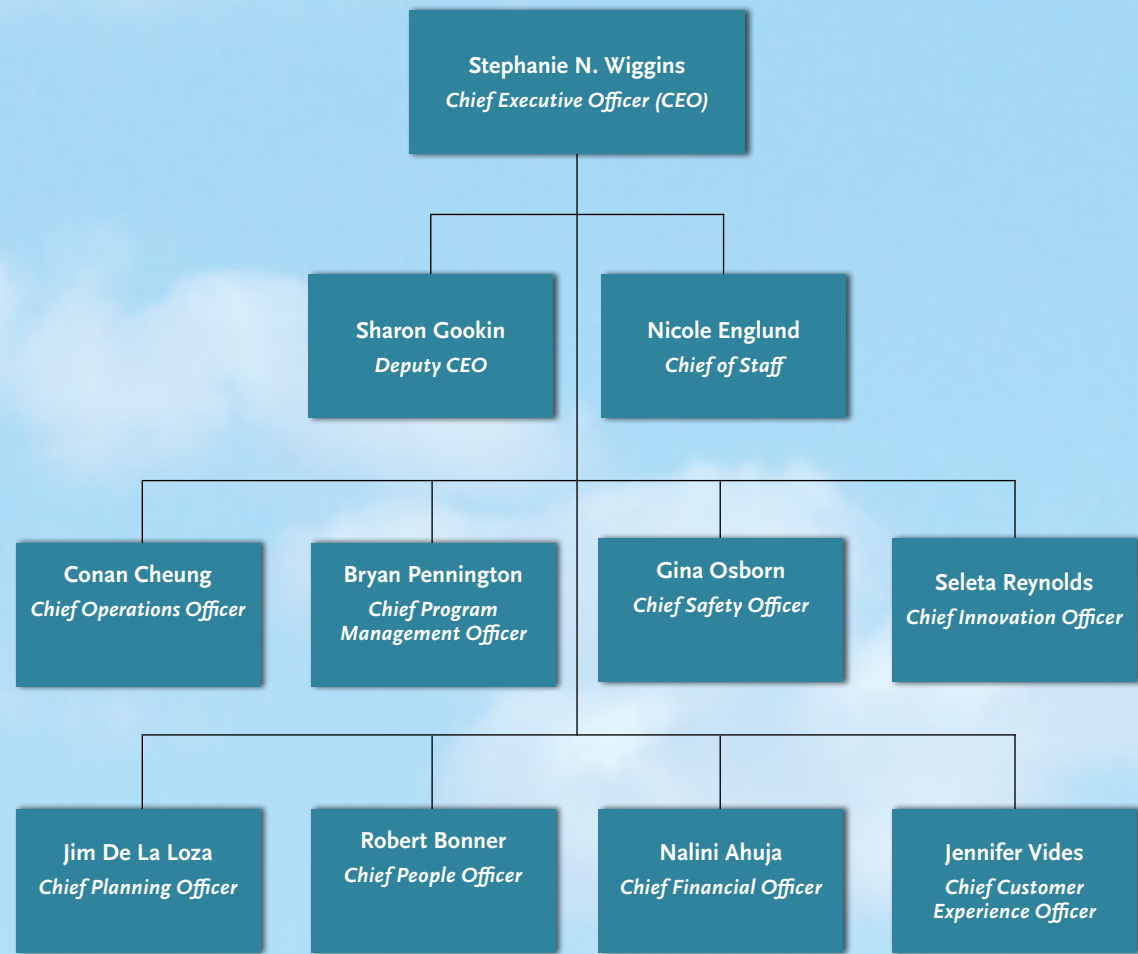
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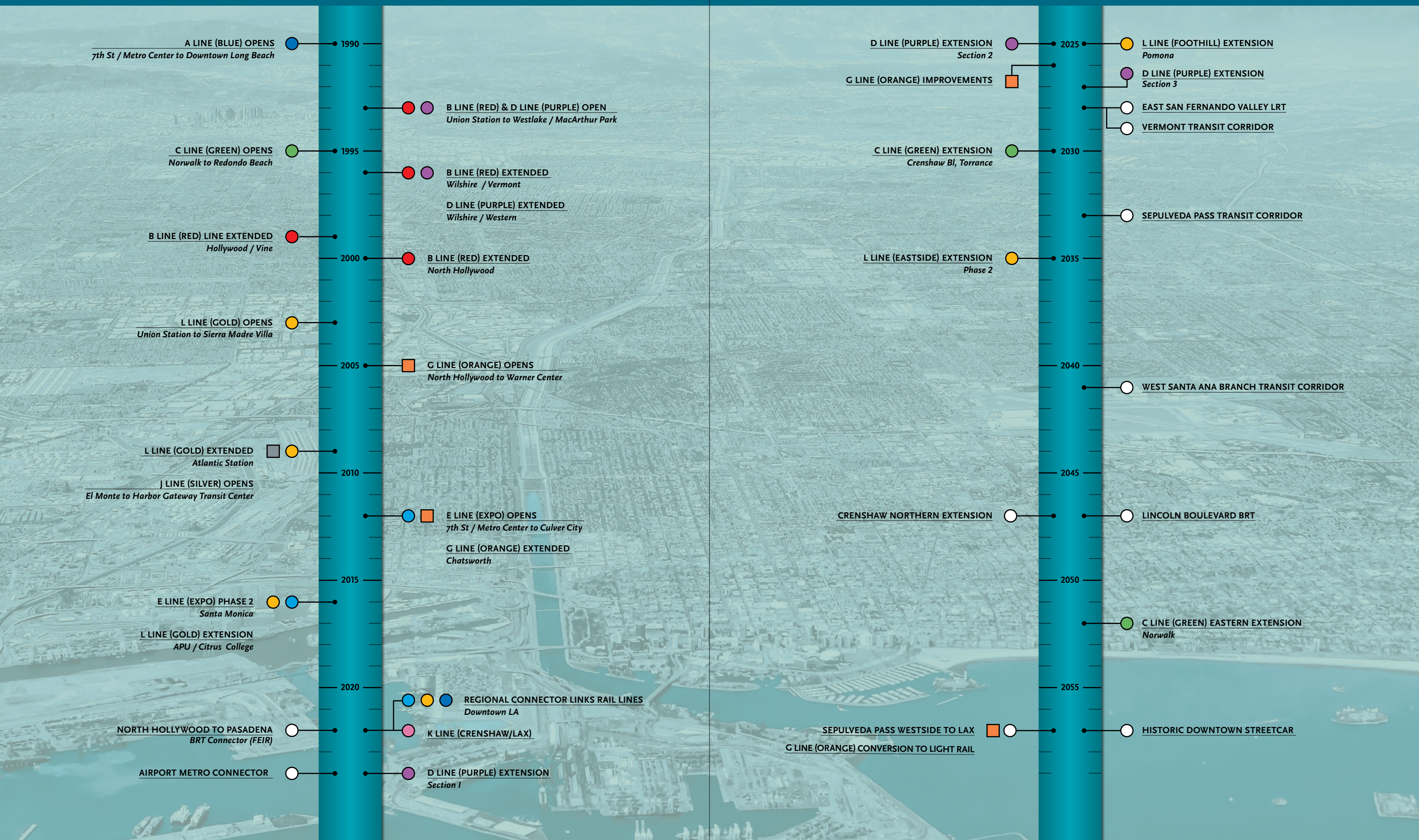
**Tony Tavares**  
Caltrans District Seven Director  
Non-Voting, Governor Appointee

Note

Represents the composition of the Board of Directors that adopted the FY23 Budget in May 2022.







**A LINE (BLUE) OPENS**  
7th St / Metro Center to Downtown Long Beach

**C LINE (GREEN) OPENS**  
Norwalk to Redondo Beach

**B LINE (RED) LINE EXTENDED**  
Hollywood / Vine

**L LINE (GOLD) OPENS**  
Union Station to Sierra Madre Villa

**L LINE (GOLD) EXTENDED**  
Atlantic Station

**J LINE (SILVER) OPENS**  
El Monte to Harbor Gateway Transit Center

**E LINE (EXPO) PHASE 2**  
Santa Monica

**L LINE (GOLD) EXTENSION**  
APU / Citrus College

**NORTH HOLLYWOOD TO PASADENA**  
BRT Connector (FEIR)

**AIRPORT METRO CONNECTOR**

1990

1995

2000

2005

2010

2015

2020

**B LINE (RED) & D LINE (PURPLE) OPEN**  
Union Station to Westlake / MacArthur Park

**B LINE (RED) EXTENDED**  
Wilshire / Vermont

**D LINE (PURPLE) EXTENDED**  
Wilshire / Western

**B LINE (RED) EXTENDED**  
North Hollywood

**G LINE (ORANGE) OPENS**  
North Hollywood to Warner Center

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

**G LINE (ORANGE) EXTENDED**  
Chatsworth

**REGIONAL CONNECTOR LINKS RAIL LINES**  
Downtown LA

**K LINE (CRENSHAW/LAX)**

**D LINE (PURPLE) EXTENSION**  
Section 1

**D LINE (PURPLE) EXTENSION**  
Section 2

**G LINE (ORANGE) IMPROVEMENTS**

**C LINE (GREEN) EXTENSION**  
Crenshaw Bl, Torrance

**L LINE (EASTSIDE) EXTENSION**  
Phase 2

**CRENSHAW NORTHERN EXTENSION**

**SEPULVEDA PASS WESTSIDE TO LAX**

**G LINE (ORANGE) CONVERSION TO LIGHT RAIL**

2025

2030

2035

2040

2045

2050

2055

**L LINE (FOOTHILL) EXTENSION**  
Pomona

**D LINE (PURPLE) EXTENSION**  
Section 3

**EAST SAN FERNANDO VALLEY LRT**

**VERMONT TRANSIT CORRIDOR**

**SEPULVEDA PASS TRANSIT CORRIDOR**

**WEST SANTA ANA BRANCH TRANSIT CORRIDOR**

**LINCOLN BOULEVARD BRT**

**C LINE (GREEN) EASTERN EXTENSION**  
Norwalk

**HISTORIC DOWNTOWN STREETCAR**







**The most important part of Metro's core focus is valuing our people:** our riders, our partners, our stakeholders, our employees, and the residents and visitors to Los Angeles County. By valuing our people, we continue to make the changes and investments that improve the quality of our service, provide for future generations, and enhance the customer experience.

**EMPLOYEES**

- > New recruitment and retention strategies \*
- > Focus on meeting operators' needs \*
- > Improved perception of safety and security \*
- > New teleworking policy: allows employees to work from their home, at a satellite location, or other remote work location for all or part of their workweek -- this is a viable, flexible work option when appropriate \*
- > Improved collaboration among departments \*
- > Non-traditional workforce development \*
- > Employee engagement (Weekend Rewards Program) \*
- > HEAR and Well Being Services

**PARTNERS**

- > Tunnel Apprenticeship \*
- > Bonding Programs \*
- > Room to Work: Offer a variety of homeless services including comprehensive outreach, bridge housing, supportive housing,

and community reintegration and employment services to help adults and families find housing and stay housed for good \*

- > SEED LA: expose, educate and employ youth from the County's safety net \*
- > Continuing Los Angeles Trade Technical College Technical Training/Rail Apprentice Program: The college works closely with labor and community partners to recruit participants and create placement opportunities \*
- > Community Based Organizations \*
- > Faith-Based Communities

**CUSTOMERS**

- > Reimagine Public Safety \*
- > Improved customer experience \*
- > Improved communications \*
- > LIFE Program: The program offers fare discounts that can be applied toward the purchase of weekly and monthly transit passes on Metro and any LIFE participating transit agencies, or 20 free rides on any of the participating transit agencies \*
- > FSI (Fareless System Initiative): The GoPass Program is available to students at participating K-12 schools and community colleges, with a focus on helping students ride transit without the worry of paying fare \*

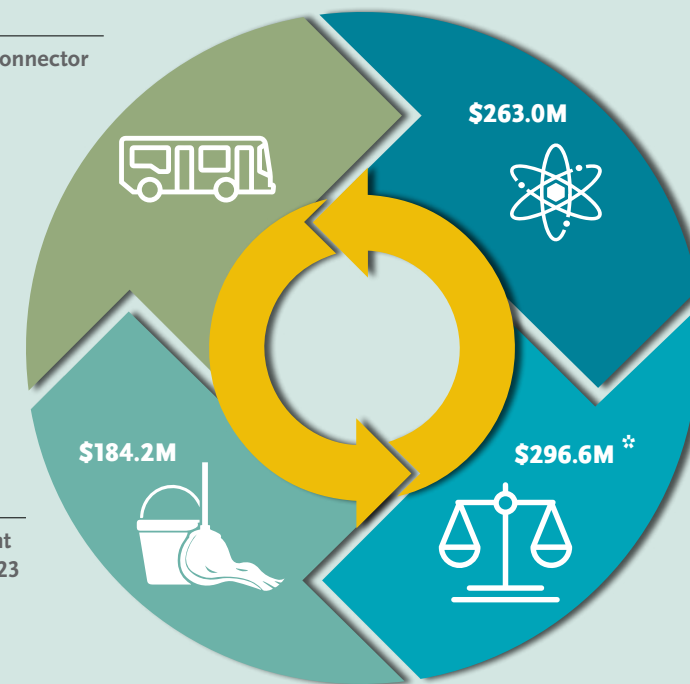
\* New/expanded project in FY23

**Bus & Rail Service**

- > Crenshaw/LAX & Regional Connector
- > Metro Micro
- > Restoration of Bus Service

**Cleaning Surge**

- > Accelerating the Replacement of all Fabric Seats to June 2023
- > Hot Spots (Power Washing)
- > Bus Interior Cleaning
- > End of Line Train Cleaning



**NextGen & Bus Capital Improvements**

- > Speed & Reliability
- > Transit Signal Synchronization
- > Electric Buses & Charging Infrastructure
- > Bus Station Improvements
- > BRT Transit Planning

**Reimagining Public Safety**

- > Equitable Analytic-Led Approach
- > Double Transit Ambassador Program
- > Expanded Homeless & Mental Health Outreach Initiatives

\* Some initiatives are included in multiple department budgets and may not be reflected in the estimated amounts.

**Metro has resolved to put People First in FY23**, and our emphasis on relationships with our employees and partners will improve our ability to keep our system running smoothly. However, our most important target group is comprised of the thousands of LA County residents who rely on our system daily: our Metro transit riders.

All significant changes and enhancements to transit service are included in Customer Experience Plan (CX Plan), a combination of efforts throughout the agency. The CX Plan includes a wide variety of initiatives, such as bus and rail transit capacity and operational improvements, major cleaning surges in response to comments from the public, Reimagining Public Safety, and a new customer communications strategy that seeks to provide accurate and timely transit information. The CX Plan is multifaceted, and the cumulative effect of these efforts will create the best possible experience for our transit riders.

Our investments in Customer Experience are depicted in the graphic above and summarized on the following pages. For more information, see Budget Details beginning on page 24.





▼ K LINE: SERVING AREAS OF L.A., INGLEWOOD & EL SEGUNDO ▲ REGIONAL CONNECTOR TRANSIT PROJECT: ONE SEAT RIDE



**REGIONAL CONNECTOR**

- > 1.9 track miles
- > 3 new stations opening in FY23
- > 180K Revenue Service Hour (RSH) increase
- > One-seat ride – No transferring
  - Azusa to Long Beach (A Line)
  - East Los Angeles to Santa Monica (E Line)

**K LINE (CRENSHAW/LAX) PHASE 1**

- > 8.5 miles of new light rail service connecting the E Line (Expo) at the north to the C Line (Green) at the south
- > 8 new stations (7 stations opening in FY23)
  - 3 underground
  - 4 at-grade
  - 1 aerial
- > 47.5K RSH increase
- > Serving EFCs: rail service connecting to SoFi, The Forum, and future Intuit Dome

The CX Plan introduces a bold program called the **Cleaning Surge**, which entails adding additional resources to reflect the cleanliness standards Metro customers expect.

The FY23 Adopted Budget includes **\$184.2 million** for all cleaning efforts, including 10 roving cleaning teams. **Metro is also accelerating the installation of all-vinyl seating on our vehicles**, increasing the frequency of cleaning, expanding “in-line” and mid-day bus interior cleaning, “end-of-line” cleaning on rail, station hot spots, and expanded activities at Metro’s most traveled stations and terminals.

**BUS CLEANLINESS**

- > **Daily**
  - Removal of all trash
  - Vacuum/blow out debris
  - Clean interior “touchpoints” include Operator area and dash, handrails, seats, frames, windows, ledges, front/rear doors and handles, wheelchair barriers/securement
  - Mop floors
  - Remove graffiti and stickers
  - Wash bus exterior
  - Additional staff added for cleaning surge
- > **Detail**
  - Performed every 6,000 miles
  - Detail Operator’s area and dash
  - Scrub side and rear panels
  - Clean ceilings and A/C vents
  - Clean doors and windows
  - Wipe down stanchion bars
  - Clean seats and seat backs
  - Remove graffiti, stickers, or gum
  - Mop and detail floors
  - Exterior wash and clean wheels

**BUS TERMINALS**

- > Trash removed
- > Spills cleaned up
- > Graffiti removed
- > Interiors wiped down
- > Mop floors, as needed
- > Pilot program began in 2021
- > Dedicated staffing in FY23
- > Expanding to 7-days / week

**RAIL CLEANLINESS**

- > **Vehicles**
  - Division Routine Cleaning: Exterior carwash
  - Interior touch points, floor sweep and mop, side walls,

windows, doors, handrails and hand straps, stanchions and seats

- Division Detail Cleaning: Interior - deep cleaning of all surfaces and floor scrub
- Touch-Point Cleaning: Interior - wipe-down using EPA approved chemicals to kill COVID on seats, seat frames, handrails, stanchions, doors, windows, and hand straps
- All trains thoroughly cleaned and disinfected (touch-point clean) twice a day – prior to revenue service and upon returning to the Divisions
- Added deodorizers to all train’s HVAC systems
- End-of-Line Cleaning: Interior - trash removal and touch point cleaning – with security, as time permits

> **Stations**

- Auto-scrub subway station interior floor surfaces
- Supervisory coverage
- Dedicated staff at Hot Spot (high volume) Rail Stations – all 3 shifts
- General cleanups
- Disinfect touch points at least twice daily at all stations
- Pressure wash station exterior surfaces

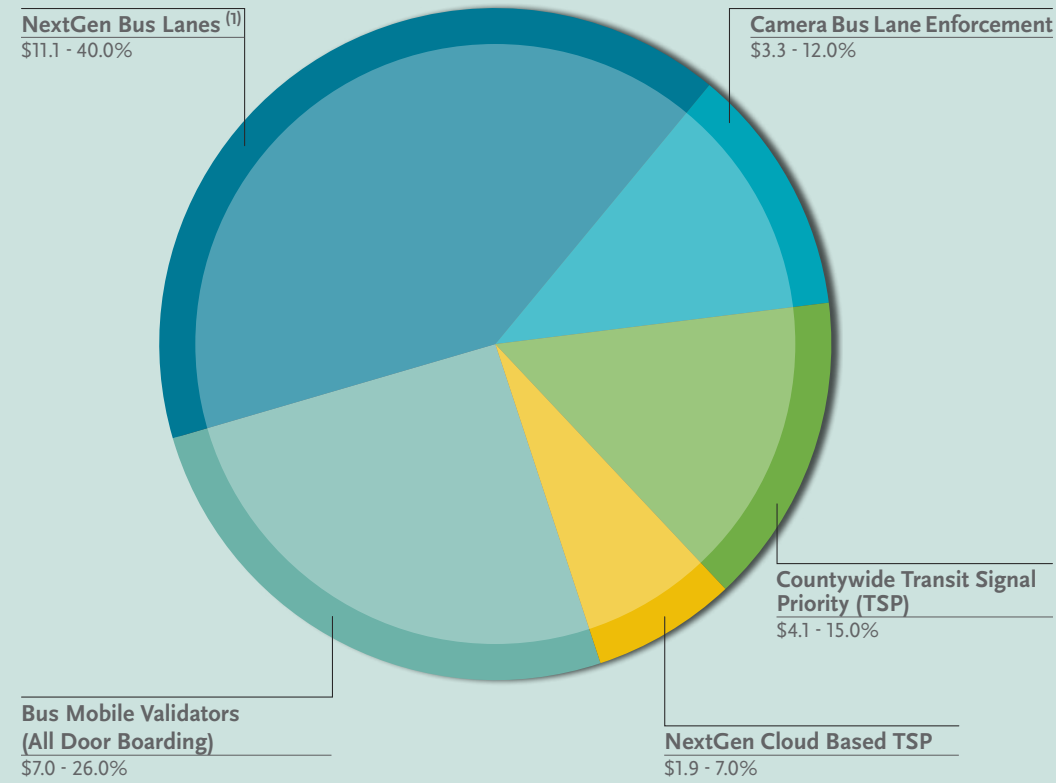


**FY23 Adopted Budget for NextGen Speed & Reliability (\$ in Millions)**

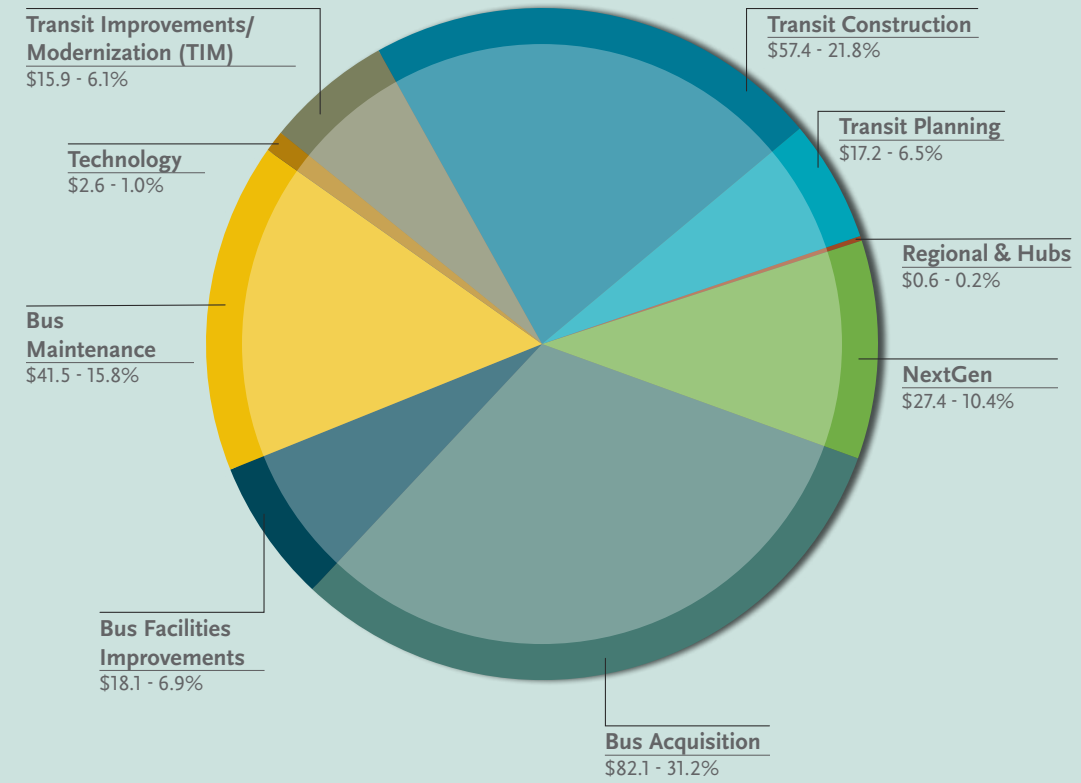
**Notes**

(1) NextGen Bus Lanes: Priority Lanes, Layover Optimization, Tactical Treatment & Service Enhancement Studies and Bus Stop Improvements.

For more detail, see Appendix VII



**Bus Capital Improvements (\$ in Millions)**



**Note**

For more detail, see Appendix VII



**The NextGen Bus Plan is a reimagined bus system** that focuses on providing fast, frequent, reliable, and accessible service to meet the needs of today's riders.

**The improvements would:**

- > Double the number of frequent Metro bus lines
- > Provide more than 80% of current bus riders with 10 minute or better frequency
- > Improve and expand mid-day, evening and weekend service, creating an all-day, 7-day-a-week service
- > Ensure a 1/4-mile walk to a bus stop for 99% of current riders
- > Create a more comfortable and safer waiting environment

**In FY23, five new positions were added:**

- > 1 Non-Contract Senior Transportation Planner for the NextGen Countywide Signal Priority (CSP) project
- > 4 AFSCME Transit Operations Supervisors to support signal stopping on the bus lines

**NEXTGEN SPEED & RELIABILITY**

- > Accelerates transit improvements with laser focus, resolves core issues and builds trust with partner agencies
- > Force multiplier that improves customer experience (CX) and operator conditions, with operational savings reinvested into better service
- > \$25M awarded from California Transportation Commission

- > Second generation bus mobile validators
- > Camera bus lane enforcement
- > Countywide transit signal priority upgrade and expansion
- > NextGen bus lanes
- > NextGen cloud based transit signal priority

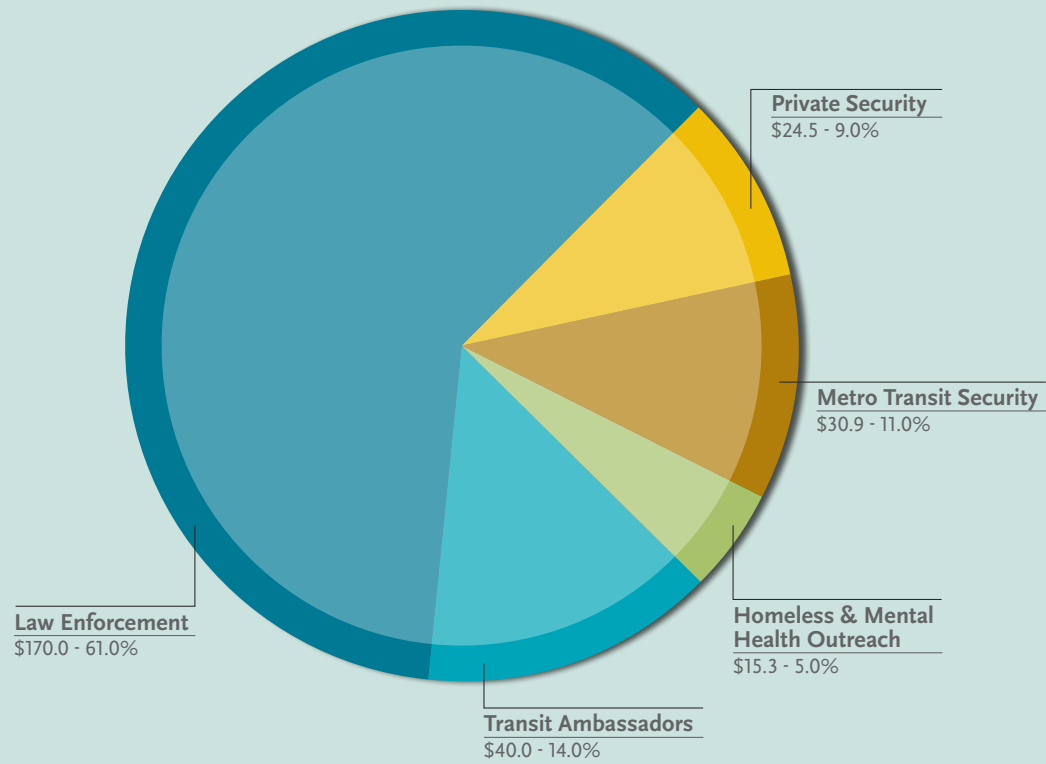
**BUS IMPROVEMENTS**

The FY23 Adopted Budget includes a substantial investment of approximately \$263M in Capital Projects related to improving Metro Bus service. NextGen is a priority for Metro, and \$27M will be invested in NextGen and related projects. There are also dozens of bus related projects in the FY23 Budget that will work to enhance the riding experience for customers throughout LA County, while ensuring the system is timely, safe, and reliable.

- > 40' Battery Electric Zero Emission Buses
- > Environmental Compliance Capital Project (FY23-FY27)
- > New Flyer/El Dorado Bus Midlife Electric Bus Charging Infrastructure on the J Line (Silver)
- > Line G Line (Orange) BRT Improvements: Construction
- > BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)

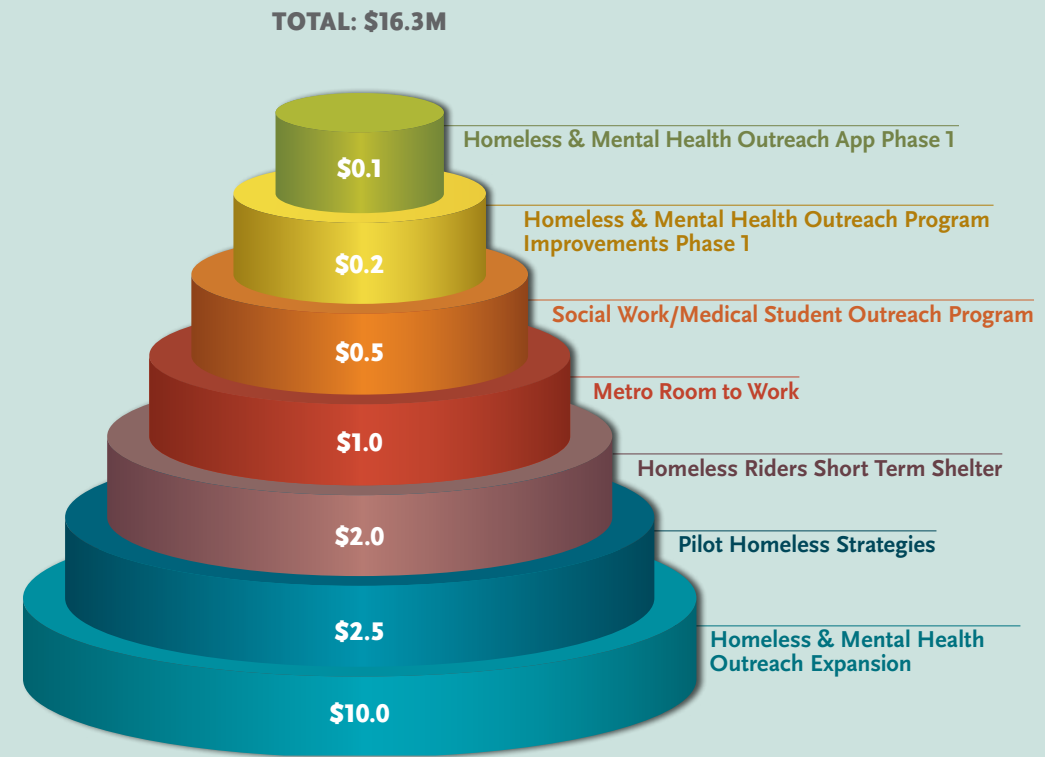


FY23 Adopted Budget for Resource Deployment (\$ in Millions)



Note  
Some initiatives are included in multiple department budgets and may not be reflected in the estimated amounts.

FY23 Adopted Homeless & Mental Health Outreach Initiatives (\$ in Millions)



Metro's competitive game plan for transformational change to public safety is the Reimagining Public Safety Framework, which aligns operations to the needs of the public through intentional and equity-driven public safety initiatives. The FY23 Adopted Budget includes \$296.6 million in public safety initiatives and investments to ensure Metro has a system designed to enhance security.

**REIMAGINING PUBLIC SAFETY INITIATIVES**

- > Doubling Transit Ambassadors program
- > Law enforcement commuter engagement teams
- > Modernizing infrastructure protection contracts
- > Flexible dispatch and co-location
- > Call points (security blue light call boxes)
- > Live video feed
- > Body worn video (BMV) for Metro Transit Security
- > Bus strategies: operator security
- > Reimagining Public Safety prioritized in FY23 Adopted Budget
- > Homeless outreach and mental health assistance is growing 50%
- > Adding 15 unarmed security officers

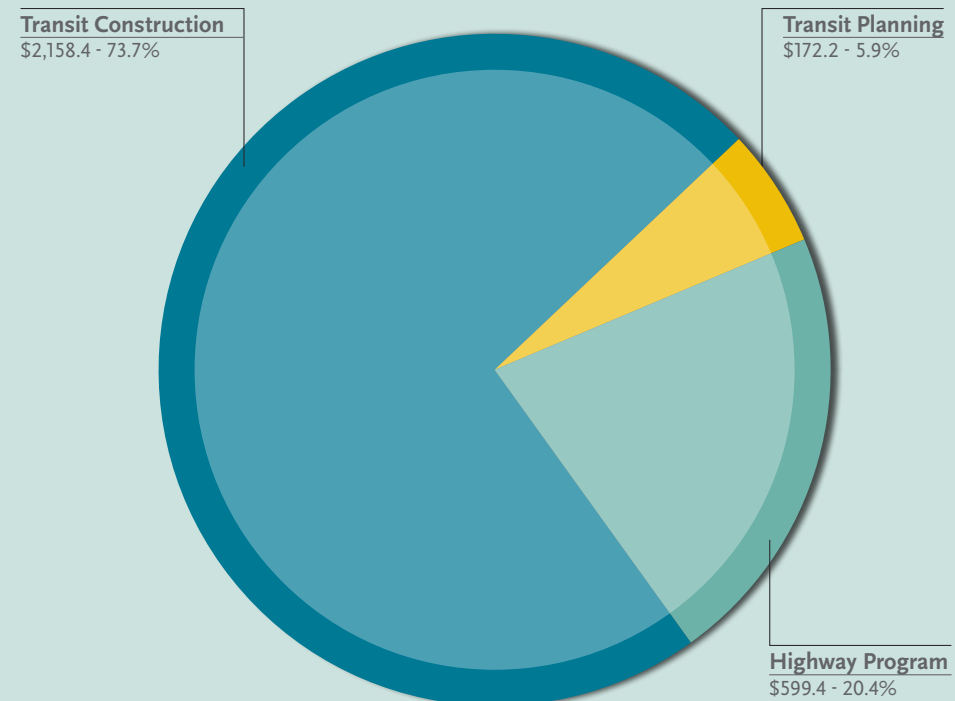
In FY23, Metro is also refining its homeless and mental health outreach and engagement efforts. Metro recognizes the growing need for homeless outreach and mental health resources to respond to individuals in need on our system.

**HOMELESS & MENTAL HEALTH OUTREACH INITIATIVES**

- > Continue to partner with Los Angeles County's multi-disciplinary homeless and mental health outreach teams
- > Develop a new program, Room to Work, which partners with community-based organizations to connect unhoused individuals on our system to interim or permanent housing and supportive services
  - Work with training and education providers to develop and administer a specialized-industry job training program
  - Offer temporary Metro positions and provide the work experience necessary to help participants obtain permanent full-time positions, either at Metro or other employers



FY23 Adopted TID Budget (\$ in Millions)



Note  
For more detail, see Appendix V

**Transportation Infrastructure Development (TID)** is responsible for a portfolio comprised of more 75 projects, with Life of Project (LOP) budgets totaling \$19.5 billion in FY23. Major capital projects planned for completion in FY23 include:

- > Crenshaw/LAX Transit Project
- > Regional Connector Transit Project
- > Soundwall Package 11 (North Hollywood)
- > Eastside Access Improvements
- > Division 1 Improvements (6th and Central Downtown LA Industrial District)
- > Bus Facility Maintenance Improvements and Enhancements (Phase III)

**CHALLENGES**

Market factors arising from the ongoing recovery from the COVID pandemic and Ukrainian conflict continue to escalate project related costs. Updated economic projections indicate that this will continue into FY23, and supply chain issues and labor impacts will continue to be potential cost and schedule drivers. In addition, with the significant number and size of Program Management projects and the accelerated implementation schedule for delivering Metro's capital program, Metro's capability and capacity to deliver multiple complex projects on-time and within budget creates unprecedented challenges to project delivery.

Efforts to improve, innovate, and increase our capabilities to deliver projects are essential. Program challenges include:

- > Market conditions
- > Project delivery method
- > Scope issues
- > Unforeseen conditions

**STRATEGIC INITIATIVES**

TID continues to implement various strategic initiatives to bring improved planning, consistency, transparency, and discipline to project delivery. The key initiatives for Contracting Strategy and Cost Containment include:

- > Staff/consultant ratio and professional services
- > Best practices continuous improvement
- > Material supply initiatives
- > CEO delegated authority
- > Stage gate reviews
- > Update controls processes and contingency levels
- > Cost/schedule/risk
- > Adapt contract for alternative delivery approaches
- > Streamlined processes
- > Contract documents risk issues
- > Third parties, utilities, and differing site conditions
- > Geotechnical and environmental scope issues
- > Scope definition/betterments
- > Metro Rail system design criteria



Access to Goods & Services, Education, Jobs & Other Economic Opportunities

**Metro is working harder to ensure equity is at the center of its decision-making around public investments and services.**

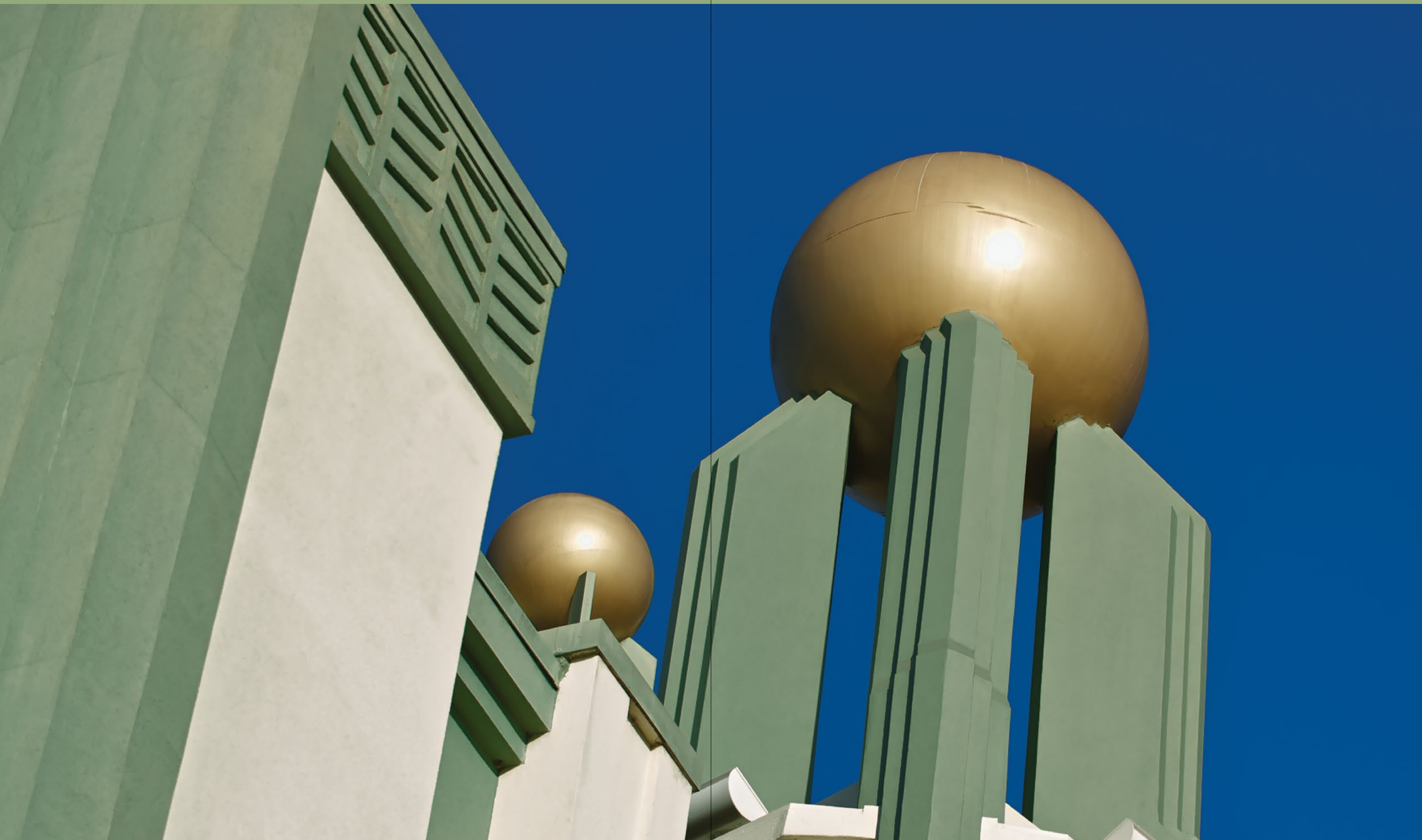
The FY23 Adopted Budget was developed using an Equitable Zero-Based Budgeting (EZBB) process.

- > EZBB Metro Budget Equity Assessment Tool (MBEAT) was utilized to assess every single budget request
- > Applied to nearly 1,300 budget items
- > Applied to over 750 capital projects
- > MBEAT goal is to identify and prioritize funding for projects that prevent or reduce harm and maximize the benefits for those that need it the most

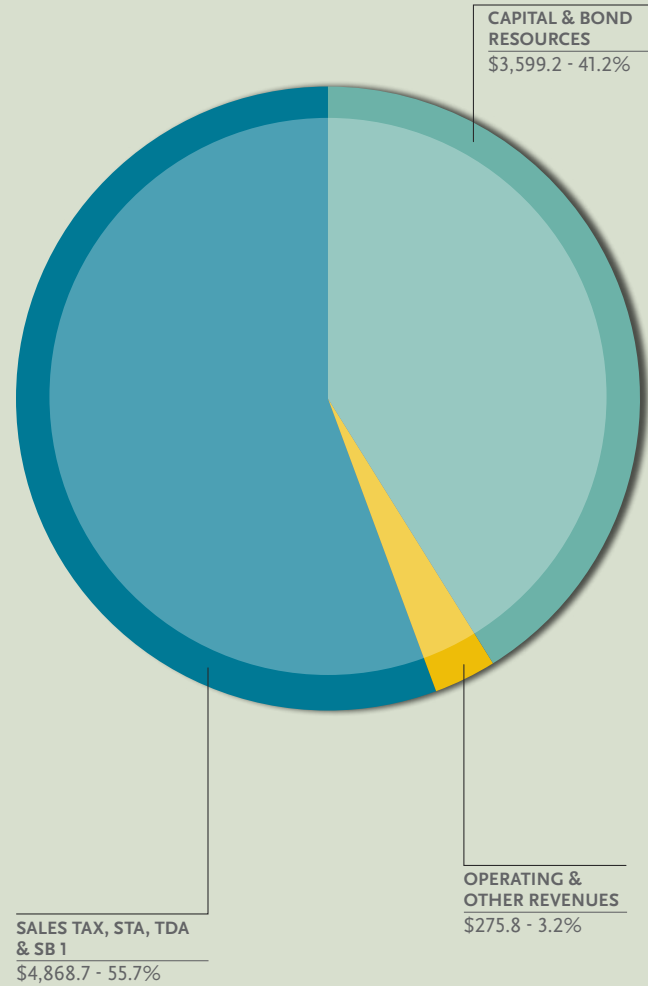
**EQUITY PRINCIPLES**

- 1. Focus and Deliver:** Prioritize programs and services that benefit the most disadvantaged geographies and people to reduce or close racial, economic, and gender equity gaps
- 2. Listen and Learn:** Authentically engage community residents and organizations to inform and determine interventions (e.g., policy and program) and investments
- 3. Define and Measure:** Use data to effectively diagnose equity problems, communicate issues, and support timely assessment of progress at the right geographic scale
- 4. Train and Grow:** Align internal policies and processes to elevate the needs and perspectives of front-line personnel and their supervisors





SUMMARY OF RESOURCES (\$ IN MILLIONS)



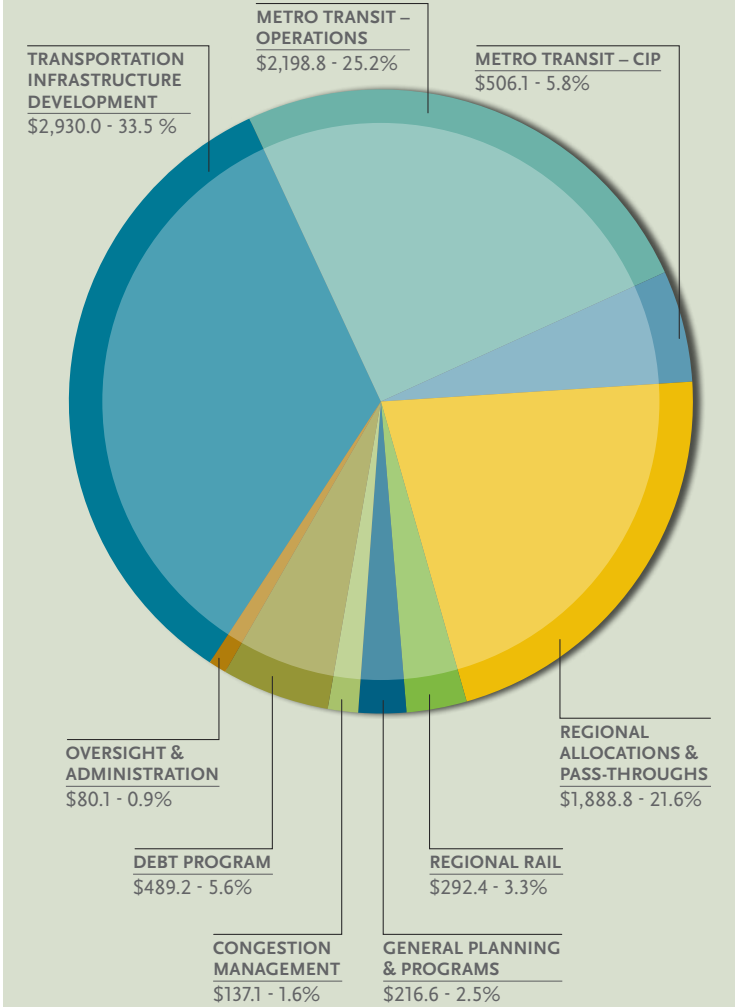
RESOURCE ASSUMPTIONS

- > Sales tax and Transportation Development Act (TDA) revenues are projected to grow 19.3% over FY22 Budget totaling \$4.6 billion, based on an economic analysis of the recovery from the COVID-19 pandemic's impact on taxable sales and nationally recognized forecasting.
- > State Transit Assistance (STA) and Senate Bill 1 (SBI) revenues for bus and rail operations and capital in FY23 are expected to be \$225.6 million, a 76.7% increase from the FY22 Budget.
- > Fare revenues are expected to increase by 45.5%, totaling \$106.5 million, reflecting ridership projections and the impacts of fare policies, such as FSI phase 1 and the enhanced LIFE Program.
- > ExpressLanes toll revenues are expected to increase 43.3%, totaling \$66.9 million in FY23, due to increased traffic on ExpressLanes and freeways during the pandemic recovery.
- > Advertising revenues of \$32.6 million are expected in FY23, 35.0% above the FY22 Budget.
- > Other revenues are expected to come in at \$69.9 million in FY23, a 35.9% decrease from the FY22 Budget, and include bike program revenues, park and ride revenues, lease revenues, SAFE, auto registration fees, transit court fees, and miscellaneous revenues.
- > Metro received \$1,239.5 million from the Federal American Recovery Plan Act (ARPA). Local funds will be substituted for some regional operators, reducing Metro's net allocation to \$1,096.9 million, as approved by the Metro Board.
- > Grant reimbursements, bond proceeds, and sales tax carryover totaling \$2.4 billion align with planned Transit Infrastructure Development and State of Good Repair expenditure activities.

EXPENDITURES ASSUMPTIONS

- > The total bus and rail service includes 8.4 million Revenue Service Hours (RSHs) combined, a 3.8% increase from pre-pandemic levels and a 4.5% increase over the FY22 Budget. The service plan includes 271.4 thousand RSHs for Metro Micro, a 24.0% increase over the FY22 Budget.
- > Bus service will exceed the pre-COVID-19 level of 7.1 million RSHs, a 2.1% increase from the FY22 Budget and a 15.0% increase from the estimated FY22 year-end service delivery.
- > Metro's Rail mobility options are expanding with the opening of two new segments: K Line (Crenshaw/LAX) Phase I and Regional Connector. Both are planned to open during the first half of FY23. Together with service restoration, these two openings will increase service to 1.3 million RSHs, a 19.4% increase over the FY22 Budget and a 13.6% increase from pre-pandemic service levels.
- > The FY23 Proposed Budget includes 10,596 FTEs, an increase of 246 FTEs from FY22. The 246 new additions consist of 98 Non-Represented FTEs and 148 Represented FTEs. The increase of 98 Non-Represented FTEs will better serve our core focuses of Customer Experience (CX) Plan, Homeless/Mental health outreach, Reimagining Public Safety, and NextGen.
- > The net increase of 148 Represented FTEs will support Cleaning programs on both bus and rail systems, Opening and pre-revenue service of K Line (Crenshaw/LAX) Phase I and Regional Connector, and Reimagining of public safety framework.
- > The Consumer Price Index (CPI), a measure of cost inflation by the Bureau of Labor Statistics, is projected to increase 2.28% over FY22.

SUMMARY OF EXPENDITURES (\$ IN MILLIONS)



BUDGETED RESOURCES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	% CHANGE
Sales Tax, TDA, & STA/SB1 Revenues	\$ 4,020.3	\$ 4,868.7	21.1%
Operating & Other Revenues	253.0	275.8	9.0%
Capital & Bond Resources	3,766.8	3,599.2	(4.5%)
<b>Resources Total</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>8.7%</b>

FTE SUMMARY	FY22 BUDGET	FY23 ADOPTED	CHANGE
Board of Directors	56	59	3
Chief Executive Office & Chief of Staff	71	76	5
Chief People Office	252	256	4
Chief Safety Office	310	342	32
Customer Experience Office	347	359	12
Office of Innovation	15	16	1
Operations	8,312	8,437	125
Planning & Development	180	192	12
Program Management	248	283	35
Strategic Financial Management	559	576	17
<b>Total Agencywide Represented</b>	<b>8,630</b>	<b>8,778</b>	<b>148</b>
<b>Total Agencywide Non-Represented</b>	<b>1,720</b>	<b>1,818</b>	<b>98</b>
<b>Total FTEs</b>	<b>10,350</b>	<b>10,596</b>	<b>246</b>

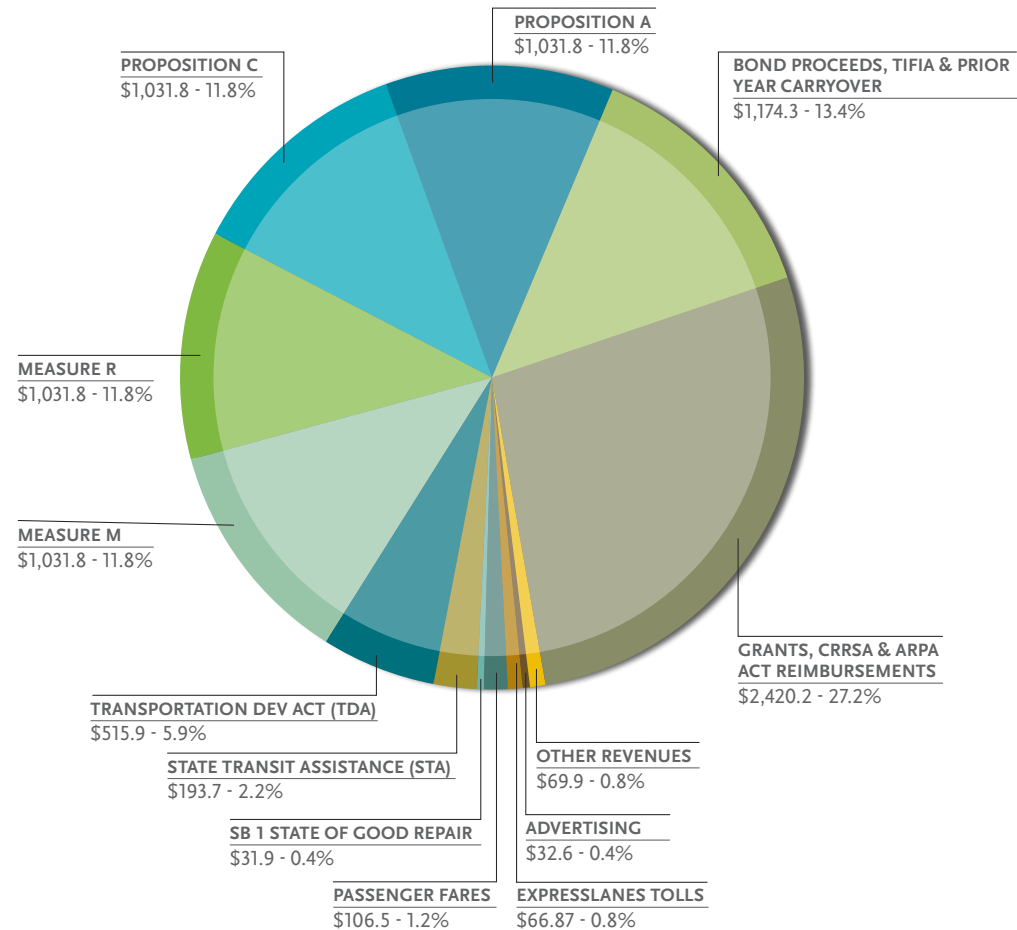
EXPENDITURES BY DEPARTMENT (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	% CHANGE
Board of Directors	\$ 35.8	\$ 34.7	(3.1%)
Chief Executive Office & Chief of Staff	32.6	41.1	26.0%
Chief People Office	110.0	105.5	(4.1%)
Chief Safety Office	324.7	315.5	(2.8%)
Customer Experience Office	121.3	183.2	51.0%
Office of Innovation	12.1	14.5	20.0%
Operations	2,316.2	2,474.9	6.9%
Planning & Development	743.6	1,056.4	42.1%
Program Management	2,650.2	2,599.6	(1.9%)
Strategic Financial Management	1,695.6	1,913.7	12.9%
<b>Grand Total</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>8.7%</b>

BUDGETED EXPENDITURES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	% CHANGE
Transportation Infrastructure Development	\$ 3,012.8	\$ 2,930.0	(2.7%)
Metro Transit - Operations	2,078.7	2,198.8	5.8%
Metro Transit - Capital Improvement Program (CIP)	482.4	506.1	4.9%
Regional Allocations & Pass-Throughs	1,381.1	1,888.8	36.8%
Regional Rail	233	292.4	25.5%
General Planning & Programs	168.3	216.6	28.7%
Congestion Management	99.6	137.1	37.7%
Debt Program	515.6	489.2	(5.1%)
Oversight & Administration	70.7	80.1	13.3%
<b>Total Expenditures</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>8.7%</b>

Summary of Resources

REVENUES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>SALES TAX, TDA &amp; STA REVENUES</b>				
Proposition A	\$ 865.0	\$ 1,031.8	\$ 166.8	19.3%
Proposition C	865.0	1,031.8	166.8	19.3%
Measure R	865.0	1,031.8	166.8	19.3%
Measure M	865.0	1,031.8	166.8	19.3%
Transportation Development Act (TDA)	432.5	515.9	83.4	19.3%
State Transit Assistance (STA)/SB1 STA (1)	96.7	193.7	96.9	100.2%
SB1 State of Good Repair (1)	31.0	31.9	0.9	2.8%
<b>Subtotal Sales Tax, TDA, &amp; STA/SB1 Revenues</b>	<b>\$ 4,020.3</b>	<b>\$ 4,868.7</b>	<b>\$ 848.4</b>	<b>21.1%</b>
<b>OPERATING &amp; OTHER REVENUES</b>				
Passenger Fares	\$ 73.2	\$ 106.5	\$ 33.3	45.5%
ExpressLanes Tolls	46.6	66.9	20.2	43.3%
Advertising	24.1	32.6	8.4	35.0%
Other Revenues (2)	109.1	69.9	(39.3)	(35.9%)
<b>Subtotal Operating &amp; Other Revenues</b>	<b>\$ 253.0</b>	<b>\$ 275.8</b>	<b>\$ 22.8</b>	<b>9.0%</b>
<b>CAPITAL &amp; BOND RESOURCES</b>				
Grants, CRRSA & ARPA Act Reimbursements (3)	\$ 1,861.1	\$ 2,420.2	\$ 559.0	30.0%
Bond Proceeds, TIFIA & Prior Year Carryover (4)	1,907.5	1,174.3	(733.2)	(38.4%)
<b>Subtotal Capital &amp; Bond Resources</b>	<b>\$ 3,768.7</b>	<b>\$ 3,594.5</b>	<b>\$ (174.2)</b>	<b>(4.6%)</b>
<b>Total Resources</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>\$ 696.9</b>	<b>8.7%</b>

Total FY23 Resources: \$8,739.0 (\$ in Millions)



Notes

- (1) Refer to the Regional Transit Allocations Chart for STA and SB1 allocation details.
- (2) Other Revenues includes bike program revenues, park and ride revenues, lease revenues, vending revenues, film revenues, Service Authority for Freeway Emergencies (SAFE) revenues, county buy down, auto registration fees, transit court fees, CNG credits, Measure W revenues, investment income and other miscellaneous revenues.
- (3) Includes grant reimbursement of preventative maintenance, operating capital, highway capital and construction costs. FY22 Budget and FY23 Adopted also include the CRRSA Act and ARPA Act reimbursements.
- (4) Represents use of bond proceeds and sales tax revenues received and spent in prior years.

Totals may not add due to rounding.

REVENUES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>PROPOSITION A</b>				
5% Administration	\$ 43.3	\$ 51.6	\$ 8.3	19.3%
25% Local Return	205.4	245.1	39.6	19.3%
35% Rail Development	287.6	343.1	55.5	19.3%
40% Discretionary				
Transit (95% of 40%)	312.3	372.5	60.2	19.3%
Incentive (5% of 40%)	16.4	19.6	3.2	19.3%
<b>Estimated Tax Revenue from Prop A</b>	<b>\$ 865.0</b>	<b>\$ 1,031.8</b>	<b>\$ 166.8</b>	<b>19.3%</b>
<b>PROPOSITION C</b>				
1.5% Administration	\$ 13.0	\$ 15.5	\$ 2.5	19.3%
5% Rail/Bus Security	42.6	50.8	8.2	19.3%
10% Commuter Rail	85.2	101.6	16.4	19.3%
20% Local Return	170.4	203.3	32.9	19.3%
25% Freeways/Highways	213.0	254.1	41.1	19.3%
40% Discretionary	340.8	406.5	65.7	19.3%
<b>Estimated Tax Revenue from Prop C</b>	<b>\$ 865.0</b>	<b>\$ 1,031.8</b>	<b>\$ 166.8</b>	<b>19.3%</b>
<b>MEASURE R</b>				
1.5% Administration	\$ 13.0	\$ 15.5	\$ 2.5	19.3%
2% Transportation Capital Metro Rail	17.0	20.3	3.3	19.3%
3% Transportation Capital Metrolink	25.6	30.5	4.9	19.3%
5% Operations - New Rail	42.6	50.8	8.2	19.3%
15% Local Return	127.8	152.4	24.6	19.3%
20% Operations - Bus	170.4	203.3	32.9	19.3%
20% Highway Capital	170.4	203.3	32.9	19.3%
35% Transportation Capital New Rail/BRT	298.2	355.7	57.5	19.3%
<b>Estimated Tax Revenue from Measure R</b>	<b>\$ 865.0</b>	<b>\$ 1,031.8</b>	<b>\$ 166.8</b>	<b>19.3%</b>
<b>MEASURE M</b>				
0.5% Administration (1)	\$ 4.5	\$ 5.3	\$ 0.9	19.3%
1% Regional Rail	8.5	10.2	1.6	19.3%
2% Metro State of Good Repair (SGR)	17.0	20.3	3.3	19.3%
2% Active Transportation Projects (ATP)	17.0	20.3	3.3	19.3%
2% ADA Paratransit/ Metro Discounts	17.0	20.3	3.3	19.3%
5% Rail Operations	42.6	50.8	8.2	19.3%
17% Local Return (1)	144.8	172.8	27.9	19.3%
17% Highway Construction	144.8	172.8	27.9	19.3%
20% Transit Operations	170.4	203.3	32.9	19.3%
35% Transit Construction	298.2	355.7	57.5	19.3%
<b>Estimated Tax Revenue from Measure M</b>	<b>\$ 865.0</b>	<b>\$ 1,031.8</b>	<b>\$ 166.8</b>	<b>19.3%</b>
<b>TRANSPORTATION DEVELOPMENT ACT (TDA)</b>				
Administration	\$ 10.9	\$ 12.9	\$ 2.1	19.2%
2.0% Article 3 (Pedestrians & Bikeways)	8.4	10.1	1.6	19.3%
91.2% Article 4 (Bus Transit)	385.0	458.9	73.9	19.2%
6.3% Article 8 (Transit/Streets & Highways)	28.2	34.0	5.8	20.6%
<b>Estimated Tax Revenue from TDA</b>	<b>\$ 432.5</b>	<b>\$ 515.9</b>	<b>\$ 83.4</b>	<b>19.3%</b>
<b>STATE TRANSIT ASSISTANCE (STA)/SB1 (2)</b>				
STA/SB1 STA Bus	\$ 54.6	\$ 109.5	\$ 54.9	100.6%
STA/SB1 STA Rail	42.1	84.1	42.0	99.7%
SB1 State of Good Repair Bus	17.5	18.0	0.5	3.0%
SB1 State of Good Repair Rail	13.5	13.9	0.3	2.5%
<b>Estimated Tax Revenue from STA/SB1</b>	<b>\$ 127.8</b>	<b>\$ 225.6</b>	<b>\$ 97.8</b>	<b>76.5%</b>
<b>Total Sales Tax, TDA &amp; STA/SB1 Revenues</b>	<b>\$ 4,020.3</b>	<b>\$ 4,868.7</b>	<b>\$ 848.4</b>	<b>21.1%</b>

Sales Tax, TDA & STA Revenues

Notes

- (1) One percent of the 1.5% Administration is used to supplement Local Return. This increases the Local Return total to 17% of net revenues.
- (2) Refers to the Regional Transit Allocations Chart for STA/SB1 allocation details.

Totals may not add due to rounding.



Summary of Expenditures by Program

PROGRAM TYPE (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>TRANSPORTATION INFRASTRUCTURE DEVELOPMENT</b>				
Transit Expansion	\$ 2,534.1	\$ 2,330.6	\$ (203.5)	(8.0%)
Highway	478.7	599.4	120.7	25.2%
<b>Total Transportation Infrastructure Development</b>	<b>\$ 3,012.8</b>	<b>\$ 2,930.0</b>	<b>\$ (82.8)</b>	<b>(2.7%)</b>
<b>METRO TRANSIT - OPERATIONS</b>				
Operations & Maintenance	\$ 2,057.3	\$ 2,172.5	\$ 115.3	5.6%
Regional Operating Services	21.4	26.2	4.8	22.7%
<b>Total Metro Transit - Operations</b>	<b>\$ 2,078.7</b>	<b>\$ 2,198.8</b>	<b>\$ 120.1</b>	<b>5.8%</b>
<b>METRO TRANSIT - CAPITAL IMPROVEMENT PROGRAM (CIP)</b>				
State of Good Repair	\$ 403.1	\$ 424.9	\$ 21.8	5.4%
Transit Improvement/Modernization (TIM)	79.3	81.2	1.9	2.4%
<b>Total Metro Transit - Capital Improvement Program (CIP)</b>	<b>\$ 482.4</b>	<b>\$ 506.1</b>	<b>\$ 23.7</b>	<b>4.9%</b>
<b>Total Metro Transit</b>	<b>\$ 2,561.1</b>	<b>\$ 2,704.9</b>	<b>\$ 143.8</b>	<b>5.6%</b>
<b>REGIONAL ALLOCATIONS AND PASS-THROUGHS</b>				
Local Agencies	\$ 789.6	\$ 1,137.1	\$ 347.5	44.0%
Regional Transit	558.7	692.5	133.8	23.9%
Regional Federal Grants	17.1	29.0	11.9	69.4%
Fare Assistance	15.8	30.3	14.5	92.1%
<b>Total Regional Allocations and Pass-Throughs</b>	<b>\$ 1,381.1</b>	<b>\$ 1,888.8</b>	<b>\$ 507.7</b>	<b>36.8%</b>
<b>REGIONAL RAIL</b>				
Metro Regional Rail	\$ 109.5	\$ 146.8	\$ 37.3	34.0%
Metrolink	123.5	145.6	22.2	17.9%
<b>Total Regional Rail</b>	<b>\$ 233.0</b>	<b>\$ 292.4</b>	<b>\$ 59.4</b>	<b>25.5%</b>
<b>GENERAL PLANNING &amp; PROGRAMS</b>				
Active Transportation, Bike, & Other	\$ 65.5	\$ 80.3	\$ 14.8	22.6%
Financial, Grants Management & Admin	30.1	48.4	18.4	61.1%
Property Management	65.4	78.7	13.3	20.4%
Public Private Partnership (P3)/Unsolicited Proposals	5.9	7.6	1.7	28.7%
Transit Court	1.5	1.6	0.1	4.6%
<b>Total General Planning &amp; Programs</b>	<b>\$ 168.3</b>	<b>\$ 216.6</b>	<b>\$ 48.3</b>	<b>28.7%</b>
<b>CONGESTION MANAGEMENT</b>				
ExpressLanes	\$ 49.7	\$ 70.5	\$ 20.9	42.0%
Freeway Service Patrol	27.8	39.9	12.1	43.4%
Motorist Services	13.6	15.1	1.5	11.3%
Rideshare Services	8.5	11.6	3.1	36.1%
<b>Total Congestion Management</b>	<b>\$ 99.6</b>	<b>\$ 137.1</b>	<b>\$ 37.5</b>	<b>37.7%</b>
<b>Total Debt Program <sup>(1)</sup></b>	<b>\$ 515.6</b>	<b>\$ 489.2</b>	<b>\$ (26.4)</b>	<b>(5.1%)</b>
<b>Total Oversight &amp; Administration</b>	<b>\$ 70.7</b>	<b>\$ 80.1</b>	<b>\$ 9.4</b>	<b>13.3%</b>
<b>Grand Total</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>\$ 696.9</b>	<b>8.7%</b>

Notes

(1) Total budget for Debt Program includes all debt service cost (in Debt Service section) plus investment and debt management cost of \$2.6M in FY22 and \$3.2M in FY23.

Totals may not add due to rounding.

EXPENDITURES BY DEPARTMENT  
(\$ IN MILLIONS)

	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>BOARD OF DIRECTORS</b>				
County Counsel	\$ 20.0	\$ 17.6	\$ (2.4)	(12.2%)
Ethics Office	1.6	2.1	0.5	33.0%
Inspector General	8.2	8.5	0.2	3.0%
Office of the Board Administration	6.0	6.5	0.6	9.6%
<b>Subtotal Board of Directors</b>	<b>\$ 35.8</b>	<b>\$ 34.7</b>	<b>\$ (1.1)</b>	<b>(3.1%)</b>
Chief Executive Office & Chief of Staff	\$ 32.6	\$ 41.1	\$ 8.5	26.0%
Chief People Office	110.0	105.5	(4.6)	(4.1%)
Chief Safety Office	324.7	315.5	(9.2)	(2.8%)
Customer Experience Office	121.3	183.2	61.9	51.0%
Office of Innovation	12.1	14.5	2.4	20.0%
Operations	2,316.2	2,474.9	158.7	6.9%
Planning & Development	743.6	1,056.4	312.8	42.1%
Program Management	2,650.2	2,599.6	(50.6)	(1.9%)
Strategic Financial Management	1,695.6	1,913.7	218.1	12.9%
<b>Total Expenditure by Department</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>\$ 696.9</b>	<b>8.7%</b>

EXPENDITURES BY TYPE  
(\$ IN MILLIONS)

	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
Labor & Benefits	\$ 1,567.4	\$ 1,626.3	\$ 58.9	3.8%
Asset Acquisitions for Transit & Highway Projects	2,122.3	2,005.7	(116.6)	(5.5%)
Regional Transit/Highway Subsidies	1,963.5	2,608.6	645.0	32.9%
Contract & Professional Services	1,485.7	1,580.1	94.5	6.4%
Materials & Supplies	279.9	311.0	31.1	11.1%
Public Liability/Property Damage (PL/PD) & Other Insurance	109.2	119.5	10.3	9.5%
Debt Principal/Interest <sup>(1)</sup>	511.6	484.8	(26.9)	(5.3%)
Training & Travel	2.4	2.9	0.5	18.8%
<b>Total Expenditure by Type</b>	<b>\$ 8,042.1</b>	<b>\$ 8,739.0</b>	<b>\$ 696.9</b>	<b>8.7%</b>

Summary of Expenditures by Department

Summary of Expenditures by Type

Notes

(1) Professional service of \$1.2 million in FY22 and \$1.1 million in FY23 for debt service that is included in the Debt Service section is reported as Contract and Professional Services in this table.

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED					REGIONAL ACTIVITIES
		TOTAL	BUS	RAIL	TRANSIT COURT		
<b>TRANSIT OPERATIONS RESOURCES</b>							
<b>Transit Fares &amp; Other Revenues</b>							
Fares (1)	\$ 73.2	\$ 106.5	\$ 83.5	\$ 23.1	\$ -	\$ -	
Advertising	24.1	32.6	27.3	5.2	-	-	
Other Revenues (2)	12.3	\$11.8	10.3	-	1.6	-	
<b>Subtotal Fare &amp; Other Revenues</b>	<b>\$ 109.6</b>	<b>\$ 150.9</b>	<b>\$ 121.1</b>	<b>\$ 28.3</b>	<b>\$ 1.6</b>	<b>\$ -</b>	
<b>Federal &amp; State Grants</b>							
Federal Preventive Maintenance	\$ 8.9	\$ -	\$ -	\$ -	\$ -	\$ -	
Federal CRRSAA/ARPA (3)	770.5	1,238.3	868.2	370.1	-	-	
Federal & State Grants	1.4	245.4	-	243.9	-	1.5	
<b>Subtotal Federal &amp; State Grants</b>	<b>\$ 780.8</b>	<b>\$ 1,483.7</b>	<b>\$ 868.2</b>	<b>\$ 614.0</b>	<b>\$ -</b>	<b>\$ 1.5</b>	
<b>Local Subsidies</b>							
Prop A – (40% Bus), (35% Rail)	\$ 370.0	\$ -	\$ -	\$ -	\$ -	\$ -	
Prop C – (40% Bus/Rail), (5% Security) & Interest	161.6	120.1	84.3	11.1	-	24.7	
Measure R – (20% Bus), (5% Rail)	168.1	-	-	-	-	-	
Measure M – (20% Bus), (5% Rail), (2% SGR)	167.7	-	-	-	-	-	
TDA Article 4	203.4	271.1	269.9	-	-	1.2	
STA, SB1 STA, & SB1 SGR	108.7	169.0	94.4	74.6	-	-	
Toll & Revenue Grant	4.4	4.4	4.4	-	-	-	
<b>Subtotal Local Subsidies</b>	<b>\$ 1,183.9</b>	<b>\$ 564.5</b>	<b>\$ 452.9</b>	<b>\$ 85.7</b>	<b>\$ -</b>	<b>\$ 25.9</b>	
<b>Total Transit Operations Resources</b>	<b>\$ 2,074.3</b>	<b>\$ 2,199.2</b>	<b>\$ 1,442.2</b>	<b>\$ 727.9</b>	<b>\$ 1.6</b>	<b>\$ 27.4</b>	
<b>Transit Capital Resources</b>							
Federal, State & Local Grants	\$ 894.5	\$ 624.6	\$ 93.9	\$ 530.6	\$ -	\$ -	
Local & State Sales Tax (4)	968.9	1,203.3	187.8	1,015.5	-	-	
Other Capital Financing	1,162.6	1,021.5	11.9	1,009.6	-	-	
<b>Total Transit Capital Resources</b>	<b>\$ 3,025.9</b>	<b>\$ 2,849.4</b>	<b>\$ 293.6</b>	<b>\$ 2,555.7</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Total Transit Operations &amp; Capital Resources</b>	<b>\$ 5,100.2</b>	<b>\$ 5,048.6</b>	<b>\$ 1,735.8</b>	<b>\$ 3,283.7</b>	<b>\$ 1.6</b>	<b>\$ 27.4</b>	
<b>TRANSIT OPERATIONS EXPENSES</b>							
Labor & Benefits	\$ 1,296.7	\$ 1,361.1	\$ 955.9	\$ 369.9	\$ 0.7	\$ 34.6	
Fuel & Propulsion Power	61.9	82.5	42.2	40.4	-	-	
Materials & Supplies	106.8	127.8	87.4	37.2	-	3.2	
Contract & Professional Services	365.3	417.3	127.0	271.4	0.6	18.4	
PL/PD & Other Insurance	52.2	59.7	50.9	8.8	-	-	
Purchased Transportation	63.0	70.9	70.9	-	-	-	
Allocated Overhead (5)	79.0	34.2	51.3	(30.6)	0.3	13.2	
Regional Chargeback	-	-	32.0	10.8	-	(42.9)	
Other Expenses (6)	49.2	45.7	24.6	20.1	-	1.0	
<b>Transit Operations Expenses Total (7)</b>	<b>\$ 2,074.3</b>	<b>\$ 2,199.2</b>	<b>\$ 1,442.2</b>	<b>\$ 727.9</b>	<b>\$ 1.6</b>	<b>\$ 27.4</b>	
<b>Transit Capital Expenses Operating Total</b>	<b>\$ 2,877.4</b>	<b>\$ 2,673.1</b>	<b>\$ 277.5</b>	<b>\$ 2,395.6</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Transit Capital Expenses Planning Total</b>	<b>\$ 148.5</b>	<b>\$ 176.3</b>	<b>\$ 16.1</b>	<b>\$ 160.2</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Capital Expenses Total (8)</b>	<b>\$ 3,025.9</b>	<b>\$ 2,849.4</b>	<b>\$ 293.6</b>	<b>\$ 2,555.7</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Transit Operations &amp; Capital Expenses Total</b>	<b>\$ 5,100.2</b>	<b>\$ 5,048.6</b>	<b>\$ 1,735.8</b>	<b>\$ 3,283.7</b>	<b>\$ 1.6</b>	<b>\$ 27.4</b>	
<b>Transit Operations &amp; Capital (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

Notes

- (1) Fare revenues include \$519K from TAP card sales.
- (2) Other Revenues include interest income, parking charges, vending revenues, county buy down, transit court and other miscellaneous revenue.
- (3) Federal ARPA funding for FY23 is \$1,239.5M. \$1,238.3M is directly applied to transit operations. The remaining \$1.2M is applied directly to COVID-19 non-operating CRRSA Act qualified costs. Please refer to the Governmental Fund Financial statement.
- (4) Includes funding from Sales Tax, General Fund, State Repayment of Capital Project Loans, and State Proposition 1B cash funds.
- (5) Year-to-year changes in overhead distribution reflect changes in overhead allocation approved by Federal funding partners.
- (6) Other Expenses include utilities and credits, taxes, advertisement/settlement, travel/mileage/meals, and training/seminar/periodicals.
- (7) The Summary of Expenditures schedule includes costs not considered part of operations for GAAP reporting as presented in this schedule.
- (8) Capital expenses for operations and construction project planning are combined for reporting purposes and include non-bus and rail operating items.

Totals may not add due to rounding.

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

RESOURCES & EXPENSES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED				
		TOTAL	UNION STATION	EXPRESS LANES	BIKE SHARE	BIKE & RIDE
<b>OTHER TRANSIT OPERATIONS RESOURCES</b>						
<b>Toll Fares &amp; Other Revenues</b>						
Tolls & Violation Fines	\$ 46.6	\$ 66.9	\$ -	\$ 66.9	\$ -	\$ -
Rental & Lease Income	1.3	3.0	0.2	-	1.8	1.0
<b>Subtotal Toll Fares &amp; Other Revenues</b>	<b>\$ 48.0</b>	<b>\$ 69.9</b>	<b>\$ 0.2</b>	<b>\$ 66.9</b>	<b>\$ 1.8</b>	<b>\$ 1.0</b>
<b>Local Subsidies</b>						
Propositions A & C	\$ 15.1	\$ 4.8	\$ -	\$ -	\$ -	\$ 4.8
Measure M	6.9	5.2	-	-	5.2	-
General Fund	3.8	3.6	1.5	-	-	2.1
City of LA	8.8	9.6	-	-	9.6	-
<b>Subtotal Local Subsidies</b>	<b>\$ 34.5</b>	<b>\$ 23.3</b>	<b>\$ 1.5</b>	<b>\$ -</b>	<b>\$ 14.9</b>	<b>\$ 6.9</b>
<b>Total Other Transit Operations Resources</b>	<b>\$ 82.5</b>	<b>\$ 93.2</b>	<b>\$ 1.7</b>	<b>\$ 66.9</b>	<b>\$ 16.6</b>	<b>\$ 8.0</b>
<b>Other Transit Operations Expenses</b>						
Labor & Benefits	\$ 5.7	\$ 6.2	\$ 0.5	\$ 2.6	\$ 0.9	\$ 2.3
Contract & Professional Services	53.0	66.8	0.2	47.3	15.2	4.1
PL/PD & Other Insurance	0.3	0.4	0.4	-	-	-
Allocated Overhead	2.1	2.6	0.5	0.4	0.3	1.5
Other Expenses	0.6	0.8	-	0.5	0.2	0.1
<b>Total Other Transit Operations Expenses</b>	<b>\$ 61.7</b>	<b>\$ 76.9</b>	<b>\$ 1.5</b>	<b>\$ 50.8</b>	<b>\$ 16.6</b>	<b>\$ 8.0</b>
<b>Transit Operations (Deficit)/Surplus (1)</b>	<b>\$ (13.7)</b>	<b>\$ (7.0)</b>	<b>\$ (1.4)</b>	<b>\$ 16.1</b>	<b>\$ (14.9)</b>	<b>\$ (6.9)</b>
<b>Net Income</b>	<b>\$ 20.8</b>	<b>\$ 16.3</b>	<b>\$ 0.2</b>	<b>\$ 16.1</b>	<b>\$ -</b>	<b>\$ -</b>
<b>OTHER OPERATIONS</b>						
<b>NON-OPERATING EXPENSES</b>						
Toll Grant Revenue to Bus Operations	\$ 4.4	\$ 4.4	\$ -	\$ 4.4	\$ -	\$ -
Congestion Pricing Program	8.7	11.8	-	11.8	-	-
Congestion Relief Transit						
Operating Subsidy	4.9	7.9	-	7.9	-	-
Congestion Relief Toll Revenue Grant Program (2)	4.3	6.0	-	6.0	-	-
<b>Total Other Operations</b>						
<b>Non-Operating Expenses</b>	<b>\$ 22.2</b>	<b>\$ 30.1</b>	<b>\$ -</b>	<b>\$ 30.1</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Change in Net Asset</b>	<b>\$ (1.4)</b>	<b>\$ (13.8)</b>	<b>\$ 0.2</b>	<b>\$ (14.0)</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Asset - Beginning of Year</b>	<b>\$ 144.9</b>	<b>\$ 143.8</b>	<b>\$ -</b>	<b>\$ 143.8</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Net Asset - End of Year</b>	<b>\$ 143.5</b>	<b>\$ 129.9</b>	<b>\$ 0.2</b>	<b>\$ 129.8</b>	<b>\$ -</b>	<b>\$ -</b>

Notes

- (1) Transit Operations (Deficit)/Surplus is derived by subtracting Other Transit Operations Expenses Total from Toll Fares & Other Revenues Subtotal.
- (2) Net Tolls are designated for the Metro ExpressLanes Net Toll Revenue Reinvestment Program.

Totals may not add due to rounding.

34

Transportation Infrastructure Development (TID)

TID Summary

TRANSPORTATION INFRASTRUCTURE DEVELOPMENT (\$ IN MILLIONS)	FORECASTED EXPENDITURES THRU FY22 <sup>(1)</sup>	FY23 ADOPTED	LIFE OF PROJECT
<b>TRANSIT EXPANSION</b>			
<b>Transit Construction</b>			
<b>RAIL</b>			
Airport Metro Connector	\$ 309.2	\$ 242.8	\$ 898.6
D Line (Purple) Extension Sections 1, 2, & 3	5,998.3	1,125.8	9,721.4
E Line (Expo) Light Rail Transit	2,291.3	3.7	2,301.0
East San Fernando Transit Corridor <sup>(2)</sup>	328.2	248.2	-
K Line (Crenshaw/LAX) Light Rail Transit	2,329.4	55.7	2,429.0
L Line (Gold) Foothill Extensions 2A & 2B	1,559.9	283.0	2,330.4
Regional Connector	1,689.3	98.4	1,831.3
Systemwide <sup>(3)</sup>	-	43.3	-
<b>BUS</b>			
G Line (Orange) BRT Improvements <sup>(2)</sup>	42.7	57.4	-
<b>Subtotal Transit Construction</b>	<b>\$ 14,548.2</b>	<b>\$ 2,158.4</b>	<b>\$ 19,511.8</b>
<b>Subtotal Transit Planning <sup>(4), (5)</sup></b>	<b>\$ 372.7</b>	<b>\$ 172.2</b>	<b>\$ 29.7</b>
<b>Total Transit Expansion</b>	<b>\$ 14,921.0</b>	<b>\$ 2,330.6</b>	<b>\$ 19,541.5</b>
<b>Highway Program <sup>(6)</sup></b>	<b>\$ -</b>	<b>\$ 599.4</b>	<b>\$ -</b>
<b>Total Transportation Infrastructure Development</b>	<b>\$ 14,921.0</b>	<b>\$ 2,930.0</b>	<b>\$ 19,541.5</b>

FY23 TID Budget:  
\$2,930.0 (\$ in Millions)

Notes

(1) Forecasted expenditures through FY22 equal actual expenditure through FY21 plus FY22 Budget.

(2) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(3) Annually funded.

(4) No Board LOP during the planning phase except for Eastside Light Rail Access Phase 3. All other projects are funded on an annual basis.

(5) Eastside Extension, C Line (Green) Extension, West Santa Ana Branch, and the Sepulveda Corridor are included in this category. Refer to TID Appendix for a detailed list of Transit Planning projects.

(6) Refer to TID Appendix for a detailed list of subregional, Metro-led, and other projects.

Totals may not add due to rounding.

**Transit Expansion - Transit Construction**  
\$2,158.4 - 73.7%

**Highway Program**  
\$599.4 - 20.5%

**Transit Expansion - Transit Planning**  
\$172.2 - 5.9%

Metro Transit

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Operations & Maintenance

METRO TRANSIT (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
Operations	\$ 2,078.7	\$ 2,198.8	\$ 120.1	5.8%
Capital Improvement Program (CIP)	482.4	506.1	23.7	4.9%
<b>Total Metro Transit</b>	<b>\$ 2,561.1</b>	<b>\$ 2,704.9</b>	<b>\$ 143.8</b>	<b>5.6%</b>

METRO TRANSIT - OPERATIONS (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
Bus	\$ 1,393.2	\$ 1,428.7	\$ 35.5	2.5%
Rail	650.0	732.2	82.2	12.6%
Metro Micro (Microtransit)	35.5	37.9	2.4	6.8%
Labor	15.9	18.2	2.3	14.5%
Contract/Vehicle Lease	13.2	14.8	1.6	12.1%
Other Metro Operating Expenses	6.4	5.0	(1.4)	(21.9%)
<b>Subtotal Metro Micro</b>	<b>\$ 35.5</b>	<b>\$ 37.9</b>	<b>\$ 2.4</b>	<b>6.8%</b>
<b>Total Metro Transit - Operations</b>	<b>\$ 2,078.7</b>	<b>\$ 2,198.8</b>	<b>\$ 120.1</b>	<b>5.8%</b>

Capital Improvement Program (CIP)

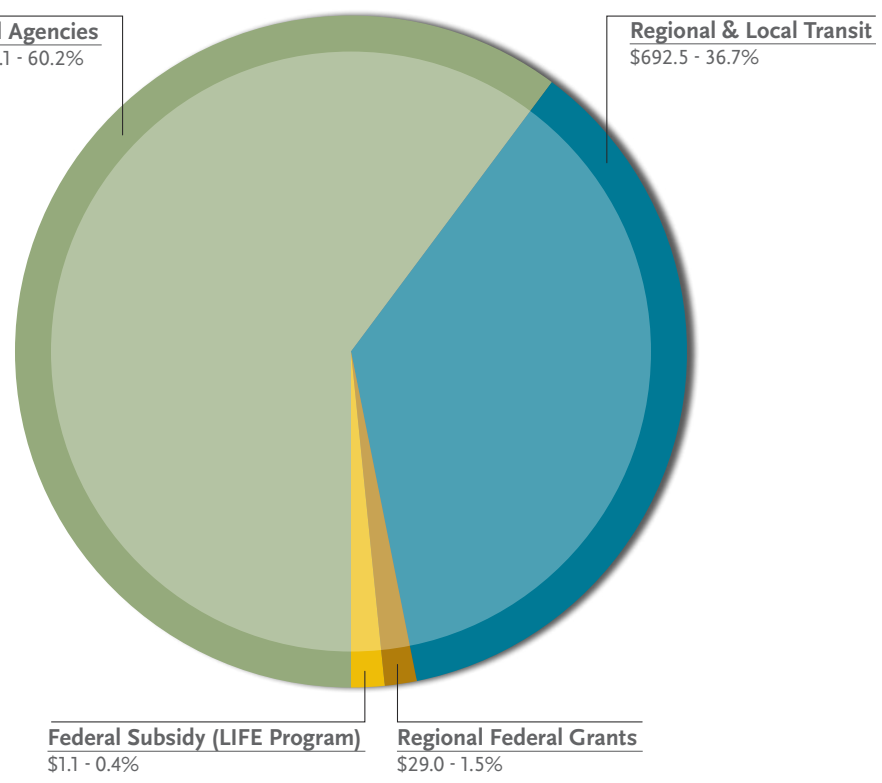
CAPITAL IMPROVEMENT PROGRAM (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>STATE OF GOOD REPAIR (SGR)</b>				
<b>BUS</b>				
Bus Acquisition	\$ 87.0	\$ 82.1	\$ (4.9)	(5.6%)
Bus Facilities Improvements	20.3	18.1	(2.2)	(10.8%)
Bus Maintenance	46.9	41.5	(5.4)	(11.5%)
<b>Subtotal Bus</b>	<b>\$ 154.2</b>	<b>\$ 141.7</b>	<b>\$ (12.5)</b>	<b>(8.1%)</b>
<b>RAIL</b>				
Rail Facilities Improvements	\$ 4.8	\$ 5.8	\$ 1.0	20.8%
Rail Fleet Procurement	83.0	55.8	(27.2)	(32.7%)
Rail Vehicle Maintenance	82.3	112.7	30.4	37.0%
Wayside Systems	14.7	42.0	27.3	186.5%
<b>Subtotal Rail</b>	<b>\$ 184.7</b>	<b>\$ 216.3</b>	<b>\$ 31.6</b>	<b>17.1%</b>
<b>OTHER ASSET IMPROVEMENTS</b>				
Technology	\$ 20.6	\$ 35.5	\$ 14.9	72.3%
Non-Revenue & Other SGR <sup>(1)</sup>	7.0	5.5	(1.5)	(21.4%)
Regional and Hubs	36.6	25.9	(10.7)	(29.2%)
<b>Subtotal Other Asset Improvement</b>	<b>\$ 64.2</b>	<b>\$ 66.9</b>	<b>\$ 2.7</b>	<b>4.2%</b>
<b>Total State of Good Repair</b>	<b>\$ 403.1</b>	<b>\$ 424.9</b>	<b>\$ 21.8</b>	<b>5.4%</b>
<b>Total Transit Improvements/Modernization (TIM)</b>	<b>\$ 79.3</b>	<b>\$ 81.2</b>	<b>\$ 1.9</b>	<b>2.4%</b>
<b>Total Capital Improvement Program</b>	<b>\$ 482.4</b>	<b>\$ 506.1</b>	<b>\$ 23.7</b>	<b>4.9%</b>

Notes

(1) Non-Revenue & Other SGR includes Transit Asset Management (TAM) Project Management Support.

Totals may not add due to rounding.

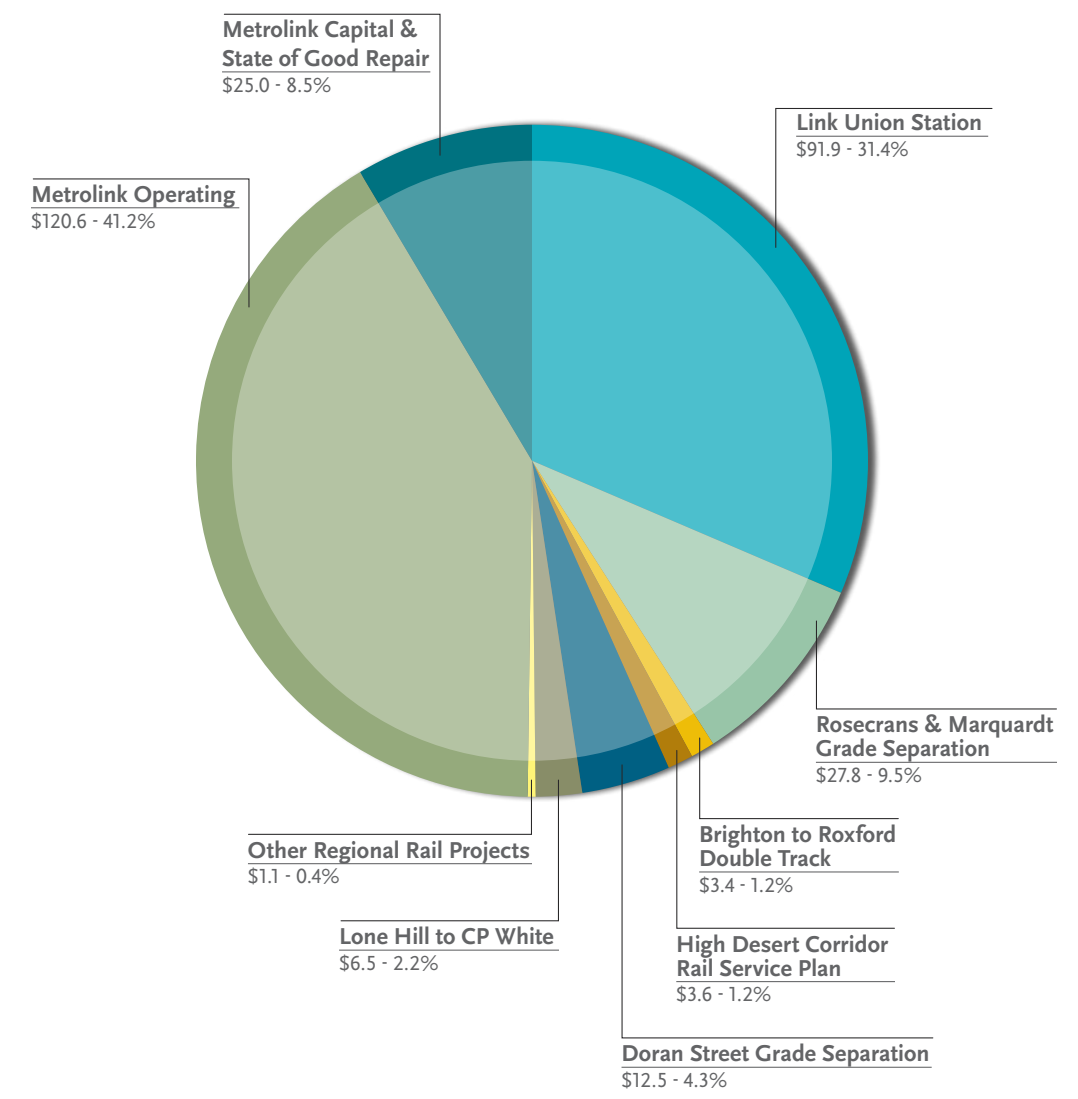
REGIONAL ALLOCATIONS & PASS-THROUGHS (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>LOCAL AGENCIES</b>				
<b>ALLOCATION BY POPULATION</b>				
Local Returns (Prop A, Prop C, Measure R, Measure M)	\$ 648.5	\$ 773.5	\$ 125.0	19.3%
Transportation Development Act Articles 3 & 8	38.1	48.8	10.7	28.0%
<b>Subtotal Allocation by Population</b>	<b>\$ 686.6</b>	<b>\$ 822.4</b>	<b>\$ 135.7</b>	<b>19.8%</b>
<b>Subtotal Call for Projects</b>	<b>\$ 50.1</b>	<b>\$ 55.6</b>	<b>\$ 5.5</b>	<b>10.9%</b>
<b>OTHER PROJECTS</b>				
Inglewood Transit Connector (ITC)	\$ -	\$ 207.1	\$ 207.1	100.0%
South Bay Transit Invest Program	3.9	1.6	(2.3)	(59.0%)
Active Transportation, Transit Projects & Programs	17.8	20.9	3.1	17.4%
Destination Crenshaw/Sankofa Park Project	15.0	12.2	(2.8)	(18.7%)
Congestion Reduction Demonstration Toll				
Revenue Grant Program	4.3	6.0	1.8	41.2%
Federal Transportation Earmark	6.3	6.5	0.2	2.8%
Open Streets Grant Program	3.5	3.4	(0.1)	(1.8%)
Transit Oriented Development Planning	2.0	1.5	(0.6)	(27.4%)
<b>Subtotal Other Projects</b>	<b>\$ 52.8</b>	<b>\$ 259.2</b>	<b>\$ 206.4</b>	<b>390.8%</b>
<b>Total Local Agencies</b>	<b>\$ 789.6</b>	<b>\$ 1,137.1</b>	<b>\$ 347.5</b>	<b>44.0%</b>
<b>REGIONAL &amp; LOCAL TRANSIT</b>				
Municipal & Local Operators	\$ 436.1	\$ 536.4	\$ 100.3	23.0%
Access Services	122.6	156.1	33.5	27.4%
<b>Total Regional &amp; Local Transit</b>	<b>\$ 558.7</b>	<b>\$ 692.5</b>	<b>\$ 133.8</b>	<b>23.9%</b>
<b>Total Regional Federal Grants</b>	<b>\$ 17.1</b>	<b>\$ 29.0</b>	<b>\$ 11.9</b>	<b>69.4%</b>
<b>Total Fares Subsidy (LIFE Program) (1)</b>	<b>\$ 15.8</b>	<b>\$ 30.3</b>	<b>\$ 14.5</b>	<b>92.1%</b>
<b>Total Regional Allocations &amp; Pass-Throughs</b>	<b>\$ 1,381.1</b>	<b>\$ 1,888.8</b>	<b>\$ 507.7</b>	<b>36.8%</b>



FY23 Regional Allocations & Pass-throughs Budget: \$292.4 (\$ in Millions)

Notes  
 (1) LIFE stands for Low-Income Fares is Easy, a program established to provide additional fare discounts for eligible low income riders.  
 Totals may not add due to rounding.

REGIONAL RAIL (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>METRO REGIONAL RAIL</b>				
Link Union Station	\$ 71.6	\$ 91.9	\$ 20.3	28.4%
Rosecrans & Marquardt Grade Separation	21.3	27.8	6.5	30.5%
Brighton to Roxford Double Track	4.7	3.4	(1.3)	(27.3%)
High Desert Corridor Rail Service Plan	2.0	3.6	1.6	78.1%
Doran Street Grade Separation	3.6	12.5	8.9	246.2%
Lone Hill to CP White	3.6	6.5	2.9	82.8%
Other Regional Rail Projects	2.7	1.1	(1.6)	(60.1%)
<b>Subtotal Metro Regional Rail</b>	<b>\$ 109.5</b>	<b>\$ 146.8</b>	<b>\$ 37.3</b>	<b>34.0%</b>
<b>METROLINK</b>				
Metrolink Operating	\$ 98.4	\$ 120.6	\$ 22.2	22.6%
Metrolink Capital & State of Good Repair	25.1	25.0	-	(0.2%)
<b>Subtotal Metrolink</b>	<b>\$ 123.5</b>	<b>\$ 145.6</b>	<b>\$ 22.2</b>	<b>17.9%</b>
<b>Total Regional Rail</b>	<b>\$ 233.0</b>	<b>\$ 292.4</b>	<b>\$ 59.4</b>	<b>25.5%</b>

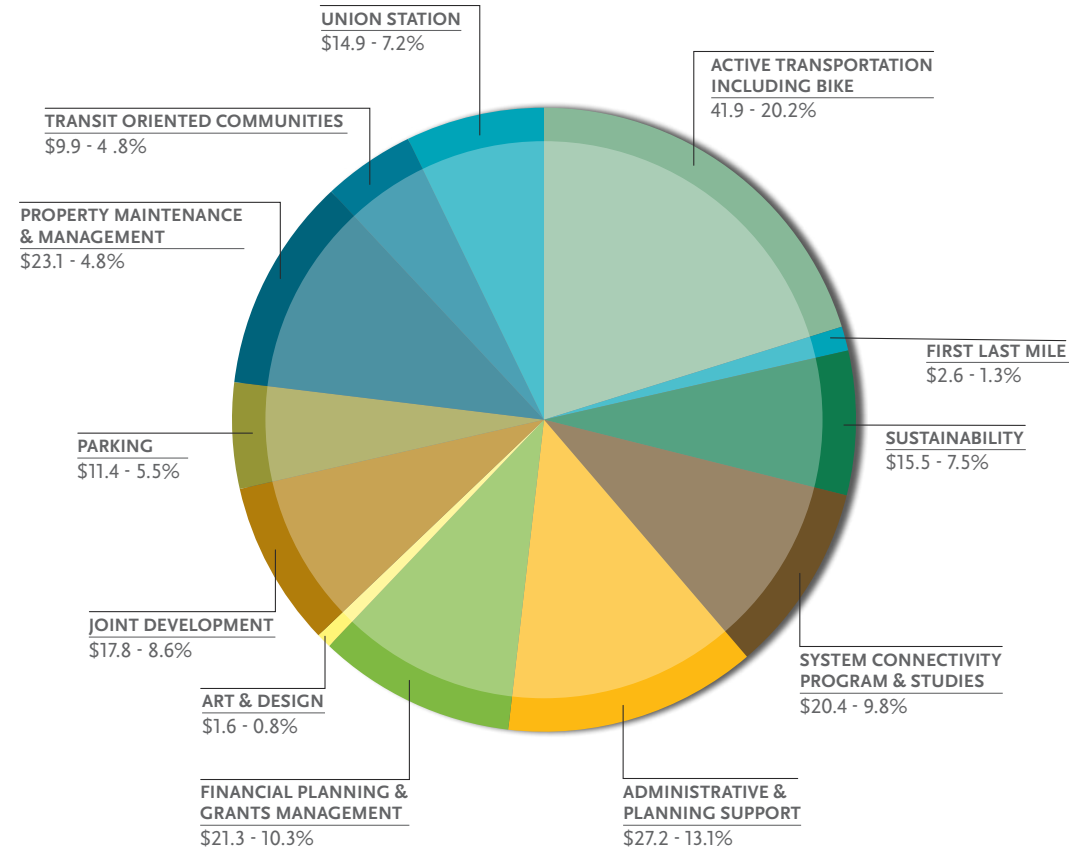


FY23 Regional Rail Budget: \$292.4 (\$ in Millions)

Note  
 Totals may not add due to rounding.

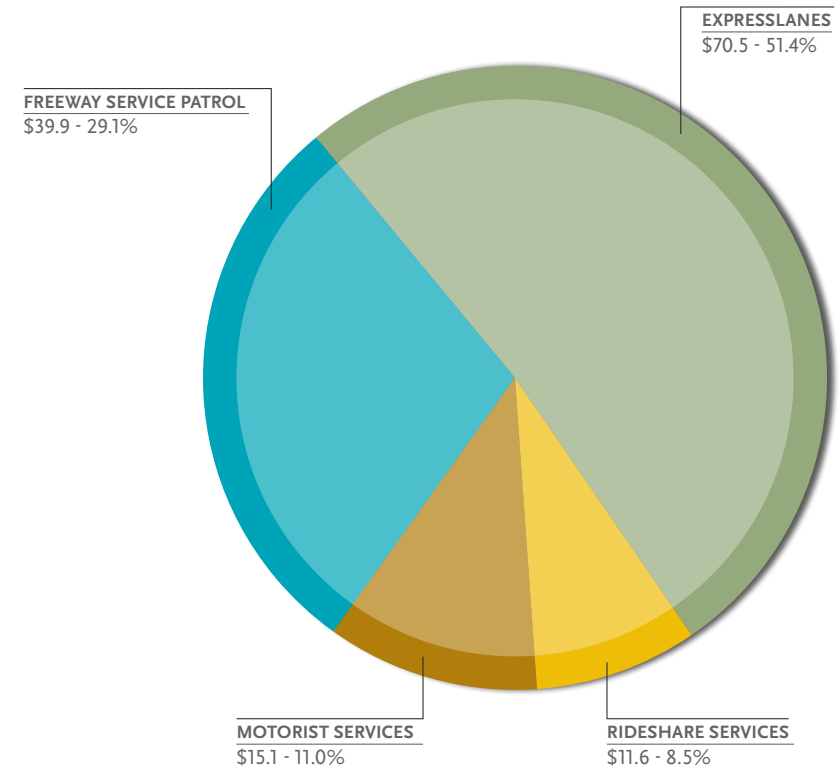
GENERAL PLANNING & PROGRAMS (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
<b>ACTIVE TRANSPORTATION, BIKE, &amp; OTHER</b>				
Active Transportation including Bike	\$ 29.8	\$ 41.9	\$ 12.1	40.7%
First Last Mile	1.8	2.6	0.8	42.8%
Sustainability	18.0	15.5	(2.5)	(14.0%)
System Connectivity Program & Studies	16.0	20.4	4.4	27.7%
<b>Subtotal Active Transportation, Bike, &amp; Other</b>	<b>\$ 65.5</b>	<b>\$ 80.3</b>	<b>\$ 14.8</b>	<b>22.6%</b>
<b>FINANCIAL, GRANTS MANAGEMENT, &amp; ADMINISTRATION</b>				
Administrative & Planning Support	\$ 21.5	\$ 27.2	\$ 5.6	26.2%
Financial Planning & Grants Management	8.5	21.3	12.7	149.0%
<b>Subtotal Financial, Grants Management, &amp; Admin.</b>	<b>\$ 30.1</b>	<b>\$ 48.4</b>	<b>\$ 18.4</b>	<b>61.1%</b>
<b>PROPERTY MANAGEMENT</b>				
Art & Design	\$ 1.5	\$ 1.6	\$ 0.1	7.9%
Joint Development	6.6	17.8	11.2	170.1%
Parking	11.6	11.4	(0.2)	(1.4%)
Property Maintenance & Contract Management	21.4	23.1	1.7	7.7%
Transit Oriented Communities	9.9	9.9	(0.1)	(0.6%)
Union Station	14.3	14.9	0.6	4.0%
<b>Subtotal Property Management</b>	<b>\$ 65.4</b>	<b>\$ 78.7</b>	<b>\$ 13.3</b>	<b>20.4%</b>
<b>Subtotal Public Private Partnership (P3)/Unsolicited Proposals</b>	<b>\$ 5.9</b>	<b>\$ 7.6</b>	<b>\$ 1.7</b>	<b>28.7%</b>
<b>Subtotal Transit Court</b>	<b>\$ 1.5</b>	<b>\$ 1.6</b>	<b>\$ 0.1</b>	<b>4.4%</b>
<b>Total General Planning &amp; Programs</b>	<b>\$ 168.3</b>	<b>\$ 216.6</b>	<b>\$ 48.3</b>	<b>28.7%</b>

FY23 General Planning & Programs Budget: \$216.6 (\$ in Millions)



Note  
Totals may not add due to rounding.

CONGESTION MANAGEMENT (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED	\$ CHANGE	% CHANGE
ExpressLanes	\$ 49.7	\$ 70.5	\$ 20.9	42.0%
Freeway Service Patrol	27.8	39.9	12.1	43.4%
Motorist Services	13.6	15.1	1.5	11.3%
Rideshare Services	8.5	11.6	3.1	36.1%
<b>Total Congestion Management</b>	<b>\$ 99.6</b>	<b>\$ 137.1</b>	<b>\$ 37.5</b>	<b>37.7%</b>



FY23 Congestion Management Budget: \$137.1 (\$ in Millions)

Note  
Totals may not add due to rounding.

Current Year  
Debt Service Expenses

FUNDING DEMAND OF DEBT SERVICE (\$ IN THOUSANDS)	FY22 BUDGET				FY23 ADOPTED			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
<b>RESOURCES</b>								
Proposition A 35% Rail Set Aside <sup>(1)</sup>	\$ -	\$ 135,815.5	\$ -	\$ 135,815.5	\$ -	\$ 134,826.3	\$ -	\$ 134,826.3
Proposition A 40% Discretionary	1,491.8	-	-	1,491.8	1,492.3	-	-	1,492.3
Proposition C 40% Discretionary	11,172.3	68,379.0	-	79,551.3	9,217.1	57,977.0	-	67,194.1
Proposition C 10% Commuter Rail	-	8,439.0	-	8,439.0	-	8,158.2	-	8,158.2
Proposition C 25% Street & Highways	-	-	119,525.9	119,525.9	-	-	116,160.5	116,160.5
Measure R Transit Capital - New Rail 35%	-	223,776.2	-	223,776.2	-	223,356.9	-	223,356.9
Measure R Transit Capital - Metrolink 3%	-	-	-	-	-	-	-	-
Measure R Transit Capital - Metro Rail 2%	-	2,074.4	-	2,074.4	-	2,060.6	-	2,060.6
Measure R Highway Capital 20%	-	-	-	-	-	-	591.1	591.1
Measure R BAB Federal Subsidy	-	10,148.1	-	10,148.1	-	9,832.9	-	9,832.9
<b>Total Funding Demand Debt Service</b>	<b>\$ 12,664.1</b>	<b>\$ 448,632.3</b>	<b>\$ 119,525.9</b>	<b>\$ 580,822.2</b>	<b>\$ 10,709.4</b>	<b>\$ 436,211.9</b>	<b>\$ 116,751.6</b>	<b>\$ 563,672.9</b>
<b>(Premium)/Discount Amortization <sup>(2)</sup></b>	<b>\$ (1,480.0)</b>	<b>\$ (52,429.3)</b>	<b>\$ (13,968.4)</b>	<b>\$ (67,877.6)</b>	<b>\$ (1,476.8)</b>	<b>\$ (60,153.1)</b>	<b>\$ (16,099.9)</b>	<b>\$ (77,729.8)</b>
<b>Total Debt Service Expense <sup>(3)</sup></b>	<b>\$ 11,184.1</b>	<b>\$ 396,203.0</b>	<b>\$ 105,557.5</b>	<b>\$ 512,944.6</b>	<b>\$ 9,232.6</b>	<b>\$ 376,058.9</b>	<b>\$ 100,651.7</b>	<b>\$ 485,943.1</b>
<b>Debt Service (Deficit)/Surplus</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

Long-Term Enterprise Fund  
Debt Principal Obligations

OUTSTANDING DEBT PRINCIPAL BALANCE (\$ IN THOUSANDS)	BEGINNING FY22 BALANCE				BEGINNING FY23 BALANCE			
	BUS	RAIL	HIGHWAY	TOTAL	BUS	RAIL	HIGHWAY	TOTAL
Proposition A	\$ 10,369.6	\$ 936,875.4	\$ -	\$ 947,245.0	\$ 9,396.3	\$ 848,938.7	\$ -	\$ 858,335.0
Proposition C	92,692.4	665,092.6	1,168,175.0	1,925,960.0	87,390.6	627,051.0	1,101,358.3	1,815,800.0
Measure R <sup>(4)</sup>	-	2,363,645.0	-	2,363,645.0	-	2,817,000.0	-	2,817,000.0
<b>Total Outstanding Debt Principal Balance <sup>(5)</sup></b>	<b>\$ 103,062.0</b>	<b>\$ 3,965,613.0</b>	<b>\$ 1,168,175.0</b>	<b>\$ 5,236,850.0</b>	<b>\$ 96,786.9</b>	<b>\$ 4,292,989.7</b>	<b>\$ 1,101,358.3</b>	<b>\$ 5,491,135.0</b>

Notes

- (1) Proposition A 35 Rail Set Aside includes Union Station Purchase debt funding: \$4.2M in FY22 and \$4.0M in FY23.
- (2) Amortizing the difference between the market value and the face value of the debt instrument over the life of the debt.
- (3) The Debt Service Expense and Outstanding Principal Balance excludes USC Building General Revenue Bonds of \$11.3 million Debt Service and \$5.3 million Outstanding Principal. It is treated as rent and reimbursed to the Enterprise Fund through the overhead allocation process.
- (4) MR 2021-A new money bonds in the amount of \$514.5M were issued in August 2021. Totals may not add due to rounding.

FY23 Adopted Debt Policy:  
Maximum Permitted Debt Service

TAX REVENUE SOURCE FOR DEBT SERVICING (\$ IN MILLIONS)	FY23 NET SALES TAX REVENUE	FY23 DEBT SERVICE <sup>(1)</sup>	ANNUAL DEBT SERVICE MAXIMUM <sup>(2)</sup>	MAXIMUM ADDITIONAL BOND INSURANCE ALLOWED	% OF ALLOWABLE REVENUE USED
<b>PROPOSITION A (PA)</b>					
PA 35% Rail Set Aside <sup>(3)</sup>	\$ 343.1	\$ 126.8	\$ 298.5	\$ 2,516.9	42.5%
PA 40% Discretionary <sup>(4)</sup>	392.2	1.5	n/a	n/a	100.0%
<b>PROPOSITION C (PC)</b>					
PC 10% Commuter Rail <sup>(5)</sup>	\$ 101.7	\$ 7.7	\$ 40.7	\$ 482.5	18.9%
PC 25% Street & Highways <sup>(6)</sup>	254.1	115.0	152.5	548.8	75.4%
PC 40% Discretionary <sup>(7)</sup>	406.6	65.0	162.6	1,431.5	40.0%
<b>MEASURE R (MR)</b>					
MR Transit Capital - New Rail 35% <sup>(8)</sup>	\$ 355.8	\$ 225.8	\$ 309.5	\$ 846.4	72.9%
MR Highway Capital 20% <sup>(9)</sup>	203.3	0.6	122.0	1,227.3	0.5%
MR Transit Capital - Metrolink 3% <sup>(10)</sup>	30.5	-	26.5	268.2	0.0%
MR Transit Capital - Metro Rail 2% <sup>(11)</sup>	17.7	2.1	17.7	158.0	11.9%
<b>MEASURE M (MM)</b>					
MM Transit Construction 35% <sup>(12)</sup>	\$ 355.8	\$ -	\$ 309.5	\$ 4,537.7	0.0%
MM Highway Construction 17% <sup>(12)</sup>	172.8	-	150.3	2,204.0	0.0%
MM Metro Active Trans Program 2% <sup>(12)</sup>	20.3	-	17.7	259.3	0.0%
MM Metro State of Good Repair 2% <sup>(12)</sup>	20.3	-	17.7	259.3	0.0%
MM Regional Rail 1% <sup>(12)</sup>	10.2	-	8.8	129.6	0.0%

Notes

- (1) All of the debt service amounts are for long-term debt. Short-term debt is not included because they are used as a short-term interim financing tool and are paid off with the issuance of long-term bonds.
- (2) This is a calculation of the annual debt service maximum allowed per the Board approved Debt Policy.
- (3) Debt policy limits annual debt service to 87% of PA 35% tax revenue.
- (4) No further debt issuance is permitted pursuant to the debt policy.
- (5) Debt policy limits annual debt service to 40% of PC 10% tax revenue.
- (6) Debt policy limits annual debt service to 60% of PC 25% tax revenue.
- (7) Debt policy limits annual debt service to 40% of PC 40% tax revenue.
- (8) Debt policy limits annual debt service to 87% of MR 35% tax revenue.
- (9) Debt policy limits annual debt service to 60% of MR 20% tax revenue.
- (10) Debt policy limits annual debt service to 87% of MR 3% tax revenue.
- (11) Debt policy limits annual debt service to 87% of MR 2% tax revenue.
- (12) Debt policy limits annual debt service to 87% of MM 35%, MM 17%, MM ATP 2%, MM SGR 2%, MM Regional Rail 1% tax revenues. Totals may not add due to rounding.

Estimated Fund Balances for the Year Ending June 30, 2023

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
<b>Proposition A</b>	
Discretionary Transit (95% of 40%) <sup>(1), (4)</sup>	\$ 350.7
Discretionary Incentive (5% of 40%) <sup>(1)</sup>	33.2
Rail (35%) <sup>(1), (4)</sup>	269.5
Interest	12.6
<b>Total Proposition A</b>	<b>\$ 666.0</b>
<b>Proposition C</b>	
Discretionary (40%) <sup>(1)</sup>	\$ 450.7
Security (5%) <sup>(1)</sup>	0.5
Commuter Rail (10%) <sup>(1)</sup>	89.7
Street & Highway (25%) <sup>(2)</sup>	(12.4)
Interest	-
<b>Total Proposition C</b>	<b>\$ 528.4</b>
<b>Measure R</b>	
Administration (1.5%)	\$ (12.0)
Transit Capital - Metrolink (3%)	(19.8)
Transit Capital - Metro Rail (2%)	28.5
Transit Capital - New Rail (35%) <sup>(2)</sup>	(338.9)
Highway Capital (20%) <sup>(2), (3)</sup>	(177.7)
New Rail Operations (5%)	50.8
Bus Operations (20%) <sup>(1)</sup>	186.1
<b>Total Measure R</b>	<b>\$ (282.9)</b>
<b>Measure M</b>	
Administration (0.5%)	\$ 0.7
Local Return (17%)	-
Metro Rail Operations (5%)	50.8
Transit Operations (20%) <sup>(1)</sup>	158.0
ADA Paratransit for the Disabled, Metro Discounts for Seniors and Students (2%)	-
Transit Construction (35%) <sup>(2)</sup>	(255.0)
Metro State of Good Repair (2%)	(7.8)
Highway Construction (17%) <sup>(3)</sup>	295.8
Metro Active Transportation Program (2%) <sup>(1)</sup>	31.6
Regional Rail (1%)	-
<b>Total Measure M</b>	<b>\$ 274.3</b>
<b>Transportation Development Act (TDA)</b>	
Article 3 <sup>(1)</sup>	\$ 15.3
Article 4 <sup>(1)</sup>	126.1
Article 8 <sup>(1)</sup>	18.7
<b>Total TDA</b>	<b>\$ 160.1</b>
<b>State Transit Assistance (STA)</b>	
Revenue Share <sup>(1)</sup>	\$ 2.3
Population Share	30.0
<b>Total STA</b>	<b>\$ 32.4</b>
<b>The Road Recovery and Accountability Act of 2017 (SB1-SGR)</b>	
Revenue Share <sup>(1)</sup>	\$ 14.7
Population Share	-
<b>Total SB1-SGR</b>	<b>\$ 14.7</b>

Notes

- (1) Committed - previously allocated to Metro, Municipal Operators, and cities.
- (2) Deficits in PC25, MR35, MR20, and MM35 can be mitigated by bond proceeds based on project activities and actual cash flow demand.
- (3) Restricted by legislation and Board-approved projects and programs.
- (4) Required by the Board-approved Financial Stability Policy.
- (5) Refer to Appendix IV, line 178. The remaining \$1,881.3M in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/Modernization projects.

Totals may not add due to rounding.

FUND TYPE (\$ IN MILLIONS)	ESTIMATED ENDING FUND BALANCE
<b>The Road Recovery and Accountability Act of 2017 (SB1-STA)</b>	
Revenue Share <sup>(1)</sup>	\$ 10.3
Population Share	(2.8)
<b>SB1-STA Total</b>	<b>\$ 7.5</b>
<b>SAFE Fund Total <sup>(3)</sup></b>	<b>\$ 31.8</b>
<b>Other Special Revenue Funds Total <sup>(3)</sup></b>	<b>\$ 34.3</b>
<b>General Fund</b>	
Administration - Propositions A & C & TDA	\$ (28.1)
LCFS 80% <sup>(3)</sup>	33.5
General Fund/Other <sup>(4)</sup>	24.8
<b>General Fund Total</b>	<b>\$ 30.2</b>
<b>FY23 Estimated Ending Fund Balance Total</b>	<b>\$ 1,497.0</b>
<b>Less: Mandatory Operating Reserve <sup>(4)</sup></b>	<b>\$ 196.0</b>
<b>FY23 Estimated Ending Fund Balance After Reserve <sup>(5)</sup></b>	<b>\$ 1,300.9</b>

Please refer to footnotes on page 42.

GOVERNMENT FUNDS (\$ IN MILLIONS)	SPECIAL REVENUE FUNDS		GENERAL FUNDS		TOTAL	
	FY22 BUDGET	FY23 ADOPTED	FY22 BUDGET	FY23 ADOPTED	FY22 BUDGET	FY23 ADOPTED
<b>REVENUES</b>						
Sales Tax <sup>(1)</sup>	\$ 4,028.0	\$ 4,881.7	\$ -	\$ -	\$ 4,028.0	\$ 4,881.7
Intergovernmental Grants <sup>(2)</sup>	148.0	247.5	24.4	32.7	172.4	280.3
Federal CRRSA Acts/ARPA	-	-	5.9	1.2	5.9	1.2
Investment Income	-	-	3.0	0.3	3.0	0.3
Lease & Rental	-	-	13.5	15.0	13.5	15.0
Licenses & Fines	-	-	0.5	0.8	0.5	0.8
Federal Fuel Credits & Other	-	-	70.8	25.9	70.8	25.9
<b>Total Revenues</b>	<b>\$ 4,176.0</b>	<b>\$ 5,129.3</b>	<b>\$ 118.1</b>	<b>\$ 75.9</b>	<b>\$ 4,294.1</b>	<b>\$ 5,205.1</b>
<b>EXPENDITURES</b>						
Subsidies	\$ 1,752.8	\$ 2,281.8	\$ 30.9	\$ 49.6	\$ 1,783.7	\$ 2,331.4
Operating Expenditures	394.2	558.5	186.3	228.8	580.5	787.4
Debt & Interest Expenditures	-	-	-	-	-	-
Debt Principal Retirement	-	-	-	-	-	-
<b>Total Expenditures</b>	<b>\$ 2,147.0</b>	<b>\$ 2,840.3</b>	<b>\$ 217.2</b>	<b>\$ 278.4</b>	<b>\$ 2,364.2</b>	<b>\$ 3,118.8</b>
<b>TRANSFERS</b>						
Transfers In	\$ 305.4	\$ 233.4	\$ 124.5	\$ 136.3	\$ 429.9	\$ 369.8
Transfers (Out)	(3,096.5)	(2,668.2)	(56.4)	(39.1)	(3,152.9)	(2,707.3)
Proceeds from Financing	42.7	49.0	-	-	42.7	49.0
<b>Total Transfers</b>	<b>\$ (2,748.3)</b>	<b>\$ (2,385.8)</b>	<b>\$ 68.0</b>	<b>\$ 97.2</b>	<b>\$ (2,680.3)</b>	<b>\$ (2,288.6)</b>
<b>Net Change in Fund Balances</b>	<b>\$ (719.3)</b>	<b>\$ (96.9)</b>	<b>\$ (31.1)</b>	<b>\$ (105.4)</b>	<b>\$ (750.4)</b>	<b>\$ (202.3)</b>
<b>Fund Balances - Beginning of Year <sup>(3)</sup></b>	<b>\$ 2,283.3</b>	<b>\$ 1,563.7</b>	<b>\$ 166.7</b>	<b>\$ 135.6</b>	<b>\$ 2,450.0</b>	<b>\$ 1,699.3</b>
<b>Fund Balances - End of Year <sup>(4)</sup></b>	<b>\$ 1,564.0</b>	<b>\$ 1,466.8</b>	<b>\$ 135.6</b>	<b>\$ 30.2</b>	<b>\$ 1,699.6</b>	<b>\$ 1,497.0</b>

Statement of Revenues, Expenditures & Changes in Fund Balances for the Years Ending June 30, 2022 & 2023

Notes

- (1) Includes TDA, STA, SB1, and SAFE revenues in addition to Propositions A and C and Measures R and M sales tax revenues.
- (2) Federal, State, and Local grants for Regional Rail, Transportation Infrastructure Development, Freeway Service Patrol, Pass-Through, and miscellaneous planning projects.
- (3) Beginning Fund Balances for FY23 reflect anticipated unspent FY22 budgeted expenditures and actual local returns.
- (4) Refer to Appendix IV, line 178. The remaining \$1,881.3 million in LOP funds are committed to Board-approved SGR, Asset Improvement, and Transit Improvement/Modernization projects.

Totals may not add due to rounding.

DEPARTMENT	FY22 BUDGET	FY23 ADOPTED	CHANGE	% CHANGE
<b>BOARD OF DIRECTORS</b>				
County Counsel	2	3	1	50.0%
Ethics Office	7	7	-	0.0%
Inspector General	23	23	-	0.0%
Office of the Board Administration	24	26	2	8.3%
<b>Subtotal Board of Directors</b>	<b>56</b>	<b>59</b>	<b>3</b>	<b>5.4%</b>
Chief Executive Office & Chief of Staff	71	76	5	7.0%
Chief People Office	252	256	4	1.6%
Chief Safety Office	310	342	32	10.3%
Customer Experience Office	347	359	12	3.5%
Office of Innovation	15	16	1	6.7%
Operations	8,312	8,437	125	1.5%
Planning & Development	180	192	12	6.7%
Program Management	248	283	35	14.1%
Strategic Financial Management	559	576	17	3.0%
<b>Total FTEs</b>	<b>10,350</b>	<b>10,596</b>	<b>246</b>	<b>2.4%</b>
<b>Metro Represented Total</b>	<b>8,630</b>	<b>8,778</b>	<b>148</b>	<b>1.7%</b>
<b>Metro Non-Represented Total</b>	<b>1,720</b>	<b>1,818</b>	<b>98</b>	<b>5.7%</b>
<b>Metro Total</b>	<b>10,350</b>	<b>10,596</b>	<b>246</b>	<b>2.4%</b>







**PUBLIC TRANSPORTATION SERVICES CORPORATION**

Public Transportation Services Corporation (PTSC) is a nonprofit public benefit corporation. PTSC was created in December 1996 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 corporation employees to participate in the California Public Employees Retirement System (PERS).

Statement of Revenues, Expenses & Changes in Retained Earnings for the Years Ending June 30, 2022 & 2023

PTSC (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED
Revenues	\$ 475.8	\$ 517.9
Expenditures	475.8	517.9
Increase (decrease) in retained earnings	-	-
Retained Earnings – Beginning of Year	-	-
<b>Retained Earnings – End of Year</b>	<b>\$ -</b>	<b>\$ -</b>

**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 an independent legal authority created under state law and is responsible for providing motorist aid services in Los Angeles County. SAFE currently operates, manages, and funds:

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

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

Statement of Revenues, Expenses & Changes in Fund Balances for the Years Ending June 30, 2022 & 2023

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES (\$ IN MILLIONS)	FY22 BUDGET	FY23 ADOPTED
Revenues	\$ 7.8	\$ 8.1
Expenditures	8.4	8.4
Excess (deficiency) of revenue over expenditure	(0.6)	(0.3)
Fund Balances – Beginning of Year	32.8	32.2
<b>Retained Earnings – End of Year</b>	<b>\$ 32.2</b>	<b>\$ 31.9</b>

Note

Totals may not add due to rounding.



STATISTIC	BUS			RAIL			TOTAL		
	FY22 BUDGET	FY23 ADOPTED	% INCREASE	FY22 BUDGET	FY23 ADOPTED	% INCREASE	FY22 BUDGET	FY23 ADOPTED	% INCREASE
<b>SERVICE PROVIDED (000)</b>									
Revenue Service Hours (RSH)	7,161	7,360	2.8%	1,123	1,341	19.4%	8,284	8,701	5.0%
Revenue Service Miles (RSM)	74,780	76,863	2.8%	24,442	29,014	18.7%	99,222	105,877	6.7%
<b>SERVICE CONSUMED (000)</b>									
Unlinked Boardings	200,772	256,525	27.8%	63,833	70,787	10.9%	264,605	327,312	23.7%
Passenger Miles	850,771	1,083,003	27.3%	417,635	454,693	8.9%	1,268,406	1,537,696	21.2%
<b>OPERATING REVENUE (000)</b>									
Fare Revenue <sup>(1)</sup>	\$ 55,277	\$ 83,025	50.2%	\$ 17,723	\$ 22,975	29.6%	\$ 73,000	\$ 106,000	45.2%
Advertising/Other	31,900	37,600	17.9%	3,000	5,200	73.3%	34,900	42,800	22.6%
<b>Total</b>	<b>\$ 87,177</b>	<b>\$ 120,625</b>	<b>38.4%</b>	<b>\$ 20,723</b>	<b>\$ 28,175</b>	<b>36.0%</b>	<b>\$ 107,900</b>	<b>\$ 148,800</b>	<b>37.9%</b>
<b>OPERATING COST DATA (000)</b>									
Transportation	\$ 520,127	\$ 532,347	2.3%	\$ 85,564	\$ 99,822	16.7%	\$ 605,692	\$ 632,169	4.4%
Maintenance	418,578	438,426	4.7%	286,130	339,135	18.5%	704,708	777,561	10.3%
Regional	25,675	31,911	24.3%	8,282	8,463	2.2%	33,957	40,374	18.9%
Other & Support Cost	438,813	439,520	0.2%	267,012	280,507	5.1%	705,825	720,027	2.0%
<b>Total <sup>(2), (3)</sup></b>	<b>\$ 1,403,192</b>	<b>\$ 1,442,204</b>	<b>2.8%</b>	<b>\$ 646,989</b>	<b>\$ 727,927</b>	<b>12.5%</b>	<b>\$ 2,050,182</b>	<b>\$ 2,170,131</b>	<b>5.9%</b>
<b>Subsidy Data (000)</b>	<b>\$ 1,316,015</b>	<b>\$ 1,321,579</b>	<b>0.4%</b>	<b>\$ 626,266</b>	<b>\$ 699,752</b>	<b>11.7%</b>	<b>\$ 1,942,282</b>	<b>\$ 2,021,331</b>	<b>4.1%</b>
<b>PER BOARDING STATISTICS</b>									
Fare Revenue	\$ 0.28	\$ 0.32	17.6%	\$ 0.28	\$ 0.32	16.9%	\$ 0.28	\$ 0.32	17.4%
Operating Cost	\$ 6.99	\$ 5.62	(19.6%)	\$ 10.14	\$ 10.28	1.5%	\$ 7.75	\$ 6.63	(14.4%)
Subsidy	\$ 6.55	\$ 5.15	(21.4%)	\$ 9.81	\$ 9.89	0.8%	\$ 7.34	\$ 6.18	(15.9%)
Passenger Miles	4.24	4.22	(0.4%)	6.54	6.42	(1.8%)	4.79	4.70	(2.0%)
Fare Recovery %	3.9%	5.8%	46.1%	2.7%	3.2%	15.2%	3.6%	4.9%	37.2%
<b>PER RSH STATISTICS</b>									
Revenue	\$ 12.17	\$ 16.39	34.6%	\$ 18.45	\$ 21.01	13.9%	\$ 13.02	\$ 17.10	31.3%
Boardings	28.04	34.85	24.3%	56.83	52.79	(7.1%)	31.94	37.62	17.8%
Passenger Miles	118.81	147.14	23.8%	371.83	339.09	(8.8%)	153.11	176.72	15.4%
Transportation Cost	\$ 72.63	\$ 72.33	(0.4%)	\$ 76.18	\$ 74.44	(2.3%)	\$ 73.11	\$ 72.65	(0.6%)
Maintenance Cost	\$ 58.45	\$ 59.56	1.9%	\$ 254.75	\$ 252.91	(0.7%)	\$ 85.07	\$ 89.36	5.0%
Regional Cost	\$ 3.59	\$ 4.34	20.9%	\$ 7.37	\$ 6.31	(14.4%)	\$ 4.10	\$ 4.64	13.2%
Other & Support Cost	\$ 61.28	\$ 59.71	(2.6%)	\$ 237.72	\$ 209.19	(12.0%)	\$ 85.20	\$ 82.75	(2.9%)
<b>Total Cost</b>	<b>\$ 195.95</b>	<b>\$ 195.9</b>	<b>0.0%</b>	<b>\$ 576.02</b>	<b>\$ 542.86</b>	<b>(5.8%)</b>	<b>\$ 247.48</b>	<b>\$ 249.40</b>	<b>0.8%</b>
<b>Subsidy</b>	<b>\$ 183.78</b>	<b>\$ 179.55</b>	<b>(2.3%)</b>	<b>\$ 557.57</b>	<b>\$ 521.85</b>	<b>(6.4%)</b>	<b>\$ 234.46</b>	<b>\$ 232.30</b>	<b>(0.9%)</b>
<b>PER PASSENGER MILE STATISTICS</b>									
Revenue	\$ 0.10	\$ 0.11	8.7%	\$ 0.05	\$ 0.06	24.9%	\$ 0.09	\$ 0.10	13.8%
Transportation Cost	\$ 0.61	\$ 0.49	(9.6%)	\$ 0.20	\$ 0.22	7.2%	\$ 0.48	\$ 0.41	(13.9%)
Maintenance Cost	\$ 0.49	\$ 0.40	(7.7%)	\$ 0.69	\$ 0.75	8.9%	\$ 0.56	\$ 0.51	(9.0%)
Regional Cost	\$ 0.03	\$ 0.03	0.0%	\$ 0.02	\$ 0.02	0.0%	\$ 0.03	\$ 0.03	0.0%
Other & Support Cost	\$ 0.52	\$ 0.41	(21.3%)	\$ 0.64	\$ 0.62	(3.5%)	\$ 0.56	\$ 0.47	(15.9%)
<b>Total Cost</b>	<b>\$ 1.65</b>	<b>\$ 1.33</b>	<b>(19.3%)</b>	<b>\$ 1.55</b>	<b>\$ 1.60</b>	<b>3.3%</b>	<b>\$ 1.62</b>	<b>\$ 1.41</b>	<b>(12.7%)</b>
<b>Subsidy</b>	<b>\$ 1.55</b>	<b>\$ 1.22</b>	<b>(21.1%)</b>	<b>\$ 1.50</b>	<b>\$ 1.54</b>	<b>2.6%</b>	<b>\$ 1.53</b>	<b>\$ 1.31</b>	<b>(14.2%)</b>
<b>FTE'S PER HUNDRED <sup>(4)</sup></b>									
Operators per RSH	5.48	4.75	(13.3%)	3.45	3.33	(3.4%)	5.28	4.44	(16.0%)
Mechanics per RSM	0.11	0.11	0.0%	0.10	0.10	0.0%	0.11	0.11	0.0%
Service Attendants RSM	0.07	0.07	0.0%	0.06	0.06	0.0%	0.07	0.07	0.0%
Maintenance of Way (MOW)	-	-	-	3.13	3.43	9.5%	3.13	3.43	9.5%
Inspectors per Route Mile (RM)									
Transit Operations Supervisors/RSH	0.65	0.66	0.2%	2.44	2.44	0.0%	0.92	0.93	0.9%

SERVICE HOURS	SERVICE LEVEL DETAILS		
	FY22 BUDGET	FY23 ADOPTED	CHANGE
<b>REVENUE</b>			
<b>Bus</b>			
Local & Rapid	6,214,887	6,360,171	145,284
J (Silver) Line	104,729	125,287	20,558
G (Orange) Line	104,921	104,921	-
Purchased Transportation	517,475	498,656	(18,819)
Microtransit	218,966	271,440	52,474
<b>Subtotal Bus</b>	<b>7,160,978</b>	<b>7,360,475</b>	<b>199,497</b>
<b>Rail</b>			
A (Blue) Line/L (Gold) Line <sup>(1)</sup>	454,346	508,865	54,519
C (Green) Line/ K (Crenshaw/LAX) Line	119,097	157,215	38,118
E (Expo) Line	193,403	318,474	125,071
B (Red) Line/D (Purple) Line	356,353	356,353	-
<b>Subtotal Rail</b>	<b>1,123,199</b>	<b>1,340,907</b>	<b>217,708</b>
<b>Total Revenue Service Hours</b>	<b>8,284,177</b>	<b>8,701,382</b>	<b>417,205</b>
<b>PRE-REVENUE</b>			
K (Crenshaw/LAX) Line	48,854	10,513	(38,341)
Regional Connector	67,660	22,798	(44,862)
<b>Total Pre-Revenue Svc Hrs</b>	<b>116,514</b>	<b>33,311</b>	<b>(83,203)</b>
<b>Total Service Hours</b>	<b>8,400,691</b>	<b>8,734,693</b>	<b>334,002</b>
<b>REVENUE</b>			
<b>Bus</b>			
Local & Rapid	64,025,531	65,400,264	1,374,733
J (Silver) Line	1,942,555	2,319,547	376,992
G (Orange) Line	1,472,736	1,472,736	-
Purchased Transportation	5,450,303	5,242,318	(207,985)
Microtransit	1,888,567	2,428,110	539,543
<b>Subtotal Bus</b>	<b>74,779,692</b>	<b>76,862,975</b>	<b>2,083,283</b>
<b>Rail</b>			
A (Blue) Line/L (Gold) Line <sup>(1)</sup>	9,779,296	10,880,802	1,101,506
C (Green) Line/ K (Crenshaw/LAX) Line	3,162,317	4,358,342	1,196,025
E (Expo) Line	3,162,154	5,436,499	2,274,345
B (Red) Line/D (Purple) Line	8,338,656	8,338,656	-
<b>Subtotal Rail</b>	<b>24,442,423</b>	<b>29,014,299</b>	<b>4,571,876</b>
<b>Total Revenue Service Miles</b>	<b>99,222,115</b>	<b>105,877,274</b>	<b>6,655,159</b>
<b>PRE-REVENUE</b>			
K (Crenshaw/LAX) Line	1,025,943	220,773	(805,170)
Regional Connector	1,420,861	478,761	(942,100)
<b>Total Pre-Revenue Svc Miles</b>	<b>2,446,804</b>	<b>699,534</b>	<b>(1,747,270)</b>
<b>Total Service Miles</b>	<b>101,668,919</b>	<b>106,576,808</b>	<b>4,907,889</b>
<b>BOARDINGS (000)</b>			
<b>Bus</b>			
Local & Rapid	182,178	233,467	51,289
J (Silver) Line	4,105	4,773	668
G (Orange) Line	5,013	6,215	1,202
Purchased Transportation	9,186	11,357	2,171
Microtransit	290	713	423
<b>Subtotal Bus</b>	<b>200,772</b>	<b>256,525</b>	<b>55,753</b>
<b>Rail</b>			
A (Blue) Line/L (Gold) Line <sup>(2)</sup>	20,186	18,932	(1,254)
C (Green) Line/ K (Crenshaw/LAX) Line	5,749	8,395	2,646
E (Expo) Line	11,555	14,489	2,934
B (Red) Line/D (Purple) Line	26,343	28,971	2,628
<b>Subtotal Rail</b>	<b>63,833</b>	<b>70,787</b>	<b>6,954</b>
<b>Total Boardings</b>	<b>264,605</b>	<b>327,312</b>	<b>62,707</b>
<b>PASSENGER MILES (000)</b>			
<b>Bus</b>			
Local & Rapid	731,676	937,667	205,991
J (Silver) Line	43,288	50,332	7,044
G (Orange) Line	32,115	39,817	7,702
Purchased Transportation	42,733	52,831	10,098
Microtransit	959	2,356	1,397
<b>Subtotal Bus</b>	<b>850,771</b>	<b>1,083,003</b>	<b>232,232</b>
<b>Rail</b>			
A (Blue) Line/L (Gold) Line <sup>(2)</sup>	165,345	149,008	(16,337)
C (Green) Line/ K (Crenshaw/LAX) Line	43,146	63,002	19,856
E (Expo) Line	82,219	103,094	20,875
B (Red) Line/D (Purple) Line	126,925	139,589	12,664
<b>Subtotal Rail</b>	<b>417,635</b>	<b>454,693</b>	<b>37,058</b>
<b>Total Passenger Miles</b>	<b>1,268,406</b>	<b>1,537,696</b>	<b>269,290</b>

Notes (page 50)

(1) FY23 fare revenues do not include \$519,000 from TAP card sales or Microtransit revenues in Bus.

(2) COVID-19 budget is not included in FY22 and FY23 operating costs.

(3) FY22 and FY23 operating costs do not include unallocated overhead balance.

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

Notes (page 51)

(1) Regional Connector will be supported by L (Gold) Line divisions.

(2) L (Gold) Line riders will be taking the E (Expo) Line and A (Blue) Line once the Regional Connector extension is open.

Totals may not add due to rounding.

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Appendix III: Activity-Based Bus Cost Model

ACTIVITIES	FY22 BUDGET		FY23 ADOPTED		CHANGE	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 463,440	\$ 69.76	\$ 474,012	\$ 69.08	\$ 10,572	\$ (0.68)
Materials & Supplies	828	0.12	1,172	0.17	343	0.05
Services	14,975	2.25	14,850	2.16	(125)	(0.09)
Field Supervision	15,675	2.36	16,077	2.34	402	(0.02)
Control Center	10,685	1.61	11,224	1.64	539	0.03
Training	9,434	1.42	10,049	1.46	615	0.04
Scheduling & Planning	5,088	0.77	4,963	0.72	(125)	(0.04)
<b>Total Transportation</b>	<b>\$ 520,127</b>	<b>\$ 78.29</b>	<b>\$ 532,347</b>	<b>\$ 77.58</b>	<b>\$ 12,220</b>	<b>\$ (0.71)</b>
<b>DIVISION MAINTENANCE</b>						
Wages & Benefits	\$ 196,010	\$ 29.50	\$ 198,042	\$ 28.86	\$ 2,032	\$ (0.64)
Materials & Supplies	48,624	7.32	46,635	6.80	(1,989)	(0.52)
Services	110	0.02	202	0.03	91	0.01
Fuel	33,833	5.09	44,456	6.48	10,623	1.39
<b>Subtotal Division Maintenance</b>	<b>\$ 278,577</b>	<b>\$ 41.93</b>	<b>\$ 289,335</b>	<b>\$ 42.17</b>	<b>\$ 10,757</b>	<b>\$ 0.24</b>
<b>CENTRAL MAINTENANCE</b>						
Wages & Benefits	\$ 38,722	\$ 5.83	\$ 39,864	\$ 5.81	\$ 1,142	\$ (0.02)
Materials & Supplies	9,159	1.38	15,101	2.20	5,942	0.82
Services	199	0.03	340	0.05	142	0.02
<b>Subtotal Central Maintenance</b>	<b>\$ 48,080</b>	<b>\$ 7.24</b>	<b>\$ 55,306</b>	<b>\$ 8.06</b>	<b>\$ 7,226</b>	<b>\$ 0.82</b>
<b>OTHER MAINTENANCE</b>						
Facilities	\$ 64,144	\$ 9.66	\$ 59,652	\$ 8.69	\$ (4,492)	\$ (0.96)
Support	16,115	2.43	17,446	2.54	1,332	0.12
Non-Revenue Vehicles	10,386	1.56	15,462	2.25	5,076	0.69
Training	2,784	0.42	2,626	0.38	(158)	(0.04)
<b>Subtotal Other Maintenance</b>	<b>\$ 93,429</b>	<b>\$ 14.06</b>	<b>\$ 95,186</b>	<b>\$ 13.87</b>	<b>\$ 1,757</b>	<b>\$ (0.19)</b>
<b>Total Maintenance</b>	<b>\$ 420,086</b>	<b>\$ 63.23</b>	<b>\$ 439,827</b>	<b>\$ 64.10</b>	<b>\$ 19,741</b>	<b>\$ 0.87</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 55,330	\$ 8.33	\$ 59,324	\$ 8.65	\$ 3,995	\$ 0.32
Customer Experience <sup>(1)</sup>	19,936	3.00	25,170	3.67	5,235	0.67
Workers' Compensation	53,005	7.98	54,090	7.88	1,085	(0.10)
Casualty & Liability	46,452	6.99	51,266	7.47	4,814	0.48
Revenue	11,120	1.67	13,568	1.98	2,448	0.30
Utilities	21,818	3.28	17,992	2.62	(3,826)	(0.66)
Building Costs	15,193	2.29	11,262	1.64	(3,931)	(0.65)
Service Development	17,006	2.56	21,132	3.08	4,125	0.52
Other Metro Operations	11,909	1.79	12,499	1.82	591	0.03
Safety	3,580	0.54	3,117	0.45	(463)	(0.08)
Transitional Duty Program	3,548	0.53	1,837	0.27	(1,711)	(0.27)
Copy Services	1,112	0.17	712	0.10	(400)	(0.06)
<b>Total Other Operating</b>	<b>\$ 260,007</b>	<b>\$ 39.14</b>	<b>\$ 271,969</b>	<b>\$ 39.64</b>	<b>\$ 11,961</b>	<b>\$ 0.50</b>
<b>SUPPORT FUNCTIONS</b>						
Procurement	\$ 32,439	\$ 4.88	\$ 32,219	\$ 4.70	\$ (220)	\$ (0.19)
Information & Technology Services	38,299	5.76	29,677	4.32	(8,622)	(1.44)
Communications	23,243	3.50	25,545	3.72	2,302	0.22
Finance & Budget	11,133	1.68	10,660	1.55	(474)	(0.12)
Chief Executive Office	12,910	1.94	11,772	1.72	(1,139)	(0.23)
Human Resources	10,500	1.58	7,135	1.04	(3,365)	(0.54)
Construction	790	0.12	642	0.09	(148)	(0.03)

Notes

(1) Contains customer care programs such as Transit Ambassadors and other homeless outreach programs.

Totals may not add due to rounding.

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ACTIVITIES	FY22 BUDGET		FY23 ADOPTED		CHANGE	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
Real Estate	2,063	0.31	1,918	0.28	(145)	(0.03)
Management Audit Services	2,961	0.45	2,042	0.30	(919)	(0.15)
Board Oversight	330	0.05	299	0.04	(31)	(0.01)
<b>Total Support Functions</b>	<b>\$ 134,668</b>	<b>\$ 20.27</b>	<b>\$ 121,908</b>	<b>\$ 17.77</b>	<b>\$ (12,760)</b>	<b>\$ (2.50)</b>
<b>Total Local &amp; Rapid Bus</b>	<b>\$ 1,334,889</b>	<b>\$ 200.93</b>	<b>\$ 1,366,051</b>	<b>\$ 199.08</b>	<b>\$ 31,162</b>	<b>\$ (1.84)</b>
<b>PURCHASED TRANSPORTATION</b>						
Contracted Service	\$ 58,588	\$ 113.22	\$ 66,015	\$ 132.39	\$ 7,427	\$ 19.17
Security	4,310	8.33	4,311	8.65	1	0.32
Administration	5,406	10.45	5,827	11.69	422	1.24
<b>Total Purchased Transportation</b>	<b>\$ 68,303</b>	<b>\$ 131.99</b>	<b>\$ 76,153</b>	<b>\$ 152.72</b>	<b>\$ 7,850</b>	<b>\$ 20.73</b>
<b>Grand Total <sup>(2), (3)</sup></b>	<b>\$ 1,403,192</b>	<b>\$ 195.95</b>	<b>\$ 1,442,204</b>	<b>\$ 195.94</b>	<b>\$ 39,012</b>	<b>\$ (0.01)</b>
<b>REVENUE SERVICE HOURS (RSH)</b>						
Directly Operated		6,644		6,862		218
Purchased Transportation		517		499		(19)
<b>Total Bus RSH (in 000s)</b>		<b>7,161</b>		<b>7,360</b>		<b>199</b>

Notes

(2) COVID-19 budget is not included in FY22 and FY23 operating costs.

(3) Microtransit Operations budget is included in the Transportation budget.

Totals may not add due to rounding.

ACTIVITIES	FY22 BUDGET		FY23 ADOPTED		CHANGE	
	\$000	\$/RSH	\$000	\$/RSH	\$000	\$/RSH
<b>TRANSPORTATION</b>						
Wages & Benefits	\$ 65,428	\$ 58.25	\$ 74,977	\$ 55.92	\$ 9,549	\$ (2.33)
Materials & Supplies	215	0.19	235	0.18	20	(0.01)
Services	3	0.00	3	0.00	-	0.00
Control Center	16,730	14.89	20,903	15.59	4,173	0.70
Training	3,189	2.84	3,704	2.76	515	(0.08)
<b>Total Transportation</b>	<b>\$ 85,564</b>	<b>\$ 76.18</b>	<b>\$ 99,822</b>	<b>\$ 74.44</b>	<b>\$ 14,258</b>	<b>\$ (1.74)</b>
<b>VEHICLE MAINTENANCE</b>						
Wages & Benefits	\$ 78,954	\$ 70.29	\$ 93,69	\$ 69.87	\$ 14,740	\$ (0.42)
Materials & Supplies	15,700	13.98	22,387	16.70	6,687	2.72
Services	319	0.28	325	0.24	6	(0.04)
<b>Subtotal Vehicle Maintenance</b>	<b>\$ 94,973</b>	<b>\$ 84.56</b>	<b>\$ 116,406</b>	<b>\$ 86.81</b>	<b>\$ 21,433</b>	<b>\$ 2.25</b>
<b>WAYSIDE MAINTENANCE</b>						
Wages & Benefits	\$ 61,965	\$ 55.17	\$ 65,738	\$ 49.02	\$ 3,773	\$ (6.15)
Materials & Supplies	5,386	4.80	5,788	4.32	402	(0.48)
Services	1,060	0.94	1,027	0.77	(33)	(0.17)
Propulsion Power	30,390	27.06	39,840	29.71	9,450	2.65
Other	49	0.04	4	0.00	(45)	(0.04)
<b>Subtotal Wayside Maintenance</b>	<b>\$ 98,850</b>	<b>\$ 88.01</b>	<b>\$ 112,396</b>	<b>\$ 83.82</b>	<b>\$ 13,546</b>	<b>\$ (4.19)</b>
<b>OTHER MAINTENANCE</b>						
Facilities	\$ 81,672	\$ 72.71	\$ 97,941	\$ 73.04	\$ 16,269	\$ 0.33
Support	7,241	6.45	8,377	6.25	1,136	(0.20)
Non-Revenue Vehicles	3,900	3.47	4,450	3.32	550	(0.15)
<b>Subtotal Other Maintenance</b>	<b>\$ 92,814</b>	<b>\$ 82.63</b>	<b>\$ 110,767</b>	<b>\$ 82.61</b>	<b>\$ 17,953</b>	<b>\$ (0.02)</b>
<b>Maintenance Total</b>	<b>\$ 286,637</b>	<b>\$ 255.20</b>	<b>\$ 339,570</b>	<b>\$ 253.24</b>	<b>\$ 52,933</b>	<b>\$ (1.96)</b>
<b>OTHER OPERATING</b>						
Transit Security	\$ 147,700	\$ 131.50	\$ 149,378	\$ 111.40	\$ 1,678	\$ (20.10)
Customer Experience <sup>(1)</sup>	23,753	21.15	33,357	24.88	9,604	3.73
Workers' Compensation	8,713	7.76	9,596	7.16	883	(0.60)
Casualty & Liability	5,856	5.21	6,303	4.70	447	(0.51)
Revenue	19,470	17.33	20,557	15.33	1,087	(2.00)
Utilities	7,581	6.75	9,102	6.79	1,521	0.04
Building Costs	753	0.67	1,605	1.20	852	0.53
Service Development	208	0.19	218	0.16	10	(0.03)
Other Metro Operations	5,365	4.78	6,406	4.78	1,041	0.00
Safety	9,284	8.27	7,941	5.92	(1,343)	(2.35)
Transitional Duty Program	617	0.55	659	0.49	42	(0.06)
Copy Services	74	0.07	271	0.20	197	0.13
<b>Total Other Operating</b>	<b>\$ 229,375</b>	<b>\$ 204.22</b>	<b>\$ 245,395</b>	<b>\$ 183.01</b>	<b>\$ 16,020</b>	<b>\$ (21.21)</b>
<b>SUPPORT FUNCTIONS</b>						
Procurement	\$ 15,173	\$ 13.51	\$ 15,131	\$ 11.28	\$ (42)	\$ (2.23)
Information & Technology Services	6,056	5.39	5,608	4.18	(448)	(1.21)
Communications	9,368	8.34	9,617	7.17	249	(1.17)
Finance & Budget	484	0.43	656	0.49	172	0.06
Chief Executive Office	1,615	1.44	1,675	1.25	60	(0.19)
Human Resources	1,510	1.34	1,570	1.17	60	(0.17)
Construction	352	0.31	206	0.15	(146)	(0.16)
Real Estate	10,543	9.39	8,294	6.19	(2,249)	(3.20)
Management Audit Services	178	0.16	212	0.16	34	0.00
Board Oversight	135	0.12	172	0.13	37	0.01
<b>Support Functions Total</b>	<b>\$ 45,413</b>	<b>\$ 40.43</b>	<b>\$ 43,140</b>	<b>\$ 32.17</b>	<b>\$ (2,273)</b>	<b>\$ (8.26)</b>
<b>Grand Total <sup>(2)</sup></b>	<b>\$ 646,989</b>	<b>\$ 576.02</b>	<b>\$ 727,927</b>	<b>\$ 542.86</b>	<b>\$ 80,938</b>	<b>\$ (33.16)</b>
<b>Total Rail RSH (in 000s)</b>		<b>1,123</b>		<b>1,341</b>		<b>218</b>

Notes

(1) Contains customer care programs such as Transit Ambassadors and other homeless outreach programs.

(2) COVID-19 budget is not included in FY22 and FY23 operating costs.

Totals may not add due to rounding.



Notes

Totals may not add due to rounding.

Transit Expansion Project List

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22 <sup>(1)</sup>	FY23 ADOPTED	LIFE OF PROJECT
<b>TRANSIT CONSTRUCTION</b>			
<b>Bus</b>			
<b>G Line (Orange) BRT Improvements <sup>(2)</sup></b>			
G Line (Orange) BRT Improvements: Construction	\$ 38,600.6	\$ 56,693.2	\$ -
G Line (Orange) BRT Improvements: Planning	4,123.5	756.2	-
<b>Subtotal G Line (Orange) BRT Improvements</b>	<b>\$ 42,724.1</b>	<b>\$ 57,449.4</b>	<b>\$ -</b>
<b>Total Bus</b>	<b>\$ 42,724.1</b>	<b>\$ 57,449.4</b>	<b>\$ -</b>
<b>Rail</b>			
<b>Airport Metro Connector</b>			
Airport Metro Connector: Planning	\$ 55,720.6	\$ 49.0	\$ -
Airport Metro Connector: Construction	253,455.6	242,796.5	898,581.0
<b>Subtotal Airport Metro Connector</b>	<b>\$ 309,176.3</b>	<b>\$ 242,845.5</b>	<b>\$ 898,581.0</b>
<b>D Line (Purple) Section 1</b>			
D Line (Purple) Business Interruption Fund	\$ 11,557.9	\$ 3,000.0	\$ 14,557.9
D Line (Purple) Insurance Betterment <sup>(3)</sup>	6,505.1	-	6,505.1
D Line (Purple) Section 1: Construction	2,452,529.4	282,622.9	3,128,879.6
D Line (Purple) Section 1: Planning Phase 1 <sup>(3)</sup>	8,504.7	-	-
D Line (Purple) Section 1: Planning Phase 2 <sup>(3)</sup>	36,882.3	-	-
Division 20 Portal Widening & Turnback Facility	535,300.9	167,149.3	876,749.6
Division 20 Shop Expansion <sup>(2)</sup>	1,200.0	2,684.6	-
Non-Revenue Vehicle <sup>(3)</sup>	853.9	-	854.0
<b>Subtotal D Line (Purple) Section 1</b>	<b>\$ 3,053,334.2</b>	<b>\$ 455,456.7</b>	<b>\$ 4,027,546.2</b>
<b>D Line (Purple) Section 2</b>			
Beverly Hills North Portal <sup>(4)</sup>	\$ -	\$ -	\$ 29,250.0
D Line (Purple) Section 2: Construction	1,575,554.6	276,148.3	2,440,969.3
D Line (Purple) Section 2: Planning	3,381.9	-	-
<b>Subtotal D Line (Purple) Section 2</b>	<b>\$ 1,578,936.6</b>	<b>\$ 276,148.3</b>	<b>\$ 2,470,219.3</b>
<b>D Line (Purple) Section 3</b>			
D Line (Purple) Section 3: Construction	\$ 1,365,163.6	\$ 394,197.7	\$ 3,222,492.4
D Line (Purple) Section 3: Planning <sup>(3)</sup>	877.8	-	1,130.9
<b>Subtotal D Line (Purple) Section 3</b>	<b>\$ 1,366,041.4</b>	<b>\$ 394,197.7</b>	<b>\$ 3,223,623.3</b>
<b>E Line (Expo)</b>			
Division 22 Paint & Body Shop <sup>(3)</sup>	\$ 10,321.8	\$ -	\$ 11,000.0
E Line (Expo) 1 Light Rail Vehicle <sup>(3)</sup>	66,906.7	-	-
E Line (Expo) 2 Insurance Betterment <sup>(3)</sup>	2,462.9	-	2,462.9
E Line (Expo) 2 Light Rail Vehicle <sup>(3)</sup>	195,269.2	-	-
E Line (Expo) Closeout	1,403.3	3,696.7	5,100.0
E Line (Expo) Light Rail Transit Phase 1: Expo Authority <sup>(3)</sup>	847,082.6	-	967,400.0
E Line (Expo) Light Rail Transit Phase 1: Metro Incurred <sup>(3)</sup>	61,820.7	-	-
E Line (Expo) Light Rail Transit Phase 2: Construction <sup>(3)</sup>	924,894.2	-	1,295,058.0
E Line (Expo) Light Rail Transit Phase 2: Holdback <sup>(3)</sup>	39,095.3	-	-
E Line (Expo) Light Rail Transit Phase 2: Non-Holdback <sup>(3)</sup>	123,101.2	-	-
E Line (Expo) Light Rail Transit Phase 2: Planning <sup>(3)</sup>	396.1	-	-
E Line (Expo) Phase 2 <sup>(3)</sup>	3,050.5	-	3,900.0
E Line (Expo) Phase 2 Bikeway <sup>(3)</sup>	15,500.7	-	16,102.2
<b>Subtotal E Line (Expo)</b>	<b>\$ 2,291,305.2</b>	<b>\$ 3,696.7</b>	<b>\$ 2,301,023.1</b>
<b>East San Fernando Transit Corridor <sup>(2)</sup></b>			
East San Fernando Transit Corridor: Construction	\$ 306,020.7	\$ 244,585.4	\$ -
East San Fernando Transit Corridor: Planning	22,193.6	3,651.1	-
<b>Subtotal East San Fernando Transit Corridor</b>	<b>\$ 328,214.4</b>	<b>\$ 248,236.5</b>	<b>\$ -</b>

Notes

(1) Forecasted expenditures through FY22 is actual expenditure through FY21 plus FY22 Budget.

(2) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(3) Project completed.

(4) New project.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22 <sup>(1)</sup>	FY23 ADOPTED	LIFE OF PROJECT
<b>K Line (Crenshaw/LAX)</b>			
K Line (Crenshaw/LAX) Business Interruption Fund	\$ 21,467.1	\$ 1,540.7	\$ 23,007.8
K Line (Crenshaw/LAX) Fare Gates	6,811.4	-	7,800.0
K Line (Crenshaw/LAX) Insurance Betterment <sup>(3)</sup>	5,275.7	-	5,275.7
K Line (Crenshaw/LAX) Light Rail Transit: Catch-All	14,950.2	14,308.2	47,000.0
K Line (Crenshaw/LAX) Light Rail Transit: Construction	2,072,055.0	29,600.6	2,148,000.0
K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 1 <sup>(3)</sup>	5,526.2	-	-
K Line (Crenshaw/LAX) Light Rail Transit: Planning Phase 2 <sup>(3)</sup>	20,022.9	-	-
K Line (Crenshaw/LAX) Pre-Revenue Service	26,317.7	10,170.6	40,956.0
Southwestern Maintenance Yard <sup>(5)</sup>	156,939.4	40.4	157,000.0
<b>Subtotal K Line (Crenshaw/LAX)</b>	<b>\$ 2,329,365.5</b>	<b>\$ 55,660.5</b>	<b>\$ 2,429,039.5</b>
<b>L Line (Gold) Foothill Extension 2A</b>			
L Line (Gold) Foothill Extension Insurance Betterment <sup>(3)</sup>	\$ 2,079.9	\$ -	\$ 2,079.9
L Line (Gold) Foothill Extension: Construction <sup>(3)</sup>	646,551.1	-	708,833.0
L Line (Gold) Foothill Extension: Planning <sup>(3)</sup>	426.9	-	-
L Line (Gold) Foothill Extension Maintenance Facility - Metro 75% <sup>(3)</sup>	207,118.7	-	207,437.4
Light Rail Vehicle <sup>(3)</sup>	60,340.9	-	-
L Line (Gold) Foothill Extension Closeout	1,097.3	4,102.7	5,200.0
<b>Subtotal L Line (Gold) Foothill Extension 2A</b>	<b>\$ 917,614.8</b>	<b>\$ 4,102.7</b>	<b>\$ 923,550.2</b>
<b>L Line (Gold) Foothill Extension 2B</b>			
L Line (Gold) Foothill Extension 2B: Planning <sup>(3)</sup>	\$ 30,960.0	\$ -	\$ -
L Line (Gold) Foothill Extension 2B: Construction	556,077.7	278,868.0	1,406,870.8
Light Rail Vehicle <sup>(3)</sup>	55,243.4	-	-
<b>Subtotal L Line (Gold) Foothill Extension 2B</b>	<b>\$ 642,281.0</b>	<b>\$ 278,868.0</b>	<b>\$ 1,406,870.8</b>
<b>Regional Connector</b>			
Regional Connector Business Interruption Fund	\$ 5,093.2	\$ 2,000.0	\$ 7,093.2
Regional Connector Catch-All <sup>(4)</sup>	-	10,000.0	10,000.0
Regional Connector Insurance Betterment <sup>(3)</sup>	4,006.8	-	4,006.8
Regional Connector System Integration <sup>(2)</sup>	2,804.9	7,770.0	-
Regional Connector: Construction	1,622,744.2	77,646.6	1,750,840.6
Regional Connector: Construction Non-FFGA	54,603.0	1,029.0	59,389.2
Regional Connector: Planning <sup>(3)</sup>	27,735.8	-	-
<b>Subtotal Regional Connector</b>	<b>\$ 1,689,252.1</b>	<b>\$ 98,445.7</b>	<b>\$ 1,831,329.7</b>
<b>Total Rail</b>	<b>\$ 14,505,521.5</b>	<b>\$ 2,057,658.3</b>	<b>\$ 19,511,783.0</b>
<b>Systemwide <sup>(6)</sup></b>			
Anticipated Measure R & M Projects <sup>(6)</sup>	\$ -	\$ 40,797.3	\$ -
Metro Business Solution Center	-	2,511.4	-
<b>Total Systemwide</b>	<b>\$ -</b>	<b>\$ 43,308.7</b>	<b>\$ -</b>
<b>Total Transit Construction</b>	<b>\$ 14,548,245.6</b>	<b>\$ 2,158,416.4</b>	<b>\$ 19,511,783.0</b>
<b>Transit Planning <sup>(7)</sup></b>			
BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	\$ 13,207.8	\$ 7,218.5	\$ -
C Line (Green) Extension: Redondo to South Bay	36,560.9	11,620.1	-
Crenshaw Northern Extension	19,207.4	10,000.0	-
Eastside Extension	54,586.0	13,901.1	-
Eastside Extension - Light Rail Vehicles <sup>(2)</sup>	33,345.8	-	-
Eastside Light Rail Access Phases 1 & 2	21,469.2	3,538.9	-
Eastside Light Rail Access Phase 3 <sup>(8)</sup>	13,677.9	5,289.2	29,703.1
North San Fernando Valley BRT	8,098.9	5,451.6	-
San Gabriel Valley Transit Feasibility Study	1,630.6	1,875.3	-
Sepulveda Pass Corridor	82,944.9	81,541.9	-
Vermont Transit Corridor	6,291.7	2,673.8	-
West Santa Ana Branch Corridor	81,684.3	29,056.8	-
<b>Total Transit Planning</b>	<b>\$ 372,705.4</b>	<b>\$ 172,167.3</b>	<b>\$ 29,703.1</b>
<b>Total Transit Expansion</b>	<b>\$ 14,920,951.0</b>	<b>\$ 2,330,583.7</b>	<b>\$ 19,541,486.1</b>

Notes

(1) Forecasted expenditures through FY22 is actual expenditure through FY21 plus FY22 Budget.

(2) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(3) Project completed.

(4) New project.

(5) Annually funded.

(6) Separate board authorization is required for new projects or LOP budget changes.

(7) No Board LOP during planning phase; project is funded on an annual basis.

(8) LOP authorized by the Board.

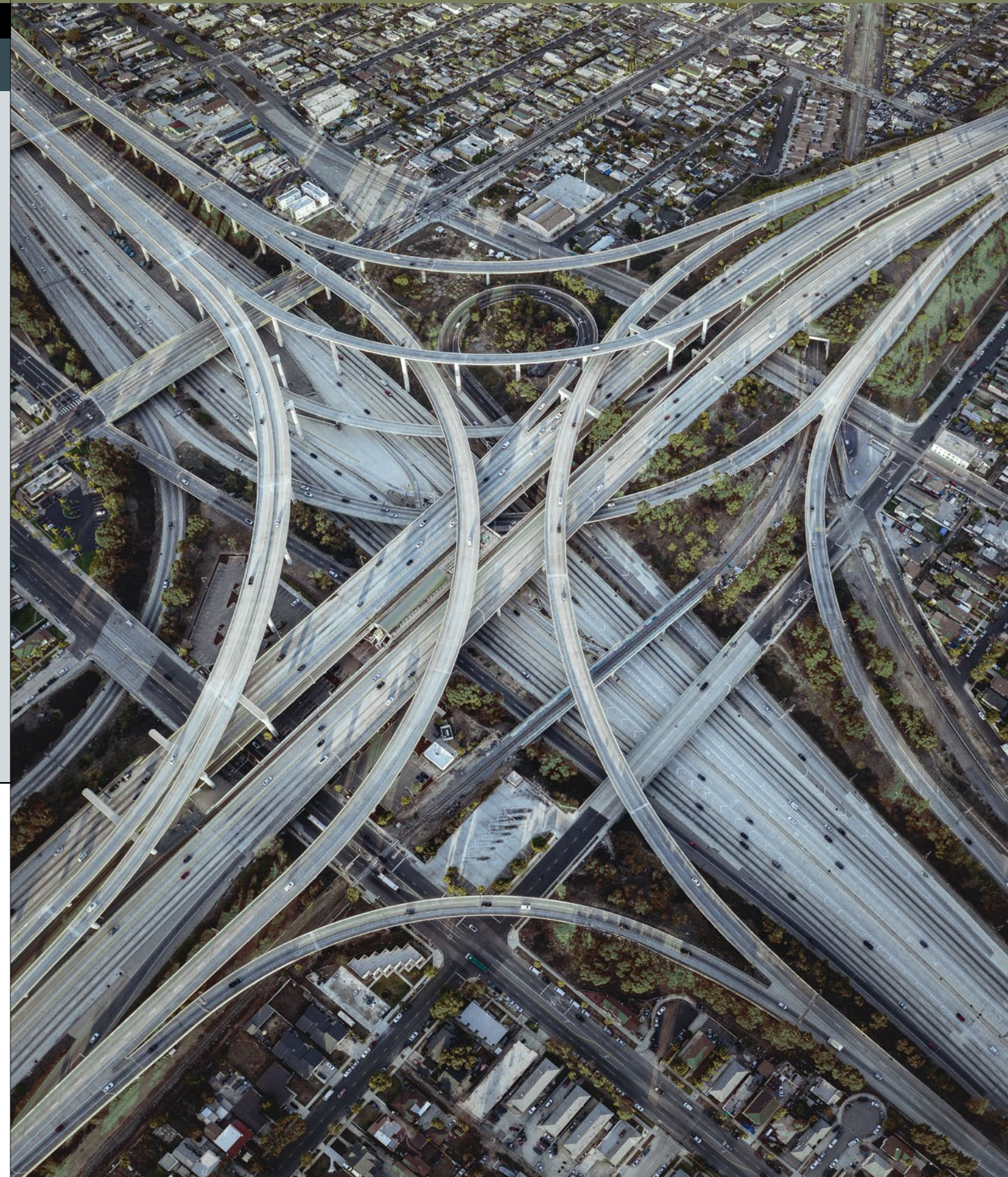
Totals may not add due to rounding.

## Highway Program

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FY23 ADOPTED		
	HIGHWAY SUBSIDIES	NON-SUBSIDIES	TOTAL
<b>MEASURE R &amp; M CONSTRUCTION &amp; SUBREGIONAL PROJECTS</b>			
Alameda Corridor East Grade Separations Phase II	\$ 20,000.0	\$ 68.9	\$ 20,068.9
Countywide Soundwall Constructions	-	20,703.6	20,703.6
High Desert Corridor (environmental)	250.0	-	250.0
Highway Efficiency Program (Las Virgenes/Malibu)	1,000.0	-	1,000.0
Highway Efficiency Program (North County)	1,000.0	-	1,000.0
Highway Operational Improvements in Arroyo Verdugo Subregion	8,239.0	-	8,239.0
Highway Operational Improvements in Las Virgenes/Malibu Subregion	6,741.0	43.1	6,784.1
I-105 ExpressLane from I-405 to I-605	-	35,281.0	35,281.0
I-5 Capacity Enhancement from SR-134 to SR-170	19,000.0	43.1	19,043.1
I-5 Carmenita Road Interchange Improvement	2,000.0	-	2,000.0
Interstate 405, I-110, I-105, and SR-91 Ramp & Interchange Improvements (South Bay)	32,430.0	12,884.4	45,314.4
Interstate 5/St. Route 14 Capacity Enhancement (North County)	137.0	-	137.0
Interstate 5 Capacity Enhancement from I-605 to Orange County Line	19,020.0	-	19,020.0
Interstate 5 North Capacity Enhancements from SR-14 to Kern County Line (Truck Lanes)	-	153,132.8	153,132.8
Interstate 605 corridor "Hot Spot" Interchanges (Gateway Cities)	17,750.0	45,327.3	63,077.3
Interstate 710 South and/or Early Action Projects (Gateway Cities)	5,500.0	7,243.6	12,743.6
Sepulveda Pass Transit Corridor (Ph 1 - I-405 ExpressLane)	-	10,501.7	10,501.7
South Bay Highway Operational Improvements	2,342.0	-	2,342.0
SR-57/SR-60 Interchange Improvements	94,000.0	1,232.0	95,232.0
SR-71 Gap from I-10 to Rio Rancho Road	20,000.0	-	20,000.0
SR-710 N Corridor Mobility Improvements	12,375.9	4,865.0	17,240.9
State Route 138 Capacity Enhancements (North County)	10,700.0	-	10,700.0
Transportation System and Mobility Improvement Program (South Bay)	13,097.0	-	13,097.0
<b>Subtotal Measure R &amp; M Construction &amp; Subregional Projects</b>	<b>\$ 285,581.9</b>	<b>\$ 291,326.5</b>	<b>\$ 576,908.4</b>
<b>Other Highway Projects</b>			
Caltrans Property Maintenance	\$ -	\$ 900.0	\$ 900.0
Highway Planning	-	3,261.4	3,261.4
I-210 Barrier Replacement	-	6,634.6	6,634.6
I-405 Car Pool Lane	-	534.1	534.1
NextGen Bus Lanes	-	11,148.2	11,148.2
<b>Subtotal Other Highway Projects</b>	<b>\$ -</b>	<b>\$ 22,478.2</b>	<b>\$ 22,478.2</b>
<b>Total Highway Program</b>	<b>\$ 285,581.9</b>	<b>\$ 313,804.7</b>	<b>\$ 599,386.6</b>

Note

Totals may not add due to rounding.



PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22	FY23 ADOPTED	LIFE OF PROJECT
<b>SGR BUS &amp; RAIL</b>			
<b>Bus Acquisition</b>			
40' Compressed Natural Gas Buses	\$ 378,302.0	\$ 5,602.7	\$ 420,913.3
60' Battery Electric Zero Emission Buses	63,351.9	4,820.3	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	1,160.3	490.0	5,109.5
60' Compressed Natural Gas Buses	139,400.7	455.5	149,311.4
40' Battery Electric Zero Emission Buses	14,264.0	70,754.4	128,982.3
<b>Subtotal Bus Acquisition</b>	<b>\$ 596,478.8</b>	<b>\$ 82,122.9</b>	<b>\$ 784,319.9</b>
<b>Bus Facilities Improvements</b>			
Fuel Storage Tanks	\$ 12,636.1	\$ 3,359.6	\$ 23,433.0
Division 1 Improvements (Bus Operations Subcommittee Funded)	19,993.3	155.6	20,866.0
Bus Facility Improvements III	20,547.6	676.7	21,650.0
Fire Alarm Panel Replacement Throughout Metro Facilities	731.8	1,295.3	3,474.0
Bus Division Improvements IV	5,245.0	3,342.3	28,000.0
Automated Storage Retrieval System (ASRS) Upgrade	641.9	2,348.8	3,865.0
Metro G (Orange) Line In-Road Warning Lights	163.0	35.5	198.4
Division 1 Street Closure <sup>(2)</sup>	-	1,169.5	9,500.0
Environmental Compliance Capital Project (FY23 - FY27) <sup>(2)</sup>	-	5,698.4	35,000.0
<b>Subtotal Bus Facilities Improvements</b>	<b>\$ 59,958.8</b>	<b>\$ 18,081.6</b>	<b>\$ 145,986.4</b>
<b>Bus Maintenance</b>			
Bus Engine Replacements	\$ 2,714.5	\$ 3,065.8	\$ 13,518.0
Collision Avoidance Demo	1,349.1	287.3	2,000.0
Bus Tools Replacement <sup>(2)</sup>	-	300.0	3,900.0
New Flyer/El Dorado Bus Midlife <sup>(2)</sup>	-	37,842.1	205,000.0
<b>Subtotal Bus Maintenance</b>	<b>\$ 4,063.6</b>	<b>\$ 41,495.3</b>	<b>\$ 224,418.0</b>
<b>Rail Facilities Improvements</b>			
Metro A (Blue) Line Artwork	\$ 102.0	\$ 100.0	\$ 477.2
Sound Enclosure Light Rail Freeway Stations	2,037.9	13.8	8,609.0
Division 21 Midway Yard	954.9	31.4	1,024.0
A (Blue) Line & E (Expo) Tunnel Artwork	156.9	110.1	453.0
Metro Art Enhancement	61.4	30.6	147.0
Rail Facility Improvements	9,182.6	2,082.3	24,400.0
Rail Facility Lighting Retrofit Division 2	3,163.1	55.8	4,205.1
Elevator Modernization and Escalator Replacement	859.6	1,082.3	126,692.0
Metro C (Green) Line/L (Gold) Line Backup Battery Replacement	88.4	1,208.9	1,871.5
Emergency Telephone/Passenger Telephone Replacement	1,071.1	727.0	2,440.0
High Density Storage Machine Replacement <sup>(2)</sup>	-	392.6	1,500.0
<b>Subtotal Rail Facilities Improvements</b>	<b>\$ 17,678.1</b>	<b>\$ 5,834.8</b>	<b>\$ 171,818.8</b>
<b>Rail Fleet Procurement</b>			
P3010 Light Rail Vehicle (LRV) Project Plus Options	\$ 765,117.2	\$ 19,454.9	\$ 867,153.5
LRV Design, Procure And Management	28,524.8	1,317.5	30,000.0
Heavy Rail Vehicle Procurement	34,996.4	34,980.0	130,901.0
<b>Subtotal Rail Fleet Procurement</b>	<b>\$ 828,638.5</b>	<b>\$ 55,752.4</b>	<b>\$ 1,028,054.5</b>
<b>Rail Vehicle Maintenance</b>			
Heavy Rail Vehicle Midlife	\$ 49,361.2	\$ 25,975.8	\$ 105,109.6
Division 20 Wheel Press Machine	3,929.0	25.1	4,000.0
P2000 Light Rail Midlife Modernization	81,110.8	39,185.5	160,800.0
MRLA650 Component Overhauls	7,453.0	666.8	8,120.0
P865/2020 A (Blue) Line Fleet Midlife	28,922.8	195.1	30,000.0
P2550 Light Rail Vehicle	18,402.1	4,523.6	35,007.5
P2550 Light Rail Vehicle Midlife Overhaul	19,223.6	38,891.3	206,340.8
P2000 Vehicle Component Replacement	-	520.0	33,980.0

Notes

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(2) New project.

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PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22	FY23 ADOPTED	LIFE OF PROJECT
P3010 Fleet-Friction Brake Overhaul	-	675.0	16,100.0
A650 Low Voltage Power Supply and Friction Brake Overhaul	-	1,500.0	11,000.0
P3010 Fleet Component Overhaul <sup>(2)</sup>	-	520.0	36,000.0
<b>Subtotal Rail Vehicle Maintenance</b>	<b>\$ 208,402.5</b>	<b>\$ 112,678.2</b>	<b>\$ 646,458.0</b>
<b>Wayside Systems</b>			
Heavy Rail Supervisory Control and Data Acq Systems (SCADA) Replacement	\$ 13,349.8	\$ 879.7	\$ 15,882.5
Metro C (Green) Line Negative Grounding Devices	791.6	389.7	1,500.0
Fiber Optic Main Loop Upgrade	2,845.7	1,065.6	4,250.0
Systemwide Corrosion Protection	6,009.0	458.9	13,000.0
Metro B (Red) Line Train to Wayside Communication (TWC) Rehabilitation	785.2	466.5	1,800.0
Metro B (Red) Line Electronic Access Control	1,354.6	277.0	2,319.0
Metro C (Green) Line Track Circuits & TWC System Refurbishments	18,799.9	6,344.2	28,851.2
Maintenance of Way Tools and Equipment	1,511.7	300.0	3,325.8
Metro A (Blue) Line/ L (Gold) Line Train Control Battery Replacement	414.0	556.2	1,685.5
Metro C (Green) Line Switch Machine Overhaul	425.0	405.3	2,763.7
Metro C (Green) Line Remote Terminal Unit Refurbishment	1,118.3	203.6	1,431.1
Metro A (Blue) Line Trip System Replacement	2,144.5	1,241.7	8,306.9
Metro B (Red) Line Fire Control Panel Upgrade	274.2	678.8	3,000.0
Overhead Catenary System (OCS) Inspection System	95.6	656.5	1,259.0
Metro B (Red) Line SEG-2 SCADA Equipment Replacement	-	1,047.1	8,270.0
Metro C (Green) Line OCS Replacement	1.8	5,332.3	38,350.0
Metro B (Red) Line Program Station Stop Replacement	0.1	1,556.7	2,860.0
Metro C (Green) Line Arroyo Seco Hill Stabilization	-	356.5	10,660.0
Systemwide Corrosion Control	-	607.3	21,350.0
Metro B (Red) Line Mainline Fastener Replacement	30.0	5,721.1	28,130.0
Metro B (Red) Line Backup Batteries FY22-FY25	-	843.4	5,640.0
Metro Blue Line 7th/Metro Substation Replacement	0.7	1,483.4	7,860.0
Transit Passenger Information System (TPIS) Station Replacement - Expo I/PGL	-	830.6	1,390.0
Digital Rail Radio System	17,222.4	781.0	25,000.0
Closed Circuit TV (CCTV) System Upgrade <sup>(2)</sup>	-	500.0	15,630.0
Emergency Power Replacement <sup>(2)</sup>	-	450.0	10,100.0
Overhead Catenary System (OCS) Tools and Equipment <sup>(2)</sup>	-	500.0	3,700.0
Light Rail Protective Relay <sup>(2)</sup>	-	294.1	12,600.0
Metro C (Green) Line Substation Replacement <sup>(2)</sup>	-	350.0	98,500.0
Metro B (Red) Line Auxiliary Power <sup>(1), (2)</sup>	-	250.0	250.0
Metro B (Red) Line Segment 1 Substation Replacement <sup>(1), (2)</sup>	-	500.0	500.0
Foothill Back Up Generators <sup>(2)</sup>	-	500.0	2,750.0
Metro B (Red) Line Vital Processor Upgrade <sup>(2)</sup>	-	300.0	50,100.0
Metro A (Blue) Line Train Control Non-Vital Relay <sup>(2)</sup>	-	200.0	11,100.0
Train Control DC Standby Power <sup>(2)</sup>	-	300.0	3,700.0
Metro G Line (Orange) Comm Transmission System (CTS) Nodes Replacement <sup>(2)</sup>	-	1,100.0	5,650.0
Rail Communication System UPS Backup and Battery Replacement <sup>(2)</sup>	-	1,100.0	10,300.0
Metro L (Gold) Line Weight Poles and Air Brake <sup>(2)</sup>	-	960.0	9,200.0
Substation Test Equipment/Tools <sup>(2)</sup>	-	250.0	1,970.0
Metro L (Gold) Line Electronic Code 5/Vital Harmon Logic Processor Upgrade <sup>(2)</sup>	-	150.0	5,580.0
Metro L (Gold) Line Gate Mechanism <sup>(2)</sup>	-	35.0	4,690.0
Metro A (Blue) & E (Expo) Light Rail Speed Improvement <sup>(1), (2)</sup>	-	250.0	250.0
Metro L (Gold) Line Uninterruptible Power Supply (UPS) Replace <sup>(2)</sup>	-	225.0	1,400.0
Maintenance of Way (MOW) Vehicles and Equipment <sup>(2)</sup>	-	100.0	6,100.0

Notes

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(2) New project.

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PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22	FY23 ADOPTED	LIFE OF PROJECT
Facilities Maintenance Vehicles and Equipment <sup>(2)</sup>	-	50.0	1,550.0
Metro B (Red) Line Seg-3 SCADA Equipment <sup>(2)</sup>	-	100.0	8,300.0
Metro L (Gold) Line Eastside SCADA Equipment Replacement <sup>(2)</sup>	-	100.0	3,900.0
Metro B (Red) Line Segment 1 SCADA Equipment Replacement <sup>(2)</sup>	-	100.0	1,700.0
Union Station Gateway (USG) Building Data Center <sup>(2)</sup>	-	500.0	3,450.0
USG Building Drainage Piping <sup>(2)</sup>	-	340.0	11,260.0
<b>Subtotal Wayside Systems</b>	<b>\$ 67,173.7</b>	<b>\$ 41,987.2</b>	<b>\$ 523,114.7</b>
<b>SGR Bus &amp; Rail Total</b>	<b>\$ 1,782,393.9</b>	<b>\$ 357,952.3</b>	<b>\$ 3,524,170.2</b>
<b>OTHER ASSET IMPROVEMENTS</b>			
<b>Non-Revenue Vehicles</b>			
Non-Revenue Vehicle Replacement	\$ 6,024.4	\$ 400.0	\$ 8,994.0
FY22 Emergency Generator Replacements	13.4	951.3	4,130.0
FY22 Non-Revenue Vehicle Equipment Replacement	-	951.3	1,520.0
AQMD 1196 Rule Non-Revenue Vehicle Replacement	1.0	2,197.4	9,400.0
FY23 Non-Revenue Vehicle Replacements <sup>(2)</sup>	-	500.0	13,700.0
FY23 Emergency Generator Replacements <sup>(2)</sup>	-	500.0	1,950.0
<b>Subtotal Non-Revenue Vehicles</b>	<b>\$ 6,038.8</b>	<b>\$ 5,500.0</b>	<b>\$ 39,694.0</b>
<b>Regional &amp; Hubs</b>			
Fire Detection System Renovation	\$ -	\$ 295.6	\$ 5,950.0
Countywide Transit Signal Priority (TSP) Upgrade and Expansion	631.6	4,114.9	10,620.0
NextGen Cloud Based Transit Signal Priority (TSP)	29.0	1,901.9	15,000.0
Universal Fare Collection System (UFS) Disaster Recovery	3,065.1	250.0	8,085.0
Ticket Vending Machine (TVM) Software Upgrade	533.4	250.0	1,729.8
Building Renovation Plan	35,159.9	669.4	42,842.0
Systemwide Signage	353.2	7,362.4	24,100.0
Gateway New LED Lighting	63.9	6.6	2,588.7
Passenger Screen-Facility Hardening	1,441.4	600.0	3,448.8
CCTV Video Analytics Technology	452.9	2,208.1	7,200.0
Track and Tunnel Intrusion Detection	468.9	8,255.2	10,821.8
<b>Subtotal Regional &amp; Hubs</b>	<b>\$ 42,199.4</b>	<b>\$ 25,914.0</b>	<b>\$ 132,386.1</b>
<b>Technology</b>			
Financial & Budget System Integration	\$ 1,683.4	\$ 75.0	\$ 4,200.0
Internet-Based Customer Help Desk	1,080.9	61.1	1,142.0
Agency Information Security & Compliance Program	6,277.3	791.6	7,814.0
Enterprise Telephone & United Messaging System	4,818.4	678.9	9,646.0
Connected Buses With Wi-Fi	9,148.2	36.2	9,408.0
Enterprise Asset Management System (EAMS)	15,851.4	18,283.3	45,800.0
Human Capital System Project	1,673.8	700.0	3,980.0
Real Estate Management System	1,019.2	603.9	1,748.0
Connected Facilities Project	1,257.4	1,645.7	7,454.2
Windows 10 Upgrade	1,417.7	358.1	1,975.0
Payroll System Replacement Program	1.2	300.0	22,856.0
Data Center Modernization	220.2	450.0	5,500.0
Oracle E-Business System Upgrade	668.6	931.0	2,636.0
Integrated Data and Communications System Replacement	7.5	3,000.0	33,980.0
Core Server and Ticket Vending Machine Upgrade <sup>(2)</sup>	-	2,000.0	13,300.0
Body Worn Videos (BWV) <sup>(1), (2)</sup>	-	850.0	850.0
Adv Transportation Mgmt System II (ATMS) Bus System Replacement <sup>(2)</sup>	-	2,605.5	117,000.0
Replace Back Office Data Communication Platform Infrastructure <sup>(1), (2)</sup>	-	2,105.5	2,105.5
<b>Subtotal Technology</b>	<b>\$ 45,125.1</b>	<b>\$ 35,475.8</b>	<b>\$ 291,394.7</b>
<b>Total Other Asset Improvements</b>	<b>\$ 93,363.4</b>	<b>\$ 66,889.8</b>	<b>\$ 463,474.7</b>
<b>Total SGR &amp; Other Asset Improvements</b>	<b>\$ 1,875,757.2</b>	<b>\$ 424,842.1</b>	<b>\$ 3,987,645.0</b>

Notes

(1) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(2) New project.

Totals may not add due to rounding.

PROJECT DESCRIPTION (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22	FY23 ADOPTED	LIFE OF PROJECT
<b>TRANSIT IMPROVEMENTS/MODERNIZATION (TIM)</b>			
Electric Bus Charging Infrastructure J (Silver) Line	\$ 48.1	\$ 10,802.2	\$ 50,000.0
Electric Vehicle Charging Station At Metro Rail Stations <sup>(1)</sup>	82.2	433.3	515.5
Metro A (Blue) Line Pedestrian Gates	31,071.0	176.4	31,425.0
Metro A (Blue) Line Resignaling Rehabilitation	109,694.3	4,544.4	118,290.0
Metro A (Blue) Line Track & System Refurbishment	99,316.0	41.0	102,279.8
Rail to Rail Construction	10,615.3	22,218.1	115,989.0
Metro Center Street Project	80,596.3	15,746.5	130,688.3
Industrial Park Study <sup>(1)</sup>	106.6	1,200.0	1,306.6
General Safety Improvements <sup>(1), (2)</sup>	-	78.1	78.1
Patsaouras Bus Plaza Station Improvements	50,182.2	456.2	50,913.0
Chatsworth Metrolink Station ADA Improvements	12.3	1,877.7	4,000.0
Rosa Parks/Willowbrook Station	121,577.3	4,679.8	128,348.4
TAP Customer Relations Mgmt (CRM) Enhancements (Phase 2.1)	2,467.9	250.0	3,300.0
Metrolink Pedestrian Connection	282.7	115.5	825.0
Fare Capping <sup>(1)</sup>	1,700.5	4,150.0	5,850.5
Metro Emergency Operations Center	782.1	2.3	784.5
2nd Generation Bus Mobile Validators (BMW)	-	7,000.9	18,100.0
Camera Bus Lane Enforcement <sup>(1), (2)</sup>	-	3,261.6	3,261.6
Hastus 2022 Upgrade <sup>(1), (2)</sup>	-	1,800.0	1,800.0
Call Point Security Blue Light Boxes	-	2,000.0	13,950.0
Technology Enhancement For Customer Experience	1,008.9	350.0	2,226.8
Enterprise Safety Management	1,448.7	35.4	2,488.0
<b>Total Transit Improvements/Modernization (TIM)</b>	<b>\$ 510,992.3</b>	<b>\$ 81,219.6</b>	<b>\$ 786,420.2</b>
<b>Total Capital Improvement Program (CIP)</b>	<b>\$ 2,386,749.6</b>	<b>\$ 506,061.7</b>	<b>\$ 4,774,065.2</b>
<b>OTHER OPERATING CAPITAL <sup>(3)</sup></b>			
Parking Guidance System	\$ 2,806.1	\$ 352.4	\$ 5,025.0
Bike Share Tap Integration	1,406.7	40.0	1,650.0
Bike Locker Captial Improvements	22.4	1,106.1	3,000.0
Renovate Basement Drainage System	1,539.6	110.4	1,650.0
Metro Bike Share Phase 3	9,145.3	93.1	13,327.6
Plumbing System Upgrades	500.0	2,000.0	2,500.0
Waterproofing/Drainage Repair	650.0	1,900.0	2,550.0
Bike Replacement <sup>(2)</sup>	-	2,000.0	2,000.0
Universal City Activation Project <sup>(1), (2)</sup>	-	2,000.0	2,000.0
Los Angeles Union Station Digital Signage Upgrades <sup>(2)</sup>	-	450.0	2,750.0
Los Angeles Union Station Electrical System Upgrade <sup>(2)</sup>	-	725.0	6,325.0
Los Angeles Union Station Public Safety Address System <sup>(2)</sup>	-	625.0	3,905.0
Los Angeles Union Station Ticket Concourse Restroom <sup>(2)</sup>	-	1,037.5	1,925.0
Los Angeles Union Station BIM & Survey <sup>(2)</sup>	-	550.0	3,850.0
Los Angeles Union Station Security Systems Upgrade <sup>(2)</sup>	-	1,126.2	1,226.2
Los Angeles Union Station Concourse Restack <sup>(1), (2)</sup>	-	1,000.0	1,000.0
Los Angeles Union Station Forecourt and Explanade <sup>(1), (2)</sup>	-	2,000.0	2,000.0
<b>Total Other Operating Capital Total</b>	<b>\$ 16,070.1</b>	<b>\$ 17,115.7</b>	<b>\$ 56,683.8</b>

Notes

(1) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(2) New project.

(3) Projects captured under General Planning & Programs.

Totals may not add due to rounding.

BUS CAPITAL IMPROVEMENT (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22	FY23 ADOPTED	LIFE OF PROJECT
<b>NextGen</b>			
Bus Mobile Validators (BMV) (All Door Boarding)	\$ -	\$ 7,000.9	\$ 18,100.0
Camera Bus Lane Enforcement <sup>(1)</sup>	-	3,261.6	-
Countywide Transit Signal Priority (TSP) Upgrade and Expansion	631.6	4,114.9	10,620.0
NextGen Bus Lanes & Tactical Improvements <sup>(2)</sup>	4,511.0	11,148.2	-
NextGen Cloud Based Transit Signal Priority (TSP)	29.0	1,901.9	15,000.0
<b>Subtotal NextGen</b>	<b>\$ 5,171.7</b>	<b>\$ 27,427.6</b>	<b>\$ 43,720.0</b>
<b>Bus Acquisition</b>			
40' Battery Electric Zero Emission Buses	\$ 14,264.0	\$ 70,754.4	\$ 128,982.3
40' Compressed Natural Gas Buses	378,302.0	5,602.7	420,913.3
60' Battery Electric Zero Emission Buses	63,351.9	4,820.3	80,003.3
60' Battery Electric Zero Emission Buses - Grant Funded	1,160.3	490.0	5,109.5
60' Compressed Natural Gas Buses	139,400.7	455.5	149,311.4
<b>Subtotal Bus Acquisition</b>	<b>\$ 596,478.8</b>	<b>\$ 82,122.9</b>	<b>\$ 784,319.9</b>
<b>Bus Facilities Improvements</b>			
Automated Storage Retrieval System (ASRS) Upgrade	\$ 641.9	\$ 2,348.8	\$ 3,865.0
Bus Division Improvements IV	5,245.0	3,342.3	28,000.0
Bus Facility Improvements III	20,547.6	676.7	21,650.0
Division 1 Improvements (Bus Operations Subcommittee Funded)	19,993.3	155.6	20,866.0
Division 1 Street Closure <sup>(3)</sup>	-	1,169.5	9,500.0
Environmental Compliance Capital Project (FY23-FY27) <sup>(3)</sup>	-	5,698.4	35,000.0
Fire Alarm Panel Replacement Throughout Metro Facilities	731.8	1,295.3	3,474.0
Fuel Storage Tanks	12,636.1	3,359.6	23,433.0
Metro G (Orange) Line In-Road Warning Lights	163.0	35.5	198.4
<b>Subtotal Bus Facilities Improvements</b>	<b>\$ 59,958.8</b>	<b>\$ 18,081.6</b>	<b>\$ 145,986.4</b>
<b>Bus Maintenance</b>			
Bus Engine Replacements	\$ 2,714.5	\$ 3,065.8	\$ 13,518.0
Bus Tools Replacement <sup>(3)</sup>	-	300.0	3,900.0
Collision Avoidance Demo	1,349.1	287.3	2,000.0
New Flyer/EI Dorado Bus Midlife <sup>(3)</sup>	-	37,842.1	205,000.0
<b>Subtotal Bus Maintenance</b>	<b>\$ 4,063.6</b>	<b>\$ 41,495.3</b>	<b>\$ 224,418.0</b>
<b>Regional &amp; Hubs</b>			
Passenger Screen-Facility Hardening	\$ 1,441.4	\$ 600.0	\$ 3,448.8
<b>Subtotal Regional &amp; Hubs Subtotal</b>	<b>\$ 1,441.4</b>	<b>\$ 600.0</b>	<b>\$ 3,448.8</b>
<b>Technology</b>			
Advanced Transportation Management System II (ATMS) Bus System Replacement <sup>(3)</sup>	\$ -	\$ 2,605.5	\$ 117,000.0
Connected Buses With Wi-Fi	9,148.2	36.2	9,408.0
<b>Subtotal Technology</b>	<b>\$ 9,148.2</b>	<b>\$ 2,641.6</b>	<b>\$ 126,408.0</b>
<b>Transit Improvements/Modernization (TIM)</b>			
Electric Bus Charging Infrastructure J (Silver) Line	\$ 48.1	\$ 10,802.2	\$ 50,000.0
Patsaouras Bus Plaza Station Improvements	50,182.2	456.2	50,913.0
Rosa Parks/Willowbrook Station <sup>(4)</sup>	121,577.3	4,679.8	128,348.4
<b>Subtotal Transit Improvements/Modernization (TIM)</b>	<b>\$ 171,807.5</b>	<b>\$ 15,938.3</b>	<b>\$ 229,261.4</b>
<b>Transit Construction</b>			
G Line (Orange) BRT Improvements: Construction <sup>(1)</sup>	\$ 38,600.6	\$ 56,693.2	\$ -
G Line (Orange) BRT Improvements: Planning <sup>(1)</sup>	4,123.5	756.2	-
<b>Subtotal Transit Construction</b>	<b>\$ 42,724.1</b>	<b>\$ 57,449.4</b>	<b>\$ -</b>

## Notes

(1) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

(2) Includes Bus Priority Lanes, Layover Optimization, Tactical Treatment and Service Enhancements, and Bus Stop Improvements.

(3) New project.

(4) Partially bus-related.

(5) No Board LOP during planning phase; project is funded on an annual basis.

(6) BRT concepts being studied.

Totals may not add due to rounding.

BUS CAPITAL IMPROVEMENT (\$ IN THOUSANDS)	FORECASTED EXPENDITURES THRU FY22	FY23 ADOPTED	LIFE OF PROJECT
<b>Transit Planning <sup>(5)</sup></b>			
BRT Connector B Line (Red)/G Line (Orange) to L Line (Gold)	\$ 13,207.8	\$ 7,218.5	\$ -
North San Fernando Valley BRT	8,098.9	5,451.6	-
San Gabriel Valley Transit Feasibility Study <sup>(6)</sup>	1,630.6	1,875.3	-
Vermont Transit Corridor	6,291.7	2,673.8	-
<b>Subtotal Transit Planning</b>	<b>\$ 29,228.9</b>	<b>\$ 17,219.3</b>	<b>\$ -</b>
<b>Total Bus Capital Improvement</b>	<b>\$ 920,022.9</b>	<b>\$ 262,975.9</b>	<b>\$ 1,557,562.5</b>

## Notes

(1) Projects are cumulatively funded on an annual basis until the Board adopts a Life of Project (LOP) budget.

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(3) New project.

(4) Partially bus-related.

(5) No Board LOP during planning phase; project is funded on an annual basis.

(6) BRT concepts being studied.

Totals may not add due to rounding.

STATE & LOCAL (\$ IN THOUSANDS)	FY23 ESTIMATED REVENUE	CARRYOVER FY21 BUDGET VS ACTUAL	INTEREST FY21 ACTUAL	FY23 TOTAL FUNDS AVAILABLE	FY22 TOTAL FUNDS
<b>TRANSPORTATION DEVELOPMENT ACT</b>					
<b>Planning &amp; Administration</b>					
Planning - Metro	\$ 5,159.0	\$ -	\$ -	\$ 5,159.0	\$ 4,325.0
Planning - SCAG	3,869.3	-	-	3,869.3	3,243.8
Administration - Metro	3,909.7	-	-	3,909.7	3,285.5
<b>Subtotal Planning &amp; Administration</b>	<b>\$ 12,937.9</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 12,937.9</b>	<b>\$ 10,854.2</b>
Article 3 Pedestrian & Bikeways 2.0%	\$ 10,059.2	\$ 1,068.0	\$ 17.1	\$ 11,144.3	\$ 8,788.5
Article 4 Bus Transit 91.3%	458,902.2	48,722.1	778.9	508,403.2	401,289.1
Article 8 Streets & Highways 6.7%	34,000.6	3,609.9	57.7	37,668.2	29,346.5
<b>Total Transportation Development Act</b>	<b>\$ 515,900.0</b>	<b>\$ 53,399.9</b>	<b>\$ 853.7</b>	<b>\$ 570,153.7</b>	<b>\$ 450,278.2</b>
<b>PROPOSITION A</b>					
Administration 5.0%	\$ 51,590.0	\$ 6,660.1	\$ -	\$ 58,250.1	\$ 45,393.4
Local Return <sup>(1)</sup> 25.0%	245,052.5	N/A	-	245,052.5	205,438
Rail Development 35.0%	343,073.5	44,289.7	-	387,363.2	301,866.3
Bus Transit <sup>(2), (3)</sup> 40.0%	-	-	-	-	-
95% of 40% Capped at CPI of 3.3%	269,348.5	N/A	-	269,348.5	260,744.0
5% of 40% Incentive	19,604.2	2,530.8	-	22,135.0	17,249.5
<b>Subtotal Bus Transit</b>	<b>\$ 372,479.8</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 372,479.8</b>	<b>\$ 345,224.3</b>
95% of 40% Capped at CPI of 3.3%	269,348.5	N/A	-	269,348.5	260,744.0
<b>Total Proposition A</b>	<b>\$ 1,031,800.0</b>	<b>\$ 53,480.6</b>	<b>\$ -</b>	<b>\$ 1,085,280.6</b>	<b>\$ 915,171.1</b>
<b>PROPOSITION C</b>					
Administration 1.5%	\$ 15,477.0	\$ 1,998.2	\$ -	\$ 17,475.2	\$ 13,618.0
Rail/Bus Security 5.0%	50,816.2	6,560.6	-	57,376.8	44,712.4
Commuter Rail 10.0%	101,632.3	13,121.2	-	114,753.5	89,424.9
Local Return <sup>(1)</sup> 20.0%	203,264.6	-	-	203,264.6	170,405
Freeways & Highways 25.0%	254,080.8	32,803.1	-	286,883.8	223,562.2
Discretionary 40.0%	406,529.2	52,484.9	-	459,014.1	357,699.6
<b>Total Proposition C</b>	<b>\$1,031,800.0</b>	<b>\$ 106,967.9</b>	<b>\$ -</b>	<b>\$ 1,138,767.9</b>	<b>\$ 899,422.2</b>
<b>STATE TRANSIT ASSISTANCE <sup>(4)</sup></b>					
Bus (PUC 99314 Revenue Base Share)	\$ 59,853.0	\$ 180.1	\$ 103.1	\$ 60,136.2	\$ 35,067.8
Rail (PUC 99313 Population Share)	45,986.1	400.1	114.2	46,500.4	27,074.3
<b>Total State Transit Assistance</b>	<b>\$ 105,839.1</b>	<b>\$ 580.2</b>	<b>\$ 217.3</b>	<b>\$ 106,636.6</b>	<b>\$ 62,142.2</b>
<b>SB1 STATE TRANSIT ASSISTANCE <sup>(4)</sup></b>					
Bus (PUC 99314 Revenue Base Share) <sup>(5)</sup>	\$ 49,664.8	\$ 489.8	\$ 84.6	\$ 50,239.2	\$ 28,102.5
Rail (PUC 99313 Population Share)	38,158.3	591.7	93.6	38,843.6	21,699.5
<b>Total SB1 State Transit Assistance</b>	<b>\$ 87,823.1</b>	<b>\$ 1,081.5</b>	<b>\$ 178.2</b>	<b>\$ 89,082.8</b>	<b>\$ 49,802.0</b>
<b>SB1 STATE OF GOOD REPAIR</b>					
Bus (PUC 99314 Revenue Base Share) <sup>(5)</sup>	\$ 18,038.4	\$ 4,516.3	\$ 81.6	\$ 22,636.3	\$ 15,542.4
Rail (PUC 99313 Population Share)	13,859.2	3,576.1	26.4	17,461.7	11,928.0
<b>Total SB1 State Of Good Repair</b>	<b>\$ 31,897.6</b>	<b>\$ 8,092.3</b>	<b>\$ 108.0</b>	<b>\$ 40,097.9</b>	<b>\$ 27,470.4</b>
<b>MEASURE R</b>					
Administration 1.5%	\$ 15,477.0	\$ 2,015.2	\$ (258.8)	\$ 17,233.3	\$ 14,819.4
Transit Capital - "New Rail" 35.0%	355,713.1	46,315.2	(907.0)	401,121.3	319,703.0
Transit Capital - Metrolink 3.0%	30,489.7	3,969.9	60.0	34,519.6	26,767.0
Transit Capital - Metro Rail 2.0%	20,326.5	2,646.6	153.6	23,126.7	17,271.8
Highway Capital 20.0%	203,264.6	26,465.8	(772.3)	228,958.2	183,984.6
Operations "New Rail" 5.0%	50,816.2	6,616.5	63.1	57,495.7	44,338.4
Operations Bus 20.0%	203,264.6	26,465.8	542.1	230,272.5	177,536.3
Local Return <sup>(1)</sup> 15.0%	152,448.5	N/A	N/A	152,448.5	127,803.8
<b>Total Measure R</b>	<b>\$ 1,031,800.0</b>	<b>\$ 114,494.9</b>	<b>\$ (1,119.3)</b>	<b>\$ 1,145,175.7</b>	<b>\$ 912,224.3</b>

Notes

- (1) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- (2) Consumer price index (CPI) of 3.3% represents the average estimated growth rate based on various forecasting sources and historical trends applied to Proposition A discretionary allocated to Included operators.
- (3) Proposition A 95% of 40% Bus Transit growth over CPI estimate will be used to fund Eligible and Tier 2 operators. The carryover is not shown since it has been converted into Proposition C 40% discretionary to fund various Board-approved discretionary programs.
- (4) STA Revenue estimates (including SB1/STA) from the State Controller's Office is reduced by 10% for the revenue base and population base shares due to anticipated shortfall of FY23 revenue.
- (5) STA and SGR portion of SB1 will be allocated based on Measure R allocation methodology.

Totals may not add due to rounding.

STATE & LOCAL (\$ IN THOUSANDS)	FY23 ESTIMATED REVENUE	CARRYOVER FY21 BUDGET VS ACTUAL	INTEREST FY21 ACTUAL	FY23 TOTAL FUNDS AVAILABLE	FY22 TOTAL FUNDS
<b>MEASURE M</b>					
<b>Local Return Supplemental &amp; Administration</b>					
Administration 0.5%	\$ 5,313.8	\$ 685.6	\$ 0.5	\$ 6,000.0	\$ 4,732.5
Supplemental Transfer to Local Return <sup>(1), (6)</sup> 1.0%	10,163.2	N/A	N/A	10,163.2	8,520.3
<b>Subtotal Local Return Supplemental &amp; Administration</b>	<b>\$ 15,477.0</b>	<b>\$ 685.6</b>	<b>\$ 0.5</b>	<b>\$ 16,163.2</b>	<b>\$ 13,252.7</b>
Local Return Base <sup>(1), (6)</sup> 16.0%	\$ 162,611.7	N/A	N/A	\$ 162,611.7	\$ 136,324.0
Metro Rail Operations 5.0%	50,816.2	6,556.9	64.8	57,437.9	44,203.3
Transit Operations (Metro & Municipal Providers) 20.0%	203,264.6	26,227.6	419.3	229,911.5	176,931.5
ADA Paratransit/Metro Discounts for Seniors & Students 2.0%	20,326.5	2,622.8	(78.1)	22,871.1	18,455.5
Transit Construction 35.0%	355,713.1	45,898.3	171.9	401,783.2	321,200.9
Metro State of Good Repairs 2.0%	20,326.5	2,622.8	32.3	22,981.5	17,940.3
Highway Construction 17.0%	172,774.9	22,293.4	(19.2)	195,049.2	162,719.3
Metro Active Transportation Program 2.0%	20,326.5	2,622.8	24.9	22,974.2	18,746.1 3
Regional Rail 1.0%	10,163.2	1,311.4	(32.5)	11,442.1	9,134.9
<b>Total Measure M</b>	<b>\$ 1,031,800.0</b>	<b>\$ 110,841.5</b>	<b>\$ 584.1</b>	<b>\$ 1,143,225.6</b>	<b>\$ 918,908.6</b>
<b>Total Funds Available</b>	<b>\$ 4,868,659.9</b>	<b>\$ 448,938.9</b>	<b>\$ 822.0</b>	<b>\$ 5,318,420.8</b>	<b>\$ 4,235,418.9</b>
<b>Total Planning &amp; Admin Allocation</b>	<b>\$ 100,795.7</b>	<b>\$ 11,359.1</b>	<b>\$ (258.3)</b>	<b>\$ 111,896.5</b>	<b>\$ 89,417.5</b>

Notes

- (1) Local Return Subfunds do not show carryover balances. These funds are distributed in the same period received.
- (6) Measure M provides for a total of 17% net revenues for Local Return. Supplement of 1% to be funded by 1.5% Administration.

Totals may not add due to rounding.

<b>ADA</b>	Americans with Disabilities Act
<b>AFSCME</b>	American Federation of State, County, & Municipal Employees
<b>API</b>	Application Program Interface
<b>AQMD</b>	Air Quality Management District
<b>ARPA</b>	American Rescue Plan Act
<b>ASRS</b>	Automated Storage Retrieval System
<b>ATP</b>	Active Transportation Projects
<b>BAB</b>	Build America Bonds
<b>BRT</b>	Bus Rapid Transit
<b>BYD</b>	Build Your Dreams Company
<b>CARES</b>	Coronavirus Aid, Relief, and Economic Security
<b>CBO</b>	Community Based Organizations
<b>CEO</b>	Chief Executive Office
<b>CMAQ</b>	Congestion Mitigation and Air Quality
<b>CMF</b>	Central Maintenance Facility
<b>CNG</b>	Compressed Natural Gas
<b>CPI</b>	Consumer Price Index
<b>CRA</b>	Community Redevelopment Agency
<b>CRRSA</b>	Coronavirus Response & Relief Supplemental Appropriations
<b>EPA</b>	Environmental Protection Agency
<b>EV</b>	Electric Vehicle
<b>FEIR</b>	Final Environmental Impact Review
<b>FFGA</b>	Full Funding Grant Agreement
<b>FIS</b>	Financial Information System
<b>FLS</b>	Fire Life Safety
<b>FSI</b>	Fareless System Initiative
<b>FTE</b>	Full-Time Equivalent
<b>FY</b>	Fiscal Year
<b>HOV</b>	High Occupancy Vehicle
<b>HRV</b>	Heavy Rail Vehicle
<b>I</b>	Interstate
<b>IAT</b>	Interagency Transfer
<b>INTP</b>	Immediate Needs Transportation Program
<b>ITS</b>	Information and Technology Services
<b>LACMTA</b>	Los Angeles County Metropolitan Transportation Authority
<b>LAX</b>	Los Angeles International Airport
<b>LED</b>	Light-Emitting Diode
<b>LIFE</b>	Low-Income Fares is Easy
<b>LOP</b>	Life of Project
<b>LRT</b>	Light Rail Transit
<b>LRV</b>	Light Rail Vehicle
<b>MBEAT</b>	Metro Budget Equity Assessment Tool
<b>Metro</b>	Metropolitan Transportation Authority
<b>Metrolink</b>	Southern California Regional Rail Authority
<b>MGL</b>	Metro Green Line
<b>MM</b>	Measure M
<b>MOW</b>	Maintenance of Way
<b>MPV</b>	Mobile Phone Validator
<b>MR</b>	Measure R

<b>NABI</b>	North American Bus Industries
<b>NC</b>	Non-Contract
<b>NFC</b>	Near Field Communication
<b>OCS</b>	Overhead Catenary System
<b>P3</b>	Public-Private Partnership
<b>PA</b>	Proposition A
<b>PC</b>	Proposition C
<b>PERS</b>	Public Employees' Retirement System
<b>PGL</b>	Pasadena Gold Line
<b>PL/PD</b>	Public Liability/Property Damage
<b>PSAC</b>	Public Safety Advisory Committee
<b>PTMISEA</b>	Public Transportation Modernization, Improvement, & Service Enhancement Account
<b>PTSC</b>	Public Transportation Services Corporation
<b>PUC</b>	Public Utilities Code
<b>R12</b>	Release 12 of FIS
<b>RM</b>	Route Mile
<b>RPOS</b>	Regional Point of Sale
<b>RRTP</b>	Rider Relief Transportation Program
<b>RSH</b>	Revenue Service Hour
<b>RSM</b>	Revenue Service Mile
<b>SAFE</b>	Service Authority for Freeway Emergencies
<b>SB1</b>	Senate Bill 1 (The Road Repair Accountability Act of 2017)
<b>SCADA</b>	Supervisory Control and Data Acquisition
<b>SCAG</b>	Southern California Association of Governments
<b>SCO</b>	State Controller's Office
<b>SCRRA</b>	Southern California Regional Rail Authority
<b>SGR</b>	State of Good Repair
<b>SHORE</b>	Support for Homeless Re-Entry Program
<b>SLT</b>	Senior Leadership Team
<b>SOC</b>	Security Operations Center
<b>SR</b>	State Route
<b>STA</b>	State Transit Assistance
<b>TAM</b>	Transit Asset Management
<b>TAP</b>	Transit Access Pass
<b>TDA</b>	Transportation Development Act
<b>TID</b>	Transportation Infrastructure Development
<b>TIFIA</b>	Transportation Infrastructure & Innovation Act
<b>TOC</b>	Transit-Oriented Communities
<b>TOD</b>	Transit-Oriented Development
<b>TPSS</b>	Traction Power Substation
<b>Trans</b>	Transportation
<b>TVM</b>	Ticket Vending Machine
<b>TWC</b>	Train to Wayside Communications
<b>UFS</b>	Universal Fare System
<b>UPS</b>	Uninterruptible Power Supply
<b>USG</b>	Union Station Gateway
<b>VA</b>	Veterans Affairs
<b>VSIP</b>	Voluntary Separation Incentive Program





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